



CITY OF NORTH SALT LAKE

CITY COUNCIL MEETING NOTICE & AGENDA May 7, 2024

Notice is given that the City Council of the City of North Salt Lake will hold a regular meeting on **May 7, 2024** at City Hall, 10 East Center Street, North Salt Lake, Utah. A work session will be held at 6:00 pm followed by the regular session at 7:00 pm in the Council Chambers.

Meetings of the City Council may be conducted via electronic means pursuant to Utah Code Ann. §52-4-207 as amended. In such circumstances, contact will be established and maintained via electronic means and the meetings will be conducted in accordance with the City's Electronic Meetings Policy.

The following items of business will be discussed; the order of business may be changed as time permits:

WORK SESSION – 6:00 p.m.

1. Presentation and Discussion Related to Homelessness - Wayne Niederhauser
2. Request by Parks and Arts Board for Grant Participation in the Discover Davis Mural Program, Camille Thorpe, Board Member
3. Monthly Financial Report for Period Ending March 31, 2024
4. Adjourn

REGULAR SESSION – 7:00 p.m.

1. Introduction by Mayor Brian Horrocks
2. Prayer ~ Thomas Appiah and Pledge of Allegiance ~ Councilmember Suzette Jackson
3. Citizen Comment
4. Presentation on Sister City Program by Thomas Appiah
5. Presentation of Results of the Town Center Market Study by Ted Kamp, Leland Consulting Group
6. Consideration of Ordinance 2024-02: An Ordinance Amending Title 10 Chapters 1 and 11 Related to Approved Uses in the Commercial Shopping (CS) Zone to Include Automotive Accessory Installation - Specifically Detailing, Tint, Glass, and Trim
7. Consideration of Resolution 2024-15R: A Resolution Adopting the FY 2024-2025 Tentative Budget and Setting the Public Hearing Date
8. Update on the Hatch Park Redevelopment Project
9. Consideration of Resolution 2024-16R: A Resolution Authorizing Consent to Annexation by Salt Lake City of the North Pointe Annexation Located with the City's Annexation Policy Declaration, Area D
10. Consideration of Purchase of Police Department Motorcycles for an Amount of \$35,000

11. Consideration of Purchase of a Public Works Plow Truck in the Amount of \$337,980
12. Consideration of Resolution 2024-17R: A Resolution Authorizing the Surplus of Property
13. Consideration of Bid Award for the Porters Landing Boat Dock Project to Rayd Inc. in the Amount of \$172,020
14. Consideration of Bid Award for the Storm Drain Golf Course Project to Toncco in the Amount of \$449,819.50
15. Consideration of Bid Award for the 2024 Street Preservation Project to Staker Parson Companies in the Amount of \$466,119.85
16. Consideration of Bid Award for the Signal Light at 400 West and 1100 North to Oak Hollow Electric in the Amount of \$119,000
17. Approval of City Council Minutes of March 23, 2024 and April 2, 2024
18. Action Items
19. Council Reports
20. City Attorney Report
21. Mayor's Report
22. City Manager Report
23. Adjourn

CLOSED SESSION

1. Possible closed session for the purpose of discussing the character professional competence, or physical or mental health of an individual; to discuss pending or reasonably imminent litigation; to discuss the purchase, exchange, sale, or lease of real property; or to discuss the deployment of security personnel, devices, or systems. *Utah Code 52-4-205*

City Council meetings are open to the public. If you need special accommodation to participate in the meeting, please call (801) 335-8709 with at least 24 hours' notice. This meeting will be broadcast live through the City's YouTube channel: <https://www.youtube.com/@nslutah4909/streams>

Notice of Posting:

I, the duly appointed City Recorder for the City of North Salt Lake, certify that copies of the agenda for the City Council meeting to be held May 7, 2024 were posted on the Utah Public Notice Website: <https://www.utah.gov/pmn/>, City's Website: <https://www.nslcity.org>, and at City Hall: 10 E. Center St. North Salt Lake.

Date Posted: May 6, 2024


Wendy Page, City Recorder





CITY OF NORTH SALT LAKE FINANCE DEPARTMENT

10 East Center Street
North Salt Lake, Utah 84054
(801) 335-8700
(801) 335-8719 Fax

Brian J. Horrocks
Mayor

Heidi Voordeckers
Finance Director

MEMORANDUM

TO: Honorable Mayor and City Council

FROM: Heidi Voordeckers, Finance Director

DATE: 05/07/2024

SUBJECT: Monthly financial statements for the period ended March 31, 2024

BACKGROUND

In accordance with the Uniform Fiscal Procedures Act for Cities, monthly financial reports shall be prepared and presented to the governing body of each City.

SUMMARY

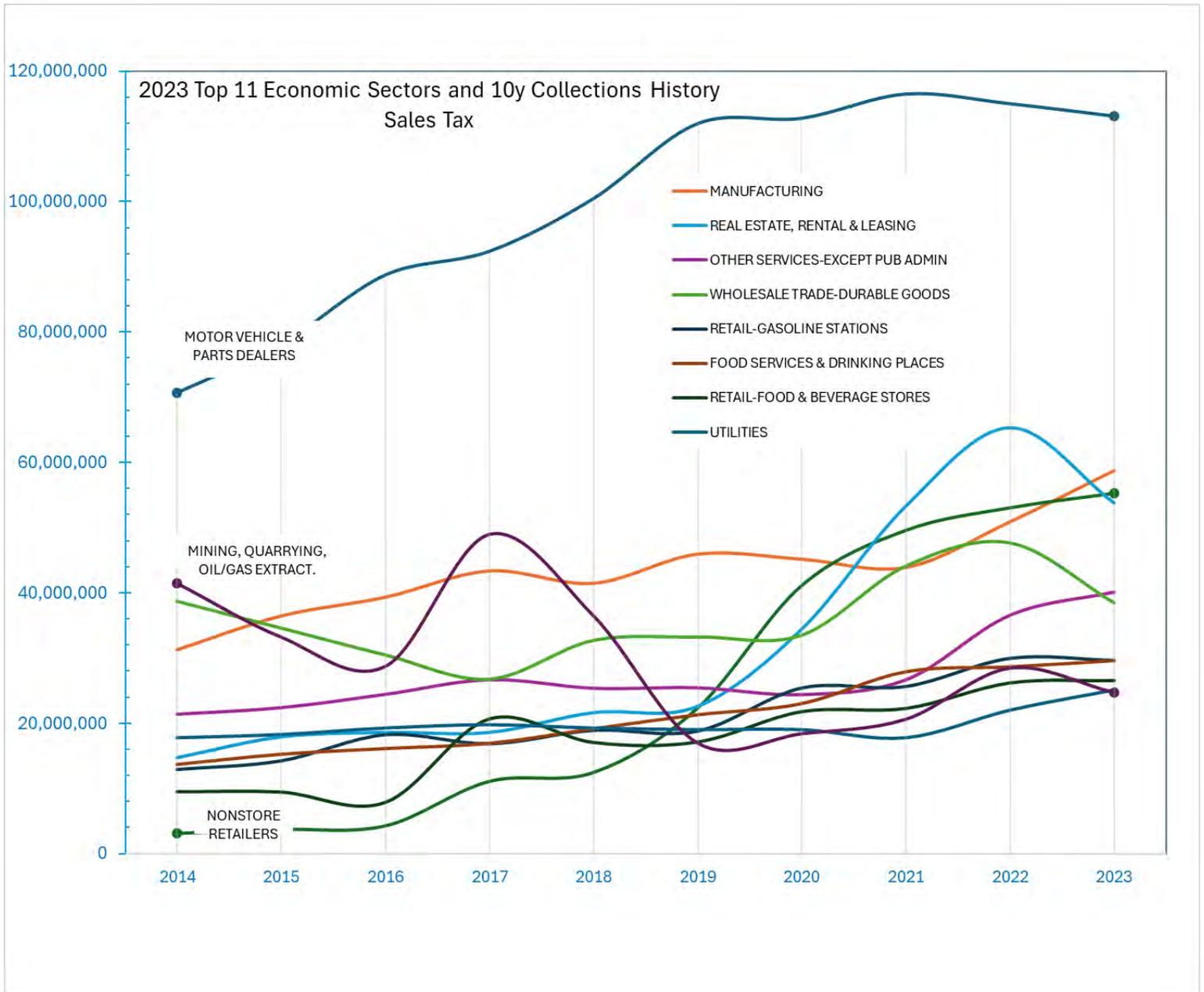
There is no unusual financial activity to report during the current fiscal period.

As discussed at the budget retreat, sales tax revenues in the City are spread across multiple economic sectors ranging from construction to agriculture, with several categories for retail sales.

The chart on the following page takes the top 11 economic sectors in calendar year 2023 and tracks taxable sales over the last 10 years. The data for this chart is available on the Utah State Tax Commission website, tax.utah.gov/econstats/sales ("Annual Sales" tab), which compiles sales tax data from 1978 to 2023.

Interesting trends in Annual Taxable Sales ("ATS") in the City over the last 10 years include:

- Increase in total ATS of 88.5%, from \$364.7M in 2014 to \$687.8M in 2023
- Continuing strength in Retail Motor Vehicle Sales
 - 2014 – 19.4% of ATS at \$70.7M
 - 2023 – 16.4% of ATS at \$113.1M
- Transition of Mining, Quarrying, and Oil/Gas Extraction from second place in 2014 to 11th place in 2023
 - 2014 - 11.4% of ATS at \$41.5M
 - 2023 – 3.6% of ATS at \$24.75M
- Overall stability in Manufacturing, rising from fourth place in 2014 to third place in 2023
 - 2014 – 8.6% of ATS at \$24M
 - 2023 – 8.5% of ATS at \$58.6M
- Emergence of Nonstore Retail, rising from 19th place in 2014 to third place in 2023
 - 2014 -0.86% of ATS at \$3.1M
 - 2023 - 8% of ATS at \$55.2M



ACTION

There is no action required of the Council related to the presentation of the monthly financial reports.

Attachments:

- 1) Financial Summary for the period ended March 31, 2024
- 2) Revenues and Expenses with Comparison to Budget reports for the period ended March 31, 2024

City of North Salt Lake Monthly Financial Report

March 2024

GENERAL FUND REVENUES

	Budget			% of Budget	
	Current Year	YTD	Prior YTD	Current Year	Prior Year
Taxes	\$ 11,773,723	\$ 8,015,549	\$ 7,976,444	68%	71%
Licensing	235,000	236,305	226,740	101%	102%
Intergovernmental (1)	148,000	123,593	2,181,180	84%	5%
Charges for Services	611,600	388,286	436,732	63%	47%
Fines & Forfeitures	350,000	314,843	263,033	90%	90%
Misc. Income	659,198	584,772	101,581	89%	220%
Total Revenues	\$ 13,777,521	\$ 9,663,347	\$ 11,185,710		

Top Ten Revenues	Budget			% of Budget	
	Current Year	YTD	Prior YTD	Current Year	Prior Year
Sales Tax	\$ 6,760,000	\$ 3,788,429	\$ 3,851,158	56%	60%
Property Taxes	3,062,723	2,824,798	2,732,610	92%	91%
MET Tax - Power	1,080,000	879,749	854,034	81%	73%
MET Tax - Gas	500,000	351,226	358,031	70%	73%
Justice Court Fines	350,000	314,843	263,033	90%	75%
Business Licenses	235,000	236,305	226,740	101%	98%
Franchise - Telephone	100,000	85,229	86,357	85%	80%
Permit and Planning	421,000	226,028	344,101	54%	47%
Total Top Ten	\$ 12,508,723	\$ 8,706,607	\$ 8,716,063		

NOTES

- 1 - Compared to prior year, General fund revenues are up 4.1%, or \$386,144, when adjusted for one-time grants and restricted road revenues.
- 2 - At 75% of the year elapsed, general fund expenditures are 74.1% spent.
- 3 - Collections of impact fee revenues are unchanged from prior month.

GENERAL FUND EXPENDITURES

	Budget			% of Budget	
	Current Year	YTD	Prior YTD	Current Year	Prior Year
Legislative	\$ 309,200	\$ 219,231	\$ 186,465	71%	67%
Judicial	419,200	285,218	261,999	68%	68%
Administration	1,081,398	860,255	815,459	80%	74%
Buildings - City Ctr & PW	276,500	239,380	146,885	87%	89%
Planning & Development	1,061,470	606,370	603,416	57%	74%
Police	5,790,514	4,018,839	3,792,447	69%	71%
Fire - Contracted Service	1,775,000	1,774,402	1,722,073	100%	99%
PW - Streets & Engineering	1,944,400	1,451,233	1,385,441	75%	65%
Parks and Recreation	1,460,300	993,306	795,255	68%	60%
Transfers Out	705,000	528,750	2,324,196	75%	75%
Total Expenditures	\$ 14,822,982	\$ 10,976,984	\$ 12,033,636		

CHANGE IN GENERAL FUND BALANCE

	Budget			Current Year	Prior Year
	Current Year	YTD	Prior YTD		
Revenues	\$ 13,777,521	\$ 9,663,347	\$ 11,185,710	70%	71%
Expenditures (2)	14,822,982	10,976,984	12,033,636	74%	73%
Fund Balance Inc./(Dec)	\$ (1,045,461)	(1,313,637)	\$ (847,926)		

IMPACT FEE REVENUES - ALL FUND TYPES

Impact Fee Revenues	Budget			Current Year	Prior Year
	Current Year	YTD	Prior YTD		
Parks	\$ 42,200	\$ 17,600	\$ 42,000	42%	48%
Public Safety	11,025	2,632	711	24%	1%
Roads	37,630	13,747	4,504	37%	7%
Water	125,000	93,373	37,350	75%	24%
Secondary Water	-	-	-	-	-
Storm Water	50,000	22,038	(3,159)	44%	-11%
Total Revenues (3)	\$ 265,855	\$ 149,390	\$ 81,406		

Monthly Financial Report

March 2024

EXPENDITURES

SPECIAL REVENUE FUNDS

	<u>% of Budget</u>					<u>% of Budget</u>				
	<u>Budget</u> Current Year	YTD	Prior YTD	Current Year	Prior Year	<u>Budget</u> Current Year	YTD	Prior YTD	Current Year	Prior Year
Redevelopment	2,909,750	\$ 2,927,661	\$ 2,658,644	101%	128%	5,605,653	\$ 713,599	\$ 52,516	13%	1050%
Housing	234,975	27,435	7,321	12%	4%	234,975	-	-	0%	0%
Local Building Authority	190,260	358,760	147,261	189%	77%	158,562	143,322	136,642	90%	72%

DEBT SERVICE FUND

	<u>Budget</u> Current Year	YTD	Prior YTD	Current Year	Prior Year	<u>Budget</u> Current Year	YTD	Prior YTD	Current Year	Prior Year
Debt Service - RAP Tax (1)	\$ 1,980,000	\$ 1,377,786	\$ 17,718,816	70%	97%	\$ 6,497,412	\$ 457,850	\$ 335,696	7%	12%

CAPITAL IMPROVEMENT FUND

	<u>Budget</u> Current Year	YTD	Prior YTD	Current Year	Prior Year	<u>Budget</u> Current Year	YTD	Prior YTD	Current Year	Prior Year
Capital Projects	\$ 620,278	\$ 347,851	\$ 1,056,781	56%	71%	\$ 590,278	\$ 217,933	\$ 20,000	37%	2%
Parks - Capital	6,404,178	345,667	295,084	5%	5%	7,588,234	514,101	424,997	7%	12%
Police - Capital	11,025	8,507	2,907	77%	3%	11,025	8,271	2,588	75%	2%
Roadway - Capital	5,558,697	1,651,670	1,838,990	30%	17%	10,859,301	2,059,094	1,265,007	19%	11%

ENTERPRISE FUNDS

	<u>Budget</u> Current Year	YTD	Prior YTD	Current Year	Prior Year	<u>Budget</u> Current Year	YTD	Prior YTD	Current Year	Prior Year
Water - Oper (2)	\$ 4,459,000	\$ 3,635,320	\$ 2,620,569	82%	68%	\$ 4,112,400	\$ 2,994,393	\$ 2,576,429	73%	74%
Water - Cap	1,738,485	244,350	119,368	14%	7%	5,244,831	1,528,606	1,749,046	29%	25%
Pressurized Irrigation - Foxboro	-	-	230,467	0%	45%	-	-	371,635	0%	72%
Storm Water - Oper	1,128,000	850,225	726,632	75%	79%	819,300	517,571	447,944	63%	64%
Storm Water - Cap	503,860	69,356	15,362	14%	4%	1,426,881	142,729	209,009	10%	14%
Solid Waste	1,716,000	1,298,029	1,159,434	76%	79%	1,614,200	953,859	955,453	59%	65%
Golf - Operating	3,110,000	2,157,208	1,277,007	69%	60%	2,589,660	1,990,123	1,339,833	77%	70%
Golf - Cap and Debt (3)	364,000	(78,566)	-	-22%	0%	1,058,818	299,632	2,210,691	28%	65%
Fleet	938,200	672,968	679,225	72%	74%	790,900	651,348	446,686	82%	49%

NOTES

- 1- Revenue increases in the Debt Service RAP Tax fund are related to interest earnings on Hatch Park constructions proceeds while project is awaiting development.
- 2- Water operating variance due to timing of payment recognition in annual Weber Basin Water allotment.
- 3 - Golf Capital Variance due to completion of Events Center/Clubhouse remodel

NORTH SALT LAKE CITY
REVENUES AND EXPENDITURES WITH COMPARISON TO BUDGET
FOR THE 9 MONTHS ENDING MARCH 31, 2024

#10 GENERAL FUND

	PRIOR YTD	PERIOD ACTUAL	YTD ACTUAL	BUDGET	UNEARNED	PCNT
<u>TAX REVENUE</u>						
10-1031-31101	PROPERTY TAX - GENERAL	2,657,174.86	434,727.94	2,741,964.91	2,915,723.00	173,758.09 94.0
10-1031-31102	PRIOR YEARS DELINQUENT	1,408.70	189.64	1,466.42	2,000.00	533.58 73.3
10-1031-31103	FEE IN LIEU OF PERS PROP TAXES	74,026.22	9,744.29	81,367.03	145,000.00	63,632.97 56.1
10-1031-31300	SALES AND USE TAX	3,851,157.66	503,785.21	3,788,428.68	6,760,000.00	2,971,571.32 56.0
10-1031-31303	ENERGY SALES AND USE - POWER	854,034.07	95,325.19	879,749.06	1,080,000.00	200,250.94 81.5
10-1031-31304	ENERGY SALES AND USE - GAS	358,030.89	2,176.69	351,226.23	500,000.00	148,773.77 70.3
10-1031-31305	TRANSIENT ROOM AND SHORT TERM	23,412.94	5,190.42	26,500.62	51,000.00	24,499.38 52.0
10-1031-31401	CABLE TAX	70,841.79	.00	59,616.53	220,000.00	160,383.47 27.1
10-1031-31402	TELEPHONE TAX	86,357.10	11,796.72	85,229.34	100,000.00	14,770.66 85.2
	TOTAL TAX REVENUE	7,976,444.23	1,062,936.10	8,015,548.82	11,773,723.00	3,758,174.18 68.1
<u>LICENSES AND PERMITS</u>						
10-1032-32100	BUSINESS LICENSES AND PERMITS	226,739.95	7,978.50	236,304.62	235,000.00	(1,304.62) 100.6
	TOTAL LICENSES AND PERMITS	226,739.95	7,978.50	236,304.62	235,000.00	(1,304.62) 100.6
<u>INTERGOVERNMENTAL</u>						
10-1033-33101	CAPITAL GRANTS - FEDERAL	1,265,964.72	.00	.00	27,000.00	27,000.00 .0
10-1033-33201	OPERATING GRANTS - STATE	1,071.18	.00	95,407.00	95,000.00	(407.00) 100.4
10-1033-33204	CONTRIBUTIONS FROM OTHER GOV	362,935.39	.00	.00	.00	.00 .0
10-1033-33205	STATE C ROAD	524,984.37	.00	.00	.00	.00 .0
10-1033-33207	STATE LIQUOR FUND ALLOTMENT	26,224.73	.00	28,185.77	26,000.00	(2,185.77) 108.4
	TOTAL INTERGOVERNMENTAL	2,181,180.39	.00	123,592.77	148,000.00	24,407.23 83.5
<u>CHARGES FOR SERVICES</u>						
10-1034-34201	FEES-RECREATION PROGRAMS	22,030.62	.00	16,313.94	50,000.00	33,686.06 32.6
10-1034-34203	PARKING CITATIONS	3,859.80	160.00	4,147.60	1,800.00	(2,347.60) 230.4
10-1034-34204	FEES POLICE	18,802.60	16,625.00	28,005.44	25,000.00	(3,005.44) 112.0
10-1034-34205	PLAN CHECK	71,741.05	4,299.44	55,316.20	97,000.00	41,683.80 57.0
10-1034-34206	ZONING & SUBDIVISION PLANNING	30,100.00	9,300.00	10,400.00	30,000.00	19,600.00 34.7
10-1034-34207	INFRASTRUCTURE INSPECTION	1,170.00	.00	2,400.00	40,000.00	37,600.00 6.0
10-1034-34208	PERMIT FEE - INSPECTION	172,143.32	9,287.73	110,536.61	184,000.00	73,463.39 60.1
10-1034-34301	LIBERTY FESTIVAL REVENUE	20,109.00	.00	70,099.62	70,000.00	(99.62) 100.1
10-1034-34302	LIBERTY FEST CAR SHOW	5,000.00	.00	200.00	.00	(200.00) .0
10-1034-34308	RENTS AND LEASES OTHER	240.00	100.00	200.00	.00	(200.00) .0
10-1034-34400	SALES AND SERVICE EXCAVATION	68,946.50	1,150.00	47,375.25	70,000.00	22,624.75 67.7
10-1034-34401	MATERIALS AND SUPPLIES SALES	254.15	272.85	5,713.71	2,000.00	(3,713.71) 285.7
10-1034-34409	SALES AND SERVICE PUBLIC WORKS	770.50	(141.08)	567.79	.00	(567.79) .0
10-1034-34601	RENTS-PARKS AND BALL FIELDS	11,764.00	6,558.00	25,642.00	25,000.00	(642.00) 102.6
10-1034-34650	RENTS - CELL TOWER SITES	9,800.00	1,428.00	11,368.00	16,800.00	5,432.00 67.7
	TOTAL CHARGES FOR SERVICES	436,731.54	49,039.94	388,286.16	611,600.00	223,313.84 63.5

NORTH SALT LAKE CITY
REVENUES AND EXPENDITURES WITH COMPARISON TO BUDGET
FOR THE 9 MONTHS ENDING MARCH 31, 2024

#10 GENERAL FUND

	PRIOR YTD	PERIOD ACTUAL	YTD ACTUAL	BUDGET	UNEARNED	PCNT
<u>JUDICIAL REVENUE</u>						
10-1035-35100 COURT FINES & BAIL FORFEITURES	263,032.93	36,847.89	314,842.99	350,000.00	35,157.01	90.0
TOTAL JUDICIAL REVENUE	263,032.93	36,847.89	314,842.99	350,000.00	35,157.01	90.0
<u>MISCELLANEOUS</u>						
10-1037-36000 MISCELLANEOUS	1,051.86	3,135.87	5,906.01	20,000.00	14,093.99	29.5
10-1037-36100 INTEREST EARNINGS	69,193.36	20,269.73	192,993.19	250,000.00	57,006.81	77.2
10-1037-36200 DIVIDENDS - AWARDS	19,836.00	1,465.35	31,839.78	20,000.00	(11,839.78)	159.2
10-1037-36300 CREDIT CARD USE FEE	4,675.73	323.87	3,618.94	12,000.00	8,381.06	30.2
TOTAL MISCELLANEOUS	94,756.95	25,194.82	234,357.92	302,000.00	67,642.08	77.6
<u>OTHER FINANCING SOURCES</u>						
10-1038-36700 CONTRIBUTIONS	6,323.66	7,000.00	12,000.00	25,000.00	13,000.00	48.0
10-1038-37125 TRANSFERS FROM RDA	.00	134,530.35	134,530.35	130,998.00	(3,532.35)	102.7
10-1038-37144 TRANSFERS FROM ROADS	.00	20,574.78	149,970.34	201,200.00	51,229.66	74.5
10-1038-37400 INSURANCE RECOVERY	500.00	53,912.94	53,912.94	.00	(53,912.94)	.0
10-1038-37990 FUND BALANCE - USE OF	.00	.00	.00	1,045,461.00	1,045,461.00	.0
TOTAL OTHER FINANCING SOURCES	6,823.66	216,018.07	350,413.63	1,402,659.00	1,052,245.37	25.0
TOTAL FUND REVENUE	11,185,709.65	1,398,015.32	9,663,346.91	14,822,982.00	5,159,635.09	65.2
<u>GOVERNING COUNCIL</u>						
10-1101-41101 WAGE REGULAR EMPLOYEES	72,300.77	9,520.55	83,414.96	111,500.00	28,085.04	74.8
10-1101-41200 EMPLOYEE BENEFITS	40,100.45	4,927.92	45,132.85	63,000.00	17,867.15	71.6
10-1101-41201 EMPLOYEE ALLOWANCES	7.70	.00	.00	2,700.00	2,700.00	.0
10-1101-42100 PROF & TECHNICAL SERVICES	35,483.36	3,333.33	29,999.97	40,000.00	10,000.03	75.0
10-1101-42105 PROF & TECHNICAL SERVICES-ATTY	714.00	.00	942.00	5,000.00	4,058.00	18.8
10-1101-42109 ELECTIONS	47.15	.00	15,284.58	40,000.00	24,715.42	38.2
10-1101-42400 ADVERTISING AND PUBLIC NOTICES	2,675.18	.00	48.77	1,000.00	951.23	4.9
10-1101-42900 TRAVEL, EDUCATION AND TRAINING	3,697.43	4,860.50	8,279.12	10,000.00	1,720.88	82.8
10-1101-43400 TELECOMMUNICATION	2,025.00	225.00	2,025.00	.00	(2,025.00)	.0
10-1101-45200 OPERATING SUPPLIES	10,406.38	3,443.17	13,926.90	12,000.00	(1,926.90)	116.1
10-1101-45400 BOOKS, PUBLICATIONS AND SUBSCR	19,008.06	.00	20,176.83	24,000.00	3,823.17	84.1
TOTAL GOVERNING COUNCIL	186,465.48	26,310.47	219,230.98	309,200.00	89,969.02	70.9

NORTH SALT LAKE CITY
EXPENDITURES WITH COMPARISON TO BUDGET
FOR THE 9 MONTHS ENDING MARCH 31, 2024

#10 GENERAL FUND

	PRIOR YTD	PERIOD ACTUAL	YTD ACTUAL	BUDGET	UNEXPENDED	PCNT
<u>CHIEF ADMINISTRATIVE OFFICER</u>						
10-1103-41101	WAGE REGULAR EMPLOYEES	273,184.56	30,363.99	292,954.34	401,000.00	108,045.66 73.1
10-1103-41200	EMPLOYEE BENEFITS	115,456.25	14,128.87	129,435.33	182,000.00	52,564.67 71.1
10-1103-41201	EMPLOYEE ALLOWANCES	5,134.70	461.54	4,615.40	6,000.00	1,384.60 76.9
10-1103-42100	PROF & TECHNICAL SERVICES	4,559.97	.00	4,190.32	3,000.00	(1,190.32) 139.7
10-1103-42400	ADVERTISING AND PUBLIC NOTICES	.00	72.94	567.46	.00	(567.46) .0
10-1103-42900	TRAVEL, EDUCATION AND TRAINING	2,432.93	2,495.40	9,286.97	6,000.00	(3,286.97) 154.8
10-1103-43400	TELECOMMUNICATION	1,950.84	218.82	1,870.15	3,060.00	1,189.85 61.1
10-1103-45211	INDIRECT COST ALLOCATION	(110,999.97)	(16,625.00)	(149,625.00)	(199,500.00)	(49,875.00) (75.0)
10-1103-45400	BOOKS, PUBLICATIONS AND SUBSCR	1,849.95	500.00	2,725.17	3,000.00	274.83 90.8
10-1103-45603	MACHINERY AND EQUIPMENT	.00	.00	.00	2,200.00	2,200.00 .0
	TOTAL CHIEF ADMINISTRATIVE OFFIC	293,569.23	31,616.56	296,020.14	406,760.00	110,739.86 72.8
<u>FINANCIAL</u>						
10-1104-41101	WAGE REGULAR EMPLOYEES	250,972.03	28,276.88	270,959.19	375,000.00	104,040.81 72.3
10-1104-41103	OVERTIME	1,148.63	.00	205.33	1,000.00	794.67 20.5
10-1104-41200	EMPLOYEE BENEFITS	117,110.79	13,799.98	128,493.57	171,000.00	42,506.43 75.1
10-1104-41201	EMPLOYEE ALLOWANCES	4,869.72	500.00	4,500.00	6,000.00	1,500.00 75.0
10-1104-42900	TRAVEL, EDUCATION AND TRAINING	1,502.91	.00	834.00	4,200.00	3,366.00 19.9
10-1104-43400	TELECOMMUNICATION	2,579.66	311.91	2,748.28	4,320.00	1,571.72 63.6
10-1104-45200	OPERATING SUPPLIES	.00	.00	186.88	.00	(186.88) .0
10-1104-45211	INDIRECT COST ALLOCATION	(200,250.00)	(24,117.00)	(217,053.00)	(289,400.00)	(72,347.00) (75.0)
10-1104-45400	BOOKS, PUBLICATIONS AND SUBSCR	802.88	25.00	743.48	700.00	(43.48) 106.2
	TOTAL FINANCIAL	178,736.62	18,796.77	191,617.73	272,820.00	81,202.27 70.2
<u>ADMINISTRATIVE SUPPORT</u>						
10-1120-41205	TUITION REIMBURSEMENT	.00	.00	2,000.00	2,000.00	.00 100.0
10-1120-42000	GEN & CONTRACTED SERVICES-IT	52,314.32	5,210.25	57,572.00	60,000.00	2,428.00 96.0
10-1120-42100	PROF & TECHNICAL SERVICES	53,716.63	128.57	66,682.07	70,000.00	3,317.93 95.3
10-1120-42105	PROF & TECHNICAL SERVICES-ATTY	35,701.00	4,571.50	28,598.00	30,000.00	1,402.00 95.3
10-1120-42110	BANK CHARGES	3,870.93	618.36	6,299.06	17,000.00	10,700.94 37.1
10-1120-42300	INSURANCE - RISK MANAGEMENT	183,951.43	115.00	178,284.35	186,018.00	7,733.65 95.8
10-1120-45100	OFFICE SUPPLIES	5,168.68	1,343.03	8,626.10	17,000.00	8,373.90 50.7
10-1120-45202	EMPLOYEE APPRECIATION	29,201.99	.00	22,265.10	30,000.00	7,734.90 74.2
10-1120-45211	INDIRECT COST ALLOCATION	(25,499.97)	(4,392.00)	(39,528.00)	(52,700.00)	(13,172.00) (75.0)
10-1120-48504	COMPUTERS & EQUIPMENT - IT	375.86	.00	39,887.71	38,000.00	(1,887.71) 105.0
10-1120-49011	INTERDEPARTMENTAL FLEET FUEL	96.95	44.73	371.36	500.00	128.64 74.3
10-1120-49012	INTERDEPARTMENTAL FLEET R&M	1,297.60	133.00	1,197.00	1,600.00	403.00 74.8
10-1120-49013	FLEET PARTS AND SUPPLIES	257.36	34.59	361.91	2,400.00	2,038.09 15.1
10-1120-49014	INTERDEPARTMENTAL ANNUAL CAP	2,700.00	.00	.00	.00	.00 .0
	TOTAL ADMINISTRATIVE SUPPORT	343,152.78	7,807.03	372,616.66	401,818.00	29,201.34 92.7

NORTH SALT LAKE CITY
EXPENDITURES WITH COMPARISON TO BUDGET
FOR THE 9 MONTHS ENDING MARCH 31, 2024

#10 GENERAL FUND

	PRIOR YTD	PERIOD ACTUAL	YTD ACTUAL	BUDGET	UNEXPENDED	PCNT
<u>PLANNING AND ZONING</u>						
10-1130-41101	WAGE REGULAR EMPLOYEES	240,800.19	26,296.94	242,390.80	354,000.00	111,609.20 68.5
10-1130-41102	TEMPORARY EMPLOYEES	7,761.00	1,325.00	14,437.50	7,500.00	(6,937.50) 192.5
10-1130-41103	OVERTIME	743.47	.00	48.42	1,000.00	951.58 4.8
10-1130-41200	EMPLOYEE BENEFITS	137,286.18	13,096.05	119,086.28	205,500.00	86,413.72 58.0
10-1130-41201	EMPLOYEE ALLOWANCES	4,615.40	461.54	4,615.40	6,500.00	1,884.60 71.0
10-1130-42000	GENERAL & CONTRACTED SERVICES	.00	.00	125.00	.00	(125.00) .0
10-1130-42106	PROF & TECH SERVICES-ECON DEV	3,647.00	.00	2,912.00	31,000.00	28,088.00 9.4
10-1130-42900	TRAVEL, EDUCATION AND TRAINING	2,919.17	.00	1,782.79	4,500.00	2,717.21 39.6
10-1130-43400	TELECOMMUNICATION	1,891.61	251.85	2,212.83	2,665.00	452.17 83.0
10-1130-45200	OPERATING SUPPLIES	391.56	108.30	409.53	500.00	90.47 81.9
10-1130-45400	BOOKS, PUBLICATIONS AND SUBSCR	5,151.37	659.88	6,263.92	6,000.00	(263.92) 104.4
10-1130-46010	GRANT - CONTRACT PAYMENTS	9,900.00	.00	.00	150,000.00	150,000.00 .0
10-1130-49011	INTERDEPARTMENTAL FLEET FUEL	92.17	.00	.00	800.00	800.00 .0
10-1130-49013	FLEET PARTS AND SUPPLIES	788.07	.00	.00	.00	.00 .0
	TOTAL PLANNING AND ZONING	415,987.19	42,199.56	394,284.47	769,965.00	375,680.53 51.2
<u>GENERAL GOVERNMENT BUILDING</u>						
10-1140-42000	GENERAL & CONTRACTED SERVICES	70,033.82	15,736.16	164,057.85	165,000.00	942.15 99.4
10-1140-43100	WATER AND SEWERAGE	3,192.00	.00	3,192.00	3,800.00	608.00 84.0
10-1140-43200	NATURAL GAS	17,366.03	1,646.69	11,402.61	15,000.00	3,597.39 76.0
10-1140-43300	ELECTRICITY	32,664.63	2,858.80	30,738.51	44,000.00	13,261.49 69.9
10-1140-43400	TELECOMMUNICATION	11,342.11	1,512.82	13,365.94	17,000.00	3,634.06 78.6
10-1140-45200	OPERATING SUPPLIES	8,314.89	1,496.75	10,708.76	9,000.00	(1,708.76) 119.0
10-1140-45211	INDIRECT COST ALLOCATION	(23,850.00)	(2,633.00)	(23,697.00)	(31,600.00)	(7,903.00) (75.0)
10-1140-45603	MACHINERY AND EQUIPMENT	2,115.00	.00	2,490.18	10,000.00	7,509.82 24.9
10-1140-49011	FLEET FUEL CHARGES	(2.24)	.00	.00	.00	.00 .0
	TOTAL GENERAL GOVERNMENT BUIL	121,176.24	20,618.22	212,258.85	232,200.00	19,941.15 91.4
<u>PUBLIC WORKS BUILDING</u>						
10-1142-42000	GENERAL & CONTRACTED SERVICES	9,188.62	1,520.33	15,172.97	22,000.00	6,827.03 69.0
10-1142-43100	WATER AND SEWERAGE	1,842.96	.00	1,289.24	2,500.00	1,210.76 51.6
10-1142-43200	NATURAL GAS	7,318.21	2,785.74	7,604.46	6,000.00	(1,604.46) 126.7
10-1142-43300	ELECTRICITY	6,569.92	2,173.56	8,007.34	12,000.00	3,992.66 66.7
10-1142-45200	OPERATING SUPPLIES	16,142.51	1,099.30	11,895.52	20,000.00	8,104.48 59.5
10-1142-45211	INDIRECT COST ALLOCATION	(28,350.00)	(2,767.00)	(24,903.00)	(33,200.00)	(8,297.00) (75.0)
10-1142-45603	MACHINERY AND EQUIPMENT	12,996.36	150.00	8,054.40	15,000.00	6,945.60 53.7
	TOTAL PUBLIC WORKS BUILDING	25,708.58	4,961.93	27,120.93	44,300.00	17,179.07 61.2

NORTH SALT LAKE CITY
EXPENDITURES WITH COMPARISON TO BUDGET
FOR THE 9 MONTHS ENDING MARCH 31, 2024

#10 GENERAL FUND

	PRIOR YTD	PERIOD ACTUAL	YTD ACTUAL	BUDGET	UNEXPENDED	PCNT
<u>BUILDING INSPECTION</u>						
10-1171-41101	WAGE REGULAR EMPLOYEES	104,915.15	12,315.94	118,015.23	159,000.00	40,984.77 74.2
10-1171-41103	OVERTIME	142.10	18.61	145.45	2,000.00	1,854.55 7.3
10-1171-41200	EMPLOYEE BENEFITS	64,117.06	8,308.53	76,307.08	101,000.00	24,692.92 75.6
10-1171-42000	GENERAL & CONTRACTED SERVICES	9,000.88	958.33	8,277.74	15,000.00	6,722.26 55.2
10-1171-42900	TRAVEL, EDUCATION AND TRAINING	1,459.57	304.68	2,284.97	1,600.00	(684.97) 142.8
10-1171-43400	TELECOMMUNICATION	880.71	64.74	571.04	1,405.00	833.96 40.6
10-1171-45400	BOOKS, PUBLICATIONS AND SUBSCR	646.95	.00	503.48	700.00	196.52 71.9
10-1171-49011	INTERDEPARTMENTAL FLEET FUEL	436.18	51.57	408.17	1,200.00	791.83 34.0
10-1171-49012	INTERDEPARTMENTAL FLEET R&M	2,997.00	308.00	2,772.00	3,700.00	928.00 74.9
10-1171-49013	FLEET PARTS AND SUPPLIES	133.20	12.60	100.80	2,300.00	2,199.20 4.4
10-1171-49014	INTERDEPARTMENTAL ANNUAL CAP	2,700.00	300.00	2,700.00	3,600.00	900.00 75.0
	TOTAL BUILDING INSPECTION	187,428.80	22,643.00	212,085.96	291,505.00	79,419.04 72.8
<u>GENERAL GOVT NON OPERATING</u>						
10-1900-49140	TRANSFERS TO CAPITAL PROJECTS	929,700.00	.00	.00	.00	.00 .0
10-1900-49144	TRANSFERS TO ROAD CAPITAL	528,750.00	58,750.00	528,750.00	705,000.00	176,250.00 75.0
10-1900-49244	TRANSFERS TO ROAD CAPITAL-REST	865,746.00	.00	.00	.00	.00 .0
	TOTAL GENERAL GOVT NON OPERATI	2,324,196.00	58,750.00	528,750.00	705,000.00	176,250.00 75.0
<u>JUDICIAL</u>						
10-2030-41000	PERSONNEL SERVICES JUSTICE OF	42,927.21	4,769.69	42,927.21	64,200.00	21,272.79 66.9
10-2030-41101	WAGE REGULAR EMPLOYEES	97,689.11	11,696.54	111,380.29	142,000.00	30,619.71 78.4
10-2030-41103	OVERTIME	1,294.12	14.18	514.93	5,000.00	4,485.07 10.3
10-2030-41200	EMPLOYEE BENEFITS	54,785.98	5,975.30	56,484.79	81,000.00	24,515.21 69.7
10-2030-42100	PROF & TECHNICAL SERVICES	3,166.91	202.62	2,709.71	3,500.00	790.29 77.4
10-2030-42110	BANK CHARGES	8,415.18	903.44	8,148.19	13,000.00	4,851.81 62.7
10-2030-42900	TRAVEL, EDUCATION AND TRAINING	137.00	.00	251.75	1,500.00	1,248.25 16.8
10-2030-43400	TELECOMMUNICATION	1,620.22	207.09	1,837.06	2,500.00	662.94 73.5
10-2030-45100	OFFICE SUPPLIES	1,495.46	202.40	2,396.46	5,000.00	2,603.54 47.9
10-2030-45200	OPERATING SUPPLIES	468.48	79.57	1,382.80	2,000.00	617.20 69.1
10-2030-45603	MACHINERY AND EQUIPMENT	.00	(285.00)	220.00	7,500.00	7,280.00 2.9
10-2030-47100	JURY AND WITNESS PAYMENTS	499.50	.00	.00	2,000.00	2,000.00 .0
	TOTAL JUDICIAL	212,499.17	23,765.83	228,253.19	329,200.00	100,946.81 69.3
<u>JUSTICE COURT</u>						
10-2035-42107	PROF & TECHNICAL - DEFENDER	13,500.00	1,500.00	13,500.00	20,000.00	6,500.00 67.5
10-2035-42108	PROF & TECHNICAL - PROSECUTOR	25,320.00	3,842.00	33,691.00	60,000.00	26,309.00 56.2
10-2035-42111	ADMINISTRATIVE LIQUOR RELATED	10,680.00	1,158.00	9,774.00	10,000.00	226.00 97.7
	TOTAL JUSTICE COURT	49,500.00	6,500.00	56,965.00	90,000.00	33,035.00 63.3

NORTH SALT LAKE CITY
EXPENDITURES WITH COMPARISON TO BUDGET
FOR THE 9 MONTHS ENDING MARCH 31, 2024

#10 GENERAL FUND

	PRIOR YTD	PERIOD ACTUAL	YTD ACTUAL	BUDGET	UNEXPENDED	PCNT
<u>ANIMAL CONTROL AND REGULATION</u>						
10-2100-42000 GENERAL & CONTRACTED SERVICES	34,510.02	.00	.00	.00	.00	.0
TOTAL ANIMAL CONTROL AND REGUL	34,510.02	.00	.00	.00	.00	.0
<u>POLICE</u>						
10-2400-41101 WAGE REGULAR EMPLOYEES	1,720,463.92	186,858.98	1,829,928.46	2,525,000.00	695,071.54	72.5
10-2400-41103 OVERTIME	87,675.08	4,147.86	86,366.54	104,325.00	17,958.46	82.8
10-2400-41104 NSL LIVE OVERTIME	5,389.61	2,230.41	9,529.25	20,000.00	10,470.75	47.7
10-2400-41200 EMPLOYEE BENEFITS	1,072,361.03	122,755.02	1,176,088.34	1,539,000.00	362,911.66	76.4
10-2400-41202 EMPLOYEE ALLOWANCES - UNIFORM	35,044.28	1,370.94	18,819.26	38,000.00	19,180.74	49.5
10-2400-41205 TUITION REIMBURSEMENT	1,500.00	.00	1,500.00	6,000.00	4,500.00	25.0
10-2400-42100 PROF & TECHNICAL SERVICES	34,561.05	110.20	24,746.76	19,279.00	(5,467.76)	128.4
10-2400-42101 PROF & TECHNICAL SERVICES-CAM	.00	.00	79.90	56,000.00	55,920.10	.1
10-2400-42120 RENTAL OF EQUIPMENT & VEHICLES	6,595.94	799.99	7,583.90	13,500.00	5,916.10	56.2
10-2400-42900 TRAVEL, EDUCATION AND TRAINING	9,932.28	2,371.07	14,046.24	30,000.00	15,953.76	46.8
10-2400-43400 TELECOMMUNICATION EMPLOYEES	19,625.65	92.67	18,145.26	28,000.00	9,854.74	64.8
10-2400-45100 OFFICE SUPPLIES	1,562.64	72.54	831.59	3,200.00	2,368.41	26.0
10-2400-45200 OPERATING SUPPLIES	5,114.58	527.75	7,828.56	9,000.00	1,171.44	87.0
10-2400-45260 K-9 EXPENDITURES	.00	.00	1,712.70	4,350.00	2,637.30	39.4
10-2400-45400 BOOKS, PUBLICATIONS AND SUBSCR	15,573.40	.00	15,747.12	27,500.00	11,752.88	57.3
10-2400-45603 MACHINERY AND EQUIPMENT	23,109.27	2,159.49	20,736.13	118,500.00	97,763.87	17.5
10-2400-49011 INTERDEPARTMENTAL FLEET FUEL	41,268.76	4,981.75	52,169.71	94,500.00	42,330.29	55.2
10-2400-49012 INTERDEPARTMENTAL FLEET R&M	67,657.34	9,364.39	74,359.89	97,200.00	22,840.11	76.5
10-2400-49013 FLEET PARTS AND SUPPLIES	19,174.78	427.38	13,526.98	62,000.00	48,473.02	21.8
10-2400-49014 INTERDEPARTMENTAL ANNUAL CAP	148,680.00	16,483.00	148,347.00	197,800.00	49,453.00	75.0
TOTAL POLICE	3,315,289.61	354,753.44	3,522,093.59	4,993,154.00	1,471,060.41	70.5
<u>POLICE - NON-SWORN</u>						
10-2404-41101 WAGE REGULAR EMPLOYEES	181,023.55	19,953.11	192,607.09	262,000.00	69,392.91	73.5
10-2404-41102 TEMPORARY EMPLOYEES	77,300.00	14,760.00	110,085.00	146,160.00	36,075.00	75.3
10-2404-41103 OVERTIME	580.12	20.76	41.52	.00	(41.52)	.0
10-2404-41200 EMPLOYEE BENEFITS	118,705.30	14,373.34	128,638.78	177,500.00	48,861.22	72.5
10-2404-41205 TUITION REIMBURSEMENT	.00	.00	2,000.00	.00	(2,000.00)	.0
TOTAL POLICE - NON-SWORN	377,608.97	49,107.21	433,372.39	585,660.00	152,287.61	74.0
<u>SPECIAL DETAIL SERVICES</u>						
10-2405-45000 SUPPLIES AND MATERIALS	15,397.63	701.02	7,435.17	26,000.00	18,564.83	28.6
TOTAL SPECIAL DETAIL SERVICES	15,397.63	701.02	7,435.17	26,000.00	18,564.83	28.6

NORTH SALT LAKE CITY
EXPENDITURES WITH COMPARISON TO BUDGET
FOR THE 9 MONTHS ENDING MARCH 31, 2024

#10 GENERAL FUND

	PRIOR YTD	PERIOD ACTUAL	YTD ACTUAL	BUDGET	UNEXPENDED	PCNT
<u>DISPATCH AND COMMUNICATIONS</u>						
10-2600-42000 GENERAL & CONTRACTED SERVICES	49,640.86	.00	55,937.58	185,700.00	129,762.42	30.1
TOTAL DISPATCH AND COMMUNICATI	49,640.86	.00	55,937.58	185,700.00	129,762.42	30.1
<u>FIRE</u>						
10-2900-42000 GENERAL & CONTRACTED SERVICES	1,722,072.50	443,600.50	1,774,402.00	1,775,000.00	598.00	100.0
TOTAL FIRE	1,722,072.50	443,600.50	1,774,402.00	1,775,000.00	598.00	100.0
<u>ENGINEERING AND DESIGN</u>						
10-3300-41101 WAGE REGULAR EMPLOYEES	34,258.39	3,291.21	27,654.57	36,500.00	8,845.43	75.8
10-3300-41102 TEMPORARY EMPLOYEES	10,724.00	448.00	7,272.00	18,000.00	10,728.00	40.4
10-3300-41103 OVERTIME	.00	.00	.00	1,000.00	1,000.00	.0
10-3300-41200 EMPLOYEE BENEFITS	10,620.81	1,342.58	12,542.32	14,000.00	1,457.68	89.6
10-3300-42000 GENERAL & CONTRACTED SERVICES	10,286.00	9,187.00	10,937.00	13,000.00	2,063.00	84.1
10-3300-42100 PROF & TECHNICAL SERVICES	11,699.60	45.00	225.00	17,000.00	16,775.00	1.3
10-3300-42900 TRAVEL, EDUCATION AND TRAINING	1,485.38	.00	1,511.55	3,500.00	1,988.45	43.2
10-3300-43400 TELECOMMUNICATION	631.09	143.76	1,181.12	2,000.00	818.88	59.1
10-3300-45100 OFFICE SUPPLIES	904.06	211.10	248.93	1,500.00	1,251.07	16.6
10-3300-45200 OPERATING SUPPLIES	12.04	23.96	23.96	.00	(23.96)	.0
10-3300-45400 BOOKS, PUBLICATIONS AND SUBSCR	1,203.88	227.90	1,976.71	1,500.00	(476.71)	131.8
10-3300-45603 MACHINERY AND EQUIPMENT	.00	1,445.52	1,499.46	3,000.00	1,500.54	50.0
10-3300-49011 INTERDEPARTMENTAL FLEET FUEL	1,334.55	211.67	2,028.21	2,400.00	371.79	84.5
10-3300-49012 INTERDEPARTMENTAL FLEET R&M	3,706.58	383.00	3,447.00	4,600.00	1,153.00	74.9
10-3300-49013 FLEET PARTS AND SUPPLIES	1,908.95	118.10	1,614.02	2,800.00	1,185.98	57.6
10-3300-49014 INTERDEPARTMENTAL ANNUAL CAP	5,580.00	608.00	5,472.00	7,300.00	1,828.00	75.0
TOTAL ENGINEERING AND DESIGN	94,355.33	17,686.80	77,633.85	128,100.00	50,466.15	60.6
<u>STREETS ADMINISTRATION</u>						
10-3501-41101 WAGE REGULAR EMPLOYEES	180,538.05	19,834.24	186,703.46	233,500.00	46,796.54	80.0
10-3501-41102 TEMPORARY EMPLOYEES	.00	.00	5,892.00	25,000.00	19,108.00	23.6
10-3501-41103 OVERTIME	5,699.15	285.90	7,062.79	25,000.00	17,937.21	28.3
10-3501-41200 EMPLOYEE BENEFITS	109,894.89	13,019.13	121,094.20	133,500.00	12,405.80	90.7
10-3501-41202 EMPLOYEE ALLOWANCES - UNIFORM	2,829.22	138.10	2,795.62	5,000.00	2,204.38	55.9
10-3501-42900 TRAVEL, EDUCATION AND TRAINING	4,717.92	715.00	2,461.43	5,500.00	3,038.57	44.8
10-3501-43400 TELECOMMUNICATION	3,706.66	459.40	3,631.34	5,000.00	1,368.66	72.6
10-3501-45100 OFFICE SUPPLIES	4,991.66	110.97	5,538.94	3,500.00	(2,038.94)	158.3
10-3501-45200 OPERATING SUPPLIES	2,019.22	.00	901.99	2,500.00	1,598.01	36.1
10-3501-45400 BOOKS, PUBLICATIONS AND SUBSCR	591.99	20.62	186.60	3,000.00	2,813.40	6.2
10-3501-49011 INTERDEPARTMENTAL FLEET FUEL	37,213.24	2,934.63	31,438.28	40,000.00	8,561.72	78.6
10-3501-49012 INTERDEPARTMENTAL FLEET R&M	158,530.15	15,541.00	139,809.00	184,800.00	44,991.00	75.7
10-3501-49013 FLEET PARTS AND SUPPLIES	81,421.29	9,593.82	120,377.75	140,000.00	19,622.25	86.0
10-3501-49014 INTERDEPARTMENTAL ANNUAL CAP	211,500.00	22,401.00	166,609.00	268,800.00	102,191.00	62.0
TOTAL STREETS ADMINISTRATION	803,653.44	85,053.81	794,502.40	1,075,100.00	280,597.60	73.9

NORTH SALT LAKE CITY
EXPENDITURES WITH COMPARISON TO BUDGET
FOR THE 9 MONTHS ENDING MARCH 31, 2024

#10 GENERAL FUND

		PRIOR YTD	PERIOD ACTUAL	YTD ACTUAL	BUDGET	UNEXPENDED	PCNT
<u>STREETS & HWY - RESTRICTED TAX</u>							
10-3502-41101	WAGE REGULAR EMPLOYEES	80,516.18	13,169.82	70,187.22	84,000.00	13,812.78	83.6
10-3502-41103	OVERTIME	.00	.00	.00	1,000.00	1,000.00	.0
10-3502-41200	EMPLOYEE BENEFITS	29,306.95	3,401.62	27,108.78	50,200.00	23,091.22	54.0
10-3502-42120	RENTAL OF EQUIPMENT & VEHICLES	9,925.00	.00	20,416.70	15,000.00	(5,416.70)	136.1
10-3502-45200	OPERATING SUPPLIES	6,492.51	100.54	2,665.17	15,000.00	12,334.83	17.8
10-3502-45502	ROAD REPAIR MATERIAL	8,848.43	3,109.55	15,324.22	12,000.00	(3,324.22)	127.7
10-3502-45600	REPAIR AND MAINTENANCE	12,808.01	793.25	14,268.25	24,000.00	9,731.75	59.5
	TOTAL STREETS & HWY - RESTRICTE	147,897.08	20,574.78	149,970.34	201,200.00	51,229.66	74.5
<u>SIDEWALKS AND CROSSWALKS</u>							
10-3503-45501	CONSTRUCTION MATERIAL	32,539.25	2,002.79	58,597.15	65,000.00	6,402.85	90.2
	TOTAL SIDEWALKS AND CROSSWALK	32,539.25	2,002.79	58,597.15	65,000.00	6,402.85	90.2
<u>STREET CLEANING & SNOW REMOVA</u>							
10-3505-45503	SALT AND SAND	69,390.06	.00	43,544.47	60,000.00	16,455.53	72.6
10-3505-45603	MACHINERY AND EQUIPMENT	6,753.84	.00	23,375.70	30,000.00	6,624.30	77.9
	TOTAL STREET CLEANING & SNOW R	76,143.90	.00	66,920.17	90,000.00	23,079.83	74.4
<u>ENGINEERING, DESIGN, & STUDIES</u>							
10-3506-42100	PROF & TECHNICAL SERVICES	14,901.35	53.31	7,426.39	25,000.00	17,573.61	29.7
	TOTAL ENGINEERING, DESIGN, & STU	14,901.35	53.31	7,426.39	25,000.00	17,573.61	29.7
<u>STREET LIGHTING & TRAF CONTROL</u>							
10-3507-43300	ELECTRICITY	44,445.88	5,778.55	45,924.95	75,000.00	29,075.05	61.2
10-3507-45600	REPAIR AND MAINTENANCE	71,190.66	37,811.31	57,980.66	70,000.00	12,019.34	82.8
10-3507-45602	STREET STRIPING	84,518.61	.00	122,623.15	135,000.00	12,376.85	90.8
10-3507-45604	OTHER ASSETS-SIGNAGE	15,795.00	24,537.03	69,654.36	80,000.00	10,345.64	87.1
	TOTAL STREET LIGHTING & TRAF CO	215,950.15	68,126.89	296,183.12	360,000.00	63,816.88	82.3

NORTH SALT LAKE CITY
EXPENDITURES WITH COMPARISON TO BUDGET
FOR THE 9 MONTHS ENDING MARCH 31, 2024

#10 GENERAL FUND

	PRIOR YTD	PERIOD ACTUAL	YTD ACTUAL	BUDGET	UNEXPENDED	PCNT
<u>PARKS ADMINISTRATION</u>						
10-5301-41101	WAGE REGULAR EMPLOYEES	193,439.12	25,596.99	240,692.67	352,000.00	111,307.33 68.4
10-5301-41102	TEMPORARY EMPLOYEES	7,902.63	.00	8,955.65	40,000.00	31,044.35 22.4
10-5301-41103	OVERTIME	15,864.98	403.41	10,212.50	20,000.00	9,787.50 51.1
10-5301-41200	EMPLOYEE BENEFITS	126,548.97	19,605.35	161,843.79	246,000.00	84,156.21 65.8
10-5301-41201	EMPLOYEE ALLOWANCES	530.76	.00	.00	.00	.00 .0
10-5301-41202	EMPLOYEE ALLOWANCES - UNIFORM	3,654.88	1,013.04	4,527.58	5,500.00	972.42 82.3
10-5301-42000	GENERAL & CONTRACTED SERVICES	79,939.82	17,404.96	91,376.04	130,000.00	38,623.96 70.3
10-5301-42100	PROF & TECHNICAL SERVICES	12,532.41	175.00	11,949.56	19,000.00	7,050.44 62.9
10-5301-42900	TRAVEL, EDUCATION AND TRAINING	4,584.60	3,897.01	8,828.37	7,500.00	(1,328.37) 117.7
10-5301-43400	TELECOMMUNICATION	2,796.66	543.46	4,037.09	3,000.00	(1,037.09) 134.6
10-5301-45100	OFFICE SUPPLIES	2,078.41	310.77	2,378.24	3,000.00	621.76 79.3
10-5301-49011	INTERDEPARTMENTAL FLEET FUEL	6,960.02	389.66	7,286.48	8,500.00	1,213.52 85.7
10-5301-49012	INTERDEPARTMENTAL FLEET R&M	7,986.60	825.00	7,425.00	9,900.00	2,475.00 75.0
10-5301-49013	FLEET PARTS AND SUPPLIES	7,196.16	965.81	13,168.41	20,000.00	6,831.59 65.8
10-5301-49014	INTERDEPARTMENTAL ANNUAL CAP	16,740.00	2,725.00	24,525.00	32,700.00	8,175.00 75.0
	TOTAL PARKS ADMINISTRATION	488,756.02	73,855.46	597,206.38	897,100.00	299,893.62 66.6
<u>PARK FACILITIES</u>						
10-5304-42202	GROUNDS CARE	52,518.07	8,983.49	63,184.04	78,000.00	14,815.96 81.0
10-5304-43100	WATER AND SEWERAGE	53,423.78	3,041.81	69,443.46	100,000.00	30,556.54 69.4
10-5304-43200	NATURAL GAS	4,009.44	1,264.47	3,883.24	3,500.00	(383.24) 111.0
10-5304-43300	ELECTRICITY	7,979.06	1,263.44	8,898.98	18,000.00	9,101.02 49.4
	TOTAL PARK FACILITIES	117,930.35	14,553.21	145,409.72	199,500.00	54,090.28 72.9
<u>SPECIAL EVENTS</u>						
10-5305-45201	PARKS AND ARTS BOARD	3,451.49	.00	.00	14,000.00	14,000.00 .0
10-5305-45202	5K RUN	.00	.00	.00	5,000.00	5,000.00 .0
10-5305-45203	LIBERTY FEST CELEBRATION	41,585.41	.00	134,603.70	125,000.00	(9,603.70) 107.7
10-5305-45204	SENIOR LUNCH BUNCH	3,732.34	2,743.35	8,348.03	11,000.00	2,651.97 75.9
10-5305-45205	YOUTH COUNCIL AND SCHOLARSHIP	9,544.28	2,955.34	11,388.17	17,500.00	6,111.83 65.1
10-5305-45208	MISC. COUNCIL EVENTS	1,838.53	.00	1,000.00	10,000.00	9,000.00 10.0
10-5305-45210	EASTER EGG DASH	.00	879.67	879.67	.00	(879.67) .0
10-5305-45212	PHOTO CONTEST	.00	.00	1,127.93	.00	(1,127.93) .0
10-5305-45214	NSL READS	.00	1,060.97	1,060.97	.00	(1,060.97) .0
10-5305-45218	HALLOWEEN BASH	.00	.00	1,091.83	.00	(1,091.83) .0
10-5305-45220	FOOD TRUCK AND VENDOR FAIR	.00	.00	1,026.38	.00	(1,026.38) .0
10-5305-45222	WINTERFEST	.00	.00	5,157.67	.00	(5,157.67) .0
10-5305-45224	GET TO THE RIVER	.00	.00	2,697.77	.00	(2,697.77) .0
	TOTAL SPECIAL EVENTS	60,152.05	7,639.33	168,382.12	182,500.00	14,117.88 92.3

NORTH SALT LAKE CITY
EXPENDITURES WITH COMPARISON TO BUDGET
FOR THE 9 MONTHS ENDING MARCH 31, 2024

#10 GENERAL FUND

	PRIOR YTD	PERIOD ACTUAL	YTD ACTUAL	BUDGET	UNEXPENDED	PCNT
<u>PARKS PROGRAMS</u>						
10-5310-41101 WAGE REGULAR EMPLOYEES	3,843.79	.00	2,736.00	.00	(2,736.00)	.0
10-5310-41102 TEMPORARY EMPLOYEES	31,016.75	3,360.00	31,639.70	55,000.00	23,360.30	57.5
10-5310-41200 EMPLOYEE BENEFITS	3,172.11	317.52	39.35	8,200.00	8,160.65	.5
10-5310-45200 OPERATING SUPPLIES	14,514.45	149.62	32,308.58	25,000.00	(7,308.58)	129.2
TOTAL PARKS PROGRAMS	52,547.10	3,827.14	66,723.63	88,200.00	21,476.37	75.7
<u>PARK AREAS</u>						
10-5315-45200 OPERATING SUPPLIES	4,006.42	.00	4,750.96	25,000.00	20,249.04	19.0
10-5315-45603 MACHINERY AND EQUIPMENT	71,368.39	.00	10,302.46	54,000.00	43,697.54	19.1
10-5315-48300 INFRASTRUCTURE	495.00	.00	530.33	14,000.00	13,469.67	3.8
TOTAL PARK AREAS	75,869.81	.00	15,583.75	93,000.00	77,416.25	16.8
TOTAL FUND EXPENDITURES	12,033,635.51	1,405,505.06	10,976,983.66	14,822,982.00	3,845,998.34	74.1
NET REVENUE OVER EXPENDITURES	(847,925.86)	(7,489.74)	(1,313,636.75)	.00	1,313,636.75	.0

NORTH SALT LAKE CITY
REVENUES AND EXPENDITURES WITH COMPARISON TO BUDGET
FOR THE 9 MONTHS ENDING MARCH 31, 2024

#20 REDEVELOPMENT - EAGLEWOOD

		PRIOR YTD	PERIOD ACTUAL	YTD ACTUAL	BUDGET		UNEXPENDED	PCNT
<u>EAGLEWOOD OPERATING REVENUE</u>								
20-5071-31105	RDA INCREMENT-EAGLEWOOD	599,271.00	726,734.00	726,734.00	630,000.00	(	96,734.00)	115.4
20-5071-36100	INTEREST EARNINGS	1,275.00	2,804.00	2,899.00	.00	(	2,899.00)	.0
	TOTAL EAGLEWOOD OPERATING RE	600,546.00	729,538.00	729,633.00	630,000.00	(	99,633.00)	115.8
	TOTAL FUND REVENUE	600,546.00	729,538.00	729,633.00	630,000.00	(	99,633.00)	115.8
<u>EAGLEWOOD OPERATING EXPENSE</u>								
20-5074-47010	DEVELOPER REIMBURSEMENT	.00	.00	.00	598,500.00		598,500.00	.0
	TOTAL EAGLEWOOD OPERATING EXP	.00	.00	.00	598,500.00		598,500.00	.0
<u>EAGLEWOOD NON OPERATING</u>								
20-5078-49110	TRANSFER TO GEN FUND	.00	36,336.70	36,336.70	31,500.00	(	4,836.70)	115.4
	TOTAL EAGLEWOOD NON OPERATIN	.00	36,336.70	36,336.70	31,500.00	(	4,836.70)	115.4
	TOTAL FUND EXPENDITURES	.00	36,336.70	36,336.70	630,000.00		593,663.30	5.8
	NET REVENUE OVER EXPENDITURES	600,546.00	693,201.30	693,296.30	.00	(	693,296.30)	.0

NORTH SALT LAKE CITY
REVENUES AND EXPENDITURES WITH COMPARISON TO BUDGET
FOR THE 9 MONTHS ENDING MARCH 31, 2024

#21 REDEVELOPMENT - REDWOOD RD

		PRIOR YTD	PERIOD ACTUAL	YTD ACTUAL	BUDGET	UNEXPENDED	PCNT
<u>REDWOOD RD OPERATING REVENUE</u>							
21-5071-31107	RDA INCREMENT - REDWOOD	1,351,226.00	1,385,111.00	1,385,111.00	1,417,500.00	32,389.00	97.7
21-5071-36100	INTEREST EARNINGS	95,255.18	25,321.70	199,923.51	250,000.00	50,076.49	80.0
	TOTAL REDWOOD RD OPERATING RE	1,446,481.18	1,410,432.70	1,585,034.51	1,667,500.00	82,465.49	95.1
<u>REDWOOD NON OPERATING REVEN</u>							
21-5072-37990	FUND BALANCE - USE OF	.00	.00	.00	3,356,751.75	3,356,751.75	.0
	TOTAL REDWOOD NON OPERATING R	.00	.00	.00	3,356,751.75	3,356,751.75	.0
	TOTAL FUND REVENUE	1,446,481.18	1,410,432.70	1,585,034.51	5,024,251.75	3,439,217.24	31.6
<u>REDWOOD OPERATING EXPENSE</u>							
21-5074-42100	PROF & TECHNICAL SERVICES	1,750.00	.00	.00	.00	.00	.0
21-5074-47010	DEVELOPER REIMBURSEMENT	.00	.00	.00	115,000.00	115,000.00	.0
	TOTAL REDWOOD OPERATING EXPE	1,750.00	.00	.00	115,000.00	115,000.00	.0
<u>REDWOOD NON OPERATING</u>							
21-5078-47011	PRINCIPAL	.00	.00	.00	295,000.00	295,000.00	.0
21-5078-47012	INTEREST	43,650.00	.00	39,375.00	78,750.00	39,375.00	50.0
21-5078-47013	FEES	.00	.00	697.50	2,500.00	1,802.50	27.9
21-5078-49110	TRANSFER TO GEN FUND	.00	69,255.55	69,255.55	70,875.00	1,619.45	97.7
21-5078-49127	TRANSFER TO HOUSING FUND	.00	138,511.10	138,511.10	141,750.00	3,238.90	97.7
21-5078-49132	TRANSFER TO DEBT SERVICE	.00	33,333.00	299,997.00	400,000.00	100,003.00	75.0
21-5078-49990	FUND BALANCE - CONTRIBUTION TO	.00	.00	.00	563,625.00	563,625.00	.0
21-5078-51611	FOXBORO PARK PROJECT	5,366.35	12,021.73	43,111.79	3,356,751.75	3,313,639.96	1.3
	TOTAL REDWOOD NON OPERATING	49,016.35	253,121.38	590,947.94	4,909,251.75	4,318,303.81	12.0
	TOTAL FUND EXPENDITURES	50,766.35	253,121.38	590,947.94	5,024,251.75	4,433,303.81	11.8
	NET REVENUE OVER EXPENDITURES	1,395,714.83	1,157,311.32	994,086.57	.00	(994,086.57)	.0

NORTH SALT LAKE CITY
REVENUES AND EXPENDITURES WITH COMPARISON TO BUDGET
FOR THE 9 MONTHS ENDING MARCH 31, 2024

#22 REDEVELOPMENT - HWY 89

	PRIOR YTD	PERIOD ACTUAL	YTD ACTUAL	BUDGET	UNEXPENDED	PCNT
<u>HWY 89 OPERATING REVENUE</u>						
22-5071-31108 RDA INCREMENT-HWY 89	542,502.00	578,762.00	578,762.00	572,250.00	(6,512.00)	101.1
22-5071-36100 INTEREST EARNINGS	57,517.00	2,219.00	4,204.00	.00	(4,204.00)	.0
TOTAL HWY 89 OPERATING REVENUE	600,019.00	580,981.00	582,966.00	572,250.00	(10,716.00)	101.9
TOTAL FUND REVENUE	600,019.00	580,981.00	582,966.00	572,250.00	(10,716.00)	101.9
<u>HWY 89 OPERATING EXPENSE</u>						
22-5074-42100 PROF & TECHNICAL SERVICES	1,750.00	.00	.00	.00	.00	.0
22-5074-47010 DEVELOPER REIMBURSEMENT	.00	.00	.00	429,188.00	429,188.00	.0
TOTAL HWY 89 OPERATING EXPENSE	1,750.00	.00	.00	429,188.00	429,188.00	.0
<u>HWY 89 NON OPERATING</u>						
22-5078-49110 TRANSFER TO GEN FUND	.00	28,938.10	28,938.10	28,613.00	(325.10)	101.1
22-5078-49127 TRANSFER TO HOUSING FUND	.00	57,876.20	57,876.20	57,225.00	(651.20)	101.1
22-5078-49990 FUND BALANCE - CONTRIBUTION TO	.00	.00	.00	57,224.00	57,224.00	.0
TOTAL HWY 89 NON OPERATING	.00	86,814.30	86,814.30	143,062.00	56,247.70	60.7
TOTAL FUND EXPENDITURES	1,750.00	86,814.30	86,814.30	572,250.00	485,435.70	15.2
NET REVENUE OVER EXPENDITURES	598,269.00	494,166.70	496,151.70	.00	(496,151.70)	.0

NORTH SALT LAKE CITY
REVENUES AND EXPENDITURES WITH COMPARISON TO BUDGET
FOR THE 9 MONTHS ENDING MARCH 31, 2024

#25 REDEVELOPMENT AGENCY FUND

	PRIOR YTD	PERIOD ACTUAL	YTD ACTUAL	BUDGET	UNEXPENDED	PCNT
<u>RDA OPERATING REVENUE</u>						
25-5071-36100 INTEREST EARNINGS	11,598.00	3,124.00	30,027.00	40,000.00	9,973.00	75.1
TOTAL RDA OPERATING REVENUE	11,598.00	3,124.00	30,027.00	40,000.00	9,973.00	75.1
TOTAL FUND REVENUE	11,598.00	3,124.00	30,027.00	40,000.00	9,973.00	75.1
<u>RDA NON OPERATING</u>						
25-5078-42000 GENERAL & CONTRACTED SERVICES	.00	.00	500.00	.00	(500.00)	.0
25-5078-49990 FUND BALANCE - CONTRIBUTION TO	.00	.00	.00	40,000.00	40,000.00	.0
TOTAL RDA NON OPERATING	.00	.00	500.00	40,000.00	39,500.00	1.3
TOTAL FUND EXPENDITURES	.00	.00	500.00	40,000.00	39,500.00	1.3
NET REVENUE OVER EXPENDITURES	11,598.00	3,124.00	29,527.00	.00	(29,527.00)	.0

NORTH SALT LAKE CITY
REVENUES AND EXPENDITURES WITH COMPARISON TO BUDGET
FOR THE 9 MONTHS ENDING MARCH 31, 2024

#27 HOUSING

	PRIOR YTD	PERIOD ACTUAL	YTD ACTUAL	BUDGET	UNEXPENDED	PCNT
<u>HOUSING OPERATING REVENUE</u>						
27-5021-36101 INTEREST EARNINGS RESTRICTED	7,321.00	3,568.00	27,435.00	36,000.00	8,565.00	76.2
TOTAL HOUSING OPERATING REVENUE	7,321.00	3,568.00	27,435.00	36,000.00	8,565.00	76.2
<u>HOUSING NON OPERATING REVENUE</u>						
27-5023-37125 TRANSFERS FROM RDA	.00	196,387.30	196,387.30	198,975.00	2,587.70	98.7
TOTAL HOUSING NON OPERATING REVENUE	.00	196,387.30	196,387.30	198,975.00	2,587.70	98.7
TOTAL FUND REVENUE	7,321.00	199,955.30	223,822.30	234,975.00	11,152.70	95.3
<u>HOUSING NON OPERATING EXPENDITURES</u>						
27-5026-49990 FUND BALANCE - CONTRIBUTION TO	.00	.00	.00	234,975.00	234,975.00	.0
TOTAL HOUSING NON OPERATING EXPENDITURES	.00	.00	.00	234,975.00	234,975.00	.0
TOTAL FUND EXPENDITURES	.00	.00	.00	234,975.00	234,975.00	.0
NET REVENUE OVER EXPENDITURES	7,321.00	199,955.30	223,822.30	.00	(223,822.30)	.0

NORTH SALT LAKE CITY
REVENUES AND EXPENDITURES WITH COMPARISON TO BUDGET
FOR THE 9 MONTHS ENDING MARCH 31, 2024

#28 LOCAL BUILDING AUTHORITY

	PRIOR YTD	PERIOD ACTUAL	YTD ACTUAL	BUDGET	UNEXPENDED	PCNT
<u>LBA OPERATING REVENUE</u>						
28-2803-34600 RENTS AND LEASES OTHER	67,912.25	9,746.50	78,478.50	89,760.00	11,281.50	87.4
28-2803-36100 INTEREST EARNINGS	4,351.61	944.45	8,897.19	500.00	(8,397.19)	1779.4
28-2803-37141 TRANSFERS FROM PARK CAPITAL	74,997.00	8,333.00	74,997.00	100,000.00	25,003.00	75.0
TOTAL LBA OPERATING REVENUE	147,260.86	19,023.95	162,372.69	190,260.00	27,887.31	85.3
TOTAL FUND REVENUE	147,260.86	19,023.95	162,372.69	190,260.00	27,887.31	85.3
<u>LBA OPERATING EXPENSE</u>						
28-5075-42100 PROF & TECHNICAL SERVICES	14,934.08	2,408.18	20,227.47	16,000.00	(4,227.47)	126.4
28-5075-42300 INSURANCE - RISK MANAGEMENT	1,613.86	.00	1,699.13	1,500.00	(199.13)	113.3
28-5075-43000 UTILITIES - RENTAL PROPERTIES	6,467.60	453.90	6,204.73	10,000.00	3,795.27	62.1
28-5075-45600 REPAIR AND MAINTENANCE	.00	.00	.00	8,500.00	8,500.00	.0
28-5075-51619 HATCH PARK EXP	900.00	.00	.00	.00	.00	.0
TOTAL LBA OPERATING EXPENSE	23,915.54	2,862.08	28,131.33	36,000.00	7,868.67	78.1
<u>LBA NON - OPERATING EXPENSE</u>						
28-5076-47011 PRINCIPAL	101,000.00	.00	105,000.00	105,000.00	.00	100.0
28-5076-47012 INTEREST	9,976.35	.00	8,441.15	15,062.00	6,620.85	56.0
28-5076-47013 FEES	1,750.00	.00	1,750.00	2,500.00	750.00	70.0
28-5076-49990 FUND BALANCE - CONTRIBUTION TO	.00	.00	.00	31,698.00	31,698.00	.0
TOTAL LBA NON - OPERATING EXPEN	112,726.35	.00	115,191.15	154,260.00	39,068.85	74.7
TOTAL FUND EXPENDITURES	136,641.89	2,862.08	143,322.48	190,260.00	46,937.52	75.3
NET REVENUE OVER EXPENDITURES	10,618.97	16,161.87	19,050.21	.00	(19,050.21)	.0

NORTH SALT LAKE CITY
REVENUES AND EXPENDITURES WITH COMPARISON TO BUDGET
FOR THE 9 MONTHS ENDING MARCH 31, 2024

#32 DEBT SERVICE FUND (RAP TX)

	PRIOR YTD	PERIOD ACTUAL	YTD ACTUAL	BUDGET	UNEXPENDED	PCNT
<u>DEBT SERVICE TAX REVENUE</u>						
32-5321-31309 RECREATION, ARTS, & PARKS TAX	373,690.34	46,798.18	355,138.64	695,000.00	339,861.36	51.1
TOTAL DEBT SERVICE TAX REVENUE	373,690.34	46,798.18	355,138.64	695,000.00	339,861.36	51.1
<u>DEBT SERVICE NON OPERATING REV</u>						
32-5322-36100 INTEREST EARNINGS	303,125.97	78,657.68	722,649.88	885,000.00	162,350.12	81.7
32-5322-37125 TRANSFERS FROM RDA FUND	.00	33,333.00	299,997.00	400,000.00	100,003.00	75.0
32-5322-37141 TRANSFERS FROM PARK CAPITAL	350,000.00	.00	.00	.00	.00	.0
32-5322-37200 PROCEEDS FROM BORROWING	16,692,000.00	.00	.00	.00	.00	.0
32-5322-37990 FUND BALANCE - USE OF	.00	.00	.00	4,517,412.00	4,517,412.00	.0
TOTAL DEBT SERVICE NON OPERATI	17,345,125.97	111,990.68	1,022,646.88	5,802,412.00	4,779,765.12	17.6
TOTAL FUND REVENUE	17,718,816.31	158,788.86	1,377,785.52	6,497,412.00	5,119,626.48	21.2
<u>DEBT SERVICE NON OPERATING EXP</u>						
32-5328-47011 PRINCIPAL	.00	.00	.00	633,000.00	633,000.00	.0
32-5328-47012 INTEREST	17,244.50	.00	379,753.30	755,412.00	375,658.70	50.3
32-5328-47013 FEES	93,451.00	.00	3,100.00	9,000.00	5,900.00	34.4
32-5328-49141 TRANSFERS TO PARK CAPITAL	225,000.00	8,333.00	74,997.00	5,100,000.00	5,025,003.00	1.5
TOTAL DEBT SERVICE NON OPERATI	335,695.50	8,333.00	457,850.30	6,497,412.00	6,039,561.70	7.1
TOTAL FUND EXPENDITURES	335,695.50	8,333.00	457,850.30	6,497,412.00	6,039,561.70	7.1
NET REVENUE OVER EXPENDITURES	17,383,120.81	150,455.86	919,935.22	.00	(919,935.22)	.0

NORTH SALT LAKE CITY
REVENUES AND EXPENDITURES WITH COMPARISON TO BUDGET
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#40 CAPITAL IMPROVEMENT FUND

	PRIOR YTD	PERIOD ACTUAL	YTD ACTUAL	BUDGET	UNEXPENDED	PCNT
<u>CAPITAL FUND NON OPERATING REV</u>						
40-3042-36100 INTEREST EARNINGS	124,493.00	35,337.00	339,580.00	432,000.00	92,420.00	78.6
40-3042-37110 TRANSFERS FROM GENERAL FUND	929,700.00	.00	.00	.00	.00	.0
40-3042-37143 TRANSFERS FROM PUBLIC SAFETY	2,587.51	919.00	8,271.00	11,025.00	2,754.00	75.0
40-3042-37990 FUND BALANCE - USE OF	.00	.00	.00	177,253.00	177,253.00	.0
TOTAL CAPITAL FUND NON OPERATING REVENUE	1,056,780.51	36,256.00	347,851.00	620,278.00	272,427.00	56.1
TOTAL FUND REVENUE	1,056,780.51	36,256.00	347,851.00	620,278.00	272,427.00	56.1
<u>CAPITAL FUND PROJECTS</u>						
40-3046-57979 NEW CITY HALL - FURN/FIX/REMOD	20,000.00	.00	.00	.00	.00	.0
TOTAL CAPITAL FUND PROJECTS	20,000.00	.00	.00	.00	.00	.0
<u>CAPITAL FUND NON OPERATING EXP</u>						
40-3048-49141 TRANSFER TO PARKS	.00	.00	217,933.35	590,278.00	372,344.65	36.9
40-3048-49153 TRANSFER TO STORM WATER UTILIT	.00	.00	.00	30,000.00	30,000.00	.0
TOTAL CAPITAL FUND NON OPERATING EXPENDITURES	.00	.00	217,933.35	620,278.00	402,344.65	35.1
TOTAL FUND EXPENDITURES	20,000.00	.00	217,933.35	620,278.00	402,344.65	35.1
NET REVENUE OVER EXPENDITURES	1,036,780.51	36,256.00	129,917.65	.00	(129,917.65)	.0

NORTH SALT LAKE CITY
REVENUES AND EXPENDITURES WITH COMPARISON TO BUDGET
FOR THE 9 MONTHS ENDING MARCH 31, 2024

#41 PARK DEVELOPMENT FEES FUND

	PRIOR YTD	PERIOD ACTUAL	YTD ACTUAL	BUDGET	UNEXPENDED	PCNT
<u>PARKS CAPITAL REVENUE</u>						
41-5301-33201 OPERATING GRANTS - STATE	.00	.00	.00	498,950.00	498,950.00	.0
41-5301-34701 IMPACT PARK	42,000.00	.00	17,600.00	42,200.00	24,600.00	41.7
41-5301-36100 INTEREST EARNINGS	17,370.00	3,653.00	36,167.00	46,500.00	10,333.00	77.8
41-5301-36101 INTEREST EARNINGS RESTRICTED	10,714.00	(175.00)	(1,030.00)	3,000.00	4,030.00	(34.3)
41-5301-36700 CONTRIBUTIONS	.00	.00	.00	123,250.00	123,250.00	.0
TOTAL PARKS CAPITAL REVENUE	70,084.00	3,478.00	52,737.00	713,900.00	661,163.00	7.4
<u>PARKS CAPITAL REV NONOPERATING</u>						
41-5302-37132 TRANSFER FROM DEBT SERVICE-RA	225,000.00	8,333.00	74,997.00	5,100,000.00	5,025,003.00	1.5
41-5302-37140 TRANSFERS FROM CAPITAL PROJEC	.00	.00	217,933.35	590,278.00	372,344.65	36.9
41-5302-37990 FUND BALANCE - USE OF	.00	.00	.00	1,184,056.00	1,184,056.00	.0
TOTAL PARKS CAPITAL REV NONOPE	225,000.00	8,333.00	292,930.35	6,874,334.00	6,581,403.65	4.3
TOTAL FUND REVENUE	295,084.00	11,811.00	345,667.35	7,588,234.00	7,242,566.65	4.6
<u>PARKS CAP EXP NON OPERATING</u>						
41-5318-49128 TRANSFERS TO LBA	74,997.00	8,333.00	74,997.00	100,000.00	25,003.00	75.0
41-5318-49132 TRANSFERS TO PARK DEBT SERVICE	350,000.00	.00	.00	.00	.00	.0
TOTAL PARKS CAP EXP NON OPERAT	424,997.00	8,333.00	74,997.00	100,000.00	25,003.00	75.0
<u>PARKS CAPITAL TRAILS</u>						
41-5336-52229 DOG PARK	.00	.00	.00	246,500.00	246,500.00	.0
41-5336-52317 TOWN CTR I-15 TRAIL	.00	.00	4,888.63	627,000.00	622,111.37	.8
41-5336-57980 FOXBORO PARK TRAIL	.00	.00	72,507.21	181,718.00	109,210.79	39.9
41-5336-57990 LEGACY PARK TRAIL	.00	.00	145,426.14	408,650.00	263,223.86	35.6
TOTAL PARKS CAPITAL TRAILS	.00	.00	222,821.98	1,463,868.00	1,241,046.02	15.2
<u>PARKS CAPITAL PARK AREAS</u>						
41-5356-51619 HATCH PARK	.00	.00	24,330.00	5,000,000.00	4,975,670.00	.5
41-5356-51620 EAGLEWOOD COVE DETENTION BASI	.00	.00	48,000.00	100,000.00	52,000.00	48.0
41-5356-51800 ANNUAL REPAIR & REPLACE -TBD	.00	.00	126,681.25	782,616.00	655,934.75	16.2
41-5356-52330 CONCRETE BOAT RAMP	.00	8,423.26	17,270.41	141,750.00	124,479.59	12.2
TOTAL PARKS CAPITAL PARK AREAS	.00	8,423.26	216,281.66	6,024,366.00	5,808,084.34	3.6
TOTAL FUND EXPENDITURES	424,997.00	16,756.26	514,100.64	7,588,234.00	7,074,133.36	6.8
NET REVENUE OVER EXPENDITURES	(129,913.00)	(4,945.26)	(168,433.29)	.00	168,433.29	.0

NORTH SALT LAKE CITY
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#43 POLICE FACILITIES FUND

	PRIOR YTD	PERIOD ACTUAL	YTD ACTUAL	BUDGET	UNEXPENDED	PCNT
<u>PUBLIC SAFETY NON OPERATING RE</u>						
43-2002-34701	710.51	.00	2,632.00	11,025.00	8,393.00	23.9
43-2002-36101	2,196.00	606.00	5,875.00	.00	(5,875.00)	.0
TOTAL PUBLIC SAFETY NON OPERATI	2,906.51	606.00	8,507.00	11,025.00	2,518.00	77.2
TOTAL FUND REVENUE	2,906.51	606.00	8,507.00	11,025.00	2,518.00	77.2
<u>PUBLIC SAFETY NON OPERATING EX</u>						
43-2008-49140	2,587.51	919.00	8,271.00	11,025.00	2,754.00	75.0
TOTAL PUBLIC SAFETY NON OPERATI	2,587.51	919.00	8,271.00	11,025.00	2,754.00	75.0
TOTAL FUND EXPENDITURES	2,587.51	919.00	8,271.00	11,025.00	2,754.00	75.0
NET REVENUE OVER EXPENDITURES	319.00	(313.00)	236.00	.00	(236.00)	.0

NORTH SALT LAKE CITY
REVENUES AND EXPENDITURES WITH COMPARISON TO BUDGET
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#44 ROADWAY DEVELOPMENT FUND

	PRIOR YTD	PERIOD ACTUAL	YTD ACTUAL	BUDGET	UNEXPENDED	PCNT
<u>ROAD CAPITAL NON OPERATING REV</u>						
44-3502-33101	CAPITAL GRANTS - FEDERAL	64,420.00	.00	.00	.00	.0
44-3502-33201	CAPITAL GRANTS - STATE	240,058.41	13,734.53	17,433.37	2,849,517.00	2,832,083.63 .6
44-3502-33203	TRANSPORTATION FUEL TAX	.00	47,519.65	355,512.80	668,750.00	313,237.20 53.2
44-3502-33205	STATE C ROAD	.00	.00	427,488.09	885,800.00	458,311.91 48.3
44-3502-34701	IMPACT ROAD	4,503.80	.00	13,747.08	37,630.00	23,882.92 36.5
44-3502-36100	INTEREST EARNINGS	78,436.00	17,117.00	161,368.00	216,000.00	54,632.00 74.7
44-3502-36101	INTEREST EARNINGS RESTRICTED	57,076.00	15,345.00	147,371.00	196,000.00	48,629.00 75.2
44-3502-37110	TRANSFERS FROM GENERAL FUND	528,750.00	58,750.00	528,750.00	705,000.00	176,250.00 75.0
44-3502-37111	TRANSFERS FROM GEN FUND C ROA	865,746.00	.00	.00	.00	.00 .0
44-3502-37990	FUND BALANCE - USE OF	.00	.00	.00	5,300,604.42	5,300,604.42 .0
	TOTAL ROAD CAPITAL NON OPERATI	1,838,990.21	152,466.18	1,651,670.34	10,859,301.42	9,207,631.08 15.2
	TOTAL FUND REVENUE	1,838,990.21	152,466.18	1,651,670.34	10,859,301.42	9,207,631.08 15.2
<u>ROAD CAPITAL OPERATING EXPENSE</u>						
44-3504-49110	TRANSFERS TO GENERAL FUND	.00	20,574.78	149,970.34	201,200.00	51,229.66 74.5
	TOTAL ROAD CAPITAL OPERATING EX	.00	20,574.78	149,970.34	201,200.00	51,229.66 74.5
<u>ROAD REPAIR AND REPLACEMENT</u>						
44-3505-51301	ANNUAL SEAL COAT C ROAD	5,750.00	690.00	690.00	620,000.00	619,310.00 .1
44-3505-51901	MAIN ST (I-15 TO 1000 N)	.00	.00	18,085.36	386,000.00	367,914.64 4.7
44-3505-52014	EAGLEWOOD LOOP SO ROCKWOOD	46,329.66	.00	.00	.00	.00 .0
44-3505-52017	EGLER RDG DR RECO, VISAV TO EWD	450.00	.00	.00	.00	.00 .0
44-3505-52114	75 E, 125 E & 175 E RECONSTRUCT	151,191.12	240.00	108,326.71	108,568.00	241.29 99.8
44-3505-52115	LACEY WAY (MARIA, GARY, NANCY)	191,683.08	.00	323,960.53	316,116.00	(7,844.53) 102.5
44-3505-52116	EAGLEWOOD DR(ORCH- EAGLERIDG	43,358.11	.00	365,997.73	791,985.00	425,987.27 46.2
44-3505-52117	NORTH FRONTAGE ROAD (WILSON)	10,677.00	.00	.00	.00	.00 .0
44-3505-52124	RECONSTRUCT US 89 TO CTR	.00	.00	75,220.00	75,222.00	2.00 100.0
44-3505-52144	400 WEST STR RECONSTRUCTION	.00	.00	.00	50,000.00	50,000.00 .0
44-3505-52201	EAGLERIDGE DR OVERLAY	472,288.90	.00	.00	.00	.00 .0
44-3505-52245	475 N & CLOVERDALE	.00	.00	217,265.96	230,000.00	12,734.04 94.5
44-3505-52253	MTNVIEW/SKYVIEW/WILDFLOWER/SE	.00	.00	215,149.13	229,868.00	14,718.87 93.6
44-3505-52302	PRKWY DR/CANYON LN/EGLPASS/RI	.00	28,903.29	242,660.43	294,367.00	51,706.57 82.4
44-3505-52303	SIDER DR/175 N/550 E/575 E	.00	.00	261,527.40	328,325.00	66,797.60 79.7
44-3505-52315	400 WEST - CTR TO 500 N	.00	.00	14,253.45	1,500,000.00	1,485,746.55 1.0
44-3505-52322	WDCRST, TNGL, SUNFLWR RD	.00	.00	9,421.77	215,000.00	205,578.23 4.4
44-3505-52323	4000 SOUTH	.00	.00	.00	100,000.00	100,000.00 .0
44-3505-52325	DORTHEA & BERNICE RECONSTR	.00	.00	33,020.75	260,000.00	226,979.25 12.7
44-3505-52347	ELM AVE RECONSTRUCTION	.00	.00	3,129.10	.00	(3,129.10) .0
	TOTAL ROAD REPAIR AND REPLACEM	921,727.87	29,833.29	1,888,708.32	5,505,451.00	3,616,742.68 34.3

NORTH SALT LAKE CITY
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#44 ROADWAY DEVELOPMENT FUND

	PRIOR YTD	PERIOD ACTUAL	YTD ACTUAL	BUDGET	UNEXPENDED	PCNT
<u>ROAD CAPITAL PROJECTS</u>						
44-3506-51714	BUS SHELTERS	80,525.00	.00	.00	.00	.0
44-3506-51727	1100 NO RR CROSS WIDEN (60-80)	7,950.00	.00	.00	191,953.42	.0
44-3506-51803	1100 NORTH BRIDGE	88,137.03	11,715.85	17,433.37	4,466,435.00	.4
44-3506-51822	TREE PLANTING CTR ST PH 1	.00	.00	.00	75,000.00	.0
44-3506-52005	REDWOOD RD SIDEWALK- WEST CO	166,666.90	.00	71.22	83,262.00	.1
44-3506-52324	SIGNAL 400 W & 1100 N	.00	.00	2,910.96	336,000.00	.9
	TOTAL ROAD CAPITAL PROJECTS	343,278.93	11,715.85	20,415.55	5,152,650.42	.4
	TOTAL FUND EXPENDITURES	1,265,006.80	62,123.92	2,059,094.21	10,859,301.42	19.0
	NET REVENUE OVER EXPENDITURES	573,983.41	90,342.26	(407,423.87)	.00	407,423.87

NORTH SALT LAKE CITY
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WATER FUND

	PRIOR YTD	PERIOD ACTUAL	YTD ACTUAL	BUDGET	UNEXPENDED	PCNT
<u>IRRIGATION CHARGES FOR SERVICE</u>						
51-3121-34405	METERED PRODUCTS	.00	8,918.23	291,401.38	330,000.00	38,598.62 88.3
51-3121-34407	METERED PRODUCTS - CITY METER	.00	978.50	20,940.10	44,000.00	23,059.90 47.6
51-3121-36000	MISCELLANEOUS	.00	.00	6,900.00	.00 (6,900.00)	.0
TOTAL IRRIGATION CHARGES FOR S		.00	9,896.73	319,241.48	374,000.00	54,758.52 85.4
<u>WATER CHARGES FOR SERVICE</u>						
51-3901-34405	METERED PRODUCTS	2,535,989.20	267,531.11	3,170,708.70	3,850,000.00	679,291.30 82.4
51-3901-34407	METERED PRODUCTS - CITY METER	78,451.80	6,096.25	132,276.45	165,000.00	32,723.55 80.2
51-3901-36000	MISCELLANEOUS	6,127.54	(695.20)	13,093.18	70,000.00	56,906.82 18.7
TOTAL WATER CHARGES FOR SERVI		2,620,568.54	272,932.16	3,316,078.33	4,085,000.00	768,921.67 81.2
<u>WATER NON OPERATING REVENUE</u>						
51-3902-33101	CAPITAL GRANTS - FEDERAL 86.56	.00	.00	.00	1,463,985.00	1,463,985.00 .0
51-3902-34701	IMPACT WATER	37,350.00	.00	93,373.00	125,000.00	31,627.00 74.7
51-3902-36000	MISCELLANEOUS	885.23	.00	45,474.20	14,000.00 (31,474.20)	324.8
51-3902-36100	INTEREST EARNINGS	51,926.00	8,832.00	72,288.00	90,000.00	17,712.00 80.3
51-3902-36101	INTEREST EARNINGS RESTRICTED	19,327.00	1,408.00	33,215.00	45,500.00	12,285.00 73.0
51-3902-37300	GAIN ON DISPOSAL OF CAP ASSET	9,880.00	.00	.00	.00	.00 .0
51-3902-37990	FUND BALANCE - USE OF	.00	.00	.00	3,159,746.00	3,159,746.00 .0
TOTAL WATER NON OPERATING REV		119,368.23	10,240.00	244,350.20	4,898,231.00	4,653,880.80 5.0
TOTAL FUND REVENUE		2,739,936.77	293,068.89	3,879,670.01	9,357,231.00	5,477,560.99 41.5
<u>IRRIGATION OPERATING EXPENSE</u>						
51-3124-40570	COST OF SALES	.00	.00	180,768.00	190,000.00	9,232.00 95.1
51-3124-41101	WAGE REGULAR EMPLOYEES	.00	8,990.75	86,055.48	115,000.00	28,944.52 74.8
51-3124-41103	OVERTIME	.00	573.06	7,557.15	8,000.00	442.85 94.5
51-3124-41200	EMPLOYEE BENEFITS	.00	6,242.26	58,741.03	70,500.00	11,758.97 83.3
51-3124-42100	PROF & TECHNICAL SERVICES	.00	106.00	3,217.28	10,000.00	6,782.72 32.2
51-3124-42110	BANK CHARGES	.00	309.18	3,518.94	7,500.00	3,981.06 46.9
51-3124-43300	ELECTRICITY	.00	108.27	455.05	5,000.00	4,544.95 9.1
51-3124-43400	TELECOMMUNICATION	.00	105.79	911.70	1,500.00	588.30 60.8
51-3124-45100	OFFICE SUPPLIES	.00	162.45	1,730.33	3,000.00	1,269.67 57.7
51-3124-45200	OPERATING SUPPLIES	.00	.00	16.80	.00 (16.80)	.0
51-3124-45211	INDIRECT COST ALLOCATION	.00	1,435.00	12,915.00	17,200.00	4,285.00 75.1
51-3124-45600	REPAIR AND MAINTENANCE	.00	.00	.00	7,000.00	7,000.00 .0
51-3124-45603	MACH & EQUIP - METER REPLACE	.00	.00	.00	45,000.00	45,000.00 .0
TOTAL IRRIGATION OPERATING EXPE		.00	18,032.76	355,886.76	479,700.00	123,813.24 74.2

NORTH SALT LAKE CITY
EXPENDITURES WITH COMPARISON TO BUDGET
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WATER FUND

	PRIOR YTD	PERIOD ACTUAL	YTD ACTUAL	BUDGET	UNEXPENDED	PCNT
<u>WATER OPERATING EXPENSE</u>						
51-3904-40570	COST OF SALES	759,438.87	.00	780,759.92	820,000.00	39,240.08 95.2
51-3904-41101	WAGE REGULAR EMPLOYEES	457,715.99	54,259.43	519,145.92	693,000.00	173,854.08 74.9
51-3904-41102	TEMPORARY EMPLOYEES	.00	.00	.00	25,000.00	25,000.00 .0
51-3904-41103	OVERTIME	33,683.39	2,358.82	31,008.72	35,000.00	3,991.28 88.6
51-3904-41200	EMPLOYEE BENEFITS	278,594.81	33,912.95	318,478.37	399,500.00	81,021.63 79.7
51-3904-41201	EMPLOYEE ALLOWANCES	2,533.98	461.54	4,615.40	6,000.00	1,384.60 76.9
51-3904-41202	EMPLOYEE ALLOWANCES - UNIFORM	7,398.53	616.37	10,107.19	9,000.00	(1,107.19) 112.3
51-3904-42100	PROF & TECHNICAL SERVICES	91,310.77	4,265.55	67,218.67	100,000.00	32,781.33 67.2
51-3904-42110	BANK CHARGES	48,059.18	3,864.73	43,986.88	75,000.00	31,013.12 58.7
51-3904-42120	RENTAL OF EQUIPMENT & VEHICLES	26,543.44	11,300.00	25,415.73	41,000.00	15,584.27 62.0
51-3904-42202	GROUND CARE	12,911.09	961.41	60,779.97	60,000.00	(779.97) 101.3
51-3904-42300	INSURANCE - RISK MANAGEMENT	41,166.26	.00	42,307.05	42,000.00	(307.05) 100.7
51-3904-42400	ADVERTISING AND PUBLIC NOTICES	150.00	.00	.00	.00	.00 .0
51-3904-42900	TRAVEL, EDUCATION AND TRAINING	12,234.53	1,999.40	11,550.12	14,000.00	2,449.88 82.5
51-3904-43200	NATURAL GAS	3,449.57	1,184.38	3,711.91	3,500.00	(211.91) 106.1
51-3904-43300	ELECTRICITY	229,360.16	30,693.14	269,380.62	375,000.00	105,619.38 71.8
51-3904-43400	TELECOMMUNICATION	10,600.62	1,797.80	13,211.81	12,000.00	(1,211.81) 110.1
51-3904-45000	SUPPLIES AND MATERIALS	81,891.49	2,121.16	(25,014.68)	100,000.00	125,014.68 (25.0)
51-3904-45023	CHEMICALS AND TESTING	50,276.91	3,143.64	74,350.61	75,000.00	649.39 99.1
51-3904-45100	OFFICE SUPPLIES	24,554.78	2,280.02	22,925.92	35,000.00	12,074.08 65.5
51-3904-45200	OPERATING SUPPLIES/TOOLS	18,481.99	280.02	15,711.29	25,000.00	9,288.71 62.9
51-3904-45211	INDIRECT COST ALLOCATION	265,500.00	33,264.00	299,376.00	399,200.00	99,824.00 75.0
51-3904-45400	BOOKS, PUBLICATIONS AND SUBSCR	5,760.59	.00	6,266.58	5,500.00	(766.58) 113.9
51-3904-45603	MACH & EQUIP - METERS REPLACE	62,898.36	.00	6,041.17	200,000.00	193,958.83 3.0
51-3904-49011	FLEET FUEL CHARGES	11,252.42	1,097.34	10,568.52	25,000.00	14,431.48 42.3
51-3904-49012	FLEET REPAIR & MAINTENANCE	23,289.59	1,917.00	17,253.00	23,000.00	5,747.00 75.0
51-3904-49013	FLEET PARTS AND SUPPLIES	17,371.49	546.98	9,350.02	35,000.00	25,649.98 26.7
	TOTAL WATER OPERATING EXPENSE	2,576,428.81	192,325.68	2,638,506.71	3,632,700.00	994,193.29 72.6

NORTH SALT LAKE CITY
EXPENDITURES WITH COMPARISON TO BUDGET
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WATER FUND

	PRIOR YTD	PERIOD ACTUAL	YTD ACTUAL	BUDGET	UNEXPENDED	PCNT
<u>WATER OPS REPAIR & REPLACE PRJ</u>						
51-3905-42100	PROF & TECHNICAL SERVICES	8,470.00	2,290.00	7,590.69	13,000.00	5,409.31 58.4
51-3905-51520	MISC REHAB CUL WATER RESEVOIR	35,381.80	.00	.00	.00	.00 .0
51-3905-51722	EQUALIZATION 350 E AND MORTON	.00	.00	.00	205,065.00	205,065.00 .0
51-3905-51723	MISC INTERIOR PIPING RESEVOIRS	12,578.53	.00	.00	.00	.00 .0
51-3905-51815	5200 PUMP BLSDG #1 RETROFIT	.00	.00	.00	80,000.00	80,000.00 .0
51-3905-51816	PRV VAULT & VALVE REPLACEMENT	2,539.76	460.37	375,169.32	447,460.00	72,290.68 83.8
51-3905-51928	TANK REPAIRS 2020	64,555.80	.00	.00	.00	.00 .0
51-3905-52114	75 E 125 E & 175 E REPLACEMENT	92,288.98	.00	2,602.14	137,500.00	134,897.86 1.9
51-3905-52115	LACEY WAY WL REPLACEMENT	941,237.74	.00	220.00	30,329.00	30,109.00 .7
51-3905-52117	NO FRONTAGE RD WILSON TO CC	13,702.36	.00	.00	.00	.00 .0
51-3905-52118	PRV VAULT & VALVE REPLACE FY22	80,777.07	.00	45,314.00	37,314.00	(8,000.00) 121.4
51-3905-52124	MAIN ST WATERLINE US 89 TO CTR	6,300.00	.00	34,816.67	31,388.00	(3,428.67) 110.9
51-3905-52245	475 N & CLOVERDALE	133,420.73	.00	157,309.01	189,658.00	32,348.99 82.9
51-3905-52253	MTNVIEW/SKYVIEW/WILDFLOWER/SE	.00	.00	406,961.34	338,330.00	(68,631.34) 120.3
51-3905-52301	N PRK VILLAGE WATERLINE	.00	.00	.00	275,000.00	275,000.00 .0
51-3905-52315	400 W (500 N TO 1100 N)	.00	.00	.00	250,000.00	250,000.00 .0
51-3905-56105	CNTR ST WATERLINE UPPERCROSS	.00	.00	.00	157,112.00	157,112.00 .0
51-3905-56110	MAJOR REPAIRS MISC	.00	.00	28,561.25	50,000.00	21,438.75 57.1
51-3905-56112	WATER DAMAGE - ROAD REPAIR	3,861.85	.00	2,005.00	45,000.00	42,995.00 4.5
	TOTAL WATER OPS REPAIR & REPLA	1,395,114.62	2,750.37	1,060,549.42	2,287,156.00	1,226,606.58 46.4
<u>WATER CAPITAL PROJECTS</u>						
51-3906-51631	E-WOOD COVE SECONDARY PHASE	1,875.00	.00	.00	.00	.00 .0
51-3906-52138	BIG WEST OIL FLOW CTR,VALVE,MT	3,125.00	755.55	79,971.87	74,780.00	(5,191.87) 106.9
51-3906-52213	EWGC HOLE 7 & 11, LAKE ENLRGMN	.00	.00	3,448.50	200,000.00	196,551.50 1.7
51-3906-52242	WATER SYSTEM GENERATORS	.00	.00	697.50	1,633,985.00	1,633,287.50 .0
51-3906-52322	WDCRST, TNGL, SUNFLWR WL	.00	.00	.00	450,000.00	450,000.00 .0
	TOTAL WATER CAPITAL PROJECTS	5,000.00	755.55	84,117.87	2,358,765.00	2,274,647.13 3.6
<u>WATER NON OPERATING EXPENSE</u>						
51-3908-45603	MACH & EQUIP-METERS NEW	73,731.59	.00	1,138.78	50,000.00	48,861.22 2.3
51-3908-47011	PRINCIPAL	181,776.00	.00	180,910.00	180,910.00	.00 100.0
51-3908-47012	INTEREST	31,005.53	.00	29,984.23	30,000.00	15.77 100.0
51-3908-47013	FEES	4,550.00	.00	.00	5,000.00	5,000.00 .0
51-3908-48500	MACHINERY & EQUIPMENT CAPITAL	19,850.75	2,554.54	171,905.35	333,000.00	161,094.65 51.6
51-3908-48502	VEHICLES	38,017.04	.00	.00	.00	.00 .0
	TOTAL WATER NON OPERATING EXP	348,930.91	2,554.54	383,938.36	598,910.00	214,971.64 64.1
	TOTAL FUND EXPENDITURES	4,325,474.34	216,418.90	4,522,999.12	9,357,231.00	4,834,231.88 48.3
	NET REVENUE OVER EXPENDITURES	(1,585,537.57)	76,649.99	(643,329.11)	.00	643,329.11 .0

NORTH SALT LAKE CITY
REVENUES AND EXPENDITURES WITH COMPARISON TO BUDGET
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#52 PRESSURIZED IRRIG WTR FUND

	PRIOR YTD	PERIOD ACTUAL	YTD ACTUAL	BUDGET	UNEXPENDED	PCNT
<u>IRRIGATION CHARGES FOR SERVICE</u>						
52-3121-34405	METERED PRODUCTS	197,335.40	.00	.00	.00	.0
52-3121-34407	METERED PRODUCTS - CITY METER	14,093.51	.00	.00	.00	.0
52-3121-36000	MISCELLANEOUS	2,150.00	.00	.00	.00	.0
TOTAL IRRIGATION CHARGES FOR S		213,578.91	.00	.00	.00	.0
<u>PRESSURIZED IRRIGATION NON OPE</u>						
52-3122-36100	INTEREST EARNINGS	15,066.00	.00	.00	.00	.0
52-3122-36101	INTEREST EARNINGS RESTRICTED	1,822.00	.00	.00	.00	.0
TOTAL PRESSURIZED IRRIGATION NO		16,888.00	.00	.00	.00	.0
TOTAL FUND REVENUE		230,466.91	.00	.00	.00	.0
<u>IRRIGATION OPERATING EXPENSE</u>						
52-3124-40570	COST OF SALES	178,992.00	.00	.00	.00	.0
52-3124-41101	WAGE REGULAR EMPLOYEES	79,888.75	.00	.00	.00	.0
52-3124-41103	OVERTIME	8,249.57	.00	.00	.00	.0
52-3124-41200	EMPLOYEE BENEFITS	54,370.27	.00	.00	.00	.0
52-3124-42100	PROF & TECHNICAL SERVICES	2,492.08	.00	.00	.00	.0
52-3124-42110	BANK CHARGES	4,650.88	.00	.00	.00	.0
52-3124-43300	ELECTRICITY	304.55	.00	.00	.00	.0
52-3124-43400	TELECOMMUNICATION	1,126.59	.00	.00	.00	.0
52-3124-45100	OFFICE SUPPLIES	2,044.99	.00	.00	.00	.0
52-3124-45211	INDIRECT COST ALLOCATION	18,374.94	.00	.00	.00	.0
52-3124-45603	MACH & EQUIP - METER REPLACE	21,140.16	.00	.00	.00	.0
TOTAL IRRIGATION OPERATING EXPE		371,634.78	.00	.00	.00	.0
TOTAL FUND EXPENDITURES		371,634.78	.00	.00	.00	.0
NET REVENUE OVER EXPENDITURES		(141,167.87)	.00	.00	.00	.0

NORTH SALT LAKE CITY
REVENUES AND EXPENDITURES WITH COMPARISON TO BUDGET
FOR THE 9 MONTHS ENDING MARCH 31, 2024

#53 STORM WATER UTILITY FUND

	PRIOR YTD	PERIOD ACTUAL	YTD ACTUAL	BUDGET	UNEXPENDED	PCNT
<u>STORM CHARGES FOR SERVICES</u>						
53-3111-34200 FEES	726,632.06	96,366.86	850,224.76	1,128,000.00	277,775.24	75.4
TOTAL STORM CHARGES FOR SERVI	726,632.06	96,366.86	850,224.76	1,128,000.00	277,775.24	75.4
<u>STORM NON OPERATING REVENUE</u>						
53-3112-34701 IMPACT STORM WATER	(3,158.62)	.00	22,037.50	50,000.00	27,962.50	44.1
53-3112-36100 INTEREST EARNINGS	14,124.00	4,507.00	38,557.00	49,500.00	10,943.00	77.9
53-3112-36101 INTEREST EARNINGS RESTRICTED	4,397.00	697.00	8,761.00	2,000.00	(6,761.00)	438.1
53-3112-37140 TRANSFERS FROM CAPITAL PROJEC	.00	.00	.00	30,000.00	30,000.00	.0
53-3112-37200 PROCEEDS FROM BORROWING	.00	.00	.00	302,360.00	302,360.00	.0
53-3112-37300 GAIN ON DISPOSAL OF CAP ASSET	.00	.00	.00	70,000.00	70,000.00	.0
53-3112-37990 FUND BALANCE - USE OF	.00	.00	.00	614,321.00	614,321.00	.0
TOTAL STORM NON OPERATING REV	15,362.38	5,204.00	69,355.50	1,118,181.00	1,048,825.50	6.2
TOTAL FUND REVENUE	741,994.44	101,570.86	919,580.26	2,246,181.00	1,326,600.74	40.9
<u>STORM OPERATING EXPENSE</u>						
53-3114-41101 WAGE REGULAR EMPLOYEES	173,496.32	18,717.36	190,827.33	257,000.00	66,172.67	74.3
53-3114-41103 OVERTIME	8,746.89	523.25	4,896.39	10,000.00	5,103.61	49.0
53-3114-41200 EMPLOYEE BENEFITS	91,107.76	10,421.48	103,437.24	131,500.00	28,062.76	78.7
53-3114-41201 EMPLOYEE ALLOWANCES	1,969.66	39.22	659.06	2,500.00	1,840.94	26.4
53-3114-41205 TUITION REIMBURSEMENT	2,000.00	.00	.00	2,000.00	2,000.00	.0
53-3114-42100 PROF & TECHNICAL SERVICES	8,202.88	106.00	15,995.65	25,000.00	9,004.35	64.0
53-3114-42110 BANK CHARGES	6,201.19	1,082.12	12,316.33	9,500.00	(2,816.33)	129.7
53-3114-42120 RENTAL OF EQUIPMENT & VEHICLES	1,149.15	.00	.00	4,000.00	4,000.00	.0
53-3114-42160 CLEANING AND CAMERA INSPECTIO	.00	.00	48,173.44	150,000.00	101,826.56	32.1
53-3114-42300 INSURANCE - RISK MANAGEMENT	1,291.14	.00	1,643.65	2,000.00	356.35	82.2
53-3114-42900 TRAVEL, EDUCATION AND TRAINING	2,731.70	950.00	1,813.12	4,000.00	2,186.88	45.3
53-3114-43400 TELECOMMUNICATION	2,244.49	235.82	2,084.82	3,500.00	1,415.18	59.6
53-3114-45000 SUPPLIES AND MATERIALS	1,634.95	.00	2,821.79	4,000.00	1,178.21	70.5
53-3114-45100 OFFICE SUPPLIES	6,996.50	548.10	5,506.67	6,500.00	993.33	84.7
53-3114-45200 OPERATING SUPPLIES	1,136.30	37.89	112.97	1,000.00	887.03	11.3
53-3114-45211 INDIRECT COST ALLOCATION	46,800.00	6,173.00	55,557.00	74,100.00	18,543.00	75.0
53-3114-45400 BOOKS, PUBLICATIONS & SUBSCRIP	4,256.33	.00	7,581.41	8,000.00	418.59	94.8
53-3114-45600 REPAIR AND MAINTENANCE	61,861.67	3,945.04	34,054.66	50,000.00	15,945.34	68.1
53-3114-45603 MACHINERY AND EQUIPMENT	132.44	.00	1,100.00	45,000.00	43,900.00	2.4
53-3114-49011 FLEET FUEL CHARGES	7,113.07	902.49	6,823.58	15,000.00	8,176.42	45.5
53-3114-49012 FLEET REPAIR & MAINTENANCE	12,931.60	1,225.00	11,045.00	14,700.00	3,655.00	75.1
53-3114-49013 FLEET PARTS AND SUPPLIES	5,940.10	97.85	11,120.66	.00	(11,120.66)	.0
TOTAL STORM OPERATING EXPENSE	447,944.14	45,004.62	517,570.77	819,300.00	301,729.23	63.2

NORTH SALT LAKE CITY
EXPENDITURES WITH COMPARISON TO BUDGET
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#53 STORM WATER UTILITY FUND

	PRIOR YTD	PERIOD ACTUAL	YTD ACTUAL	BUDGET	UNEXPENDED	PCNT
<u>STORM CAPITAL PROJECTS</u>						
53-3116-45600	REPAIR AND MAINTENANCE	.00	3,112.52	21,233.52	70,000.00	48,766.48 30.3
53-3116-48502	VEHICLES	38,017.04	.00	.00	372,360.00	372,360.00 .0
53-3116-52022	DRAINAGE PROJECT @ HOLE #14	120,131.40	.00	3,656.33	.00 (	3,656.33) .0
53-3116-52028	NEW WASH BAY PUBLIC WORKS	2,423.79	(332.36)	(332.36)	.00	332.36 .0
53-3116-52119	CONSTITUTION WAY CANYON IMP 1	.00	.00	.00	300,000.00	300,000.00 .0
53-3116-52213	EWGC HOLE 7 & 11, LAKE ENLRGMN	15,398.52	.00	4,352.50	569,765.00	565,412.50 .8
53-3116-52253	MTNVIEW/SKYVIEW/WILDFLOWER/SE	.00	.00	30,000.00	30,000.00	.00 100.0
	TOTAL STORM CAPITAL PROJECTS	175,970.75	2,780.16	58,909.99	1,342,125.00	1,283,215.01 4.4
<u>STORM NON OPERATING EXPENSE</u>						
53-3118-47010	PRINCIPAL-DEVELOPER REIMBURSE	.00	.00	51,072.97	52,000.00	927.03 98.2
53-3118-47011	PRINCIPAL	28,224.00	.00	28,090.00	28,100.00	10.00 100.0
53-3118-47012	INTEREST	4,814.17	.00	4,655.77	4,656.00	.23 100.0
	TOTAL STORM NON OPERATING EXP	33,038.17	.00	83,818.74	84,756.00	937.26 98.9
	TOTAL FUND EXPENDITURES	656,953.06	47,784.78	660,299.50	2,246,181.00	1,585,881.50 29.4
	NET REVENUE OVER EXPENDITURES	85,041.38	53,786.08	259,280.76	.00 (	259,280.76) .0

NORTH SALT LAKE CITY
REVENUES AND EXPENDITURES WITH COMPARISON TO BUDGET
FOR THE 9 MONTHS ENDING MARCH 31, 2024

#54 SOLID WASTE UTILITY FUND

	PRIOR YTD	PERIOD ACTUAL	YTD ACTUAL	BUDGET	UNEXPENDED	PCNT
<u>SOLID WASTE CHARGES FOR SERV</u>						
54-3101-34403 SERVICES - SANITATION	908,971.64	114,837.65	1,015,972.42	1,347,000.00	331,027.58	75.4
54-3101-34404 SERVICES - RECYCLING	243,196.16	29,986.65	267,398.66	363,000.00	95,601.34	73.7
TOTAL SOLID WASTE CHARGES FOR	1,152,167.80	144,824.30	1,283,371.08	1,710,000.00	426,628.92	75.1
<u>SOLID WASTE NON OPERATING REV</u>						
54-3102-36100 INTEREST EARNINGS	7,266.00	1,928.00	14,658.00	6,000.00	(8,658.00)	244.3
TOTAL SOLID WASTE NON OPERATIN	7,266.00	1,928.00	14,658.00	6,000.00	(8,658.00)	244.3
TOTAL FUND REVENUE	1,159,433.80	146,752.30	1,298,029.08	1,716,000.00	417,970.92	75.6
<u>SOLID WASTE OPERATING EXPENSE</u>						
54-3104-41101 WAGE REGULAR EMPLOYEES	40,101.95	5,376.82	41,705.41	53,500.00	11,794.59	78.0
54-3104-41102 TEMPORARY EMPLOYEES	5,295.00	.00	.00	4,000.00	4,000.00	.0
54-3104-41103 OVERTIME	1,227.30	43.85	1,265.81	1,000.00	(265.81)	126.6
54-3104-41200 EMPLOYEE BENEFITS	22,224.08	2,374.77	22,329.69	31,500.00	9,170.31	70.9
54-3104-42000 GENERAL & CONTRACTED SERVICES	656,455.85	39,593.58	681,911.67	1,160,000.00	478,088.33	58.8
54-3104-42100 PROF & TECHNICAL SERVICES	3,006.56	212.00	3,028.06	4,000.00	971.94	75.7
54-3104-42110 BANK CHARGES	10,076.93	1,545.88	17,594.74	13,000.00	(4,594.74)	135.3
54-3104-43400 TELECOMMUNICATION	380.06	2.26	20.34	1,000.00	979.66	2.0
54-3104-45100 OFFICE SUPPLIES	4,472.39	611.57	5,929.79	5,000.00	(929.79)	118.6
54-3104-45200 OPERATING - SEASONAL, BULKY	14,376.23	731.03	17,087.48	30,000.00	12,912.52	57.0
54-3104-45211 INDIRECT COST ALLOCATION	18,225.00	2,060.00	18,540.00	24,700.00	6,160.00	75.1
54-3104-48500 MACHINERY & EQUIPMENT CAPITAL	26,320.44	.00	.00	40,000.00	40,000.00	.0
TOTAL SOLID WASTE OPERATING EX	802,161.79	52,551.76	809,412.99	1,367,700.00	558,287.01	59.2
<u>SOLID WASTE NON OPERATING EXP</u>						
54-3108-49990 FUND BALANCE - CONTRIBUTION TO	.00	.00	.00	101,800.00	101,800.00	.0
TOTAL SOLID WASTE NON OPERATIN	.00	.00	.00	101,800.00	101,800.00	.0
<u>RECYCLING OPERATION EXPENSE</u>						
54-3204-42000 GENERAL & CONTRACTED SERVICES	136,321.92	18,041.76	142,826.58	220,000.00	77,173.42	64.9
54-3204-45100 OFFICE SUPPLIES	1,273.29	164.22	1,619.39	1,500.00	(119.39)	108.0
54-3204-48500 MACHINERY & EQUIPMENT CAPITAL	15,696.24	.00	.00	25,000.00	25,000.00	.0
TOTAL RECYCLING OPERATION EXPE	153,291.45	18,205.98	144,445.97	246,500.00	102,054.03	58.6
TOTAL FUND EXPENDITURES	955,453.24	70,757.74	953,858.96	1,716,000.00	762,141.04	55.6
NET REVENUE OVER EXPENDITURES	203,980.56	75,994.56	344,170.12	.00	(344,170.12)	.0

NORTH SALT LAKE CITY
REVENUES AND EXPENDITURES WITH COMPARISON TO BUDGET
FOR THE 9 MONTHS ENDING MARCH 31, 2024

#55 GOLF COURSE FUND

	PRIOR YTD	PERIOD ACTUAL	YTD ACTUAL	BUDGET	UNEXPENDED	PCNT
<u>GOLF COURSE REVENUE</u>						
55-5500-34200 FEES GREEN	559,432.37	55,897.72	767,747.61	1,200,000.00	432,252.39	64.0
55-5500-34201 FEES DRIVING RANGE	59,722.04	8,356.19	85,451.67	145,000.00	59,548.33	58.9
55-5500-34202 TOURNAMENT FEE	8,179.64	.00	.00	20,000.00	20,000.00	.0
55-5500-34203 PUNCH PASSES	13,469.00	1,202.80	20,031.05	.00	(20,031.05)	.0
TOTAL GOLF COURSE REVENUE	640,803.05	65,456.71	873,230.33	1,365,000.00	491,769.67	64.0
<u>GOLF COURSE RENTAL</u>						
55-5501-34205 FEES - EVENTS	.00	465.00	4,742.96	.00	(4,742.96)	.0
55-5501-34402 CONCESSIONS - CATERING	(4,392.81)	9,890.00	221,149.12	225,000.00	3,850.88	98.3
55-5501-34406 PRO SHOP SALES	191,658.32	16,447.80	255,498.80	375,000.00	119,501.20	68.1
55-5501-34407 LESSONS	3,749.00	.00	1,480.00	.00	(1,480.00)	.0
55-5501-34408 CONCESSIONS - PRO SHOP	9,345.00	324.10	12,363.64	30,000.00	17,636.36	41.2
55-5501-34409 CONCESSIONS - GRILL	10,779.25	10,773.20	161,822.17	250,000.00	88,177.83	64.7
55-5501-34600 RENTS AND LEASES EQUIPMENT	7,382.40	1,140.00	15,654.00	.00	(15,654.00)	.0
55-5501-34601 RENTS - SIMULATORS	30,601.20	1,320.00	24,636.69	60,000.00	35,363.31	41.1
55-5501-34602 RENTS AND LEASES CARTS	287,509.66	24,045.69	375,698.50	600,000.00	224,301.50	62.6
55-5501-34603 RENTS AND LEASES BANQUET	50,535.00	12,416.00	159,806.00	140,000.00	(19,806.00)	114.2
55-5501-34604 RENTS & LEASES CLUBHOUSE COM	26,050.00	1,550.00	13,950.00	25,000.00	11,050.00	55.8
55-5501-34605 RENTS & LEASES MOBILE TOWERS	20,988.08	.00	29,399.97	40,000.00	10,600.03	73.5
55-5501-36000 MISCELLANEOUS	1,999.10	118.05	7,776.20	.00	(7,776.20)	.0
TOTAL GOLF COURSE RENTAL	636,204.20	78,489.84	1,283,978.05	1,745,000.00	461,021.95	73.6
<u>GOLF COURSE NON OPERATING</u>						
55-5502-36100 INTEREST EARNINGS	3,221.70	(1,031.66)	4,815.34	.00	(4,815.34)	.0
55-5502-36101 INTEREST EARNINGS RESTRICTED	18,542.78	(8,012.52)	(83,381.07)	(2,000.00)	81,381.07	(4169.
55-5502-37200 PROCEEDS FROM BORROWING	.00	.00	.00	335,000.00	335,000.00	.0
55-5502-37300 GAIN ON DISPOSAL OF CAP ASSET	284,000.00	.00	.00	31,000.00	31,000.00	.0
55-5502-37990 FUND BALANCE - USE OF	.00	.00	.00	174,478.00	174,478.00	.0
TOTAL GOLF COURSE NON OPERATI	305,764.48	(9,044.18)	(78,565.73)	538,478.00	617,043.73	(14.6)
TOTAL FUND REVENUE	1,582,771.73	134,902.37	2,078,642.65	3,648,478.00	1,569,835.35	57.0

NORTH SALT LAKE CITY
EXPENDITURES WITH COMPARISON TO BUDGET
FOR THE 9 MONTHS ENDING MARCH 31, 2024

#55 GOLF COURSE FUND

	PRIOR YTD	PERIOD ACTUAL	YTD ACTUAL	BUDGET	UNEXPENDED	PCNT
<u>GOLF COURSE CLUBHOUSE OPERAT</u>						
55-5584-40570	COST OF SALES	180,241.23	79,072.42	220,100.70	230,000.00	9,899.30 95.7
55-5584-41101	WAGE REGULAR EMPLOYEES	239,054.29	18,118.48	246,127.08	311,000.00	64,872.92 79.1
55-5584-41102	TEMPORARY EMPLOYEES	55,450.04	5,775.00	106,429.65	135,000.00	28,570.35 78.8
55-5584-41103	OVERTIME	.00	.00	264.38	2,500.00	2,235.62 10.6
55-5584-41200	EMPLOYEE BENEFITS	124,882.41	12,122.43	118,629.14	182,000.00	63,370.86 65.2
55-5584-41201	EMPLOYEE ALLOWANCES	9,378.30	923.08	9,930.80	11,960.00	2,029.20 83.0
55-5584-42000	GENERAL & CONTRACTED SERVICES	11,907.17	5,877.82	33,891.04	15,000.00	(18,891.04) 225.9
55-5584-42110	BANK CHARGES	37,718.35	5,147.48	56,482.62	45,000.00	(11,482.62) 125.5
55-5584-42202	GROUND CARE	4,302.27	859.83	25,919.80	23,000.00	(2,919.80) 112.7
55-5584-42300	INSURANCE - RISK MANAGEMENT	27,123.75	.00	28,132.38	28,000.00	(132.38) 100.5
55-5584-42400	ADVERTISING AND PUBLIC NOTICES	24,118.44	3,187.71	27,640.85	50,000.00	22,359.15 55.3
55-5584-42900	TRAVEL, EDUCATION AND TRAINING	724.36	.00	2,226.74	2,000.00	(226.74) 111.3
55-5584-43100	WATER AND SEWERAGE	2,638.05	212.86	3,092.21	4,500.00	1,407.79 68.7
55-5584-43200	NATURAL GAS	6,845.18	1,063.60	5,899.82	6,500.00	600.18 90.8
55-5584-43300	ELECTRICITY	6,567.35	786.59	10,634.47	16,000.00	5,365.53 66.5
55-5584-43400	TELECOMMUNICATION	4,287.17	750.10	5,993.41	6,500.00	506.59 92.2
55-5584-45100	OFFICE SUPPLIES	8,799.84	386.05	2,552.18	16,000.00	13,447.82 16.0
55-5584-45200	OPERATING SUPPLIES	45,918.66	3,250.44	38,069.89	60,000.00	21,930.11 63.5
55-5584-45205	EVENTS CNTR OPERATING SUPPLIES	10,201.58	.00	.00	.00	.00 .0
55-5584-45211	INDIRECT COST ALLOCATION	40,050.00	7,602.00	68,418.00	91,200.00	22,782.00 75.0
55-5584-45400	BOOKS, PUBLICATIONS AND SUBSCR	.00	.00	.00	1,000.00	1,000.00 .0
55-5584-49011	FLEET FUEL CHARGES	6,542.45	1,875.78	9,865.75	20,000.00	10,134.25 49.3
55-5584-49012	FLEET REPAIR & MAINTENANCE	1,482.92	719.52	3,723.95	8,000.00	4,276.05 46.6
	TOTAL GOLF COURSE CLUBHOUSE O	848,233.81	147,731.19	1,024,024.86	1,265,160.00	241,135.14 80.9
<u>GOLF COURSE GREENS OPERATING</u>						
55-5585-41101	WAGE REGULAR EMPLOYEES	182,830.92	19,272.68	182,982.91	255,000.00	72,017.09 71.8
55-5585-41102	TEMPORARY EMPLOYEES	35,929.17	364.50	62,417.50	90,000.00	27,582.50 69.4
55-5585-41103	OVERTIME	.00	.00	220.51	500.00	279.49 44.1
55-5585-41200	EMPLOYEE BENEFITS	107,236.57	13,449.53	122,702.13	160,000.00	37,297.87 76.7
55-5585-41201	EMPLOYEE ALLOWANCES	.00	.00	.00	1,000.00	1,000.00 .0
55-5585-42000	GENERAL & CONTRACTED SERVICES	1,070.00	331.00	1,257.00	5,000.00	3,743.00 25.1
55-5585-42120	RENTAL OF EQUIPMENT & VEHICLES	690.00	.00	706.60	1,000.00	293.40 70.7
55-5585-42900	TRAVEL, EDUCATION AND TRAINING	447.00	501.80	1,350.80	1,000.00	(350.80) 135.1
55-5585-43100	WATER AND SEWERAGE	47,738.84	3,629.43	88,005.90	118,800.00	30,794.10 74.1
55-5585-43200	NATURAL GAS	1,744.50	422.82	2,139.37	2,000.00	(139.37) 107.0
55-5585-43300	ELECTRICITY	9,742.25	488.17	14,663.56	25,000.00	10,336.44 58.7
55-5585-43400	TELECOMMUNICATION	2,126.49	254.31	2,271.05	2,500.00	228.95 90.8
55-5585-45100	OFFICE SUPPLIES	120.01	15.99	15.99	500.00	484.01 3.2
55-5585-45200	OPERATING SUPPLIES	46,661.69	2,954.09	68,017.03	110,000.00	41,982.97 61.8
55-5585-45400	BOOKS, PUBLICATIONS & SUBSCRIP	1,212.00	400.00	1,295.00	1,000.00	(295.00) 129.5
55-5585-45610	TREES	.00	.00	.00	10,000.00	10,000.00 .0
55-5585-49011	FLEET FUEL CHARGES	16,897.06	94.31	14,783.29	20,000.00	5,216.71 73.9
55-5585-49012	FLEET REPAIR & MAINTENANCE	9,800.89	.00	.00	15,000.00	15,000.00 .0
55-5585-49013	FLEET PARTS AND SUPPLIES	3,614.47	231.15	12,696.11	10,000.00	(2,696.11) 127.0
	TOTAL GOLF COURSE GREENS OPER	467,861.86	42,409.78	575,524.75	828,300.00	252,775.25 69.5

NORTH SALT LAKE CITY
EXPENDITURES WITH COMPARISON TO BUDGET
FOR THE 9 MONTHS ENDING MARCH 31, 2024

#55 GOLF COURSE FUND

	PRIOR YTD	PERIOD ACTUAL	YTD ACTUAL	BUDGET	UNEXPENDED	PCNT
<u>GOLF COURSE CAFE OPERATING</u>						
55-5586-40570 COST OF SALES	.00	12,664.48	128,903.15	120,000.00	(8,903.15)	107.4
55-5586-41101 WAGE REGULAR EMPLOYEES	6,585.33	10,069.21	94,449.31	125,000.00	30,550.69	75.6
55-5586-41102 TEMPORARY EMPLOYEES	1,174.25	3,357.86	60,456.85	70,000.00	9,543.15	86.4
55-5586-41103 OVERTIME	480.41	.00	436.48	500.00	63.52	87.3
55-5586-41200 EMPLOYEE BENEFITS	3,174.87	6,831.23	41,393.94	81,200.00	39,806.06	51.0
55-5586-42400 ADVERTISING AND PUBLIC NOTICES	591.81	.00	39.00	15,000.00	14,961.00	.3
55-5586-43400 TELECOMMUNICATION	45.00	90.00	620.00	.00	(620.00)	.0
55-5586-45200 OPERATING SUPPLIES	11,685.46	6,255.20	35,682.53	27,500.00	(8,182.53)	129.8
TOTAL GOLF COURSE CAFE OPERATI	23,737.13	39,267.98	361,981.26	439,200.00	77,218.74	82.4
<u>GOLF COURSE EV CNTR OPERATING</u>						
55-5587-41102 TEMPORARY EMPLOYEES	.00	682.74	9,978.65	30,000.00	20,021.35	33.3
55-5587-41200 EMPLOYEE BENEFITS	.00	64.52	993.72	4,000.00	3,006.28	24.8
55-5587-44240 ADVERTISING AND PUBLIC NOTICES	.00	.00	1,783.12	5,000.00	3,216.88	35.7
55-5587-45205 EVENTS CNTR OPERATING SUPPLIES	.00	2,701.48	15,836.75	18,000.00	2,163.25	88.0
TOTAL GOLF COURSE EV CNTR OPE	.00	3,448.74	28,592.24	57,000.00	28,407.76	50.2
<u>GOLF COURSE NON OPERATING</u>						
55-5588-47011 PRINCIPAL	.00	.00	.00	100,000.00	100,000.00	.0
55-5588-47012 INTEREST	48,268.75	.00	46,768.75	93,538.00	46,769.25	50.0
55-5588-47013 FEES	.00	500.00	1,352.50	.00	(1,352.50)	.0
55-5588-47016 LEASE PAYMENT	.00	.00	.00	65,000.00	65,000.00	.0
55-5588-48200 BUILDINGS - CLUB HOUSE	244,087.73	8,881.80	31,139.01	465,280.00	434,140.99	6.7
55-5588-48201 BUILDINGS - CONTRACTOR	1,409,282.13	.00	.00	.00	.00	.0
55-5588-48202 BUILDINGS - TURF CENTER	22,673.00	.00	7,707.00	.00	(7,707.00)	.0
55-5588-48400 CONSTRUCTION - GROUNDS IMPROV	4,036.75	.00	17,002.66	.00	(17,002.66)	.0
55-5588-48401 CONSTRUCTION - IRRIGATION	550.77	.00	.00	.00	.00	.0
55-5588-48500 MACHINERY & EQUIPMENT CAPITAL	481,791.72	.00	195,662.15	335,000.00	139,337.85	58.4
TOTAL GOLF COURSE NON OPERATI	2,210,690.85	9,381.80	299,632.07	1,058,818.00	759,185.93	28.3
TOTAL FUND EXPENDITURES	3,550,523.65	242,239.49	2,289,755.18	3,648,478.00	1,358,722.82	62.8
NET REVENUE OVER EXPENDITURES	(1,967,751.92)	(107,337.12)	(211,112.53)	.00	211,112.53	.0

NORTH SALT LAKE CITY
REVENUES AND EXPENDITURES WITH COMPARISON TO BUDGET
FOR THE 9 MONTHS ENDING MARCH 31, 2024

#61 FLEET FUND

	PRIOR YTD	PERIOD ACTUAL	YTD ACTUAL	BUDGET	UNEXPENDED	PCNT
<u>FLEET MANAGEMENT OPERATING RE</u>						
61-1151-34900 INTERDEPARTMENTAL CHARGES	268,260.00	28,292.00	254,628.00	339,500.00	84,872.00	75.0
61-1151-34904 ANNUAL CAPITAL CHARGES	387,900.00	42,517.00	347,653.00	510,200.00	162,547.00	68.1
TOTAL FLEET MANAGEMENT OPERAT	656,160.00	70,809.00	602,281.00	849,700.00	247,419.00	70.9
<u>FLEET MANAGEMENT NON OPERATI</u>						
61-1152-36100 INTEREST EARNINGS	12,400.00	3,544.00	37,437.00	48,000.00	10,563.00	78.0
61-1152-37300 GAIN ON DISPOSAL OF CAPITAL AS	10,165.00	.00	33,250.00	40,500.00	7,250.00	82.1
61-1152-37400 INSURANCE RECOVERY	500.00	.00	.00	.00	.00	.0
TOTAL FLEET MANAGEMENT NON OP	23,065.00	3,544.00	70,687.00	88,500.00	17,813.00	79.9
TOTAL FUND REVENUE	679,225.00	74,353.00	672,968.00	938,200.00	265,232.00	71.7
<u>FLEET MANAGEMENT OPERATING</u>						
61-1154-41101 WAGE REGULAR EMPLOYEES	123,253.85	13,626.05	129,915.74	171,000.00	41,084.26	76.0
61-1154-41103 OVERTIME	753.32	87.71	950.96	2,000.00	1,049.04	47.6
61-1154-41200 EMPLOYEE BENEFITS	83,460.71	9,812.32	90,474.55	119,500.00	29,025.45	75.7
61-1154-41202 EMPLOYEE ALLOWANCES - UNIFORM	1,235.41	58.83	1,595.74	2,000.00	404.26	79.8
61-1154-42900 TRAVEL, EDUCATION AND TRAINING	2,564.31	.00	2,675.81	4,000.00	1,324.19	66.9
61-1154-43400 TELECOMMUNICATION	876.38	135.15	1,157.44	1,000.00	(157.44)	115.7
61-1154-45000 SUPPLIES AND MATERIALS	22,167.00	746.56	18,844.46	25,000.00	6,155.54	75.4
61-1154-45200 OPERATING SUPPLIES	130.00	.00	768.62	.00	(768.62)	.0
61-1154-45603 MACHINERY AND EQUIPMENT	20,398.70	241.00	9,867.83	15,000.00	5,132.17	65.8
TOTAL FLEET MANAGEMENT OPERAT	254,839.68	24,707.62	256,251.15	339,500.00	83,248.85	75.5
<u>FLEET MANAGEMENT NON OPERATI</u>						
61-1158-47012 INTEREST	1,152.00	584.65	584.65	3,500.00	2,915.35	16.7
61-1158-47016 LEASE PAYMENT	22,636.30	23,200.45	23,200.45	.00	(23,200.45)	.0
61-1158-48502 VEHICLES	168,058.31	.00	371,311.31	447,900.00	76,588.69	82.9
61-1158-49990 FUND BALANCE - CONTRIBUTION TO	.00	.00	.00	147,300.00	147,300.00	.0
TOTAL FLEET MANAGEMENT NON OP	191,846.61	23,785.10	395,096.41	598,700.00	203,603.59	66.0
TOTAL FUND EXPENDITURES	446,686.29	48,492.72	651,347.56	938,200.00	286,852.44	69.4
NET REVENUE OVER EXPENDITURES	232,538.71	25,860.28	21,620.44	.00	(21,620.44)	.0



CITY OF NORTH SALT LAKE COMMUNITY & ECONOMIC DEVELOPMENT

10 East Center Street, North Salt Lake, Utah 84054
(801) 335-8700
(801) 335-8719 Fax

MEMORANDUM

TO: Honorable Mayor and City Council
FROM: Sherrie Pace, Community Development Director
DATE: May 7, 2024
SUBJECT: Presentation of Town Center Marketing Study by Leland Consulting Group

RECOMMENDATION

No action requested.

BACKGROUND

In 2022, the City was awarded grant funds from the Wasatch Front Regional Council (WFRC) through the Transportation and Land Use Connection (TLC) program for the completion of a Town Center Market Study. The intent of the study was to identify the market conditions in North Salt Lake and make recommendation on the types of land uses which are viable in the Town Center. The study will assist the City make informed decisions regarding allocation of redevelopment resources for economic development. The total budget for the project was \$40,000, with the TLC grant award of \$30,100.

The City entered into an agreement on May 16, 2023 with the Wasatch Front Regional Council (WFRC) and Leland Consulting Group for a Town Center Marketing Study. Over the past year staff has met with the consultant on numerous occasions to review collected data, facilitate interviews with local business owners and developers within the City, provide feedback, and review the assumptions and study draft materials. As part of the grant contract, the consultant will be present to review the final draft, present findings and recommendations and to answer any questions from the Council.

REVIEW

The Study provides analysis of various data sources to identify the current market conditions, trends and demographics of not only the Town Center study area, but NSL at large, and the surrounding South Davis Cities. The following are some highlights from the study.

Demographics:

- NSL growth rate has outpaced the other south Davis cities from 2000 to 2024
- NSL has the highest percentage of home rentals
- NSL median household income is estimated over \$100,000
- Over 50% have at least a bachelor's degree (National-36%)
- Job growth increased from 7,718 in 2000 to 15,425 in 2020
- The industrial area has the highest wage jobs density in the area
- NSL Residents hold 9,100 jobs, only 700 live and work in NSL
- 2,100 residents commute north to work, 6,000 commute south

- 5,000 workers commute to NSL from the north, 8,300 commute from the south
- NSL jobs by gender: Male 10,653; Female 4,772
- NSL Town Center Business Sales Tax Revenue is \$109,000 out of \$3,290,000 City wide
- Apartment unit inventory in NSL accounts for 33% of all south Davis County
- Rental rates are slightly below SLC
- NSL has 16% of the retail sq. ft. in south Davis; 15% of that is in the Town Center
- NSL retail vacancy rate is extremely low at 1.3% indicating pent up demand
- Trade areas show that Town Center businesses draw from outside NSL boundaries
- Maverik and Lee's Market have the highest number of visitors per year
- Quick Quack, Neighbor's Market/Nacho House, and The Stop have the highest visitors in the Town Center
- The GAP analysis shows a demand for full service restaurants and health and personal care services
- There is some demand for a small 15-20,000 sq. ft. grocer in Town Center

Identified Strengths:

- Proximity to SLC
- Strong demand for rental apartments and ownership townhomes
- Diverse population in life-stage demographics and incomes
- Use of flexible Planned District has proven suitable arrangement
- NSL reputation as pro-development and pro-business
- Staff longevity
- Sunshine Café draws long time customers from inside and outside the City
- Shared parking in Park Loft project has demonstrated the advantage of mixed use development
- City progress on pedestrian facilities
- Hatch Park expansion has potential to spur redevelopment
- BRT will boost commercial development near stops

Identified Challenges:

- Needed street and water infrastructure upgrades
- Sidewalk and trail systems need additional improvements
- Orchard Elementary poses congestion and safety issues during pick up times
- Study area property owners that are unwilling or unable to redevelop/sell
- Difficult topography increases development costs
- Neighborhood resistance to additional residential development to support Town Center commercial
- Small-scale urban groceries have struggled in the metro area
- Loss of Center Street offramp may be detrimental to town center
- Eaglewood roundabout not functioning optimally for pedestrians and in conjunction with the traffic signal at Hwy 89

- Rail lines are a significant east-west barrier
- Reported difficulty in filling ground floor retail spaces
- High interest rates and construction costs
- Housing affordability remains a concern
- Lack of memorable “heart” of NSL, need implementation of branding and aesthetic improvements across the board

Target Customer/Visitor Segments

- TC population (residents/workers) demonstrate a demand for commodity/convenience driven businesses-snacks, coffee, incidentals, gas, etc.
- New interchange with provide better access for residents and visitors
- Workers in NSL provide weekday breakfast and lunch demands which could be capitalized on with food trucks in Hatch Park and additional restaurants
- Grade separated rail crossing would add convenience to attract workers
- Multiple restaurants needed for critical mass for evening and weekend diners
- Entertainment, events, and art in TC can draw in patrons for TC businesses
- Specialty shoppers provide opportunity to increase TC visits to businesses

Key target sites:

- Village Station is a natural location for convenience focused retailers
- US89 North of Eagleridge needs pedestrian connectivity improvements
- Center/US89 (east corners) should be encouraged to redevelop in preparation for the shift in convenience oriented retail at new interchange
- Center/US89 (NW corner) should be encouraged to convert ground floor office space to retail
- Hatch Park should include event, educational and culturally-oriented activities and spaces
- Center ST & 130 East are critical infill sites with redevelopment that would enhance TC
- Orchard Plaza should redevelop overtime and naturally and would be a good location for shared mixed use parking
- North 89 to 3800 South should be utilized for infill residential development to support the TC core retail businesses

Primary Recommendations:

- Focus efforts on central and southern portions of TC study area
- Plan for more destination/specialty focus commercial activity
- Village Station area focus on convenience-oriented retail
- Auto oriented businesses should be discouraged and pedestrian oriented encouraged
- Improve linkages between Village Station and Center Street
- Encourage residential development across the Town Center
- Avoid mandating additional ground floor retail below residential in Town Center
- Consider a bold vertical placemaking monumentation element

POSSIBLE MOTION

No motion required. The study should inform future decisions and policy development for NSL and the Town Center.

Attachments

- 1) Town Center Market Study

North Salt Lake Town Center

Market Analysis Findings and Strategic Recommendations

May 2024



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Market Analysis Findings

Introduction

As its name suggests, the City of North Salt Lake in Davis County, Utah, is located north of Salt Lake City and Salt Lake County. The Salt Lake City region has benefitted from robust growth throughout its history with new residents and employers bringing increased vibrancy to the broader community. Over time, that continued growth has caused the once-separated major urban areas of Ogden, Salt Lake City, and Provo to be nearly seamlessly interconnected from north to south, primarily along the spine of Interstate 15, with dozens of smaller suburbs helping to fill in the formerly undeveloped gaps across the now sprawling metropolitan area.

Although Salt Lake City and the Utah Transit Authority (UTA) have made significant strides in growing a network of light rail and other mass transit options, the area north of Salt Lake County remain largely auto-dominated for commuting, shopping, and other mobility needs. With strong population and employment gains along this largely linear north-south urban expanse, this continued reliance on driving has led to increased traffic congestion and ever-longer commutes for most workers and residents. Due to physical topography constraints, North Salt Lake happens to lie alongside one of the busiest traffic bottlenecks for I-15 as it funnels between the Great Salt Lake itself (with surrounding airport and industrial lands) on the west and the Wasatch Mountains on the east. In fact, the Town Center area of North Salt Lake lies directly east of the interstate along one of its busiest sections, passed twice a day by nearly 200,000 cars moving north or south through the metro to and from work.

The North Salt Lake Town Center area lies within a relatively linear section of land along US Highway 89, roughly parallel to I-15, with part of the study area extending east and west along Center Street, the major intersecting local road. Like many suburban “town centers” across the U.S., North Salt Lake’s Town Center is somewhat hopefully named. There are indeed many elements in place to constitute such a mixed-use gathering place (some older building stock, patches of gridded streets, a new City Hall, a mix of commercial and residential land uses, and newer infill redevelopment activity) but those components have largely remained disconnected from one another, certainly from a pedestrian standpoint. In short, the area has yet to produce the envisioned hub of walkable urban activity to benefit its name.

City leaders, businesses owners, and residents know that the area is not currently living up to its potential. Stakeholders rightly see the potential of Hwy 89 as a welcoming entryway to North Salt Lake and its intersection with Center Street as one “bullseye” of potential mixed-use activity that could help to catalyze a truer town center than it is now. They envision a more attractive place for people to live and visit, with improved walkability, a range of shopping and dining options featuring local establishments, family-friendly entertainment, and high-quality streetscapes. As a more specific near-term goal, city leaders and stakeholders want to work to improve the viability of commercial enterprises in the Town Center.

Analytic Objectives and Approach

This report helps inform the conversation around commercial revitalization of the Town Center study area with an evidence-based understanding of the market. Using a variety of sources and methods, the analysis identifies attainable development opportunities in the study area given market dynamics, development challenges, and prevailing trends. This work involves the following largely quantitative elements:

Demographic and employment drivers. This step involves analysis of census and census-based data to understand the local population, rate of growth, household income, education, age, and lifestyle preferences. These metrics help to inform the selection of retail trade zones (a.k.a. trade areas, market areas, catchments). Employment patterns and commuting behavior are included in this analysis.

Sales tax revenue flows: We used summarized sales tax data made available by the City to help assess the performance of Town Center establishments relative to one another and to other North Salt Lake businesses. This aids in our understanding of gap/pull factors, commercial supply conditions, and visitation data, while helping to assess potential economic impacts of attracting (or losing) retail tenants.

Competitive supply characteristics: We investigated the existing retail landscape to identify gaps in retail offerings that could be filled by new retailers. Key information sources included CoStar commercial real estate data, Placer visitation data, in-person fieldwork, and inputs from knowledgeable local stakeholders. Key quantitative metrics include total inventory by retail type, vacancy (both average rate and locations), rent levels, and pipeline development activity.

Visitor behavior. In addition to the standard data sources like CoStar, Census/ACS, Bureau of Labor Statistics, etc., Leland Consulting Group (LCG) now uses subscription data from Placer.ai™. Placer uses cell phone tracking data to provide a wealth of valuable information on visitor traffic. Any individual store, shopping center, or district can be analyzed for daily or weekly visitor counts, prevailing time-of-day and day-of-week visitation patterns, and trip-chaining behaviors. Using this geographic data on customer home and work locations, this data allows us to generate the true “trade areas” for stores in the study area and at key competitive locations.

Gap/pull analysis: This component of the broader supply/demand analysis quantifies differences in household spending potential and existing sales activity within a reasonable retail trade zone applicable across most store categories. Interpretation of gap/pull (“leakage”) data is not straightforward as often presented in retail market analysis reports, so we include caveats to aid in interpretation of this data.

Demand forecasting. Although some attainable demand may be implied in the gap/pull findings, market area growth is often a larger component. In this step we combine inputs from both gap/pull analysis and demographic indicators (mainly household growth projections and spending power) to develop a realistic forecast of retail space demand across key store categories, presented in a range from conservative to aggressive/attainable.

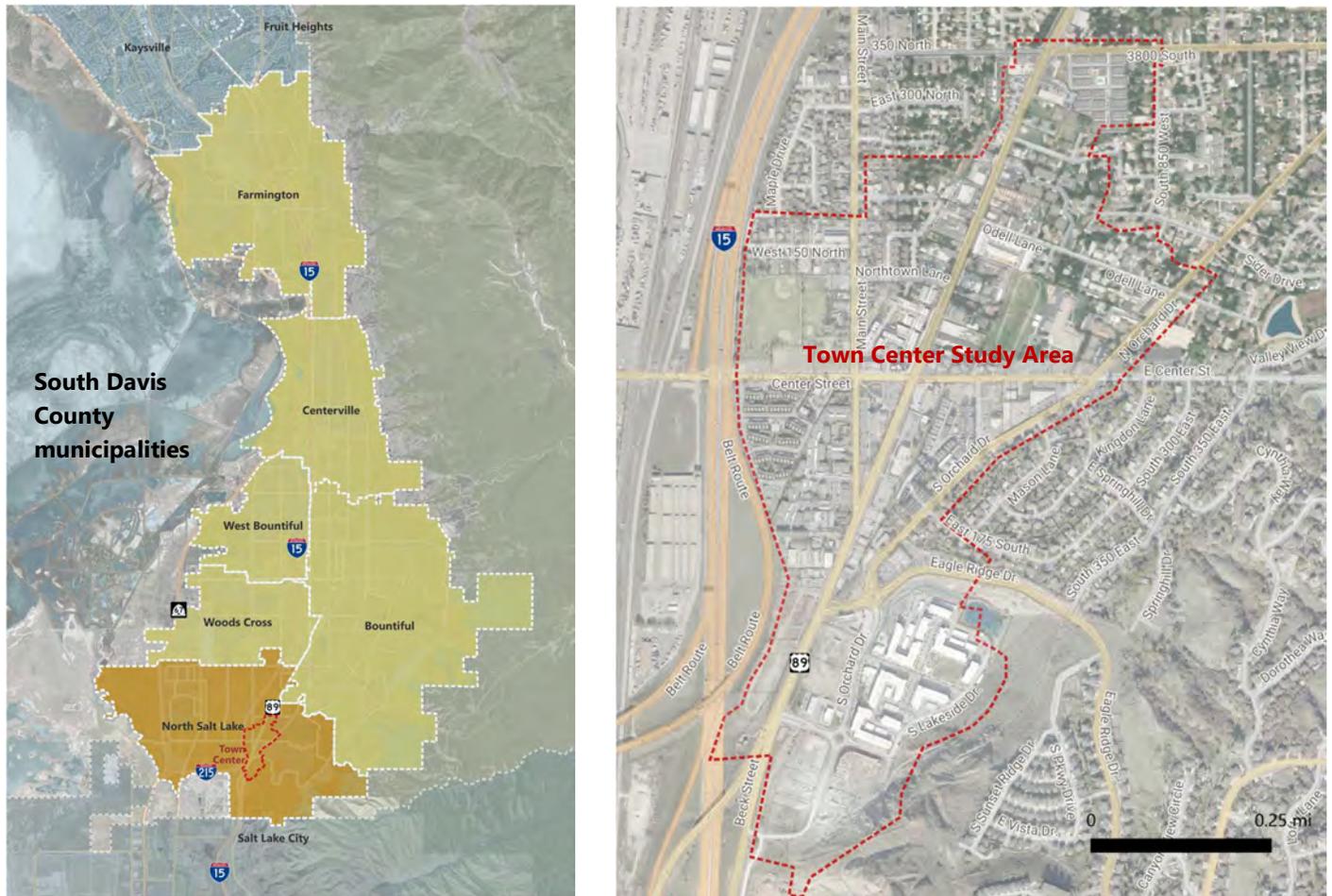
Site analysis. We will characterize the market suitability of Town Center development sites for different types of retailers and services, based on market-related factors such as visibility, traffic volumes, accessibility, parking, infrastructure, and zoning. This subtask includes some preparatory mapping of vacant and underutilized parcels, in-person fieldwork (both driving and on foot), collection of traffic volume data, and related activities.

From these analytic elements, the team crafted a more informed strategic approach to identifying strengths, weaknesses, opportunities and threats facing the Town Center area. That then allows North Salt Lake to more confidently profile key customer target segments, position potential development (and tenant recruitment) efforts to serve those segments competitively and identify high potential (re)development opportunity sites.

Comparison Geographies

The analysis of market conditions affecting Town Center commercial vitality requires qualitative and quantitative descriptions of the Town Center area itself, along with a number of comparison geographies that provide relative benchmarks to aid in understanding those metrics in context. A range of different geographies are used to provide relevant contrasts, with the choice of comparison areas driven mostly by relevance to the topic of discussion and availability of reliable data.

Figure 1. Cities of South Lake Davis County; North Salt Lake Town Center Study Area



Source: Leland Consulting Group

In rough order of size (there are many overlapping shapes involved), the following comparison geographies are used throughout this report to help characterize the market.

- Town Center Study Area
- City of North Salt Lake
- Other individual cities in southern Davis County (Bountiful, West Bountiful, Woods Cross, Centerville, Farmington)
- Visitor-derived Trade Area definitions (irregular “blobs” covering home locations of visitors)

- Drive-time polygons (areas reachable from Town Center within 5 and 10 minutes by car)
- Davis County overall
- Ogden-Salt Lake City-Provo metropolitan area (designated market area, or Salt Lake City DMA)
- United States

Some demographic data is also shown for the Ogden-Clearfield MSA, but because North Salt Lake lies in the southernmost extents of that MSA, it is usually more appropriate to use the whole DMA to make broad regional comparisons.

Demographics and Employment

Population and Growth

From 2000 to 2020, the Salt Lake City DMA added more than one million residents, growing at more than double the rate of the nation as a whole during each of those two decades. While Davis County outpaced the metro area prior to 2010, it grew at roughly the same 1.7-percent average annual rate as the metro from 2010 to 2020.

North Salt Lake has seen significant population growth in recent decades, gaining over 13,000 residents between 2000 and 2020 (an increase of 146%), with an average annual rate of growth well above its south Davis County neighbors from 2000 to 2010. Growth tapered to 3.1 percent on average per year from 2010 to 2020. North Salt Lake is the third most populous city in southern Davis County after Bountiful and Farmington. Bountiful is the largest city in south Davis County, with a population just over double that of North Salt Lake, at 45,864 as of 2020.

Table 1: Population and Growth, North Salt Lake and Comparison Areas, 2000 to 2023

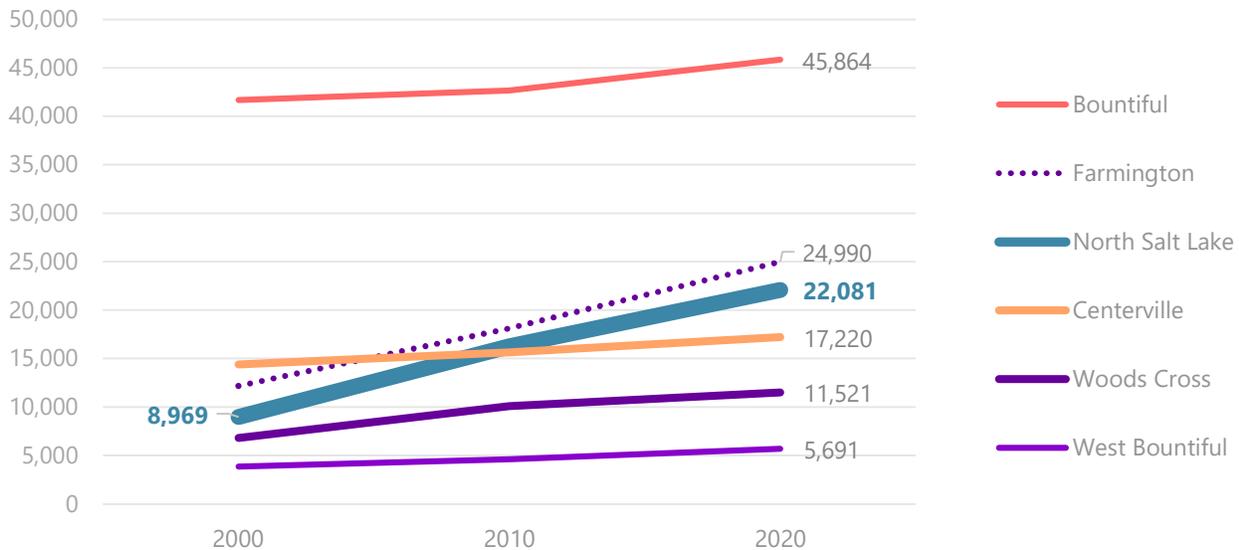
City	Population				Annual Rate		
	2000	2010	2020	2023*	2000 to 2010	2010 to 2020	2020 to 2023*
North Salt Lake	8,969	16,275	22,081	22,886	6.1%	3.1%	1.2%
Bountiful	41,683	42,658	45,864	45,930	0.2%	0.7%	0.0%
Woods Cross	6,815	10,089	11,521	12,277	4.0%	1.3%	2.1%
West Bountiful	3,846	4,595	5,691	6,124	1.8%	2.2%	2.5%
Centerville	14,403	15,623	17,220	16,851	0.8%	1.0%	-0.7%
Farmington	12,186	18,146	24,990	25,960	4.1%	3.3%	1.3%
Davis County	238,977	306,503	364,171	380,238	2.1%	1.7%	1.4%
Salt Lake City DMA	2,389,005	2,941,055	3,465,771	3,640,783	1.9%	1.7%	1.7%
USA	281,421,906	308,745,538	331,839,036	337,470,185	0.8%	0.7%	0.6%

Source: ESRI, U.S. Census decennial counts

Note: 2023 population shown in this table is based on ESRI model projections/estimates and is substantially short of the City's own official 2023 population estimate of 24,687 (based on building permits and average household sizes since the last decennial census).

The figure below shows the trajectory of growth in North Salt Lake and comparison cities across southern Davis County, using decennial U.S. Census counts for 2000, 2010, and 2020. Note that North Salt Lake and Farmington share a much steeper growth slope than neighboring cities over that period, with both surpassing Centerville after 2010.

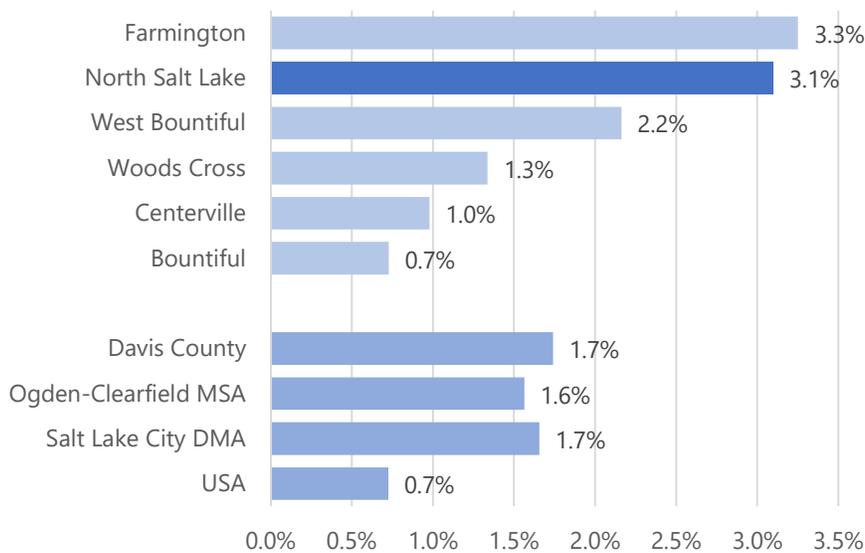
Figure 2. Population Growth in South Davis County Cities Between Census Counts, 2000-2020



Source: ESRI, US Census decennial counts

The average annual growth rates for the same south Davis County cities, along with other regional and national comparisons, again show Farmington and North Salt Lake leading the region in recent pace of growth at over three percent annually. North Salt Lake grew at nearly double the annual rate of the region (both for the Ogden-Clearfield MSA and the larger Salt Lake City DMA, which spans from Ogden to Provo) and more than quadruple the 0.7-percent annual rate nationally.

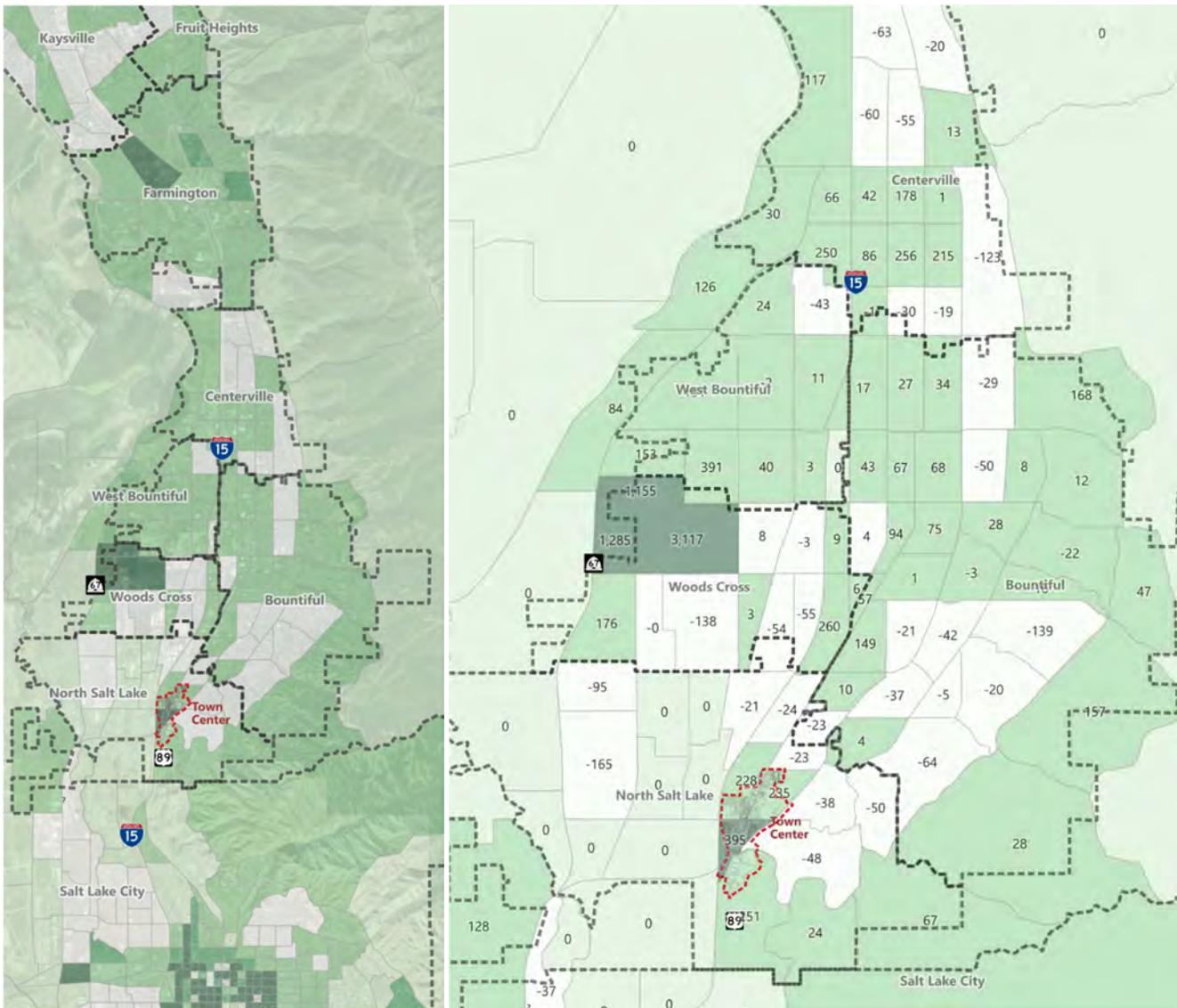
Figure 3. Population Average Annual Growth Rate, 2010-2020



Source: US Census.

The following maps are shaded to show relative rates of population growth anticipated at the traffic analysis zone (TAZ) level in forecasts produced by the Wasatch Front Regional Council (WFRC) for traffic modeling and general planning purposes.

Figure 4. Growth Projections by TAZ (2020 to 2030)



Source: WFRC and Leland Consulting Group

Note: Shading is based on the projected change in population per square mile at the traffic analysis zone (TAZ level); Labels indicate absolute population growth expected between 2023 and 2033.

The more zoomed out map at the left in the figure above shows the intensity of growth occurring in Farmington, Woods Cross, in downtown/central Salt Lake City (as infill), and to a lesser extent along the I-15 corridor between downtown and North Salt Lake, including the study area itself. The slightly more zoomed-in map at right includes labels with the absolute change in population projected between 2020 and 2030.

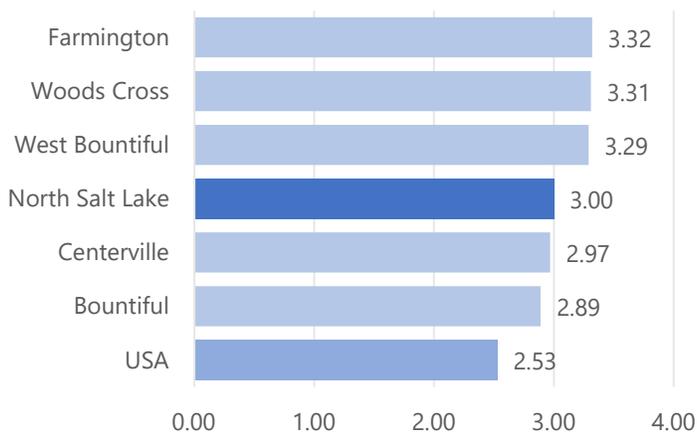
The four TAZs intersecting with the Town Center boundary are together expected to add approximately 1,100 residents over the coming decade – the strongest projected growth concentration in the vicinity except for the area around northwestern Woods Cross, which could add nearly five times that much in population.

Household Characteristics

South Davis County households are larger than the average for the United States. In North Salt Lake, there is an average of almost exactly three people per household, compared to just over 2.5 people per household in the nation as a whole. Household sizes in North Salt Lake lie in the middle of the pack among cities in south Davis County, which ranges from 2.89 in Bountiful to 3.32 in Farmington.

Typically, larger households have more expenditures than smaller households across almost all retail spending categories, but not on a per capita basis. Based on the 2022 U.S. Census Consumer Expenditure Survey, 3-person households spend more than 2-person households on all major categories. For example, 3-person households spend 20 percent more on food at home (groceries), 21 percent more on food away from home (dining out), and more than 50-percent more on apparel than 2-person households.

Figure 5. Average Household Size (2023)



Source: US Census; Esri Business Analyst.

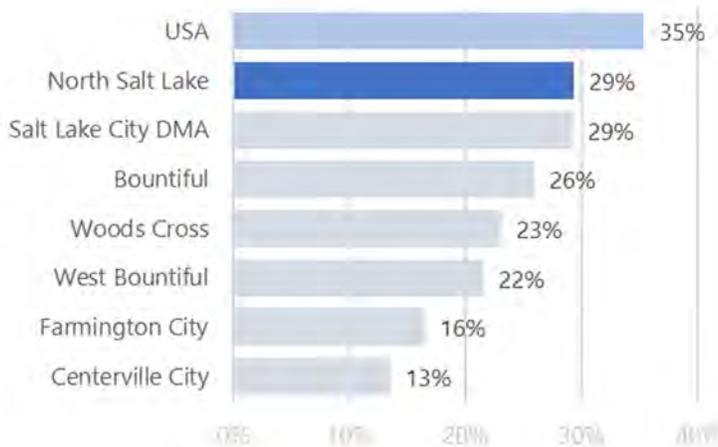
In part because they tend to have fewer children, 2-person households do spend some more on alcoholic beverages (+6 percent) and entertainment (+7 percent). Interestingly, 2-person households actually spend more on prescription drugs (+15 percent) and far more on pets (+26 percent), despite having one fewer person.

The nature of that spending can, of course, be quite different in terms of store types and tenants depending on the presence of kids and age of household members, especially for dining, entertainment, and fashion preferences.

North Salt Lake has about the same percentage of renters as the Salt Lake City DMA, at 29 percent – highest in south Davis County and rising steadily over the past several years. Bountiful, with about twice as many households as North Salt Lake, is 26 percent renter. Centerville is primarily owner households, with just 13 percent renters, as shown in the figure below. Overall, the cities of south Davis County all have a smaller share of renters than the overall metro area (DMA), which has a smaller share of renters than the nation as a whole (29 percent and 35 percent, respectively). Based on apartment construction activity over the past decade, the Town Center area itself likely has an even higher share of renters than the city as a whole.

Propensity to rent tends to reduce household spending on home centers and furniture, but is otherwise not directly correlated with spending patterns beyond what would be expected based on age and presence of children (renters are typically younger with fewer children). **As development in the study area continues to bring more renters, relative demand for entertainment, pets, drinking establishments, and drug stores should all rise– along with demand for certain dining and shopping tenants catering to younger adults in households without children.**

Figure 6. Percent of Households that Rent Their Homes (2021)

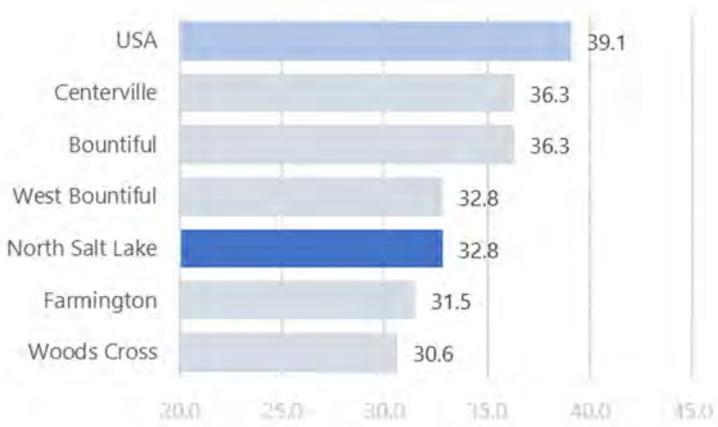


Source: US Census 2017-2021 5-year ACS estimates.

Age

North Salt Lake is tied with West Bountiful for the third lowest median age in south Davis County after Farmington and Woods Cross. The city's median age of 32.8 is well below the US median of 39.1. This indicates that the high number of residents per household in the city is likely due to the presence of families with children.

Figure 7. Median Age (2023)



Source: US Census; Esri Business Analyst.

The figure below shows the distribution of the North Salt Lake population by resident ages, both currently (2023) and projected forward five years. This short-term perspective on growth by age group can serve as an indicator of anticipated changes to demand drivers across several development/land-use types – especially residential.

Figure 8. Population by Age (2023) and Projected Change (2023-2028) in North Salt Lake



Source: US Census; Esri Business Analyst.

The largest bulge in the current population, Millennials, now aged in their 30s and early 40s, is anticipated to generate growth of nearly 420 new residents in the 45 to 49 age group, a bracket now occupied by the younger end of Gen X.

The second largest bulge, the generation following Gen Z (increasingly referred to as Generation Alpha) is made up of young children that will enter their late teens and early 20s over the next five years. Though the group is sizable now, it is expected to generate only modest growth over the coming five years, constrained somewhat by limited opportunities for development of additional housing suitable for larger families in North Salt Lake. Younger adults are typically underrepresented in suburban environments that tend to be more family oriented.

Over the next five years, the older Boomer generation will grow considerably, adding some demand for senior-friendly apartments and townhomes. While senior residents are not typically associated with elevated retail and dining spending, there may be some increase in demand support for drugstores and new opportunities may be provided for creative senior-friendly entertainment options, such as craft stores, pottery painting, crafts-related classes, or ballroom dancing.

As housing needs of the Baby Boom generation change with age and the leading edge of that cohort begins to shrink proportionally due to life expectancy, it is reasonable to expect that some larger single-family homes will become available to help meet at least some of the currently unmet demand for family-sized housing in the metro area and North Salt Lake specifically.

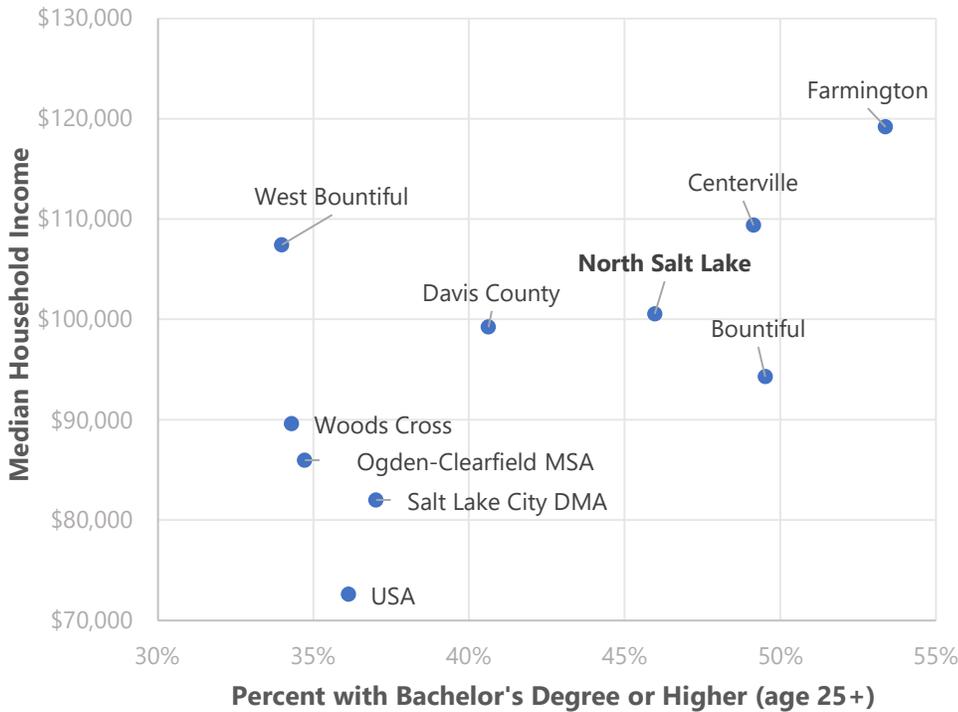
The smaller Gen X and Gen Z population groups translate into slow anticipated growth or even a moderate downward shift in the case of Gen X-ers entering their mid to late 50s and Gen Zers entering young adulthood. **The potential shrinking of the 25-34 age population as the smaller Gen Z cohort ages through, presents a challenge for dining and drinking establishments as those are important sources of demographic support in those categories.**

Income and Education

Income and education levels can help shape the spending patterns of local residents. Incomes tend to vary with education level, though this is not always the case. The figure below shows median household income plotted against educational attainment (percent with bachelor's degree or higher) for North Salt Lake and its comparison areas. West Bountiful has a relatively high median household income despite lower education levels than peer cities (often an indicator of high-paying blue-collar jobs in the vicinity). North Salt Lake has median household income and education levels just above the median for Davis County overall. Farmington has the highest income and education levels in south Davis County.

North Salt Lake's high median household income – estimated at over \$100,000 for 2023– indicates that residents there have significant spending power. Nearly half of the city's residents over 25 have at least a bachelor's degree, far higher than the 36 percent for the nation as a whole, which could shape some product and brand preferences such as a desire for a wider variety of restaurants.

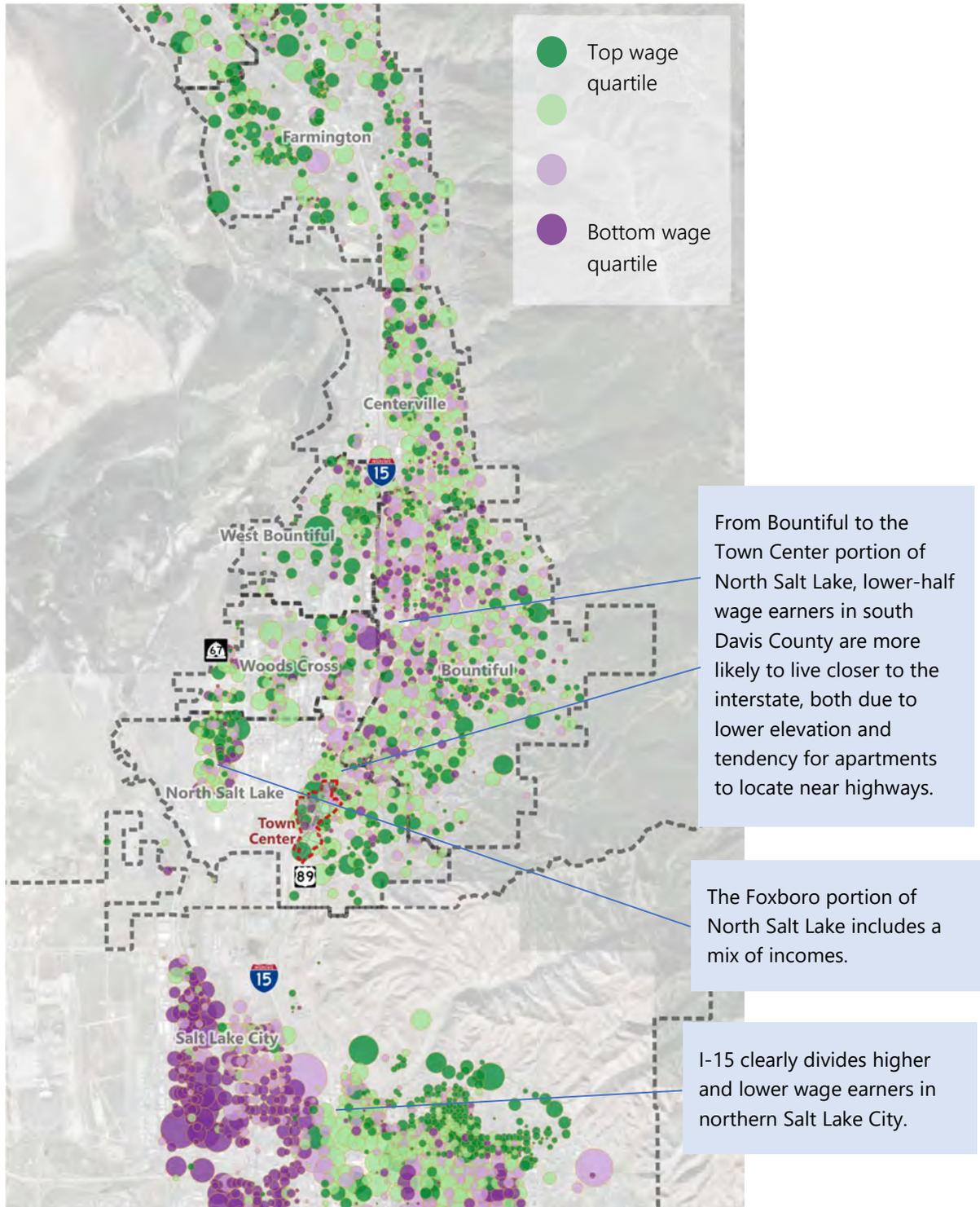
Figure 9. Income and Education Levels of North Salt Lake and Comparison Geographies, 2023



Source: US Census; Esri Business Analyst.

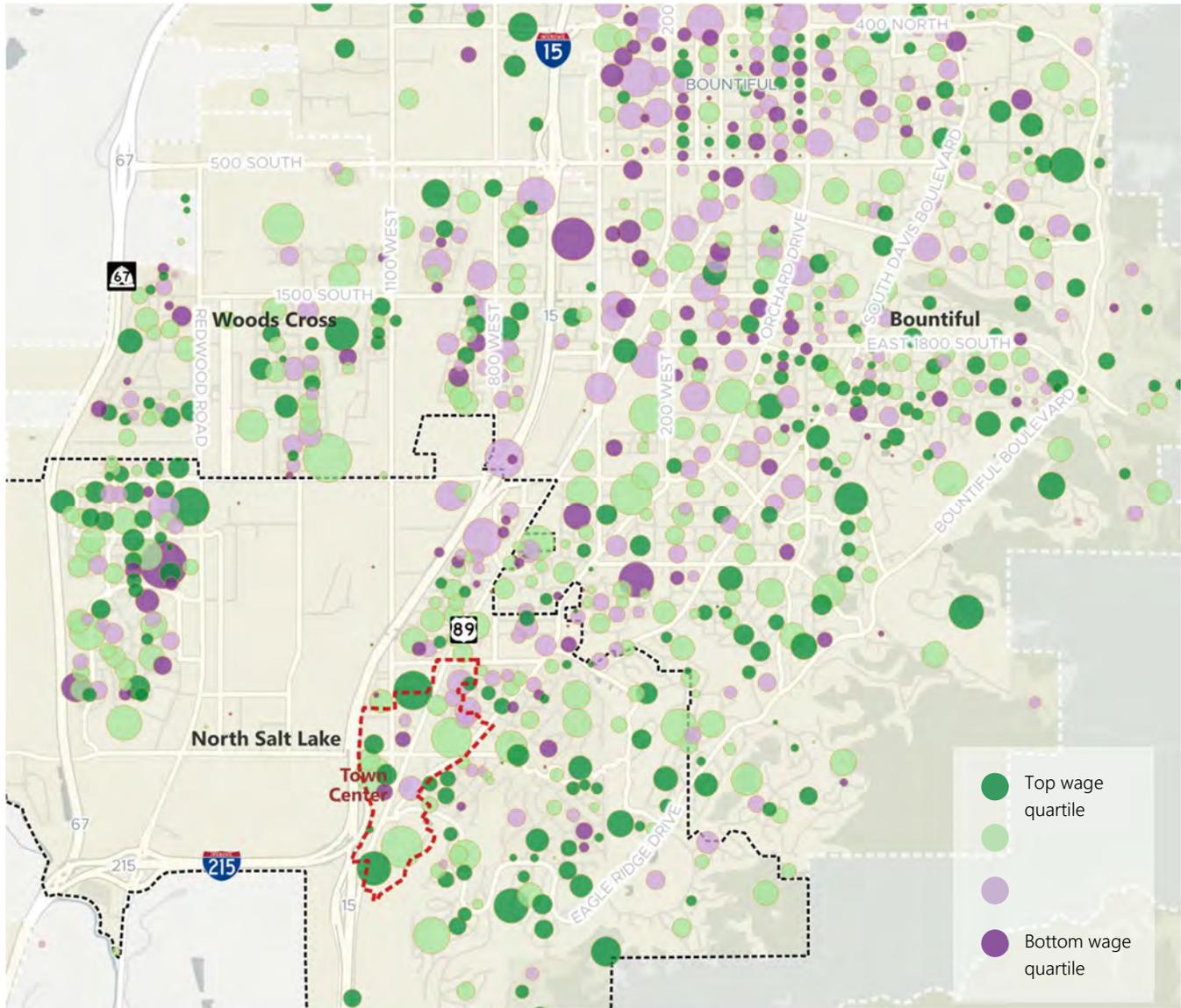
The following two maps show residential population density at the census block level using dots of varying size. The color of the dots indicates higher (green) versus lower (purple) wage earners, based on quartiles.

Figure 10. Population Density by Wage Level, North Salt Lake Vicinity, 2020



Source: U.S. Census Longitudinal Employment Household Dynamics (LEHD)/On the Map; and Leland Consulting Group

Figure 11: Population Density by Wage Level, North Salt Lake Area Close-in, 2020



Source: U.S. Census LEHD/On the Map; and Leland Consulting Group

Note: Dot placement for LEHD/On the Map data is somewhat inexact, to preserve confidentiality of residents

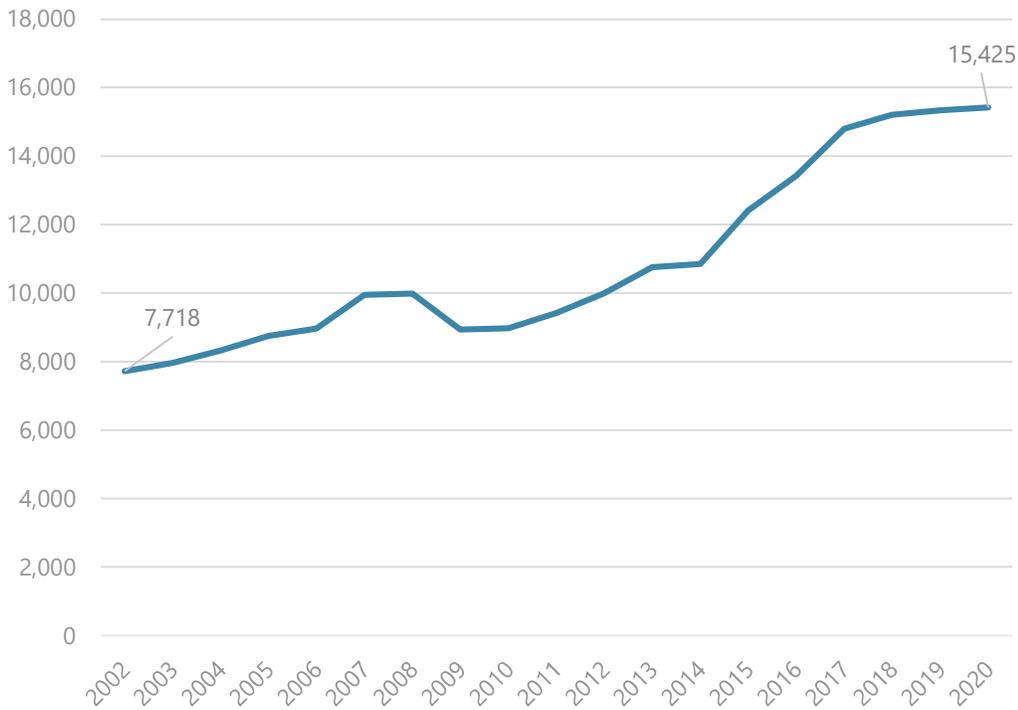
As shown in this more zoomed-in map, the Town Center area in North Salt Lake includes a broad mix of resident wage ranges, with census blocks representing all four wage quartiles. Foothills areas on the eastern edge of North Salt Lake are more consistently populated by higher wage earners. This view also allows a clearer look at the income skews in the Foxboro area on North Salt Lake's west side, with the largest, dark purple, dot centered roughly on the multifamily portion of that master-planned development.

Employment and Commuting

Employment Trends

Over the past 20 years, North Salt Lake’s employment base has seen significant growth. Between 2002 and 2020, employment in the city roughly doubled, growing from 7,718 jobs to 15,425.

Figure 12. North Salt Lake Employment, 2002-2020

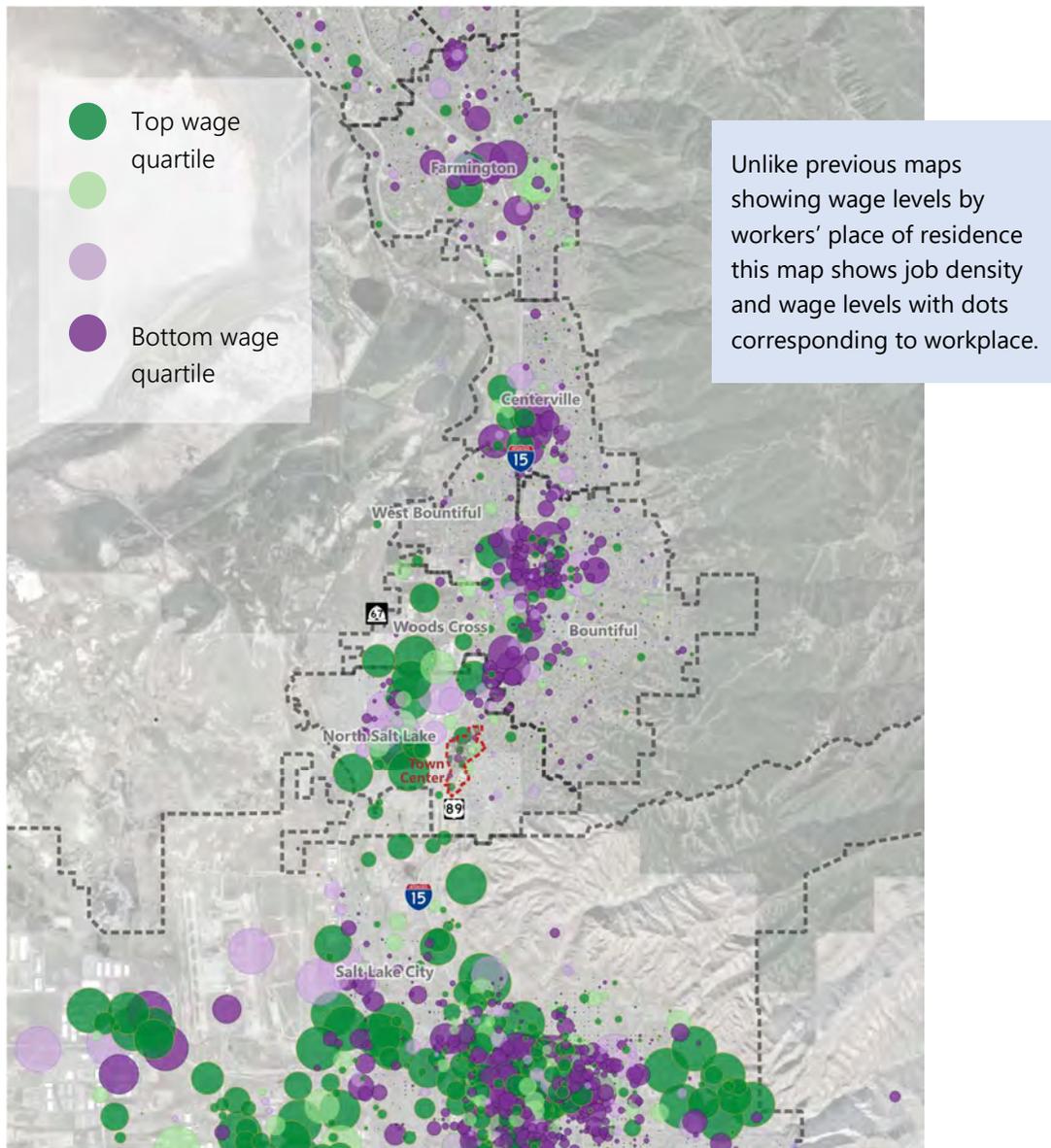


Source: U.S. Census Longitudinal Employment Household Dynamics (LEHD)

The following two maps show prevailing wage levels and job density by workplace locations (as opposed to by worker residence, as in prior maps). Note that I-15 acts as a dividing line through North Salt Lake, both physically due to the adjacent train tracks and economically due to the types of jobs that exist on either side. West of I-15, business parks in both Woods Cross and North Salt Lake have more concentrations of higher-wage workers. East of I-15, in the vicinity of the Town Center, there is a higher prevalence of lower-wage retail and service jobs.

Because people in the region tend to travel and commute north or south rather than east or west, due in part to frequent freight train obstructions, the Town Center area does not necessarily benefit from the pockets of higher wages in the industrial area west of I-15 near Foxboro. In fact, those neighborhoods show little in the way of patronage/visits to Town Center properties (discussed in a later section). This geographic split mainly exists in southern Davis County, unlike the downtown and northern portions of Salt Lake City where there is less wage segregation.

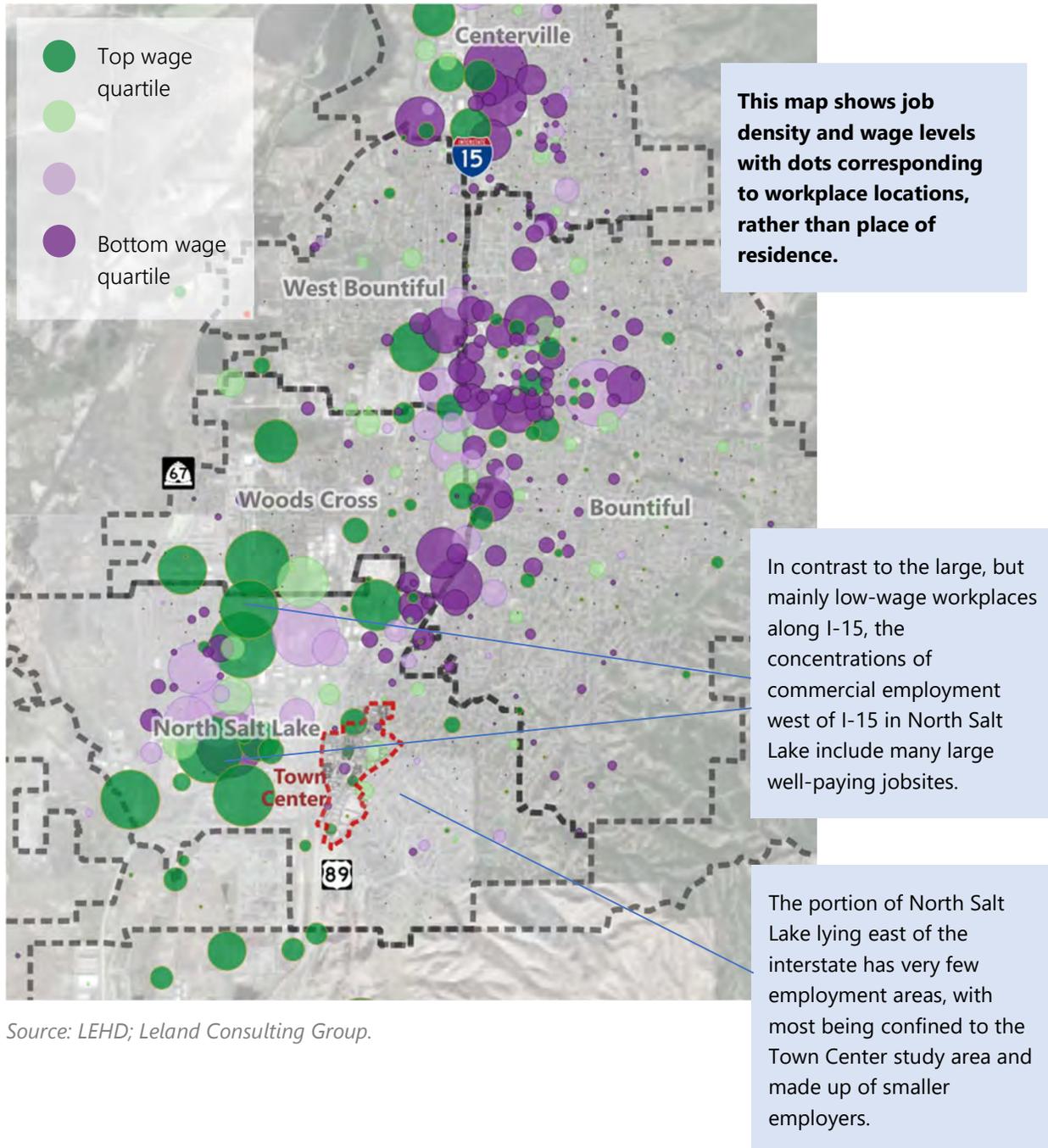
Figure 13: Regional Employment Density by Wage Level, South Davis County Area, 2020



Source: U.S. Census LEHD; and Leland Consulting Group.

The next map is zoomed in slightly on the vicinity of the Town Center, from West Bountiful on the north to northern Salt Lake City on the south, to show more separation for dots representing workplace employment density (again, shaded by wage quartile). Zooming in again helps illustrate a wage divide driven by service/retail/hospitality employment versus office sector and higher wage blue collar jobs (with some lower wages in the west-side mix, such as near the Lee's Marketplace grocery center.

Figure 14. Employment Density by Wage Level Near the Town Center Study Area, 2020

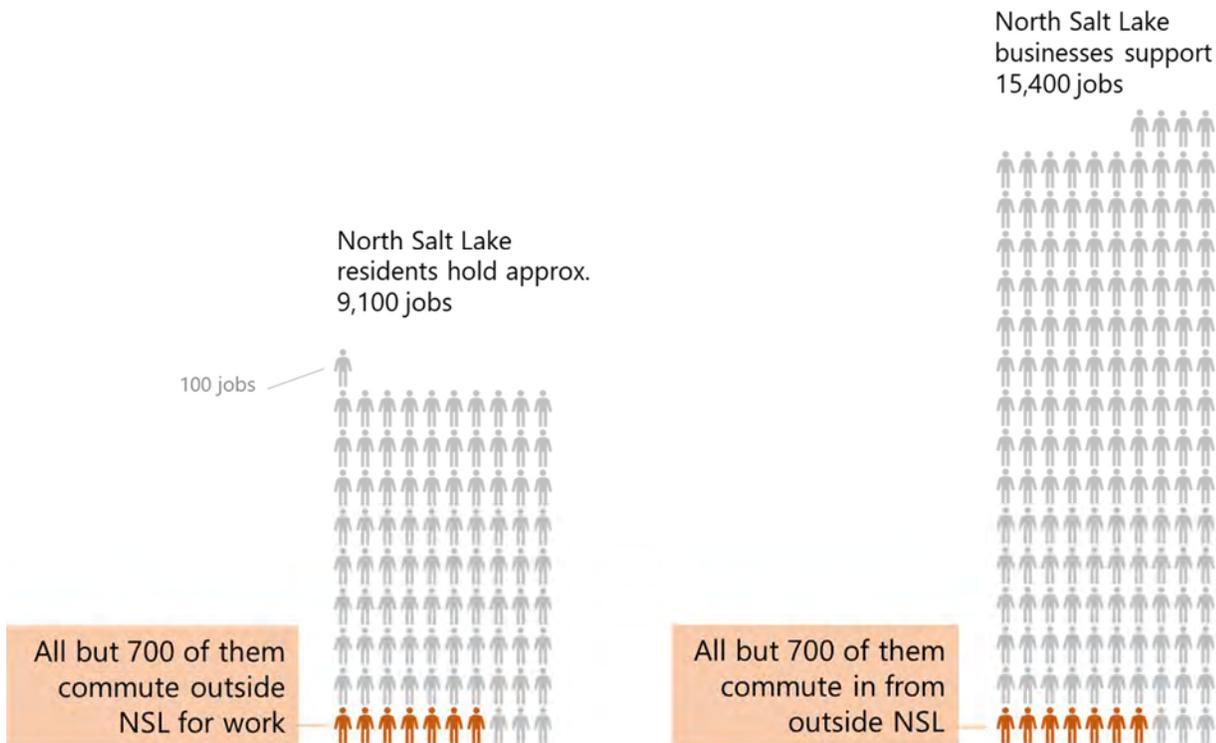


Source: LEHD; Leland Consulting Group.

Commuting

Commuting patterns connecting North Salt Lake to the wider region are an important driver of retail dynamics for the Town Center study area. North Salt Lake is a major job center, with 15,400 jobs. Despite this, just 700 of the city's 9,100 employed residents work in the city. Each day, roughly 14,700 workers travel to jobs in North Salt Lake. 5,000 of these workers commute in from the north while 8,300 come in from cities and towns to the south of North Salt Lake.

Figure 15. Commuting Patterns for Jobs and Workers in North Salt Lake



Source: U.S. Census LEHD/On the Map; LCG.

While driving to and from work is a common daily habit across most metropolitan suburbs in the U.S., the more extreme case of North Salt Lake is also partly due to the fact that the city's main employment concentration lies west of I-15 and a busy freight rail line, while most residents have homes east of that significant physical and psychological travel barrier. In addition, the jobs west of I-15, though relatively high-paying, tend to be in more blue-collar industries with job qualifications based more on experience than education, whereas North Salt Lake's east side residents tend to be highly educated and tend to commute further for office and tech jobs with high education requirements.

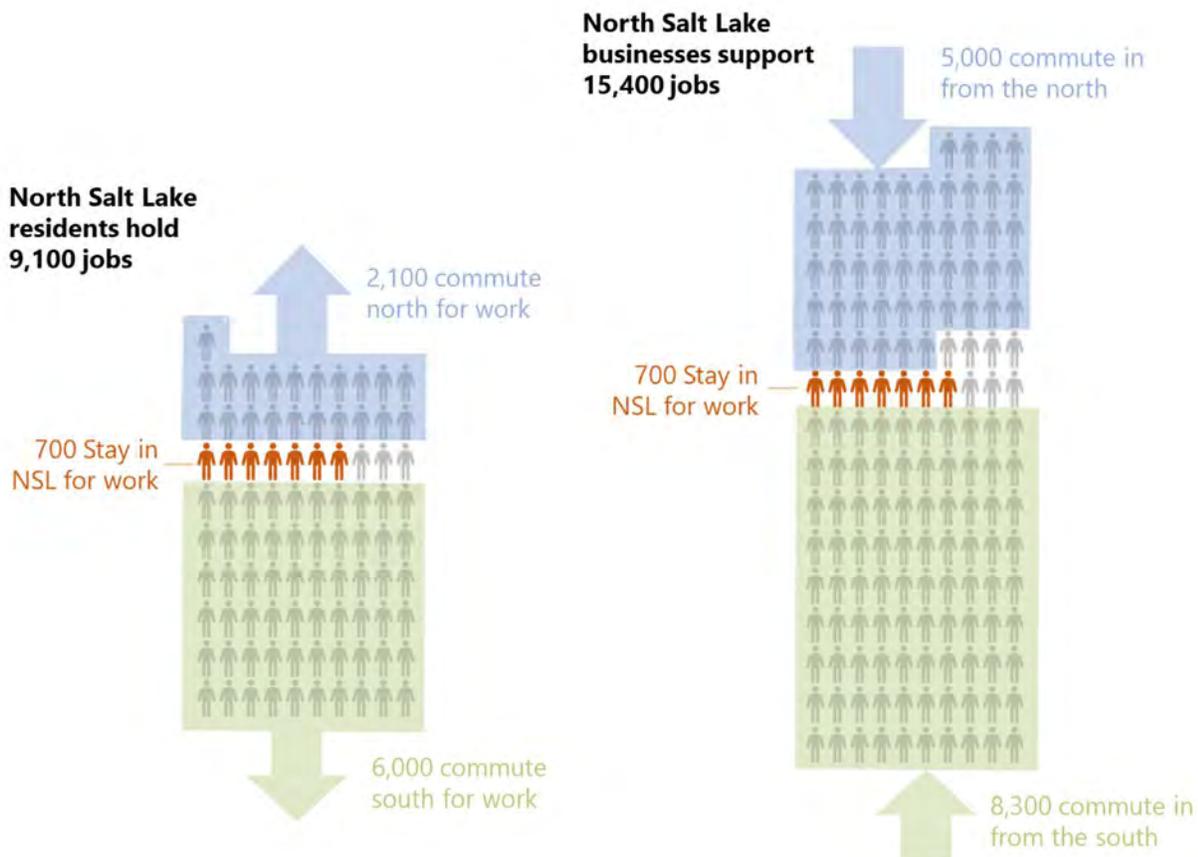
This mismatch between employment location and place of residence has a number of impacts affecting the Town Center area. First, it increases automobile dependence in general. With no current mass transit options other than the number 470 bus route with dozens of stops between North Salt Lake and downtown Salt Lake City (or Ogden to the north), all but the most transit-dependent workers must drive – and most of those will drive past the Town Center area on a congested I-15 (200,000 average daily vehicles) to and from work.

Although no survey was conducted for this study, it is reasonable to assume that heavy interstate traffic, especially during morning and afternoon rush hours, acts as a deterrent to the idea of exiting (and then re-entering) the freeway

to visit Town Center businesses. It is also likely that a daily habit of creeping along the clogged interstate through the bottleneck alongside the study area may negatively impact commuters' perceptions of Town Center, even for those who have never stopped to visit. Those potentially tainted perceptions may then also reduce non-residents' likelihood of exploring Town Center for non-rush hour shopping or dining. Even if the primary goal of improving Town Center's retail offering is to increase the quality of life for North Salt Lake residents, any retail establishment in the city will must re;u heavily on establishing a strong customer base in adjacent cities as well.

The figure below builds on the previous chart by showing the directionality of commute travel for those same in-bound and out-bound workers. Note that due to the geography of the region, almost all commuting flows to and from North Salt Lake can be characterized as either northbound or southbound (with the few grey chart symbols representing the rare commuters that travel to the east or west from North Salt Lake for work).

Figure 16. Directional Inflow and Outflow of Workers to and from North Salt Lake

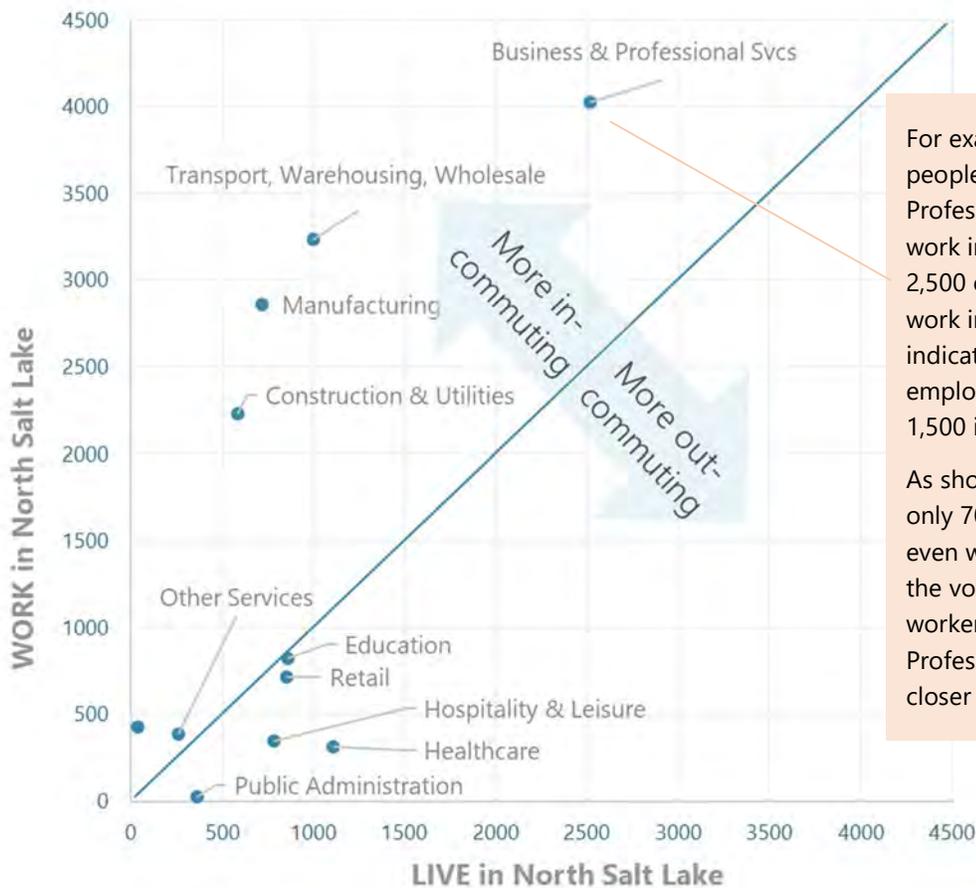


Source: U.S. Census LEHD/On the Map; LCG.

Employment Dynamics

The graph below plots industry categories such that dots further to the right have more employed residents working in those industries and industry dots higher on the graph have more employees working in North Salt Lake establishments. Thus, industries close to the line have a good balance of resident workers and locally-employed workforce. This graph helps to highlight the geographic mismatch between who works in North Salt Lake and who lives there. Specifically, the job concentrations west of I-15 are almost all represented by dots above the line, meaning that they are especially dependent on outside workers driving in each day (since few NSL residents work in those industries). The largest employment sectors in North Salt Lake are firms operating in Business & Professional Services, Transport, Warehousing, & Wholesale Trade, Manufacturing, and Construction & Utilities. Workers who live in North Salt Lake, however, are more likely to be employed in Education, Retail, Hospitality & Leisure, and Healthcare. These workers largely commute to other localities where these industries have a larger presence.

Figure 17. Commuting Trends by Industry in North Salt Lake



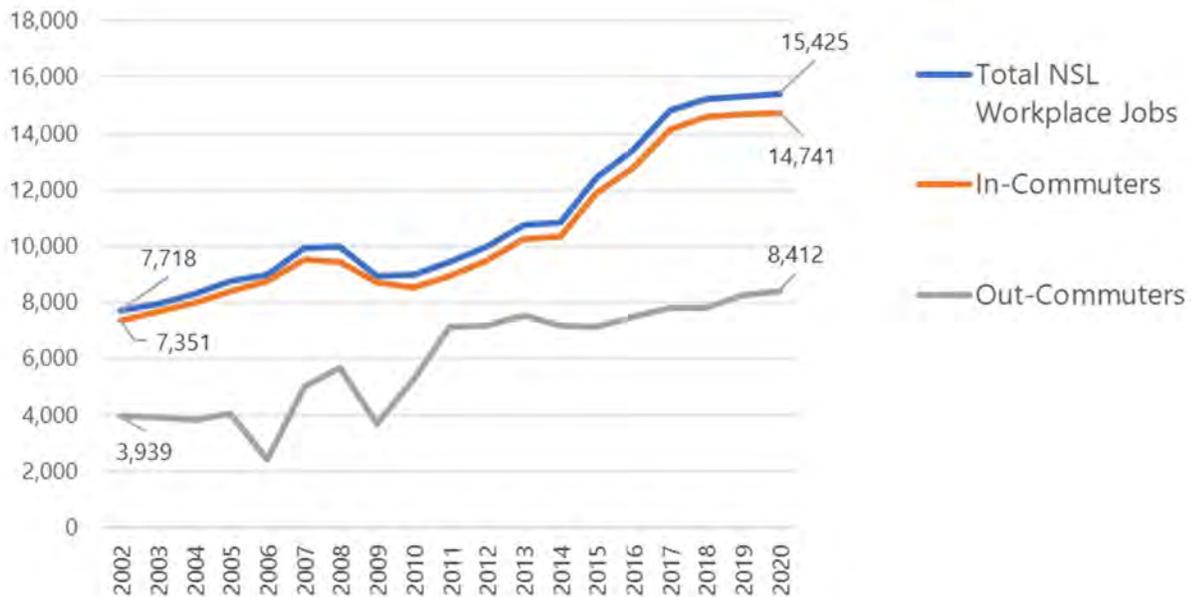
For example, approximately 4,000 people in the Business and Professional Services industry sector work in North Salt Lake. Roughly 2,500 of North Salt Lake's residents work in that same industry. This indicates that, at a minimum, those employers must rely on at least 1,500 in-commuters to fill positions. As shown in the previous charts, only 700 North Salt Lake residents even work in their home city. Thus, the volume of needed in-commuting workers to fill Business and Professional Services jobs is actually closer to the full 4,000 workers.

Source: U.S. Census LEHD/On the Map; LCG.

As the number of jobs in North Salt Lake has grown, the percentage of in-commuters has held relatively steady. In 2002, 95 percent of North Salt Lake jobs were filled by people from outside of the city. As of 2020, that share had risen just slightly to 95.5 percent.

The next figure shows historical growth in total workplace employment in North Salt Lake (blue line) along with growth of in-commuters and out-commuters. The narrow gap separating total jobs and in-commuters are made up of the small percentage of workers who manage to both live and work in North Salt Lake.

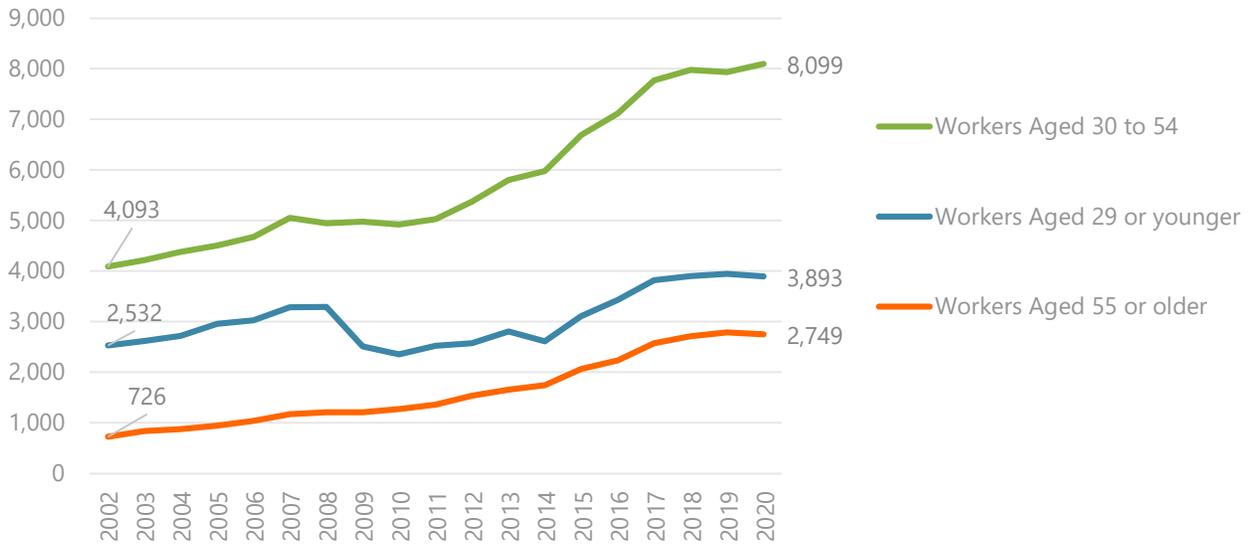
Figure 18. North Salt Lake Employees



Source: U.S. Census LEHD/On the Map.

This graph shows how many of the workers commuting into North Salt Lake on a daily basis have come from each of three broad age groups. As the total number of in-commuters to North Salt Lake increased by nearly 8,000 between 2002 and 2020, that growth has occurred most dramatically among commuters aged 30 to 54, as shown in the chart below. However, North Salt Lake has not seen a similar increase in younger workers. The number of workers aged 29 or younger commuting into North Salt Lake increased by just 54% over that time, versus 98% for the group aged 30 to 54. In terms of percentage increase, in-commuters aged 55 or older actually outpaced both other groups, growing by fully 279% between 2002 and 2020. Despite the large percentage growth, that age segment still remains the smallest, at 2,749 workers out of the total in-commuting 14,741 workers.

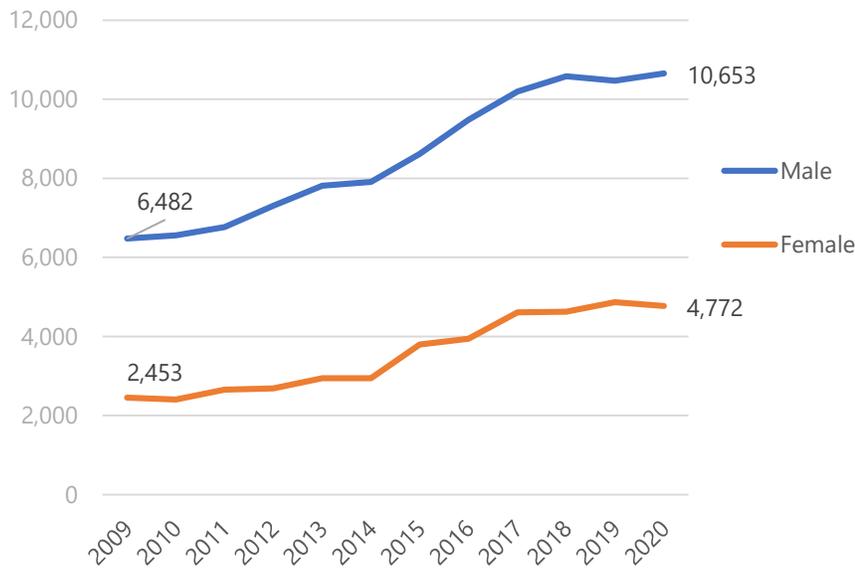
Figure 19. North Salt Lake In-Commuter Workforce by Age



Source: U.S. Census LEHD/On the Map.

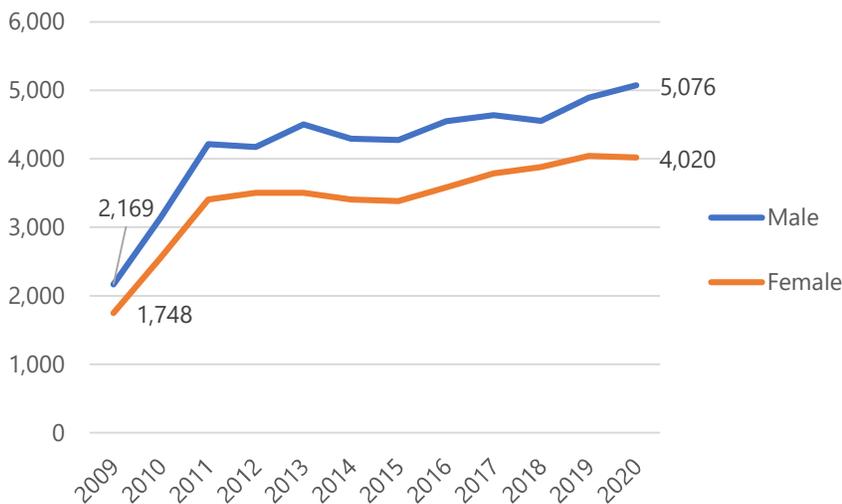
While 44 percent of employed North Salt Lake residents are female, the workforce employed by North Salt Lake establishments skews significantly more towards men. Fully 69 percent of workers in North Salt Lake are male. This is largely due to the dominance of the manufacturing, construction, and transport industries in the city. Most of these industrial jobs are on the west side of the city. The east side of the city, meanwhile, is mainly residential with service- and retail-based commercial establishments in the Town Center area and along Highway 89. **Retail success in the Town Center will require a mix of businesses including some that can attract a growing share of the area’s largely male workforce with jobs west of I-15 during the week, along with others that can attract North Salt Lake families on the weekday evenings and weekends (with, of course, the potential for establishments that can do both).**

Figure 20. Workers with Jobs in North Salt Lake by Gender



Source: LEHD.

Figure 21. Employed North Salt Lake Residents by Gender

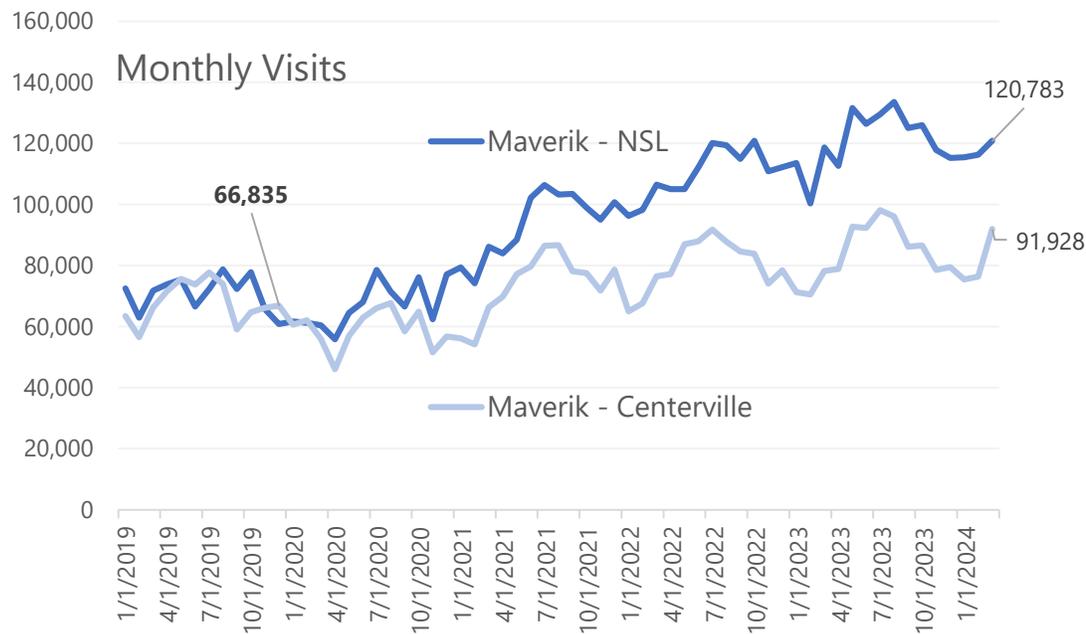


Source: LEHD.

Impacts of West Side Employment on Retail

There is evidence that commuters to businesses in North Salt Lake contribute significantly to the local economy there, at least for convenience/gas station spending. Since the 2021 opening of a new Amazon Fulfillment Center on Center Street, west of I-15, the dual Maverik stations and stores at the intersection of W Center Street and Redwood Road have seen a significant increase in traffic. Prior to the opening of the fulfillment center, the North Salt Lake and Centerville Maverik stores had roughly equal visitation levels. Since 2021, however, growth in monthly visits for the North Salt Lake location has significantly outpaced that for the Centerville store. In March 2024, the North Salt Lake store(s) had nearly 121,000 visits per month in combined visits compared to approximately 92,000 for the Centerville Maverik.

Figure 22. The New Amazon Fulfillment Center is Driving Traffic to Local Stores



Source: Placer.ai, and Leland Consulting Group

Note: The North Salt Lake Maverick location data technically picks up both stores located on either side of Redwood Road, north of Center Street, reflecting their combined visitation volume.

Retail establishments located in the study area, however, are less well positioned to benefit from major employment increases, such as with the new Amazon facility, due mainly to the imposing interstate/rail separation between east and west parts of the city.

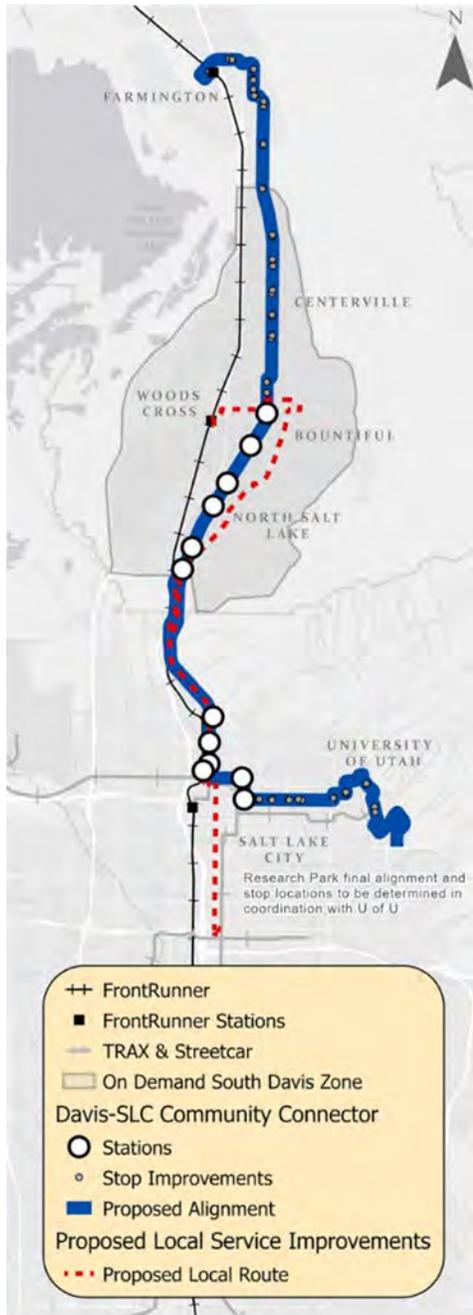
Impacts of Planned Enhanced Bus/BRT

Since 2008, state and regional transportation agencies have attempted to address the traffic bottleneck in Davis County. In 2008, Legacy Parkway (SR-67) was built on the western edge of North Salt Lake as a bypass for I-15. Between 2008 and 2012, UTA completed the FrontRunner commuter rail line connecting Ogden, downtown Salt Lake City, and Provo.

There is a FrontRunner park-and-ride station in Woods Cross that serves Woods Cross, North Salt Lake, Bountiful, and West Bountiful.

To alleviate regional commuting woes, the Utah Transit Authority has proposed a Davis to Salt Lake City Community Connector Bus Rapid Transit line. This line could include four stops in North Salt Lake, including two within the Town Center study area –Village Station at Eagleridge Drive and Town Center at Center Street., with the proposed Eaglewood Village stop located near the southern edge of the Town Center area.

Figure 23. The Locally Preferred Route for the Davis-SLC Community Connector BRT Line (2014)



Unlike previous mobility improvements, the proposed BRT stops may have more ability to spur development in the Town Center area. High-capacity, high-frequency transit has the potential to attract more dense, mixed-use development than has occurred (with mixed success) in this part of North Salt Lake. Denser housing would bring more activity to the area, increasing revenue for local businesses. Amenities like the stakeholder-envisioned “restaurant row” have a higher chance of success in areas that support a wider array of customers, including residents, commuters, and visitors attracted to high-quality amenities.

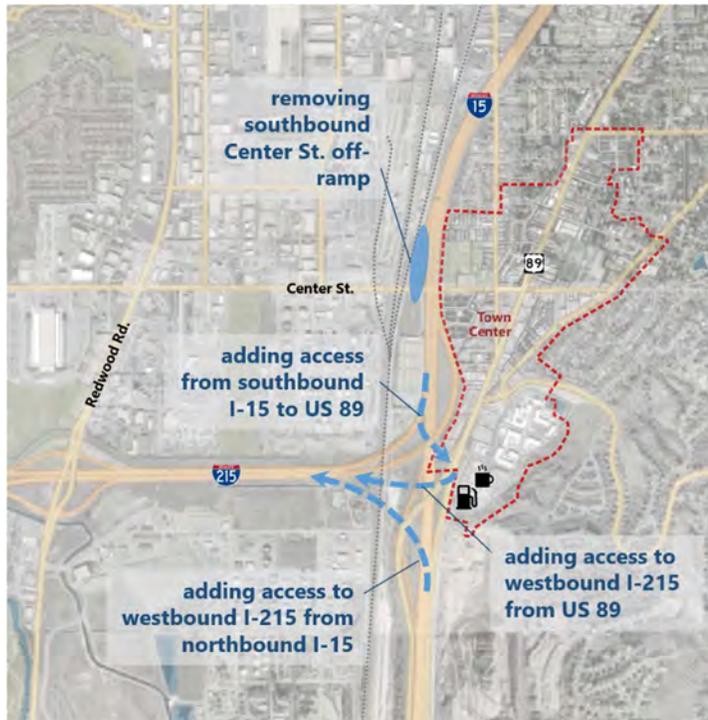
The proposed enhanced bus/BRT line has been in the works since 2014, and there is not yet a firm timeline for final design and construction. North Salt Lake therefore will have to decide whether to plan under the assumption that the Town Center will be a future transit-oriented, mixed-use community, or whether it should make planning decisions based on its current conditions.

Map source: UTA

Impacts of Planned I-15/I-215 Interchange Modifications

Over the next five to seven years, a number of planned freeway changes along I-15 in south Davis County may have important impacts on retail in North Salt Lake. These include improvement of the I-215/I-15 interchange into a full-movement interchange, in addition to a number of reconfigurations to entrance and exit ramp facilities along I-15 that will affect driver behavior both within and around the Town Center study area.

Figure 24: Proposed Changes to I-15 and I-215 Interchanges



Source: Leland Consulting Group, based on September 2023 UDOT draft alternative map

Note: Map shows simplified movement changes (not to scale, select elements only, subject to change)

wishing to continue on to an employment destination along Redwood Road does not have the option of then getting directly on westbound I-215 (to avoid potential train delays). Instead, that driver would need to proceed north on US 89 to turn left on Center St. and face the chance of a lengthy wait for passing trains after crossing under I-15 on the way to Redwood Road.

Under the latest draft design, that same car could get coffee/gas on lower US 89 and then reverse course just briefly to enter westbound I-215 for a much easier final leg to work. That latter change could stand to greatly benefit potential commercial developments around Village Station, including The Spot (gas, convenience store), the planned Starbucks, a prospective hotel property, and other retail. It remains to be seen whether the benefits likely to be seen for the southern part of Town Center will have a negative or neutral effect on businesses further north near Center Street.

Finally, the new configuration will make it possible for North Salt Lake's east side residents to enter northbound I-15 from the southern part of the Town Center, rather than having to drive up to the 2600 South on-ramp, a change which could significantly increase the morning in-town retail spending potential for that commuter group.

UDOT planning is still underway for these changes, but the latest versions of proposed plans suggest that the current **southbound ramp providing direct access to Center Street from Southbound I-15 may be eliminated entirely**, while the 2600 South interchange will see a number of access changes designed to improve safety and vehicle flows by reducing required turn angles and reducing peak hour stacking, among other changes.

The northbound exit from I-15 to US 89 would be moved to occur further north, reducing the unusually long decision-making lead time currently required for northbound vehicles exiting the freeway for Town Center destinations or points north.

Another very important change involves the addition of freeway movement for northbound I-15 travelers directly onto I-215 westbound, along with an easy on-ramp to I-215 westbound from southbound US 89. Although northbound I-15 vehicles already have the option to exit onto US 89 into the southern portion of Town Center (albeit with the unusually long lead time mentioned above), those same cars are not currently able to then directly enter I-215 westbound).

Currently, a vehicle exiting into the lower portion of Town Center on US 89 for gas or coffee, say, and

Many decisions remain to be made for that redesign project, and it would greatly benefit North Salt Lake to remain heavily involved in that planning process to help ensure that design decisions work to the benefit of local businesses and residents.

Sales Tax Revenue

Despite its name, the Town Center area does not currently act as a major hub for retail or entertainment spending, at least as measured by sales tax revenue. The area accounts for just 3% of citywide sales tax revenue, generating just under \$110,000 in direct sales tax revenue annually.

Figure 25: City and Town Center Revenue and Taxable Sales

	Est. Tax Revenue (Direct)	Est. Taxable Sales
Town Center	\$109,000	\$10,868,000
Remainder of NSL	\$3,181,000	\$318,125,000
NSL Total	\$3,290,000	\$328,993,000
Town Center Share of NSL	3.3%	3.3%

Source: City of North Salt Lake and Leland Consulting Group

Although citywide sales tax generation involves hundreds of business entities, most revenue is generated by relatively few payors, and comparatively few of those are traditional retailers. Just 18 businesses alone account for about 50 percent of citywide revenues. The top two payors are auto dealerships that together generated about one-eighth of North Salt Lake sales taxes in the most recent year. In fact, just two businesses in that group of top 18 payors would be considered conventional (non-auto dealer) retailers – a grocery store and a gas station/convenience store operator both located outside the study area, west of I-15. Those retailers together contribute a total of just under 6% of the City’s total sales tax revenue. The remainder of the top 18 are primarily industrial firms and utilities or telecommunications firms whose sales take the form of franchise fees. Although the State of Utah does not tax wholesale purchases, industrial and other non-retail establishments still make considerable taxable purchases in the form of drop-shipments of equipment, janitorial services, certain software, etc. Because North Salt Lake is home to a large cluster of industrial and light industrial businesses making significant purchases, the percentage contribution of true retail to revenue flows is considerably lower than seen in other Utah city budgets where there is a smaller industrial presence.

Online sales is something of a special case; since 2017 purchases from Amazon and other online resellers by Utah customers have been subject to state sales taxes. In North Salt Lake, Amazon generates slightly less in annual sales tax revenue than the City’s largest grocery store. The relationship between Amazon sales in general and the viability of Town Center retail is fairly indirect. Amazon (and smaller online retailers) do capture a large and growing share of retail spending that would otherwise have gone to brick-and-mortar stores. Nationally, the online share of all retail purchases has been estimated at around 15 to 20 percent (rising briefly well above 20 percent during the height of COVID). However, the types of retail that are either currently present in Town Center or may be desired in the future, like restaurants and specialty shops, tend to be relatively more immune to Amazon-type competition due to their physical and experiential nature of their offerings.

The relatively low share of sales tax revenue that comes from (non-automotive) retail in North Salt Lake suggests that improvements to commercial viability in the Town Center, even if successful, will not likely make a very substantial impact to the City's fiscal position.

However, a healthy mix of shops and restaurants is very important to residential quality of life in North Salt Lake – an important distinction when strategizing about targeting for tenants and store types.

In addition, because municipalities collect a portion of sales taxes based on point-of-sale location, retail transactions with internet-based companies such as Amazon are taxed largely at the residential addresses of recipients. As a result, additions of new concentrations of residential units have the potential to generate considerably more sales tax revenue than before the widespread adoption of internet shopping. Furthermore, a portion of the state collected sales taxes are distributed proportionately to cities based on population. So, every new resident increases the amount of this shared tax revenue to the city based on the population allocation formula.

Local Market Trends

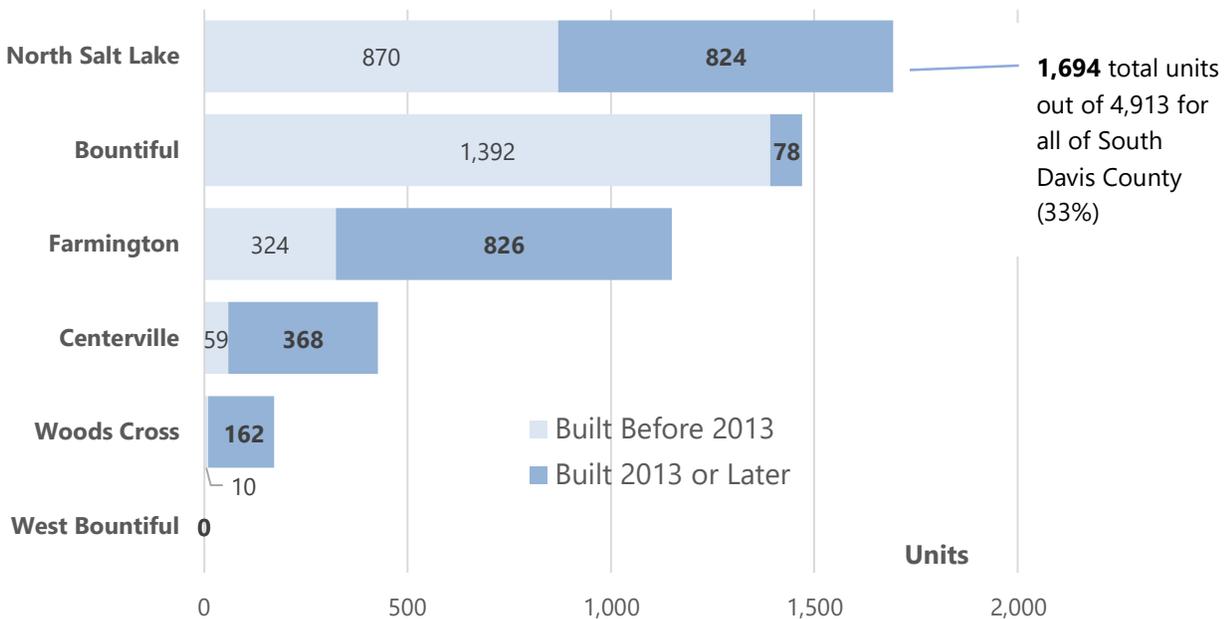
Although the focus of this market analysis is primarily on commercial vitality, this section discusses trends in both retail and residential market conditions, since much of the potential and existing retail development in the city takes place in mixed use settings, and because residential developments help to shape pockets of demand in support of that desired commercial development.

Multifamily Supply Conditions

The chart below shows apartment unit inventory in south Davis County municipalities. For all years prior to 2013, Bountiful had more apartment units (of 5 or more units) than any other city in the region. In 2015, North Salt Lake saw the completion of the 410-unit Eaglewood Lofts to surpass Bountiful in terms of total standing apartment units.

From 2013 through 2023, North Salt Lake added a total of 941 apartments units to its inventory, while Farmington added 826 units, more than tripling their standing inventory in 2013. Bountiful, meanwhile, has slowed their apartment growth considerably, adding just 76 units since 2012. While Centerville has greatly expanded their apartment inventory in the last decade, it remains around one third the size of Farmington in terms of total tracked apartment inventory.

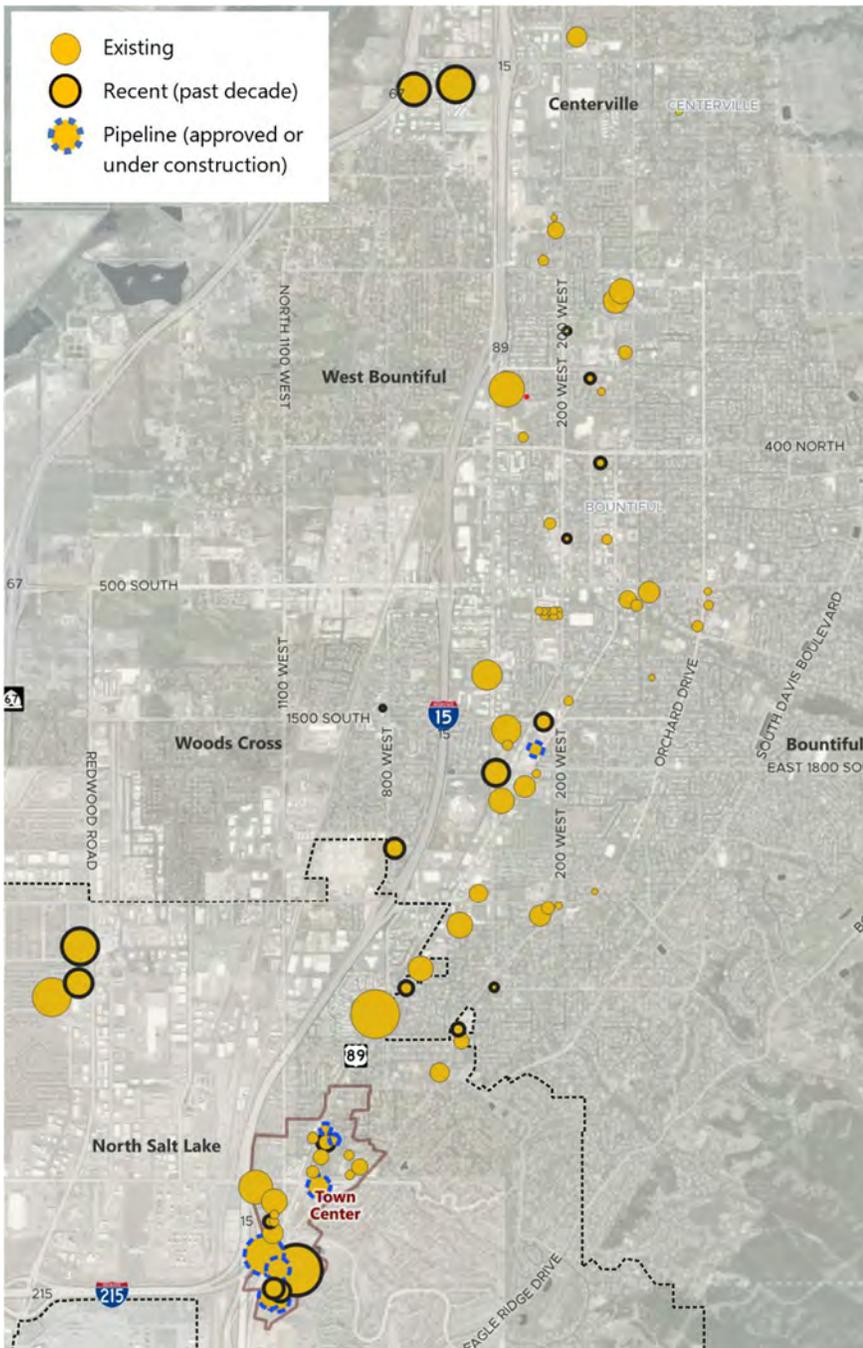
Figure 26. Apartment Unit Inventory by Year Built, South Davis County Cities



Source: CoStar.

Note: For rental projects of 5 or more units, excluding manufactured/mobile home rentals.

**Figure 26. Multifamily Rental Projects
North Salt Lake Vicinity, 2023**



Multifamily apartment projects in south Davis County, are shown on the map above, with recent (post-2012) construction shown in bold outline and approved but unbuilt pipeline projects shown with dotted blue outlines.

Including Farmington (not shown on the map for legibility), south Davis County has just over 5,000 multifamily apartment rental units in properties of 5 units or more (excluding rental mobile home projects).

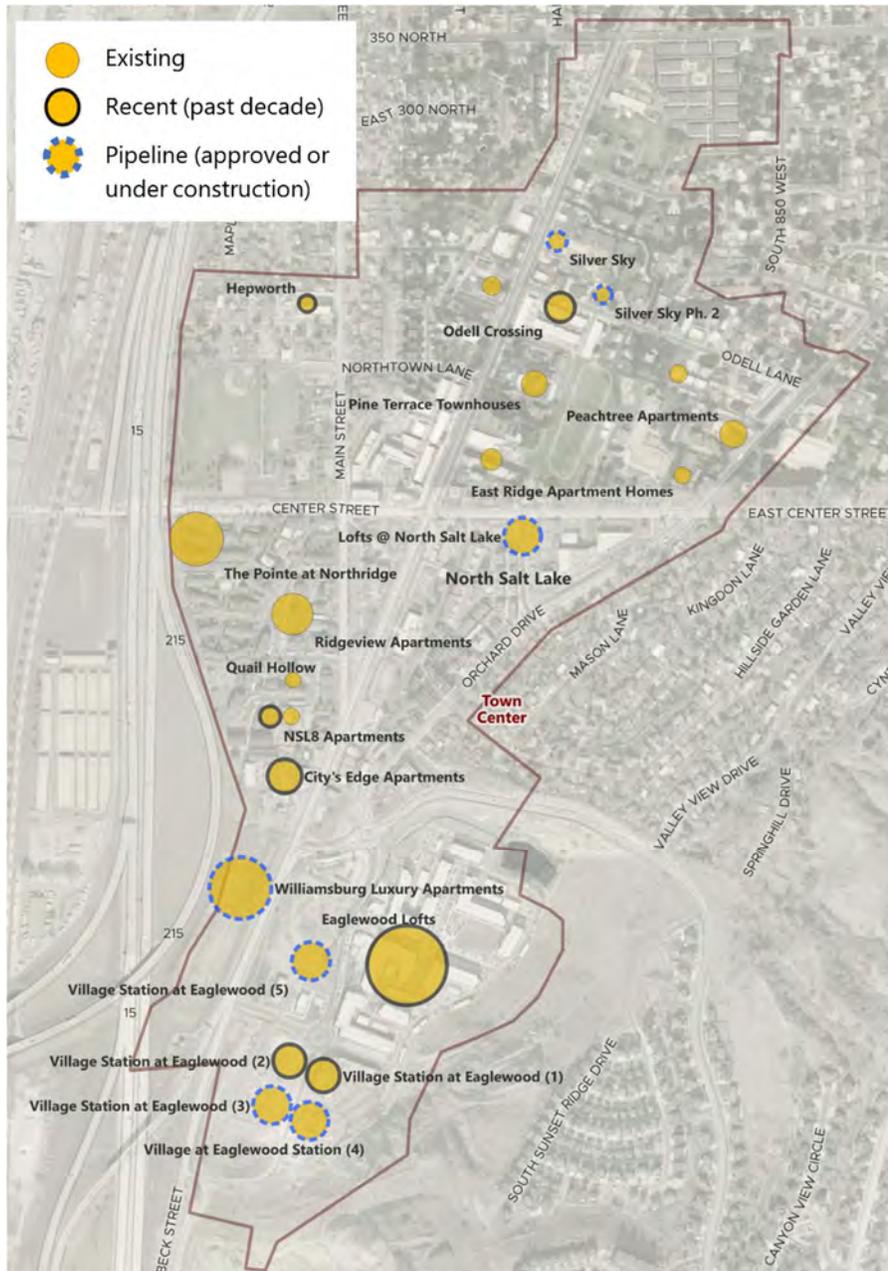
North Salt Lake has just under 1,700 that south Davis County total. The Town Center area alone has nearly 1,100 units.

With the exception of apartments in the Foxboro development in the western portion of North Salt Lake, all properties in North Salt Lake and Bountiful are concentrated on the east side of I-15, particularly along US-89, Orchard Drive, and S 200 W.

Centerville has two larger recent apartment properties west of the interstate. Apartments in Farmington, while included in south Davis County totals, are geographically quite separated from the ones pictured here – all approximately four miles or more to the north of Centerville’s northernmost projects.

Source: CoStar, City of North Salt Lake, and LCG

Figure 27: Multifamily Rental Projects: Study Area Zoom, 2024



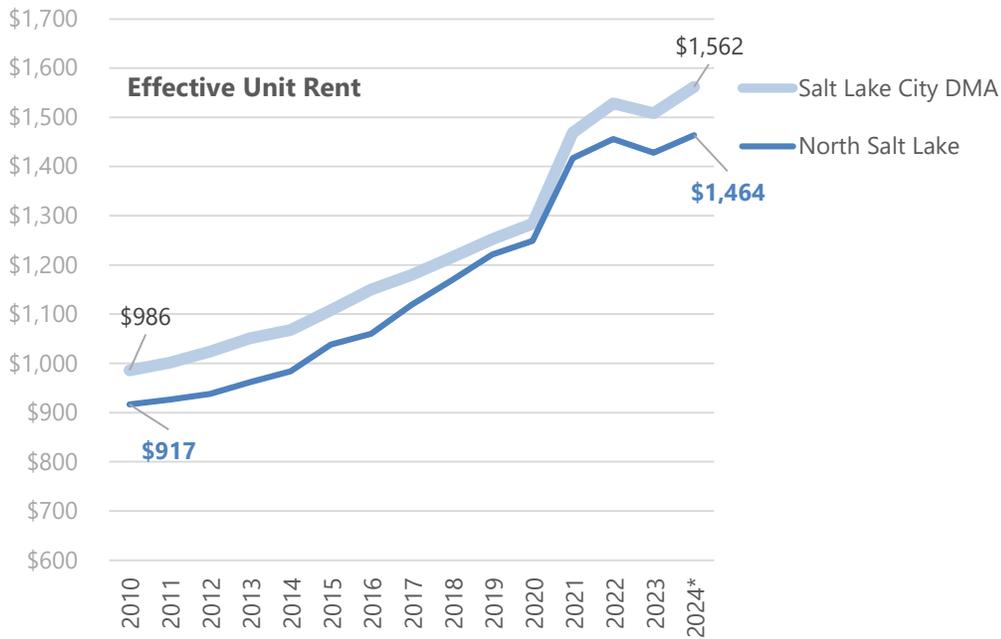
The two large circles in the southern portion of the study area, shown in **the map on the left**, are the Eaglewood Lofts (410 units) and Village Station at Eaglewood (425 units). The City's Edge Apartments (65 units) and Odell Crossing (44 units) are the other properties in the Town Center area built recently.

Many of these units were originally built in anticipation of a BRT/enhanced bus stop in the southern part of the Town Center Area anchoring the still ongoing Eaglewood development (Village Station at Eaglewood and Eaglewood Lofts), That was envisioned as a transit-oriented mixed use hub featuring apartments, retail, and services. That assumption may end up being almost 15 years premature, but the resulting station-centered design is arguably more aesthetically coherent and conducive to walking and biking that may have resulted from a more typical suburban apartment complex. Unfortunately, some of the potential benefits of transit proximity for ground floor retail space have yet to materialize, resulting in conversion of much of that space into short term Airbnb rental units – a use that probably will need to be at least partially converted back to retail once the transit amenity

Source: CoStar, City of North Salt Lake, and LCG

Since 2010, average effective unit rents (i.e. rent less concessions) in North Salt Lake have consistently been lower than metro-wide rents. While the two averages have generally tracked upwards in step over the past five years, the gap between them had begun to narrow from around 2017 to 2021. Since then, the two have again diverged, with rents in North Salt Lake approximately \$100 per month lower than the metro (Salt Lake City DMA) average.

Figure 28. Effective Rent per Unit in North Salt Lake and the Salt Lake City DMA, 2010-2024



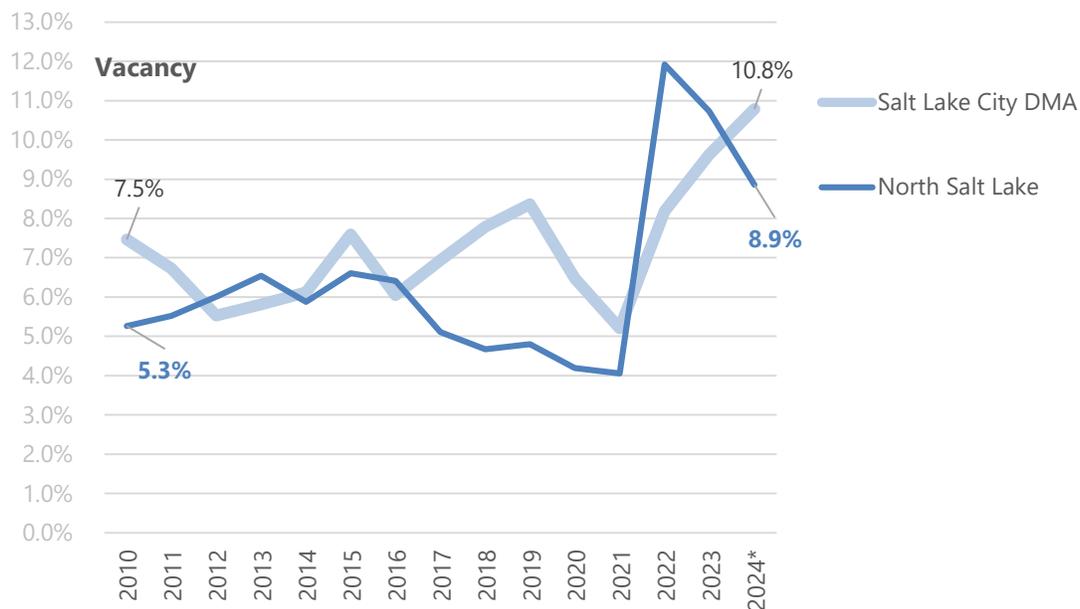
Source: CoStar.

*Based on data through March for 2024

Similarly, vacancy rates in North Salt Lake stayed relatively close to the overall DMA vacancy rate between 2011 and 2017. Both the metro (DMA) area overall and North Salt Lake saw substantial increases in apartment vacancy in 2022 and 2023 in response to record amounts of new inventory additions both locally and regionally. Local and regional vacancy rates should fall at least somewhat as new projects complete lease-up activity.

Although rents would typically decline or remain flat in response to rising vacancy rates rise, all else held equal, the current market includes broad national inflationary pressures that have helped to support continued rent increases despite falling vacancy. This general inflation, along with the aforementioned inertial lag in renter mobility (it simply takes time for renters to move out of current housing situations into new inventory), combine to explain the absence of a drop in rents.

Figure 29. Apartment Vacancy Rates in North Salt Lake and the Salt Lake City DMA, 2013-2023



Source: CoStar.

*2024 is estimated based on March data.

Ownership Multifamily

In addition to rental apartments, North Salt Lake has recently added housing inventory in the form of townhomes, including the approximately 260 units within six Town Center projects shown in the map below. Since 2015, most new townhome construction has been concentrated in the Town Center area, with new detached single family home construction tending to develop on higher hillside properties to the east and southeast. This is consistent with general character of the east side of North Salt Lake as being more focused on residential neighborhoods with limited retail offerings (Foxboro neighborhoods on the west side notwithstanding). When combined with recent apartment developments, this new Town Center housing stock represents substantial growth in a pool of households who would presumably be attracted to new retail and dining options in the vicinity of their homes.

Figure 30. Townhome Projects Completed since 2015, Town Center Study Area



Source: City of North Salt Lake; LCG.

Townhome Focus: Park Lofts at City Center

While development to the south in the Eaglewood (Lofts and Village Station) development has mainly featured rental housing units, the Park Lofts at City Center, developed by Brighton Homes on East Center Street between North Main Street and Highway 89, just across Main Street from Hatch Park, has addressed demand for relatively compact, urban, ownership housing in the form of townhomes. The first phase of the project was completed in 2020 and included 50 townhome units along with office space, including an office for Brighton Homes. The second phase was completed in 2022 and includes 36 townhomes as well as additional open space. The townhomes range from two to four bedrooms and units are currently on sale for between \$440,000 and \$510,000, according to Redfin.

Figure 31. Sidewalk View of the Park Lofts at City Center



Source: Brighton Homes.

Figure 32. Aerial View of the Park Lofts at City Center, with Phase 2 Under Construction

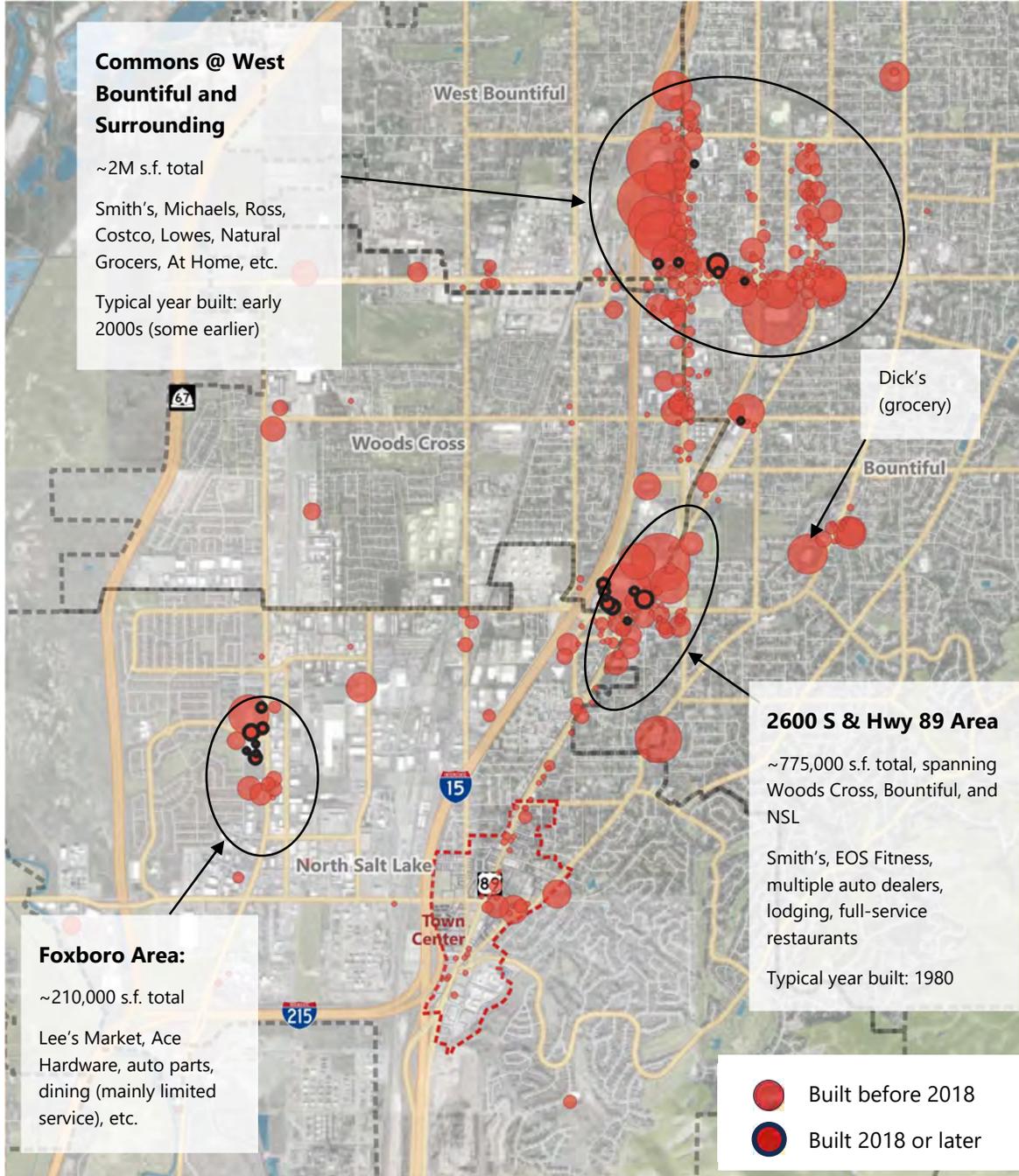


Source: Google.

Retail

South Davis County boasts 3.4 million square feet of retail space, with 550,000 square feet located in North Salt Lake (16%). 81,000 square feet (15%) of North Salt Lake's retail is located in the Town Center. As with multifamily, most retail inventory in south Davis County is located east of I-15. The retail on the west side in the southern portion of Davis County is mainly located in North Salt Lake, along Redwood Road and W 500 N. On the east side, retail is largely found between US-89 and the interstate.

Figure 33. Retail Supply and Major Clusters in South Davis County (South of Centerville)



Town Center Retail

Figure 34. Map of Retail within the Town Center Area

The Town Center area has 81,000 square feet of retail space with rents ranging from \$6 to \$15 per square foot per year. Much of the construction originally dates from the 1940s and 1950s, but examples can be found from each decade since.

Just two new retail establishments have been built in the Town Center area since 2015 – The Stop, a 5,200 square foot convenience store built in 2017, and the Quick Quack car wash, also alongside Eaglewood lofts.

The area between S Orchard Drive and US-89 south of W Center Street is dominated by retail spaces built in the 1940s and 1950s. Many of these are auto-oriented, including gas stations and auto oriented shops. The retail in the Town Center area is not particularly attractive, nor is it walkable. Mixed use retail and multifamily development combined with high quality placemaking in this area would make it a significantly more attractive destination, potentially attracting more traffic from the west side of I-15. However, so far retail in newer mixed-use spaces has



struggled to lease up.

While vertical mixed-use development can support retail establishments by increasing the number of people in an area, if the area itself is not aesthetically interesting or walkable, this effect is not enough to support ground floor retail.

Investments in the public realm are needed to support both the retail and housing elements in order to draw residents and visitors out of their cars and apartments and into the street, where more spontaneous shopping trips can occur. These investments could include public sculpture, improved sidewalks, shade structures, seating (including moveable seating, where possible), better lighting, plantings, decorative pavement treatments, etc. The City is already active in making such improvements in many places, but the key is continual investment, expanding coverage, and public involvement, including an active calendar of event programming.

Figure 35. Orchard Plaza Shopping Center in NSL Town Center



Source: Google Streetview.

The Orchard Plaza Shopping Center in the Town Center area is located within a triangular area bound by E Center Street, S Orchard Drive, and S 130 E. It is located east of US-89 in an interior location not visible from the major highways, across Center Street from Orchard Elementary School. It includes 31,000 square feet of retail with around 10 spaces, of which three are vacant, totaling 5,000 square feet. The planned (and newly approved) Lofts at North Salt Lake are slated to include 8,000 square feet of new ground floor retail space in addition to the 79 new residential units.

Current businesses at the Orchard Plaza Shopping Center include:

- Chevron
- Music lessons
- Nails/Spa
- Private Preschool
- Sunshine Café
- Food pantry
- Handmade Paper

Figure 36. Neighbor's Market Shopping Center in NSL Town Center



Source: Google Streetview.

The Neighbor's Market Shopping Center in the North Salt Lake Town Center is a strip center with approximately 8,100 square feet of retail space. It includes a Mexican restaurant (Nacho House), a convenience store and gas station (Neighbors Market), a donut store (JJ Donuts), and a barber (Buffalo Barbers). There is a 1,000 square foot vacant space currently rented by Nacho House and considered important to their food preparation operations.

Vacancy in aging strip malls in North Salt Lake’s Town Center area provide a potential opportunity to re-envision the Town Center in a way that aligns with stakeholder priorities. The strip-mall setup, with its low density retail set back from the sidewalk with front-facing parking lots, is not conducive to pedestrian- or people-oriented placemaking. It is not a coincidence that both Neighbors Market and Orchard Plaza and are adjacent to gas stations.

Older strip malls do, however, tend to be the kind of small, affordable spaces that enable local entrepreneurs to thrive. Despite the prevalence of fast food and fast casual chains in southern Davis County, both Neighbor’s Market and the Orchard Plaza Shopping Center feature locally-owned restaurants like Nacho House and the Sunshine Café. A challenge for North Salt Lake is to increase interest and walkability without displacing the businesses that make the city unique.

Mixing compatible uses like retail and housing while implementing high-quality placemaking could make the Town Center more of a destination – a place to drive to rather than through – and potentially rekindle tenant and customer interest in activating the study area’s ground floor retail spaces. **However, the struggle to fill retail in new mixed-use buildings indicates that adding more people will not be enough – revitalizing the Town Center will require both infrastructure investment and potentially a rebranding of the area to separate it from its existing reputation.**

Retail Supply Conditions

Since the beginning of the COVID-19 pandemic, real estate data for smaller geographies has become more unreliable and difficult to track. Statistics like inventory, vacancy, rent, absorption, and anticipated deliveries are all less stable. However, it is clear that the retail market in the Town Center area has been more negatively impacted by recent trends than the rest of North Salt Lake and southern Davis County. Recent mixed-use projects have high vacancies for ground floor retail spaces (or, as within Park Lofts, include space intended for retail but since given over to office rather than remain unleased), and older retail spaces have higher vacancy rates and lower rents than newer grocery-anchored centers.

According to CoStar, as of Q3 2023 the market rent per square foot in the Town Center area is \$14.62. Rent grew by 4.9% year over year as of Q3 2022, and then increased by an additional 2.8% by Q3 2023. As of Q3 2023, the official Town Center vacancy rate was 3.5%. This is likely an underestimate, given the vacancies in strip centers and new mixed-use construction. However, according to CoStar, retail vacancy in North Salt Lake is extremely low, at 1.3%. Market rent is \$18.34, indicating that in most of the retail centers outside of the Town Center rents are higher. Rent has grown 3.3% year-over-year city-wide.

Low retail vacancy rates can signal undersupply and thus pent-up demand for added retail space. (a 5-percent overall vacancy is often considered a rule-of-thumb threshold for market equilibrium). Tracked rates by CoStar and LoopNet (a CoStar-owned commercial leasing web service are ultimately only as good as the data they are given by retail landlords, usually in the form of listings for vacant/available space. As such, they should be viewed with caution by any specific

Chains vs. Independents

Chain tenants are popular with landlords for their credit-worthiness and more predictable traffic generation. On the other hand, supporting local independent stores and restaurants is a commonly-held civic goal. Some cities have experimented with incentives (or even restrictions) favoring local, non-chain retail establishments over chain stores and restaurants, but such a strategy risks foregoing the synergy that can come from including at least some popular chains to spur mutually beneficial foot traffic and store awareness.

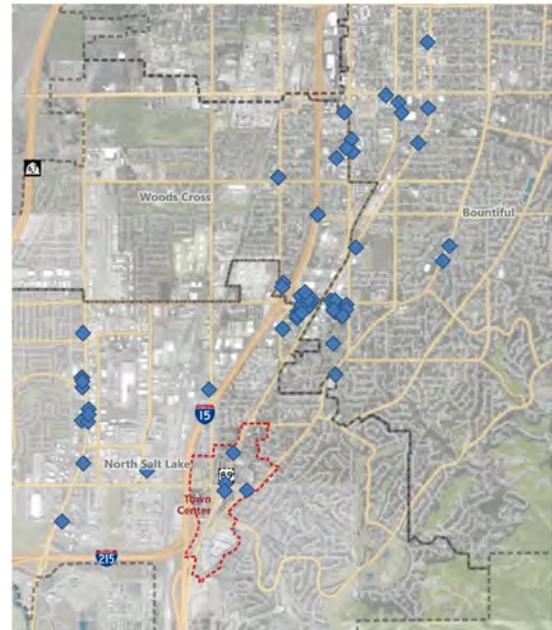
The problem of rent affordability and difficulty securing credit is a real barrier for local start-up firms which can be difficult to overcome without some form of subsidy. City-funded infrastructure such as streetscaping, underground utilities, lighting and other infrastructure can be helpful to tenants as well as developers. Carefully planned events, signage, and other promotional activities are another way that municipalities (and business improvement districts) can have positive bottom line impacts for tenants.

business looking to build or expand. Potential additions of new retail or mixed-use space within the Town Center area should be further scrutinized to ensure that the prospective tenants are consistent with the vision for the area, with a walkable, human-scale preferred over a strictly auto-oriented environment.

Nearby Food & Beverage

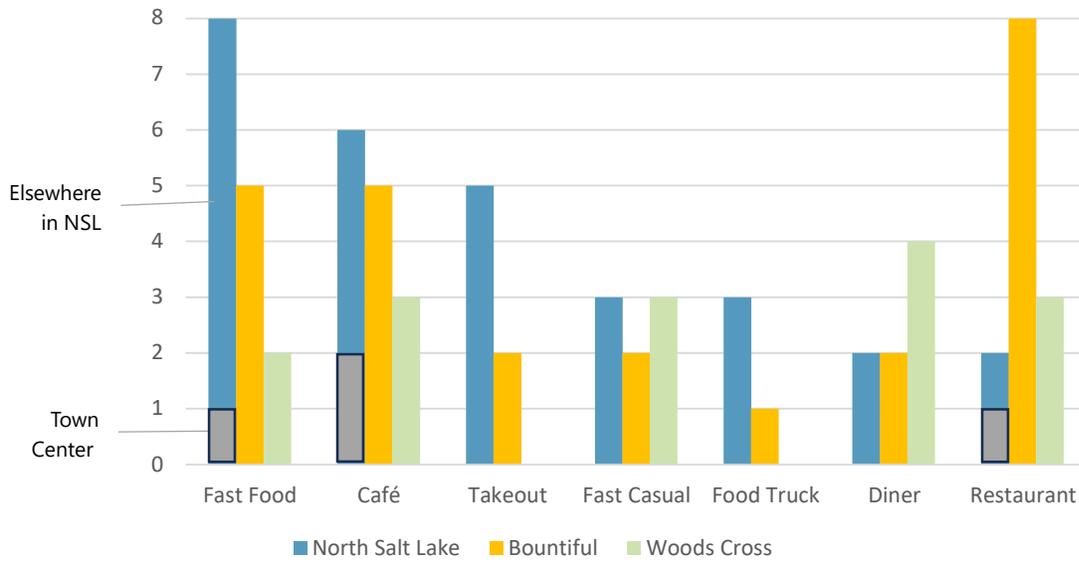
The kickoff activities that included local stakeholder interviews revealed a strong desire for non-fast food eating establishments in the Town Center area, with City leaders even imagining a future “restaurant row” if possible. LCG looked at a sampling of 69 food and beverage establishments likely to be competitive with the Town Center area (see map), reaching from North Salt Lake up into lower portions of Bountiful and Woods Cross. The food and beverage study area had a northern boundary of W 500 S in Bountiful, with the southern boundary concurrent with the Town Center’s. The east and west boundaries were Legacy Parkway on the west and the mountains on the east.

Figure 37: Nearby Food Service Competition Sample



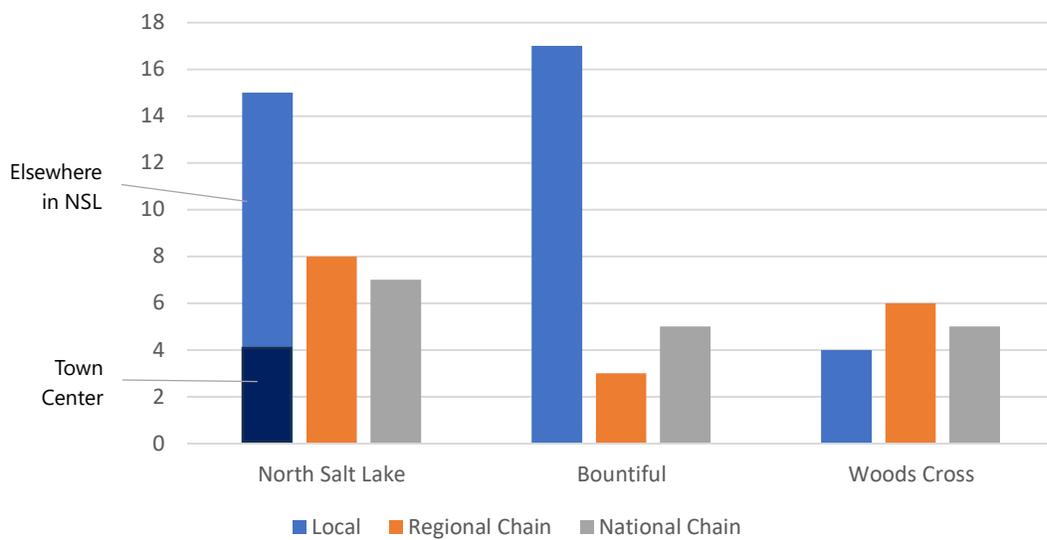
Currently, fast food dominates the North Salt Lake restaurant landscape, with eight fast food restaurants in the city and an additional five takeout establishments, including Dominos and Little Caesar’s Pizza. North Salt Lake also has three fast casual restaurants. There are just two diners and two full-service restaurants in North Salt Lake. However, the southern portion of Bountiful has eight full-service restaurants and two diners and Woods Cross has three restaurants and two diners. Like other types of retail, restaurants are more likely to thrive in a location that draws people in and offers pedestrian-focused amenities. Restaurants that cater to families on pedestrian-friendly streets have the potential to attract strong “stroller traffic” in North Salt Lake.

Figure 38. Types of Food Establishments in the Vicinity of Town Center



Source: Google Maps; Leland Consulting Group.

Figure 39. Chains vs. Independent Food Establishments in the Vicinity of Town Center



Source: Google Maps; Leland Consulting Group.

Visitor Behavior

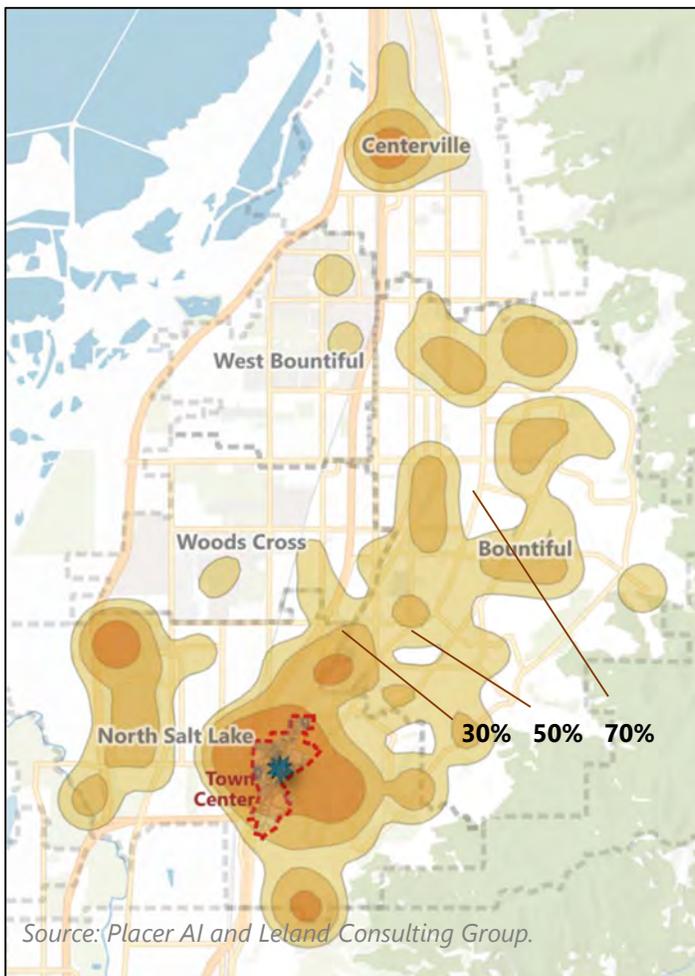
Trade Areas

Cellphone geo-fencing data services have made trade area definition far more precise and evidence-based than previously possible. Figure 40 below shows the trade area for Neighbor’s Market in the Town Center area. The trade area is defined as the home locations accounting for 30 percent, 50 percent, and 70 percent of visits to the Neighbor’s Market over the previous 12 months. Placer.ai, the visitor-tracking data provider, considers the 70-percent shape as an important threshold, representing the “True Trade Area” for a given venue.

While most visitors come from areas immediately adjacent to the Town Center, visitors also come from the residential areas in the Foxboro area as well large portions of Bountiful and the central areas of Centerville. In addition, the trade area extends south into Salt Lake City and Mill Creek, likely due to commuter activity. There is comparatively little visitor traffic sourced from households living west of the interstate in Woods Cross and West Bountiful.

One important takeaway of the map below is that, despite the small size of the Neighbor’s Market strip shopping center, it relies on capturing visits from homes across a geographic area extending far beyond the boundaries the Town Center study area.

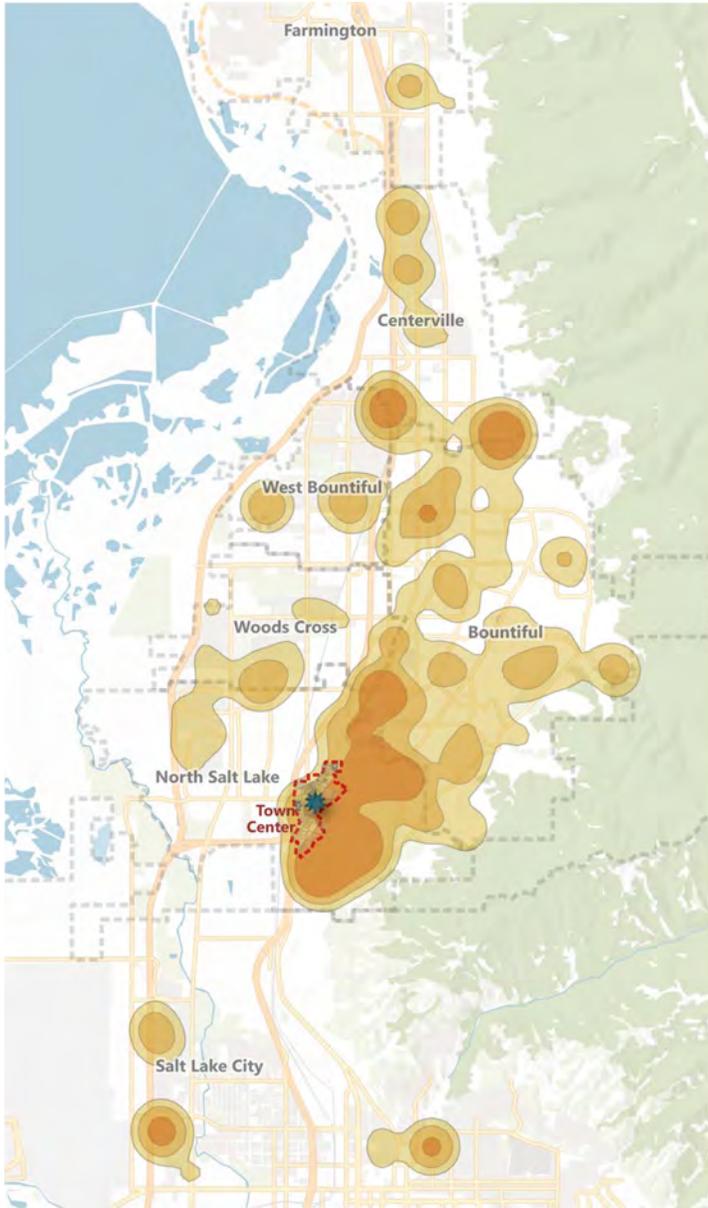
Figure 40. Neighbor’s Market Trade Area



Neighbor’s Market is a convenience store associated with a gas station. It is therefore more likely to capture commuter activity than local restaurants and cafes, especially those that primarily have dine-in customers. Commuters typically aim to get to work or return home in a timely manner rather than lingering. Compared to Neighbor’s Market, the Sunshine Café has a trade area somewhat more confined to the east side of I-15. It draws primarily from the neighborhood surrounding the Town Center area, drawing fewer people from the Foxboro neighborhood west of I-15. However, it attracts more visitors from the northern portion of Salt Lake City.

Homes within the darkest shaded area account for **30%** of all visits to the Neighbor’s Market center over the past year. Adding homes from the larger, medium shade areas account for **50%** of all visits, in total. Homes from the yet wider lightest shaded area must be added to account for **70%** of all visits (considered to be the “True Trade Area”).

Figure 41. Sunshine Café Trade Area

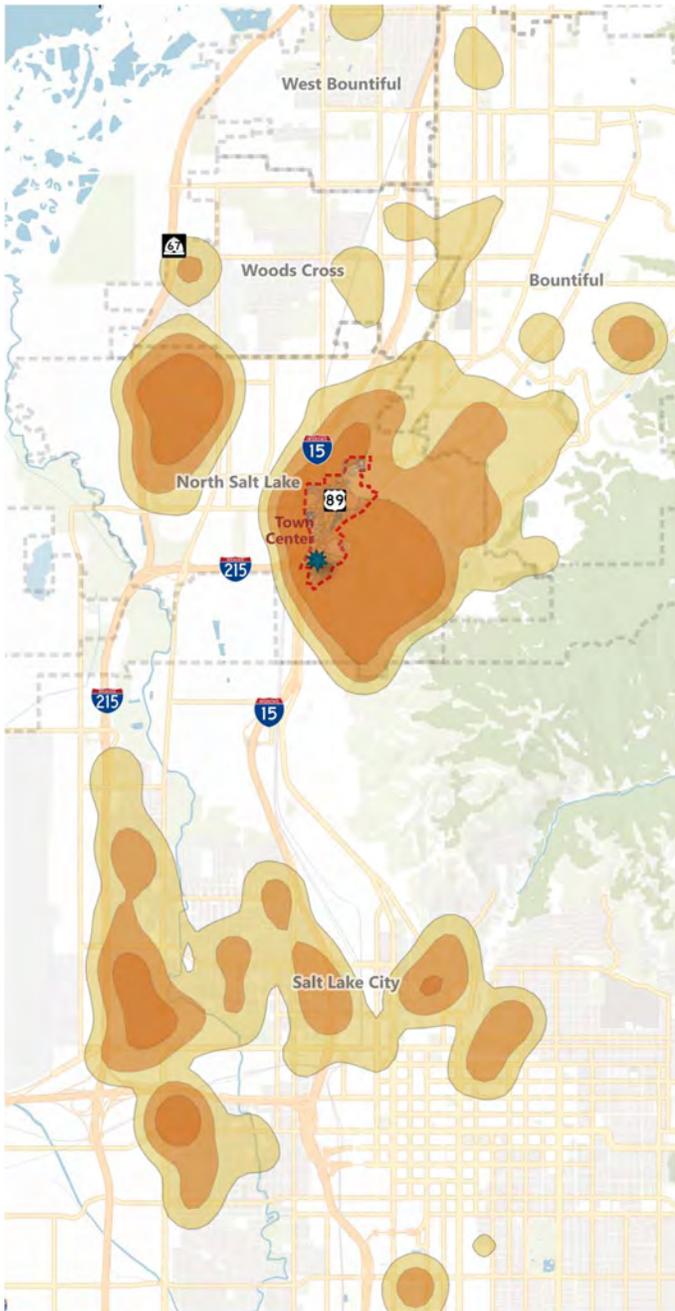


Source: Placer AI; and Leland Consulting Group

Note: Shading indicates approximate home locations accounting for 30%, 50%, and 70% of visits in the past 12 months.

The trade area for the Quick Quack Car Wash is different from the Neighbor's Market and Sunshine Café trade areas, straddling the line between a commuter draw and local traffic. Like Neighbor's Market, it draws significant traffic from the Foxboro area, and like Sunshine Café it draws primarily from south of the city. However, unlike both of the other examples, Quick Quack has a relatively small trade area of loyal customers confined primarily to North Salt Lake and the very northern reaches of Salt Lake City. Very few customers come from Bountiful and other northern cities. Because car washes in Utah do not charge sales tax (except for miscellaneous purchases), the fiscal benefits to North Salt Lake lie largely in the property tax valuation. That said, the traffic generated by the Quick Quack is bringing drivers to the City that may not otherwise visit. Other nearby retail (existing or future – especially after the interchange improvements) should be able to capitalize on this traffic generation.

Figure 42. Quick Quack Car Wash Trade Area

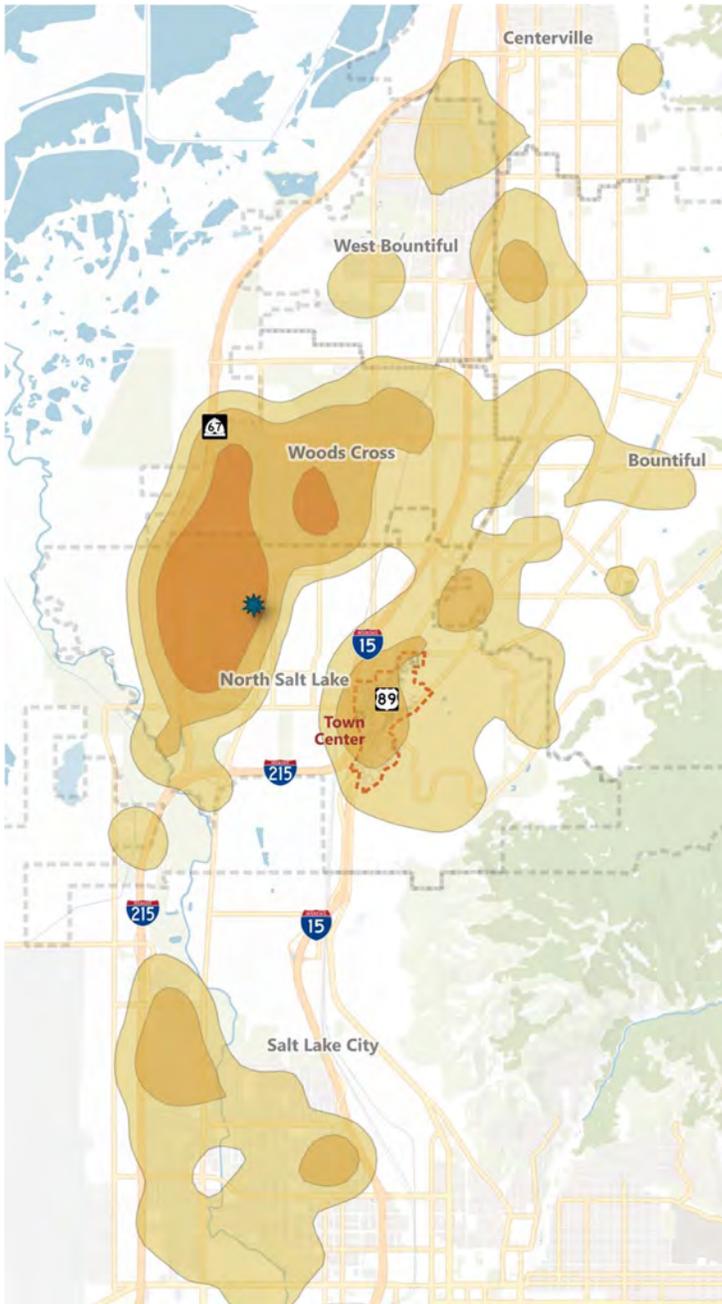


Source: Placer™

Note: Shading indicates approximate home locations accounting for 30%, 50%, and 70% of visits in the past 12 months.

Although it lies outside the study area, it helps to add context to also understand the retail draw area for Lee's Market, the City's major grocery store, located west of I-15, just east of the Foxboro development. Note that the heart of the Lee's Market trade area (darkest orange in the map below) lies directly on top of the Foxboro residential areas and also includes the nearby residential subdivision within Woods Cross. Because of easier access to and from I-215, a substantial share of customers drive up from homes in north central Salt Lake City. Despite the difficulty in the east-west crossing, homes in the Town Center area are also an important part of the catchment for Lee's visitors.

Figure 43: Lee's Market Trade Area



Source: Placer™

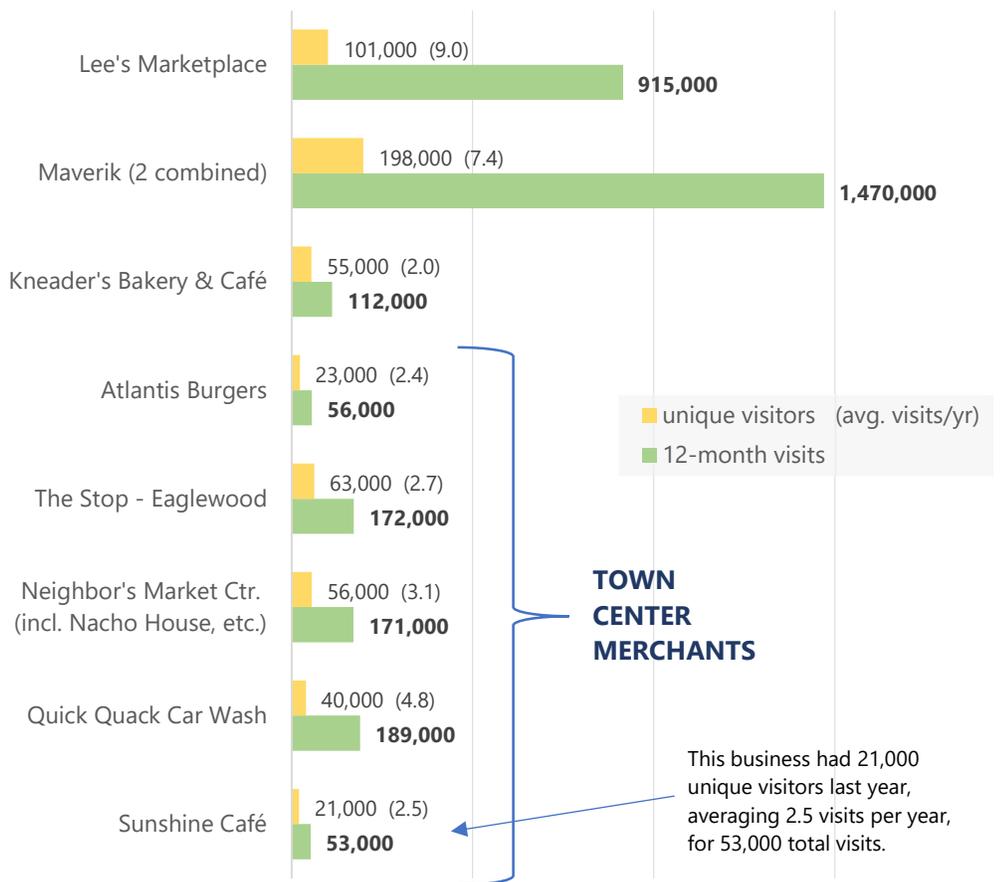
Note: Shading indicates approximate home locations accounting for 30%, 50%, and 70% of visits in the past 12 months.

The chart in Figure 44 shows three visitation data points for a sampling of merchants in North Salt Lake, both inside and outside the Town Center: the count of unique visitors over 12 months, average visits per visitor (in parentheses), and total annual visits in bold.

Over the twelve-month period ending in August 2023, North Salt Lake’s two busiest retail destinations were outside of the Town Center area. Lee’s Marketplace, for instance, had 915,000 visits over that period, thanks to just over 100,000 unique visitors averaging 9 visits per year each. The City’s biggest draw, with nearly 1.5 million visits recorded over 12 months, was the Maverik gas station and convenience store (a combined location with operations on either side of the street), on Redwood Road within North Salt Lake’s major employment area.

Within the Town Center study area, the Quick Quack Care Wash had 189,000 visitors. The Stop in Eaglewood had approximately 172,000 annual visits, virtually the same as the Neighbor’s Market Center (a location with gas/convenience and a popular Mexican restaurant as the major tenants). Sunshine Café and Atlantis Burgers – restaurants with very different service approaches – each had close to 55,000 annual visits. Activity at The Stop is likely to climb quickly as customers become more familiar with that location option for gas and convenience goods (and even more as adjacent retail develops in anticipation of favorable changes to the I-15 interchange configuration).

Figure 44. Visitors, Visits, and Visits per Year, 12-Month Period Ending in August 2023



Source: Placer.ai™, Leland Consulting Group

The average visitor to the Quick Quack Car Wash visited 2.7 times over the 12-month period, highest repeat frequency among Town Center businesses. Sunshine Café has an average number of visits per visitor, 2.5, that was just above that

for Kneaders, just north of the Study Area. Within the realm of gas station/convenience stores, the Maverick west of I-15 had more than double the level of repeat visitation than either Neighbors Market Center or The Stop. It is possible that repeat business is simply more convenient due to its location near many work sites, with relatively uncomplicated highway access.

The table below shows the share of annual visits to each of the Town Center locations by length of stay. Not surprisingly, visits to gas stations and car washes tend to be very brief, while the Sunshine Café’s sit-down restaurant environment is more conducive to longer stays.

Figure 45. Share of Visits by Duration of Stay, 12-Month Period Ending April 2024

	Neighbors Market Ctr.	The Stop (incl. gas)	Janet's Sunshine Café	Quick Quack Car Wash	Atlantis Burgers
<5 min	14%	50%	5%	34%	31%
5 to 9 min	15%	30%	13%	50%	34%
10 to 14 min	18%	9%	27%	10%	21%
15 to 29 min	22%	3%	23%	3%	7%
30 to 44 min	15%	2%	14%	1%	3%
45 to 59 min	8%	1%	8%	1%	1%
1+ hour	9%	6%	10%	0%	3%

Source: Placer™.

Note: Average dwell times for the Neighbor's Market center are almost certainly driven Nacho House restaurant customers. (Placer does not allow for visit analysis for shapes smaller than 5,000 square feet)

Visitor patterns by time of day can help understand customer base and potential synergies, including shared parking opportunities. Over 87 percent of visits to Janet’s Sunshine Café take place between the hours of 7:00 AM and 2:00 PM. **These hours indicate that if there was housing built adjacent to the café, there could be an opportunity for shared parking.** People who work typical nine-to-five jobs are usually gone during the café’s peak hours and return when business has slowed down. This kind of synergy does not appear to exist for the other business shown in Figure 46 below. The Quick Quack Car Wash comes closest, with 86 percent of visits between the hours of 9:00 AM and 6:00 PM. Car washes typically rely less on parking, as the service is primarily drive-through. Both Atlantis Burgers and Neighbor’s Market Center show a concentration of visits around the lunch hour and dinner, likely driven by patrons of the Nacho House restaurant in the case of Neighbor’s. Unlike Atlantis, which is solely a burger restaurant, with much of its business taking place via a drive-through, Neighbor’s Market Center has a smaller, but substantial share of visits in the morning and into the evening, surely thanks to the gas station and convenience store component there.

Figure 46. Share of Annual Visits by Time of Day

	Neighbors Market Ctr.	The Stop (incl. gas)	Janet's Sunshine Café	Quick Quack Car Wash	Atlantis Burgers
12:00 AM	0%	1%	0%	0%	0%
1:00 AM	0%	0%	0%	0%	0%
2:00 AM	0%	0%	0%	0%	0%
3:00 AM	0%	0%	0%	0%	0%
4:00 AM	0%	0%	0%	0%	0%
5:00 AM	0%	1%	0%	0%	0%
6:00 AM	1%	2%	1%	0%	0%
7:00 AM	3%	4%	5%	2%	0%
8:00 AM	4%	4%	8%	4%	0%
9:00 AM	4%	4%	11%	5%	1%
10:00 AM	3%	5%	13%	6%	3%
11:00 AM	6%	6%	16%	7%	10%
12:00 PM	9%	7%	16%	8%	14%
1:00 PM	8%	7%	13%	9%	12%
2:00 PM	6%	8%	4%	9%	8%
3:00 PM	6%	10%	5%	10%	7%
4:00 PM	6%	8%	2%	12%	7%
5:00 PM	9%	7%	2%	10%	11%
6:00 PM	11%	7%	2%	9%	11%
7:00 PM	10%	6%	1%	5%	10%
8:00 PM	7%	5%	0%	3%	5%
9:00 PM	4%	4%	0%	0%	1%
10:00 PM	2%	3%	0%	0%	0%
11:00 PM	1%	1%	0%	0%	0%

Source: Placer AI.

Gap Analysis and Retail Demand Growth

Retail demand for a given area typically takes two main forms. First, there may be **pent-up demand** for additional retail space within a retail store category in an area if the local household spending potential for that store type (as represented by aggregate area household incomes and share of spending by category) is higher than what is actually being provided for in the form of stores. The second main source of new retail demand comes from household growth expected to occur within a reasonable retail trade area.

A so-called **gap analysis** (also known as a leakage analysis or a gap-pull analysis) quantifies that pent-up portion of demand by looking at household density and income within a given area, separated by retail category, minus estimated store sales within those same categories in that same area. When spending potential exceeds estimated sales, the amount of that gap represents spending that is “leaking” outside of the area to stores beyond its boundaries.

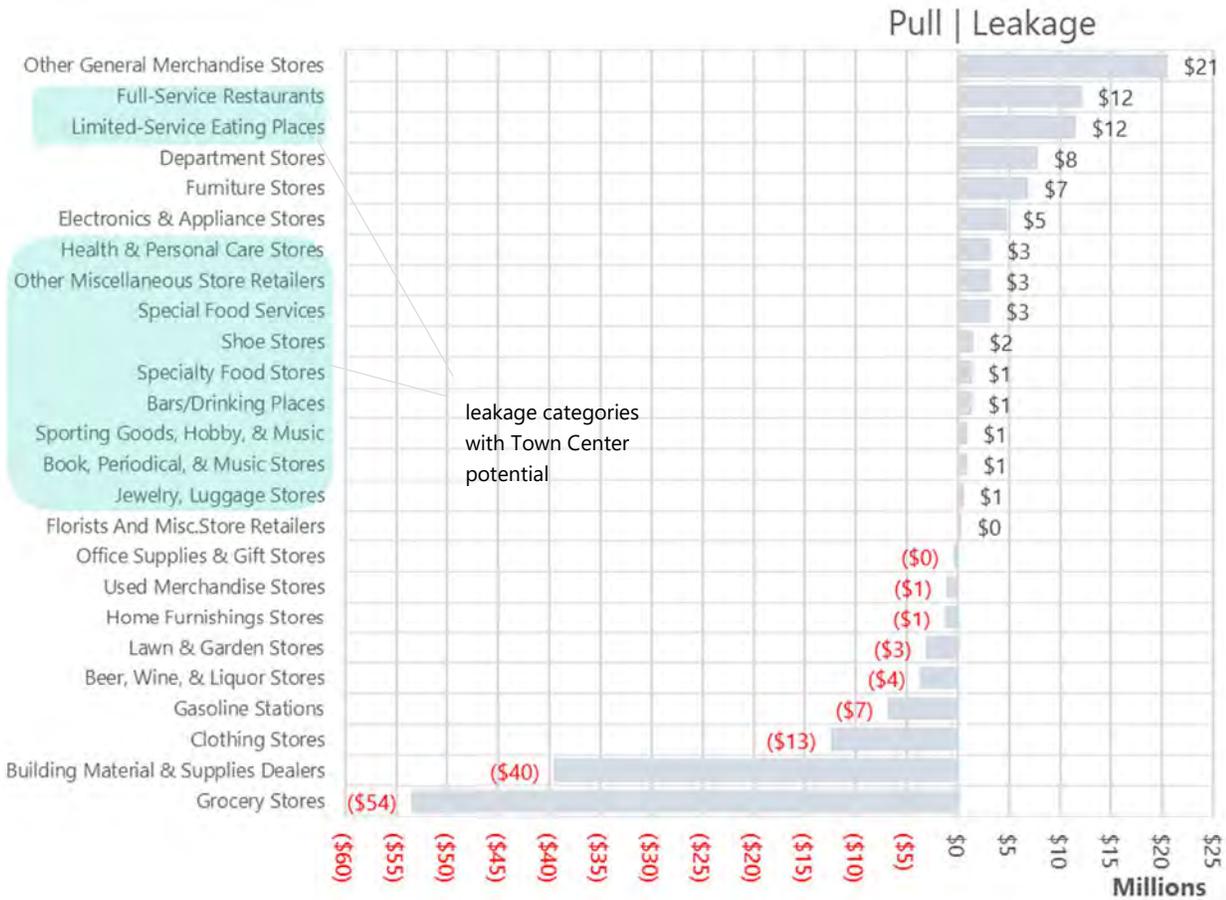
If sales are higher than expected given local household spending power, then an area may have a surplus of retail in that category – or, more accurately, is pulling in spending from households outside the area due to competitive or locational advantages.

Typically, such an analysis is interpreted by declaring any leakage as demand that is simply up for grabs by new development in the area (and surplus spending, or “pull” categories are typically ignored). Such an interpretation may hold true in the case of commodity/convenience goods such as most grocery stores and drug stores, where shoppers are reluctant to travel too far to patronize a store regularly. However, in cases like apparel and appliances, existing leakage gaps tend to remain in place stubbornly, with retail (and shopper expectations) drawn to clusters forming around existing lifestyle centers or big box concentrations.

Gap analysis is often conducted at the city limits level since municipalities tend to compete for retail sales tax dollars and want to know whether they are capturing at least the spending power of their own residents. Of course, most suburban shopping takes place without any regard for city boundaries, driven instead by proximity and preferences that have little to do with jurisdictional lines. To estimate demand for a specific store type and potential location, it makes more sense to choose a reasonable trade area boundary from which spending is likely to be sourced (and which contains the most logical sources of store competition).

However, to estimate demand for a potentially wide range of store types across a whole district, as in the case of the Town Center area, there may be a range of possible trade area shapes and sizes at play. For the present analysis, we look at a possible benchmark trade area shape, both centered roughly around the center of the study area near the east-west midpoint on Center Street. The following figures show existing retail spending gaps for a five-minute drive time area around that location. That shape would be roughly appropriate for the types of specialty shops and dining options most likely to occupy retail space within future Town Center developments. Again, for each store category, household spending potential is compared against an estimate of existing store sales to arrive at an estimate of existing leakage (or pull).

Figure 47: Gap Analysis, 5-Minute Drive from Center St. & US 89



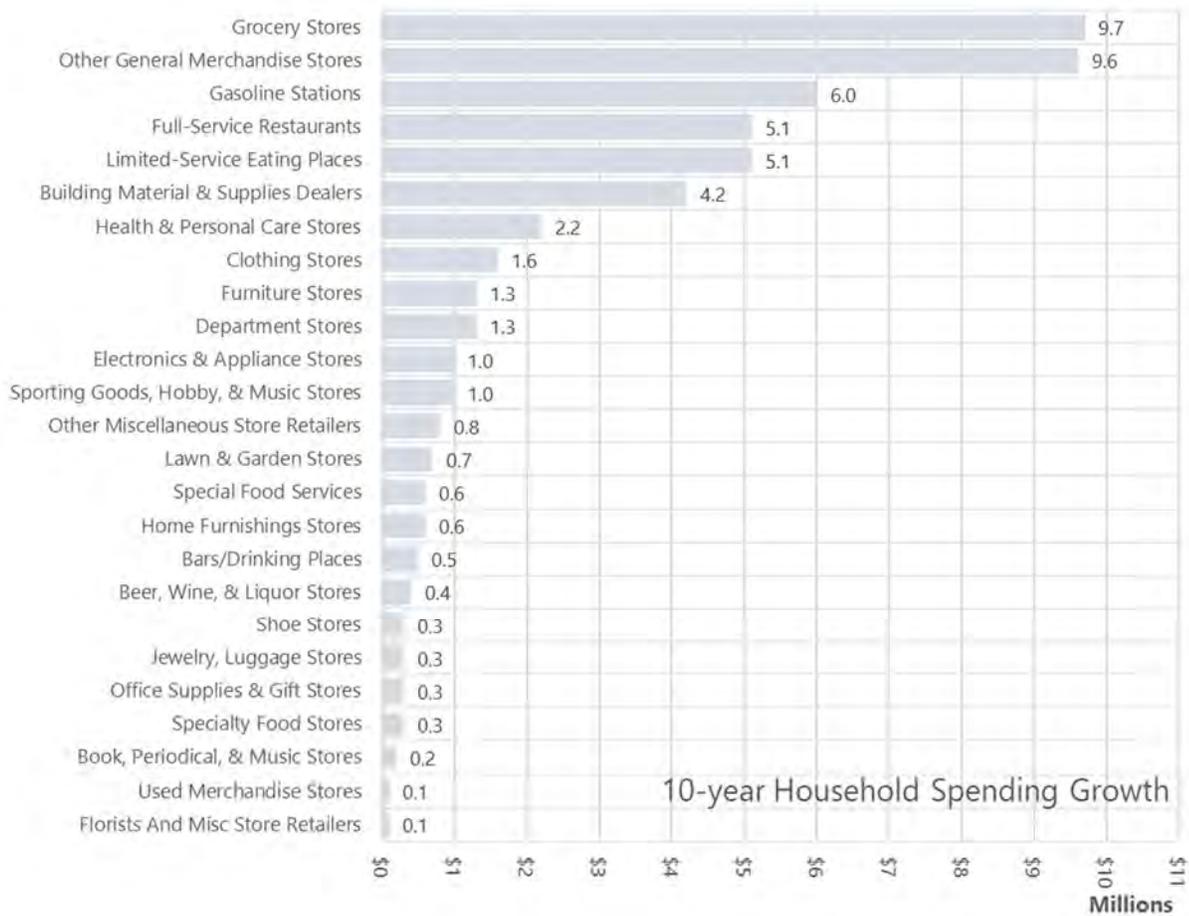
Source: Leland Consulting Group, Placer™, and STI

As shown in the preceding figure, at the five-minute trade area level, there are retail spending gaps (i.e., more household demand than estimated sales) across about half of the non-automotive store categories analyzed. The largest gap, for Other General Merchandise Stores is probably irrelevant for the Town Center Analysis as such stores (e.g., Walmart, Costco) require far more land than could be assembled. **Leakage categories with realistic Town Center potential (based on type, size, and consistency with quality of life goals) are highlighted, including promising leakage levels of around \$12 million annually for both full-service restaurants and limited-service eating places. Some other reasonable Town Center categories are highlighted, such as Health & Personal Care Stores (drug stores) and Sporting Goods/Hobby/Music, but those have much lower leakage levels to go after.**

Jewelry/luggage is a category that often shows leakage for areas not including a mall or lifestyle center, this five-minute drive area has no substantial leakage in that category thanks in part to a luggage store already in the Town Center area -- Travel Outfitters at 328 N. Hwy 89.

In addition to leakage-based demand, anticipated household growth in the five-minute trade area will lead to increased spending potential across all store types. The following graph quantifies those estimated demand increases by category over the coming 10 years, assuming a 1.5-percent annual rate of household/population growth.

Figure 48: Projected Growth in Household Spending Potential, 5-Mile Drive from Town Center



Source: Leland Consulting Group, Placer™, and STI

Grocery-Related Demand

As shown in the figure above, five-minute trade area household spending in the two largest single spending categories, Grocery Stores and Other General Merchandise Stores, is expected to grow by nearly \$10 million each over the course of the next decade. While Other General Merchandise is not a likely candidate for the Town Center area, that amount of grocery spending would likely generate demand for 15-20,000 square feet of grocery store space. Unfortunately, groceries of that size are only represented across a few tenant chains (e.g. Trader Joe’s, Natural Grocer) that are already well distributed across the metro.

Dining Demand

The categories of Full-Service and Limited-Service dining, both critical to successful Town Center commercial viability, five-minute annual household spending should increase by approximately \$5.1 million by 2033, sufficient to support approximately 15,000 square feet of new dining space in each of those categories. While the preference would probably be for local/independent restaurants, that amount of full-service restaurant space would roughly equate to two average sized Olive Garden locations, for reference.

Within the limited-service restaurant category, 15,000 square feet would roughly be sufficient for one Café Zupas-sized restaurant (around 4,000 square feet) plus 4 to 6 smaller restaurant spaces more typically found in vertical mixed-use settings. Assuming that a successful Town Center could also recapture even one quarter of the current \$24 million in existing restaurant spending leakage, that could support another Panera-sized space plus another smaller restaurant.

Other Category Demand

Growth and pent-up leakage-based demand sources do not demonstrate obvious market support in other individual categories, but in combination could yield sufficient demand to help support another 10,000 to 20,000 square feet or more of additional miscellaneous specialty retail and personal service space. While demand within Health and Personal Care Stores (leakage and growth-based combined) is not quite adequate to warrant a typical chain drug store (around 15,000 square feet), there may be enough to attract a smaller independent drugstore with a more specialized clientele.

Other categories worth considering for potential tenants, based on growth in nearby multifamily housing population alone, could include pet-oriented (grooming, specialty food, etc.) and wellness/fitness-oriented (yoga, jiu-jitsu, etc.) spaces. The \$4.2 million growth in anticipated yearly household spending in Building Materials & Supplies, together with some \$700,000 in Lawn & Garden spending could together justify pursuit of a smaller independent floral/garden store.

In interpreting these results, keep in mind that the Town Center is not a blank slate for retail development. Potential redevelopment sites are likely to be small and unlikely to accommodate anything as large as a typical grocery-anchored neighborhood center, much less a larger big box community shopping center.

Strategic Commentary and Recommendations

Site Analysis

Existing Site Conditions Impacting Market Viability

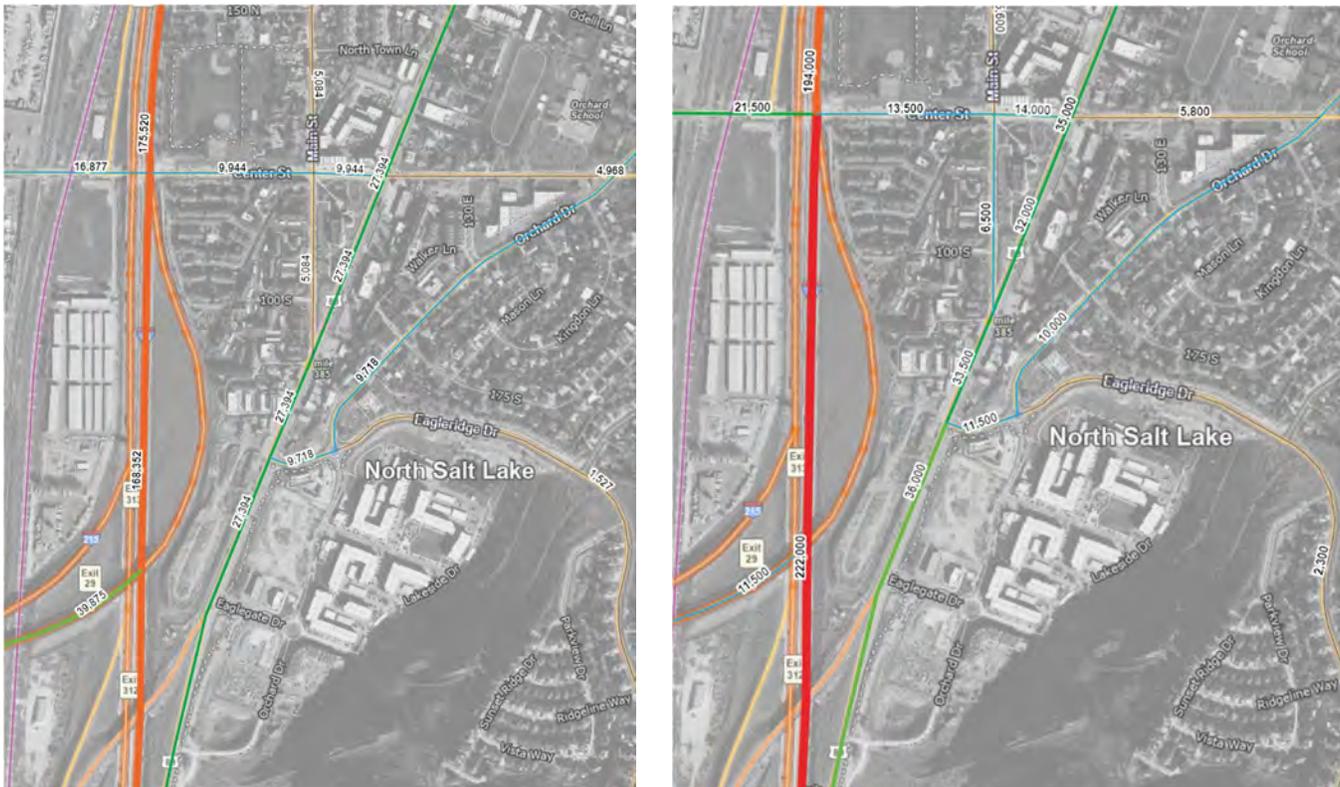
Category	Analysis
Access	<ul style="list-style-type: none"> • North Salt Lake is divided by I-15 and the freight rail tracks adjacent to it. Commuting patterns indicate that there is significantly more north-south movement than east-west in this area. While the west side of I-15 includes the largest employment centers in the City, the Town Center area is on the east side of I-15. The highway and tracks act as both a physical and psychological barrier between the two sides of town. • Changes planned for the I-15/I-215 interchange should greatly improve access/convenience for stores near the south end of Town Center, but may present challenges for Center Street (in part due to removal of the southbound off-ramp onto Center). • The City should investigate if the I-15 interchange project may make it possible to provide a Center Street bridge across the freight rail tracks west of the interstate. Such a project would be very expensive, but would be a tremendous help to socially and economically linking the east and west portions of North Salt Lake. • Active mobility access (walk, bike, scooter) would be further improved by adding multi-use paths along Center Street to improve east-west connectivity. • The Orchard Elementary School on Center Street causes significant congestion during pick-up times, limiting access to the Town Center, but those issues will be partly mitigated by planned pedestrian improvements.
Visibility	<ul style="list-style-type: none"> • Currently, despite its adjacency to I-15 and Highway 89, the Town Center area is not particularly visible to those passing through North Salt Lake, due to the long I-15 exit lead time. This could change substantially with the new interchange design changes. • A prominent vertical element such as a sculpture or unique monumentation could greatly improve visual recognition of Town Center, especially for interstate travelers that may currently pass by without realizing that Town Center even has retail/dining offerings. • Hatch Park is visible from I-15 and could be visually enhanced to improve its ability to remind freeway drivers of the existence and potential allure of the greater Town Center area. This could include artistic/sculptural elements, distinctive facility designs, attractive nighttime lighting, and visually interesting plantings – all of which should be included as goals in the ongoing park improvement planning. • Seasonal signage and other event-oriented decorative elements should be continually improved and aesthetically coordinated with other visual efforts.

<p>Walkability, Bike-ability</p>	<ul style="list-style-type: none"> • The Town Center area, like much of North Salt Lake, is mainly auto-dominated. However, the City is working to complete its sidewalk, trail, and streetscaping network. • For the past several years, UTA has been proposing a Bus Rapid Transit (or Enhanced Bus) line connecting Davis County with Salt Lake City. Village Station at Eaglewood is a proposed stop on this route. Adding BRT to the Town Center would significantly increase mobility options and provide a pedestrian focal point near the southern end of the study area. • The Center Street Trailhead of the Legacy Parkway Trail is just under 1.5 miles west of the Town Center area. The Legacy Parkway Trail connects North Salt Lake to Farmington Station, 11.6 miles away. Enhanced bike and pedestrian facilities along Center Street would connect the Town Center area to this important regional trail. • In 2023, North Salt Lake approved a scooter-share program, increasing non-car options in the city. Enhanced pedestrian and bike facilities would also benefit this kind of micromobility program.
<p>Infrastructure</p>	<ul style="list-style-type: none"> • Town Center area is undergoing continuous repair and replacement work to maintain (and enlarge where possible) existing street, water, and sewer infrastructure. This activity is critical to preserving redevelopment potential in the area. • Additional sidewalks are being added along Center Street, which is likely to be rebuilt in the next few years. • The City is currently working on an Active Transportation Capital Facilities Plan to promote more biking, walking, and other non-automotive travel modes.
<p>Surrounding Land Uses</p>	<ul style="list-style-type: none"> • Center Street, as its name suggests, is the major east-west thoroughfare in the Town Center area, with the intersection at US 89, forming what could logically function as its most important retail/activity hub. • Orchard Elementary School property dominates the superblock bounded by US 89, Center, Orchard, and Odell Lane, and it features a prominent Center Street frontage directly across from Orchard Plaza and most of the redevelopment sites to the west. • While the school is an important community asset, its presence (presumably permanent) limits the extent to which the north side of Center Street can add to the kind of shopping, dining, and nightlife characteristic of successful retail nodes in older suburbs. • The area west of the elementary, particularly the Atlantis Burger (as currently surface-parked) along with the used car lot behind it, could contribute to an improved retail synergy at the 89/Center hard corner if redeveloped with a more active sidewalk frontage (with or without a revamped Atlantis Burgers). Extending that energy further east becomes more difficult with fragmented residential parcel ownership transitioning to the school property itself. The residential in this portion of Center Street is zoned Highway Commercial and has begun transitioning the homes to office space. • Hatch Park is another important community asset within the study area – a bit further off the 89/Center corner – that is currently neutral to somewhat limiting in its effect on the potential retail and dining revitalization for Town Center. Parks tend to be essentially off-limits after dark, and as such would not really extend the active zone that could be developed around popular evening dining spots. • That said, Hatch Park is in the midst of a major redesign and expansion featuring some improvements that could improve the value of that amenity for surrounding residents and

	<p>visitors, including some changes to the park plaza space that may directly bring retail activity within the park (such as event-based food trucks and vendors, along with potentially semi-permanent pop-up space for a variety of tenant possibilities.</p> <ul style="list-style-type: none"> • Careful event and facilities planning at the park (and elsewhere in Town Center) could help to balance the appeal of the area in general across demographic groups, capable of attracting young, largely male, workforce in west North Salt Lake, while maintaining a safe, family-friendly character for that important demographic • Although small in size relative to other elements in this discussion, the Utah Local Governments Trust site (building and adjacent surface parking) represents something of an activity dead zone that interrupts pedestrian interest along US 89 for what is an important linkage between the Eaglewood Lofts/Village Station and City Center . The City should encourage owners there to cooperate in adding elements (plaza, seating, shade, art, etc.) that help to bridge that long linear stretch for would-be walkers and bikers.
<p>Aesthetics</p>	<ul style="list-style-type: none"> • The Town Center Area is located at the base of the foothills of the beautiful Wasatch Range, an important factor in regional visitation and quality of life. • However, industrial and refining operations west of interstate and the gravel quarry at southern gateway may negatively impact aesthetic perceptions (or expectations) of what lies within the study area. • North Salt Lake’s Town Center lacks a clear, defining aesthetic focal point, but City Hall, Hatch Park (especially with planned design improvements), and the newer street-fronting mixed-use developments in the Eaglewood and Brighton Homes areas all contain attractive elements to build upon in creating memorable aesthetic impressions. • The distance between the Center Street and Eaglewood Village nodes is too great to meaningfully connect with a single aesthetic theme, so the area should assume separate branding.
<p>Topography</p>	<ul style="list-style-type: none"> • The topography of the North Salt Lake Town Center area could make some development or redevelopment tricky. The area near Janet’s Sunshine Café, for instance, has abrupt elevation changes that would significantly add to the cost of an expansion of the business. • At the intersection of I-15 and Center Street, the elevation is just under 4,300 feet, rising 100 feet to the east a half-mile to the Orchard Drive intersection. By the time Center reaches Lacey Way (another 0.8 miles east) the total climb reaches 250 feet above the interstate level. This rise enhances views from the foothills and adds visual interest to the area in general but does also make for more challenging biking and pedestrian travel.
<p>Parcels, Ownership Patterns</p>	<ul style="list-style-type: none"> • Most of the parcels in the Town Center area are small and irregularly shaped, with fragmented ownership. • However, some areas have been consolidated by developers for mixed-use projects, including Eaglewood Lofts, Village Station, and the Park Lofts at City Center. • Relatively shallow lot depths along much of US 89 limits major mixed-use development except where additional depth can be achieved through land assembly.

<p>Traffic Volume</p>	<ul style="list-style-type: none"> • I-15 averages around 170,000 vehicles per day driving past the Town Center area. While this traffic volume is a potentially excellent generator of visual awareness for Town Center, the vast majority of drivers are, of course, bound for other destinations and often actively fighting traffic, making them poor candidates for impulse shopping and dining exits. • US 89, the main drag for Town Center, sees almost 28,000 vehicles per day – projected to rise above 36,000 by 2040. This volume is just below volumes along 2600 S. near the Smith’s center in Woods Cross – busiest of any arterial in southern Davis County. Arterial traffic is much more closely tied to local retail activity and is generally viewed as a positive by prospective tenants. • Center Street is busiest just outside the study area, as it passes under I-15 towards the employment destinations in west North Salt Lake (~17,000 daily traffic). Within the Town Center, Center St. slows to 10,000 daily vehicles at Main St., then drops to 5,000 east of US 89 as it passes Orchard Plaza. These volumes are generally lower than east-west collector roads in other south Davis County cities. • Orchard Drive has traffic volumes similar to Center St. – too low to be considered helpful by retailers depending on drive-by impulse traffic to generate shoppers. • Figure 49 has maps depicting these and other nearby traffic volumes for 2019 and projected to 2040 (although not contemplating interchange re-configuration plans.)
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Figure 49: Annual Average Daily Traffic Counts, Town Center Area, 2019 and 2040 (proj.)



Source: UDOT (for 2019 counts); WFRC (for 2040 projections)

Note: Projections do not reflect interchange reconfiguration plans

Strengths and Challenges

Strengths

- NSL’s geographic location as the **nearest northern suburb to Salt Lake City** is a significant amenity for many residents seeking shorter commutes but unwilling or unable to live in Salt Lake City proper.
- Both **rental apartments and ownership townhomes in and around the Town Center are seeing strong demand** from a demographic mix of young working couples, divorced singles, non-family roommates, and other, mostly child-free, household types.
- The Town Center area now has a **relatively diverse resident population in terms of life-stage demographics and incomes**, especially compared to some areas in northern Salt Lake City and elsewhere in south Davis County.
- The combination of **flexible Planned District zoning paired with custom development agreements** has proven to be a suitable arrangement for both City and developers in the Town Center area – with the City often trading needed infrastructure improvements for some negotiated requirements for providing some housing units at target AMI levels to support workforce affordability demand. **Reductions in parking requirements** have also been successful as incentives to spur development.
- North Salt Lake **leadership and City staff have a reputation for being generally pro-development** and easy to work with compared to neighboring municipalities in south Davis County.
- City planning **staff has strong continuity and longevity with respect to the Town Center vision** and effort, with the core team of planners essentially unchanged since the Town Center Master Plan was drafted seven years ago.
- Janet’s **Sunshine Café is a particularly popular dining establishment** on Center St. with strong positive relations with long-time customers from the surrounding neighborhood, who like the quirky building and easy, dependable parking availability.
- The assembly of **vacant infill parcels on Center Street** across from the elementary school, between Neighbor’s Market Center and Orchard Plaza, appears to be a pivotal opportunity site that may help shape the future of that east-west portion of the Town Center area. After working to balance financial feasibility with density concerns of some neighbors, the site was approved in December 2023 for 79 loft units and 8,000 square feet of retail.
- Surface parking on the north side of the City Hall lot is working well as **shared parking** with tenants across Center St. to the north.
- The City has made great **progress in recent years towards a more comprehensive vision of “complete sidewalks”** (including plantings, lighting, signage, etc.) in and around Town Center – with many connections yet to be completed to flesh out the network, but some excellent new examples to build on (e.g. in front of City Center offices on US89 & Center Street). The site should consider adding add bike racks.
- **Hatch Park** is a well-located civic asset for current and prospective residents in and around Town Center. The planned **expansion/redesign** has potential to result in a greatly improved amenity for the area and may hold potential for periodic, pop-up style, activity-generating retail and related uses. Preliminary site planning and land acquisition is well underway for perimeter expansion.
- NSL may be well-positioned to benefit from having **marginally more daytime activity** due to more office workers staying in the suburbs in the post-pandemic era, with increased demand for local dining and services appealing to home-based workers.

- The long-envisioned **BRT/Enhanced Bus** seems to still be a real plan, but timing is unclear. In general, stakeholders see the prospect of transit as a positive, but hold tempered expectations for a major commercial boost directly due to those stations – likely more of a residential draw/amenity. The transit potential for the Town Center area remains an area of opportunity, but potentially less of a shaping force for the plan as a whole as envisioned in 2016.

Challenges

- Along both Center St. and US 89, much of the **street and water infrastructure needs upgrading** over the next several years due to obsolescence and growing capacity demands (actively being addressed but a remaining weakness relative to newer suburban development locations).
- Though improved considerably since the 2016 plan, Town Center **sidewalk and trail systems need additional shoring up** to get residents and visitors used to the idea that they can reliably walk/bike/scooter to any destination in Town Center.
- The elementary school on Center Street presents a challenge for development/activation of that street due to safety considerations, pick-up/drop-off congestion, and simply the large footprint of land permanently off-limits to commercial and residential uses.
- Land uses in the northern portions of US 89 within the Study Area remain far from the Town Center vision and have a very uncertain timeline for conversion to desired uses. Some possibilities for infill redevelopment activity are being delayed due to standoffs with **some landowners unwilling to move/sell** some potentially desirable redevelopment parcels (e.g. used car lots). This is common in older urban/suburban locations with fractured ownership.
- The area has a considerable amount of **difficult topography** that increases development costs and presents challenges to site and building planning.
- Pockets of neighborhood **resistance towards additional residential development** (or *any* development in some cases), is an obstacle to timely redevelopment of the infill parcels across from Orchard Plaza and the elementary school. Such resistance is also common in or adjacent to established residential neighborhoods.
- The SLC metro area has seen some signs of **difficulty supporting small-scale urban grocery** stores (see Lee's recent closure of brand new 9,000 s.f. store in Marmalade District and Neighbor's Market's transition over time from grocery to C-store. This weakness is not specific to Town Center, necessarily, but highlights what may be some cultural incompatibility with that urban format in this market.
- **The I-15/I-215 interchange reconfiguration** (likely 3-5 years out) has many likely components, most of which is generally considered a net positive given problems with current design. Loss of Center Street access could be detrimental to convenience businesses near that node and along Center but improved southern access (near Village Station at Eaglewood) could have strong positive implications for convenience-oriented businesses.
- The **roundabout on Eagleridge Dr. just east of US89 is not functioning well** in conjunction with the traffic light on US89, nor for the safety of pedestrians that want to walk north into the Town Center.
- NSL is **highly auto-oriented and almost completely dependent on commuting**: out-commuting for employed residents and in-commuting to fill jobs in the city. This acts as an obstacle to establishing pedestrian and other non-auto mobility and activity in the Town Center. Resident habits are challenging to change and will require persistent effort and a dedicated program of pedestrian-friendly infrastructure and public amenities.
- Reducing this mismatch between employed residents (mostly east of I-15) and local jobs (mostly west of I-15) is especially challenging given the physical and psychological **east-west barrier posed by the Interstate and very active freight rail** crossing.

- **Difficulty filling ground floor retail spaces** in the Eaglewood Lofts/Station project has led to those spaces being filled with short-term rentals. While those are currently a productive use, they are less desirable from an activation standpoint and will be challenging to retrofit back to retail. Ground floor space in the City Center office building has also been difficult to fill (but has not been relinquished to other uses to the same degree).
- **High interest rates and construction costs** are causing a lull in new activity, but not seen as a permanent state. This is not a weakness of NSL or Town Center but the development/financial markets in general as of this analysis. This results in a very tight spreads on returns, especially for smaller investors looking at smaller development sites (such as Town Center-like infill).
- Lingering post-pandemic work-from-home behavior, while it may help boost neighborhood dining and service demand, is generally **causing some suppressed office demand market-wide**, potentially reducing some tenant possibilities for properties initially slated for office.
- Though escalating rents and housing prices stabilized, at least temporarily, in 2023, **housing affordability remains a concern** across the market. This could have mixed effects on Town Center. Its appeal may grow as a more affordable alternative to downtown and central SLC living, attracting more young adults to NSL – but to compete for that demand, Town Center will need to provide some of the same urban, walkable lifestyle characteristics.
- As of yet, there is **no memorable “heart” of North Salt Lake**. Town Center, especially near Center St. is the logical and long-desired location for that heart, but requires more coherent aesthetics, wayfinding, branding and placemaking across the board – preferably concentrated at first to reach a critical mass and then spilling over to surrounding areas.

Opportunities: Customer Segments and Key Sites

Major commercial opportunities for the Town Center can be grouped thematically around the core customer/visitor target segments, and geographically, around a number of key opportunity areas within Town Center.

Target Customer/Visitor Segments

The following groups make up the most likely sources of spending/demand potential in support of commercial enterprises in the Town Center area, **each with specific strategic implications including tenant targeting preferences.**

Close-in Commodity/Convenience-Driven Shoppers

- Includes nearby residents or employees (already in Town Center), for coffee, snacks, incidentals, gas),
- ...plus considerable new potential related to the reconfiguration of the I-15 & I-215 interchange – introducing the possibility of commuters from south or north exiting for gas, quick breakfast, coffee, etc. with much easier re-entry to either I-215 west (towards west NSL employment) or back onto I-15 either north or south.
- A smaller-format supermarket could be a suitable fit, but chains currently active in that space are not spaced far enough away. Should another brand of small format grocer emerge, they should be approached for the commercial expansion area at Village Station at Eaglewood.

Weekday Breakfast/Lunch Crowd

- Mix of patrons driven more by daytime employment population than surrounding residents.
- Will require effort to attract and change habits, especially to attract westside NSL employees (mixed demographics, but predominantly young, male). A once-a-month lunch shuttle across Center St. could be an

event idea to build awareness of Town Center options, along with hosting weekly food trucks at Hatch Park during the workweek lunch period.

- Grade separated crossing (bridge?) for Center St. over freight rail lines would obviously be game-changing for reconnecting east-west but very expensive and complex.

Weekday Evening, Weekend, Event Diners

- Resident and visitor driven dining options with potentially wider geographic reach can be explored, along with targeting individual segments such as families with kids, young couples, friend groups, etc.
- Multiple restaurants are needed for critical mass. "Restaurant row" is ideal but can take time to cultivate. The idea is to become a destination with a reliable collection of choices available to groups *after* arrival.
- An established local "star" restaurant is an ideal tenant to build around. Sunshine Café would be a very desirable anchor tenant for ground floor space on either US 89 or further west on Center St., but may be difficult to entice away from tried and true current location. Chile Amor was likewise an excellent potential candidate to reposition as anchor, but the owner family was lost to burnout and may require extra effort to spur a return.
- Dinner locations with nearby dessert choices (ice cream, donuts, etc.) can make for natural evening progression for patrons – again, preserving options along the way, allowing groups to confidently remain undecided.
- A potential idea to help link Hatch Park and dining/nightlife behavior (an otherwise incompatible pairing) would be to have a well-lighted playground at the corner closest to the restaurant area – allowing parents a safe after-dark activity with kids before, between, or after family dining.

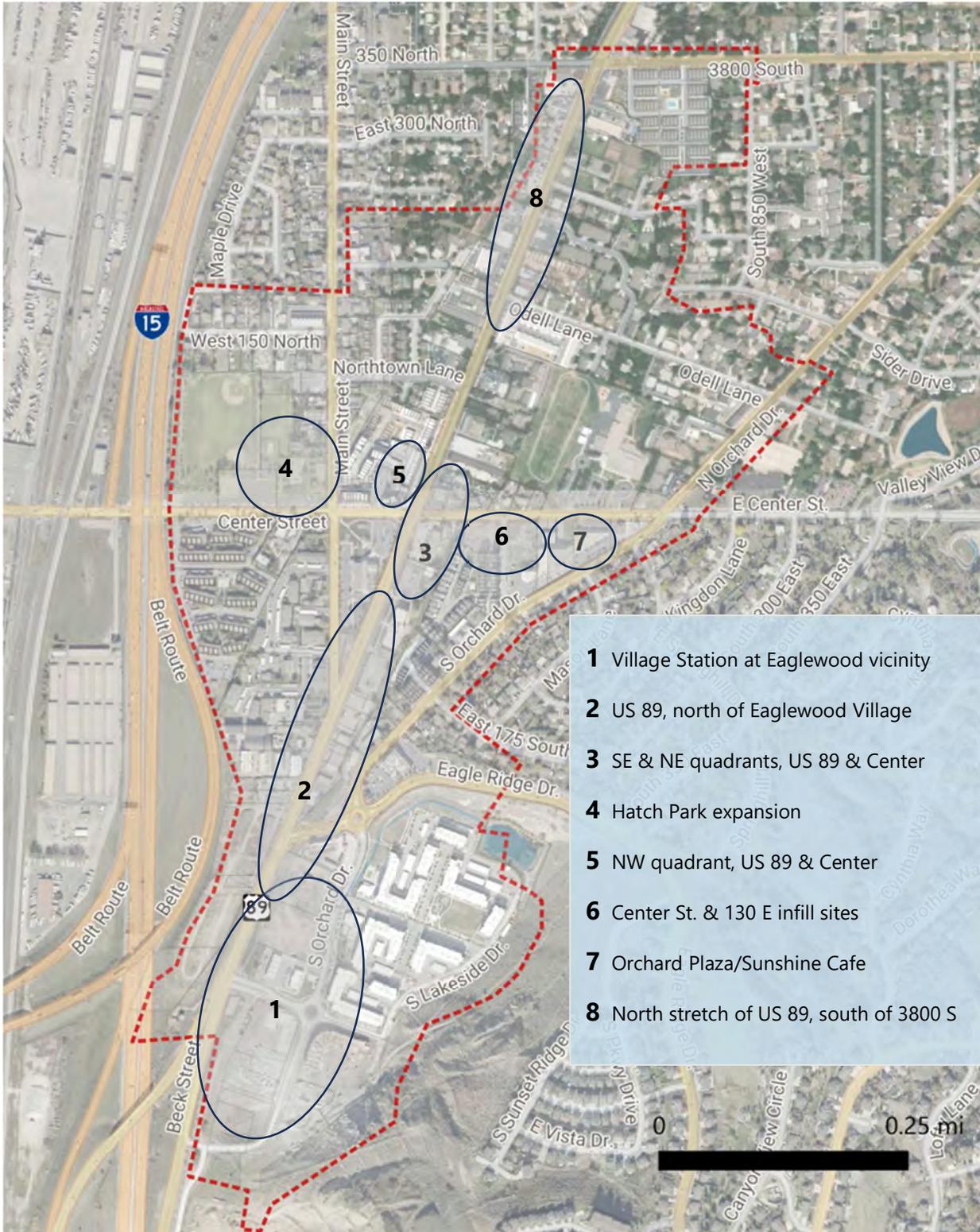
Entertainment-Seekers, Arts/Culture

- Some overlap with above group. Likely to be resident-driven, evening/weekend-focused, but potential to expand appeal to young/single adult workforce if east-west connectivity can be improved across I-15 and/or if outreach efforts targeted to change habits and awareness among west-side workers.
- Hatch Park additions and improvements, including potential for event-based and even semi-permanent, rotating pop-up spaces (food truck, cultural/non-profit, gifts, makers) will be important, requiring dedicated year-round programming attention.
- Cultural/arts dimension is currently largely missing from NSL offering, outside of special events. Hatch Park is a logical catalyst locale for arts and crafts activity.
- Create a historic district protecting the Bamberger Station buildings and incorporating art pieces, with art shows in historic Bamberger Station buildings.
- Arts and arts-adjacent activity could also take shape as makers spaces in underutilized light industrial space on US 89. Such spaces tend to mix entrepreneurial light manufacturing/fabrication (short-run 3-D printing, CNC milling, woodworking, welding) with related classes and potential for fine arts fabrication/studio spaces.

Specialty Shoppers

- A mixed group including window shoppers drawn for other reasons (above), or customers drawn specifically to a specialty shopping-oriented tenant (jewelry, florist, garden/floral, boutique furniture/furnishings, gifts, hobby, niche sporting goods, yoga/dance/martial arts, vintage clothing, etc.).
- Hand-made paper studio currently in Orchard Plaza is an example of a potentially good fit with ground floor space closer to Center/US 89, adding visual interest and variety for curious shoppers on foot.

Key Opportunity Site Recommendations



1 Village Station at Eaglewood Vicinity

Natural location for convenience focused retail, with advantages for that increasing greatly with planned interchange improvements. Tenant possibilities include coffee, fast casual dining, fast food, (any full-service chain restaurant should go here rather than further north), lodging, smaller supermarket (Natural Grocer), smaller floral/garden center. Addition of BRT/enhanced bus with potential for a multimodal stop will help complete the vision for this node, but appears likely to be preceded by interchange access improvements. Planning staff and City leadership may need to exercise some caution to avoid letting auto-oriented uses overtake the TOD-style placemaking potential that inspired the initial design.

2 US 89, North of Eaglewood Village

This extended linear stretch is very unlikely to see significant pedestrian activity or be thought of as part of a future Center Street branded node area. Lot depths are limited on either side, constraining development possibilities. Trust property is architecturally nice and well streetscaped but an extended activity dead zone that continues to the south through auto-oriented and light industrial properties until Eaglewood Village properties. Complete sidewalk and/or trail connections along this stretch are important for active transportation modes. Redevelopment will be piecemeal – with replacement of light industrial as land value pressure increases from the north and south – and likely remain auto-oriented as activity to the north and south. Additional redevelopment opportunities could arise as UDOT acquires properties for widening of US 89 for the proposed BRT service.

3 SE & NE quadrant, US 89 & Center

Part of the hard corner for Town Center, where a mix of convenience, dining, and auto-oriented tenants now operate. This spot is likely to become more difficult for convenience and traffic-dependent merchants as new ease of interstate access buoys competition to the south and the Center St. offramp is removed. The City should prepare for and encourage transition over time towards greater emphasis on pedestrian-friendliness, with dining, specialty shopping, arts, and entertainment increasingly feasible over time. With City Hall excluding commercial activity (and street-fronting buildings) from the opposite quadrant, it should be a priority to redevelop the NE quadrant to help contribute to more to sense of place for this key intersection (possibly even providing relocation encouragement/assistance to Atlantis Burgers to help anchor a more coherent dining destination).

4 Hatch Park Expansion

Planned expansion and improvements will help enhance this important outdoor amenity for nearby residents – helping to compensate for the urban compromise many apartment and townhome dwellers are having to make due to increasing unaffordability of detached homes with yards. The expanded park, with and the opportunity for added residential and commercial/office space, should increase the potential for event activity and become more attractive for periodic food trucks and other vendors, the location is unlikely to be conducive to permanent retail space (with the possible exception of educational and culturally-oriented non-profit space designed for frequent turnover).

5 NW Quadrant, US 89 & Center

Though currently empty, the ground floor spaces here, associated with Brighton Homes and Park Lofts, help to form the most visually and physically in-place element of the envisioned hard corner for Town Center. Those spaces should help set the tone for an increasingly coherent pedestrian-friendly destination where specialty and destination tenants predominate at ground level, with activity spilling onto the sidewalk (seasonally and where feasible). Focus on specialty

shops, fast casual dining, full-service dining, arts, and entertainment. Relocating a popular independent restaurant tenant like Sunshine Café, Nacho House, or even a re-booted Chile Amor would be a perfect catalyst here, but would, of course, have to fit with the goals and wherewithal of those owners). The City is prepared to work with Brighton to encourage the transition of ground floor office into hard corner retail or restaurant uses as envisioned in the Town Center Master Plan.

6 Center & 130 East Infill Sites

These are critical infill sites, vacant since closure of the local bowling alley, and where redevelopment would help the activity from the US 89 and Center hard corner node to partially wrap around onto Center Street. Because suitable storefront tenants (dining or other) have proven difficult to come by, especially in suburban locations, it may be better to limit commercial activity to half of the possible street-fronting development on these sites. This could help prevent inefficient competition with other potential spaces closer to the corner proper (benefitting overall node prospects). In fact, the recently approved site plan, for 79 loft units, with 8,000 square feet of ground floor storefront commercial space limited to the west building is a good example of implementation of this idea. Various dining and specialty retail tenants could be targeted there, such as deli, pet foot store, personal services (barber, salon, spa), hobby store, etc.

7 Orchard Plaza/Sunshine Café

Although these quirky, largely triangular, parcels and buildings are home to the Town Center's most popular single destination, the property is approaching obsolescence, prone to vacancy, and difficult/costly to renovate. While the Café patrons have become accustomed to this location, the mix of loyal regulars and destination-seeking new guests would likely follow it to a relocated destination, should that be desired by ownership. The flex retail/office/studio tenant areas represent some of the most naturally affordable commercial space in the area and arguably serve an important role for local entrepreneurs. The location, across from an elementary school and relatively far-removed from the priority node at US 89, should not necessarily be a priority for City incentives or investment, and should probably be allowed to redevelop or rehab over time according to market forces (potentially including medium density residential or even live/work units with makers space).

8 North Stretch of US 89, to 3800 S

Though technically in the study area, this portion of US 89 remains quite disconnected from the areas to the south. While the intersection at 3800 S appeared at the time of the 2016 master plan to be a logical TOD-like location to be served imminently by a BRT station location, the timing for that is clearly further out than once believed. This upper corridor, with its large used car storage and sales lots, a mix of light industrial and showroom-type spaced (with some miscellaneous retail), should be seen as an area for continued opportunistic (primarily residential) infill. While some design and streetscape continuity could be preserved between Center Street and the new townhomes at Odell Lane, this area should not be a priority focus of extensive City investment in infrastructure or retail incentives, as that could dilute efforts further south.

Primary Recommendations

Focus efforts on central and southern portions of the Town Center study area, aiming to first improve commercial viability around the Center Street and US 89 “hard corner” and the Village Station at Eaglewood commercial frontage area. Other portions of Town Center should still be addressed via infrastructure upgrades, sidewalk network completion, BRT planning, etc., but should not be the main focus of redevelopment planning and incentives.

Plan for more destination/specialty focus for commercial activity around Center Street and US 89 – with preference for specialty shops, fast casual dining, full-service dining, arts, and entertainment. The planned removal of the Center St. offramps to I-15 will reduce what remains of convenience/commodity role for that node, strongly advantaging the southern end of US89, while Hatch Park improvements will improve the destination appeal around the Center/89 intersection.

The southern Town Center node near US 89 and Village Station at Eaglewood should have a more convenience-oriented appeal, taking advantage of the planned new access to I-215 west as well as the addition of easy new options for I-15 re-entry, both north and southbound. Coffee shops, a smaller supermarket (such as Natural Grocers), lodging, fast food and limited-service dining along with somewhat larger possible tenants than the Center St. node. Addition of BRT/enhanced bus (likely but not guaranteed) should help solidify that node and further support convenience-oriented tenants, allowing for a more cohesive design of buildings and public spaces to enhance the sense of place.

Auto-orientation should be discouraged north of the planned interchange improvements around Village Station, giving way to much more pedestrian, bike, transit and alternative mode service as one moves north towards Center St.

Improve some linkages between Village Station and Center St. but assume essentially separate nodes. Pedestrian connectivity and consistency of branding/design between these two nodes is impractical to establish due to length. While gradual additions to plantings, lighting, and trail buffering will help maintain an available physical connection, avoid over-investment in what is an unlikely connection.

Continue to encourage residential development across the Town Center. Residential rooftops will be the lifeblood of much of the retail in the Town Center and provide needed round-the-clock activity and vibrancy that will spur placemaking.

Avoid mandating additional ground floor retail below residential in Town Center. While some new storefront retail may be made to work (and may well be the best option for part of the 130 East infill site, especially next to the Center Street hard corner), insisting on more ground floor inventory risks adding yet more oversupply of space for a relatively uncommon category of suburban tenant.

Consider a bold vertical monumentation element to aesthetically center the still-lacking branding/placemaking element for Town Center, while providing a natural visual landmark to assist in wayfinding (while reminding interstate passers-by of the City’s existence and potential interest. This should be in addition to, but thematically consistent with new freeway signage as well as in-district signage and monumentation.



CITY OF NORTH SALT LAKE COMMUNITY & ECONOMIC DEVELOPMENT

10 East Center Street, North Salt Lake, Utah 84054
(801) 335-8700
(801) 335-8719 Fax

MEMORANDUM

TO: Honorable Mayor and City Council
FROM: Sherrie Pace, Community Development Director
DATE: May 7, 2024
SUBJECT: Consideration of Ordinance 2024-02 amending Title 10, Chapter 1 and 11 to include as a permitted use automotive detail and trim shops

RECOMMENDATION

The Planning Commission recommends to the City Council the approval of the proposed code amendments with the following findings:

1. The proposed amendment is in accord with the comprehensive general plan, goals and policies of the City.
2. Changed or changing conditions make the proposed amendment reasonably necessary to carry out the "purposes" stated in this title.

BACKGROUND

The applicant, Griffin's Golden Glow Inc, approached the City with the desire to obtain a business license to operate an auto detailing facility at 520 E 1000 N in the Commercial Shopping (CS) zone. The specific land use of "auto detailing" is not listed in the current code. As such, the applicant has requested a code amendment to add that use to the code and specifically the CS Zone.

This occurrence brought attention to a defect in the automotive services category in City code section 10-11-3. Currently the code only has categories for General Automotive Repair, Auto Body and Paint, Oil and lube shops, car washes, and glass replacement. The use of "Car Wash" does not cover the proposed use of auto detailing. Auto detailing would include interior cleaning of upholstery, carpets, windows, and trim, as well as exterior cleaning and waxing. Furthermore, the use "Automotive glass replacement shops" does not include the installation of other accessories such as car stereos, window tinting, running boards, mirrors, hitches, accessory lighting, etc.

REVIEW

The Planning Commission held a public hearing on the proposed amendments on April 23, 2024 and received favorable public comment on the proposed change. The requested amendment to the code will permit auto detailing in Commercial Shopping (CS) zone. As part of the amendment, the DRC recommended that the existing "glass replacement" category be amended to include both auto detailing and installation of auto accessories. The new category will be "Automotive Detail and Trim Shops" and

will include a definition for section 10-1-47. The use would be a permitted use in all commercial zones and the definition is as follows:

AUTOMOTIVE DETAIL AND TRIM SHOPS: An establishment that provides services related to automotive detailing services or the sale and installation of automotive accessories such as replacement glass, tinting, audio, upholstery, or other miscellaneous vehicle trim and includes no outdoor storage of materials, nor outdoor storage of vehicles awaiting service for a period greater than 48 hours.

The change will provide additional business opportunities in all commercial zones and provide clarity for staff in issuing business licenses. The proposed use will have little impact on the zones as they will have either a retail component or provide a method for low impact services.

POSSIBLE MOTION

I move that the City Council approve Ordinance 2024-02 amending Title 10, Chapters 1 and 11 pertaining to the land use of Automotive detail and trim shops as a permitted use in all Commercial Zones, with the following findings:

1. The proposed amendment is in accord with the comprehensive general plan, goals and policies of the City.
2. Changed or changing conditions make the proposed amendment reasonably necessary to carry out the "purposes" stated in this title.

Attachments

- 1) Ordinance 2024-02
- 2) Exhibit A-draft amendment

ORDINANCE NO. 2024-02

**AN ORDINANCE AMENDING TITLE 10 LAND USE ORDINANCE,
SECTIONS 10-11-3 AND 10-1-47 PERTAINING TO PERMITTED LAND USES FOR
AUTOMOTIVE DETAIL AND TRIM SHOPS AND DEFINING SAID USE**

WHEREAS, the City of North Salt Lake is an incorporated city in Davis County Utah;
and

WHEREAS, the City Council of North Salt Lake has received a request to amend the code
related to automotive detail and trim shops; and

WHEREAS, the Planning Commission of North Salt Lake held a public hearing on the
proposed amendments on April 23, 2024 and received favorable public comments and
recommended the proposed amendments to the City Council; and

WHEREAS, the City Council of North Salt Lake finds the proposed amendments are also
in accord with the comprehensive general plan, goals and policies of the City; and

WHEREAS, the City Council of North Salt Lake finds that changed or changing
conditions make the proposed amendment reasonably necessary to carry out the purposes stated
in this title; and

WHEREAS, the City Council finds that it is in the public interest that the North Salt
Lake City Code, be amended at this time.

NOW, THEREFORE, BE IT ORDAINED by the City Council of the City of North
Salt Lake as follows:

Section 1. Code Amendment. Pursuant to Utah Code 10-9a-502, Title 10 Land Use
Ordinance is hereby amended as follows:

- a. Chapters 1 and 11 are hereby amended as shown in the attached Exhibit “A”;

Section 2. Effective Date. This Ordinance shall take effect upon posting as required in
Utah Code 10-3-713.

APPROVED AND ADOPTED by the City of North Salt Lake, Utah on this 7th day of
May 2024.

CITY OF NORTH SALT LAKE

By:

BRIAN J. HORROCKS

Mayor

ATTEST:

WENDY PAGE
City Recorder

City Council Vote as Recorded:

Council Member Watts Baskin _____
Council Member Clayton _____
Council Member Jackson _____
Council Member Knowlton _____
Council Member Van Langeveld _____

Certificate of Posting Ordinance:

I, the duly appointed recorder for the City of North Salt Lake, hereby certify that the foregoing Ordinance No. 2024-02 was passed by the governing body on the date shown above, and that copies were posted as required by Utah Code 10-3-713 within the municipality.

Recorded this _____ day of _____, 2024.

Wendy Page, City Recorder

[Seal]

10-11-3: USE REGULATIONS:

No building, structure or land shall be used and no building or structure shall be hereafter erected, structurally altered, enlarged or maintained in the Commercial and Industrial Districts except as provided in this title. Accessory uses and buildings customarily incidental to uses authorized by conditional use permit in any district are also authorized by issuance of a conditional use permit in any such district. "Temporary uses", as defined in section [10-1-47](#) of this title, are authorized in any district upon issuance of a conditional use permit for the same.

Use Regulations	Zone			
	C-S	C-G	M-D	M-G
Repair And Maintenance:				
General automotive repair	N	C	P	P
Automotive body, paint and interior repair and maintenance	N	N	C	C
Automotive <u>glass replacement detail and trim</u> shops	<u>NP</u>	P	P	P
Automotive oil change and lubrication shops	N	P	P	P
Car washes	N	P	C	C
All other automotive repair and maintenance	N	S	S	S

10-1-47: DEFINITIONS:

AUTOMOTIVE DETAIL AND TRIM SHOPS: An establishment that provides services related to automotive detailing services or the sale and installation of automotive accessories such as replacement glass, tinting, audio, upholstery, or other miscellaneous vehicle trim and includes no outdoor storage of materials, nor storage of vehicles awaiting service for a period greater than 48 hours.



CITY OF NORTH SALT LAKE

10 East Center Street
North Salt Lake, Utah 84054
(801) 335-8700
(801) 335-8719 Fax

Brian J. Horrocks
Mayor

Ken Leetham
City Manager

MEMORANDUM

TO: Honorable Mayor and City Council

FROM: Heidi Voordeckers, Finance Director

DATE: May 7, 2024

SUBJECT: Consideration of Resolution 2024-15R: A resolution adopting the Tentative Budget for Fiscal Year 2025 and setting a public hearing date.

BACKGROUND

In accordance with the Uniform Fiscal Procedures Act for Cities, Sections 10-6-111 through 10-6-118, the Tentative Budget shall be presented to the governing body on or before the first meeting in May. A resolution adopting the Tentative budget and establishing the time and date for the public hearing on the upcoming budget will be proposed at this meeting.

Approval of the Tentative Budget does not conclude the budget process but establishes the budget document to be made available prior to the public hearing. The final budget (together with any amendments the City Council wish to make) may be approved after the public hearing. Staff proposes setting the public hearing for Tuesday, June 4, 2024 at 7:00 pm with adoption of the final budget at the June 18, 2024 City Council meeting. Per the aforementioned Statute, the final budget for Fiscal Year 2024-2025 is required to be adopted no later than June 30, 2024.

SUMMARY

An initial budget was presented to the Mayor and City Council at a budget retreat held on March 23, 2024. Since then, minor adjustments have been made to develop the Tentative Budget presented this evening, with the most significant changes listed below:

- Updates to wages/benefits for final medical renewal rate (8.8% instead of 8%): \$41,000
- Increase in indirect allocations from governmental funds: \$0 change, net in and out
- Recognition of additional revenues across multiple funds (mostly water and golf): \$840,000
- Capital equipment purchase - Brine tank sprayer for snow plow: \$45,000
- Additional professional services:
 - Sidewalk Study: \$35,000
 - HVAC Maintenance (oil change): \$30,000
 - Fire District Contract (increase from estimate): \$10,510

- Changes to golf capital equipment purchases to preserve fund balance:
 - Decrease total purchase request: (\$100,000)
 - Lease proceeds revenue: \$200,000
 - Additional expense for lease payment: \$65,000

While the majority of the changes are minor, or immaterial, additional explanations may be found in the attached Exhibit B.

ACTION

Staff recommends that City Council approve Resolution 2024-15R.

PROPOSED MOTION

I move the City Council approve Resolution 2024-15R: A resolution adopting the Tentative Budget for Fiscal Year 2024-2025 and setting a public hearing date of June 4, 2024 at 7:00 pm.

Attachments:

- 1) Resolution 2024-15R
- 2) City Managers Transmittal Letter for Fiscal Year 2024-2025 Budget
- 3) 2024-2025 Tentative Budget Exhibit A
- 4) 2024-2025 Tentative Budget Detail Exhibit B

RESOLUTION NO. 2024-15R

**A RESOLUTION ADOPTING THE TENTATIVE BUDGET FOR
CITY OF NORTH SALT LAKE FOR THE FISCAL YEAR
BEGINNING JULY 1, 2024 AND ENDING JUNE 30, 2025 AND SETTING A
PUBLIC HEARING DATE**

WHEREAS, the City Manager of North Salt Lake has prepared a tentative budget (the “Tentative Budget”) for the City of North Salt Lake as required by Utah State Law; and

WHEREAS, the Tentative Budget, together with supporting schedules and data, will be available for public inspection in the office of the City Recorder as required by law; and

WHEREAS, the City Council as Governing Body will consider formal adoption of the Tentative Budget in a public hearing to be held June 4, 2024; and

WHEREAS, the City Council finds the Tentative Budget for the City of North Salt Lake for the fiscal year beginning July 1, 2024 and ending June 30, 2025, as set forth in the attached Exhibit A and Exhibit B, should be tentatively adopted as required by Section 10-6-111(3) of the Uniform Fiscal Procedures Act for Utah Cities.

NOW, THEREFORE, BE IT RESOLVED by the Governing Body of the City of North Salt Lake, Utah, as follows:

PART I:

1. The Tentative Budget for the City of North Salt Lake in the amount of \$64,898,045 is hereby tentatively adopted for the fiscal year beginning July 1, 2024 and ending June 30, 2025, as set forth in the attached Exhibit A and Exhibit B.
2. The Governing Body directs that a public hearing to consider adoption of the Tentative Budget shall be held June 4, 2024 and that notice thereof shall be published according to State Code.

PART II:

This resolution shall take effect immediately.

APPROVED AND ADOPTED by the City of North Salt Lake, Utah, on this 7th day of May 2024.

CITY OF NORTH SALT LAKE

By:

BRIAN J. HORROCKS

Mayor

ATTEST:

WENDY PAGE

City Recorder

City Council Vote as Recorded:

Council Member Watts Baskin _____

Council Member Clayton _____

Council Member Jackson _____

Council Member Knowlton _____

Council Member Van Langeveld _____



CITY OF NORTH SALT LAKE

10 East Center Street
North Salt Lake, Utah 84054
(801) 335-8700
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Brian J. Horrocks
Mayor

Ken Leetham
City Manager

May 7, 2024

RE: Fiscal Year 2025 Tentative Budget

Honorable Mayor and City Council,

I am pleased to submit to you the Fiscal Year 2025 Tentative Budget for your consideration. Every year, the City faces new challenges, some predictable and others unexpected. This year, as in several past budgets years, the City enters the upcoming fiscal year in a strong financial position. The national, State and local economic outlook is sometimes hard to predict, but we expect to continue to experience some national inflation, high cost of living indices, and wage and benefit growth. We also have a State economy that has produced upward pricing and interest rates related to housing that is very difficult for the public at large and for our employees who are not homeowners.

The proposed budget will continue to follow directives of the City Council by funding aggressive infrastructure replacement and expansion in parks and open spaces, culinary and secondary water facilities, roadways and the development and expansion of the Foxboro Wetlands Park and Hatch Park, respectively. These directives are based upon comprehensive and detailed master planning and an eye on addressing the impacts of aging infrastructure. The City Council has appropriately adopted methodologies to protect the public's investments in its facilities and operations and this tentative budget continues to implement those same methodologies.

Revenue Projections

Taxes – The proposed Tentative Budget estimates very minimal increases, if any, in our sales and property tax revenue sources. In addition, the City has added real property assessed valuation to its tax rolls through redevelopment and annexation of a previously unincorporated area. These projections have been made by reviewing sales tax data provided by the State and making detailed assumptions about the remainder of FY24.

There is a proposed increase this year in development revenues (Charges for Services) based on the City's research and direct communication with landowners who are planning to invest private capital in projects this year.

Expenditure Proposals

Included in the proposed budget is a reclassification of the Senior Court Clerk who is now part-time to a full-time position. This position will be partially funded through cost sharing with West Bountiful City who we provide municipal justice court services to. The proposed Tentative Budget also contains a new school resource officer intended to be used in Spectrum Academy. The City will be using approximately \$70,000 per year for the next three years in grant funds for this new position. The Police Department has been working for many years with Spectrum Academy to obtain grant funds and be able to fund this important position.

There are also some operational cost increases in the Tentative Budget. First, there is a proposed 3.3% Cost of Living Adjustment (COLA) proposed. This percentage is based upon our review of Wasatch Front economic data published by the Federal Bureau of Labor and Statistics, Western Region. This year, we also reviewed detailed information provided by a survey of Wasatch Front municipalities.

The City's costs to provide health insurance to its employees has increased this year by 8.8%. The City's health insurance carrier and benefits offered to its employees is proposed to be identical to the benefits provided in the current fiscal year.

Fee Increases

There is a need to increase user fees for water service, storm drain and solid waste. You may recall that in June, 2022, the City raised its water and storm water rates based upon the recommendations of Bowen Collins Engineers who completed long-range master plans for water and storm water. In order to fund ongoing infrastructure replacement, they recommended fee increases for five consecutive years. The proposed FY25 Tentative Budget contains those recommended fee increases.

The City of North Salt Lake has maintained a healthy and strong financial position for many years. We continue to have strong and diverse revenue streams and healthy fund balances. The City is continuing its exciting transformation along our main corridors, but especially within the Town Center neighborhoods along US89. Tax Increment revenues have been generated and are being used to pay for enhanced services and aesthetics within these areas.

This transmittal letter, together with the budget summaries and attached information, constitutes the Proposed Fiscal Year 2025 Tentative Budget. Resolution Number 2024-15R adopts the Fiscal Year 2025 Tentative Budget and sets a public hearing date of June 4, 2024.

Yours truly,

Ken Leetham
City Manager

FISCAL YEAR 2024-2025 TOTAL BUDGET

	Fund	Total Budget*
10	General Fund	\$ 14,455,500
25	Redevelopment Agency	6,500,400
27	Housing Fund	221,020
28	Local Building Authority	125,660
32	Debt Service	11,700,360
40	Capital Project Fund	805,000
41	Park Capital Fund	11,447,520
43	Public Safety Fund	109,000
44	Road Capital Fund	3,669,150
51	Water Fund	7,059,880
53	Storm Water Fund	2,445,585
54	Solid Waste Fund	1,748,000
55	Golf Fund	3,356,470
61	Fleet Fund	1,254,500
		\$ 64,898,045

* Includes use of Fund Balance

GENERAL FUND - 10
REVENUE AND EXPENDITURES
ACTUAL, BUDGET, AND RECOMMENDED

	<u>Actual</u> <u>FY 2023</u>	<u>Budget</u> <u>2024</u>	<u>FY</u> <u>Projected</u> <u>FY 2024</u>	<u>Tentative Budget</u> <u>FY 2025</u>
Revenues				
Taxes:				
Property	\$ 3,166,400	\$ 3,062,700	\$ 3,167,000	\$ 3,229,300
Sales and use	6,706,900	6,760,000	6,760,000	6,760,000
Franchise	2,344,100	1,951,000	2,030,000	2,041,000
Licenses and permits	243,700	235,000	250,000	250,000
Impact fees	-	-	-	-
Intergovernmental revenues	2,822,600	148,000	123,700	99,600
Charges for services	573,300	611,600	598,400	923,000
Fines and forfeitures	354,800	350,000	375,000	375,000
Interest	99,600	250,000	250,000	150,000
Miscellaneous	36,800	52,000	127,000	70,000
Total Revenues	<u>16,348,200</u>	<u>13,420,300</u>	<u>13,681,100</u>	<u>13,897,900</u>
Expenditures				
General government:				
Legislative	254,100	309,200	283,600	286,700
Administrative	1,036,000	1,081,400	1,062,400	1,005,400
Buildings	198,300	232,200	236,600	219,900
Judicial	360,800	419,200	409,300	469,600
Total general government	<u>1,849,200</u>	<u>2,042,000</u>	<u>1,991,900</u>	<u>1,981,600</u>
Public safety:				
Police department	5,293,800	5,790,500	5,537,400	6,221,900
Fire department	1,722,100	1,775,000	1,774,400	1,844,300
Total public safety	<u>7,015,900</u>	<u>7,565,500</u>	<u>7,311,800</u>	<u>8,066,200</u>
Public works:				
Streets department	1,788,800	1,860,600	1,845,300	1,838,400
Engineering	138,500	128,100	114,900	148,300
Total public works	<u>1,927,300</u>	<u>1,988,700</u>	<u>1,960,200</u>	<u>1,986,700</u>
Community Development				
Planning and zoning	551,500	770,000	716,100	588,100
Building inspection	257,600	291,500	288,900	288,900
Total community development	<u>809,100</u>	<u>1,061,500</u>	<u>1,005,000</u>	<u>877,000</u>
Parks	<u>1,237,000</u>	<u>1,460,300</u>	<u>1,383,400</u>	<u>1,544,000</u>
Total Expenditures	<u>\$ 12,838,500</u>	<u>\$ 14,118,000</u>	<u>\$ 13,652,300</u>	<u>\$ 14,455,500</u>
Excess (Deficiency) of Revenues				
Over (Under) Expenditures	<u>\$ 3,509,700</u>	<u>\$ (697,700)</u>	<u>\$ 28,800</u>	<u>\$ (557,600)</u>
Other Financing Sources (Uses)				
Transfer in - RDA	124,700	131,000	134,550	142,730
Transfer in - road fund restricted cash	-	201,200	201,200	195,580
Transfer out - capital fund	(1,239,600)	-	-	-
Transfer out - road fund restricted cash	(1,375,900)	-	-	-
Transfer out - road fund unrestricted cash	(705,000)	(705,000)	(705,000)	-
Sale of capital assets	-	-	-	5,000
Contributions	14,800	25,000	15,000	15,000
Total Other Financing Sources (Uses)	<u>(3,181,000)</u>	<u>(347,800)</u>	<u>(354,250)</u>	<u>358,310</u>
Net Change in Fund Balance	\$ 328,700	\$ (1,045,500)	\$ (325,450)	\$ (199,290)
Fund Balance, Beginning	<u>4,427,568</u>	<u>4,756,268</u>	<u>4,756,268</u>	<u>4,430,818</u>
Fund Balance, Ending	<u>\$ 4,756,268</u>	<u>\$ 3,710,768</u>	<u>\$ 4,430,818</u>	<u>\$ 4,231,528</u>

REDEVELOPMENT AGENCY - 25
REVENUE AND EXPENDITURES
ACTUAL, BUDGET, PROJECTED AND RECOMMENDED

	<u>Actual FY 2023</u>	<u>Budget FY 2024</u>	<u>Projected FY 2024</u>	<u>Tentative Budget FY 2025</u>
Revenues				
Taxes	\$ 2,493,000	\$ 2,619,800	\$ 2,690,600	\$ 2,855,200
Intergovernmental revenues	-	-	-	-
Interest	256,200	290,000	247,100	121,050
Total Revenues	<u>2,749,200</u>	<u>2,909,800</u>	<u>2,937,700</u>	<u>2,976,250</u>
Expenditures				
Community	\$ 996,100	\$ 1,145,200	\$ 1,171,600	\$ 1,435,500
Principal	285,000	295,000	295,000	305,000
Interest	87,300	78,800	78,800	69,900
Parks, recreation and public property	43,200	3,356,800	50,000	3,944,200
Total Expenditures	<u>1,411,600</u>	<u>4,875,800</u>	<u>1,595,400</u>	<u>5,754,600</u>
Excess (Deficiency) of Revenues Over (Under) Expenditures	<u>1,337,600</u>	<u>(1,966,000)</u>	<u>1,342,300</u>	<u>(2,778,350)</u>
Other Financing Sources (Uses)				
Proceeds from borrowing	-	-	-	-
Transfer In	-	-	-	-
Transfer out	(314,000)	(787,200)	(793,000)	(745,800)
Total Other Financing Sources (Uses)	<u>(314,000)</u>	<u>(787,200)</u>	<u>(793,000)</u>	<u>(745,800)</u>
Net Change in Fund Balance	<u>\$ 1,023,600</u>	<u>\$ (2,753,200)</u>	<u>\$ 549,300</u>	<u>\$ (3,524,150)</u>
Fund Balance, Beginning	<u>4,770,493</u>	<u>5,794,093</u>	<u>5,794,093</u>	<u>6,343,393</u>
Fund Balance, Ending	<u>\$ 5,794,093</u>	<u>\$ 3,040,893</u>	<u>\$ 6,343,393</u>	<u>\$ 2,819,243</u>

HOUSING FUND - 27
REVENUE AND EXPENDITURES
ACTUAL, BUDGET, PROJECTED AND RECOMMENDED

	<u>Actual FY 2023</u>	<u>Budget FY 2024</u>	<u>Projected FY 2024</u>	<u>Tentative Budget FY 2025</u>
Revenues				
Intergovernmental- grants	\$ -	\$ -	\$ -	\$ -
Interest	12,000	36,000	36,000	18,000
Total Revenues	<u>12,000</u>	<u>36,000</u>	<u>36,000</u>	<u>18,000</u>
Expenditures				
Community development	-	-	-	-
Total Expenditures	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
Excess (Deficiency) of Revenues Over (Under) Expenditures	<u>12,000</u>	<u>36,000</u>	<u>36,000</u>	<u>18,000</u>
Other Financing Sources (Uses)				
Transfer in	189,400	199,000	196,410	203,020
Total Other Financing Sources (Uses)	<u>189,400</u>	<u>199,000</u>	<u>196,410</u>	<u>203,020</u>
Net Change in Fund Balance	<u>\$ 201,400</u>	<u>\$ 235,000</u>	<u>\$ 232,410</u>	<u>\$ 221,020</u>
Fund Balance, Beginning	460,295	661,695	661,695	894,105
Fund Balance, Ending	<u>\$ 661,695</u>	<u>\$ 896,695</u>	<u>\$ 894,105</u>	<u>\$ 1,115,125</u>

LOCAL BUILDING AUTHORITY - 28
REVENUE AND EXPENDITURES
ACTUAL, BUDGET, PROJECTED AND RECOMMENDED

	<u>Actual FY 2023</u>	<u>Budget FY 2024</u>	<u>Projected FY 2024</u>	<u>Tentative Budget FY 2025</u>
Revenues				
Rent	\$ 89,200	\$ 89,800	\$ 89,800	\$ -
Interest	6,500	500	10,000	5,000
Total Revenues	<u>95,700</u>	<u>90,300</u>	<u>99,800</u>	<u>5,000</u>
Expenditures				
Property rental	36,800	38,500	32,700	5,050
Parks, recreation and public property	900	-	-	-
Debt service:				
Principal	101,000	105,000	105,000	108,000
Interest	18,400	15,100	15,060	12,610
Total Expenditures	<u>\$ 157,100</u>	<u>\$ 158,600</u>	<u>\$ 152,760</u>	<u>\$ 125,660</u>
Excess (Deficiency) of Revenues Over (Under) Expenditures	<u>\$ (61,400)</u>	<u>\$ (68,300)</u>	<u>\$ (52,960)</u>	<u>\$ (120,660)</u>
Other Financing Sources (Uses)				
Transfer in	100,000	100,000	100,000	100,000
Total Other Financing Sources (Uses)	<u>100,000</u>	<u>100,000</u>	<u>100,000</u>	<u>100,000</u>
Net Change in Fund Balance	<u>\$ 38,600</u>	<u>\$ 31,700</u>	<u>\$ 47,040</u>	<u>\$ (20,660)</u>
Fund Balance, Beginning	<u>151,734</u>	<u>190,334</u>	<u>190,334</u>	<u>237,374</u>
Fund Balance, Ending	<u>\$ 190,334</u>	<u>\$ 222,034</u>	<u>\$ 237,374</u>	<u>\$ 216,714</u>

DEBT SERVICE - 32
REVENUE AND EXPENDITURES
ACTUAL, BUDGET, PROJECTED AND RECOMMENDED

	<u>Actual FY 2023</u>	<u>Budget FY 2024</u>	<u>Projected FY 2024</u>	<u>Tentative Budget FY 2025</u>
Revenues				
Sales taxes - RAP	\$ 654,100	\$ 695,000	\$ 695,000	\$ 695,000
Interest	645,500	885,000	885,000	305,360
Total Revenues	<u>1,299,600</u>	<u>1,580,000</u>	<u>1,580,000</u>	<u>1,000,360</u>
Expenditures				
Principal	967,000	633,000	633,000	653,000
Interest	520,700	764,400	760,400	747,360
Total Expenditures	<u>\$ 1,487,700</u>	<u>\$ 1,397,400</u>	<u>\$ 1,393,400</u>	<u>\$ 1,400,360</u>
Excess (Deficiency) of Revenues Over (Under) Expenditures	<u>\$ (188,100)</u>	<u>\$ 182,600</u>	<u>\$ 186,600</u>	<u>\$ (400,000)</u>
Other Financing Sources (Uses)				
Proceeds from borrowing	16,692,000	-	-	-
Transfer in	700,000	400,000	400,000	400,000
Transfer out	<u>(300,000)</u>	<u>(5,100,000)</u>	<u>(5,100,000)</u>	<u>(10,300,000)</u>
Total Other Financing Sources (Uses)	<u>17,092,000</u>	<u>(4,700,000)</u>	<u>(4,700,000)</u>	<u>(9,900,000)</u>
Net Change in Fund Balance	<u>\$ 16,903,900</u>	<u>\$ (4,517,400)</u>	<u>\$ (4,513,400)</u>	<u>\$ (10,300,000)</u>
Fund Balance, Beginning	<u>524,787</u>	<u>17,428,687</u>	<u>17,428,687</u>	<u>12,915,287</u>
Fund Balance, Ending	<u>\$ 17,428,687</u>	<u>\$ 12,911,287</u>	<u>\$ 12,915,287</u>	<u>\$ 2,615,287</u>

CAPITAL PROJECT FUND - 40
REVENUE AND EXPENDITURES
ACTUAL, BUDGET, PROJECTED AND RECOMMENDED

	<u>Actual FY 2023</u>	<u>Budget FY 2024</u>	<u>Projected FY 2024</u>	<u>Tentative Budget FY 2025</u>
Revenues				
Interest	\$ 184,600	\$ 432,000	\$ 432,000	\$ 225,000
Total Revenues	<u>184,600</u>	<u>432,000</u>	<u>432,000</u>	<u>225,000</u>
Expenditures				
General government - projects	49,400	-	-	100,000
Total Expenditures	<u>\$ 49,400</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ 100,000</u>
Excess (Deficiency) of Revenues Over (Under) Expenditures	<u>\$ 135,200</u>	<u>\$ 432,000</u>	<u>\$ 432,000</u>	<u>\$ 125,000</u>
Other Financing Sources (Uses)				
Transfer in	1,243,698	11,025	11,025	109,000
Transfer out	<u>-</u>	<u>(620,300)</u>	<u>(455,000)</u>	<u>(705,000)</u>
Total Other Financing Sources (Uses)	<u>1,243,698</u>	<u>(609,275)</u>	<u>(443,975)</u>	<u>(596,000)</u>
Net Change in Fund Balance	<u><u>\$ 1,378,898</u></u>	<u><u>\$ (177,275)</u></u>	<u><u>\$ (11,975)</u></u>	<u><u>\$ (471,000)</u></u>
Fund Balance, Beginning	<u>7,096,098</u>	<u>8,474,996</u>	<u>8,474,996</u>	<u>8,463,021</u>
Fund Balance, Ending	<u><u>\$ 8,474,996</u></u>	<u><u>\$ 8,297,721</u></u>	<u><u>\$ 8,463,021</u></u>	<u><u>\$ 7,992,021</u></u>
Due From Golf Fund				(2,921,231)

PARK CAPITAL FUND - 41
REVENUE AND EXPENDITURES
ACTUAL, BUDGET, PROJECTED AND RECOMMENDED

	<u>Actual FY 2023</u>	<u>Budget FY 2024</u>	<u>Projected FY 2024</u>	<u>Tentative Budget FY 2025</u>
Revenues				
Impact fees	\$ 46,400	\$ 42,200	\$ 44,200	\$ 551,000
Intergovernmental- grants	-	499,000	498,950	549,020
Interest	37,700	49,500	49,500	47,500
Miscellaneous	-	-	-	-
Total Revenues	<u>84,100</u>	<u>590,700</u>	<u>592,650</u>	<u>1,147,520</u>
Expenditures				
Parks and recreation	240,500	7,488,200	\$ 6,870,250	\$ 11,109,300
Total Expenditures	<u>\$ 240,500</u>	<u>\$ 7,488,200</u>	<u>\$ 6,870,250</u>	<u>\$ 11,109,300</u>
Excess (Deficiency) of Revenues Over (Under) Expenditures	<u>\$ (156,400)</u>	<u>\$ (6,897,500)</u>	<u>\$ (6,277,600)</u>	<u>\$ (9,961,780)</u>
Other Financing Sources (Uses)				
Transfer in	300,000	5,690,278	5,555,000	10,300,000
Transfer out	(799,996)	(100,000)	(100,000)	(100,000)
Total Other Financing Sources (Uses)	<u>(499,996)</u>	<u>5,590,278</u>	<u>5,455,000</u>	<u>10,200,000</u>
Net Change in Fund Balance	<u>\$ (656,396)</u>	<u>\$ (1,307,222)</u>	<u>\$ (822,600)</u>	<u>\$ 238,220</u>
Fund Balance, Beginning	<u>1,687,949</u>	<u>1,031,553</u>	<u>1,031,553</u>	<u>208,953</u>
Fund Balance, Ending	<u>\$ 1,031,553</u>	<u>\$ (275,669)</u>	<u>\$ 208,953</u>	<u>\$ 447,173</u>

PARK CAPITAL FUND
CAPITAL PROJECT SCHEDULE
REVENUE AND EXPENDITURES

FISCAL YEAR		Other Unrestricted	Restricted Cash - Impact Fee/Grant	Total
FY 2024	BEGINNING CASH	\$ 598,507	\$ 673,566	\$ 1,272,073
	REVENUES			
	GRANT REVENUES	-	498,950	498,950
	CONTRIBUTIONS	-	123,250	123,250
	IMPACT FEE REVENUE	-	44,200	44,200
	INTEREST REVENUE	1,500	48,000	49,500
	TRANSFER IN CAPITAL PROJECTS FUND	455,000	-	455,000
	TRANSFER IN RAP TAX DEBT SERVICE FUND	5,100,000	-	5,100,000
		5,556,500	714,400	6,270,900
	PROJECT			
	TOWN CENTER I-15 TRAIL	190,800	436,200	627,000
	HATCH PARK	5,000,000	-	5,000,000
	LEGACY PARK TRAIL	408,650	-	408,650
	FOXBORO PARK TRAIL	181,718	-	181,718
	DOG PARK	-	246,500	246,500
	CONCRETE BOAT RAMP	79,000	62,750	141,750
	REPAIR AND REPLACEMENT	400,000	-	400,000
	TRANSFER OUT LOCAL BUILDING AUTHORITY	-	100,000	100,000
		6,260,168	845,450	7,105,618
	ENDING CASH	\$ (105,161)	\$ 542,516	\$ 437,355
FY 2025	BEGINNING CASH	\$ (105,161)	\$ 542,516	\$ 437,355
	REVENUES			
	GRANT REVENUES	-	549,020	549,020
	IMPACT FEE REVENUE	-	551,000	551,000
	INTEREST REVENUE	46,000	1,500	47,500
	TRANSFER IN RAP TAX DEBT SERVICE FUND	10,300,000	-	10,300,000
		10,346,000	1,101,520	11,447,520
	PROJECT			
	REPAIR AND REPLACEMENT	250,000	-	250,000
	CENTER ST SOUTH (HWY 89 TO ORCHARD)	-	-	0
	REDWOOD TRAIL CONNECTIONS	56,600	226,640	283,240
	HATCH PARK	10,000,000	-	10,000,000
	TRANSFER OUT LOCAL BUILDING AUTHORITY	-	100,000	100,000
		10,306,600	326,640	10,633,240
	ENDING CASH	\$ (65,761)	\$ 1,317,396	\$ 1,251,635
FY 2026	BEGINNING CASH	\$ (65,761)	\$ 1,317,396	\$ 1,251,635
	REVENUES			
	IMPACT FEE REVENUE	-	250,000	250,000
	INTEREST REVENUE	1,500	2,000	3,500
	TRANSFER IN RAP TAX DEBT SERVICE FUND	300,000	-	300,000
		301,500	252,000	553,500
	PROJECT			
	REPAIR AND REPLACEMENT	50,000	250,000	300,000
	TRANSFER OUT LOCAL BUILDING AUTHORITY	-	100,000	100,000
		50,000	350,000	400,000

	ENDING CASH	\$	185,739	\$	1,219,396	\$	1,405,135
FY 2027	BEGINNING CASH	\$	185,739	\$	1,219,396	\$	1,405,135
	REVENUES						
	IMPACT FEE REVENUE		-		200,000		200,000
	INTEREST REVENUE		1,500		2,000		3,500
	TRANSFER IN RAP TAX DEBT SERVICE FUND		300,000		-		300,000
			<u>301,500</u>		<u>202,000</u>		<u>503,500</u>
	PROJECT						
	REPAIR AND REPLACEMENT		300,000		-		300,000
	TRANSFER OUT LOCAL BUILDING AUTHORITY		-		-		-
			<u>300,000</u>		<u>-</u>		<u>300,000</u>
	ENDING CASH	\$	187,239	\$	1,421,396	\$	1,608,635
FY 2028	BEGINNING CASH	\$	187,239	\$	1,421,396	\$	1,608,635
	REVENUES						
	IMPACT FEE REVENUE		-		200,000		200,000
	INTEREST REVENUE		1,500		2,000		3,500
	TRANSFER IN RAP TAX DEBT SERVICE FUND		300,000		-		300,000
			<u>301,500</u>		<u>202,000</u>		<u>503,500</u>
	PROJECT						
	REPAIR AND REPLACEMENT		300,000		-		300,000
	TRANSFER OUT LOCAL BUILDING AUTHORITY		-		-		-
			<u>300,000</u>		<u>-</u>		<u>300,000</u>
	ENDING CASH	\$	188,739	\$	1,623,396	\$	1,812,135
FY 2029	BEGINNING CASH	\$	188,739	\$	1,623,396	\$	1,812,135
	REVENUES						
	IMPACT FEE REVENUE		-		200,000		200,000
	INTEREST REVENUE		1,500		2,000		3,500
	TRANSFER IN RAP TAX DEBT SERVICE FUND		300,000		-		300,000
			<u>301,500</u>		<u>202,000</u>		<u>503,500</u>
	PROJECT						
	REPAIR AND REPLACEMENT		300,000		-		300,000
	TRANSFER OUT LOCAL BUILDING AUTHORITY		-		-		-
			<u>300,000</u>		<u>-</u>		<u>300,000</u>
	ENDING CASH	\$	190,239	\$	1,825,396	\$	2,015,635

PUBLIC SAFETY FUND - 43
REVENUE AND EXPENDITURES
ACTUAL, BUDGET, PROJECTED AND RECOMMENDED

	<u>Actual FY 2023</u>	<u>Budget FY 2024</u>	<u>Projected FY 2024</u>	<u>Tentative Budget FY 2025</u>
Revenues				
Impact fees	\$ 1,200	\$ 11,000	\$ 5,595	\$ 106,500
Interest	3,300	-	5,000	2,500
Total Revenues	<u>4,500</u>	<u>11,000</u>	<u>10,595</u>	<u>109,000</u>
Other Financing Sources (Uses)				
Transfer out	(4,098)	(11,025)	11,025	(109,000)
Total Other Financing Sources (Uses)	<u>(4,098)</u>	<u>(11,025)</u>	<u>11,025</u>	<u>(109,000)</u>
Net Change in Fund Balance	<u>\$ 402</u>	<u>\$ (25)</u>	<u>\$ 21,620</u>	<u>\$ -</u>
Fund Balance, Beginning	<u>149,811</u>	<u>150,213</u>	<u>150,213</u>	<u>171,833</u>
Fund Balance, Ending	<u>\$ 150,213</u>	<u>\$ 150,188</u>	<u>\$ 171,833</u>	<u>\$ 171,833</u>

ROAD CAPITAL FUND - 44
REVENUE AND EXPENDITURES
ACTUAL, BUDGET, PROJECTED AND RECOMMENDED

	<u>Actual FY 2023</u>	<u>Budget FY 2024</u>	<u>Projected FY 2024</u>	<u>Tentative Budget FY 2025</u>
Revenues				
Impact fees	\$ 8,300	\$ 37,600	\$ 36,800	\$ 429,590
Restricted tax revenue	1,375,900	1,554,600	1,554,600	1,642,000
Intergovernmental- grants	426,700	2,849,500	100,000	-
Interest	200,000	412,000	412,000	206,000
Total Revenues	<u>2,010,900</u>	<u>4,853,700</u>	<u>2,103,400</u>	<u>2,277,590</u>
Expenditures				
Highways and streets - projects	2,421,200	10,658,100	\$ 4,551,900	3,473,570
Total Expenditures	<u>\$ 2,421,200</u>	<u>\$ 10,658,100</u>	<u>\$ 4,551,900</u>	<u>\$ 3,473,570</u>
Excess (Deficiency) of Revenues Over (Under) Expenditures	<u>\$ (410,300)</u>	<u>\$ (5,804,400)</u>	<u>\$ (2,448,500)</u>	<u>\$ (1,195,980)</u>
Other Financing Sources (Uses)				
Transfer Out	-	(201,200)	(201,200)	(195,580)
Transfer-in unrestricted	705,000	705,000	705,000	705,000
Total Other Financing Sources (Uses)	<u>705,000</u>	<u>503,800</u>	<u>503,800</u>	<u>509,420</u>
Net Change in Fund Balance	<u>\$ 294,700</u>	<u>\$ (5,300,600)</u>	<u>\$ (1,944,700)</u>	<u>\$ (686,560)</u>
Fund Balance, Beginning	<u>5,707,483</u>	<u>6,002,183</u>	<u>6,002,183</u>	<u>4,057,483</u>
Fund Balance, Ending	<u>\$ 6,002,183</u>	<u>\$ 701,583</u>	<u>\$ 4,057,483</u>	<u>\$ 3,370,923</u>

FISCAL YEAR	ROAD CAPITAL PROJECTS	BEGINNING	TRANS TAX REVENUE	CROAD TAX REVENUE	RESTRICTED	ONE TIME GRANTS	TOTAL
		UNRESTRICTED CASH			CASH- IMPACT FEE		
FY 2024	BEGINNING CASH	\$ 5,788,764	\$ 789,207	\$ 185,881	\$ 2,861,508	\$ 2,466,435	\$ 12,091,795
	REVENUES						
	IMPACT FEE REVENUE	-	-	-	36,840	-	36,840
	GRANTS & CONTRIBUTIONS	-	-	-	-	100,000	100,000
	INTEREST REVENUE	216,000	-	-	196,000	-	412,000
	TRANSPORTATION TAXES	-	668,750	885,800	-	-	1,554,550
	TRANSFER IN FROM GENERAL FUND - UNRESTRIC	705,000	-	-	-	-	705,000
	TOTAL REVENUE	921,000	668,750	885,800	232,840	100,000	2,808,390
	PROJECTS						
	ANNUAL STREET PRESERVATION PROJECTS	-	133,175	486,825	-	-	620,000
	475 N & CLOVERDALE	218,500	11,500	-	-	-	230,000
	MTNVIEW/SKYVIEW/WILDFLOWER/SEG	219,000	11,500	-	-	-	230,500
	PRKWY DR/CANYON LN/EGLPASS/RID	280,000	14,700	-	-	-	294,700
	SIDER DR/175 N/550 E/575 E	312,000	16,400	-	-	-	328,400
	75 E,125 E & 175 E RECONSTRUCT	-	-	107,000	-	-	107,000
	LACEY WAY (MARIA, GARY,NANCY)	300,300	15,800	-	-	-	316,100
	EAGLEWOOD DR(ORCH- EAGLERIDGE)	789,300	-	-	-	-	789,300
	RECONSTRUCT US 89 TO CTR	-	-	74,000	-	-	74,000
	400 W CENTER TO 500 (Project amended 3.19.24)	1,550,000	-	-	-	-	1,550,000
	TOTAL EXPENDITURES	3,669,100	203,075	667,825	-	-	4,540,000
	ENDING CASH	\$ 3,040,664	\$ 1,254,882	\$ 403,900	\$ 3,094,348	\$ 2,566,435	\$ 10,360,185

FISCAL YEAR	ROAD CAPITAL PROJECTS	BEGINNING	TRANS TAX REVENUE	CROAD TAX REVENUE	RESTRICTED	ONE TIME GRANTS	TOTAL
		UNRESTRICTED CASH			CASH- IMPACT FEE		
FY 2025	BEGINNING CASH	\$ 3,040,664	\$ 1,254,882	\$ 403,900	\$ 3,094,348	\$ 2,566,435	\$ 10,360,229
	REVENUES						
	IMPACT FEE REVENUE	-	-	-	429,590	-	429,590
	GRANTS & CONTRIBUTIONS	-	-	-	-	-	-
	TRANSPORTATION TAXES	-	702,000	940,000	-	-	1,642,000
	TRANSFER IN FROM CAPITAL PROJECTS FUND - UN	705,000	-	-	-	-	705,000
	TOTAL REVENUE	705,000	702,000	940,000	429,590	-	2,776,590
	PROJECTS						
	ANNUAL STREET PRESERVATION PROJECTS	-	200,000	500,000	-	-	700,000
	TREE PLANTING CTR ST PH 1	-	-	-	75,000	-	75,000
	MAIN ST (I-15 TO 1000 N) - Roll from FY 24	90,000	-	-	-	276,000	366,000
	WDCREST, TNGLE, SUNFLW - Roll from FY 24	215,000	-	-	-	-	215,000
	4000 SOUTH - Roll from FY 24	100,000	-	-	-	-	100,000
	DOROTHEA - Roll from FY 24	260,000	-	-	-	-	260,000
	SIGNAL 400 W & 1100 N - Roll from FY 24	60,000	-	-	-	276,000	336,000
	MAIN STREET WIDENING (PACIFIC TO 1000 N)	67,298	-	-	200,000	-	267,298
	150 NORTH RECONSTRUCTION	110,000	-	-	-	-	110,000
	850 N, 900 N, 950 N & MADSEN LANE	250,000	-	-	-	-	250,000
	COVENTRY, FREEDOM DR, FREEDOM CIR	-	250,000	-	-	-	250,000
	NANCY WAY	95,000	-	-	-	-	95,000
	WINDSOR DR, WINDSOR CT, ASCOT DR	-	-	180,000	-	-	180,000
	CYNTHIA WAY	-	285,000	-	-	-	285,000
	900 NORTH (REDWOOD RD TO 400 W)	585,000	-	-	65,000	-	650,000
	TOTAL EXPENDITURES	1,832,298	735,000	680,000	340,000	552,000	4,139,298
	ENDING CASH	\$ 1,913,366	\$ 1,221,882	\$ 663,900	\$ 3,183,938	\$ 2,014,435	\$ 8,997,521

FISCAL YEAR	ROAD CAPITAL PROJECTS	BEGINNING	TRANS TAX REVENUE	CROAD TAX REVENUE	RESTRICTED	ONE TIME GRANTS	TOTAL
		UNRESTRICTED CASH			CASH- IMPACT FEE		
FY 2026	BEGINNING CASH	\$ 1,913,366	\$ 1,221,882	\$ 663,900	\$ 3,183,938	\$ 2,014,435	\$ 8,997,521
	REVENUES						
	IMPACT FEE REVENUE	-	-	-	200,000	-	200,000
	TRANSPORTATION TAXES	-	723,100	968,200	-	-	1,691,300
	TRANSFER IN FROM CAPITAL PROJECTS FUND - UN	705,000	-	-	-	-	705,000
	TOTAL REVENUE	705,000	723,100	968,200	200,000	-	2,596,300
	PROJECTS						
	ANNUAL STREET PRESERVATION PROJECTS	-	200,000	500,000	-	-	700,000
	ROSEWOOD, WOODCREST (SECONDARY WATER)	-	350,000	-	-	-	350,000
	DAVID & BERNICE	160,000	-	-	-	-	160,000
	MAPLE, 200 N,50 W, 300 N, 175 N & 125 W	-	-	245,000	-	-	245,000
	400 E & 500 E (WILDCAT WAY)	-	370,000	-	-	-	370,000
	CUTLER (FOXBORO - 800 N) & DURHAM (YORK TO S	390,000	-	-	-	-	390,000
	FOXHILL, FXHIL CIR, REGENCY, SABLE CIR, WOODVII	215,000	-	-	-	-	215,000
	SCENIC HILLS OVERLAY (SCENIC HILLS CIR TO VALLE	-	-	275,000	-	-	275,000
	TOTAL EXPENDITURES	765,000	920,000	1,020,000	-	-	2,705,000

ENDING CASH \$ 1,853,366 \$ 1,024,982 \$ 612,100 \$ 3,383,938 \$ 2,014,435 \$ 8,888,821

FISCAL YEAR	ROAD CAPITAL PROJECTS	BEGINNING UNRESTRICTED CASH	TRANS TAX REVENUE	CROAD TAX REVENUE	RESTRICTED CASH- IMPACT FEE	ONE TIME GRANTS	TOTAL
FY 2027	BEGINNING CASH	\$ 1,853,366	\$ 1,024,982	\$ 612,100	\$ 3,383,938	\$ -	\$ 6,874,386
	REVENUES						
	IMPACT FEE REVENUE	-	-	-	200,000	-	200,000
	GRANTS & CONTRIBUTIONS	-	-	-	-	-	-
	TRANSPORTATION TAXES	-	744,800	997,200	-	-	1,742,000
	TRANSFER IN FROM CAPITAL PROJECTS FUND - UN	705,000	-	-	-	-	705,000
	TOTAL REVENUE	705,000	744,800	997,200	200,000	-	2,647,000
	PROJECTS						
	ANNUAL STREET PRESERVATION PROJECTS	-	240,000	500,000	-	-	740,000
	RAYGENE & MARIALANA	385,000	-	-	-	-	385,000
	CONSTITUTION & INDEPENDENCE	200,000	-	-	-	-	200,000
	LIBERTY & BUNKER HILL	100,000	-	-	70,000	-	170,000
	ODELL LANE & 100 N	-	-	245,000	-	-	245,000
	OAKWOOD DR (OAKVIEW CT TO LACEY) & OAKVIEW	-	120,000	200,000	-	-	320,000
	MAIN ST (350 N TO PACIFIC)	526,000	-	-	-	-	526,000
	VISTA VIEW (RDGTP TO E-RIDGE DR) & COUNTRY C	-	145,000	-	-	-	145,000
	250 N & 3100 S	110,000	-	-	-	-	110,000
	TOTAL EXPENDITURES	1,321,000	505,000	945,000	70,000	-	2,841,000
	ENDING CASH	\$ 1,237,366	\$ 1,264,782	\$ 664,300	\$ 3,513,938	\$ -	\$ 6,680,386

FISCAL YEAR	ROAD CAPITAL PROJECTS	BEGINNING UNRESTRICTED CASH	TRANS TAX REVENUE	CROAD TAX REVENUE	RESTRICTED CASH- IMPACT FEE	ONE TIME GRANTS	TOTAL
FY 2028	BEGINNING CASH	\$ 1,237,366	\$ 1,264,782	\$ 664,300	\$ 3,513,938	\$ -	\$ 6,680,386
	REVENUES						
	IMPACT FEE REVENUE	-	-	-	200,000	-	200,000
	GRANTS & CONTRIBUTIONS	-	-	-	-	-	-
	TRANSPORTATION TAXES	-	767,100	1,027,100	-	-	1,794,200
	TRANSFER IN FROM CAPITAL PROJECTS FUND - UN	705,000	-	-	-	-	705,000
	TOTAL REVENUE	705,000	767,100	1,027,100	200,000	-	2,699,200
	PROJECTS						
	ANNUAL STREET PRESERVATION PROJECTS	-	-	550,000	-	-	550,000
	GARY WAY STREET RESURFACING	-	200,000	200,000	-	-	400,000
	UPPER LACEY WAY, ANGELA WAY, KERI CIR	280,000	-	-	-	-	280,000
	200 N (RDWD TO 400 W)	450,000	-	-	-	-	450,000
	COBLE CREEK & WILSON RD	-	300,000	-	70,000	-	370,000
	YORK DRIVE	-	200,000	-	75,000	-	275,000
	BONDED MATRIX OVERLAY IN INDUSTRIAL ZONE	-	-	400,000	-	-	400,000
	TOTAL EXPENDITURES	730,000	700,000	1,150,000	145,000	-	2,725,000
	ENDING CASH	\$ 1,212,366	\$ 1,331,882	\$ 541,400	\$ 3,568,938	\$ -	\$ 6,654,586

FISCAL YEAR	ROAD CAPITAL PROJECTS	BEGINNING UNRESTRICTED CASH	TRANS TAX REVENUE	CROAD TAX REVENUE	RESTRICTED CASH- IMPACT FEE	ONE TIME GRANTS	TOTAL
FY 2029	BEGINNING CASH	\$ 1,212,366	\$ 1,331,882	\$ 541,400	\$ 3,568,938	\$ -	\$ 6,654,586
	REVENUES						
	IMPACT FEE REVENUE	-	-	-	200,000	-	200,000
	GRANTS & CONTRIBUTIONS	-	790,100	1,057,900	-	-	1,848,000
	TRANSPORTATION TAXES	-	-	-	-	-	-
	TRANSFER IN FROM CAPITAL PROJECTS FUND - UN	705,000	-	-	-	-	705,000
	TOTAL REVENUE	705,000	790,100	1,057,900	200,000	-	2,753,000
	PROJECTS						
	ANNUAL STREET PRESERVATION PROJECTS	-	200,000	500,000	-	-	700,000
	700 W (CENTER TO 200 N), 640 W & 60 N	550,000	-	-	-	-	550,000
	CENTER ST W EDGE TO FOXBORO	500,000	-	-	-	-	500,000
	CENTER ST FRONTAGE RD	60,000	-	-	-	-	60,000
	VALLLEY VIEW DR	-	275,000	-	200,000	-	475,000
	600 N (REDWOOD TO DEAD END)	-	-	-	200,000	-	200,000
	CENTER ST, 400 W TO CONCRETE RD (OVERLAY)	350,000	-	-	-	-	350,000
	TOTAL EXPENDITURES	1,460,000	475,000	500,000	400,000	-	2,835,000
	ENDING CASH	\$ 457,366	\$ 1,646,982	\$ 1,099,300	\$ 3,368,938	\$ -	\$ 6,572,586

COMBINED FUND - 51 AND 52
REVENUE AND EXPENDITURES
ACTUAL, BUDGET, PROJECTED AND RECOMMENDED

	Actual FY 2023	Budget FY 2024	Projected FY 2024	Tentative Budget FY 2025
Operating Revenues				
Charges for services:				
Metered water sales	\$ 4,002,400	\$ 4,389,000	\$ 4,742,700	\$ 5,010,000
Connection fees	13,700	70,000	27,000	15,000
Miscellaneous	6,500	14,000	120,000	14,000
Total Operating Revenues	4,022,600	4,473,000	4,889,700	5,039,000
Operating Expenses				
Salaries and benefits	1,229,800	1,361,000	1,388,223	1,440,400
Administrative charge	378,500	416,400	416,400	499,500
Office expense and supplies	66,400	71,500	65,520	75,500
Equipment - supplies and maintenance	599,200	885,000	829,000	755,600
Buildings and grounds - supplies and maintenance	58,600	75,500	100,000	100,000
Special department supplies	177,100	175,000	137,870	200,000
Power purchases	352,900	375,000	375,000	390,000
Water purchases	929,300	1,010,000	975,000	1,030,000
Professional services	191,800	190,000	176,500	177,500
Miscellaneous	50,200	49,000	51,000	57,000
Total Operating Expenses	4,033,800	4,608,400	4,514,513	4,725,500
Operating Income (Loss)	(11,200)	(135,400)	375,187	313,500
Non-operating				
Capital-infrastructure	(2,656,692)	(4,537,921)	(1,941,880)	(2,060,000)
Capital Equipment	(38,000)	-	-	(62,000)
Contributions	-	-	-	-
Gain (loss) from sale of capital assets	9,900	-	-	10,000
Debt service payments	(212,200)	(210,910)	(210,910)	(212,380)
Capital Grants	-	1,463,985	-	-
Interest income	119,200	135,500	135,500	67,750
Impact fee revenues	50,400	125,000	125,000	765,000
Total Non-operating	(2,727,392)	(3,024,346)	(1,892,290)	(1,491,630)
Fund Balance - use of(-) cont to +	\$ (2,738,592)	\$ (3,159,746)	\$ (1,517,103)	\$ (1,178,130)

FISCAL YEAR	WATER CAPITAL PROJECTS	GROWTH		ESTIMATED		
		%	EXISTING %	COST	GROWTH	EXISTING
FY 2024	EQUALIZATION 350 E AND MORTON		100%	205,065	-	205,065
	5200 PUMP BLS DG #1 RETROFIT		100%	80,000	-	80,000
	75 E 125 E & 175 E REPLACEMENT		100%	137,500	-	137,500
	LACEY WAY WL REPLACEMENT		100%	30,329	-	30,329
	MAIN ST WATERLINE US 89 TO CTR		100%	31,388	-	31,388
	475 N & CLOVERDALE		100%	189,658	-	189,658
	MTNVIEW/SKYVIEW/WILDFLOWER/SEG	100%		338,330	338,330	-
	CNTR ST WATERLINE UPPERCROSS	100%		157,112	157,112	-
	BIG WEST OIL FLOW CTR, VALVE, MT	100%		74,780	74,780	-
	EWGC HOLE 7 & 11, LAKE ENLRGMN	100%		200,000	200,000	-
	PRV VAULT & VALVE REPLACEMENT	80%	20%	484,774	387,819	96,955
				\$ 1,928,935	\$ 1,158,041	\$ 770,894
FY 2025	150 NORTH WATER LINE REPLACEMENT	20%	80%	\$ 130,000	\$ 26,000	\$ 104,000
	N PARK VILLAGE WATER LINE - Roll from FY 24	80%	20%	275,000	-	275,000
	WDCRST, TNGL, SUNFLWR WL - Roll from RY 24	80%	20%	450,000	360,000	90,000
	850 N, 900 N, 950 N & MADSEN LANE	40%	60%	375,000	150,000	225,000
	COVENTRY, FREEDOM DR, FREEDOM CIR WATER LINES	20%	80%	580,000	116,000	464,000
	900 NORTH WATER LINE REPLACEMENT (WEST SIDE)	20%	80%	880,000	176,000	704,000
	PRV VAULT & VALVE REPLACEMENT	80%	20%	250,000	200,000	50,000
				\$ 2,940,000	\$ 1,028,000	\$ 1,912,000
FY 2026	US-89 WATER LINE - 71 N TO ODELL LANE	40%	60%	\$ 360,000	\$ 144,000	\$ 216,000
	SECONDARY WATER - ROSEWOOD, WOODCREST, ETC.	100%		450,000	450,000	-
	DAVID & BERNICE WATER LINE REPLACEMENT	40%	60%	730,000	292,000	438,000
	MAPLE, 200 N, 50 W, 300 N, 175 N & 125 W WATER LINE		100%	325,000	-	325,000
	PRV VAULT & VALVE REPLACEMENT	80%	20%	250,000	200,000	50,000
				\$ 2,115,000	\$ 1,086,000	\$ 1,029,000
FY 2027	RAYGENE & MARIALANA WATER LINE REPLACEMENT		100%	\$ 875,000	\$ -	\$ 875,000
	CONSTITUTION & INDEPENDENCE WATER LINE REPLACEMENT		100%	575,000	-	575,000
	LIBERTY & BUNKER HILL WATER LINE REPLACEMENT		100%	205,000	-	205,000
	PRV VAULT & VALVE REPLACEMENT	80%	20%	250,000	200,000	50,000
	TANK REPAIRS		100%	300,000	-	300,000
				\$ 2,205,000	\$ 200,000	\$ 2,005,000
FY 2028	400 W WATER LINE (500N TO 1100 N)	20%	80%	\$ 1,200,000	\$ 240,000	\$ 960,000
	200 N WATER LINE (REDWOOD RD TO 400 W)		100%	725,000	-	725,000
	GARY WAY WATER LINE REPLACEMENT		100%	375,000	-	375,000
				\$ 2,300,000	\$ 240,000	\$ 2,060,000
FY 2029	300 N & 100 E (HAMMERHEAD CUL-DE-SAC)		100%	\$ 200,000	\$ -	\$ 200,000
	700 W (CENTER TO 200 N) 640W & 60 N WATER LINE REP	20%	80%	780,000	156,000	624,000
	400 W WATER LINE (CENTER TO 500 N)	20%	80%	1,500,000	300,000	1,200,000
				\$ 2,480,000	\$ 456,000	\$ 2,024,000

STORM WATER FUND - 53
REVENUE AND EXPENDITURES
ACTUAL, BUDGET, PROJECTED AND RECOMMENDED

	Actual FY 2023	Budget FY 2024	Projected FY 2024	Tentative Budget FY 2025
Revenues				
Charges for services:				
User Fees	\$ 970,100	\$ 1,128,000	\$ 1,138,700	\$ 1,275,000
Total Operating Revenues	970,100	1,128,000	1,138,700	1,275,000
Operating Expenses				
Salaries and benefits	358,900	403,000	400,460	422,500
Administrative charge	62,400	74,100	74,100	82,250
Office expense and supplies	16,900	18,500	18,500	37,000
Equipment - supplies and maintenance	192,000	83,700	84,720	91,600
Professional services	25,500	191,000	183,600	192,500
Miscellaneous	3,200	4,000	4,000	4,000
Total Operating Expenses	658,900	774,300	765,380	829,850
Operating Income (Loss)	311,200	353,700	373,320	445,150
Nonoperating Income (Expense)				
Capital-infrastructure	(156,200)	(969,765)	(78,430)	(1,205,000)
Capital Equipment	(79,300)	(417,360)	(45,000)	(377,360)
Developer reimbursement	-	(52,000)	(51,070)	-
Proceeds from borrowing - lease	-	302,360	-	302,360
Gain (loss) from sale of capital assets	-	70,000	-	70,000
Debt service payments	(33,000)	(32,756)	(32,740)	(33,375)
Transfers In - Capital Projects Fund	-	30,000	30,000	-
Interest income	26,900	51,500	59,500	29,750
Impact fee revenues	13,900	50,000	50,000	200,000
Total Non-operating	(227,700)	(968,021)	(67,740)	(1,013,625)
Fund Balance - use of(-) cont to +	\$ 83,500	\$ (614,321)	\$ 305,580	\$ (568,475)

FISCAL YEAR	STORM WATER CAPITAL PROJECTS	GROWTH %	EXISTING %	ESTIMATED		
				COST	GROWTH	EXISTING
FY 2024	ANNUAL STORM WATER IMP FOR CFP'S		100%	\$ 70,000	\$ -	\$ 70,000
				\$ 70,000	\$ -	\$ 70,000
FY 2025	CONSTITUTION WAY CANYON IMP 1 - Roll from FY 24	20%	80%	\$ 300,000	\$ 60,000	\$ 240,000
	EWGC HOLE 7 & 11, LAKE ENLRGMNT - Roll from FY 24	20%	80%	565,000	113,000	452,000
	COVENTRY, FREEDOM DR, FREEDOM CIR	30%	70%	300,000	90,000	210,000
	ANNUAL STORM WATER IMP FOR CFP'S		100%	40,000	-	40,000
				\$ 1,205,000	\$ 263,000	\$ 942,000
FY 2026	FOXHILL (E-WOOD TO GARY), FOXHILL CIR, REGENCY, SABLE	100%		\$ 260,000	\$ 260,000	\$ -
	ANNUAL STORM WATER IMP FOR CFP'S		100%	40,000	-	40,000
				\$ 300,000	\$ 260,000	\$ 40,000
FY 2027	PIPE IMPROVEMENTS ON DAVID WAY CANYON	30%	70%	\$ 430,000	\$ 129,000	\$ 301,000
	ANNUAL STORM WATER IMP FOR CFP'S		100%	40,000	\$ -	40,000
				\$ 470,000	\$ 129,000	\$ 341,000
FY 2028	PIPE FOR DITCH (WEST OF 400 W)	100%		\$ 300,000	\$ 300,000	\$ -
	ANNUAL STORM WATER IMP FOR CFP'S		100%	40,000	-	40,000
				\$ 340,000	\$ 300,000	\$ 40,000
FY 2029	ANNUAL STORM WATER IMP FOR CFP'S		100%	\$ 40,000	\$ -	\$ 40,000
				\$ 40,000	\$ -	\$ 40,000

SOLID WASTE FUND - 54
REVENUE AND EXPENDITURES
ACTUAL, BUDGET, PROJECTED AND RECOMMENDED

	<u>Actual FY 2023</u>	<u>Budget FY 2024</u>	<u>Projected FY 2024</u>	<u>Tentative Budget FY 2025</u>
Operating Revenues				
Charges for services:				
User fees	\$ 1,547,900	\$ 1,710,000	\$ 1,713,960	\$ 1,740,000
Total Operating Revenues	<u>1,547,900</u>	<u>1,710,000</u>	<u>1,713,960</u>	<u>1,740,000</u>
Operating Expenses				
Salaries and benefits	81,200	90,000	78,880	92,600
Administrative charge	24,300	24,700	24,700	30,700
Office expense and supplies	21,800	19,500	30,000	32,500
Equipment - supplies and maintenance	83,000	65,000	60,000	65,000
Special department supplies	28,300	30,000	29,000	32,000
Professional services	4,000	4,000	3,200	4,000
Contracted services	1,251,600	1,380,000	1,374,000	1,491,200
Total Operating Expenses	<u>1,494,200</u>	<u>1,613,200</u>	<u>1,599,780</u>	<u>1,748,000</u>
Operating Income (Loss)	<u>53,700</u>	<u>96,800</u>	<u>114,180</u>	<u>(8,000)</u>
Nonoperating Income (Expense)				
Interest income	10,300	6,000	16,000	8,000
Total Nonoperating	<u>10,300</u>	<u>6,000</u>	<u>16,000</u>	<u>8,000</u>
Fund Balance - use of(-) cont to +	\$ 64,000	\$ 102,800	\$ 130,180	\$ -

GOLF FUND - 55
REVENUE AND EXPENDITURES
ACTUAL, BUDGET, PROJECTED AND RECOMMENDED

	Actual	Budget	Projected	Tentative Budget
	FY 2023	FY 2024	FY 2024	FY 2025
Revenues				
Charges for services:				
Admissions and lesson fees	\$ 1,138,500	\$ 1,365,000	\$ 1,378,000	\$ 1,390,000
Equipment and facility rents	739,500	865,000	869,000	995,000
Concession and merchandise sales	479,700	880,000	909,000	977,000
Total Operating Revenues	2,357,700	3,110,000	3,156,000	3,362,000
Operating Expenses				
Salaries and benefits	1,108,400	1,459,660	1,454,000	1,447,000
Administrative charge	63,600	91,200	91,200	99,800
Office expense and supplies	10,200	18,500	12,000	17,000
Equipment - supplies and maintenance	316,400	419,500	379,000	414,000
Buildings and grounds - supplies and maintenance	37,900	40,500	41,500	41,500
Power purchases	26,000	41,000	33,000	31,000
Water purchases	144,400	123,300	122,800	164,000
Professional services	96,400	65,000	117,000	105,000
Merchandise	274,600	230,000	250,000	250,000
Miscellaneous	79,500	101,000	76,000	95,000
Total Operating Expenses	2,157,400	2,589,660	2,576,500	2,664,300
Operating Income (Loss)	200,300	520,340	579,500	697,700
Nonoperating Income (Expense)				
Interest income	(3,200)	-	(10,000)	5,000
Capital-Infrastructure & Equipment	(507,300)	(335,000)	(335,000)	(200,000)
Capital-Infrastructure & Equipment Restricted	(1,881,500)	(465,280)	(128,000)	(200,000)
Proceeds from borrowing	-	335,000	200,000	200,000
Gain (loss) from sale of capital assets	(142,400)	31,000	-	-
Debt Service Payments	(100,000)	(165,000)	(100,000)	(170,000)
Interest expense	(74,200)	(95,538)	(176,940)	(122,170)
Total Non-operating	(2,708,600)	(694,818)	(549,940)	(487,170)
Fund Balance - use of(-) cont to +	\$ (2,508,300)	\$ (174,478)	\$ 29,560	\$ 210,530

FLEET FUND - 61

REVENUE AND EXPENDITURES

ACTUAL, BUDGET, PROJECTED AND RECOMMENDED

	<u>Actual FY 2023</u>	<u>Budget FY 2024</u>	<u>Projected FY 2024</u>	<u>Tentative Budget FY 2025</u>
Operating Revenues				
Capital replacement charge	\$ 517,200	\$ 510,200	\$ 475,200	\$ 513,070
User Fees - interdepartmental	355,600	339,500	339,500	174,900
Intergovernmental- grants	-	-	-	-
Total Operating Revenues	<u>872,800</u>	<u>849,700</u>	<u>814,700</u>	<u>687,970</u>
Operating Expenses				
Salaries and benefits	265,500	295,500	302,980	303,500
Equipment - supplies and maintenance	53,800	44,000	44,000	89,000
Total Operating Expenses	<u>319,300</u>	<u>339,500</u>	<u>346,980</u>	<u>392,500</u>
Operating Income (Loss)	<u>553,500</u>	<u>510,200</u>	<u>467,720</u>	<u>295,470</u>
Nonoperating Income (Expense)				
Interest income	18,400	48,000	48,000	24,000
Gain (loss) from sale of capital assets	52,000	40,500	33,250	24,000
Interest expense	21,600	(3,500)	-	-
Debt Service Payments	(22,600)	-	-	(65,000)
Capital-Infrastructure & Equipment	(409,200)	(447,900)	(447,900)	(797,000)
Proceeds from Borrowing	-	-	-	375,000
Total Nonoperating Income (Expense)	<u>(339,800)</u>	<u>(362,900)</u>	<u>(366,650)</u>	<u>(439,000)</u>
Fund Balance - use of(-) cont to +	\$ 213,700	\$ 147,300	\$ 101,070	\$ (143,530)

FISCAL YEAR 2025 VEHICLE REPLACEMENT REQUEST

DEPT	DESCRIPTION	TRADE/ SALE	NEW VEHICLE	PURCHASE	NET COST
Streets	AWD Bobtail Plow/Dump Truck	-	-	375,000	\$ 375,000
Eng	2005 Toyota Rav 4	4,000	-	32,000	\$ 28,000
Police	2018 Dodge Charger	4,000	-	65,000	\$ 61,000
Police	2017 Ford Explorer	4,000	-	65,000	\$ 61,000
Police	2017 Ford Explorer	4,000	-	65,000	\$ 61,000
Police	2017 Ford Explorer	4,000	-	65,000	\$ 61,000
Police	2017 Ford Explorer	4,000	-	65,000	\$ 61,000
Police	New Officer Vehicle		65,000		\$ 65,000
		\$ 24,000	\$ 65,000	\$ 732,000	\$ 773,000
Water	2015 Dodge Ram	\$ 10,000		\$ 62,000	\$ 52,000
Storm	Vac Truck - Sweeper	\$ 70,000		\$ 372,360	\$ 302,360

Account Number	Account Title	2022-23 Prior Year Actual	2023-24 Current YTD Actual	2023-24 Current Year Original Budget	2024-25 Requested By Dept	2024-25 Tentative Budget	Increase /Decrease
TAX REVENUE							
10-1031-31101	PROPERTY TAX - GENERAL	3,026,399	2,767,060	2,915,723	3,082,300	3,082,300	0
10-1031-31102	PRIOR YEARS DELINQUENT	2,743	1,843	2,000	2,000	2,000	0
10-1031-31103	FEE IN LIEU OF PERS PROP TAXES	137,258	93,301	145,000	145,000	145,000	0
10-1031-31300	SALES AND USE TAX	6,706,873	4,350,312	6,760,000	6,760,000	6,760,000	0
10-1031-31303	ENERGY SALES AND USE - POWER	1,201,895	970,239	1,080,000	1,100,000	1,100,000	0
10-1031-31304	ENERGY SALES AND USE - GAS	794,637	486,728	500,000	600,000	600,000	0
10-1031-31305	TRANSIENT ROOM AND SHORT TERM	46,409	30,032	51,000	51,000	51,000	0
10-1031-31401	CABLE TAX	158,626	113,297	220,000	150,000	150,000	0
10-1031-31402	TELEPHONE TAX	142,500	96,836	100,000	140,000	140,000	0
Total TAX REVENUE:		12,217,340	8,909,649	11,773,723	12,030,300	12,030,300	0
LICENSES AND PERMITS							
10-1032-32100	BUSINESS LICENSES AND PERMITS	243,690	247,071	235,000	250,000	250,000	0
Total LICENSES AND PERMITS:		243,690	247,071	235,000	250,000	250,000	0
INTERGOVERNMENTAL							
10-1033-33101	CAPITAL GRANTS - FEDERAL	1,265,965	0	27,000	0	0	0
10-1033-33201	OPERATING GRANTS - STATE	4,291	95,407	95,000	70,000	70,000	0
10-1033-33204	CONTRIBUTIONS FROM OTHER GOVER	631,057	0	0	0	0	0
10-1033-33205	STATE C ROAD	895,032	0	0	0	0	0
10-1033-33207	STATE LIQUOR FUND ALLOTMENT	26,225	28,186	26,000	29,600	29,600	0
Total INTERGOVERNMENTAL:		2,822,569	123,593	148,000	99,600	99,600	0
CHARGES FOR SERVICES							
10-1034-34201	FEES-RECREATION PROGRAMS	68,903	16,314	50,000	70,000	70,000	0
10-1034-34203	PARKING CITATIONS	5,740	4,248	1,800	4,000	4,000	0
10-1034-34204	FEES POLICE	31,188	30,812	25,000	30,000	30,000	0
10-1034-34205	PLAN CHECK	85,512	65,868	97,000	220,000	220,000	0
10-1034-34206	ZONING & SUBDIVISION PLANNING	30,600	10,400	30,000	10,000	10,000	0
10-1034-34207	INFRASTRUCTURE INSPECTION	1,170	2,400	40,000	7,500	7,500	0
10-1034-34208	PERMIT FEE - INSPECTION	200,313	130,191	184,000	433,000	433,000	0
10-1034-34301	LIBERTY FESTIVAL REVENUE	20,159	70,100	70,000	70,000	70,000	0
10-1034-34302	LIBERTY FEST CAR SHOW	5,000	200	0	0	0	0
10-1034-34308	RENTS AND LEASES OTHER	6,062	350	0	0	0	0
10-1034-34400	SALES AND SERVICE EXCAVATION	76,774	52,422	70,000	25,000	25,000	0
10-1034-34401	MATERIALS AND SUPPLIES SALES	863	5,839	2,000	2,000	2,000	0
10-1034-34601	RENTS-PARKS AND BALL FIELDS	32,044	25,982	25,000	34,000	34,000	0
10-1034-34650	RENTS - CELL TOWER SITES	14,000	11,368	16,800	17,500	17,500	0
Total CHARGES FOR SERVICES:		578,327	426,493	611,600	923,000	923,000	0
JUDICIAL REVENUE							
10-1035-35100	COURT FINES & BAIL FORFEITURES	354,821	355,930	350,000	375,000	375,000	0
Total JUDICIAL REVENUE:		354,821	355,930	350,000	375,000	375,000	0
MISCELLANEOUS							

Account Number	Account Title	2022-23 Prior Year Actual	2023-24 Current YTD Actual	2023-24 Current Year Original Budget	2024-25 Requested By Dept	2024-25 Tentative Budget	Increase /Decrease
10-1037-36000	MISCELLANEOUS	9,785	10,374	20,000	10,000	10,000	0
10-1037-36100	INTEREST EARNINGS	99,602	192,993	250,000	125,000	150,000	25,000
10-1037-36200	DIVIDENDS - AWARDS	19,836	31,840	20,000	20,000	20,000	0
10-1037-36300	CREDIT CARD USE FEE	5,727	3,868	12,000	15,000	15,000	0
Total MISCELLANEOUS:		134,950	239,075	302,000	170,000	195,000	25,000

Adjusted Projections.

OTHER FINANCING SOURCES

10-1038-36700	CONTRIBUTIONS	14,824	12,000	25,000	15,000	15,000	0
10-1038-37125	TRANSFERS FROM RDA	124,650	134,530	130,998	142,760	142,730	-30
10-1038-37144	TRANSFERS FROM ROADS	0	149,970	201,200	195,580	195,580	0
10-1038-37300	GAIN ON DISPOSAL OF CAPITAL AS	0	0	0	5,000	5,000	0
10-1038-37400	INSURANCE RECOVERY	1,500	53,913	0	0	25,000	25,000
10-1038-37990	FUND BALANCE - USE OF	0	0	1,045,461	154,180	199,290	45,110
Total OTHER FINANCING SOURCES:		140,974	350,414	1,402,659	512,520	582,600	70,080

Recovery of Fallen Officer funds.

GOVERNING COUNCIL

10-1101-41101	WAGE REGULAR EMPLOYEES	101,346	93,354	111,500	112,000	112,000	0
10-1101-41200	EMPLOYEE BENEFITS	56,361	50,098	63,000	65,000	65,000	0
10-1101-41201	EMPLOYEE ALLOWANCES	8	0	2,700	0	0	0
10-1101-42100	PROF & TECHNICAL SERVICES	45,483	33,333	40,000	40,000	40,000	0
10-1101-42105	PROF & TECHNICAL SERVICES-ATTY	2,463	942	5,000	1,000	1,000	0
10-1101-42109	ELECTIONS	47	15,285	40,000	2,000	2,000	0
10-1101-42400	ADVERTISING AND PUBLIC NOTICES	2,855	49	1,000	500	500	0
10-1101-42900	TRAVEL, EDUCATION AND TRAINING	10,756	8,233	10,000	10,000	10,000	0
10-1101-43400	TELECOMMUNICATION	2,700	2,250	0	2,700	2,700	0
10-1101-45200	OPERATING SUPPLIES	13,074	15,492	12,000	14,000	16,000	2,000
10-1101-45208	COUNCIL CONTRIBUTIONS	0	0	0	0	15,000	15,000
10-1101-45400	BOOKS, PUBLICATIONS AND SUBSCR	19,008	20,872	24,000	22,500	22,500	0
Total GOVERNING COUNCIL:		254,102	239,909	309,200	269,700	286,700	17,000

CC Mtg Meals "Love Notes"

CHIEF ADMINISTRATIVE OFFICER

10-1103-41101	WAGE REGULAR EMPLOYEES	368,595	323,318	401,000	420,000	420,000	0
10-1103-41200	EMPLOYEE BENEFITS	157,706	143,565	182,000	190,000	180,000	-10,000
10-1103-41201	EMPLOYEE ALLOWANCES	6,519	5,077	6,000	6,000	6,000	0
10-1103-42100	PROF & TECHNICAL SERVICES	5,260	4,190	3,000	6,500	6,500	0
10-1103-42400	ADVERTISING AND PUBLIC NOTICES	183	654	0	0	0	0
10-1103-42900	TRAVEL, EDUCATION AND TRAINING	5,593	10,488	6,000	6,000	6,000	0
10-1103-43400	TELECOMMUNICATION	3,358	2,093	3,060	3,400	3,400	0
10-1103-45211	INDIRECT COST ALLOCATION	-148,000	-166,250	-199,500	-219,500	-219,500	0
10-1103-45400	BOOKS, PUBLICATIONS AND SUBSCR	2,493	4,719	3,000	3,000	3,000	0
10-1103-45603	MACHINERY AND EQUIPMENT	0	0	2,200	0	0	0
Total CHIEF ADMINISTRATIVE OFFICER:		401,707	327,853	406,760	415,400	405,400	-10,000

FINANCIAL

10-1104-41101	WAGE REGULAR EMPLOYEES	340,022	299,142	375,000	391,000	391,000	0
10-1104-41103	OVERTIME	1,149	205	1,000	1,000	1,000	0
10-1104-41200	EMPLOYEE BENEFITS	159,573	142,287	171,000	165,000	170,000	5,000

Account Number	Account Title	2022-23 Prior Year Actual	2023-24 Current YTD Actual	2023-24 Current Year Original Budget	2024-25 Requested By Dept	2024-25 Tentative Budget	Increase /Decrease
10-1104-41201	EMPLOYEE ALLOWANCES	6,370	5,000	6,000	6,000	6,000	0
10-1104-42110	BANK CHARGES	0	-20	0	0	0	0
10-1104-42900	TRAVEL, EDUCATION AND TRAINING	2,573	1,907	4,200	3,000	3,000	0
10-1104-43400	TELECOMMUNICATION	3,566	3,060	4,320	3,600	3,600	0
10-1104-45200	OPERATING SUPPLIES	101	187	0	300	300	0
10-1104-45211	INDIRECT COST ALLOCATION	-267,000	-241,170	-289,400	-298,600	-300,000	-1,400
10-1104-45400	BOOKS, PUBLICATIONS AND SUBSCR	803	743	700	800	800	0
Total FINANCIAL:		247,158	211,342	272,820	272,100	275,700	3,600

ADMINISTRATIVE SUPPORT

10-1120-41205	TUITION REIMBURSEMENT	0	2,000	2,000	10,000	10,000	0
10-1120-42000	GEN & CONTRACTED SERVICES-IT	78,339	64,530	60,000	60,000	60,000	0
10-1120-42100	PROF & TECHNICAL SERVICES	55,379	66,682	70,000	70,000	70,000	0
10-1120-42105	PROF & TECHNICAL SERVICES-ATTY	57,170	32,818	30,000	40,000	40,000	0
10-1120-42110	BANK CHARGES	5,050	6,299	17,000	7,000	7,000	0
10-1120-42300	INSURANCE - RISK MANAGEMENT	172,639	178,284	186,018	185,000	185,000	0
10-1120-45100	OFFICE SUPPLIES	12,975	9,831	17,000	15,000	15,000	0
10-1120-45202	EMPLOYEE APPRECIATION	31,047	22,448	30,000	24,000	24,000	0
10-1120-45211	INDIRECT COST ALLOCATION	-34,000	-43,920	-52,700	-52,700	-114,200	-61,500
10-1120-48504	COMPUTERS & EQUIPMENT - IT	1,145	40,398	38,000	25,000	25,000	0
10-1120-49011	INTERDEPARTMENTAL FLEET FUEL	408	431	500	500	500	0
10-1120-49012	INTERDEPARTMENTAL FLEET R&M	1,724	1,330	1,600	800	800	0
10-1120-49013	FLEET PARTS AND SUPPLIES	1,998	856	2,400	1,200	1,200	0
10-1120-49014	INTERDEPARTMENTAL ANNUAL CAP	3,600	0	0	0	0	0
Total ADMINISTRATIVE SUPPORT:		387,474	381,986	401,818	385,800	324,300	-61,500

Increase in costs shared with other funds.

PLANNING AND ZONING

10-1130-41101	WAGE REGULAR EMPLOYEES	318,135	268,619	354,000	373,000	373,000	0
10-1130-41102	TEMPORARY EMPLOYEES	13,886	15,438	7,500	24,450	24,450	0
10-1130-41103	OVERTIME	743	48	1,000	1,000	1,000	0
10-1130-41200	EMPLOYEE BENEFITS	182,922	132,131	205,500	163,000	163,000	0
10-1130-41201	EMPLOYEE ALLOWANCES	6,000	5,077	6,500	6,000	6,000	0
10-1130-42000	GENERAL & CONTRACTED SERVICES	0	125	0	0	0	0
10-1130-42106	PROF & TECH SERVICES-ECON DEV	6,077	2,912	31,000	7,000	7,000	0
10-1130-42900	TRAVEL, EDUCATION AND TRAINING	2,985	1,783	4,500	4,500	4,500	0
10-1130-43400	TELECOMMUNICATION	2,693	2,465	2,665	2,660	2,660	0
10-1130-45200	OPERATING SUPPLIES	889	484	500	500	500	0
10-1130-45400	BOOKS, PUBLICATIONS AND SUBSCR	6,352	6,924	6,000	6,000	6,000	0
10-1130-46010	GRANT - CONTRACT PAYMENTS	9,900	2,847	150,000	0	0	0
10-1130-49011	INTERDEPARTMENTAL FLEET FUEL	92	0	800	0	0	0
10-1130-49013	FLEET PARTS AND SUPPLIES	788	0	0	0	0	0
Total PLANNING AND ZONING:		551,462	438,852	769,965	588,110	588,110	0

GENERAL GOVERNMENT BUILDING

10-1140-42000	GENERAL & CONTRACTED SERVICES	123,608	169,530	165,000	120,000	150,000	30,000
10-1140-43100	WATER AND SEWERAGE	3,192	3,192	3,800	3,500	3,500	0
10-1140-43200	NATURAL GAS	26,545	12,863	15,000	18,000	18,000	0

Additional HVAC Routine Maintenance - Oil Change

Account Number	Account Title	2022-23 Prior Year Actual	2023-24 Current YTD Actual	2023-24 Current Year Original Budget	2024-25 Requested By Dept	2024-25 Tentative Budget	Increase /Decrease
10-1140-43300	ELECTRICITY	46,504	34,217	44,000	46,000	46,000	0
10-1140-43400	TELECOMMUNICATION	17,364	14,907	17,000	17,000	17,000	0
10-1140-45200	OPERATING SUPPLIES	10,210	11,303	9,000	10,000	10,000	0
10-1140-45211	INDIRECT COST ALLOCATION	-31,800	-26,330	-31,600	-31,600	-39,600	-8,000
10-1140-45603	MACHINERY AND EQUIPMENT	2,713	4,597	10,000	15,000	15,000	0
10-1140-49011	FLEET FUEL CHARGES	-2	0	0	0	0	0
Total GENERAL GOVERNMENT BUILDING:		198,333	224,279	232,200	197,900	219,900	22,000
PUBLIC WORKS BUILDING							
10-1142-42000	GENERAL & CONTRACTED SERVICES	14,732	16,673	22,000	17,000	17,000	0
10-1142-43100	WATER AND SEWERAGE	1,843	1,289	2,500	2,500	2,500	0
10-1142-43200	NATURAL GAS	13,547	9,432	6,000	10,000	10,000	0
10-1142-43300	ELECTRICITY	12,232	9,057	12,000	13,000	13,000	0
10-1142-45200	OPERATING SUPPLIES	22,238	12,792	20,000	20,000	20,000	0
10-1142-45211	INDIRECT COST ALLOCATION	-37,800	-27,670	-33,200	-33,200	-39,100	-5,900
10-1142-45603	MACHINERY AND EQUIPMENT	13,611	8,054	15,000	30,000	30,000	0
Total PUBLIC WORKS BUILDING:		40,403	29,626	44,300	59,300	53,400	-5,900
BUILDING INSPECTION							
10-1171-41101	WAGE REGULAR EMPLOYEES	143,241	130,331	159,000	168,700	168,700	0
10-1171-41103	OVERTIME	312	145	2,000	1,000	1,000	0
10-1171-41200	EMPLOYEE BENEFITS	89,202	84,611	101,000	97,000	97,000	0
10-1171-42000	GENERAL & CONTRACTED SERVICES	12,651	8,278	15,000	12,000	12,000	0
10-1171-42900	TRAVEL, EDUCATION AND TRAINING	1,810	2,355	1,600	1,600	1,600	0
10-1171-43400	TELECOMMUNICATION	1,155	636	1,405	1,200	1,200	0
10-1171-45400	BOOKS, PUBLICATIONS AND SUBSCR	702	503	700	700	700	0
10-1171-49011	INTERDEPARTMENTAL FLEET FUEL	702	444	1,200	700	700	0
10-1171-49012	INTERDEPARTMENTAL FLEET R&M	3,996	3,080	3,700	1,900	1,900	0
10-1171-49013	FLEET PARTS AND SUPPLIES	234	113	2,300	500	500	0
10-1171-49014	INTERDEPARTMENTAL ANNUAL CAP	3,600	3,000	3,600	3,600	3,600	0
Total BUILDING INSPECTION:		257,604	233,497	291,505	288,900	288,900	0
GENERAL GOVT NON OPERATING							
10-1900-49140	TRANSFERS TO CAPITAL PROJECTS	1,239,600	0	0	0	0	0
10-1900-49144	TRANSFERS TO ROAD CAPITAL	705,000	587,500	705,000	0	0	0
10-1900-49244	TRANSFERS TO ROAD CAPITAL-REST	1,375,877	0	0	0	0	0
Total GENERAL GOVT NON OPERATING:		3,320,477	587,500	705,000	0	0	0
JUDICIAL							
10-2030-41000	PERSONNEL SERVICES JUSTICE OF	57,236	48,274	64,200	66,000	73,400	7,400
10-2030-41101	WAGE REGULAR EMPLOYEES	133,555	128,160	142,000	160,000	164,000	4,000
10-2030-41103	OVERTIME	1,478	515	5,000	1,000	1,000	0
10-2030-41200	EMPLOYEE BENEFITS	74,438	63,938	81,000	106,000	111,000	5,000
10-2030-42100	PROF & TECHNICAL SERVICES	5,521	3,045	3,500	6,000	6,000	0
10-2030-42110	BANK CHARGES	11,328	8,735	13,000	12,000	12,000	0
10-2030-42900	TRAVEL, EDUCATION AND TRAINING	1,582	252	1,500	2,500	2,500	0

AOC minimum
 P/T Judge
 wage higher
 than
 anticipated.

Account Number	Account Title	2022-23 Prior Year Actual	2023-24 Current YTD Actual	2023-24 Current Year Original Budget	2024-25 Requested By Dept	2024-25 Tentative Budget	Increase /Decrease
10-2030-43400	TELECOMMUNICATION	2,400	2,047	2,500	2,500	2,500	0
10-2030-45100	OFFICE SUPPLIES	4,735	2,878	5,000	4,200	4,200	0
10-2030-45200	OPERATING SUPPLIES	530	1,383	2,000	2,000	2,000	0
10-2030-45603	MACHINERY AND EQUIPMENT	1,451	220	7,500	0	0	0
10-2030-47100	JURY AND WITNESS PAYMENTS	500	0	2,000	1,000	1,000	0
Total JUDICIAL:		294,754	259,448	329,200	363,200	379,600	16,400
JUSTICE COURT							
10-2035-42107	PROF & TECHNICAL - DEFENDER	18,000	15,000	20,000	20,000	20,000	0
10-2035-42108	PROF & TECHNICAL - PROSECUTOR	34,443	37,764	60,000	60,000	60,000	0
10-2035-42111	ADMINISTRATIVE LIQUOR RELATED	13,554	10,701	10,000	10,000	10,000	0
Total JUSTICE COURT:		65,997	63,465	90,000	90,000	90,000	0
ANIMAL CONTROL AND REGULATION							
10-2100-42000	GENERAL & CONTRACTED SERVICES	34,510	0	0	0	0	0
Total ANIMAL CONTROL AND REGULATION:		34,510	0	0	0	0	0
POLICE							
10-2400-41101	WAGE REGULAR EMPLOYEES	2,333,915	2,022,040	2,525,000	2,752,900	2,752,900	0
10-2400-41103	OVERTIME	105,862	93,757	104,325	100,000	100,000	0
10-2400-41104	NSL LIVE OVERTIME	7,494	9,999	20,000	20,000	20,000	0
10-2400-41200	EMPLOYEE BENEFITS	1,443,228	1,300,903	1,539,000	1,766,000	1,766,000	0
10-2400-41202	EMPLOYEE ALLOWANCES - UNIFORM	40,500	24,107	38,000	38,000	38,000	0
10-2400-41205	TUITION REIMBURSEMENT	1,500	1,500	6,000	0	0	0
10-2400-42100	PROF & TECHNICAL SERVICES	118,165	24,900	19,279	24,000	24,000	0
10-2400-42101	PROF & TECHNICAL SERVICES-CAM	108,935	80	56,000	70,000	70,000	0
10-2400-42120	RENTAL OF EQUIPMENT & VEHICLES	8,684	8,384	13,500	13,500	13,500	0
10-2400-42900	TRAVEL, EDUCATION AND TRAINING	13,776	15,568	30,000	30,000	30,000	0
10-2400-43400	TELECOMMUNICATION EMPLOYEES	30,168	21,465	28,000	28,000	28,000	0
10-2400-45100	OFFICE SUPPLIES	2,292	972	3,200	3,200	3,200	0
10-2400-45200	OPERATING SUPPLIES	9,498	9,940	9,000	9,000	9,000	0
10-2400-45260	K-9 EXPENDITURES	0	3,199	4,350	4,000	4,000	0
10-2400-45400	BOOKS, PUBLICATIONS AND SUBSCR	17,324	17,523	27,500	27,500	27,500	0
10-2400-45603	MACHINERY AND EQUIPMENT	35,879	35,471	118,500	118,500	118,500	0
10-2400-49011	INTERDEPARTMENTAL FLEET FUEL	68,834	58,390	94,500	94,500	94,500	0
10-2400-49012	INTERDEPARTMENTAL FLEET R&M	90,934	83,851	97,200	51,600	51,600	0
10-2400-49013	FLEET PARTS AND SUPPLIES	24,848	13,735	62,000	62,000	62,000	0
10-2400-49014	INTERDEPARTMENTAL ANNUAL CAP	198,240	164,830	197,800	212,960	212,960	0
Total POLICE:		4,660,074	3,910,614	4,993,154	5,425,660	5,425,660	0
POLICE - NON-SWORN							
10-2404-41101	WAGE REGULAR EMPLOYEES	244,929	212,777	262,000	274,000	274,000	0
10-2404-41102	TEMPORARY EMPLOYEES	103,800	122,175	146,160	146,160	146,160	0
10-2404-41103	OVERTIME	707	42	0	0	0	0
10-2404-41200	EMPLOYEE BENEFITS	160,219	142,782	177,500	170,400	170,400	0
10-2404-41205	TUITION REIMBURSEMENT	0	2,000	0	0	0	0

Account Number	Account Title	2022-23 Prior Year Actual	2023-24 Current YTD Actual	2023-24 Current Year Original Budget	2024-25 Requested By Dept	2024-25 Tentative Budget	Increase /Decrease
Total POLICE - NON-SWORN:		509,655	479,776	585,660	590,560	590,560	0
SPECIAL DETAIL SERVICES							
10-2405-45000	SUPPLIES AND MATERIALS	23,399	11,743	26,000	20,000	20,000	0
Total SPECIAL DETAIL SERVICES:		23,399	11,743	26,000	20,000	20,000	0
DISPATCH AND COMMUNICATIONS							
10-2600-42000	GENERAL & CONTRACTED SERVICES	66,188	72,484	185,700	185,700	185,700	0
Total DISPATCH AND COMMUNICATIONS:		66,188	72,484	185,700	185,700	185,700	0
FIRE							
10-2900-42000	GENERAL & CONTRACTED SERVICES	1,722,073	1,774,402	1,775,000	1,833,800	1,844,310	10,510
Total FIRE:		1,722,073	1,774,402	1,775,000	1,833,800	1,844,310	10,510
ENGINEERING AND DESIGN							
10-3300-41101	WAGE REGULAR EMPLOYEES	43,088	30,897	36,500	51,500	62,470	10,970
10-3300-41102	TEMPORARY EMPLOYEES	14,988	7,928	18,000	15,000	15,000	0
10-3300-41103	OVERTIME	0	0	1,000	500	500	0
10-3300-41200	EMPLOYEE BENEFITS	14,307	13,900	14,000	17,600	17,600	0
10-3300-42000	GENERAL & CONTRACTED SERVICES	11,931	10,937	13,000	15,000	15,000	0
10-3300-42100	PROF & TECHNICAL SERVICES	32,010	3,396	17,000	15,000	15,000	0
10-3300-42900	TRAVEL, EDUCATION AND TRAINING	1,770	1,512	3,500	2,500	2,500	0
10-3300-43400	TELECOMMUNICATION	1,159	1,325	2,000	3,000	3,000	0
10-3300-45100	OFFICE SUPPLIES	966	249	1,500	1,500	1,500	0
10-3300-45200	OPERATING SUPPLIES	12	24	0	0	0	0
10-3300-45400	BOOKS, PUBLICATIONS AND SUBSCR	1,204	1,977	1,500	2,500	2,500	0
10-3300-45603	MACHINERY AND EQUIPMENT	68	1,837	3,000	3,000	3,000	0
10-3300-49011	INTERDEPARTMENTAL FLEET FUEL	2,514	2,332	2,400	2,500	2,500	0
10-3300-49012	INTERDEPARTMENTAL FLEET R&M	4,931	3,830	4,600	2,300	2,300	0
10-3300-49013	FLEET PARTS AND SUPPLIES	2,133	1,661	2,800	1,500	1,500	0
10-3300-49014	INTERDEPARTMENTAL ANNUAL CAP	7,440	6,080	7,300	3,960	3,960	0
Total ENGINEERING AND DESIGN:		138,521	87,884	128,100	137,360	148,330	10,970
STREETS ADMINISTRATION							
10-3501-41101	WAGE REGULAR EMPLOYEES	244,036	205,223	233,500	249,100	249,100	0
10-3501-41102	TEMPORARY EMPLOYEES	4,120	5,892	25,000	10,000	10,000	0
10-3501-41103	OVERTIME	7,897	8,511	25,000	10,000	10,000	0
10-3501-41200	EMPLOYEE BENEFITS	149,150	132,291	133,500	131,000	131,000	0
10-3501-41202	EMPLOYEE ALLOWANCES - UNIFORM	3,434	2,973	5,000	5,000	5,000	0
10-3501-42900	TRAVEL, EDUCATION AND TRAINING	4,518	2,461	5,500	5,500	5,500	0
10-3501-43400	TELECOMMUNICATION	4,977	4,103	5,000	5,000	5,000	0
10-3501-45100	OFFICE SUPPLIES	4,992	5,665	3,500	7,000	7,000	0
10-3501-45200	OPERATING SUPPLIES	3,769	1,028	2,500	2,500	2,500	0
10-3501-45400	BOOKS, PUBLICATIONS AND SUBSCR	592	287	3,000	2,000	2,000	0
10-3501-49011	INTERDEPARTMENTAL FLEET FUEL	58,275	35,016	40,000	40,000	40,000	0
10-3501-49012	INTERDEPARTMENTAL FLEET R&M	210,609	155,210	184,800	92,200	92,200	0
10-3501-49013	FLEET PARTS AND SUPPLIES	113,677	130,589	140,000	145,000	145,000	0

Adjusted per
SDMFD
allocation.

Account Number	Account Title	2022-23 Prior Year Actual	2023-24 Current YTD Actual	2023-24 Current Year Original Budget	2024-25 Requested By Dept	2024-25 Tentative Budget	Increase /Decrease
10-3501-49014	INTERDEPARTMENTAL ANNUAL CAP	282,000	189,010	268,800	260,100	260,100	0
Total STREETS ADMINISTRATION:		1,092,047	878,260	1,075,100	964,400	964,400	0
STREETS & HWY - RESTRICTED TAX							
10-3502-41101	WAGE REGULAR EMPLOYEES	102,612	76,051	84,000	86,580	86,580	0
10-3502-41103	OVERTIME	0	153	1,000	1,000	1,000	0
10-3502-41200	EMPLOYEE BENEFITS	37,484	30,229	50,200	49,000	49,000	0
10-3502-42120	RENTAL OF EQUIPMENT & VEHICLES	9,925	20,417	15,000	17,000	17,000	0
10-3502-45200	OPERATING SUPPLIES	7,081	3,223	15,000	15,000	15,000	0
10-3502-45502	ROAD REPAIR MATERIAL	14,875	16,084	12,000	12,000	12,000	0
10-3502-45600	REPAIR AND MAINTENANCE	12,808	14,268	24,000	15,000	15,000	0
Total STREETS & HWY - RESTRICTED TAX:		184,786	160,424	201,200	195,580	195,580	0
SIDEWALKS AND CROSSWALKS							
10-3503-42100	PROF & TECHNICAL SERVICES	0	0	0	0	35,000	35,000
10-3503-45501	CONSTRUCTION MATERIAL	64,278	61,957	65,000	100,000	100,000	0
Total SIDEWALKS AND CROSSWALKS:		64,278	61,957	65,000	100,000	135,000	35,000
STREET CLEANING & SNOW REMOVAL							
10-3505-45503	SALT AND SAND	82,743	54,101	60,000	60,000	60,000	0
10-3505-45603	MACHINERY AND EQUIPMENT	6,754	23,376	30,000	30,000	75,000	45,000
Total STREET CLEANING & SNOW REMOVAL:		89,497	77,477	90,000	90,000	135,000	45,000
ENGINEERING, DESIGN, & STUDIES							
10-3506-42100	PROF & TECHNICAL SERVICES	27,618	7,942	25,000	25,000	25,000	0
Total ENGINEERING, DESIGN, & STUDIES:		27,618	7,942	25,000	25,000	25,000	0
STREET LIGHTING & TRAF CONTROL							
10-3507-43300	ELECTRICITY	66,586	51,681	75,000	75,000	75,000	0
10-3507-45600	REPAIR AND MAINTENANCE	110,119	58,231	70,000	70,000	70,000	0
10-3507-45602	STREET STRIPING	86,519	122,623	135,000	135,000	135,000	0
10-3507-45604	OTHER ASSETS-SIGNAGE	26,949	70,585	80,000	50,000	50,000	0
Total STREET LIGHTING & TRAF CONTROL:		290,173	303,120	360,000	330,000	330,000	0
PARKS ADMINISTRATION							
10-5301-41101	WAGE REGULAR EMPLOYEES	279,384	266,337	352,000	349,000	349,000	0
10-5301-41102	TEMPORARY EMPLOYEES	9,833	8,956	40,000	25,000	25,000	0
10-5301-41103	OVERTIME	22,759	11,250	20,000	20,000	20,000	0
10-5301-41200	EMPLOYEE BENEFITS	182,019	181,690	246,000	240,000	240,000	0
10-5301-41201	EMPLOYEE ALLOWANCES	531	0	0	0	0	0
10-5301-41202	EMPLOYEE ALLOWANCES - UNIFORMS	7,442	4,642	5,500	5,000	5,000	0
10-5301-42000	GENERAL & CONTRACTED SERVICES	97,345	91,376	130,000	130,000	130,000	0
10-5301-42100	PROF & TECHNICAL SERVICES	16,451	13,306	19,000	15,000	15,000	0
10-5301-42900	TRAVEL, EDUCATION AND TRAINING	5,691	10,093	7,500	7,500	7,500	0

Sidewalk replacement study based on discussion at 3.19.24 CC meeting.

Brine tank spray system for plow truck requested but inadvertently omitted from budget retreat discussion.

Account Number	Account Title	2022-23 Prior Year Actual	2023-24 Current YTD Actual	2023-24 Current Year Original Budget	2024-25 Requested By Dept	2024-25 Tentative Budget	Increase /Decrease
10-5301-43400	TELECOMMUNICATION	4,278	4,698	3,000	4,500	4,500	0
10-5301-45100	OFFICE SUPPLIES	4,554	2,569	3,000	3,500	3,500	0
10-5301-49011	INTERDEPARTMENTAL FLEET FUEL	11,344	7,877	8,500	12,000	12,000	0
10-5301-49012	INTERDEPARTMENTAL FLEET R&M	10,636	8,250	9,900	5,900	5,900	0
10-5301-49013	FLEET PARTS AND SUPPLIES	18,687	17,283	20,000	20,000	20,000	0
10-5301-49014	INTERDEPARTMENTAL ANNUAL CAP	22,320	27,250	32,700	26,050	26,050	0
Total PARKS ADMINISTRATION:		693,272	655,576	897,100	863,450	863,450	0
PARK FACILITIES							
10-5304-42202	GROUNDS CARE	114,981	78,837	78,000	125,000	125,000	0
10-5304-43100	WATER AND SEWERAGE	76,119	69,529	100,000	90,000	90,000	0
10-5304-43200	NATURAL GAS	6,220	4,731	3,500	3,500	3,500	0
10-5304-43300	ELECTRICITY	12,689	10,046	18,000	15,000	15,000	0
Total PARK FACILITIES:		210,009	163,143	199,500	233,500	233,500	0
SPECIAL EVENTS							
10-5305-45201	PARKS AND ARTS BOARD	5,116	0	14,000	10,000	10,000	0
10-5305-45202	5K RUN	0	0	5,000	5,000	5,000	0
10-5305-45203	LIBERTY FEST CELEBRATION	81,337	131,716	125,000	135,000	135,000	0
10-5305-45204	SENIOR LUNCH BUNCH	6,563	8,968	11,000	11,000	11,000	0
10-5305-45205	YOUTH COUNCIL AND SCHOLARSHIPS	16,832	13,461	17,500	15,000	15,000	0
10-5305-45208	MISC. COUNCIL EVENTS	3,852	1,000	10,000	1,000	1,000	0
10-5305-45210	EASTER EGG DASH	0	1,894	0	2,500	2,500	0
10-5305-45212	PHOTO CONTEST	0	1,128	0	1,000	1,000	0
10-5305-45214	NSL READS	0	1,616	0	1,000	1,000	0
10-5305-45216	KITE FESTIVAL	0	1,591	0	2,000	2,000	0
10-5305-45218	HALLOWEEN BASH	0	1,092	0	1,500	1,500	0
10-5305-45220	FOOD TRUCK AND VENDOR FAIR	0	1,026	0	1,500	500	-1,000
10-5305-45222	WINTERFEST	0	8,045	0	8,000	8,000	0
10-5305-45224	GET TO THE RIVER	0	2,698	0	2,700	2,700	0
10-5305-45226	UNITY IN THE COMMUNITY	0	0	0	0	3,000	3,000
Total SPECIAL EVENTS:		113,700	174,236	182,500	197,200	199,200	2,000
PARKS PROGRAMS							
10-5310-41101	WAGE REGULAR EMPLOYEES	3,844	2,736	0	4,000	4,000	0
10-5310-41102	TEMPORARY EMPLOYEES	68,300	36,234	55,000	70,000	70,000	0
10-5310-41200	EMPLOYEE BENEFITS	9,811	474	8,200	9,800	9,800	0
10-5310-45200	OPERATING SUPPLIES	30,518	32,960	25,000	25,000	25,000	0
Total PARKS PROGRAMS:		112,473	72,403	88,200	108,800	108,800	0
PARK AREAS							
10-5315-42202	GROUNDS CARE	0	0	0	14,000	14,000	0
10-5315-45200	OPERATING SUPPLIES	7,049	10,516	25,000	25,000	25,000	0
10-5315-45208	CITIZEN TREE PROGRAM	0	0	0	0	10,000	10,000
10-5315-45603	MACHINERY AND EQUIPMENT	81,505	10,302	54,000	15,000	15,000	0
10-5315-45610	TREES	0	0	0	75,000	75,000	0

Per budget retreat requests. Also new GL for Health and Wellness with \$0 budget added: 10-5305-452207.

Now itemized instead of included with "Trees", below.

Account Number	Account Title	2022-23 Prior Year Actual	2023-24 Current YTD Actual	2023-24 Current Year Original Budget	2024-25 Requested By Dept	2024-25 Tentative Budget	Increase /Decrease
10-5315-48300	INFRASTRUCTURE	18,977	3,131	14,000	0	0	0
Total PARK AREAS:		107,531	23,950	93,000	129,000	139,000	10,000
Revenue Total:		16,492,671	10,652,225	14,822,982	14,360,420	14,455,500	95,080
Expenditure Total:		16,159,272	11,913,150	14,822,982	14,360,420	14,455,500	95,080
Total :		333,399	-1,260,925	0	0	0	0

Account Number	Account Title	2022-23 Prior Year Actual	2023-24 Current YTD Actual	2023-24 Current Year Original Budget	2024-25 Requested By Dept	2024-25 Tentative Budget	Increase /Decrease
EAGLEWOOD OPERATING REVENUE							
20-5071-31105	RDA INCREMENT-EAGLEWOOD	599,271	726,734	630,000	825,020	825,020	0
20-5071-36100	INTEREST EARNINGS	2,607	2,899	0	50	50	0
Total EAGLEWOOD OPERATING REVENUE:		601,878	729,633	630,000	825,070	825,070	0
EAGLEWOOD OPERATING EXPENSE							
20-5074-42100	PROF & TECHNICAL SERVICES	167	0	0	0	0	0
20-5074-47010	DEVELOPER REIMBURSEMENT	569,307	690,055	598,500	783,770	783,770	0
Total EAGLEWOOD OPERATING EXPENSE:		569,474	690,055	598,500	783,770	783,770	0
EAGLEWOOD NON OPERATING							
20-5078-49110	TRANSFER TO GEN FUND	29,964	36,337	31,500	41,250	41,250	0
20-5078-49990	FUND BALANCE - CONTRIBUTION TO	0	0	0	50	50	0
Total EAGLEWOOD NON OPERATING:		29,964	36,337	31,500	41,300	41,300	0
Revenue Total:		601,878	729,633	630,000	825,070	825,070	0
Expenditure Total:		599,438	726,392	630,000	825,070	825,070	0
Total :		2,440	3,241	0	0	0	0

Account Number	Account Title	2022-23 Prior Year Actual	2023-24 Current YTD Actual	2023-24 Current Year Original Budget	2024-25 Requested By Dept	2024-25 Tentative Budget	Increase /Decrease
REDWOOD RD OPERATING REVENUE							
21-5071-31107	RDA INCREMENT - REDWOOD	1,351,226	1,385,111	1,417,500	1,464,600	1,464,600	0
21-5071-36100	INTEREST EARNINGS	233,524	199,924	250,000	100,000	100,000	0
Total REDWOOD RD OPERATING REVENUE:		1,584,750	1,585,035	1,667,500	1,564,600	1,564,600	0
REDWOOD NON OPERATING REVENUE							
21-5072-37990	FUND BALANCE - USE OF	0	0	3,356,752	3,491,700	3,491,700	0
Total REDWOOD NON OPERATING REVENUE:		0	0	3,356,752	3,491,700	3,491,700	0
REDWOOD OPERATING EXPENSE							
21-5074-42100	PROF & TECHNICAL SERVICES	2,717	0	0	0	0	0
21-5074-42202	GROUPS	0	0	0	50,000	50,000	0
21-5074-45604	SIGNAGE	0	0	0	327,540	327,540	0
21-5074-45610	TREES	0	0	0	150,000	150,000	0
21-5074-47010	DEVELOPER REIMBURSEMENT	19,926	44,980	115,000	225,000	225,000	0
Total REDWOOD OPERATING EXPENSE:		22,643	44,980	115,000	752,540	752,540	0
REDWOOD NON OPERATING							
21-5078-47011	PRINCIPAL	285,000	0	295,000	305,000	305,000	0
21-5078-47012	INTEREST	87,300	39,375	78,750	69,900	69,900	0
21-5078-47013	FEES	0	698	2,500	2,500	2,500	0
21-5078-49110	TRANSFER TO GEN FUND	67,561	69,256	70,875	73,200	73,200	0
21-5078-49127	TRANSFER TO HOUSING FUND	135,123	138,511	141,750	146,460	146,460	0
21-5078-49132	TRANSFER TO DEBT SERVICE	0	333,330	400,000	400,000	400,000	0
21-5078-49990	FUND BALANCE - CONTRIBUTION TO	0	0	563,625	0	0	0
21-5078-51611	FOXBORO PARK PROJECT	43,248	45,257	3,356,752	3,306,700	3,306,700	0
Total REDWOOD NON OPERATING:		618,232	626,427	4,909,252	4,303,760	4,303,760	0
Revenue Total:		1,584,750	1,585,035	5,024,252	5,056,300	5,056,300	0
Expenditure Total:		640,875	671,406	5,024,252	5,056,300	5,056,300	0
Total :		943,875	913,629	0	0	0	0

Account Number	Account Title	2022-23 Prior Year Actual	2023-24 Current YTD Actual	2023-24 Current Year Original Budget	2024-25 Requested By Dept	2024-25 Tentative Budget	Increase /Decrease
HWY 89 OPERATING REVENUE							
22-5071-31108	RDA INCREMENT-HWY 89	542,502	578,762	572,250	565,580	565,580	0
22-5071-36100	INTEREST EARNINGS	3,260	4,204	0	1,000	1,000	0
Total HWY 89 OPERATING REVENUE:		545,762	582,966	572,250	566,580	566,580	0
HWY 89 NON OPERATING REVENUE							
22-5072-37990	FUND BALANCE - USE OF	0	0	0	52,450	52,450	0
Total HWY 89 NON OPERATING REVENUE:		0	0	0	52,450	52,450	0
HWY 89 OPERATING EXPENSE							
22-5074-42100	PROF & TECHNICAL SERVICES	2,717	0	0	0	0	0
22-5074-45604	SIGNAGE	0	0	0	110,000	110,000	0
22-5074-47010	DEVELOPER REIMBURSEMENT	406,877	434,072	429,188	424,190	424,190	0
Total HWY 89 OPERATING EXPENSE:		409,593	434,072	429,188	534,190	534,190	0
HWY 89 NON OPERATING							
22-5078-49110	TRANSFER TO GEN FUND	27,125	28,938	28,613	28,280	28,280	0
22-5078-49127	TRANSFER TO HOUSING FUND	54,250	57,876	57,225	56,560	56,560	0
22-5078-49990	FUND BALANCE - CONTRIBUTION TO	0	0	57,224	0	0	0
Total HWY 89 NON OPERATING:		81,375	86,814	143,062	84,840	84,840	0
Revenue Total:		545,762	582,966	572,250	619,030	619,030	0
Expenditure Total:		490,968	520,886	572,250	619,030	619,030	0
Total :		54,794	62,080	0	0	0	0

Account Number	Account Title	2022-23 Prior Year Actual	2023-24 Current YTD Actual	2023-24 Current Year Original Budget	2024-25 Requested By Dept	2024-25 Tentative Budget	Increase /Decrease
RDA OPERATING REVENUE							
25-5071-36100	INTEREST EARNINGS	16,848	30,027	40,000	20,000	20,000	0
Total RDA OPERATING REVENUE:		16,848	30,027	40,000	20,000	20,000	0
RDA OPERATING EXPENSE							
25-5074-47010	DEVELOPER REIMBURSEMENT	0	0	0	0	0	0
Total RDA OPERATING EXPENSE:		0	0	0	0	0	0
RDA NON OPERATING							
25-5078-42000	GENERAL & CONTRACTED SERVICES	0	500	0	0	0	0
25-5078-49990	FUND BALANCE - CONTRIBUTION TO	0	0	40,000	20,000	20,000	0
Total RDA NON OPERATING:		0	500	40,000	20,000	20,000	0
Revenue Total:		16,848	30,027	40,000	20,000	20,000	0
Expenditure Total:		0	500	40,000	20,000	20,000	0
Total :		16,848	29,527	0	0	0	0

Account Number	Account Title	2022-23 Prior Year Actual	2023-24 Current YTD Actual	2023-24 Current Year Original Budget	2024-25 Requested By Dept	2024-25 Tentative Budget	Increase /Decrease
HOUSING OPERATING REVENUE							
27-5021-36101	INTEREST EARNINGS RESTRICTED	11,977	27,435	36,000	18,000	18,000	0
Total HOUSING OPERATING REVENUE:		11,977	27,435	36,000	18,000	18,000	0
HOUSING NON OPERATING REVENUE							
27-5023-37125	TRANSFERS FROM RDA	189,373	196,387	198,975	203,020	203,020	0
Total HOUSING NON OPERATING REVENUE:		189,373	196,387	198,975	203,020	203,020	0
HOUSING NON OPERATING							
27-5026-49990	FUND BALANCE - CONTRIBUTION TO	0	0	234,975	221,020	221,020	0
Total HOUSING NON OPERATING:		0	0	234,975	221,020	221,020	0
Revenue Total:		201,350	223,822	234,975	221,020	221,020	0
Expenditure Total:		0	0	234,975	221,020	221,020	0
Total :		201,350	223,822	0	0	0	0

Account Number	Account Title	2022-23 Prior Year Actual	2023-24 Current YTD Actual	2023-24 Current Year Original Budget	2024-25 Requested By Dept	2024-25 Tentative Budget	Increase /Decrease
LBA OPERATING REVENUE							
28-2803-34600	RENTS AND LEASES OTHER	89,222	83,284	89,760	0	0	0
28-2803-36100	INTEREST EARNINGS	6,463	8,897	500	5,000	5,000	0
28-2803-37141	TRANSFERS FROM PARK CAPITAL	99,996	83,330	100,000	100,000	100,000	0
28-2803-37990	FUND BALANCE - USE OF	0	0	0	20,660	20,660	0
Total LBA OPERATING REVENUE:		195,681	175,511	190,260	125,660	125,660	0
LBA OPERATING EXPENSE							
28-5075-42100	PROF & TECHNICAL SERVICES	25,635	22,385	16,000	0	0	0
28-5075-42300	INSURANCE - RISK MANAGEMENT	1,614	1,699	1,500	1,700	1,700	0
28-5075-43000	UTILITIES - RENTAL PROPERTIES	7,780	6,205	10,000	850	850	0
28-5075-45600	REPAIR AND MAINTENANCE	0	0	8,500	0	0	0
28-5075-51619	HATCH PARK EXP	900	0	0	0	0	0
Total LBA OPERATING EXPENSE:		35,929	30,289	36,000	2,550	2,550	0
LBA NON - OPERATING EXPENSE							
28-5076-47011	PRINCIPAL	101,000	105,000	105,000	108,000	108,000	0
28-5076-47012	INTEREST	18,418	8,441	15,062	12,610	12,610	0
28-5076-47013	FEES	1,750	1,750	2,500	2,500	2,500	0
28-5076-49990	FUND BALANCE - CONTRIBUTION TO	0	0	31,698	0	0	0
Total LBA NON - OPERATING EXPENSE:		121,168	115,191	154,260	123,110	123,110	0
Revenue Total:		195,681	175,511	190,260	125,660	125,660	0
Expenditure Total:		157,096	145,480	190,260	125,660	125,660	0
Total :		38,585	30,031	0	0	0	0

Account Number	Account Title	2022-23 Prior Year Actual	2023-24 Current YTD Actual	2023-24 Current Year Original Budget	2024-25 Requested By Dept	2024-25 Tentative Budget	Increase /Decrease
DEBT SERVICE TAX REVENUE							
32-5321-31309	RECREATION, ARTS, & PARKS TAX	654,143	409,937	695,000	695,000	695,000	0
Total DEBT SERVICE TAX REVENUE:		654,143	409,937	695,000	695,000	695,000	0
DEBT SERVICE NON OPERATING REV							
32-5322-36100	INTEREST EARNINGS	645,521	722,650	885,000	305,360	305,360	0
32-5322-37125	TRANSFERS FROM RDA FUND	0	333,330	400,000	400,000	400,000	0
32-5322-37141	TRANSFERS FROM PARK CAPITAL	700,000	0	0	0	0	0
32-5322-37200	PROCEEDS FROM BORROWING	16,692,000	0	0	0	0	0
32-5322-37990	FUND BALANCE - USE OF	0	0	4,517,412	10,300,000	10,300,000	0
Total DEBT SERVICE NON OPERATING REV:		18,037,521	1,055,980	5,802,412	11,005,360	11,005,360	0
DEBT SERVICE NON OPERATING EXP							
32-5328-47011	PRINCIPAL	967,000	0	633,000	653,000	653,000	0
32-5328-47012	INTEREST	427,280	379,753	755,412	742,360	742,360	0
32-5328-47013	FEES	93,451	3,100	9,000	5,000	5,000	0
32-5328-49141	TRANSFERS TO PARK CAPITAL	300,000	987,089	5,100,000	10,300,000	10,300,000	0
Total DEBT SERVICE NON OPERATING EXP:		1,787,731	1,369,942	6,497,412	11,700,360	11,700,360	0
Revenue Total:		18,691,664	1,465,917	6,497,412	11,700,360	11,700,360	0
Expenditure Total:		1,787,731	1,369,942	6,497,412	11,700,360	11,700,360	0
Total :		16,903,933	95,975	0	0	0	0

Account Number	Account Title	2022-23 Prior Year Actual	2023-24 Current YTD Actual	2023-24 Current Year Original Budget	2024-25 Requested By Dept	2024-25 Tentative Budget	Increase /Decrease
CAPITAL FUND NON OPERATING REV							
40-3042-36100	INTEREST EARNINGS	184,569	339,580	432,000	225,000	225,000	0
40-3042-37110	TRANSFERS FROM GENERAL FUND	1,239,600	0	0	0	0	0
40-3042-37143	TRANSFERS FROM PUBLIC SAFETY	4,098	9,190	11,025	109,000	109,000	0
40-3042-37990	FUND BALANCE - USE OF	0	0	177,253	471,000	471,000	0
Total CAPITAL FUND NON OPERATING REV:		1,428,267	348,770	620,278	805,000	805,000	0
CAPITAL FUND PROJECTS							
40-3046-57979	NEW CITY HALL - FURN/FIX/REMOD	49,450	0	0	100,000	100,000	0
Total CAPITAL FUND PROJECTS:		49,450	0	0	100,000	100,000	0
CAPITAL FUND NON OPERATING EXP							
40-3048-49141	TRANSFER TO PARKS	0	217,933	590,278	0	0	0
40-3048-49144	TRANSFERS TO ROAD CAPITAL	0	0	0	705,000	705,000	0
40-3048-49153	TRANSFER TO STORM WATER UTILIT	0	0	30,000	0	0	0
Total CAPITAL FUND NON OPERATING EXP:		0	217,933	620,278	705,000	705,000	0
Revenue Total:		1,428,267	348,770	620,278	805,000	805,000	0
Expenditure Total:		49,450	217,933	620,278	805,000	805,000	0
Total :		1,378,817	130,837	0	0	0	0

Account Number	Account Title	2022-23 Prior Year Actual	2023-24 Current YTD Actual	2023-24 Current Year Original Budget	2024-25 Requested By Dept	2024-25 Tentative Budget	Increase /Decrease
PARKS CAPITAL REVENUE							
41-5301-33201	OPERATING GRANTS - STATE	0	0	498,950	549,020	549,020	0
41-5301-34701	IMPACT PARK	46,400	19,800	42,200	551,000	551,000	0
41-5301-36100	INTEREST EARNINGS	26,042	36,167	46,500	46,000	46,000	0
41-5301-36101	INTEREST EARNINGS RESTRICTED	11,678	-1,030	3,000	1,500	1,500	0
41-5301-36700	CONTRIBUTIONS	0	0	123,250	0	0	0
Total PARKS CAPITAL REVENUE:		84,120	54,937	713,900	1,147,520	1,147,520	0
PARKS CAPITAL REV NONOPERATING							
41-5302-37132	TRANSFER FROM DEBT SERVICE-RAP	300,000	987,089	5,100,000	10,300,000	10,300,000	0
41-5302-37140	TRANSFERS FROM CAPITAL PROJECT	0	217,933	590,278	0	0	0
41-5302-37990	FUND BALANCE - USE OF	0	0	1,184,056	0	0	0
Total PARKS CAPITAL REV NONOPERATING:		300,000	1,205,022	6,874,334	10,300,000	10,300,000	0
PARKS CAP EXP NON OPERATING							
41-5318-49128	TRANSFERS TO LBA	99,996	83,330	100,000	100,000	100,000	0
41-5318-49132	TRANSFERS TO PARK DEBT SERVICE	700,000	0	0	0	0	0
41-5318-49990	FUND BALANCE - CONTRIBUTION TO	0	0	0	238,220	238,220	0
Total PARKS CAP EXP NON OPERATING:		799,996	83,330	100,000	338,220	338,220	0
PARKS CAPITAL TRAILS							
41-5336-52229	DOG PARK	0	2,576	246,500	0	0	0
41-5336-52317	TOWN CTR I-15 TRAIL	0	4,889	627,000	0	0	0
41-5336-52422	REDWOOD RD TRAIL CONNECTIONS	0	0	0	283,300	283,300	0
41-5336-52423	CENTER ST SOUTH SIDEWALK	0	0	0	576,000	576,000	0
41-5336-57980	FOXBORO PARK TRAIL	0	72,507	181,718	0	0	0
41-5336-57990	LEGACY PARK TRAIL	0	145,426	408,650	0	0	0
Total PARKS CAPITAL TRAILS:		0	225,398	1,463,868	859,300	859,300	0
PARKS CAPITAL PARK AREAS							
41-5356-51619	HATCH PARK	0	868,979	5,000,000	10,000,000	10,000,000	0
41-5356-51620	EAGLEWOOD COVE DETENTION BASIN	0	48,000	100,000	0	0	0
41-5356-51800	ANNUAL REPAIR & REPLACE -TBD	240,455	126,681	782,616	250,000	250,000	0
41-5356-52330	CONCRETE BOAT RAMP	0	27,583	141,750	0	0	0
Total PARKS CAPITAL PARK AREAS:		240,455	1,071,243	6,024,366	10,250,000	10,250,000	0
Revenue Total:		384,120	1,259,959	7,588,234	11,447,520	11,447,520	0
Expenditure Total:		1,040,451	1,379,971	7,588,234	11,447,520	11,447,520	0
Total :		-656,331	-120,012	0	0	0	0

Account Number	Account Title	2022-23 Prior Year Actual	2023-24 Current YTD Actual	2023-24 Current Year Original Budget	2024-25 Requested By Dept	2024-25 Tentative Budget	Increase /Decrease
PUBLIC SAFETY NON OPERATING RE							
43-2002-34701	IMPACT POLICE	1,201	3,257	11,025	106,500	106,500	0
43-2002-36100	INTEREST EARNINGS	0	0	0	2,500	2,500	0
Total PUBLIC SAFETY NON OPERATING RE:		1,201	3,257	11,025	109,000	109,000	0
PUBLIC SAFETY NON OPERATING EX							
43-2008-49140	TRANSFERS TO CAPITAL PROJECT	4,098	9,190	11,025	109,000	109,000	0
Total PUBLIC SAFETY NON OPERATING EX:		4,098	9,190	11,025	109,000	109,000	0
Revenue Total:		1,201	3,257	11,025	109,000	109,000	0
Expenditure Total:		4,098	9,190	11,025	109,000	109,000	0
Total :		-2,897	-5,933	0	0	0	0

Account Number	Account Title	2022-23 Prior Year Actual	2023-24 Current YTD Actual	2023-24 Current Year Original Budget	2024-25 Requested By Dept	2024-25 Tentative Budget	Increase /Decrease
ROAD CAPITAL NON OPERATING REV							
44-3502-33101	CAPITAL GRANTS - FEDERAL	64,420	0	0	0	0	0
44-3502-33201	CAPITAL GRANTS - STATE	362,328	17,433	2,849,517	0	0	0
44-3502-33203	TRANSPORTATION FUEL TAX	0	408,699	668,750	702,000	702,000	0
44-3502-33205	STATE C ROAD	0	591,623	885,800	940,000	940,000	0
44-3502-34701	IMPACT ROAD	8,284	26,389	37,630	429,590	429,590	0
44-3502-36100	INTEREST EARNINGS	117,333	161,368	216,000	108,000	108,000	0
44-3502-36101	INTEREST EARNINGS RESTRICTED	82,692	147,371	196,000	98,000	98,000	0
44-3502-37110	TRANSFERS FROM GENERAL FUND	705,000	587,500	705,000	0	0	0
44-3502-37111	TRANSFERS FROM GEN FUND C ROAD	1,375,877	0	0	0	0	0
44-3502-37140	TRANSFERS FROM CAPITAL PROJECT	0	0	0	705,000	705,000	0
44-3502-37990	FUND BALANCE - USE OF	0	0	5,300,604	686,560	686,560	0
Total ROAD CAPITAL NON OPERATING REV:		2,715,934	1,940,383	10,859,301	3,669,150	3,669,150	0
ROAD CAPITAL OPERATING EXPENSE							
44-3504-49110	TRANSFERS TO GENERAL FUND	0	149,970	201,200	195,580	195,580	0
Total ROAD CAPITAL OPERATING EXPENSE:		0	149,970	201,200	195,580	195,580	0
ROAD REPAIR AND REPLACEMENT							
44-3505-51301	ANNUAL SEAL COAT C ROAD	532,125	690	620,000	700,000	700,000	0
44-3505-51725	190 EAST RECONSTRUCT	11,206	0	0	0	0	0
44-3505-51901	MAIN ST (I-15 TO 1000 N)	0	18,085	386,000	367,920	367,920	0
44-3505-52014	EAGLEWOOD LOOP SO ROCKWOOD	127,158	0	0	0	0	0
44-3505-52017	EGLERIDGE DR RECO, VISAV TO EWD	0	0	0	0	0	0
44-3505-52114	75 E, 125 E & 175 E RECONSTRUCT	154,358	108,327	108,568	0	0	0
44-3505-52115	LACEY WAY (MARIA, GARY, NANCY)	191,810	323,961	316,116	0	0	0
44-3505-52116	EAGLEWOOD DR(ORCH- EAGLERIDGE)	45,065	365,998	791,985	0	0	0
44-3505-52117	NORTH FRONTAGE ROAD (WILSON)	11,567	0	0	0	0	0
44-3505-52124	RECONSTRUCT US 89 TO CTR	84,579	75,220	75,222	0	0	0
44-3505-52144	400 WEST STR RECONSTRUCTION	3,000	1,210	50,000	0	0	0
44-3505-52201	EAGLERIDGE DR OVERLAY	515,131	0	0	0	0	0
44-3505-52245	475 N & CLOVERDALE	0	217,266	230,000	0	0	0
44-3505-52253	MTNVIEW/SKYVIEW/WILDFLOWER/SEG	132	215,149	229,868	0	0	0
44-3505-52302	PRKWY DR/CANYON LN/EGLPASS/RID	5,633	242,660	294,367	0	0	0
44-3505-52303	SIDER DR/175 N/550 E/575 E	1,675	261,527	328,325	0	0	0
44-3505-52315	400 WEST - CTR TO 500 N	0	14,253	1,500,000	0	0	0
44-3505-52322	WDCRST, TNGL, SUNFLWR RD	0	9,422	215,000	205,580	205,580	0
44-3505-52323	4000 SOUTH	0	3,360	100,000	100,000	100,000	0
44-3505-52325	DORTHEA & BERNICE RECONSTR	0	33,021	260,000	226,980	226,980	0
44-3505-52347	ELM AVE RECONSTRUCTION	153,216	3,129	0	0	0	0
44-3505-52424	MAIN ST WIDEN (PACIFIC-1000 N)	0	0	0	275,000	275,000	0
44-3505-52425	CYNTHIA WAY	0	0	0	285,000	285,000	0
Total ROAD REPAIR AND REPLACEMENT:		1,836,652	1,893,278	5,505,451	2,160,480	2,160,480	0
ROAD CAPITAL PROJECTS							
44-3506-51714	BUS SHELTERS	80,525	0	0	0	0	0
44-3506-51727	1100 NO RR CROSS WIDEN (60-80)	28,788	0	191,953	0	0	0

Account Number	Account Title	2022-23 Prior Year Actual	2023-24 Current YTD Actual	2023-24 Current Year Original Budget	2024-25 Requested By Dept	2024-25 Tentative Budget	Increase /Decrease
44-3506-51803	1100 NORTH BRIDGE	96,839	32,678	4,466,435	0	0	0
44-3506-51822	TREE PLANTING CTR ST PH 1	0	0	75,000	75,000	75,000	0
44-3506-52005	REDWOOD RD SIDEWALK- WEST CON	378,423	71	83,262	0	0	0
44-3506-52324	SIGNAL 400 W & 1100 N	0	2,911	336,000	333,090	333,090	0
44-3506-52415	150 N WATERLINE REPLACEMENT	0	0	0	110,000	110,000	0
44-3506-52416	850 N, 900 N, & MADSEN LN	0	0	0	250,000	250,000	0
44-3506-52418	COVENTRY,FREEDOM DR,FREEDOM CI	0	0	0	250,000	250,000	0
44-3506-52420	WINDSOR DR,WINDSOR CT,ASCOT DR	0	0	0	200,000	200,000	0
44-3506-52421	NANCY WAY	0	0	0	95,000	95,000	0
Total ROAD CAPITAL PROJECTS:		584,574	35,660	5,152,650	1,313,090	1,313,090	0
Revenue Total:		2,715,934	1,940,383	10,859,301	3,669,150	3,669,150	0
Expenditure Total:		2,421,227	2,078,908	10,859,301	3,669,150	3,669,150	0
Total :		294,707	-138,525	0	0	0	0

Account Number	Account Title	2022-23 Prior Year Actual	2023-24 Current YTD Actual	2023-24 Current Year Original Budget	2024-25 Requested By Dept	2024-25 Tentative Budget	Increase /Decrease
IRRIGATION CHARGES FOR SERVICE							
51-3121-34405	METERED PRODUCTS	0	291,401	330,000	0	400,000	400,000
51-3121-34407	METERED PRODUCTS - CITY METERS	0	20,940	44,000	0	30,000	30,000
51-3121-36000	MISCELLANEOUS	0	6,900	0	0	0	0
Total IRRIGATION CHARGES FOR SERVICE:		0	319,241	374,000	0	430,000	430,000
IRRIGATION OPERATING EXPENSE							
51-3124-40570	COST OF SALES	0	180,768	190,000	185,000	185,000	0
51-3124-41101	WAGE REGULAR EMPLOYEES	0	95,093	115,000	121,800	121,800	0
51-3124-41103	OVERTIME	0	8,557	8,000	8,000	8,000	0
51-3124-41200	EMPLOYEE BENEFITS	0	65,091	70,500	73,100	73,100	0
51-3124-42100	PROF & TECHNICAL SERVICES	0	3,323	10,000	10,000	10,000	0
51-3124-42110	BANK CHARGES	0	3,519	7,500	7,500	7,500	0
51-3124-43300	ELECTRICITY	0	521	5,000	5,000	5,000	0
51-3124-43400	TELECOMMUNICATION	0	1,014	1,500	1,500	1,500	0
51-3124-45100	OFFICE SUPPLIES	0	1,892	3,000	3,000	3,000	0
51-3124-45200	OPERATING SUPPLIES	0	17	0	3,000	3,000	0
51-3124-45211	INDIRECT COST ALLOCATION	0	14,350	17,200	17,220	25,600	8,380
51-3124-45600	REPAIR AND MAINTENANCE	0	0	7,000	7,000	7,000	0
51-3124-45603	MACH & EQUIP - METER REPLACE	0	21,330	45,000	90,000	90,000	0
Total IRRIGATION OPERATING EXPENSE:		0	395,476	479,700	532,120	540,500	8,380
WATER CHARGES FOR SERVICE							
51-3901-34405	METERED PRODUCTS	3,492,736	3,170,709	3,850,000	4,350,000	4,350,000	0
51-3901-34407	METERED PRODUCTS - CITY METERS	187,510	132,276	165,000	230,000	230,000	0
51-3901-36000	MISCELLANEOUS	13,723	18,838	70,000	15,000	15,000	0
Total WATER CHARGES FOR SERVICE:		3,693,970	3,321,824	4,085,000	4,595,000	4,595,000	0
WATER NON OPERATING REVENUE							
51-3902-33101	CAPITAL GRANTS - FEDERAL 86.56	0	0	1,463,985	0	0	0
51-3902-34701	IMPACT WATER	50,350	106,449	125,000	765,000	765,000	0
51-3902-36000	MISCELLANEOUS	6,535	115,351	14,000	14,000	14,000	0
51-3902-36100	INTEREST EARNINGS	68,508	72,288	90,000	43,750	43,750	0
51-3902-36101	INTEREST EARNINGS RESTRICTED	26,827	33,215	45,500	24,000	24,000	0
51-3902-37300	GAIN ON DISPOSAL OF CAP ASSET	9,880	0	0	10,000	10,000	0
51-3902-37990	FUND BALANCE - USE OF	0	0	3,159,746	1,654,850	1,178,130	-476,720
Total WATER NON OPERATING REVENUE:		162,100	327,303	4,898,231	2,511,600	2,034,880	-476,720
WATER OPERATING EXPENSE							
51-3904-40120	DEPRECIATION	971,265	0	0	0	0	0
51-3904-40570	COST OF SALES	752,632	780,760	820,000	845,000	845,000	0
51-3904-41101	WAGE REGULAR EMPLOYEES	629,234	573,563	693,000	757,500	757,500	0
51-3904-41102	TEMPORARY EMPLOYEES	0	0	25,000	25,000	25,000	0
51-3904-41103	OVERTIME	42,312	35,212	35,000	35,000	35,000	0
51-3904-41105	PENSION EXPENSE	-43,275	0	0	0	0	0
51-3904-41200	EMPLOYEE BENEFITS	401,633	352,865	399,500	405,000	405,000	0

Added back as own line items.

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51-3904-41201	EMPLOYEE ALLOWANCES	3,919	5,077	6,000	6,000	6,000	0
51-3904-41202	EMPLOYEE ALLOWANCES - UNIFORM	8,866	10,388	9,000	9,000	9,000	0
51-3904-42100	PROF & TECHNICAL SERVICES	121,550	82,198	100,000	100,000	100,000	0
51-3904-42110	BANK CHARGES	62,676	43,987	75,000	65,000	65,000	0
51-3904-42120	RENTAL OF EQUIPMENT & VEHICLES	27,550	25,416	41,000	30,000	30,000	0
51-3904-42202	GROUNDS CARE	38,606	62,778	60,000	80,000	80,000	0
51-3904-42300	INSURANCE - RISK MANAGEMENT	50,178	42,307	42,000	50,000	50,000	0
51-3904-42400	ADVERTISING AND PUBLIC NOTICES	449	0	0	0	0	0
51-3904-42900	TRAVEL, EDUCATION AND TRAINING	13,599	12,297	14,000	14,000	14,000	0
51-3904-43200	NATURAL GAS	5,043	4,538	3,500	35,500	5,000	-30,500 Correction.
51-3904-43300	ELECTRICITY	352,875	290,909	375,000	390,000	390,000	0
51-3904-43400	TELECOMMUNICATION	14,956	14,754	12,000	15,000	15,000	0
51-3904-45000	SUPPLIES AND MATERIALS	101,749	-20,614	100,000	120,000	120,000	0
51-3904-45023	CHEMICALS AND TESTING	75,342	75,532	75,000	80,000	80,000	0
51-3904-45100	OFFICE SUPPLIES	34,163	24,948	35,000	35,000	35,000	0
51-3904-45200	OPERATING SUPPLIES/TOOLS	24,413	17,812	25,000	25,000	25,000	0
51-3904-45211	INDIRECT COST ALLOCATION	354,000	332,640	399,200	498,500	473,900	-24,600
51-3904-45400	BOOKS, PUBLICATIONS AND SUBSCR	6,511	6,417	5,500	6,500	6,500	0
51-3904-45603	MACH & EQUIP - METERS REPLACE	104,410	6,268	200,000	250,000	250,000	0
51-3904-49011	FLEET FUEL CHARGES	18,017	11,485	25,000	20,000	20,000	0
51-3904-49012	FLEET REPAIR & MAINTENANCE	29,416	19,170	23,000	12,600	12,600	0
51-3904-49013	FLEET PARTS AND SUPPLIES	26,510	10,789	35,000	25,000	25,000	0
Total WATER OPERATING EXPENSE:		4,228,599	2,821,495	3,632,700	3,934,600	3,879,500	-55,100
WATER OPS REPAIR & REPLACE PRJ							
51-3905-42100	PROF & TECHNICAL SERVICES	8,980	7,591	13,000	13,000	13,000	0
51-3905-51520	MISC REHAB CUL WATER RESEVOIR	35,382	0	0	0	0	0
51-3905-51722	EQUALIZATION 350 E AND MORTON	0	0	205,065	0	0	0
51-3905-51723	MISC INTERIOR PIPING RESEVOIRS	70,324	0	0	0	0	0
51-3905-51815	5200 PUMP BLSGD #1 RETROFIT	0	0	80,000	0	0	0
51-3905-51816	PRV VAULT & VALVE REPLACEMENT	2,540	375,169	447,460	250,000	250,000	0
51-3905-51928	TANK REPAIRS 2020	108,231	0	0	0	0	0
51-3905-52114	75 E 125 E & 175 E REPLACEMENT	101,853	2,602	137,500	0	0	0
51-3905-52115	LACEY WAY WL REPLACEMENT	1,001,855	220	30,329	0	0	0
51-3905-52117	NO FRONTAGE RD WILSON TO CC	13,702	0	0	0	0	0
51-3905-52118	PRV VAULT & VALVE REPLACE FY22	90,253	45,314	37,314	0	0	0
51-3905-52124	MAIN ST WATERLINE US 89 TO CTR	263,612	34,817	31,388	0	0	0
51-3905-52245	475 N & CLOVERDALE	170,342	157,309	189,658	0	0	0
51-3905-52253	MTNVIEW/SKYVIEW/WILDFLOWER/SEG	11,670	406,961	338,330	0	0	0
51-3905-52301	N PRK VILLAGE WATERLINE	0	0	275,000	275,000	275,000	0
51-3905-52315	400 W (500 N to 1100 N)	12,330	0	250,000	0	0	0
51-3905-56105	CNTR ST WATERLINE UPPERCROSS	0	0	157,112	0	0	0
51-3905-56110	MAJOR REPAIRS MISC	46,784	28,561	50,000	50,000	50,000	0
51-3905-56112	WATER DAMAGE - ROAD REPAIR	142,549	2,030	45,000	45,000	45,000	0
Total WATER OPS REPAIR & REPLACE PRJ:		2,080,405	1,060,574	2,287,156	633,000	633,000	0
WATER CAPITAL PROJECTS							
51-3906-51631	E-WOOD COVE SECONDARY PHASE 2	29,004	0	0	0	0	0

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51-3906-52138	BIG WEST OIL FLOW CTR,VALVE,MT	16,954	79,972	74,780	0	0	0
51-3906-52213	EWGC HOLE 7 & 11, LAKE ENLRGMN	0	3,449	200,000	0	0	0
51-3906-52242	WATER SYSTEM GENERATORS	0	698	1,633,985	0	0	0
51-3906-52322	WDCRST, TNGL, SUNFLWR WL	0	170	450,000	450,000	450,000	0
51-3906-52415	150 N WATERLINE REPLACEMENT	0	0	0	130,000	130,000	0
51-3906-52416	850 N, 900 N, & MADSEN LN	0	0	0	375,000	375,000	0
51-3906-52418	COVENTRY,FREEDOM DR,FREEDOM CI	0	0	0	580,000	580,000	0
Total WATER CAPITAL PROJECTS:		45,958	84,288	2,358,765	1,535,000	1,535,000	0
WATER NON OPERATING EXPENSE							
51-3908-45603	MACH & EQUIP-METERS NEW	76,003	30,264	50,000	50,000	50,000	0
51-3908-47011	PRINCIPAL	181,776	180,910	180,910	184,380	184,380	0
51-3908-47012	INTEREST	30,460	29,984	30,000	28,000	28,000	0
51-3908-47013	FEES	4,550	0	5,000	2,500	2,500	0
51-3908-48500	MACHINERY & EQUIPMENT CAPITAL	73,394	187,802	333,000	145,000	145,000	0
51-3908-48502	VEHICLES	38,017	0	0	62,000	62,000	0
51-3908-50000	CLOSE DEBT	-181,776	0	0	0	0	0
Total WATER NON OPERATING EXPENSE:		222,424	428,960	598,910	471,880	471,880	0
Revenue Total:		3,856,070	3,968,368	9,357,231	7,106,600	7,059,880	-46,720
Expenditure Total:		6,577,386	4,790,793	9,357,231	7,106,600	7,059,880	-46,720
Total :		-2,721,316	-822,425	0	0	0	0

Account Number	Account Title	2022-23 Prior Year Actual	2023-24 Current YTD Actual	2023-24 Current Year Original Budget	2024-25 Requested By Dept	2024-25 Tentative Budget	Increase /Decrease
IRRIGATION CHARGES FOR SERVICE							
52-3121-34405	METERED PRODUCTS	299,886	0	0	0	0	0
52-3121-34407	METERED PRODUCTS - CITY METERS	22,252	0	0	0	0	0
52-3121-36000	MISCELLANEOUS	2,150	0	0	0	0	0
Total IRRIGATION CHARGES FOR SERVICE:		324,288	0	0	0	0	0
PRESSURIZED IRRIGATION NON OPE							
52-3122-36100	INTEREST EARNINGS	21,199	0	0	0	0	0
52-3122-36101	INTEREST EARNINGS RESTRICTED	2,648	0	0	0	0	0
Total PRESSURIZED IRRIGATION NON OPE:		23,847	0	0	0	0	0
IRRIGATION OPERATING EXPENSE							
52-3124-40120	DEPRECIATION	103,276	0	0	0	0	0
52-3124-40570	COST OF SALES	176,640	0	0	0	0	0
52-3124-41101	WAGE REGULAR EMPLOYEES	108,770	0	0	0	0	0
52-3124-41103	OVERTIME	10,346	0	0	0	0	0
52-3124-41105	PENSION EXPENSE	-17,897	0	0	0	0	0
52-3124-41200	EMPLOYEE BENEFITS	85,919	0	0	0	0	0
52-3124-42100	PROF & TECHNICAL SERVICES	2,992	0	0	0	0	0
52-3124-42110	BANK CHARGES	6,065	0	0	0	0	0
52-3124-43300	ELECTRICITY	1,448	0	0	0	0	0
52-3124-43400	TELECOMMUNICATION	1,497	0	0	0	0	0
52-3124-45100	OFFICE SUPPLIES	2,652	0	0	0	0	0
52-3124-45211	INDIRECT COST ALLOCATION	24,500	0	0	0	0	0
52-3124-45603	MACH & EQUIP - METER REPLACE	21,140	0	0	0	0	0
Total IRRIGATION OPERATING EXPENSE:		527,348	0	0	0	0	0
Revenue Total:		348,135	0	0	0	0	0
Expenditure Total:		527,348	0	0	0	0	0
Total :		-179,213	0	0	0	0	0

Account Number	Account Title	2022-23 Prior Year Actual	2023-24 Current YTD Actual	2023-24 Current Year Original Budget	2024-25 Requested By Dept	2024-25 Tentative Budget	Increase /Decrease
STORM CHARGES FOR SERVICES							
53-3111-34200	FEES	970,139	850,225	1,128,000	1,275,000	1,275,000	0
Total STORM CHARGES FOR SERVICES:		970,139	850,225	1,128,000	1,275,000	1,275,000	0
STORM NON OPERATING REVENUE							
53-3112-34701	IMPACT STORM WATER	13,927	24,356	50,000	200,000	200,000	0
53-3112-36100	INTEREST EARNINGS	20,733	38,557	49,500	24,750	24,750	0
53-3112-36101	INTEREST EARNINGS RESTRICTED	6,162	8,761	2,000	5,000	5,000	0
53-3112-37140	TRANSFERS FROM CAPITAL PROJECT	0	0	30,000	0	0	0
53-3112-37200	PROCEEDS FROM BORROWING	0	0	302,360	302,360	302,360	0
53-3112-37300	GAIN ON DISPOSAL OF CAP ASSET	0	0	70,000	70,000	70,000	0
53-3112-37990	FUND BALANCE - USE OF	0	0	614,321	568,325	568,475	150
Total STORM NON OPERATING REVENUE:		40,822	71,674	1,118,181	1,170,435	1,170,585	150
STORM OPERATING EXPENSE							
53-3114-40120	DEPRECIATION	247,648	0	0	0	0	0
53-3114-41101	WAGE REGULAR EMPLOYEES	236,637	209,355	257,000	279,000	279,000	0
53-3114-41103	OVERTIME	9,812	5,520	10,000	10,000	10,000	0
53-3114-41105	PENSION EXPENSE	-18,551	0	0	0	0	0
53-3114-41200	EMPLOYEE BENEFITS	126,448	113,118	131,500	131,000	131,000	0
53-3114-41201	EMPLOYEE ALLOWANCES	2,544	705	2,500	2,500	2,500	0
53-3114-41205	TUITION REIMBURSEMENT	2,000	0	2,000	0	0	0
53-3114-42100	PROF & TECHNICAL SERVICES	11,558	16,835	25,000	25,000	25,000	0
53-3114-42110	BANK CHARGES	8,087	12,316	9,500	11,000	11,000	0
53-3114-42120	RENTAL OF EQUIPMENT & VEHICLES	1,601	0	4,000	4,000	4,000	0
53-3114-42160	CLEANING AND CAMERA INSPECTION	0	94,747	150,000	150,000	150,000	0
53-3114-42300	INSURANCE - RISK MANAGEMENT	1,594	1,644	2,000	2,000	2,000	0
53-3114-42900	TRAVEL, EDUCATION AND TRAINING	3,233	1,813	4,000	4,000	4,000	0
53-3114-43400	TELECOMMUNICATION	3,069	2,323	3,500	3,500	3,500	0
53-3114-45000	SUPPLIES AND MATERIALS	3,234	2,822	4,000	10,000	10,000	0
53-3114-45100	OFFICE SUPPLIES	9,410	6,148	6,500	7,500	7,500	0
53-3114-45200	OPERATING SUPPLIES	1,161	113	1,000	1,000	1,000	0
53-3114-45211	INDIRECT COST ALLOCATION	62,400	61,730	74,100	82,100	82,250	150
53-3114-45400	BOOKS, PUBLICATIONS & SUBSCRIP	4,256	7,581	8,000	19,500	19,500	0
53-3114-45600	REPAIR AND MAINTENANCE	152,288	35,417	50,000	50,000	50,000	0
53-3114-45603	MACHINERY AND EQUIPMENT	41,298	1,100	45,000	5,000	5,000	0
53-3114-49011	FLEET FUEL CHARGES	10,576	7,529	15,000	15,000	15,000	0
53-3114-49012	FLEET REPAIR & MAINTENANCE	16,888	12,270	14,700	7,600	7,600	0
53-3114-49013	FLEET PARTS AND SUPPLIES	10,642	15,602	0	15,000	15,000	0
Total STORM OPERATING EXPENSE:		947,832	608,689	819,300	834,700	834,850	150
STORM CAPITAL PROJECTS							
53-3116-45600	REPAIR AND MAINTENANCE	0	21,234	70,000	40,000	40,000	0
53-3116-48502	VEHICLES	38,017	0	372,360	372,360	372,360	0
53-3116-52022	DRAINAGE PROJECT @ HOLE #14	123,521	3,656	0	0	0	0
53-3116-52028	NEW WASH BAY PUBLIC WORKS	2,424	-332	0	0	0	0
53-3116-52119	CONSTITUTION WAY CANYON IMP 1	0	0	300,000	300,000	300,000	0

Account Number	Account Title	2022-23 Prior Year Actual	2023-24 Current YTD Actual	2023-24 Current Year Original Budget	2024-25 Requested By Dept	2024-25 Tentative Budget	Increase /Decrease
53-3116-52213	EWGC HOLE 7 & 11, LAKE ENLRGMN	30,235	4,353	569,765	565,000	565,000	0
53-3116-52253	MTNVIEW/SKYVIEW/WILDFLOWER/SEG	0	30,000	30,000	0	0	0
53-3116-52418	COVENTRY,FREEDOM DR,FREEDOM CI	0	0	0	300,000	300,000	0
Total STORM CAPITAL PROJECTS:		194,197	58,910	1,342,125	1,577,360	1,577,360	0
STORM NON OPERATING EXPENSE							
53-3118-47010	PRINCIPAL-DEVELOPER REIMBURSE	0	51,073	52,000	0	0	0
53-3118-47011	PRINCIPAL	28,224	28,090	28,100	31,047	31,047	0
53-3118-47012	INTEREST	4,730	4,656	4,656	2,328	2,328	0
53-3118-50000	CLOSE DEBT	-28,224	0	0	0	0	0
53-3118-50001	CLOSE ASSET	-229,864	0	0	0	0	0
Total STORM NON OPERATING EXPENSE:		225,134	83,819	84,756	33,375	33,375	0
Revenue Total:		1,010,961	921,899	2,246,181	2,445,435	2,445,585	150
Expenditure Total:		916,894	751,418	2,246,181	2,445,435	2,445,585	150
Total :		94,067	170,481	0	0	0	0

Account Number	Account Title	2022-23 Prior Year Actual	2023-24 Current YTD Actual	2023-24 Current Year Original Budget	2024-25 Requested By Dept	2024-25 Tentative Budget	Increase /Decrease
SOLID WASTE CHARGES FOR SERV							
54-3101-34403	SERVICES - SANITATION	1,221,721	1,015,972	1,347,000	1,377,000	1,377,000	0
54-3101-34404	SERVICES - RECYCLING	326,135	267,399	363,000	363,000	363,000	0
Total SOLID WASTE CHARGES FOR SERV:		1,547,856	1,283,371	1,710,000	1,740,000	1,740,000	0
SOLID WASTE NON OPERATING REV							
54-3102-36100	INTEREST EARNINGS	10,298	14,658	6,000	8,000	8,000	0
Total SOLID WASTE NON OPERATING REV:		10,298	14,658	6,000	8,000	8,000	0
SOLID WASTE OPERATING EXPENSE							
54-3104-41101	WAGE REGULAR EMPLOYEES	54,010	44,266	53,500	55,600	55,600	0
54-3104-41102	TEMPORARY EMPLOYEES	5,295	0	4,000	2,500	2,500	0
54-3104-41103	OVERTIME	1,641	1,475	1,000	2,500	2,500	0
54-3104-41105	PENSION EXPENSE	-9,650	0	0	0	0	0
54-3104-41200	EMPLOYEE BENEFITS	29,880	24,125	31,500	32,000	32,000	0
54-3104-42000	GENERAL & CONTRACTED SERVICES	1,049,011	770,294	1,160,000	1,270,000	1,270,000	0
54-3104-42100	PROF & TECHNICAL SERVICES	4,007	3,240	4,000	4,000	4,000	0
54-3104-42110	BANK CHARGES	13,142	17,595	13,000	23,000	23,000	0
54-3104-43400	TELECOMMUNICATION	387	23	1,000	0	0	0
54-3104-45100	OFFICE SUPPLIES	6,756	6,539	5,000	7,000	7,000	0
54-3104-45200	OPERATING - SEASONAL, BULKY	28,333	18,111	30,000	32,000	32,000	0
54-3104-45211	INDIRECT COST ALLOCATION	24,300	20,600	24,700	30,700	30,700	0
54-3104-48500	MACHINERY & EQUIPMENT CAPITAL	52,637	0	40,000	40,000	40,000	0
Total SOLID WASTE OPERATING EXPENSE:		1,259,747	906,268	1,367,700	1,499,300	1,499,300	0
SOLID WASTE NON OPERATING EXP							
54-3108-49990	FUND BALANCE - CONTRIBUTION TO	0	0	101,800	0	0	0
Total SOLID WASTE NON OPERATING EXP:		0	0	101,800	0	0	0
RECYCLING OPERATION EXPENSE							
54-3204-40120	DEPRECIATION	3,965	0	0	0	0	0
54-3204-42000	GENERAL & CONTRACTED SERVICES	202,634	160,848	220,000	221,200	221,200	0
54-3204-45100	OFFICE SUPPLIES	1,886	1,783	1,500	2,500	2,500	0
54-3204-48500	MACHINERY & EQUIPMENT CAPITAL	30,402	0	25,000	25,000	25,000	0
Total RECYCLING OPERATION EXPENSE:		238,888	162,631	246,500	248,700	248,700	0
Revenue Total:		1,558,154	1,298,029	1,716,000	1,748,000	1,748,000	0
Expenditure Total:		1,498,636	1,068,899	1,716,000	1,748,000	1,748,000	0
Total :		59,518	229,130	0	0	0	0

Account Number	Account Title	2022-23 Prior Year Actual	2023-24 Current YTD Actual	2023-24 Current Year Original Budget	2024-25 Requested By Dept	2024-25 Tentative Budget	Increase /Decrease	
GOLF COURSE REVENUE								
55-5500-34200	FEES GREEN	990,517	767,817	1,200,000	1,200,000	1,200,000	0	
55-5500-34201	FEES DRIVING RANGE	121,907	85,452	145,000	150,000	165,000	15,000	
55-5500-34202	TOURNAMENT FEE	0	0	20,000	0	0	0	
55-5500-34203	PUNCH PASSES	20,449	20,061	0	25,000	25,000	0	
Total GOLF COURSE REVENUE:		1,132,873	873,330	1,365,000	1,375,000	1,390,000	15,000	
GOLF COURSE RENTAL								
55-5501-34205	FEES - EVENTS	0	5,452	0	0	0	0	
55-5501-34402	CONCESSIONS - CATERING	40,643	235,329	225,000	225,000	300,000	75,000	Anticipation of additional revenue for the grill and events center based on Spring/Early
55-5501-34406	PRO SHOP SALES	313,272	255,502	375,000	400,000	400,000	0	Summer bookings, as well addition of winter hours for snow tubing.
55-5501-34407	LESSONS	8,009	1,480	0	0	0	0	
55-5501-34408	CONCESSIONS - PRO SHOP	12,802	12,364	30,000	2,000	2,000	0	
55-5501-34409	CONCESSIONS - GRILL	112,966	161,822	250,000	225,000	275,000	50,000	
55-5501-34600	RENTS AND LEASES EQUIPMENT	14,713	15,654	0	20,000	20,000	0	
55-5501-34601	RENTS - SIMULATORS	33,666	24,637	60,000	35,000	35,000	0	
55-5501-34602	RENTS AND LEASES CARTS	496,107	375,699	600,000	650,000	650,000	0	
55-5501-34603	RENTS AND LEASES BANQUET	123,991	162,606	140,000	180,000	200,000	20,000	
55-5501-34604	RENTS & LEASES CLUBHOUSE COMME	18,600	13,950	25,000	20,000	20,000	0	
55-5501-34605	RENTS & LEASES MOBILE TOWERS	52,470	29,400	40,000	40,000	40,000	0	
55-5501-34607	RENTS & LEASES WINTER SLEDDING	0	0	0	30,000	30,000	0	
Total GOLF COURSE RENTAL:		1,227,238	1,293,894	1,745,000	1,827,000	1,972,000	145,000	
GOLF COURSE NON OPERATING								
55-5502-36100	INTEREST EARNINGS	3,208	4,815	0	5,000	5,000	0	
55-5502-36101	INTEREST EARNINGS RESTRICTED	19,195	-83,381	-2,000	-31,570	-31,570	0	Spread out and lease upcoming equipment purchases to preserve fund balance.
55-5502-37200	PROCEEDS FROM BORROWING	0	0	335,000	0	200,000	200,000	
55-5502-37300	GAIN ON DISPOSAL OF CAP ASSET	-142,363	0	31,000	0	0	0	
55-5502-37990	FUND BALANCE - USE OF	0	0	174,478	164,963	0	-164,963	
Total GOLF COURSE NON OPERATING:		119,960	78,566	538,478	138,393	173,430	35,037	
GOLF COURSE CLUBHOUSE OPERATIN								
55-5584-40120	DEPRECIATION	224,441	0	0	0	0	0	
55-5584-40570	COST OF SALES	274,562	248,775	230,000	250,000	250,000	0	
55-5584-41101	WAGE REGULAR EMPLOYEES	308,294	263,773	311,000	315,000	320,000	5,000	
55-5584-41102	TEMPORARY EMPLOYEES	100,978	118,454	135,000	135,000	135,000	0	
55-5584-41103	OVERTIME	84	264	2,500	1,000	1,000	0	
55-5584-41105	PENSION EXPENSE	-81,172	0	0	0	0	0	
55-5584-41200	EMPLOYEE BENEFITS	180,150	131,308	182,000	170,000	172,000	2,000	
55-5584-41201	EMPLOYEE ALLOWANCES	14,225	10,854	11,960	11,960	11,960	0	
55-5584-42000	GENERAL & CONTRACTED SERVICES	24,564	35,571	15,000	35,000	35,000	0	
55-5584-42110	BANK CHARGES	69,687	56,749	45,000	65,000	65,000	0	
55-5584-42202	GROUNDS CARE	15,693	36,812	23,000	20,000	20,000	0	
55-5584-42300	INSURANCE - RISK MANAGEMENT	32,688	28,132	28,000	28,000	28,000	0	
55-5584-42400	ADVERTISING AND PUBLIC NOTICES	40,970	31,009	50,000	50,000	50,000	0	
55-5584-42900	TRAVEL, EDUCATION AND TRAINING	2,940	2,227	2,000	2,000	2,000	0	
55-5584-43100	WATER AND SEWERAGE	2,974	3,092	4,500	4,000	4,000	0	

Account Number	Account Title	2022-23 Prior Year Actual	2023-24 Current YTD Actual	2023-24 Current Year Original Budget	2024-25 Requested By Dept	2024-25 Tentative Budget	Increase /Decrease
55-5584-43200	NATURAL GAS	10,234	6,799	6,500	6,000	6,000	0
55-5584-43300	ELECTRICITY	10,103	11,542	16,000	11,000	11,000	0
55-5584-43400	TELECOMMUNICATION	6,455	6,544	6,500	6,500	6,500	0
55-5584-45100	OFFICE SUPPLIES	8,873	2,552	16,000	15,000	15,000	0
55-5584-45200	OPERATING SUPPLIES	54,930	41,401	60,000	40,000	40,000	0
55-5584-45205	EVENTS CNTR OPERATING SUPPLIES	10,202	0	0	0	0	0
55-5584-45211	INDIRECT COST ALLOCATION	53,400	76,020	91,200	93,700	99,800	6,100
55-5584-45400	BOOKS, PUBLICATIONS AND SUBSCR	0	0	1,000	1,000	1,000	0
55-5584-49011	FLEET FUEL CHARGES	12,600	9,866	20,000	20,000	20,000	0
55-5584-49012	FLEET REPAIR & MAINTENANCE	3,156	4,087	8,000	8,000	8,000	0
Total GOLF COURSE CLUBHOUSE OPERATIN:		1,381,031	1,125,830	1,265,160	1,288,160	1,301,260	13,100
GOLF COURSE GREENS OPERATING							
55-5585-41101	WAGE REGULAR EMPLOYEES	251,065	202,334	255,000	265,200	265,200	0
55-5585-41102	TEMPORARY EMPLOYEES	62,932	66,766	90,000	100,000	100,000	0
55-5585-41103	OVERTIME	165	221	500	500	500	0
55-5585-41200	EMPLOYEE BENEFITS	164,465	136,562	160,000	166,200	170,000	3,800
55-5585-41201	EMPLOYEE ALLOWANCES	0	0	1,000	1,000	1,000	0
55-5585-42000	GENERAL & CONTRACTED SERVICES	2,110	1,641	5,000	5,000	5,000	0
55-5585-42120	RENTAL OF EQUIPMENT & VEHICLES	690	707	1,000	1,000	1,000	0
55-5585-42900	TRAVEL, EDUCATION AND TRAINING	447	1,351	1,000	1,000	1,000	0
55-5585-43100	WATER AND SEWERAGE	141,453	88,006	118,800	120,000	120,000	0
55-5585-43200	NATURAL GAS	2,321	2,414	2,000	2,500	2,500	0
55-5585-43300	ELECTRICITY	15,890	15,148	25,000	20,000	20,000	0
55-5585-43400	TELECOMMUNICATION	2,995	2,527	2,500	2,500	2,500	0
55-5585-45020	FERTILIZER	0	0	0	40,000	40,000	0
55-5585-45022	TOOLS	0	0	0	5,000	5,000	0
55-5585-45023	CHEMICALS	0	0	0	10,000	10,000	0
55-5585-45024	COURSE SUPPLIES	0	0	0	7,500	7,500	0
55-5585-45026	PUMP SUPPLIES	0	0	0	5,000	5,000	0
55-5585-45028	POND SUPPLIES	0	0	0	5,000	5,000	0
55-5585-45030	IRRIGATION SUPPLIES	0	0	0	20,000	20,000	0
55-5585-45032	SAND AND TOPDRESSING	0	0	0	20,000	20,000	0
55-5585-45034	GRASS AND SEED	0	0	0	10,000	10,000	0
55-5585-45100	OFFICE SUPPLIES	120	16	500	0	0	0
55-5585-45200	OPERATING SUPPLIES	95,384	95,423	110,000	0	0	0
55-5585-45400	BOOKS, PUBLICATIONS & SUBSCRIP	1,212	1,295	1,000	1,000	1,000	0
55-5585-45602	BUILDINGS	0	0	0	3,000	3,000	0
55-5585-45606	CART PATH REPAIR	0	0	0	2,500	2,500	0
55-5585-45608	GROUNDS RENNOVATION	0	0	0	5,000	5,000	0
55-5585-45610	TREES	0	0	10,000	10,000	10,000	0
55-5585-49011	FLEET FUEL CHARGES	21,986	14,890	20,000	20,000	20,000	0
55-5585-49012	FLEET REPAIR & MAINTENANCE	9,801	0	15,000	0	0	0
55-5585-49013	FLEET PARTS AND SUPPLIES	8,975	15,154	10,000	10,000	10,000	0
Total GOLF COURSE GREENS OPERATING:		782,011	644,453	828,300	858,900	862,700	3,800
GOLF COURSE CAFE OPERATING							
55-5586-40570	COST OF SALES	83,596	141,185	120,000	175,000	175,000	0

Account Number	Account Title	2022-23 Prior Year Actual	2023-24 Current YTD Actual	2023-24 Current Year Original Budget	2024-25 Requested By Dept	2024-25 Tentative Budget	Increase /Decrease
55-5586-41101	WAGE REGULAR EMPLOYEES	34,946	105,407	125,000	119,000	121,000	2,000
55-5586-41102	TEMPORARY EMPLOYEES	46,861	67,609	70,000	50,000	50,000	0
55-5586-41103	OVERTIME	558	436	500	500	500	0
55-5586-41200	EMPLOYEE BENEFITS	24,813	48,545	81,200	65,400	66,000	600
55-5586-42400	ADVERTISING AND PUBLIC NOTICES	1,315	39	15,000	10,000	10,000	0
55-5586-43400	TELECOMMUNICATION	210	710	0	1,000	1,000	0
55-5586-45200	OPERATING SUPPLIES	24,993	39,233	27,500	25,000	25,000	0
Total GOLF COURSE CAFE OPERATING:		217,292	403,165	439,200	445,900	448,500	2,600
GOLF COURSE EV CNTR OPERATING							
55-5587-41101	WAGE REGULAR EMPLOYEES	0	78	0	0	0	0
55-5587-41102	TEMPORARY EMPLOYEES	0	11,793	30,000	30,000	30,000	0
55-5587-41200	EMPLOYEE BENEFITS	0	1,645	4,000	2,833	2,840	7
55-5587-44240	ADVERTISING AND PUBLIC NOTICES	1,142	1,783	5,000	4,000	4,000	0
55-5587-45205	EVENTS CNTR OPERATING SUPPLIES	312	21,244	18,000	15,000	15,000	0
Total GOLF COURSE EV CNTR OPERATING:		1,454	36,543	57,000	51,833	51,840	7
GOLF COURSE NON OPERATING							
55-5588-47011	PRINCIPAL	100,000	0	100,000	105,000	105,000	0
55-5588-47012	INTEREST	93,401	46,769	93,538	90,600	90,600	0
55-5588-47013	FEES	0	1,353	0	0	0	0
55-5588-47016	LEASE PAYMENT	0	0	65,000	0	65,000	65,000
55-5588-48200	BUILDINGS - CLUB HOUSE	166,551	37,334	465,280	200,000	200,000	0
55-5588-48201	BUILDINGS - CONTRACTOR	1,687,653	0	0	0	0	0
55-5588-48202	BUILDINGS - TURF CENTER	22,673	7,707	0	0	0	0
55-5588-48400	CONSTRUCTION - GROUNDS IMPROVE	4,037	17,003	0	0	0	0
55-5588-48401	CONSTRUCTION - IRRIGATION	551	0	0	0	0	0
55-5588-48500	MACHINERY & EQUIPMENT CAPITAL	507,347	195,662	335,000	300,000	200,000	-100,000
55-5588-49990	FUND BALANCE - CONTRIBUTION TO	0	0	0	0	210,530	210,530
55-5588-50000	CLOSE DEBT	-100,000	0	0	0	0	0
55-5588-50001	CLOSE ASSET	-2,389,675	0	0	0	0	0
Total GOLF COURSE NON OPERATING:		92,539	305,827	1,058,818	695,600	871,130	175,530
Revenue Total:		2,240,152	2,088,658	3,648,478	3,340,393	3,535,430	195,037
Expenditure Total:		2,474,327	2,515,817	3,648,478	3,340,393	3,535,430	195,037
Total :		-234,175	-427,159	0	0	0	0

Spread out and lease upcoming equipment purchases to preserve fund balance.

Account Number	Account Title	2022-23 Prior Year Actual	2023-24 Current YTD Actual	2023-24 Current Year Original Budget	2024-25 Requested By Dept	2024-25 Tentative Budget	Increase /Decrease
FLEET MANAGEMENT OPERATING REV							
61-1151-34900	INTERDEPARTMENTAL CHARGES	355,635	282,920	339,500	174,900	174,900	0
61-1151-34904	ANNUAL CAPITAL CHARGES	517,200	390,170	510,200	513,070	513,070	0
Total FLEET MANAGEMENT OPERATING REV:		872,835	673,090	849,700	687,970	687,970	0
FLEET MANAGEMENT NON OPERATING							
61-1152-36100	INTEREST EARNINGS	18,426	37,437	48,000	24,000	24,000	0
61-1152-37200	PROCEEDS FROM BORROWING	0	0	0	375,000	375,000	0
61-1152-37300	GAIN ON DISPOSAL OF CAPITAL AS	52,013	33,250	40,500	24,000	24,000	0
61-1152-37400	INSURANCE RECOVERY	500	0	0	0	0	0
61-1152-37990	FUND BALANCE - USE OF	0	0	0	138,130	143,530	5,400
Total FLEET MANAGEMENT NON OPERATING:		70,939	70,687	88,500	561,130	566,530	5,400
FLEET MANAGEMENT OPERATING							
61-1154-40120	DEPRECIATION	391,583	0	0	0	0	0
61-1154-41101	WAGE REGULAR EMPLOYEES	166,218	143,284	171,000	177,000	181,000	4,000
61-1154-41103	OVERTIME	1,051	1,219	2,000	2,000	2,000	0
61-1154-41105	PENSION EXPENSE	-14,821	0	0	0	0	0
61-1154-41200	EMPLOYEE BENEFITS	110,300	100,271	119,500	115,600	117,000	1,400
61-1154-41202	EMPLOYEE ALLOWANCES - UNIFORM	1,329	1,665	2,000	2,000	2,000	0
61-1154-42900	TRAVEL, EDUCATION AND TRAINING	3,006	2,676	4,000	4,000	4,000	0
61-1154-43400	TELECOMMUNICATION	1,433	1,293	1,000	1,500	1,500	0
61-1154-45000	SUPPLIES AND MATERIALS	29,305	20,340	25,000	25,000	25,000	0
61-1154-45200	OPERATING SUPPLIES	181	769	0	0	0	0
61-1154-45603	MACHINERY AND EQUIPMENT	21,798	10,532	15,000	60,000	60,000	0
Total FLEET MANAGEMENT OPERATING:		711,383	282,049	339,500	387,100	392,500	5,400
FLEET MANAGEMENT NON OPERATING							
61-1158-47012	INTEREST	1,062	585	3,500	0	0	0
61-1158-47016	LEASE PAYMENT	22,636	23,200	0	65,000	65,000	0
61-1158-48502	VEHICLES	409,236	418,484	447,900	797,000	797,000	0
61-1158-49990	FUND BALANCE - CONTRIBUTION TO	0	0	147,300	0	0	0
Total FLEET MANAGEMENT NON OPERATING:		432,934	442,269	598,700	862,000	862,000	0
Revenue Total:		943,774	743,777	938,200	1,249,100	1,254,500	5,400
Expenditure Total:		1,144,317	724,318	938,200	1,249,100	1,254,500	5,400
Total :		-200,543	19,459	0	0	0	0
Grand Totals:		16,327,856	-866,769	0	0	0	0



CITY OF NORTH SALT LAKE COMMUNITY & ECONOMIC DEVELOPMENT

10 East Center Street, North Salt Lake, Utah 84054
(801) 335-8700
(801) 335-8719 Fax

MEMORANDUM

TO: Honorable Mayor and City Council
FROM: Sherrie Pace, Community Development Director
DATE: May 7, 2024
SUBJECT: Consideration of Resolution 2024-16R: A resolution authorizing consent to annexation by Salt Lake City of the North Pointe Annexation partially located within North Salt Lake's Annexation Policy Plan, known as Area D

RECOMMENDATION

City Staff recommends to the City Council the approval of the requested Resolution 2024-16R, a resolution consenting to the annexation of the North Pointe Annexation by Salt Lake City, for the portion of the annexation contained with North Salt Lake's Annexation Policy Plan with the no conditions.

BACKGROUND

Several years ago property owners within the North Pointe Area of Salt Lake County approached the City of North Salt Lake to request annexation of the area across the County boundary. In order for the City to consider the request the City was required to update the Annexation Policy Plan to include the area. The property owner and the City entered into a contract to study the proposed annexation and update the City's Plan. In November of 2021 the City Council voted to adopt the updated Annexation Policy Plan to include the area known as Annexation Area D. Subsequent to that adoption and the election of new City Councilmembers, the City Council informed the property owner that the majority of the City Council was no longer interested in annexation of the Area.

The property owners of the subject property have approached Salt Lake City requesting annexation. As a part of that process, Salt Lake City has requested that North Salt Lake remove the area from our Annexation Policy Plan so that it may be lawfully considered for annexation by Salt Lake City. City staff believes that the current City boundaries, which are the same as the Salt Lake/Davis County boundaries in this portion of the City, should remain as they are constituted today.

REVIEW

Utah State Code 10-2-403(1)(c) states that a City may not annex a property that is contained within another City's Annexation Plan without receiving consent for the annexation. Salt Lake City has contacted the City and requested consent from North Salt Lake. The annexation proposed by Salt Lake City includes property contained within Annexation Area D of North Salt Lake.

POSSIBLE MOTION

I move that the City Council approve Resolution 2024-16R consenting to the annexation of the North Pointe Area to Salt Lake City with the following findings:

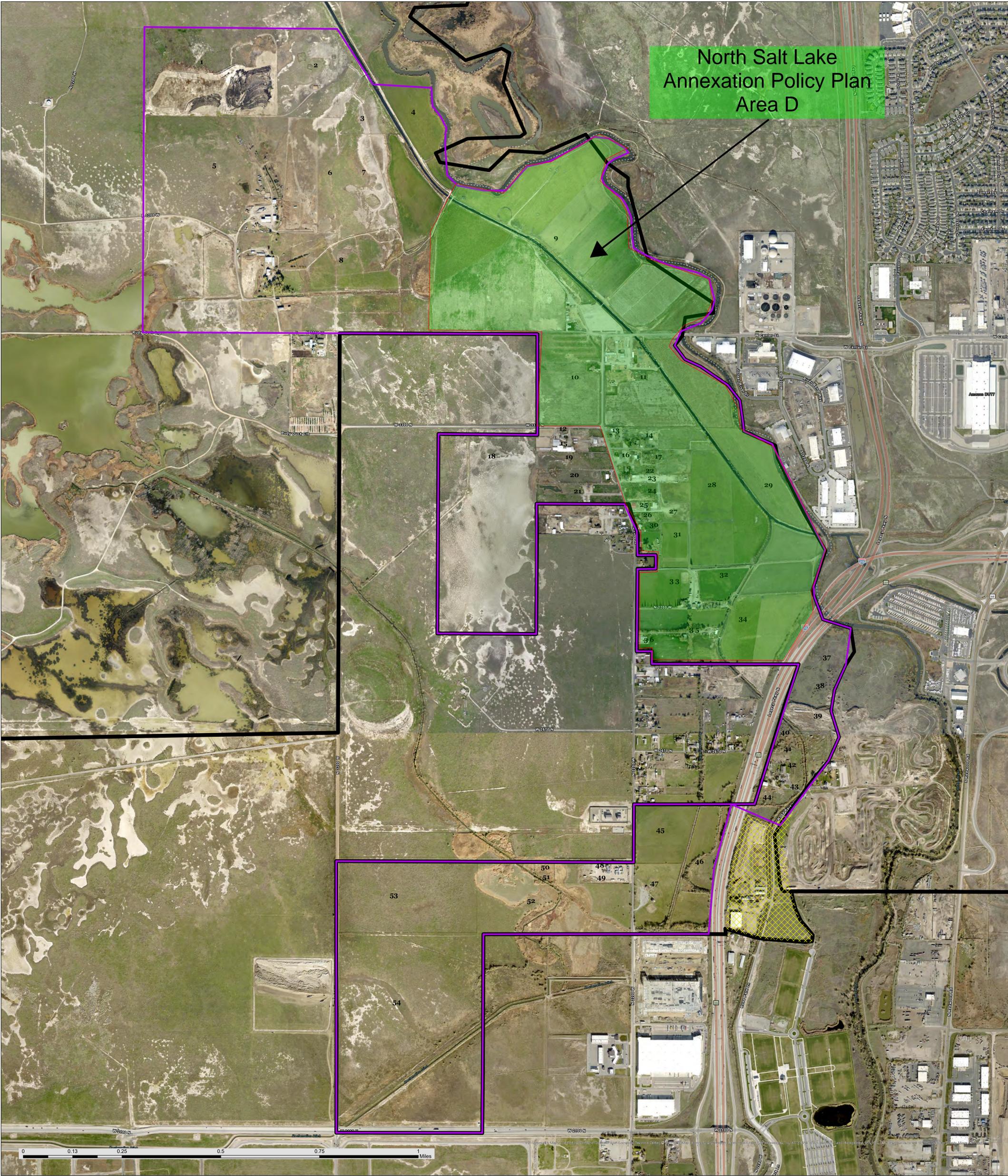
1. The City of North Salt Lake is not interested in annexing the area at this time; and

2. Municipal services can be provided to the area more efficiently by Salt Lake City than by the City of North Salt Lake.

Attachments

- 1) Proposed Annexation Map with NSL Area D overlay
- 2) Resolution 2024-16R
- 3) Exhibit A-Proposed Annexation Map

North Salt Lake
Annexation Policy Plan
Area D



- Legend
- Hunter Stables
 - City-Initiated Annexation
 - SLC/SLCO/Davis County Boundary

Proposed Annexation



RESOLUTION NO. 2024-16R

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF
NORTH SALT LAKE CONSENTING TO THE NORTH POINTE
ANNEXATION BY SALT LAKE CITY**

WHEREAS, the City of North Salt Lake in Davis County has reviewed the proposed annexation of the North Pointe Area into Salt Lake City, as shown on the map attached as Exhibit A; and

WHEREAS, the proposed annexation is partially contained within the City of North Salt Lake’s Annexation Policy Plan and known as Area D; and

WHEREAS, the proposed annexation is controlled by Utah State Code Section 10-2-403(1)(c) and area may not be annexed by a municipality for an area included in another municipality’s annexation policy plan, unless the other municipality agrees to the annexation; and

WHEREAS, the City of North Salt Lake recognizes that the proposed annexation area is contiguous to Salt Lake City within Salt Lake County; and

WHEREAS, the City recognizes that Salt Lake City can provide municipal services to the area in a more efficient manner and is otherwise in the public’s interest to be annexed into Salt Lake City;

NOW THEREFORE, BE IT RESOLVED, for the limited purpose of meeting the requirements of Utah Code Section 10-2-403(2), the Governing Body of the City of North Salt Lake, though neither in favor of nor opposed to the proposed annexation, does hereby grant consent to the proposed North Pointe Annexation to Salt Lake City.

This Resolution shall take effect upon passage.

APPROVED AND ADOPTED by the City of North Salt Lake, Utah, on this 7th day of May, 2024.

CITY OF NORTH SALT LAKE

By:

BRIAN J. HORROCKS

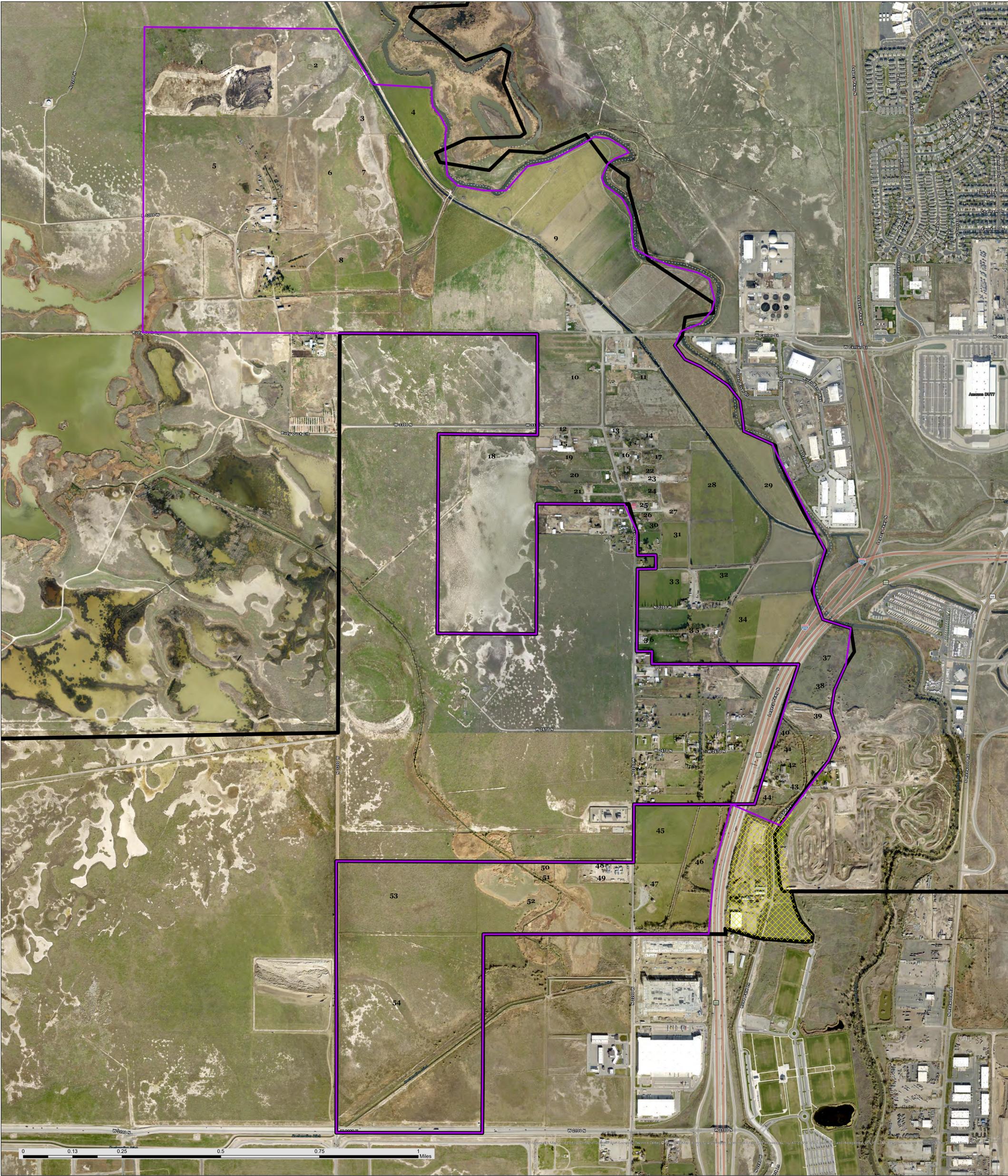
Mayor

ATTEST:

WENDY PAGE
City Recorder

City Council Vote as Recorded:

Council Member Watts Baskin _____
Council Member Clayton _____
Council Member Jackson _____
Council Member Knowlton _____
Council Member Van Langeveld _____



Legend

-  Hunter Stables
-  City-Initiated Annexation
-  SLCO/Davis County Boundary

Proposed Annexation





CITY OF NORTH SALT LAKE

Police Department

10 East Center Street, North Salt Lake, Utah 84054 • (801)335-8650 Fax: (801)335-8679

BRIAN J HORROCKS
Mayor

KEN LEETHAM
City Manager



CRAIG BLACK
Chief of Police

To: Honorable Mayor and City Council of North Salt Lake
From: Craig Black, Chief of Police
Date: May 7, 2024
Re: Purchase Of New Police Motorcycles

Recommendation

The police department is requesting authorization to purchase two (2) used 2020 Harley Davidson Motorcycles from Harley-Davidson of Salt Lake City (HDSL) for \$35,000. We are also requesting the declaration of two currently used Harley Davidson Motorcycles as surplus (part of Resolution 2024-17R as item #12).

Background

Nine years ago, as part of the police department's efforts to provide enhanced service to traffic related incidents and enforcement, the department purchased two (2) used Harley Davidson Motorcycles. These were the first motorcycles owned and utilized by the North Salt Lake Police Department. Those vehicles were both 2009 Harley Davidson Road Kings and were fully equipped with all necessary emergency equipment.

We have had these bikes in service now for nine years. They have proven to be advantageous for not only maneuverability and positioning in a variety of traffic circumstances, but also for event management in and out of North Salt Lake. In particular, they have been critical during Liberty Fest events, or other events that require significant traffic management due to their ability to be mobile in otherwise congested circumstances. We have also been requested to assist with dignitary and funeral escorts, and even in parades helping other cities.

Nine officers have successfully completed the very challenging Police Motor Course to be certified Law Enforcement Motor Officers. Another officer has applied for that training and will be attending this year. One of our certified officers is now a Utah State authorized trainer for the Ogden City Motor School due to his exceptional skill and teaching ability.

These two motorcycles have been our service and training bikes and after fifteen years of service, nine with our agency, have become outdated, and expensive to maintain and service. In addition to their wear and tear, technology updates in police motorcycles, including braking changes, anti-crash and collision sensors, and other engineering have produced bikes that are safer, less expensive to maintain, and follow current training practices.

The police chief is proposing to surplus the two 2009 motorcycles and utilize them now for the motorcycle school training bikes, as well as back-up motorcycles if needed. At a time when they are no longer safe in these roles, they will be sent to auction.

The chief is also requesting permission to purchase two new(er) motorcycles from Harley-Davidson of Salt Lake. These are both 2020 Harley Davidson Electra Glide motorcycles that are lease returns from an agency that is on a leasing program with HDSL and have been returned to be replaced by new bikes. These bikes are low mileage, fully equipped with all emergency and necessary safety equipment, and still very functional. After meeting with the administration of HDSL, we have been able to negotiate the purchase price of both bikes for \$35,000. (\$17,500 each). They will be delivered fully serviced and ready to use. A brand-new Harley Davidson Electra Glide costs roughly \$28,000-33,000 before an additional \$8,000 for police equipment. A typical used, similar Harley Davidson in this area, often with more mileage sells for \$17,000-\$27,000 depending on mileage, condition, and service records. This is before the emergency equipment is added.

The funds for this purchase will come from the fleet fund and be charged back to the police department over an eight (8) year depreciation period.

The department and city have been and will continue to be well served by maintaining a robust motor program. The strategy of using well-maintained, safe, second-hand motorcycles has, and will continue to save thousands of dollars instead of trying to maintain a fleet of new bikes and will still provide the exceptional service we have been able to provide.

The information for the surplus Motorcycles is:

Vehicle #	Year	Make	Model	Type	Mileage
202-15	2009	Harley-Davidson	Road King	Motorcycle	18,187
203-15	2009	Harley Davidson	Road King	Motorcycle	16,093

The full purchase price, including equipment for the new (used) motorcycles is \$17,500 each.

Total Purchase Price - \$35,000.

Possible Motion

I move that the City Council approve the purchase of two used Harley-Davidson Electra-Glide Motorcycles for a total cost of \$35,000.



NORTH SALT LAKE PUBLIC WORKS

10 East Center Street
North Salt Lake, Utah 84054
801-335-8700
www.nslcity.org

Brian J. Horrocks
Mayor
Jonathan Rueckert
Public Works Director

TO: Honorable Mayor and City Council
FROM: Jonathan Rueckert, Public Works Director
DATE: May 7, 2024
SUBJECT: Vehicle Equipment Purchase

STAFF RECOMMENDATION

Staff recommends purchasing a 2025 Mack Granite chassis with dump bed, front plow, spreader and hydraulic equipment from Mountain West Truck Center for \$337,980 under state purchasing contract MA1875. Staff is also requesting the declaration of Fleet Vehicle #S-21 as surplus (part of Resolution 2024-17R as item #12).

BACKGROUND

This bid is purchase a class 7 medium sized single axle bobtail truck for primary use as a snow plow. In addition to this truck equipment including all necessary accessories for snow removal, the chassis will be upgraded to be 4x4 capable. Public Works has previously added two similar trucks with these same capabilities to the fleet for use on steeper hillside roadways. This truck will replace S-21 (VIN: 1HTWCAANX7J476376) a 2007 International SBA 7400 4x2 that was converted to use CNG fuel. This aged equipment meets the 15-point replacement policy criteria.

BUDGET

Budget for this vehicle was approved in the FY2023-2024 fleet fund. Action from a prior budget adjustment removed funds from the FY2023-2024 budget, so funding could be recognized in the budget year when this vehicle will be delivered.

POSSIBLE MOTION

I motion that the City Council approve the purchase of a 2025 Mack Granite chassis with dump bed, front plow, spreader and hydraulic equipment from Mountain West Truck Center for \$337,980.



CITY OF NORTH SALT LAKE

10 East Center Street
North Salt Lake, Utah 84054
(801) 335-8700
(801) 335-8719 Fax

Brian J. Horrocks
Mayor

Ken Leetham
City Manager

MEMORANDUM

TO: Honorable Mayor and City Council

FROM: Ken Leetham, City Manager

DATE: May 7, 2024

SUBJECT: Consideration of Resolution 2024-17R: A Resolution Declaring Surplus Property and Authorizing its Disposal

RECOMMENDATION

I recommend approval of Resolution 2024-17R: A Resolution Declaring Surplus Property and Authorizing its Disposal.

BACKGROUND

The attached resolution contains one vehicle and two motorcycles in the Public Works and Police Departments which City staff is proposing to be declared surplus. In the case of the Police motorcycles, they will continue to be used for motorcycle school training bikes, as well as back-up motorcycles if needed. However, we would like the City Council's approval to dispose of the motorcycles in the future when they are no longer safe in those roles. New purchases of motorcycles for Police and replacement vehicle for Public Works are also on this City Council agenda for consideration (Item #10 and #11).

PROPOSED MOTION

I move that the City Council approve Resolution 2024-17R: A Resolution Declaring Surplus Property and Authorizing its Disposal.

RESOLUTION NO. 2024-17R

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF
NORTH SALT LAKE DECLARING CERTAIN POLICE
DEPARTMENT AND PUBLIC WORKS VEHICLES AS SURPLUS
PROPERTY AND AUTHORIZING ITS PROPER DISPOSAL**

WHEREAS, the City of North Salt Lake police department and public works department no longer have a need or use for certain vehicles or property due to age, cost of maintenance, and/or being obsolete; and

WHEREAS, in accordance with State regulations, the City Council has determined to declare the property listed in Exhibit A as surplus and desires to dispose of it in the method as prescribed by current law.

NOW THEREFORE, BE IT RESOLVED, the Governing Body of the City of North Salt Lake does hereby approve the vehicles/property listed in Exhibit A as surplus and that said vehicles/property shall be disposed of according to State statutes, including disposal, sale, or trade-in on new vehicles.

BE IT FURTHER RESOLVED, by the City Council of the City of North Salt Lake that the Police Chief and Public Works Director are authorized to undertake any and all actions to effect such sale, disposal, donation, or trade-in of the vehicles/property listed in Exhibit A.

This Resolution shall take effect upon passage.

APPROVED AND ADOPTED by the City of North Salt Lake, Utah, on this 7th day of May, 2024.

CITY OF NORTH SALT LAKE

By:

BRIAN J. HORROCKS

Mayor

ATTEST:

WENDY PAGE

City Recorder

City Council Vote as Recorded:

Council Member Watts Baskin _____

Council Member Clayton _____

Council Member Jackson _____

Council Member Knowlton _____

Council Member Van Langeveld _____

Exhibit A

The following vehicles/property are proposed to be declared as surplus property:

Fleet #	Department	Make	Model	Year	VIN
S-21	Public Works	International	SBA 7400 4x2	2007	1HTWCAANX7J476376
202-15	Police	Harley-Davidson	Road King	2009	1HD1FHM199Y670762
203-15	Police	Harley Davidson	Road King	2009	1HD1FHM159Y675389



NORTH SALT LAKE ENGINEERING

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BRIAN J. HORROCKS
Mayor

KARYN BAXTER, PE
City Engineer

MEMORANDUM

To: Honorable Mayor & City Council
From: Karyn Baxter, City Engineer
Date: May 7, 2023
Subject: Bid Award for Porter's Concrete Landing Boat Ramp

RECOMMENDATION

Staff recommends awarding the Porter's Concrete Landing Boat Ramp Project with additive alternate to Rayd Inc. for the price of \$172,020.

BACKGROUND

This project is for the installation of a new concrete boat ramp at Porter's Landing. The funding for this project is being provided in part by a Jordan River Commission Small Grant, as well as a Recreation Restoration Infrastructure (RRI) grant. The remaining cost will be paid by the City of North Salt Lake.

The total estimated cost of this project was \$142,750, with the following cost sharing agreement:

	<u>Cost Share</u>
Jordan River Commission Small Grant	\$5,000
Recreation Restoration Infrastructure Grant	\$57,750
City Portion	\$79,000
	<hr/>
	\$142,750

Staff has identified some additional improvements to connect the new concrete ramp to the Jordan River Parkway Trail and the existing parking lot. To keep the scope and cost separate for evaluation, the additional work for the trail and parking lot connections were included in the bid as an additive alternate.

The site plan and landscape plan for this work is attached. The base bid includes all work shown that is west of the Jordan River Parkway Trail. The connection to the asphalt trail and the concrete path that continues east to the parking lot is Additive Alternate #1 (identified by dashed black line around this work area).

This bid was sent to three qualified contractors recommended by the design consultant. These contractors have experience with this specialized construction, including the complicated task of diverting the river around the construction zone and working within the river's boundaries.

The City received two bids for this project, as shown below:

<u>Contractor</u>	<u>Base Price</u>	<u>Additive Alternate</u>
Rayd Inc.	\$159,180	\$12,840
Strong Solutions	\$199,891	\$29,940

The total budget for this project is \$142,750. Of that amount, the existing City's budget is \$80,000, which has already been approved. A budget amendment will be needed at a future time if this project is awarded.

EVALUATION OF ADDITIVE ALTERNATE

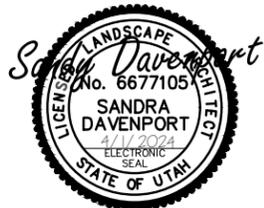
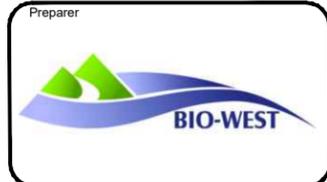
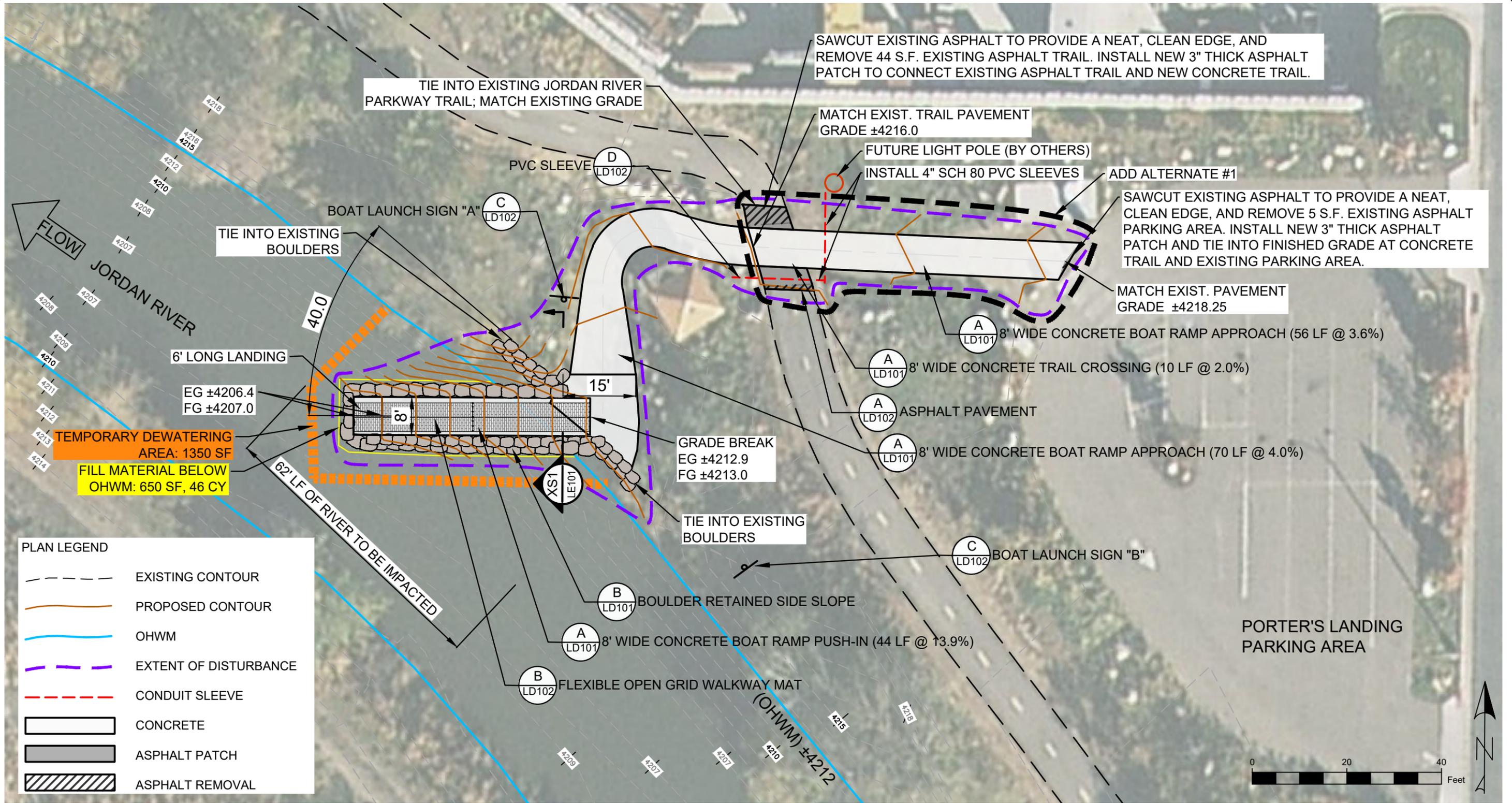
The connection to the asphalt trail and the existing parking is an important improvement for the access to remain on a paved surface to access the boat ramp. Including the work in the current project will minimize ongoing maintenance that occurs from erosion against the existing trail, as well as cost savings compared to doing the work separately.

POSSIBLE MOTION

I move that the City Council award the Porter's Concrete Landing Boat Ramp Project with additive alternate to Rayd Inc. for the price of \$172,020.

Attachments:

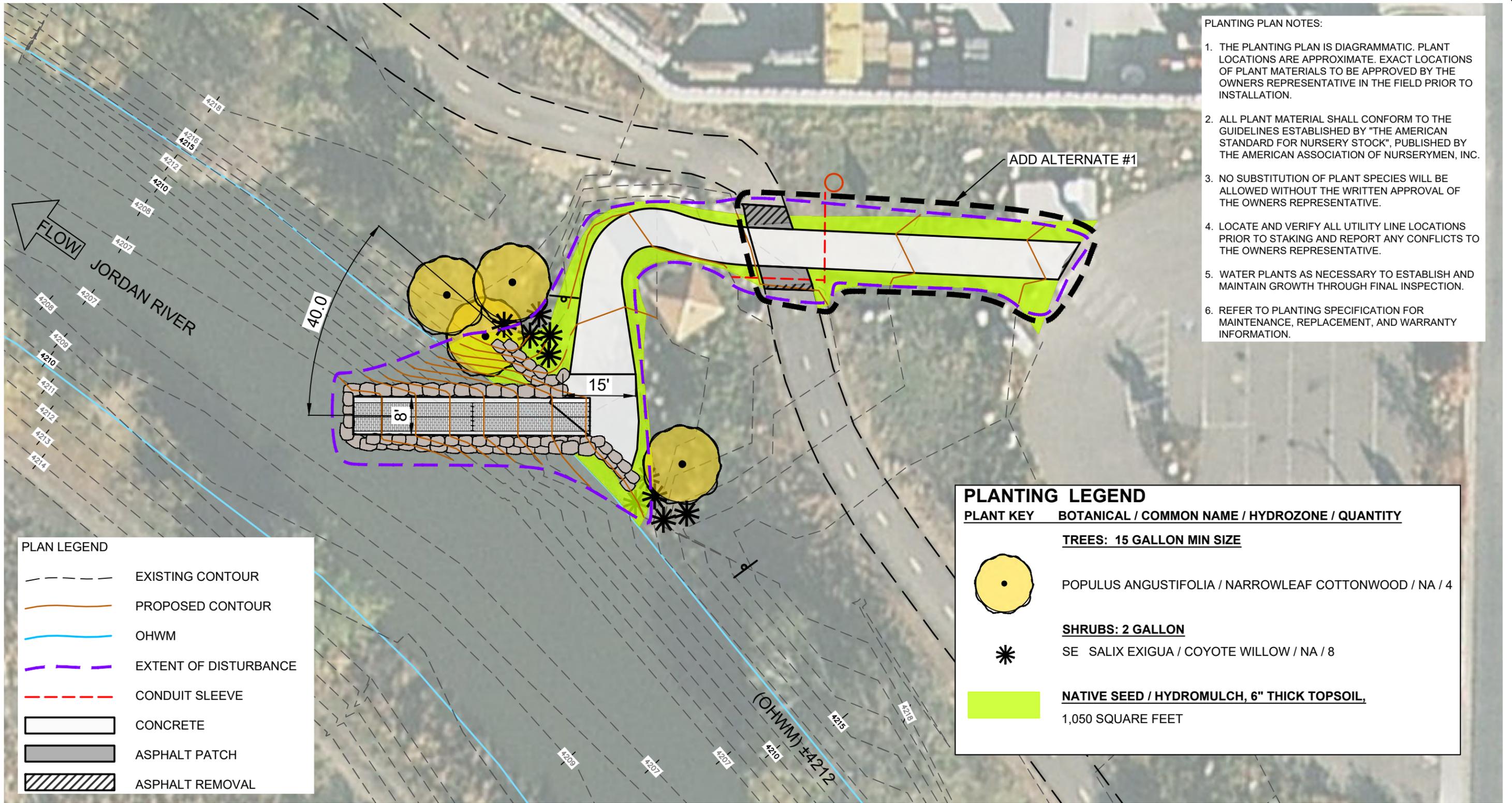
- 1) Site Plan
- 2) Landscape Plan



Project Title
Porter's Landing Boat Ramp
 NSL Project No. 23-030
 North Salt Lake City, Davis County, Utah

Sheet Title
SITE PLAN

Drawn By SD	Sheet
Checked By CS	LS 101
Date	Binding Order:
April 2024	



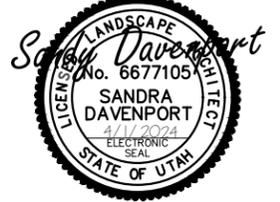
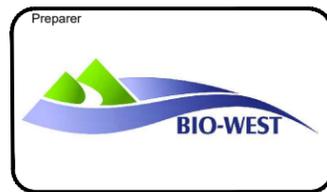
- PLANTING PLAN NOTES:
1. THE PLANTING PLAN IS DIAGRAMMATIC. PLANT LOCATIONS ARE APPROXIMATE. EXACT LOCATIONS OF PLANT MATERIALS TO BE APPROVED BY THE OWNERS REPRESENTATIVE IN THE FIELD PRIOR TO INSTALLATION.
 2. ALL PLANT MATERIAL SHALL CONFORM TO THE GUIDELINES ESTABLISHED BY "THE AMERICAN STANDARD FOR NURSERY STOCK", PUBLISHED BY THE AMERICAN ASSOCIATION OF NURSEYMEN, INC.
 3. NO SUBSTITUTION OF PLANT SPECIES WILL BE ALLOWED WITHOUT THE WRITTEN APPROVAL OF THE OWNERS REPRESENTATIVE.
 4. LOCATE AND VERIFY ALL UTILITY LINE LOCATIONS PRIOR TO STAKING AND REPORT ANY CONFLICTS TO THE OWNERS REPRESENTATIVE.
 5. WATER PLANTS AS NECESSARY TO ESTABLISH AND MAINTAIN GROWTH THROUGH FINAL INSPECTION.
 6. REFER TO PLANTING SPECIFICATION FOR MAINTENANCE, REPLACEMENT, AND WARRANTY INFORMATION.

PLAN LEGEND

	EXISTING CONTOUR
	PROPOSED CONTOUR
	OHWM
	EXTENT OF DISTURBANCE
	CONDUIT SLEEVE
	CONCRETE
	ASPHALT PATCH
	ASPHALT REMOVAL

PLANTING LEGEND

PLANT KEY	BOTANICAL / COMMON NAME / HYDROZONE / QUANTITY
TREES: 15 GALLON MIN SIZE	
	POPULUS ANGUSTIFOLIA / NARROWLEAF COTTONWOOD / NA / 4
SHRUBS: 2 GALLON	
	SE SALIX EXIGUA / COYOTE WILLOW / NA / 8
	NATIVE SEED / HYDROMULCH, 6" THICK TOPSOIL, 1,050 SQUARE FEET



Project Title
Porter's Landing Boat Ramp
 NSL Project No. 23-030
 North Salt Lake City, Davis County, Utah

Sheet Title
PLANTING PLAN

Drawn By SD	Sheet
Checked By CS	LP 101
Date	Binding Order: 4
April 2024	



NORTH SALT LAKE ENGINEERING

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BRIAN J. HORROCKS
Mayor

KARYN BAXTER, PE
City Engineer

MEMORANDUM

To: Honorable Mayor & City Council
From: Karyn Baxter, City Engineer
Date: May 7, 2023
Subject: Bid Award for Eaglewood Golf Course Storm Drain Improvements & Lake Expansion

RECOMMENDATION

Staff recommends awarding the Eaglewood Golf Course Storm Drain Improvements & Lake Expansion Project to Tonncoco for the price of \$449,819.50.

BACKGROUND

The Eaglewood Golf Course Storm Drain Improvements & Lake Expansion project rediverts water from the south end of Eaglewood Loop into the lake at Hole #8. The lake will also be enlarged to provide additional secondary water storage, as well as provide improvements to the aesthetics of Hole #8. This project is a combined storm water and secondary water facilities improvement, and the golf course staff will provide the landscape and sod restoration.

The City received three bids for this project, as shown below:

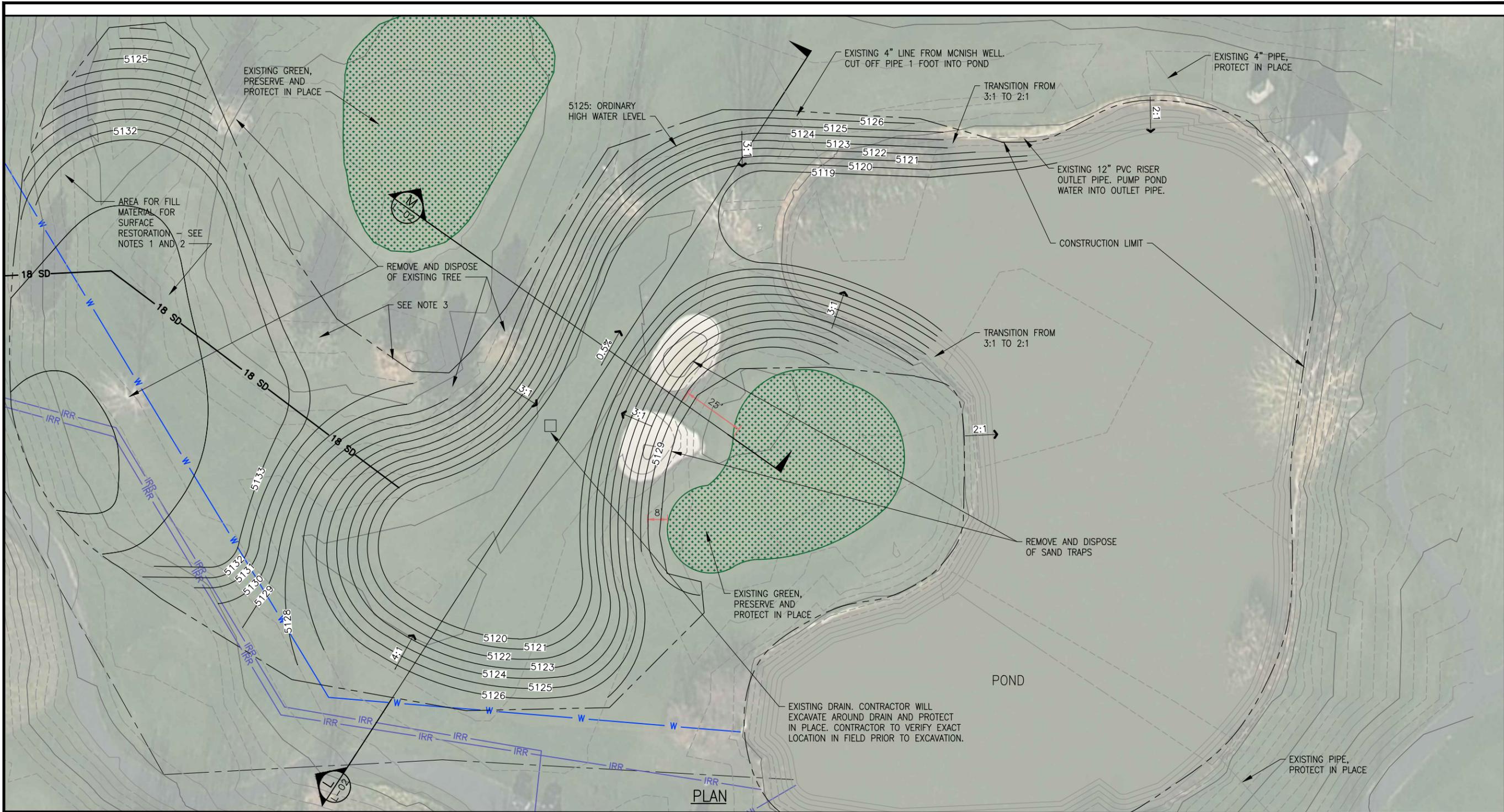
<u>Contractor</u>	<u>Bid Amount</u>
Tonncoco Inc.	\$449,819.50
3XL Construction	\$492,372.46
MC Green & Sons	\$988,584.00

This project has an approved budget of \$800,000, which will also be used for smaller storm drain improvements near Hole #7 and #11.

POSSIBLE MOTION

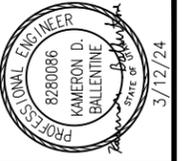
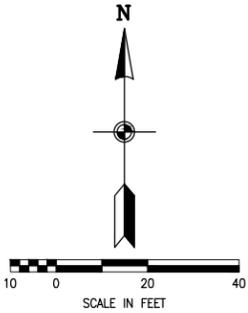
I move that the City Council award the Eaglewood Golf Course Storm Drain Improvements & Lake Expansion Project to Tonncoco for the price of \$449,819.50.

Attachment: Site Plan



GENERAL NOTES:

- CONTRACTOR TO LEAVE SURFACE OF GRADING EVEN AND SMOOTH. CITY WILL PERFORM SURFACE RESTORATION OF DISTURBED AREAS INCLUDING IRRIGATION SYSTEM AND GRASS/TURF.
- FILL SHOULD BE PLACED IN THE AREA AS INDICATED ON THE DRAWINGS OR AS COORDINATED WITH THE GOLF COURSE SUPERINTENDANT. COMPACT FILL MATERIAL TO 90% DENSITY. THE EXTENTS OF THE FILL SHOWN ON THE DRAWINGS ARE APPROXIMATE AND WILL BE MODIFIED IN THE FIELD BASED ON THE ACTUAL AMOUNT OF FILL. ALL OF THE EXCAVATED MATERIAL WILL BE PLACED IN THIS AREA. THE CONTRACTOR WILL NOT NEED TO HAUL MATERIAL OFFSITE. COORDINATE PLACEMENT OF FILL WITH FIELD ENGINEER. THERE WILL BE APPROXIMATELY 40,000 CUBIC YARDS OF EXCAVATED MATERIAL.
- IF FILL OR CUT OR WORK NEEDS TO OCCUR WITHIN THE LESSER OF THE TREE DRIP LINE OR WITHIN 10 FEET FROM THE TRUNK OF TREES THAT ARE IDENTIFIED AS TO BE PRESERVED, CITY PERSONNEL MUST BE ON SITE TO BE CONSULTED ON HOW TO PRESERVE AND PROTECT TREES BEFORE WORK BEGINS.
- THE CONTRACTOR WILL MEET WITH THE CITY PRIOR TO BEGINNING CONSTRUCTION TO STAKE AND FENCE AREAS THAT WILL BE DISTURBED BY CONSTRUCTION ACTIVITIES. CONSTRUCTION ACTIVITIES SHOULD GENERALLY BE LIMITED TO THE AREAS IDENTIFIED ON THIS DRAWING SHEET. THE CITY WILL COMPLETE SURFACE RESTORATION IN THE AREAS DISTURBED BY CONSTRUCTION.
- THE CONTRACTOR WILL DE-WATER THE POND AND GROUNDWATER PRIOR TO BEGINNING CONSTRUCTION. WATER CAN BE PUMPED INTO THE 12" PVC RISER OUTLET PIPE. THE POND IS USED FOR STORM WATER STORAGE. IF STORM WATER IS DISCHARGED INTO THE POND DURING CONSTRUCTION, THE CONTRACTOR WILL BE RESPONSIBLE TO PUMP OUT STORM WATER AS NEEDED FOR CONSTRUCTION.
- INSTALL A 40 MIL BTL BLACK AQUAARMOR DOUBLE SCRIM RPE POND LINER OVER THE ENTIRE POND (EXPANDED POND AREA AND EXISTING POND AREA). INSTALL POND LINER PER MANUFACTURER'S RECOMMENDATIONS. PREPARE SUBGRADE MATERIAL PRIOR TO INSTALLATION BY REMOVING SHARP OBJECTS, ROOTS, GRASS AND VEGETATION. COMPACT SUBGRADE TO 95% COMPACTION PRIOR TO INSTALLATION OF THE LINER. REMOVE AND DISPOSE OF EXISTING LINER.



NO.	DATE	REV. BY	DESCRIPTION

VERIFY SCALE BAR IS ONE INCH ON ORIGINAL DRAWING	
DESIGN DESIGN: J. TSANDES DRAWN: C. GLABAU	REVIEW CHECKED: K. BALLENTINE APPROVED: J. TSANDES

CITY OF NORTH SALT LAKE EAGLEWOOD GOLF COURSE CITY OF NORTH SALT LAKE, UTAH	LANDSCAPE POND GRADING PLAN
DATE: SEPTEMBER 2023 PROJECT NUMBER: 686-22-01	DRAWING NO. L-01 SHEET 06 OF 08



NORTH SALT LAKE ENGINEERING

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BRIAN J. HORROCKS
Mayor

KARYN BAXTER, PE
City Engineer

MEMORANDUM

To: Honorable Mayor & City Council
From: Karyn Baxter, City Engineer
Date: May 7, 2023
Subject: Bid Award for 2024 Street Preservations

RECOMMENDATION

Staff recommends awarding 2024 Street Preservations to Staker Parson Companies for the price of \$466,119.85.

BACKGROUND

The 2024 Street Preservations bid is for applying chip seals to various city streets, with a fog coat over the chips. Other preservation treatments will also be done as part of a separate award.

The City received one bid for this project, as shown below:

<u>Contractor</u>	<u>Base Price</u>
Staker Parson Companies	\$466,119.85

It is unusual for a project to have only one bidder. An evaluation was done to determine if the bid price is a good value or if a rebid should be considered. It has been determined that the unit prices of this bid are competitive, based on comparison of bid prices received in previous years, conversations with contractors who apply chip seals about their current pricing, and bid results from other cities this year.

This project is part of the already approved budget of \$620,000 for FY24 street preservations.

POSSIBLE MOTION

I move that the City Council award the 2024 Street Preservations Project to Staker Parson Companies for the price of \$466,119.85.



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BRIAN J. HORROCKS
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KARYN BAXTER, PE
City Engineer

MEMORANDUM

To: Honorable Mayor & City Council
From: Karyn Baxter, City Engineer
Date: May 7, 2023
Subject: Bid Award for Signal Light at 400 West and 1100 North

RECOMMENDATION

Staff recommends awarding the Signal Light at 400 West and 1100 North Project to Oak Hollow Electric for the price of \$119,000.

BACKGROUND

This project is for the installation of a new traffic signal at the intersection of 400 West and 1100 North. The funding for this project is being provided in part by a grant from the Davis Council of Governments Third Quarter County Option Sales Tax for Transportation Grant. The remaining cost is a joint project between the City of North Salt Lake and Woods Cross City.

The City received three bids for the installation of the signal light, as shown below:

<u>Contractor</u>	<u>Price</u>
Oak Hollow Electric	\$119,000
Skyline Electric	\$138,000
Cache Valley Electric	\$146,000

TOTAL PROJECT FUNDING

The total estimated cost of this project is \$343,000, with the following cost sharing agreement:

	<u>Cost Share</u>	<u>Overages</u>
Davis County's 3 rd Quarter Cent Transportation Funding	\$243,000	0%
City of North Salt Lake	\$50,000	50%
Woods Cross	\$50,000	50%
	<hr/> \$343,000	

PROJECT COSTS & COMPARISON TO BUDGET

The signal light materials are being ordered directly from the UDOT warehouse under the State Furnished Materials purchasing contract. Design and project management is being provided by Pinetop Engineering, which is the consultant that provides signal work and support for both North Salt Lake and Woods Cross.

Current cost of the project is within budget, with a cost breakdown as follows:

	<u>Cost</u>
Signal light materials	\$112,029.64
Installation (Oak Hollow Electric)	\$119,000.00
	<hr/> \$231,029.64

This leaves almost \$112,000 for engineering and construction management, city-furnished materials, minor property acquisition, contingency, and other expenses.

POSSIBLE MOTION

I move that the City Council award the Signal Light at 400 West and 1100 North Project to Oak Hollow Electric for the price of \$119,000.

1 CITY OF NORTH SALT LAKE
2 CITY COUNCIL MEETING-BUDGET
3 ANCHOR LOCATION: CITY HALL
4 10 EAST CENTER STREET, NORTH SALT LAKE
5 MARCH 23, 2024

6
7 **DRAFT**
8

9 Mayor Horrocks welcomed those present at 8:15 a.m.

10
11 PRESENT: Mayor Brian Horrocks
12 Councilmember Lisa Watts Baskin
13 Councilmember Tammy Clayton
14 Councilmember Suzette Jackson
15 Councilmember Ted Knowlton
16 Councilmember Alisa Van Langeveld
17

18 STAFF PRESENT: Ken Leetham, City Manager; David Frandsen, Assistant City Manager; Jon
19 Rueckert, Public Works Director; Craig Black, Police Chief; Karyn Baxter, City Engineer; Tyler
20 Abegglen, Golf Course Manager; Heidi Voordeckers, Finance Director; Wendy Page, City
21 Recorder.
22

23 1. DISCUSSION OF FISCAL YEAR 2024 PROPOSED BUDGET AND CITY COUNCIL
24 PRIORITIES
25

26 Ken Leetham commented that the focus of this annual meeting was an opportunity to discuss
27 public policy and make choices related to public funds. He explained the preparation, review,
28 consideration, and adoption of a strategic budget for the use of public funds was a core duty and
29 obligation of the City Council. He spoke on the City's strong revenue structure with diverse tax
30 base, solid property tax, and strong sales and use tax. He mentioned that staff was constantly
31 discussing ways to raise the levels of service while maintaining low costs and thanked staff for
32 the preparation of the budget.
33

34 Heidi Voordeckers reported on the documents that would be discussed including full financial
35 statements, five year capital plans, and the budget. She mentioned the meeting agenda including
36 the budget calendar review, personnel, operating, capital projects, Council priorities, discussion
37 on revenues and expenses, and fund summaries. She first reviewed the budget calendar that
38 started in January with the department head requests, adoption of a tentative budget in May, a
39 public hearing in June, and ending on June 18th with the adoption of the fiscal year 2025 final
40 budget, certified tax rate, and URS elections.
41

42 Ken Leetham spoke on personnel needs including a new position in public safety (a school
43 resource officer for Spectrum Academy) at a cost of \$165,000 a year with a grant of \$70,000 for
44 the first three years and also a full time court clerk at the cost of \$38,000 per year.

45
46 Chief Black reported on the need for the school resource officer for Spectrum Academy during
47 the school year. He explained that in 2023 there had been 20 cases at Spectrum Academy alone.
48 He said this officer would also be responsible for juvenile investigations throughout the City and
49 that the law involving juveniles was different. He spoke on the need for this position, the special
50 certification, and responsibilities for the school resource officer. He clarified that for the first
51 three years the cost for the school resource officer would be \$95,000 (\$165,000 minus the
52 \$70,000 grant).

53
54 Councilmember Van Langeveld asked about the school resource officers at other schools in the
55 City. Chief Black said every high school had an officer and per recent legislation every school
56 would be required to have a guardian onsite but was unsure of the details. He spoke on how
57 Davis County would pay approximately fifty percent of the salary for those officers. He
58 explained that this officer would assist with criminal investigations at other schools in the City.

59
60 Councilmember Van Langeveld suggested consideration for mental health staff that could assist
61 with behavioral issues at the schools rather than having a full police officer. Chief Black
62 responded that every officer in the department was crisis intervention trained and said the
63 Spectrum campus had mental health workers who specialized in assisting with the unique
64 behaviors of the students there. He was unsure if the other schools had mental health personnel
65 but said that the department was very rarely called to a situation that required force.

66
67 Councilmember Baskin asked why parents were not called in instances when a child needed to
68 be restrained/touched. She said this collaboration seemed to be the missing piece. Chief Black
69 explained that the policy to never touch/restrain a child to intervene was not a law but just a
70 conscious school policy. He spoke on potential issues with the guardian program including
71 armed individuals who would use force with a child.

72
73 Councilmember Knowlton arrived at 8:45 a.m.

74
75 Ken Leetham spoke on the full time court clerk position which would include moving a current
76 part time clerk to a full time benefited position and decreasing a junior part time clerk from 25
77 hours to 20 hours per week. He said West Bountiful would be interested in sharing the cost
78 increase for this change. He mentioned that since 2020 the caseload for the court showed a 39%
79 increase in City cases and a 72% increase in West Bountiful cases.

80
81 Ken Leetham reviewed the need for the increased hours as well as the court revenue versus the
82 deficit. He explained the deficit was approximately \$60,000. He then spoke on the 3.3% Cost of
83 Living Adjustment (COLA) increase for staff and an 8% medical insurance increase.

84 Heidi Voordeckers said that staff had received bids for the medical insurance plan and how any
85 cost savings would be negated in the disruptive change to employee plans from Select Health to
86 another plan.

87
88 Ken Leetham reviewed the URS retirement system and the net savings of \$26,200 after the URS
89 rate changes and proposed pickups.

90
91 Heidi Voordeckers reported on operating budgets including new itemization for City events and
92 golf maintenance to better track spending in these areas.

93
94 Councilmember Van Langeveld suggested itemization for the Unity in the Community and food
95 truck events and an increased budget of \$3,000 for the year. She also mentioned itemization for
96 the Parks and Arts Board and the Health and Wellness Committee events and the associated
97 budgets. Councilmember Baskin requested the Senior Lunch Bunch budget be increased to
98 \$9,600.

99
100 Heidi Voordeckers continued her review with the Capital projects and associated costs including:

101

102 **INFRASTRUCTURE**

- 103 ○ Parks: \$11,209,300
- 104 ○ Streets: \$2,212,298
- 105 ○ Water: \$1,335,000
- 106 ○ Storm: \$1,205,000

107

108 **VEHICLES**

- 109 ○ Rotate five (5) Public Safety vehicles: \$325,000 (less \$20,000 for trade-in)
- 110 ○ Purchase one (1) new Public Safety vehicle (for new position): \$65,000
- 111 ○ Replace Admin/Eng vehicle: \$32,000 (less \$4,000 for trad-in)
- 112 ○ Replace Water truck: \$62,000 (less \$10,000 for trade-in)
- 113 ○ Street Sweeper: reallocated from FY 2024
- 114 ○ Snowplow: reallocated from FY 2024

115

116 **OTHER EQUIPMENT**

- 117 ○ Admin – replace two (2) copier/ scanners: \$15,000/ea.
- 118 ○ Parks – flatbed trailer: \$18,000
- 119 ○ Water – excavation trailer: \$60,000
- 120 ○ Water – skid loader: \$85,000
- 121 ○ Fleet - forklift: \$45,000

122

123 She also shared the City Council priorities:

124

125

126 BEAUTIFICATION, PLACE-MAKING

- 127 ○ HWY 89 Signage: \$110,000 (Fund 22)
- 128 ○ Redwood Rd. Signage, Trees, Grounds - \$342,540 (Fund 21)
- 129 ○ Parks Trees - \$75,000 (Fund 10, new on-going)

130

131 GOLF COURSE (Fund 55)

- 132 ○ Sledding - \$30,000
- 133 ○ Trees - \$10,000

134

135 PROGRAMS

- 136 ○ Expand Winterfest - \$8,000 (Fund 10)
- 137 ○ Homeowner Tree Planting Incentive - \$10,000 (Fund 10)
- 138 ○ Hardship Policy for Utilities - Cost TBD

139

140 Tyler Abegglen clarified that the sledding was a proposed \$30,000 in revenues based off
141 information from the Spanish Fork program. He said that the City would receive 3% revenue
142 shares the first year and then 5% on a five year agreement. He mentioned there would also be
143 increased food revenues and costs as well.

144

145 Heidi Voordeckers continued with funded General Plan objectives including:

146

147 GENERAL PLAN OBJECTIVES

- 148 ○ Expand Sidewalk Replacement Program: +\$35,000 (Fund 10)
- 149 ○ Expand Street Striping Program: +\$35,000, and \$15,000 for small street striping
150 machine (Fund 10)
- 151 ○ Safety and Street Signage: +\$10,000 (Fund 10)
- 152 ○ Trails/Active Transportation: +\$310,280 in matching (Fund 41)

153

154 She spoke on Council priorities in the future which included:

155

156 CONTINUED BEAUTIFICATION, PLACE-MAKING

- 157 ○ HWY 89: Ability to invest in improvements once developer commitments met
158 (estimated 2027-2034)
- 159 ○ Redwood Rd: Continued funding of area improvements until project area expires
160 in 2031
- 161 ○ I-15 Interchange Enhancements
- 162 ○ Public Art

163

164 ATTRACT RETAIL/COMMERCIAL TO TOWN CENTER

- 165 ○ Potential use of approx. \$700k in Fund Balance (Fund 25)

166

167

168 PARKS

- 169 ○ Tunnel Springs Park Expansion
- 170 ○ Pickle Ball Courts (Landslide)
- 171 ○ Circuit Trails around Every Park

172

173 Councilmember Van Langeveld commented that she did not want to focus on only attracting
174 retail/commercial to the town center. She would like to see the proposed \$700,000 be used for
175 this purpose citywide.

176

177 Ken Leetham said these items would be revisited in future City Council meetings as well as
178 parks, public parking in the town center, a cemetery, 1100 North Bridge, homeless resource plan,
179 and use of housing funds (\$1.1 million in fund balance).

180

181 There was a brief recess from 9:53 a.m. to 10:06 a.m.

182

183 Heidi Voordeckers reported on fiscal year 2025 proposed general expenses (outflow) and
184 revenues in all funds. She said the total expenditure amount allocated for fiscal year 2025 was
185 \$64,864,675. She noted that \$12.1 million was transfers to departments so it was closer to \$52
186 million in expenditures. She provided a breakdown of those funds with \$12.8 for personnel,
187 \$13.2 for operating, \$26.1 for Capital (projects), and a fund balance of \$459,220. She explained
188 that the expenditures for Capital were significantly higher this year due to Hatch Park and the
189 Foxboro Wetlands Park. She presented a graph showing governmental (\$48,938,640) versus
190 proprietary (\$15,926,035) expenses for the proposed fiscal year 2025. She also showed a pie
191 chart for proposed fiscal year 2025 expenditures with the allocation percentage per fund
192 including General Fund (22.2%), redevelopment (10%), housing (0.3%), debt service (18%),
193 park development (17.6%), police facilities (0.2%), roadway development (5.7%), water &
194 pressurized irrigation (10.9%), stormwater (3.8%), golf (5.2%), fleet (1.9%), building authority
195 (0.2%), capital improvements (1.2%), and solid waste (2.7%).

196

197 Ms. Voordeckers then focused on revenues (inflow) for fiscal year 2025 which equaled
198 expenditures at \$64,864,675. She explained revenues were user fees, taxes, and any new funds
199 coming in with an estimated total of \$34.3 million. She said the transfers in (which matched the
200 transfers out) were \$12.1 million. She explained that the debt service or borrowed funds were
201 \$14.2 million for construction/Capital projects. She mentioned that \$4.1 million was attributed to
202 use of fund balance. Ms. Voordeckers then shared a graph comparing fiscal year 2025 proposed
203 governmental (\$48,938,640) versus proprietary (\$15,926,035) revenues. She explained that
204 governmental funds usually managed the statutory responsibilities (administrative, streets) and
205 funded by taxes while proprietary (water, storm, garbage) was business type activities.

206

207 Heidi Voordeckers commented that she would provide a summary for each of the government
208 fund types including the General Fund, RDA Funds, Housing, Local Building Authority, RAP
209 Tax/Parks debt service, Capital Projects Fund, Park Development fees, Public Safety

210 development fees, Public Safety development fees, and Roadway development fees. She focused
211 on the General Fund and revenues with property tax projected growth was 2%, sales tax had
212 slowed and was budgeted at 6.76%, there was an increase in development fees, and expenditures
213 due to an increase in the fire contract of 3.5%.

214
215 The Council asked questions related to sales tax including past increases, the proposed flat sales
216 tax for fiscal year 2025, home sales, and inflation.

217
218 Heidi Voordeckers reviewed the General Fund revenues (taxes, impact fees, etc.) and
219 expenditures (COLA, administrative, public safety, etc.). She explained that the General Fund
220 balance must not exceed 35% of current year general fund revenues so the limit for the FY 2025
221 budget was \$4.7 million and staff was proposing \$4.1 million or 30.6%. She shared a pie chart
222 with the General Fund proposed expenditures by department with police (43.2%), fire (13%),
223 streets (12.2%), planning (4.1%), parks (10.6%), admin (7.4%), judicial (3.2%), legislative
224 (1.9%), buildings (1.4%), engineering (1%), and building inspection (2%).

225
226 Ms. Voordeckers then spoke on the General Fund tax collection history and presented graphs
227 comparing annual tax revenues (sales, property, franchise taxes) for 2020-2025 as well as
228 comparing the annual change in collections for the same data. She explained that there were still
229 five months of projections in the current fiscal year 2024.

230
231 Ken Leetham reported on proposed legislation related to fees (transportation utility fee) and said
232 the Council could fund street repairs and maintenance using this type of fee. He explained that
233 this would include a study and financial analysis prior to implementation and would result in a
234 monthly fee per resident. He also said the City could charge a public safety fee to partially fund
235 the City's fire assessment through a monthly fee. He explained that the bill related to the
236 transportation utility fee did not pass through the State Legislature but could still be implemented
237 per case law. He said staff was in favor of this as the City had aging infrastructure and the lack of
238 funding for road maintenance/repair.

239
240 Councilmember Jackson asked how the roads were currently being funded. Heidi Voordeckers
241 replied that funds came from impact fees, transportation fuel tax, and Class C Road Funds (State
242 paid).

243
244 Heidi Voordeckers shared comparative information on General Fund revenue (taxes, licenses,
245 grants, fees, etc.) history from fiscal year 2021 through proposed fiscal year 2025 with a
246 proposed total for 2025 of \$14.1 million. She commented that property tax was stable and
247 increases were only related to new properties (like the annexation or new building) or a truth in
248 taxation process. She then reviewed the Redevelopment Agency (RDA) Fund revenues and
249 expenditures. She explained that the RDA areas included Eaglewood Village with a collection
250 rate of 75% (through 2026), Redwood Road with a collection rate of 45% (through 2031), and
251 Highway 89 with a collection rate of 45% (through 2034). She commented that the funds should

252 be expended before the project area expired. Ms. Voordeckers then reviewed the Housing Fund
253 which was funded through those RDA contributions and the Local Building Authority Fund
254 which was funded through rents received from Hatch Park properties. She focused on the RAP
255 Tax/debt service fund and said RAP tax funding must be authorized by ballot measure every ten
256 years (2027).

257
258 Heidi Voordeckers explained that the Capital Projects Fund collected excess General Fund
259 balance for rainy day reserves or capital projects. She said this fund received revenue through
260 transfers from other funds and the impact fees were used to pay down the public safety portion of
261 the building cost. She mentioned the transfer of \$705,000 to Streets as well as \$100,000 for
262 improvements on City Hall (boiler, deck garden, maintenance). She noted that \$2.9 million was a
263 receivable from the Golf Course which could potentially be used for repayment on the Golf
264 Course loan balance in the future. Ms. Voordeckers reviewed the Parks Development Fee Fund
265 with revenues restricted to impact fees, grants, and transfers in (generally RAP tax funds). She
266 said this fund accounted for all parks and trails capital expenditures including playground
267 equipment, court improvements, and replacement. She presented the park projects (annual repair,
268 Center Street, Redwood Road trail, Hatch Park) with the method of funding for a project total of
269 \$11.2 million.

270
271 Heidi Voordeckers reviewed the Public Safety Fund with revenues consisting solely of impact
272 fees and interest on fund balance. She explained the accrued earnings were transferred to the
273 Capital Projects Fund for repayment of construction costs on the City Hall building. She then
274 spoke on the Roadway Development Fund with revenues from impact fees, fuel tax, C Roads,
275 grants, and transfers from the Capital Projects Fund. She commented that there was \$3 million in
276 this account for the 1100 North bridge project which would roll over into the next fiscal year.

277
278 Councilmember Van Langeveld asked if the City no longer pursued the 1100 North bridge
279 project if the grant funds would need to be returned. Ken Leetham replied any grant funds that
280 had not been expended would need to be returned. He explained that the funds were obtained for
281 the study of a grade separation at 1100 North and could not be used for anything outside of that
282 scope.

283
284 Heidi Voordeckers reported on the Road Capital Projects and how they would be funded. She
285 shared the list of projects and commented that the 900 North project may be delayed to further
286 discuss other funding options.

287
288 Ken Leetham spoke on the possibility of creating a special assessment area for the industrial park
289 for several projects that would occur in this area. He said this would allow for an annual
290 assessment from property owners in the industrial park. He explained that staff would present an
291 analysis and a proposal to the Council.

292

293 Mayor Horrocks asked about private roads and Class C Road fees. Karyn Baxter replied that the
294 total percentage of Class C Road funds were allocated by center lane miles of public streets so an
295 HOA/private road would not be eligible.

296
297 Heidi Voordeckers mentioned that the 900 North project also included an \$800,000 water
298 component. She then focused on utility funds which included water/pressurized irrigation, storm,
299 solid waste, golf, and fleet. She said staff was proposing the following rate increases for fiscal
300 year 2025: an 8% water rate increase, a 12.50% storm water increase, and no increase for solid
301 waste. She explained that the increases were recommended per the Water and Storm Rate Study
302 and were intended to accommodate the capital funding plans of \$2.4 million per year for water
303 and \$1.1 million per year for storm water. Ms. Voordeckers reviewed the Water Fund which
304 included all water activity and capital projects. She said the proposed 8% utility rate increase was
305 on both the base rate and the tiers and would result in an ending fund balance of \$889,000. She
306 spoke on the Water Capital Projects including the 150 N waterline, 850 N/900 N/Madsen,
307 Coventry/Freedom Dr/Freedom Cir, and the PRV vault and valve replacement for a total of \$1.3
308 million overall.

309
310 Heidi Voordeckers then highlighted the Storm Water Fund which accounted for all storm water
311 utility activity and capital projects. She said there was a 12.5% utility rate increase which would
312 leave an ending fund balance of \$925,000. She mentioned that the street sweeper that was
313 approved in fiscal year 2024 would be delivered in fiscal year 2025. She noted that the storm
314 water projects included Constitution Way, Eaglewood Golf Course, Coventry Lane/Freedom
315 Dr/Freedom Cir, and annual storm water improvements for a total of \$1.2 million overall.

316
317 Jon Rueckert provided an update on the street sweeper and said a dual steering system would be
318 installed on the street sweeper and then the sweeper equipment would be installed. Heidi
319 Voordeckers commented that the current street sweeper would then be traded for approximately
320 \$70,000.

321
322 Heidi Voordeckers reported on the Solid Waste Fund which accounted for all solid waste and
323 recycling activity and did not include a proposed monthly fee increase. She said the proposed
324 budget would leave approximately \$581,000 in unrestricted cash balance.

325
326 Mayor Horrocks commented that the City was paying a premium for solid waste services
327 compared to other cities due to issues when switching companies. Heidi Voordeckers commented
328 that staff could obtain bids from other companies.

329
330 Heidi Voordeckers reported on the Golf Fund with continued increases in revenue including
331 through the event center, Grill, and sledding. She said there was an annual cost to continually
332 replace aging equipment as it became available for purchase. She mentioned that the proposed
333 budget would leave approximately \$221,400 in cash balance.

334

335 Tyler Abegglen commented that there were wait lists for equipment due to COVID and some
336 equipment items may carry over until fiscal year 2025.

337
338 Heidi Voordeckers reported on the Fleet Internal Service Fund which provided all fleet services
339 for the governmental funds. She said this fund included all vehicle purchases with a portion
340 expensed back to the corresponding department. She mentioned that the Fleet Internal Fund had
341 a growing fund balance and proposed that instead of redistributing the funds that the
342 contributions from other funds be diminished by fifty percent. She reviewed the fleet
343 replacement schedule which included vehicles for multiple departments including Streets,
344 Admin, Police, Water, and Storm in fiscal year 2025 for a total of \$1,127,360. She explained that
345 the vehicle replacement program included a fifteen point inspection to keep maintenance costs
346 down and ensure the vehicles still had replacement value.

347
348 Councilmember Van Langeveld commended staff for their efforts in managing the City well and
349 preparing a balanced budget.

350
351 There was a brief recess from 11:40 a.m. to 12:10 p.m.

352
353 Ken Leetham shared his prior planning experience with zoning that had restrictions based on
354 race. He spoke on how important it was to remember that planning and zoning would impact a
355 city for a long time.

356
357 Councilmember Knowlton commented that zoning affected the socioeconomic composition of a
358 community and there were many communities that were keeping out segments of a population
359 which had implications on race and opportunity. He said communities today that used zoning to
360 restrict upper income had the same implications, even if the motivation was not nefarious, it had
361 nefarious outcomes. Councilmember Baskin mentioned historic redlining and systemic racism
362 related to mortgages and restricted areas.

363
364 Councilmember Jackson asked if there had been intentional zoning to counteract what had been
365 done. Ken Leetham replied that things could change in that community and while sometimes the
366 market and population tend to self-segregate, he said that he had seen many places become more
367 cohesive due to more awareness of cultural differences.

368
369 The Council discussed zoning, legal immigration, self-segregation, equality and resources across
370 the entire City, support for areas with disadvantages, health implications due to zoning, and
371 having the option to live/work where you want.

372
373 Mayor Horrocks then invited the City Councilmembers to discuss their priorities.
374 Councilmember Van Langeveld spoke on her priorities and the potential for an event coordinator
375 in the future to help with events and recreation. She also requested an analysis of the increased
376 revenue versus increased costs for the annexation area. She mentioned funding to help those

377 residents change their addresses. She was in favor of public art and working with the Parks and
378 Arts Board for future budget needs.

379
380 Councilmember Jackson spoke on attracting retail/restaurants and other amenities to the Town
381 Center and Redwood Road. She focused on increasing the amenities list for residents including
382 restaurants, stores, etc. and upgrading the entrances to the City.

383
384 Councilmember Knowlton reviewed the idea of incremental progress and the question of moving
385 forward on US-89 planning and beautification now or after the General Plan revision. He noted
386 that the City did not receive funding for the Utah Trail network. He mentioned the bus (BRT)
387 Davis to Salt Lake line, the status of UDOT and the City. He suggested work session items to
388 discuss US-89 as well as the tree planting program for private landowners.

389
390 Mayor Horrocks mentioned several items including the Foxboro Wetlands Park, indoor/outdoor
391 lighting at the golf course clubhouse, and signage replacement at the roundabout. He suggested a
392 work session to discuss emergency preparedness.

393
394 The Council had a discussion on emergency preparedness including coordinating with other
395 cities, sharing information with residents, the Health and Wellness Committee, CERT and FEMA
396 training, strategy, resources, resident and city preparedness and response, and the annual
397 preparedness fair. Staff to research this item and provide a recommendation to the Council.

398
399 Chief Black said that emergency preparedness should be similar to neighborhood
400 awareness/watch in that the City or police department should provide crime prevention or
401 lifesaving measures but depended on the citizens to be aware of what was happening in their
402 neighborhoods. He spoke on the need for volunteer support to help with items like turning off
403 gas or checking on neighbors.

404
405 Mayor Horrocks also mentioned an updated photo of the new City Council, a Sister City
406 program as a future discussion item, and the potential for “love notes” or adding some funds to
407 the budget to support organizations/charities.

408
409 2. DISCUSSION ON 4/10 WORK SCHEDULE

410
411 Ken Leetham commented that this was in response to discussing the concerns and benefits of a
412 4/10 work schedule.

413
414 Councilmember Baskin said this was not a criticism of City staff but was meant to be an open
415 discussion. She mentioned a State audit performed on the 4/10 week which showed the effect on
416 productivity was not adequately measured, the effect on worker productivity was mixed, and the
417 savings were minimal. She said there were mixed reviews and some cities continued to have 4/10
418 work weeks while some had discontinued the practice. She then spoke on articles and studies

419 which stated workers would prefer the 4/10 workweek, increased productivity, and improved
420 access as a result of this schedule. She mentioned some complaints from residents, perspective of
421 limited access, and suggested staggering the hours/days so the building was staffed every day or
422 having an analysis done.

423

424 Mayor Horrocks talked on the benefits of a ten hour day for accessibility, reducing one day of
425 commuting for employees, increased productivity,

426

427 Councilmember Clayton spoke on access, complaints, and how the 4/10 provided time for
428 employees to schedule appointments. She mentioned how staff provided coverage for 24 hour
429 needs now (police, public works) and seemed to be readily available.

430

431 Councilmember Knowlton mentioned that the clear downside was that some staff may leave and
432 the upside was that it may increase convenience for residents. He suggested polling residents to
433 assess this but felt the 4/10 week was an inconclusive positive in his opinion.

434

435 Councilmember Jackson commented that staff was accessible especially with the early morning
436 and late evening hours with a 4/10 week. She said many people had cell phones and those who
437 did not could access the internet through the libraries. She felt that staff would identify and
438 rectify any problems with productivity.

439

440 The Council discussed the suggestion for staggering days and how feasible this option would be
441 with hourly and part time employees and continuity of the departments.

442

443 Councilmember Van Langeveld commented that it seemed like the Public Works was on more of
444 a 24 hour schedule and asked how this worked. Jon Rueckert replied that they had alternating
445 schedules such as eight days on and four days off to ensure coverage of the phones, pump
446 houses, etc.

447

448 Ken Leetham spoke on having employee coverage Monday through Friday and how this would
449 result in 25% of the time department staff would not be 100% but adjustments could be made.
450 He said that there was a need for supervisors to be onsite when the building was open to the
451 public.

452

453 Councilmember Baskin also noted the personal contact and how everything was becoming
454 remote. She also said the building was not being used on Fridays and if this was a cost saving or
455 not. She mentioned that the more efficient the less humane things became.

456

457

458

459 3. CONSIDERATION OF RESOLUTION 2024-12R: A RESOLUTION AUTHORIZING
460 THE CITY MANAGER TO SIGN ALL DOCUMENTS RELATED TO THE
461 PURCHASE OF THE PROPERTY LOCATED AT 85 WEST 150 NORTH
462

463 Ken Leetham said the City Council recently took action on the resolution to purchase the subject
464 property at 85 West 150 North. Since that time, the title company has requested specific City
465 Council authorization in order for the City Manager to sign closing documents.
466

467 **Councilmember Van Langeveld moved that the City Council approve Resolution 2024-12R:**
468 **A Resolution authorizing the City Manager to sign all documents related to the purchase of**
469 **the property located at 85 West 150 North. Councilmember Clayton seconded the motion.**
470 **The motion was approved by Councilmembers Baskin, Clayton, Jackson, Knowlton, and**
471 **Van Langeveld.**
472

473 4. ADJOURN
474

475 Mayor Horrocks adjourned the meeting at 2:04 p.m.
476

477 *The foregoing was approved by the City Council of the City of North Salt Lake on Tuesday May*
478 *7, 2024 by unanimous vote of all members present.*
479

480

481

482 _____
Brian J. Horrocks, Mayor

_____ *Wendy Page, City Recorder*

1 CITY OF NORTH SALT LAKE
2 CITY COUNCIL MEETING-WORK SESSION
3 ANCHOR LOCATION: CITY HALL
4 10 EAST CENTER STREET, NORTH SALT LAKE
5 APRIL 2, 2024

6
7 **DRAFT**
8

9 Mayor Horrocks welcomed those present at 6:10 p.m.

10
11 PRESENT: Mayor Brian Horrocks
12 Councilmember Lisa Watts Baskin
13 Councilmember Tammy Clayton
14 Councilmember Suzette Jackson
15 Councilmember Ted Knowlton
16 Councilmember Alisa Van Langeveld
17

18 STAFF PRESENT: Ken Leetham, City Manager; David Frandsen, Assistant City Manager; Jon
19 Rueckert, Public Works Director; Craig Black, Police Chief; Karyn Baxter, City Engineer; Todd
20 Godfrey, City Attorney; Tyler Abegglen, Golf Course Manager; Heidi Voordeckers, Finance
21 Director; Wendy Page, City Recorder.
22

23 OTHERS PRESENT: Janet Welsh, Mason Bennett, Dee Lalliss, Camille Thorpe, residents.
24

25 1. ANNUAL REPORT FROM HEALTH AND WELLNESS COMMITTEE
26

27 Councilmember Van Langeveld introduced Janet Welsh, Chair of the Health and Wellness
28 Committee, who would report on the Health and Wellness Committee.
29

30 Janet Welsh commented that she was the Chair and Mason Bennett, who was also in attendance,
31 was the Vice Chair. She said the other Health and Wellness Committee members were Corey
32 Markisich, Jane Hall, Chase Larson, and Councilmember Van Langeveld. She spoke on the
33 Committee tasks designated by the City Council including reviewing and researching existing
34 programs (County, State, etc.), to create strategy and recommendations for any barriers that
35 community members may struggle with, prepare and present annual report to the City Council,
36 and carry out City approved programs and initiatives. She shared the areas of interest assigned to
37 the Committee which were physical and mental health, emergency preparedness, personal
38 wellness, food and housing access, addiction, social media/newsletter, as well as any other public
39 health and general welfare issue.
40

41 Janet Welsh spoke on one of the 2023 Committee accomplishments which was partnering with
42 Davis Behavioral Health and Communities That Care program to provide several Circle of
43 Security classes and an EveryDay Strong workshop. She said there had been varying degrees of

44 participation which could be attributed to scheduling and would be reviewed for future classes.
45 She mentioned the Health and Wellness Fair which was held in conjunction with the City's Night
46 Out Against Crime and included participation from Davis County Health and other healthcare
47 related business in the area. She added that the Committee also participated in the South Davis
48 Emergency Preparedness Fair and the County Emergency Preparedness Fair. Ms. Welsh shared
49 that the Health and Wellness Committee attended Senior Lunch Bunch events and how the
50 seniors preferred paper handouts for information on senior services, health, and the City
51 newsletter.

52
53 Janet Welsh noted that several Committee members attended the Davis County Healthy
54 Communities event. She said this was an excellent event and gave the Committee opportunities
55 to network and learn more about topics such as aging and how municipalities could help
56 residents age in place. She added that the following concepts could be integrated into City
57 planning including housing, outdoor spaces and buildings, transportation, communication and
58 information, civic participation and employment, respect and social inclusion, health services
59 and community support, and social participation could make a big difference for residents of
60 advanced age or with disabilities. She then mentioned that Davis County Health Department had
61 lost their South Davis location and suggested the potential use of City Hall for community
62 services.

63
64 Ms. Welsh spoke on Committee enhancements including a focus on collaborating with other
65 committees and agencies and utilizing what already existed. She shared the example of working
66 with the Parks and Arts Board on bike repairs stations along the trails. She continued with the
67 other enhancements such as assigning goals to committee members. She reported on the 2024
68 established goals for each category including physical and mental health with the goals to
69 promote and host two Communities That Care classes per year, complete and review an
70 inventory of existing City open space, parks, and other assets, highlight and plan events around
71 those assets, work with the Parks and Arts Board to sponsor three or four trail events per year,
72 collaborate with Davis County Health, and promote One Kind Act a Day.

73
74 Mason Bennett reported on the One Kind Act a Day initiative and how the Mayor and Council
75 was working with local elementary schools on participating in this initiative.

76
77 Janet Welsh then spoke on emergency preparedness and the recommendation to change the
78 bylaws to remove this responsibility from the Health and Wellness Committee. She said this was
79 a broad topic and would be better suited to either experts or another standalone committee.

80
81 Mayor Horrocks said the City coordinated with Davis County and South Davis Metro Fire for
82 emergency preparedness and how each resident should also have an individual plan.

83

84 Mayor Horrocks also spoke on the One Kind Act a Day initiative and said the next step was a
85 City Resolution to participate. Janet Welsh said April 12th was Utah's One Kind Act a Day
86 celebration so the Committee would promote that.

87
88 Janet Welsh reported on the personal wellness category and mentioned the 2023 Wellness survey
89 in partnership with Utah State University (USU) that was done last year and the new survey for
90 this year. She said the results would be shared once the survey had been completed. She also
91 mentioned that the Committee would print out paper copies for the Senior Lunch Bunch to
92 complete.

93
94 Ms. Welsh spoke on integrating a "Health in All" principal in City ordinances, plans, and
95 policies. She noted this included considering impacts on health and wellness in everything the
96 City did related to residents, particularly those with special needs.

97
98 Councilmember Baskin arrived at 6:35 p.m.

99
100 Janet Welsh focused on the category of food and housing access and mentioned existing
101 resources in the community including food drives and support for existing food pantries,
102 exploring resources and plans to address homelessness and housing stability, landlord mediation,
103 County programs, etc. She reviewed the addiction category and said the Committee would
104 provide information for the City's website to promote resources as well as working with Davis
105 Behavioral Health.

106
107 Janet Welsh continued with social media and the City's newsletter and how the Committee
108 would utilize these resources to share information with residents regarding events and areas of
109 focus. She said the Committee would provide a newsletter spotlight on an outdoor amenity three
110 times per year. She mentioned ongoing activities that were not part of the 2024 goals including
111 coordinating with other City boards and committees, the Health and Wellness Fair in August, and
112 support for three Unity in the Community events (Juneteenth, Pride, Latin).

113
114 Councilmember Jackson asked about the Bountiful Senior Center as well as a meal program for
115 seniors that was occurring in Bountiful and if this was a City or County program. Janet Welsh
116 replied that it was a County program and there was a driver who would take residents to the
117 Bountiful Senior Center for lunch, tax prep, tech support, and more.

118
119 Councilmember Knowlton questioned if there were other items the Committee needed from the
120 Council including any support or action. Janet Welsh responded that Councilmember Van
121 Langeveld attended the monthly meetings and was a good support. She mentioned that there may
122 be a need for additional funding in the future.

123
124 Councilmember Van Langeveld commented on collaborating with other committees and
125 mentioning any items that may be in the Committee's purview. She spoke on amending the

126 ordinance to remove emergency preparedness and adding language to invite non-voting
127 members.

128

129 2. DISCUSSION ON POLICY AND RESPONSIBILITY FOR SIDEWALK REPAIRS
130 INCLUDING DAMAGE FROM STREET/PARKSTRIP TREES

131

132 Ken Leetham reported on some Citywide issues with sidewalk, curb damage due to street and
133 parkstrip trees. He said that in 2017 the City hired a company to perform a sidewalk condition
134 survey and identified multiple locations with damage. He shared a map pinpointing the locations
135 with damage and suggestions for those areas including 466 areas for replacement and 63 areas
136 for grinding. He showed an area with severe sidewalk damage due to a tree and said three City
137 employees removed some tree roots and a contractor replaced sections of the sidewalk at a cost
138 of \$881. Mr. Leetham said grinding was more affordable and helped to remove the trip hazards
139 but cannot be performed in all situations. He shared spending for sidewalk and crosswalk repair
140 for previous fiscal years including 2023-2024 with \$65,000 spent and proposed \$65,000 for
141 fiscal year 2024-2025. He explained how residents were attached to their trees and would like the
142 sidewalks fixed without damage to adjacent trees. He recommended the following for fiscal year
143 2025 including performing an updated sidewalk condition survey (at a cost of approximately
144 \$20,000), adoption of rules about property owner participation in sidewalk replacement and
145 continuing to allocate funds annually to address sidewalk repairs.

146

147 Mayor Horrocks said Salt Lake City assessed property owners for sidewalk repairs and
148 beautification. He asked if there were trees that actually worked in parkstrips or if they would all
149 become problematic at some point. Ken Leetham replied that the City had a list of approved
150 trees. He said staff had discussed allowing residents to remove turf in the parkstrips and replace
151 it with non-irrigated material and some landscaping and encourage tree planting 10-12 feet away
152 from the sidewalk within the front yards and not in parkstrips.

153

154 Councilmember Jackson asked about the legality of ownership for sidewalks and parkstrips.
155 Sherrie Pace said some developments with Planned Districts required trees in the parkstrips. She
156 explained the current tree ordinance had a different list of trees based on the area in the City, soil
157 conditions, and parkstrip size.

158

159 Councilmember Jackson questioned who legally bore the responsibility of the sidewalk. Ken
160 Leetham said the property owner was responsible for keeping the sidewalk clean and clear
161 including snow removal. He said the responsibility of replacement of the sidewalk belonged to
162 the City but could potentially be shared with adjacent property owners in the future.

163

164 Councilmember Knowlton was in favor of not penalizing a property owner for following City
165 standards and holding them harmless in the event of sidewalk damage. He urged the City to look
166 at alternatives such as a bridge or reroute to help keep good trees.

167

168 Councilmember Clayton mentioned responsibility for trip hazards if a tree was not removed due
169 to a property owner wanting to save a tree. Ken Leetham said that once the City becomes aware
170 of a dangerous situation, then we become responsible for any harm caused by the City not
171 repairing the trip hazard.

172

173 Todd Godfrey commented that generally the City would be liable if they were notified of a trip
174 hazard related to a tree in a parkstrip and then did nothing to fix that hazard. He explained the
175 resident's property line was the back of the sidewalk and the City owned the sidewalks and
176 parkstrips.

177

178 Councilmember Van Langeveld was in support of a budget item for repairs and being proactive.
179 She suggested that once those areas were identified as potentially hazardous areas that the City
180 should notify those residents beforehand. She also said that the City should consider offering
181 replacement trees for those that needed to be removed as well as offering sidewalk repair and
182 billing the resident for the cost of the repair with their approval.

183

184 3. ADJOURN

185

186 Mayor Horrocks adjourned the meeting at 7:19 p.m. to begin the regular session.

187

CITY OF NORTH SALT LAKE
CITY COUNCIL MEETING-REGULAR SESSION
ANCHOR LOCATION: CITY HALL
10 EAST CENTER STREET, NORTH SALT LAKE
APRIL 2, 2024

DRAFT

Mayor Horrocks welcomed those present at 7:28 p.m. Tammy Clayton offered the thought and invited Dee Lalliss to offer an invocation. She then led those present in the Pledge of Allegiance.

PRESENT: Mayor Brian Horrocks
Councilmember Lisa Watts Baskin
Councilmember Tammy Clayton
Councilmember Suzette Jackson
Councilmember Ted Knowlton
Councilmember Alisa Van Langeveld

STAFF PRESENT: Ken Leetham, City Manager; David Frandsen, Assistant City Manager; Jon Rueckert, Public Works Director; Craig Black, Police Chief; Karyn Baxter, City Engineer; Todd Godfrey, City Attorney; Tyler Abegglen, Golf Course Manager; Heidi Voordeckers, Finance Director; Wendy Page, City Recorder.

OTHERS PRESENT: Janet Welsh, Mason Bennett, Dee Lalliss, Camille Thorpe, residents; T. Bendo, Debbie Olsen; Kristina Brown, Chevron.

1. CITIZEN COMMENT

There were no citizen comments.

2. MONTHLY FINANCIAL REPORT FOR PERIOD ENDING FEBRUARY 29, 2024

Heidi Voordeckers reported on the revenue and expense report for the month of February 2024. She indicated that the General Fund was at 65% expended and right on track. She spoke on impact fees and shared that the City continued to make progress in implementing the Capital Facilities Plan with almost \$900,000 more invested in projects compared to last year. She explained that this included parks, streets, water, and storm drain projects. She said the fiscal year 2025 budget development process was underway with the City Council to adopt the tentative budget during the May 7, 2024 City Council meeting. Ms. Voordeckers shared a comparison for expenditures in fiscal year 2023 compared to fiscal year 2024 including \$461,770 for Parks (with an increase of \$456,410 from last year), \$1,867,580 for streets (with an increase of \$610,240 from last year), \$1,141,160 for water (with a decrease of \$49,340 from last year),

230 and \$56,130 for storm water (with a decrease of \$119,350 from last year) for a total of
231 \$3,526,640 for fiscal year 2024.

232

233 She noted the complete monthly financial report was included in the meeting packet.

234

235 3. PUBLIC HEARING AND CONSIDERATION OF RESOLUTION 2024-13R: A
236 RESOLUTION APPROVING A REAL ESTATE PURCHASE CONTRACT FOR
237 PROPERTY LOCATED AT 95 WEST 150 SOUTH

238

239 Ken Leetham shared an aerial view of the Hatch Park expansion with the proposed property at 95
240 West 150 South. He explained the terms of purchase included a purchase price of \$450,000 with
241 the City to pay closing costs, the property owner would pay pro-rated property taxes, the planned
242 closing is scheduled for April 10, 2024, and the owners would vacate the property by June 30,
243 2024. He said the demolition was planned for August 2024.

244

245 **At 7:37 p.m. Mayor Horrocks opened the public hearing. There were no public comments**
246 **and he closed the public hearing at 7:38 p.m.**

247

248 **Councilmember Van Langeveld moved that the City Council approve Resolution 2024-13R:**
249 **A Resolution Approving a Real Estate Purchase Contract for Property Located at 95 West**
250 **150 North.**

251

252 Councilmember Baskin asked for clarification on the purchase amount. Ken Leetham clarified
253 that the previously-approved property was purchased for \$390,000 and the purchase price for this
254 property is \$450,000.

255

256 **Councilmember Baskin seconded the motion. The motion was approved by**
257 **Councilmembers Baskin, Clayton, Jackson, Knowlton, and Van Langeveld.**

258

259 4. CONSIDERATION OF RESOLUTION 2024-14R: A RESOLUTION PROCLAIMING
260 APRIL 27, 2024 AS ARBOR DAY IN THE CITY OF NORTH SALT LAKE

261

262 Councilmember Baskin spoke on the Arbor Day event which would be held April 27th at the new
263 dog park. She introduced Kristina Brown representative of Chevron who would be donating trees
264 and assistance with planting for this event.

265

266 Kristina Brown, Chevron, commented that they were looking forward to the event and said it
267 was a beloved tradition for Chevron employees and their families to participate annually in this
268 Arbor Day event.

269

270 **Councilmember Baskin moved that the City Council approve Resolution 2024-14R**
271 **proclaiming April 27th as Arbor Day in the City of North Salt Lake. Councilmember**
272 **Clayton seconded the motion.**

273
274 Councilmember Knowlton thanked Chevron for their generosity and support for this event.

275
276 **The motion was approved by Councilmembers Baskin, Clayton, Jackson, Knowlton, and**
277 **Van Langeveld.**

278
279 5. CONSIDERATION OF AN AMENDMENT TO THE GENERAL DEVELOPMENT
280 PLAN FOR SILVER SKY LOFTS TO INCLUDE PROPERTY AT 215 EAST ODELL
281 LANE AS PHASE 2

282
283 Sherrie Pace reported that this was a request for Silver Sky Lofts Phase 2 and showed a map with
284 the location of Phase 1 on Highway 89. She said Phase 2 was the parcel located to the east of
285 Phase 1 and was accessed directly from Odell Lane. She shared the background development of
286 Phase 1 with 13 townhome units, open space, community areas, and parking. She explained the
287 proposal was to add two units to three unit building on the southern property line, a four unit
288 building in the northeast corner, and a five unit building on southeast corner. She mentioned that
289 the Planning Commission reviewed this amendment and held a public hearing.

290
291 Ms. Pace stated that the Planning Commission recommended approval with the following
292 conditions:

293 1) Landscaped areas that were less than 8 feet in width or depth must meet the water
294 efficient landscape standards which prohibited sod;

295 2) The developer must amend the proposed landscape plan detailing the landscaping of
296 the private rear yards in accordance with the water efficient landscape ordinance and modify the
297 CC&Rs for the development accordingly and specifically recommended the use of rock or bark
298 mulch or artificial turf in lieu of sod;

299 3) An additional two guest spaces be added to the guest parking area; and

300 4) The density for Phase 2 be reduced from 11 units to 10 units to accommodate the
301 additional guest parking and maintain the previously approved density of 12.4 dwelling units per
302 acre with the recommendation to eliminate unit 15.

303
304 Sherrie Pace explained that the property was zoned RM-7 and would require a rezone to a
305 Planned (P) District. She said the Planning Commission was required to hold a public hearing on
306 the zone change at the same time as the request for the amendment to the General Development
307 plan. She explained that if the City Council approved the General Development plan amendment
308 the Planning Commission would then forward a recommendation to the Council on the zone
309 change along with the amended development agreement at their next meeting.

310

311 Sherrie Pace commented that as the proposed Phase 2 contained an additional 0.74 acres they
312 were requesting to add eleven units to the development. She said the Development Review
313 Committee (DRC) recommended the removal of one unit to maintain the density of 12.4 units
314 per acre, provide additional community open space, and two additional guest parking spaces. She
315 noted that the Planning Commission had recommended removal of unit 15. She showed an
316 architectural rendering of the two story townhomes which would be three bedrooms with
317 unfinished basements and two car garages.

318
319 Councilmember Knowlton asked about the size of the backyards. He felt that as the backyard
320 was the homeowner's domain they should choose what they wanted with it. Sherrie Pace
321 responded that they were approximately 15 feet deep by 20-22 feet wide. She said the
322 Commission wanted to encourage waterwise landscaping along with prohibiting sod in areas less
323 than eight feet.

324
325 Councilmember Clayton questioned if there was greenspace available in the community. She
326 also asked about guest parking in the driveways. Sherrie Pace replied that there was greenspace
327 by the parking spaces. She said the streets were private and did not have room for on street
328 parking. She explained that most of the units in this development had a two car driveway and a
329 two car garage.

330
331 Councilmember Baskin asked about the approval process for the Planned (P) District rezone
332 request. Sherrie Pace explained that Phase 1 was zoned as a P District and the developer was
333 requesting that the additional property, Phase 2, be zoned P District. She explained that the
334 Planning Commission held a public hearing on the rezone and if the Council approved the
335 General Development Plan, then the Commission would review and make a recommendation to
336 the Council for the development agreement and the rezone.

337
338 Councilmember Van Langeveld asked about the existing zoning in the area. Sherrie Pace said
339 that the public comments were in favor of the rezone and the project. She explained that the
340 proposed development would not fit in the CH or RM-7 zoning and would need to be rezoned to
341 a P District.

342
343 **Councilmember Knowlton moved that the City Council approve the requested amendment**
344 **to the General Development Plan for Silver Sky Lofts to include property located at 215**
345 **East Odell Lane with the following conditions and subject to the approval of the amended**
346 **development agreement and P-District rezone:**

- 347
348 **1) Landscaped areas that are less than 8' in width or depth and not in the rear yards**
349 **shall meet the water efficient landscape standards which prohibits sod;**
350 **2) The developer shall modify the CC&Rs for the development to allow the use of rock**
351 **or bark mulch or artificial turf in the backyards in lieu of turf;**
352 **3) An additional two guest spaces be added to the guest parking area; and**

353 **4) The developer eliminate unit 15, reducing the density for Phase 2 from 11 units to 10**
354 **units.**

355 **Councilmember Jackson seconded the motion. The motion was approved by**
356 **Councilmembers Baskin, Clayton, Jackson, Knowlton, and Van Langeveld.**

357
358 6. CONSIDERATION OF A PLAT AMENDMENT TO COMBINE LOT 1819 OF
359 EAGLEPOINTE ESTATES PHASE 18 SUBDIVISION WITH PARCEL NUMBER 01-
360 466-1822 AND TO VACATE THE REAR PUBLIC UTILITY EASEMENT AT 965
361 SOUTH SILVERTREE LANE, BRAD TOONE, APPLICANT

362
363 Sherrie Pace reported that there had been several of these plat amendments in the last few
364 months. She explained that this plat amendment would formally combine the existing lot with a
365 ten foot parcel and vacate the ten foot public utility easement on the rear lot line. She said this
366 easement vacation would allow the property owner to construct a retaining wall in the rear yard.
367 She mentioned the Planning Commission held a public hearing and staff sent out notices and no
368 public comments were received.

369
370 **Councilmember Clayton moved that the City Council approve the plat amendment to**
371 **combine lot 1819 of Eaglepointe Estates Phase 18 Subdivision with parcel number 01-466-**
372 **1822 and to vacate the rear public utility easement at 965 South Silvertree Lane with no**
373 **conditions. Councilmember Van Langeveld seconded the motion. The motion was approved**
374 **by Councilmembers Baskin, Clayton, Jackson, Knowlton, and Van Langeveld.**

375
376 7. CONSIDERATION OF AN AMENDMENT TO THE FY24 SECONDARY WATER
377 PROJECT LOCATION TO ELK HOLLOW ROAD AND ELK HOLLOW CIRCLE

378
379 Karyn Baxter reported on the deterioration of Elk Hollow Drive and Elk Hollow Circle and
380 subsurface failure leading to surface damage. She said the recommendation was to alter the
381 location of the secondary water project to Elk Hollow Road and Elk Hollow Circle. She showed
382 the previous 2024 secondary water project location and said that while those areas needed
383 replacement there was no subsurface failure there. She explained that the previous fiscal year
384 2024 secondary water project for Tanglewood Loop, North Woodcrest, and Sunflower Circle
385 would move to fiscal year 2026. She said that while the cost estimate for the original plan and
386 the revised area was almost the same the roadwork would be different due to the need for full
387 depth reconstruction at an estimated \$465,000. Ms. Baxter indicated that additional funding
388 would come from impact fees (if allowed) and Class C Road Funds. She said staff would return
389 with a budget amendment for this project.

390
391 Mayor Horrocks asked how long this project would take. Karyn Baxter replied that the project
392 would take at least 60 days with all of the road and utility work needed. She said the road would
393 remain open to local traffic only.

394 Councilmember Jackson questioned what was causing the failure. Karyn Baxter responded that
395 the failure for Elk Hollow Circle may be due to underground springs and Elk Hollow Road was
396 due to the type of soil underneath. She said these issues would be remedied once the asphalt was
397 removed including through spring water collection.

398

399 **Councilmember Van Langeveld moved that the City Council approve changing the location**
400 **of the FY24 Secondary Water Project Location to Elk Hollow Road & Elk Hollow Circle.**

401 **Councilmember Jackson seconded the motion.**

402

403 Mayor Horrocks asked if the previously-proposed project would be delayed two years. Karyn
404 Baxter replied yes, the proposal is to switch the two projects which would delay the previously
405 proposed project until 2026, the next budget year for planned secondary waterline projects.

406

407 **The motion was approved by Councilmembers Baskin, Clayton, Jackson, Knowlton, and**
408 **Van Langeveld.**

409

410 8. CONSIDERATION OF BID AWARD FOR THE 2024 STREET REBUILD PROJECTS
411 (CYNTHIA WAY, DORTHEA WAY, AND 4000 SOUTH STREET) TO BH INC. IN
412 THE AMOUNT OF \$316,295

413

414 Karyn Baxter reported that these projects were budgeted separately but had been combined for
415 better bid prices. She showed images of the current condition of Cynthia Way and Dorthea Way
416 which would include full asphalt replacement. She mentioned that 4000 South was part of the
417 annexation area and also needed replacement. She said there were four bidders with BH Inc.
418 (previously Green Construction) as the low bidder at \$316,295.

419

420 **Councilmember Baskin moved that the City Council award the 2024 Street Rebuild**
421 **Projects to BH, Inc. for the price of \$316,295. Councilmember Clayton seconded the**
422 **motion. The motion was approved by Councilmembers Baskin, Clayton, Jackson,**
423 **Knowlton, and Van Langeveld.**

424

425 9. CONSIDERATION OF BID AWARD FOR THE EAGLEWOOD GOLF COURSE
426 PARKING LOT PROJECT TO ADVANCED PAVING AND CONSTRUCTION IN THE
427 AMOUNT OF \$59,959

428

429 Karyn Baxter reported that this project was for the asphalt portion of the repairs at the
430 Eaglewood Golf Course parking lot. She said this would include new asphalt for the majority of
431 the parking lot as well as curb and gutter repairs. She explained storm drain inlets would also be
432 installed as the lack of inlets was a contributing factor in the damage. She indicated that staff
433 received seven bids with Advanced Paving & Construction as the low bidder at \$59,959. She

434 mentioned that the budget for this project would come from the bond for the remodel of the Golf
435 Course Club House which was already approved.

436
437 Councilmember Jackson asked about paving the entire parking lot instead of waiting on the
438 middle section. Karyn Baxter responded that the pricing was bid per ton and the removal was bid
439 per square foot/yard. She explained the pros and cons of repaving the entire parking lot versus
440 just the areas that needed to be done now. She estimated the middle section would be under the
441 \$25,000 limit for the City Manager to approve.

442
443 Ken Leetham spoke on the decision to either replace a portion of the parking lot or the entire
444 parking lot at the Golf Course. He said if the Council had a preference to do the entire main
445 parking lot then it should be added to the project via the motion.

446
447 Tyler Abegglen said that the parking lot required a surface treatment every five to eight years. He
448 mentioned that they were trying to be conservative with remaining funds and how historically
449 they discovered issues once the asphalt was removed. He was open to redoing the entire parking
450 lot if everything went well and no issues were discovered.

451
452 Karyn Baxter clarified that a surface treatment would be applied to the middle section of the
453 parking lot which would result in a similar appearance to the entire parking lot including the new
454 sections. She said the entire parking lot would then be on the same preservation cycle.

455
456 The Council discussed mobilization fees, influx of traffic with the proposed winter use at the
457 Golf Course, treatment cycles, adding the additional section, and storm drain remedies.

458
459 Karyn Baxter commented that a separate contractor would install the storm drain inlets at
460 approximately \$15,000. She said the parking lot would be completed within a separate timeframe
461 to avoid the summer season. She mentioned the parking lot striping would be completed by the
462 annual striping contractor.

463
464 Councilmember Jackson suggested adding the caveat into the motion that if additional work was
465 not required then the entire parking lot could be redone.

466
467 Ken Leetham commented that if the intention was to do the entire parking lot then the Council
468 should approve this with the unit prices recommended and then staff could return to the Council
469 if a problem was discovered.

470
471 Mayor Horrocks said if the middle section did not need to be done then he did not see a need to
472 replace it at this time. He was comfortable with the staff's recommendation to only replace the
473 outer sections. Tyler Abegglen responded that he would appreciate a new parking lot but said
474 having the HA5 overlay over the middle section should help preserve it until the next overlay. He
475 was comfortable waiting to redo the middle section and a portion near the dumpster enclosures.

476 Karyn Baxter said the HA5 overlay would be added to the entire parking lot during this
477 construction season.

478
479 **Councilmember Van Langeveld moved that the City Council award the Golf Course**
480 **Parking Lot project to Advanced Paving & Construction for the price of \$59,959.**
481 **Councilmember Jackson seconded the motion. The motion was approved by**
482 **Councilmembers Baskin, Clayton, Jackson, Knowlton, and Van Langeveld.**

483
484 10. DISCUSSION ON POSSIBLE CELL SERVICE IMPROVEMENTS AT EAGLEWOOD
485 GOLF COURSE

486
487 Ken Leetham reported on discussion with Crown Castle who leased property for two cellphone
488 towers at the Golf Course. He said the City Council had asked about improving cell service in
489 the area and Crown Castle had determined that the technology at the Golf Course was outdated
490 and was a barrier to good service. He explained that the solution was a new 60-80 foot cell tower
491 constructed in the area. He mentioned that the current tower was 47 feet and the new tower
492 would provide room for all four major cell carriers. Mr. Leetham indicated that if the City
493 entered into an arrangement, then lease revenue would be suspended for five years due to the
494 \$500,000 investment in a new tower. He said the new tower would need a 1,500 square foot
495 building or structure with a fenced location.

496
497 Ken Leetham said the existing towers would be removed by Crown Castle and explained how
498 the new tower could not be stealth (tree or similar design). He noted that Crown Castle would
499 obtain carrier participation and showed the proposed area adjacent to several water tanks. He
500 stated that while the cell service would be greatly improved there had been neighborhood
501 opposition in the past.

502
503 Mr. Leetham asked for feedback from the City Council on whether staff should continue to
504 review this item. He said the lease revenue for the existing towers was \$40,000 to \$50,000 per
505 year.

506
507 The Council discussed the benefits and concerns with replacing the cell towers including resident
508 feedback, lease revenue, cell service, tower appearance, and other locations for a tower.

509
510 Ken Leetham said staff approached Crown Castle regarding options and that they would be
511 providing this service at the City's request. He explained the trade-off for the City is some lost
512 revenue in exchange for much-improved cellular and Wi-Fi services for the golf course area and
513 surrounding neighborhoods.

514
515 Mayor Horrocks stated that as far as he knew cellphone towers could not be denied related to
516 health concerns. Ken Leetham said multiple carriers had approached the City in the past but did
517 not pursue it due to resident opposition.

518
519 Councilmember Baskin commented that the Golf Course was the gem of the City and did not
520 want to place a new tower there. She suggested asking residents for feedback to see if this was
521 worth pursuing. Councilmembers Knowlton and Van Langeveld were also in favor of surveying
522 affected residents.

523
524 Staff would provide a survey to affected residents to obtain feedback on the potential of
525 upgrading the cell tower in the Eaglewood/golf course area.

526
527 **11. APPROVAL OF CITY COUNCIL MINUTES**

528
529 The City Council minutes of March 19, 2024 were reviewed and approved as written.

530
531 **Councilmember Baskin moved that the City Council approve the minutes of March 19,**
532 **2024 City Council. Councilmember Jackson seconded the motion. The motion was**
533 **approved by Councilmembers Baskin, Clayton, Jackson, Knowlton, and Van Langeveld.**

534
535 **12. ACTION ITEMS**

536
537 The action items list was reviewed. Completed items were removed from the list.

538
539 **13. COUNCIL REPORTS**

540
541 Councilmember Clayton thanked Linda Horrocks for her social media efforts and the success of
542 the Easter Egg Dash.

543
544 Councilmember Van Langeveld mentioned the annual Wellness survey and requested responses.
545 She said the City was asked to sit on a panel at the Utah League of Cities and Towns to discuss
546 the survey. She also mentioned that Salt Lake City was approving their annexation plan which
547 included North Point and asked if this included the Cross E Ranch property. Sherrie Pace
548 responded that Salt Lake only wanted the Cross E Ranch property to Center Street.

549
550 Councilmember Baskin spoke on the Arbor Day celebration and the support of Chevron.

551
552 Councilmember Jackson said the Parks and Arts Board would be hiking along Rosewood starting
553 at 6 p.m. on April 3rd. She said they would be reviewing signage along the trails. She also
554 suggested a future discussion on the Wood Museum.

555
556 Councilmember Knowlton said the General Plan Committee met recently and said one key point
557 was that the General Plan had to include the vision for the City with an implementation plan. He
558 noted that the main question was how to establish goals which was a Council decision. He then

559 spoke on the dog park committee meeting and the need for a landscape plan through EPG. He
560 mentioned the need for a name for the new dog park.

561
562 David Frandsen reported that staff would meet with EPG and Woods Cross City on April 3rd and
563 said the Arbor Day event would include the planting of 50 trees. He said they had discussed
564 different names including police dog and City names.

565
566 Councilmember Knowlton spoke on water conservation and said experts did not agree that the
567 future for Utah was drought. He said it was anticipated to be a hotter climate with more water via
568 fewer events. He indicated that the key was water storage. Karyn Baxter commented that she
569 attended a conference in January with a similar conversation and said there was some discussion
570 on more snow evaporation versus runoff. She said overall the concern was making sure the City
571 was prepared for what would come including increased housing and conservation.

572
573 14. CITY ATTORNEY'S REPORT

574
575 Todd Godfrey had nothing to report.

576
577 15. MAYOR'S REPORT

578
579 Mayor Horrocks asked staff to prepare a resolution related to the One Kind Act a Day/Kindness
580 initiative. He then spoke on how Wasatch Integrated Waste was pushing mandatory recycling and
581 said Layton and Clearfield had passed resolutions asking the County to remove the penalty for
582 not recycling. He said while he did not like the idea of mandatory recycling that the City had a
583 high recycling rate and how everyone would pay the cost in relocating the landfill if cities did
584 not participate in recycling.

585
586 Mayor Horrocks mentioned that the April 16th City Council meeting had been cancelled due to
587 the annual conference in St. George.

588
589 16. CITY MANAGER'S REPORT

590
591 Ken Leetham spoke on the itinerary for the St. George conference. He also said there would be
592 group photos prior to the May 7th City Council meeting.

593
594 17. ADJOURN

595
596 Mayor Horrocks adjourned the meeting at 9:29 p.m.

597
598
599

600 *The foregoing was approved by the City Council of the City of North Salt Lake on Tuesday May*
601 *7, 2024 by unanimous vote of all members present.*

602

603

604

605 _____
Brian J. Horrocks, Mayor

_____ *Wendy Page, City Recorder*

Action Items for May 7, 2024

Item	Staff	Description	Staff Responses
<u>New</u>			
1	Ken	(4-2-24 Mayor Horrocks) Staff to prepare a resolution related to the One Kind Act a Day/Kindness Initiative	<i>(5/2/24) This item has been scheduled for the May 21 City Council meeting.</i>
<u>Current</u>			
1	Ken / Mayor Horrocks	(3-19-24 CC) CM and Mayor to meet with Woods Cross to discuss recent rail line report and then have an agenda item to discuss any potential options.	<i>(5/2/24) Meeting held on April 25-WX will consider the 6 options and give us feedback after their May 7 Council meeting.</i>
2	Jon	(3-19-24 CM Baskin) Staff prepare an addendum to fee schedule for pavilion reservations/cleaning deposits.	<i>(5/2/24) Staff is preparing amendments to the City's comprehensive fee schedule for consideration at Council meeting on May 21st.</i>
3	Heidi/Ken	(3-6-24 Mayor Horrocks) Potential hardship policy for mandatory recycling. Review costs for waste & recycling services.	<i>(5/2/24) Salt Lake City and Spanish Fork City have hardship programs managed by an outside agency (i.e., Salvation Army, Community Action Services Food Bank). Staff will look for a community partner (Davis County?) that could administer a program in NSL.</i>
4	Heidi	(3-6-24 CM Jackson) Council review of all City events for potential consolidating or removal. Staff to potentially prepare information on past events including attendance, cost, targeted demographics, etc.	<i>(3/13/24) Staff has updated the general ledger to include new general ledger accounts for each of the regular events. The new breakdown for review/discussion at the budget retreat scheduled for 3/23/24.</i>
5	Heidi	(2-20-24) Request for property tax report and sales tax analysis related to the City's industrial park.	<i>(3/13/24) Staff will work with the County and prepare an analysis for presentation at a future City Council meeting.</i>
6	David / Karyn	(2-6-24 CM Jackson) Staff to further investigate and reach out to Big West Oil related to soil conditions of park strip on the south side of Center Street adjacent to BWO property.	
7	Tyler	(2-6-24 Mayor Horrocks) Railing at the golf course near the 17 th green is rusted.	<i>(2/28/24) The railing on #17, #5, #6, #9, #17, #18 railings are all slated to be repaired and repainted this spring. We have the materials and are just waiting on higher temperatures.</i>
8	Sherrie / Karyn	(1-2-24 CM Van Langeveld & Knowlton) Staff to provide maps and inventory of City Owned properties, particularly those over one acre and list parcels that could potentially be put to a different use.	<i>(5/2/24). First draft under review and Ken will get specific feedback to Sherrie.</i>
9	Ken	(1-2-24 CM Van Langeveld) Staff to research additional cell towers or options in the Eaglewood Golf Course area	<i>(5/22/24) Crown Castle has provided feedback on preferred locations. Staff to work on outreach to residents</i>

		including moving the existing cell tower near the clubhouse to the flagpole area and the ordinance related to smaller cellular towers.	<i>in order to obtain feedback on the possible addition of a cell tower.</i>
10	Karyn	(1-2-24 Mayor Horrocks) Staff to follow-up on potholes along Eagleridge Drive.	<i>(5/2/24) Staff did a field inspection and is getting proposals from three contractors for repair. Work will be done in the next 30-60 days.</i>
11	Ken	(3-7-23) Staff to identify any items that would qualify for the Community Funding Projects that Congressman Stewart advised Mayor Horrocks about.	<i>(3/16/23) Staff met with Stewart representatives and had an additional training meeting on this program. We will work to prepare the City for the 2024 Grant cycle.</i>
12	Ken/Wendy	(3-7-23) Staff to prepare a policy related to City Hall rental/use.	<i>(3/16/23) Staff is reviewing city hall use policies and will propose a written policy statement in a future Council meeting.</i>
13	Sherrie & PW/Parks Dept.	<i>Combined Action Items:</i> (Various Dates) Park strips & City owned property. Review city code for park strip landscape requirements, propose alternatives for vegetation requirements (trees) & evaluate city owned park strips and properties for recommendation on conversion to water wise landscape & review compliance notifications and processes. (3-21-23) Look into increasing tree plantings on City owned land.	<i>(5/11/23) Work Session scheduled for May 16.</i>
14	Ken	(1-4-22) Options for emergency preparedness training for staff including windstorms, landslides, etc.	<i>(4/12/22) Staff is exploring solutions with Davis County.</i>
Future Agenda Item Discussion Requests			
1		(4-2-24 CC) Staff will make future proposal on trees/sidewalk damage policies.	
2		(3-23-24 CM Knowlton) Incremental progress and central question - should the City press forward on US89 planning and beautification now or wait for General Plan revision to be complete? Additional report desired on the following ?s: a. Utah Trail network – appears to not be funded this year b. What is the status of Davis/SL Connector? c. What is the status of UDOT on ROW section and access agreement? Would like a work session in a few months on US89 – Here’s where we are and here are the next steps	
3		(3-23-24 CM Knowlton) Tree Planting Program for private landowners – staff to come back in 2 months to make a proposal to the City Council.	

4		(3-23-24 Mayor Horrocks) Emergency preparedness – Hold CC work meeting where staff will present some findings about best practices and give CC some recommendations.	
5	Sherrie	(2-6-24) Schedule a joint Council / Planning Commission work session to provide direction to Landmark Design on the General Plan update and be involved from the beginning.	<i>(2/27/24) Finalizing schedule with consultant.</i>
6	Sherrie	(1-2-24) Work session related to Code changes for the Rip the Strip Program and regulations for street trees.	
7	David/Linda	(12-6-23) Signage for Veterans Memorial Park and Hatch Park (Bamberger marker) back to City Council for review at future meeting.	
8	Sherrie	(11-7-23) A future discussion item related to Wasatch Choice and the Utah Trail network opportunity from Davis County to Salt Lake County.	
9	Sherrie	(10/3/23) Future work session item to discuss parking (restrictions, shared parking, time of day, on street, etc.)	
10	Ken/CM Van Langeveld	(8-15-23) Plan for a work session discussion on the wellbeing survey results and any action to be implemented (including any recommendations from the Health & Wellness Committee)	<i>(9/27/23) Staff to present survey results to the Health & Wellness Committee and then schedule this in a CC work meeting.</i>
11	Ken	(6-20-23) Potential City Council discussion on cyber security.	<i>(7/12/23) A work meeting for this item will be held in September or October as schedules allow.</i>
12	Todd	(6-20-23) City Attorney to discuss first amendment, equal protection, and use of public facilities (time, place, manner restrictions).	<i>(7/12/23) This item will be scheduled for January 2024 after the new City Council is in place.</i>
13	Ken/CM Baskin	(6-20-23) Tree planting program work session discussion (8-1-23). Development of City's tree planting program. Staff to provide a report by the end of the year.	<i>(7/12/23) A representative of Holladay City will schedule a date when they can present their program to the City Council.</i>
Completed			
1	Jon	(3-19-24 CM Clayton) Staff to look at website to make sure reservations/deposits are functioning correctly and also to review shortening the time when the credit card was charged for the pavilion deposit and the day of the reservation.	<i>(3/27/24) PW staff addressed website issue to correct reservation and deposits. CivicRec the city's online payment portal has the capability to take payments later, but it was found to be a very manual process within the payment program and would take a lot more management by a city staff member. In addition, this would also require a staff member to remind the resident of this payment before the reservation.</i>

2	Ken/Wendy	(3-23-24 Mayor Horrocks) Sister City program - invite Prince of Ghana to come and visit with City Council and add sister city program to the agenda.	<i>(3/26/24) CM Jackson was notified her next rotation for the prayer and pledge is May 7, 2024.</i>
3	Ken	(2-16-21) Staff to prepare policy (or review current policy) related to tree removal particularly when related to sidewalk damage.	<i>Staff is working on a follow-up report to the City Council.</i>



CITY OF NORTH SALT LAKE

COMMUNITY & ECONOMIC DEVELOPMENT

10 East Center Street, North Salt Lake, Utah 84054

(801) 335-8700

(801) 335-8719 Fax

To: Honorable Mayor and City Council
From: Sherrie Pace, Community Development Director
CC: City Manager
Date: May 7, 2024
Re: Planning Commission Action Update for April 2024

Meeting Date:

April 9, 2024 **Consideration of a Conditional Use Permit for Eaglewood Cove Development off premise signs:**

The Planning Commission approved a CUP for five temporary off premise residential development signs requested by Shandell Smoot. The code allows this as a conditional use for a period up to 3 years from the date of approval.

Consideration for a Conditional Use Permit for a 50' driveway at 1375 West Center St.:

The Planning Commission approved a conditional use permit for a commercial drive greater than 40 feet for the Green Collective Campus (former Legacy Prep Academy) that is remodeling the structure for service of their heavy equipment.

April 23, 2024 **Public Hearing and Consideration of code amendment to add the use of automotive detail and trim shops:**

The Planning Commission recommend approval of the proposed code amendment requested by Griffin Golden Glow to operate an automotive detail shop in the CS zone. The code did not list that use as a permitted use. The proposed use was combined with the use of Automotive Glass and a definition created to define the new use to include glass replacement, tinting, accessory equipment installation (car stereos), or other automotive trim (lights, clear bra, vinyl wraps, chrome accessories, etc.)



City of
NORTH SALT LAKE

CITY COUNCIL
Work Session

May 7, 2024
6:00 p.m.

PRESENTATION

Wayne Niederhauser, Office of
Homeless Services

North Salt Lake
Office of Homeless Services
May 2024



GOVERNOR'S OFFICE OF
Planning & Budget



**WORKFORCE
SERVICES**
HOMELESS SERVICES



**Homelessness
is a community
condition, and
it will take
community to
remedy it.**

**Every community is a
source of Homelessness.**

**What is your community
doing to prevent and treat
this most difficult human
condition?**



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**WORKFORCE
SERVICES**
HOMELESS SERVICES

Two Distinct Homeless Populations

Transitional

Persistent

- Those ready for housing and services
- Those not ready

Data Points

- 2022 – 28,410 accessed homeless services
- January 2023 Point-in-time Count, 3,687
- Length of Time in Emergency Shelter
 - 77% - 90 days or less
 - 57% - 30 days or less
 - 34% - 7 days or less



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Those not ready for housing and services

Unsanctioned Camping is the worst thing we can accept

- Places unfit for human habitation
- Public health/Sanitation
- Victimization
- Public Conflicts
- No camping ordinances

The unanswered question



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**WORKFORCE
SERVICES**
HOMELESS SERVICES

Sources of Homelessness

SYSTEMS

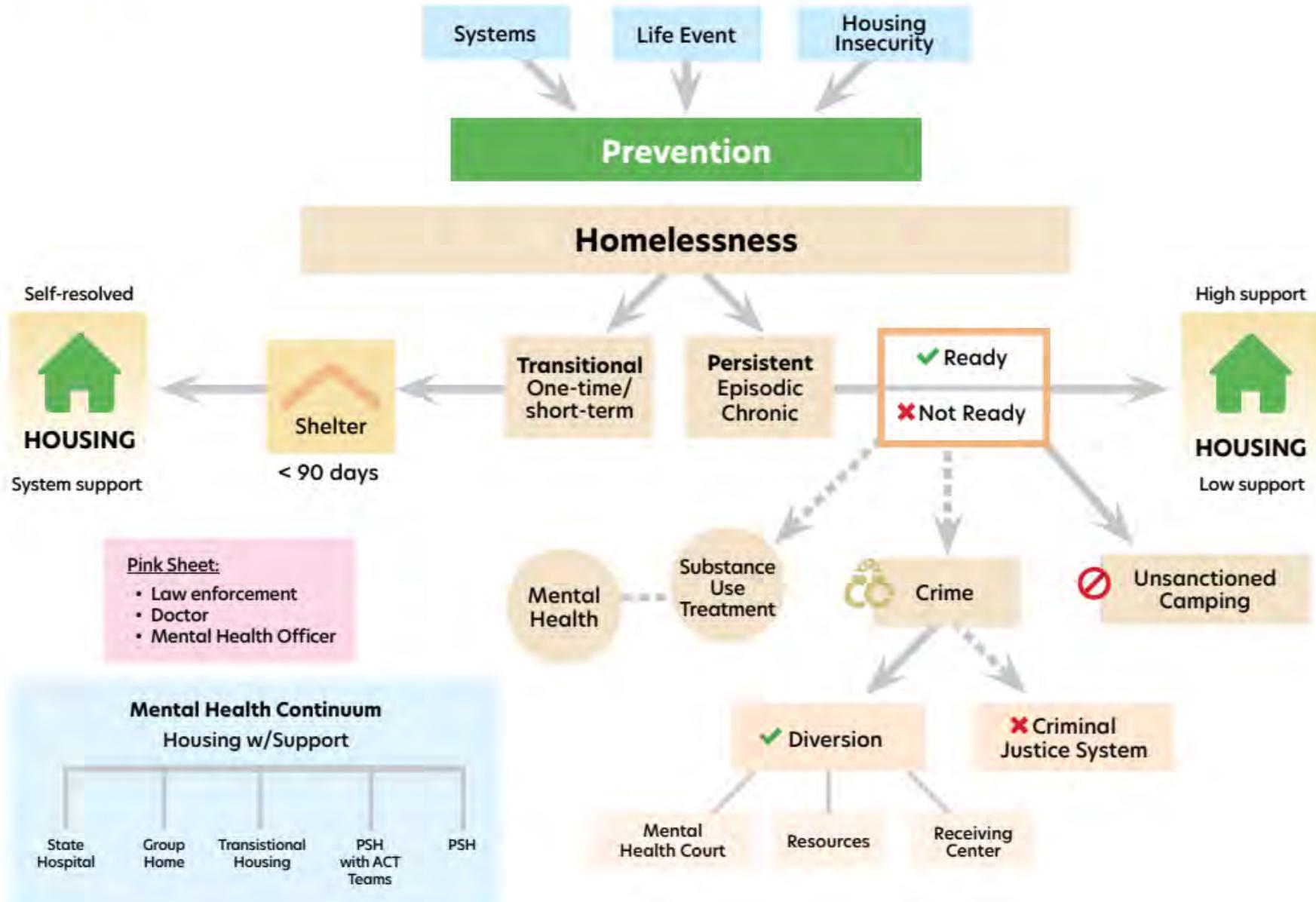
- Re-entry from incarceration
- Release from hospital or other medical provider
- Exit from mental health or substance use treatment
- Youth in foster care
- Juvenile justice system
- ...

LIFE EVENTS

- Domestic violence
- Loss of a job/income
- Divorce
- Death of someone close to you
- Health issues
- Behavioral health issues
- Loss of family support/relationships

LACK OF ATTAINABLE AND AFFORDABLE HOUSING

- Priced out of the market
- Eviction/foreclosure
- Disaster
- Wage gap
- Income insecurity (SSI/SSDI)



Supportive Housing

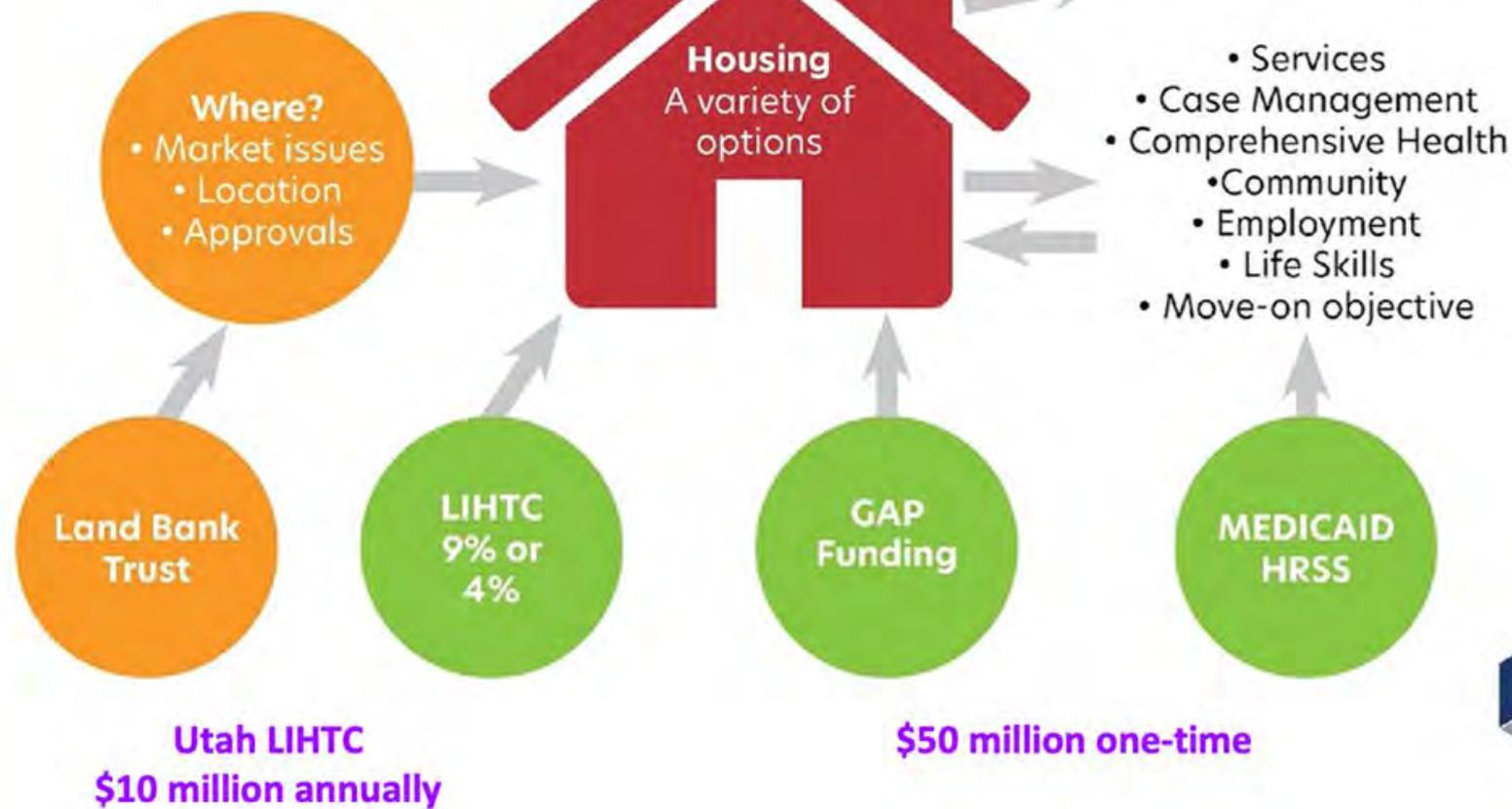
How to fund it

\$5 million ongoing



Housing Stabilization Grants

Tenants Pay 30% of their Income



Rates of Homelessness

Rates of individuals experiencing homelessness per 10,000 people:

- **Utah - 11 per 10,000**
- Mississippi - 4 per 10,000
- South Carolina - 7 per 10,000
- Alabama - 7 per 10,000
- California - 44 per 10,000
- Vermont - 43 per 10,000
- Oregon - 42 per 10,000

U.S. Housing and Urban Development Annual Homelessness Assessment Report to Congress

EXHIBIT 1.1: PIT Estimates of People Experiencing Homelessness
By Sheltered Status, 2007-2022



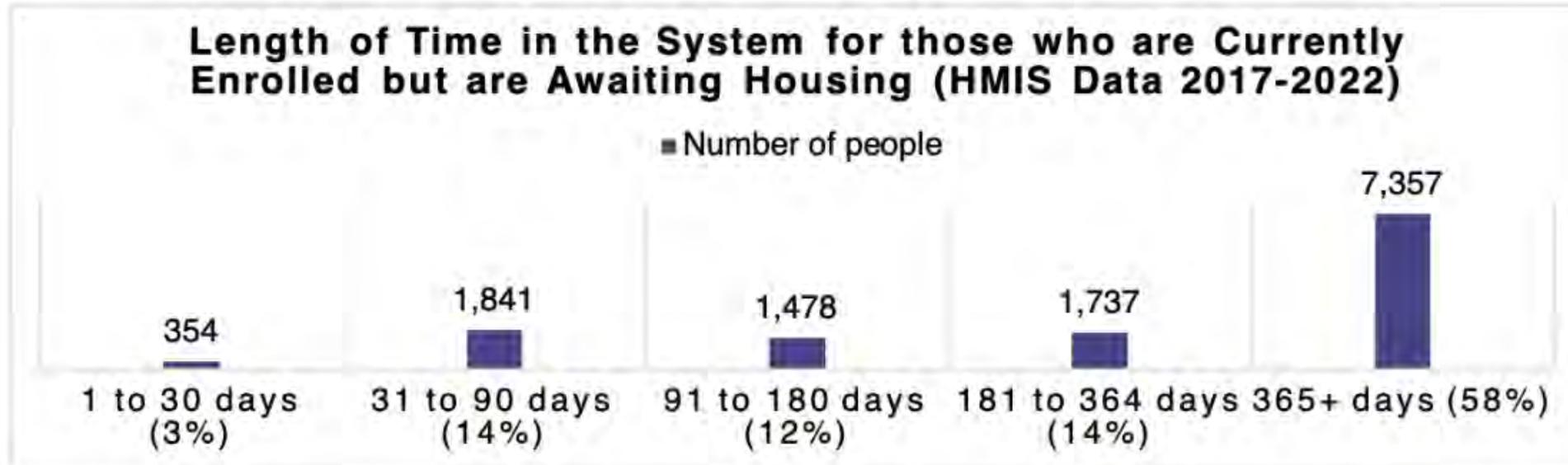
Note: The data for 2021 does not display the total count of people experiencing homelessness or the count of all people experiencing unsheltered homelessness due to pandemic-related disruptions to counts. Additionally, estimates of the number of people experiencing sheltered homelessness at a point in time in 2021 should be viewed with caution, as the number could be artificially depressed compared with non-pandemic times, reflecting reduced capacity in some communities or safety concerns regarding staying in shelters.

<https://www.huduser.gov/portal/sites/default/files/pdf/2022-AHAR-Part-1.pdf>

Length of Time in the System while Awaiting Housing

This analysis examines the length that those without a housing project move-in date have been in the system (e.g., they are waiting for housing):

- Median time to exit = 503 days
- Mean time to exit = 799 days
- Range of days to exit = 19 – 2231 days



Affordable & Deeply Affordable Housing Need

As part of House Bill 462 passed in 2022, the Department of Workforce Services has contracted with the Gardner Policy Institute (GPI) to develop a database of moderate and affordable housing needs and supply across Utah.

- The GPI team has provided initial estimates showing cumulative surplus/deficit for four area median income (AMI) levels for calendar year 2022.

AMI Level	Housing Units Available	Households	*Unit Deficit/Surplus	Affordable Units Available/100 Household
80% AMI & Below	221,952	221,929	23	100
60% AMI & Below	106,650	174,664	-68,014	61
50% AMI & Below	50,878	146,464	-95,586	35
30% AMI & Below	2,412	79,552	-77,140	3



County	ONE PERSON				FAMILY			
	30% Area Median Income (AMI)	Affordable Rent by 30% AMI	*Fair Market Rent (FMR) 1 Bedroom	Difference -Gap- Need to be filled with assistance	30% Area Median Income (AMI)	Affordable Rent by 30% AMI	*Fair Market Rent (FMR) 3 Bedroom	Difference -Gap- Need to be filled with assistance
Cache County	\$18,350	\$459	\$748	-\$289	\$30,000	\$622	\$1,325	-\$704
Daggett County	\$22,450	\$561	\$670	-\$109	\$32,050	\$721	\$1,095	-\$374
Davis County	\$22,350	\$559	\$1,032	-\$473	\$31,900	\$719	\$1,734	-\$1,015
Duchesne County	\$18,350	\$459	\$711	-\$252	\$30,000	\$622	\$1,138	-\$517
Morgan County	\$22,350	\$559	\$1,032	-\$473	\$31,900	\$719	\$1,734	-\$1,015
Rich County	\$18,350	\$459	\$670	-\$211	\$30,000	\$622	\$1,095	-\$474
Salt Lake County	\$22,300	\$558	\$1,258	-\$701	\$31,800	\$716	\$2,061	-\$1,345
Summit County	\$29,750	\$744	\$1,180	-\$436	\$42,500	\$956	\$1,890	-\$934
Tooele County	\$20,650	\$516	\$846	-\$330	\$30,000	\$664	\$1,520	-\$856
Utah County	\$20,850	\$521	\$1,009	-\$488	\$30,000	\$670	\$1,643	-\$973
Washington County	\$18,450	\$461	\$1,011	-\$550	\$30,000	\$622	\$1,734	-\$1,113
Weber County	\$22,350	\$559	\$1,032	-\$473	\$31,900	\$719	\$1,734	-\$1,015

*A FMR is generally calculated as the 40th percentile of gross rents for regular, standard-quality units in a local housing market. **Real market rents are much higher.**



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SERVICES**
HOMELESS SERVICES

Local and State Laws to Support Development of Diverse Housing Interventions

Crisis Response	Housing Spectrum for Communities									
	Homelessness to Housing Strategies									
	Homeless Prevention Strategies									
	Affordable Housing Development Strategies									
Emergency Shelter Day Shelter Street Outreach	Short Term Rental Housing Assistance	Long Term Rental Housing Assistance	Transitional Housing	Permanent Supportive Housing	Community Rental Housing	Deeply Affordable Rental Housing	Affordable Rental Housing	Affordable Home Ownership	Market Rate Rental Housing	Market Rate Home Ownership
Emergency Shelters, Day Centers and Street Outreach programs are designed to engage with individuals and families experiencing homelessness as quickly as possible. These programs provide critical response to immediate crisis and include access to basic need resources. They include case management, diversion from shelter, access to housing programs, SNAP, financial benefits, and medical care.	The goals are to help people obtain housing quickly, increase self-sufficiency, and stay housed. For example, rapid re-housing provides short-term rental assistance and housing stability and case management services.	Housing assistance designed to supplement an individual or families income to allow them to rent market rate apartments (e.g. housing choice vouchers). Typically provided through a Public Housing Authority.	Temporary housing to help people transition to a more permanent housing situation. Commonly for youth, domestic violence survivors, individuals exiting incarceration, mental health and substance use treatment, and veterans.	Permanent subsidized affordable housing that includes case management and connection to other support services for individuals with a disabling condition. Can be dedicated units within a specific multifamily property. Provides access to substance use, mental health, job training, life skills, educational, and other supportive services either onsite or through an assigned case manager.	Multi-room affordable housing facility that offers single rooms for rent, typically with shared kitchen facilities. e.g. recovery housing, single room occupancy (SROs), boarding houses group homes.	Affordable rental housing for individuals and families who are at 30-40% AMI or below. Commonly for individuals on a fixed income such as SSI/DI, individuals with a disability and seniors. Can include State Office of Homeless Services Deeply Affordable Housing Fund, Low Income Housing Tax Credit, and HOME Investment Partnership funded projects.	Affordable rental housing for individuals and families who are at 50% - 80% AMI or below. Commonly referred to as workforce housing it includes rental housing for individuals such as teachers, firefighters, policeman, and small business owners. Can include Low Income Housing Tax Credit, and HOME Investment Partnership funded projects.	USDA Loans, First time Home Buyer program, Family Self-Sufficiency program, Community Land Trusts, etc.		

Local Homeless Councils (LHCs)



Continuum of Care

Balance of State — 11 LHCs

- 25 Counties throughout the state

Mountainland — 1 LHC

- Summit County
- Utah County
- Wasatch County

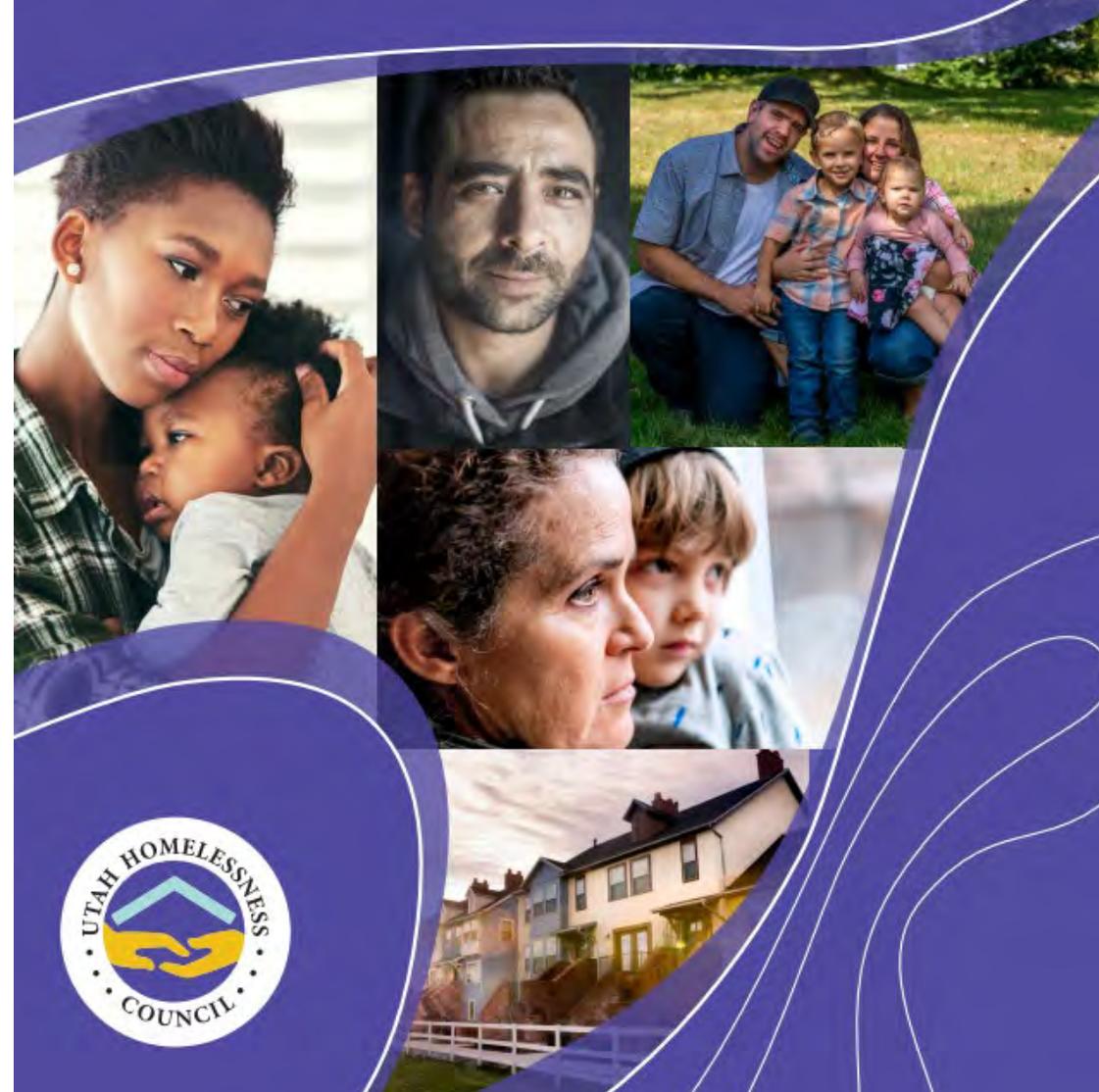
Salt Lake County — 1 LHC

- Salt Lake County
- Salt Lake Valley Coalition to End Homelessness

Statewide Collaboration for Change:

Utah's Plan to Address Homelessness

FEBRUARY 2023



Our vision for the homeless response system in Utah is to make homelessness rare, brief and non-recurring; that all people experiencing homelessness can thrive to their fullest potential; and that our communities are stable and safe for everyone.

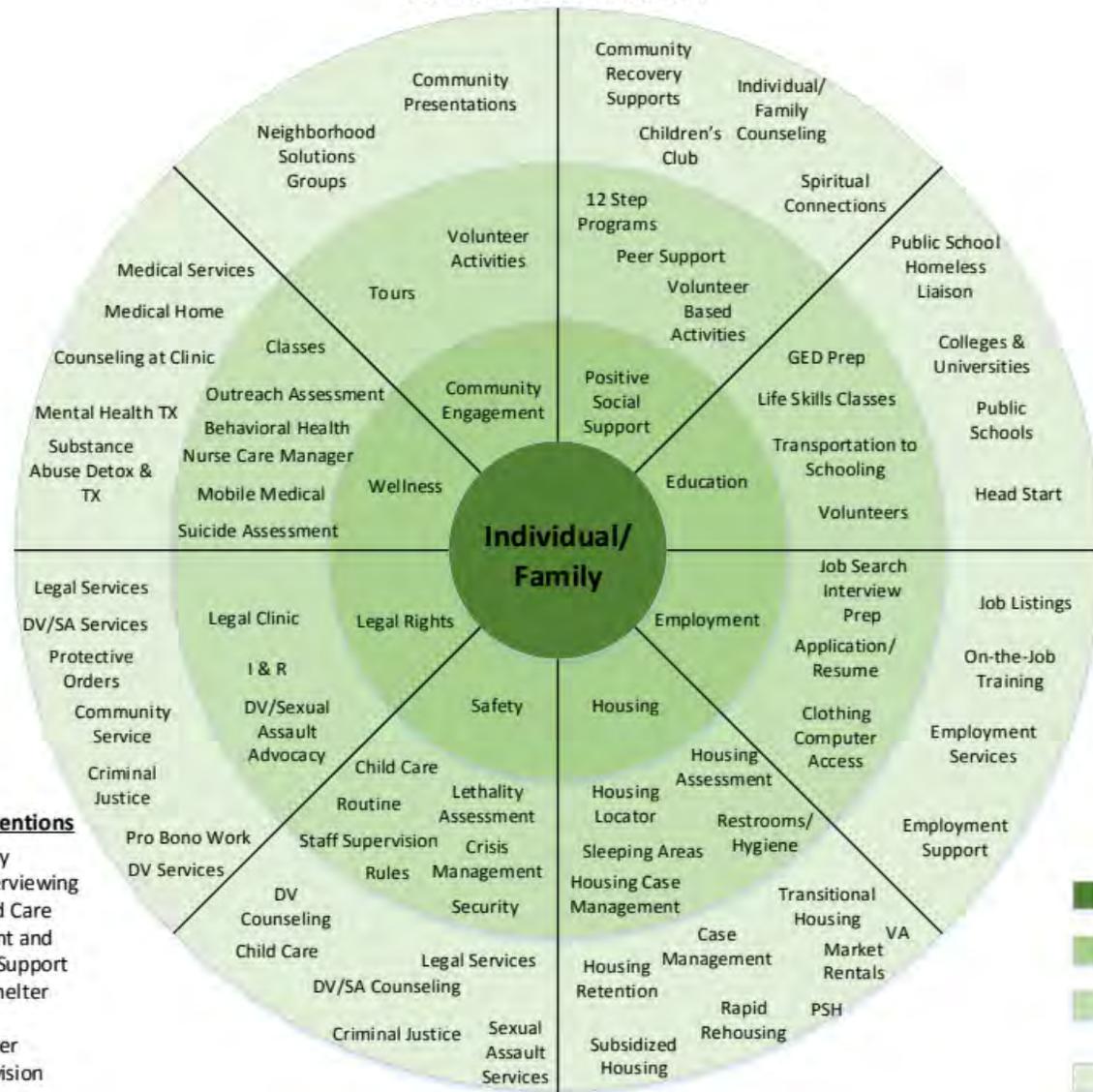
— Utah Homelessness Council

- Goal 1:** Increase accessible and affordable permanent housing opportunities for people experiencing homelessness across the state
- Goal 2:** Increase access to and availability of supportive services and case management for people experiencing and at risk of homelessness
- Goal 3:** Expand homeless prevention efforts by increasing coordination, resources, and affordable housing opportunities
- Goal 4:** Target housing resources and supportive services to people experiencing unsheltered homelessness
- Goal 5:** Promote alignment and coordination across multiple systems of care to support people experiencing and at risk of homelessness

The strategic plan, implementation guide, and data is available at:

<https://jobs.utah.gov/homelessness/strategic.html>

Resource Center Model



Best Practice Interventions

- Coordinated Entry
- Motivational Interviewing
- Trauma-Informed Care
- Case Management and Other Individual Support
- Diversion from Shelter
- Housing First
- Low Barrier Shelter
- 24/7 Staff Supervision



GOVERNOR'S OFFICE OF
Planning & Budget



WORKFORCE SERVICES
HOMELESS SERVICES

REQUEST

Parks and Arts Board

Discover Davis Mural Program

Discover Davis Mural Grants

- Discover Davis recognizes the economic impact that the arts brings to a community.
- It offers a valuable local and visitor experience that drives people to areas and adds a sense of place in our community.



Discover Davis needs to Discover North Salt Lake



Mural Grant Overview



What we need

A Budget

- A business to offer their space and \$10k
Discover Davis will match up to \$10k
Could North Salt Lake match?

A Building

- We have a very large one on Redwood Rd|580 N.
- We have a business who wants to participate

A Painter

- Discover Davis will send a list of local muralists.

All three = a preferred partnership for best chance at the grant.

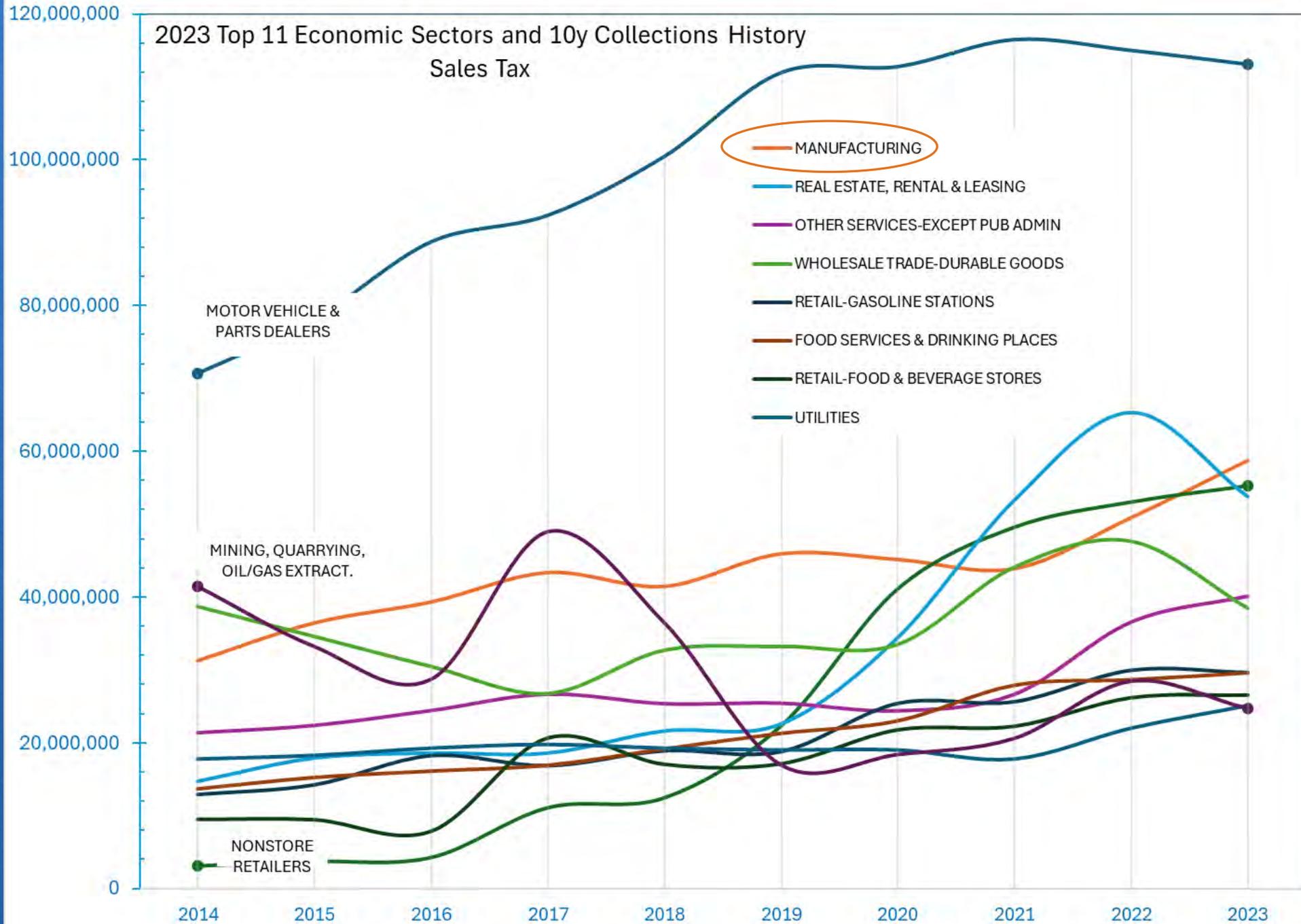
Location: 580 N. Redwood Road



MONTHLY FINANCIAL REPORT

March 31, 2024

March 2024 Financial Report



ADJOURN



City of
NORTH SALT LAKE

CITY COUNCIL
Meeting

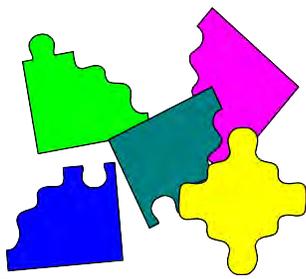
May 7, 2024
7:00 p.m.

CITIZEN COMMENT

PRESENTATION
Sister City Program
Thomas Appiah

CTR – Citizens Taking Responsibility The Power of Understanding Growth

Dr. Thomas Appiah

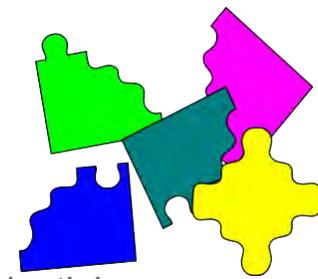


Africa is Ready for North Salt Lake



Sister Cities Fact Sheet

- **What is a Sister City?**
 - A long-term cooperative relationship between two cities in different countries where exchanges occur in:
 - Cultural
 - Educational
 - Business
 - Technologies
 - Formalized when two mayors (or highest elected/appointed officials) sign a MOU establishing a sister city relationship
 - The Mission of sister cities is to promote:
 - Peace through mutual respect
 - Cooperation and understanding
- **Who Participates in Sister City Organization?**
 - Anyone and elected officials
 - Most sister city organizations are nonprofit
 - They are staffed by:
 - Volunteers from the community



Sister Cities Fact Sheet

- **Why Have a Sister City?**

- An INCREDIBLE opportunity to:

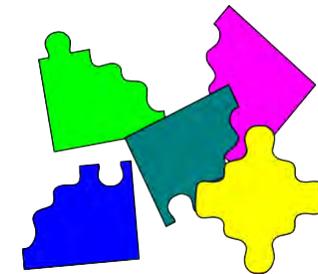
- Build partnerships
- Promote Peace and Understanding
- Travel
- Have fun

- Benefits to individuals and the community include:

- Make new friends around the world and learn about other cultures
- Offers young people opportunity to travel abroad
- Allows municipal employees and other professionals to learn from their international counterparts and to promote their own best around the world
- Art and Cultural exchanges
- International business opportunities for local firms

- **Support at the National Level**

- Founded by President Eisenhower in 1956
- Sister Cities International is national nonprofit organization
- Serving over 500 U.S. cities in 145 countries worldwide
- SCI is available to provide any best practices and provide staff support/networking



History of Gomoa Mangoase

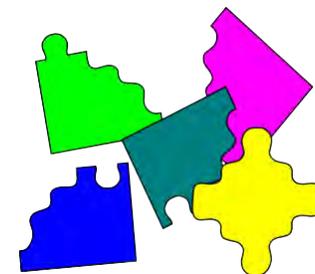


- **Gomoa Mangoase Traditional Area**

- Located about 45 minutes drive from Accra (capital city of Ghana)
- Near Agona Swedru
- Population of 2,503

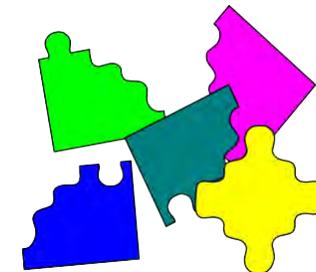
- Fish Farming Concept

<https://youtu.be/tytjaTb9mUE>



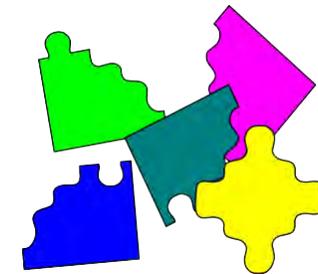
What is the Doctrine of Development

- **Youth Engagement and Training**
 - Clubs for Youth to take responsibility
 - STEM Computer resource/training Center
 - Fish Farming Concept
 - Channels of Distribution of Fish
 - E.g. Restaurants to buy fishes/open market
- **Micro Financing and Training**
 - Fish Farm training with R&B Farms partnership
 - Farming with Richie Plantations partnership
 - Website creation/programing
- **Projects participation by citizens**
 - Labor and provision of land
 - Community/Resource center

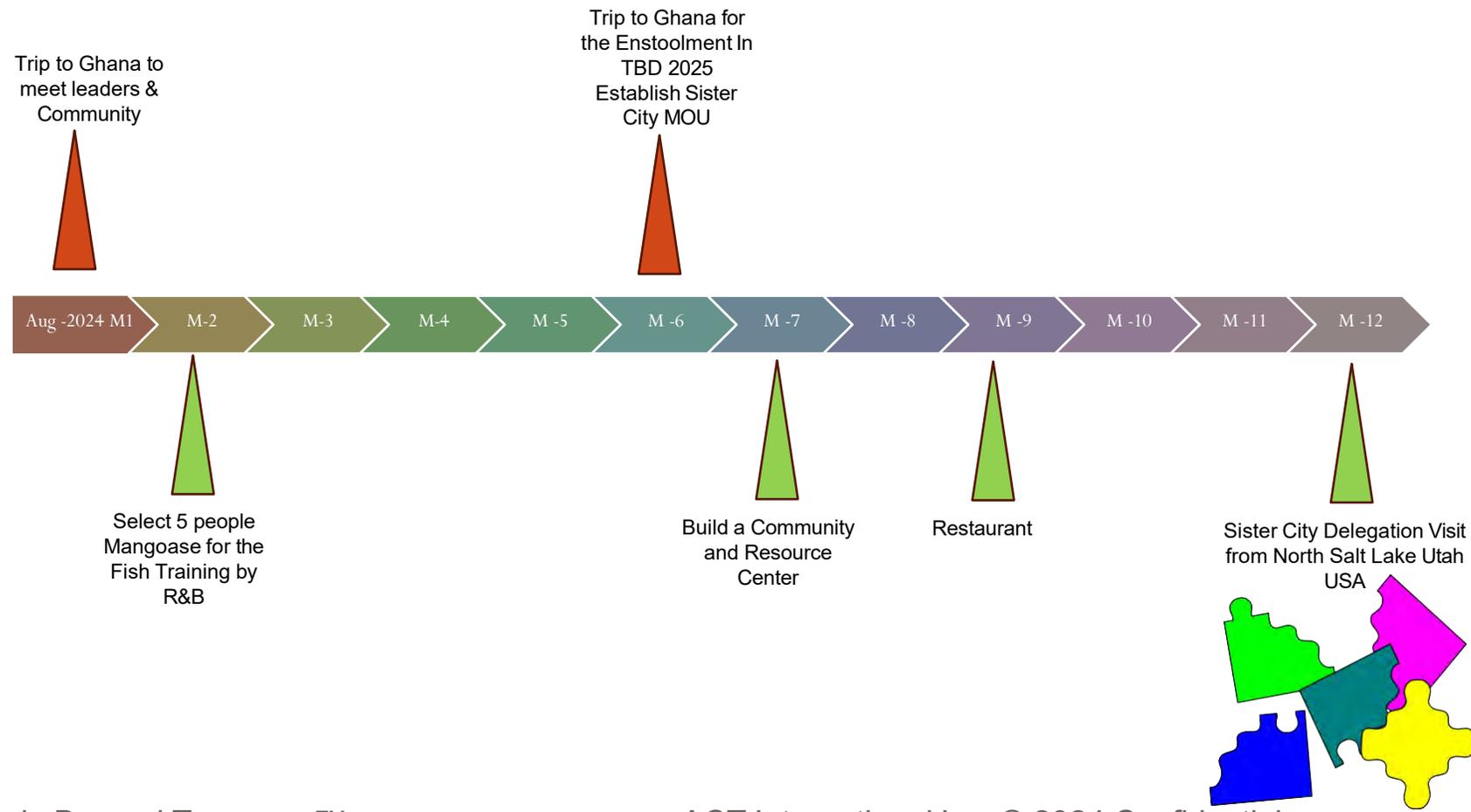


What is the Doctrine of Development

- **Citizens Taking Responsibility in building their communities**
 - Self Respect
 - Mutual Benefit
- **Skills training – It takes 10,000 hours to master a skill**
 - Partner with Pathway
 - Partner with Other High Schools both local and abroad
- **Partner with North Salt Lake as a Sister City – help build bridges of understanding and development**
- **Donors and partners:**
 - North Salt Lake
 - Brent Sloan and Family
 - Richie Plantations & R&B Farming
 - The Church of Jesus Christ of Latter Day Saints



Notional Time Line to Kingship



Community/Resource Center Concept

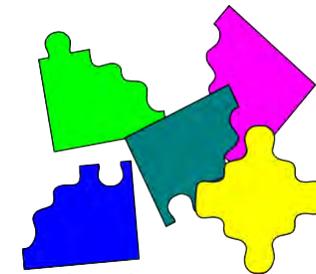
- Need about 4 acres of land at Mangoase
- Build 2 offices with tables and chairs and computers
- Toilet with at least 4 stalls each (male and female)
- Kitchen for heating up food during parties and celebrations
- Build 2 Football (Soccer) Fields
- Open space (Pavilions 2)



CONSTRUCTION OF A 40 – SEATER CAPACITY ULTRA-MODERN COMPUTER LABORATORY FOR BROFOYEDUR MANGOASE D/A COMMUNITY BASIC SCHOOL IN THE GOMOA CENTRAL DISTRICT IN THE CENTRAL REGION, GHANA. Estimated cost and contribution of the community is about \$20K USD

If organized well, support could come from sister city to help Adopt a road at Mangoase and we will name it after you Help build a community center at Mangoase

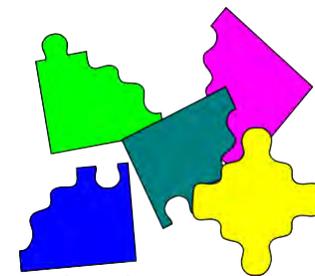
Partner with location University to design the community center



Create an NGO – CTR (Citizens Taking Responsibility)

- **Register the NGO in USA – North Salt Lake Utah**
- **Using the doctrine as the Article of NGO**
- **Build the board of directors (include the city council of North Salt Lake on the board and Brent Sloan)**
- **Establish a team in Ghana to support projects at Mangoase**

Work with Brent Sloan to establish the NGO



Best Practices for Doing Business in Ghana – Central Region - Mangoase

Act Locally:

You have to look at this market through a local lens and having a local actor or actors will be a tremendous asset.

Build Relationships:

In Africa, relationships are the local currency. I can't stress enough the need to build contacts at all levels and to keep in regular communication.

Share Your Expertise:

Skills transfer is incredibly important for this market. Don't underestimate the power of educational and training opportunities that are often taken for granted in Western markets.

Stress Your Commitment to Community:

Doing business in Africa is more than just building a market, it is helping develop a nation. Your organization's commitment to community programs will go a long way in the country and will remind those countries of your company's broader objectives.

Be Proactive on Proposals:

In many African markets, the entrepreneurial are rewarded and those that wait for the official tender end up waiting a long time

Be In It for the Long-Haul:

You need to look at a decision to do business in Africa as a long-term commitment. We are confident that Africa is headed in the right direction and that your commitment will pay off over time.

PRESENTATION

Town Center Market Study

Ted Kamp, Leland Consulting Group

Market Analysis and Strategic Recommendations

North Salt Lake Town Center Retail

May, 2024

PREPARED BY



Overview

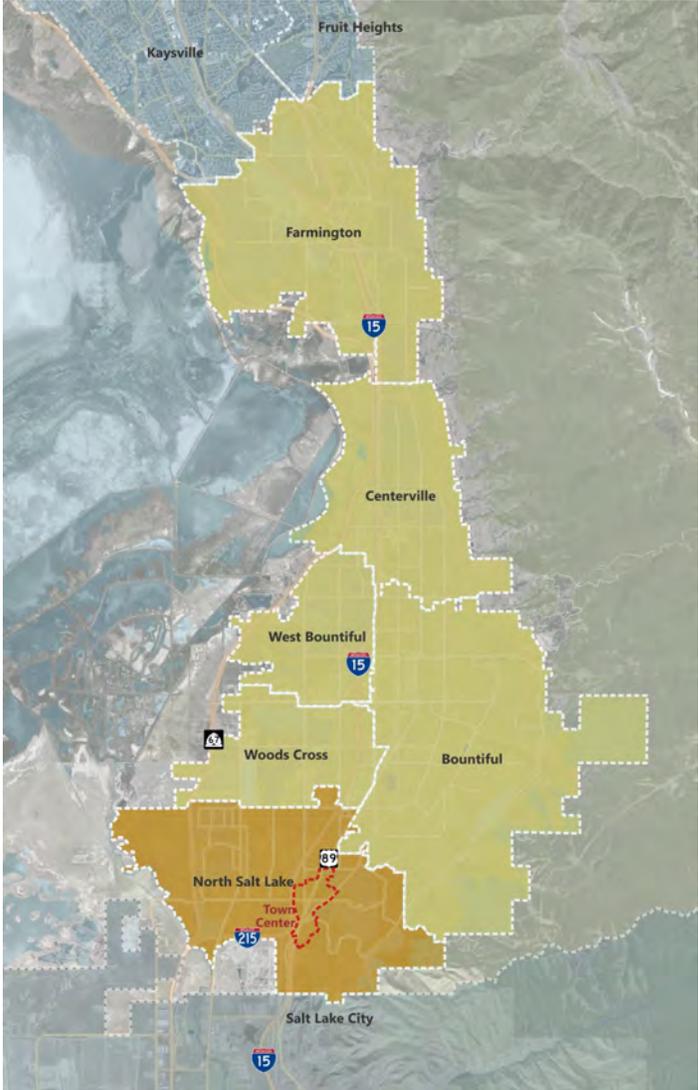
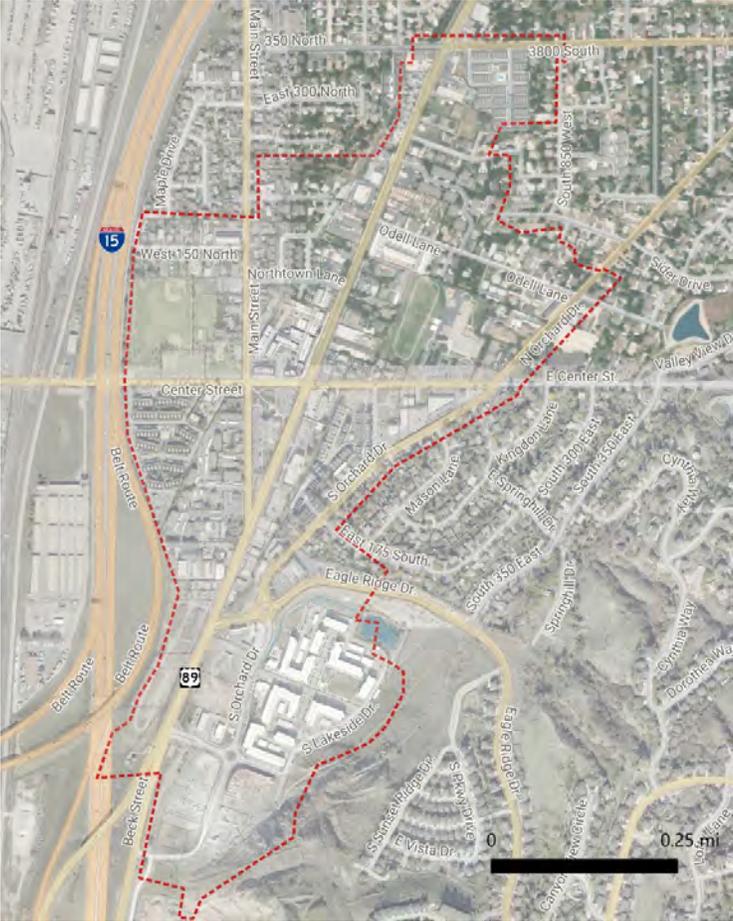
- The Town Center area is taking shape and beginning to fulfill its potential as an asset for North Salt Lake.
 - A vibrant mixed-use neighborhood
 - A walkable center with options for dining, shopping/services, and entertainment
 - An attractive and welcoming gateway
- But its retail components have lagged other land uses.
- This study is an effort to explore the **evidence** (demographics, visitor patterns, sales taxes, real estate supply conditions, demand drivers, etc.) and **strategically** consider the pieces of the puzzle to help Town Center live up to its potential.

A Few Important Market Themes

- **Vibrant, growing** state and metro area
- Very **auto-oriented** suburban culture outside SLC proper, heavily reliant on long commutes
- Very **linear growth** pattern along I-15 due to physical topography, with NSL and its Town Center area at a major **pinch point** for north-south movement
- **BRT Transit** is developing more slowly than originally anticipated
- Residential, especially **multifamily**, has been in high demand locally and nationally
- **Work-from-home**, a trend kickstarted by pandemic habits, affecting many aspects of real estate – including dynamics that may benefit suburban sites with true mixed-use possibilities
- Upcoming **changes to the I-15 interchange** stand to have major impacts on Town Center

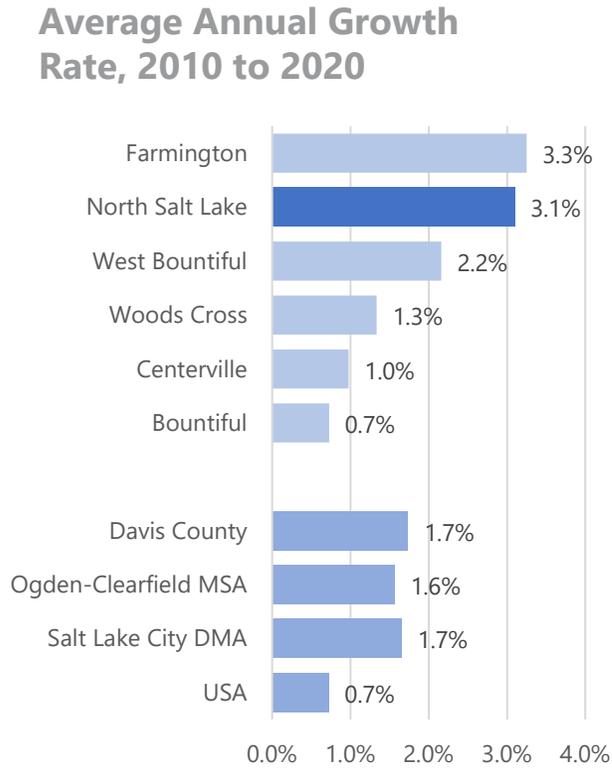
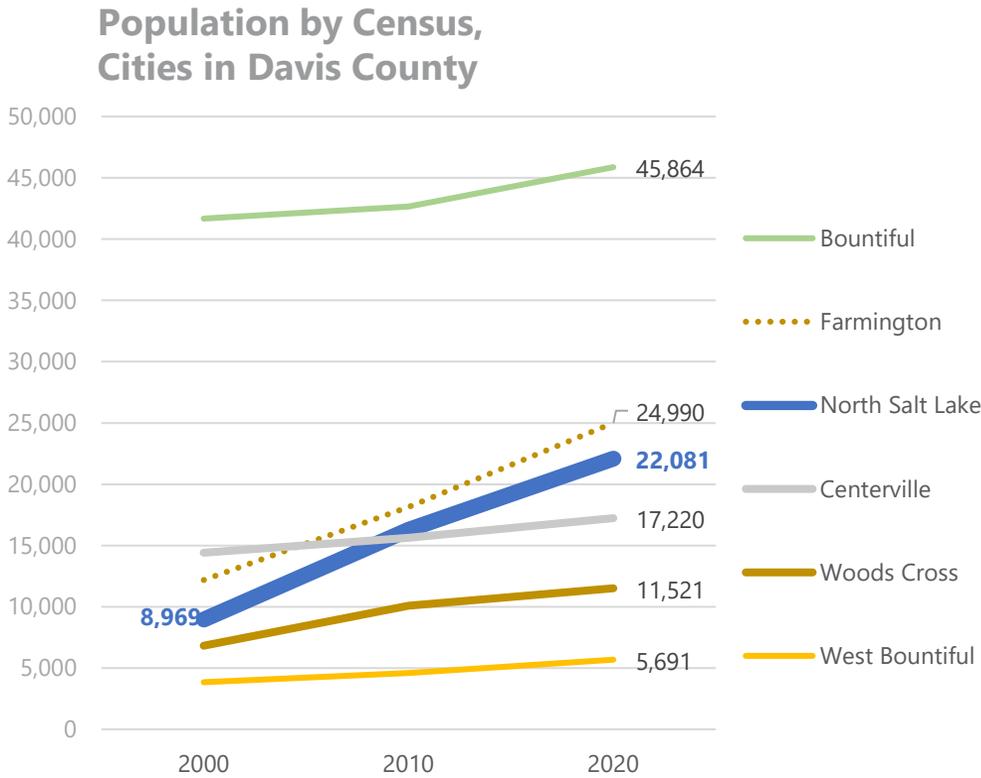
Comparison Geographies

- Town Center Study Area
- City of North Salt Lake
- South Davis County
- Visitor-derived Trade Area definitions (irregular blobs)
- Salt Lake City DMA



Population and Growth

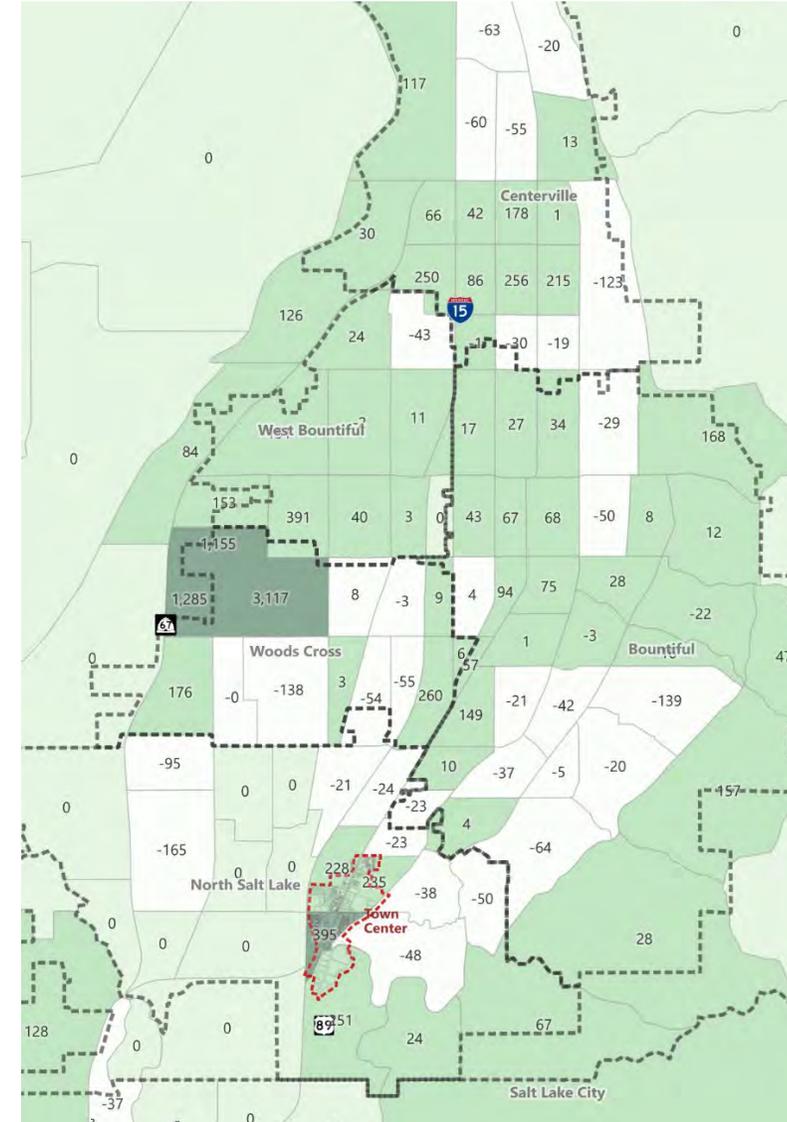
- While Bountiful remains the largest city in South Davis County, Farmington and North Salt Lake are the fastest growing



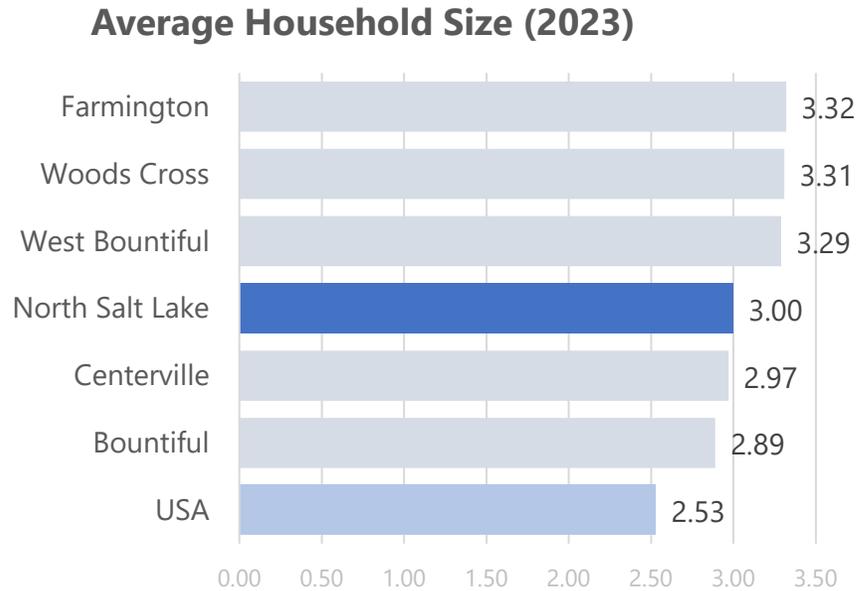
Projected Growth

- Northwest Woods Cross, southwest Centerville, and central North Salt Lake are hot spots for projected growth over the coming decade.

Projected Population Growth by TAZ, 2023 to 2033



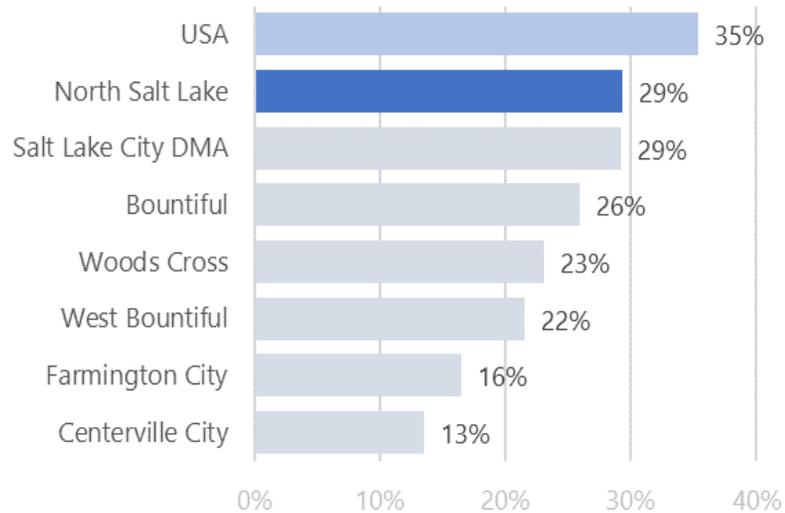
Household Composition



- Household sizes across the area are higher than the US on average
- NSL households are on par with Centerville in terms of size, a bit higher than Bountiful, but smaller than other cities in south Davis Co.
- Larger households tend to spend more on retail, but the nature of that spending can be quite different in terms of store types and tenants depending on the presence of kids (especially for dining and entertainment options)

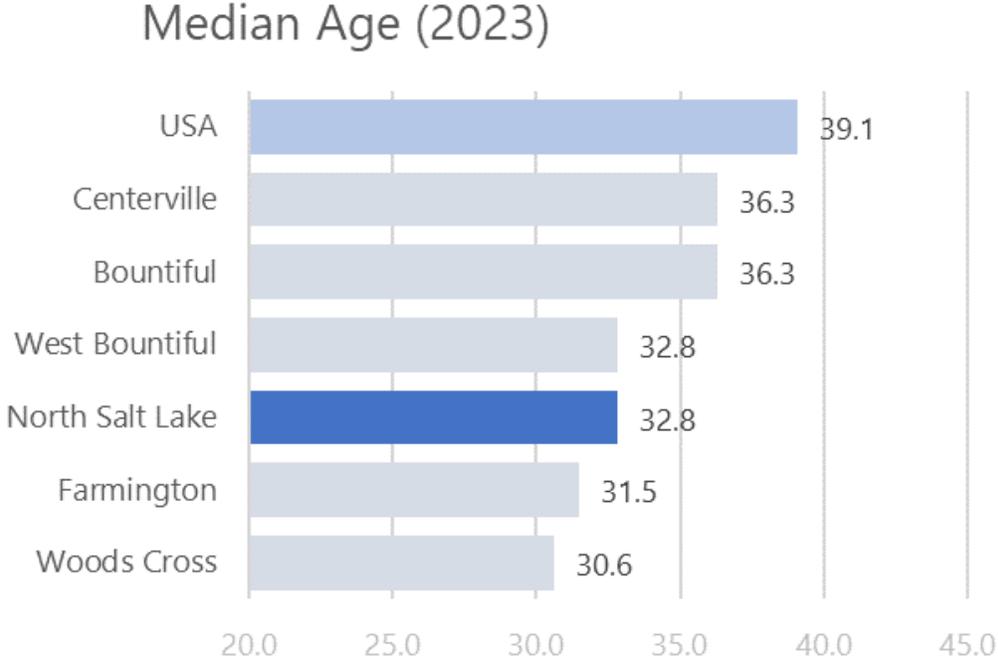
Percent Renter

Percent of Households Who Rent, 2021



- North Salt Lake’s share of renters is on par with the broader metro area, and higher than elsewhere in south Davis County
- Goes hand-in-hand with differences in household size and Population Age.
- As development in the study area continues to bring more renters, relative demand for entertainment, pets, restaurants/bars, and drug stores should all rise– along with demand for certain dining and shopping tenants catering to younger adults in households without children.

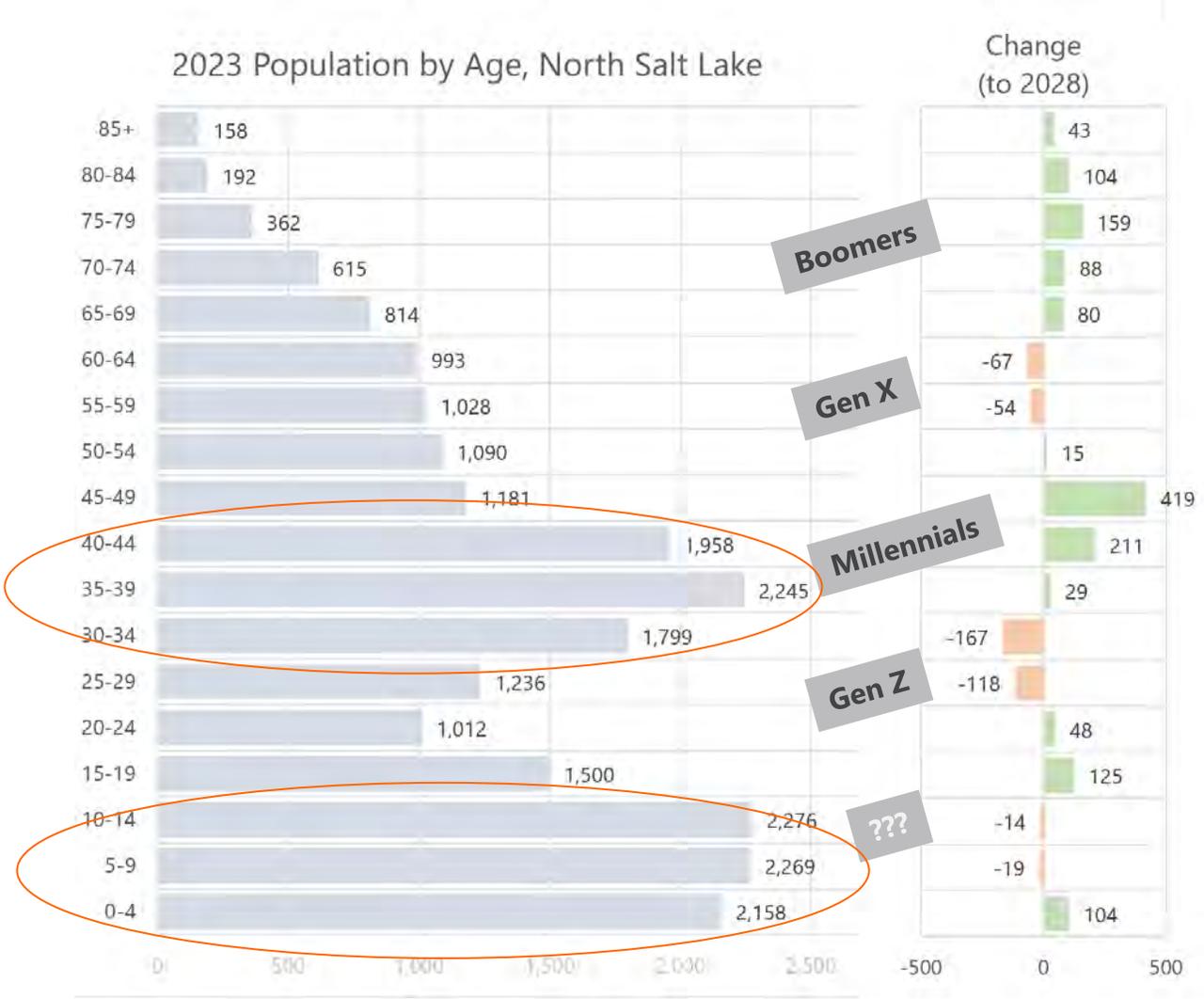
Population by Age



- Median age across south Davis County is lower than for the US as a whole – driven largely by the presence of children.
- NSL’s median age is 32.8 – tied with West Bountiful, but well below Centerville and Bountiful.

Population Growth by Age

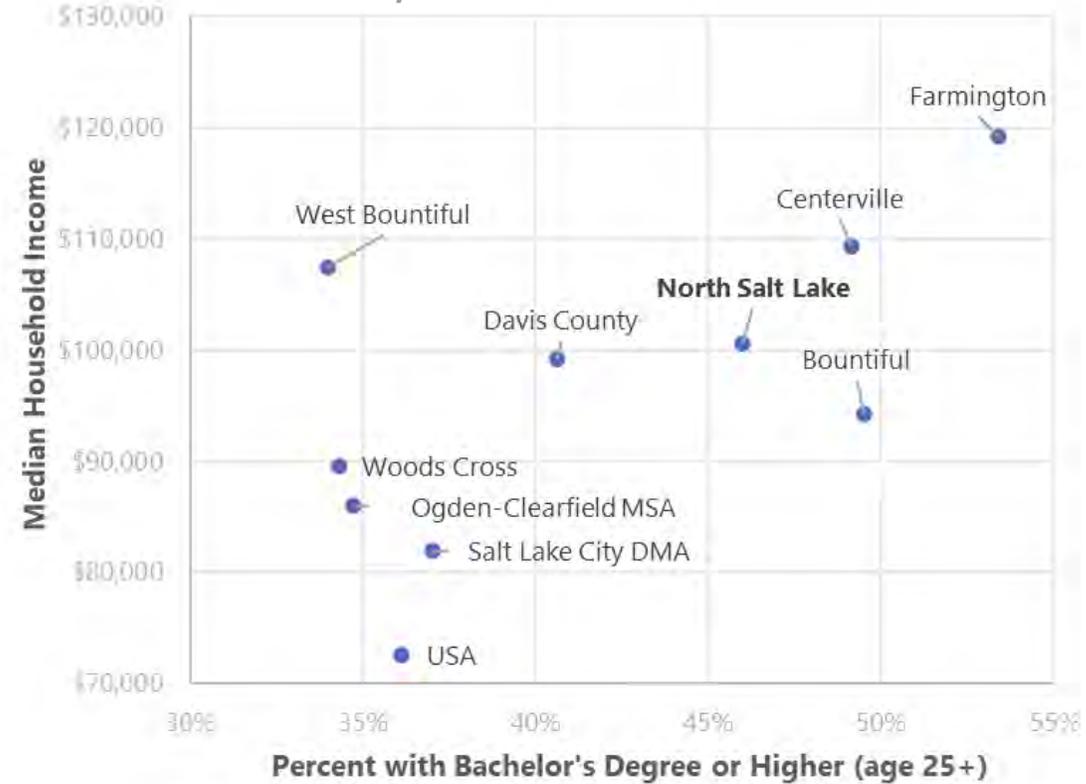
- North Salt Lake is dominated by Millennials and their children
- The 40-something age bracket is projected to grow by 630 residents over the next five years.



Income and Education

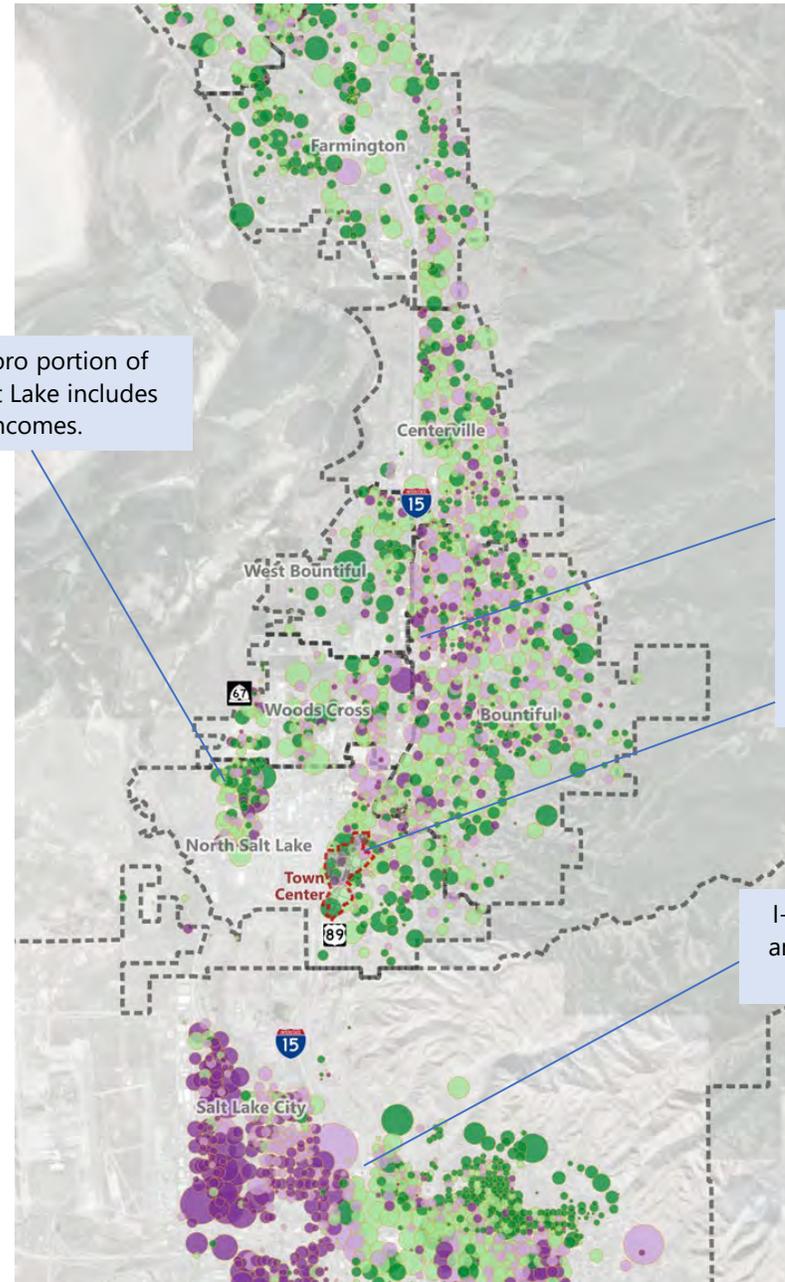
- Income levels tend to vary with educational attainment.
- North Salt Lake has median household incomes and college education levels just above the county median.
- West Bountiful has high incomes relative to education levels, while Bountiful has the reverse.
- Income increases retail spending power while education levels help to shape some product and brand preferences.

Income and Educational Attainment, 2023



Population Density by Wage Level

- Northern SLC has a stark east-west divide in terms of resident wages, separated by I-15
- In southern Davis Co., high wage residents can be found both east and west of I-15
- Elevation and proximity to industry reinforce play important roles



The Foxboro portion of North Salt Lake includes a mix of incomes.

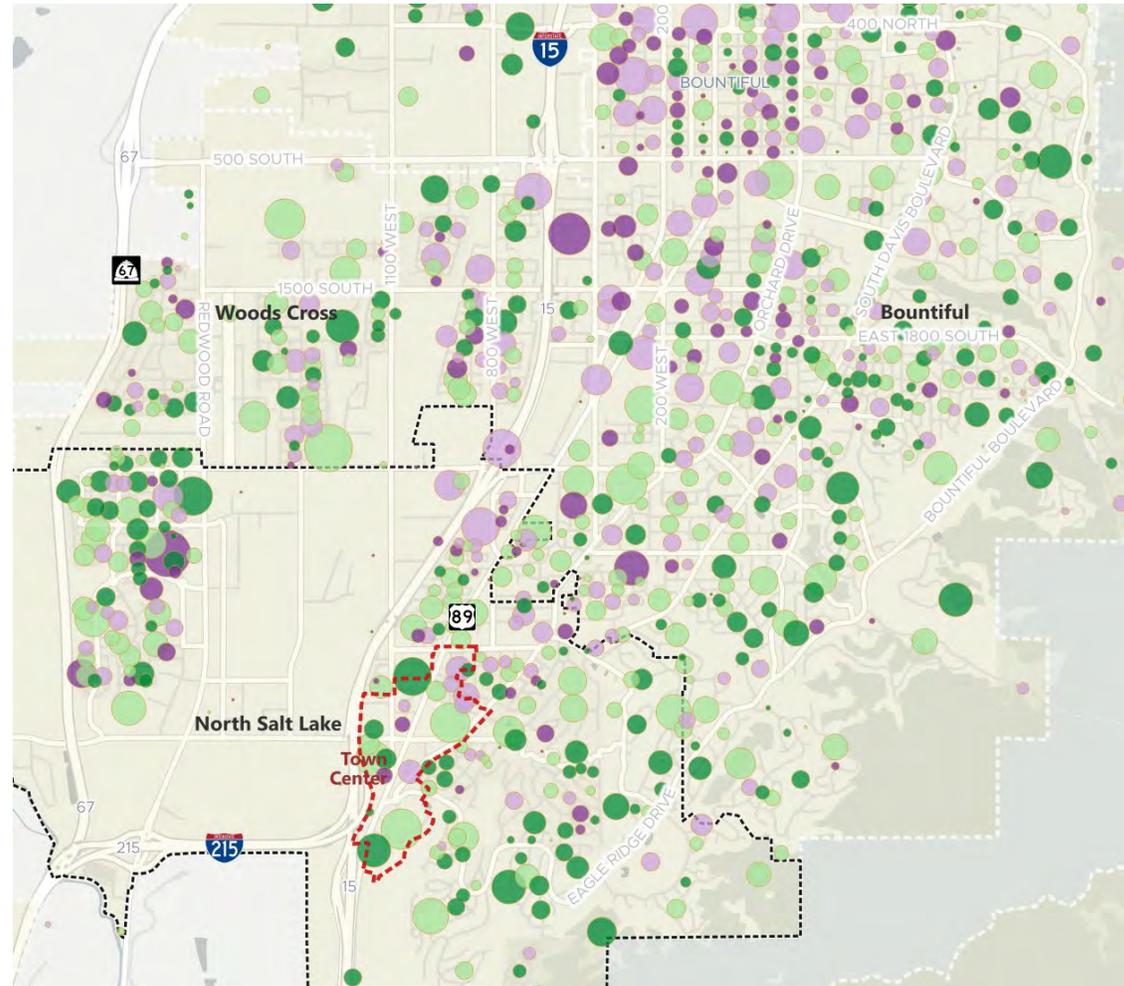
From Bountiful to the Town Center portion of North Salt Lake, lower-half wage earners in south Davis County are more likely to live closer to the interstate, both due to lower elevation and tendency for apartments to locate near highways.

I-15 clearly divides higher and lower wage earners in northern Salt Lake City.

Population Density by Wage Level

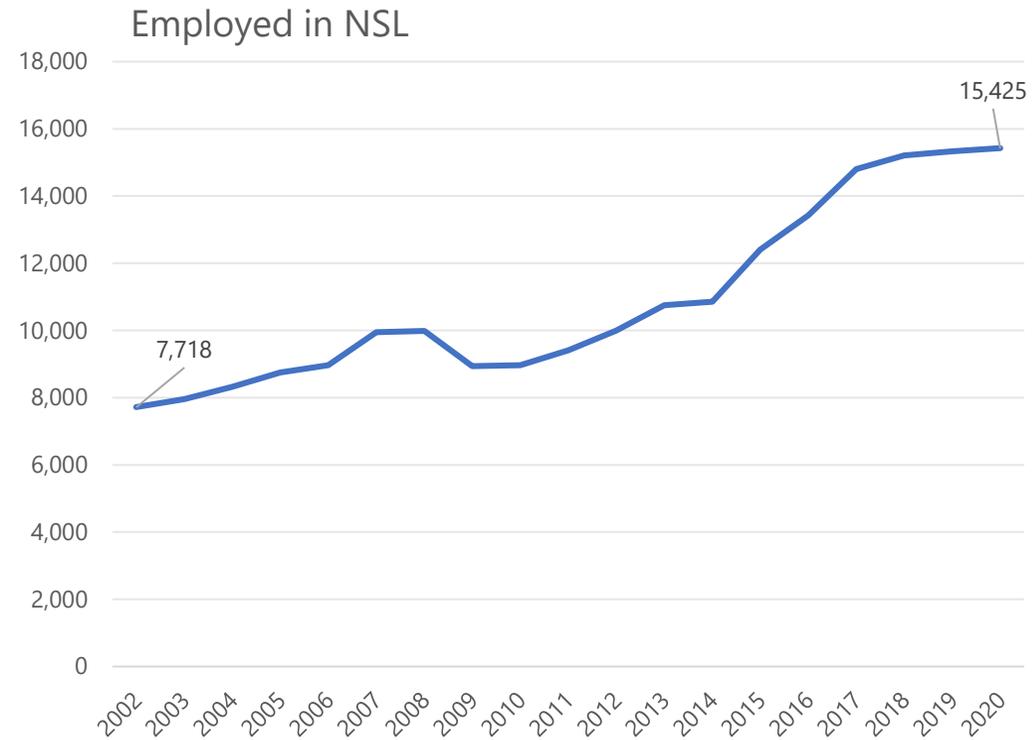
(local area zoom)

- This more zoomed-in map shows the extent of income diversity along the I-15 corridor...
- and highlights the propensity for higher wage earners to live at higher elevations with foothills views.



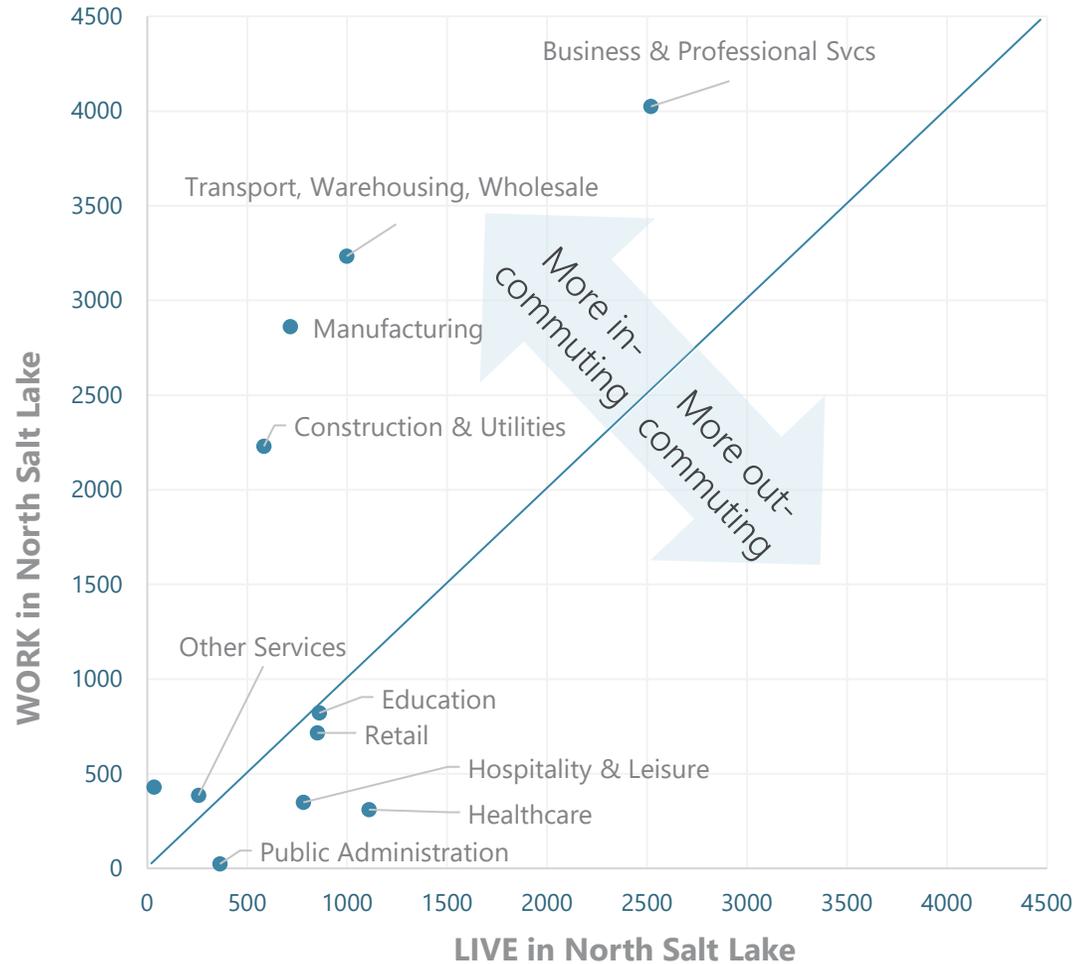
Total Employment Growth

- Since 2002, employment at NSL workplaces has roughly doubled, from 7,718 to 15,425



NSL Industries (Live vs. Work)

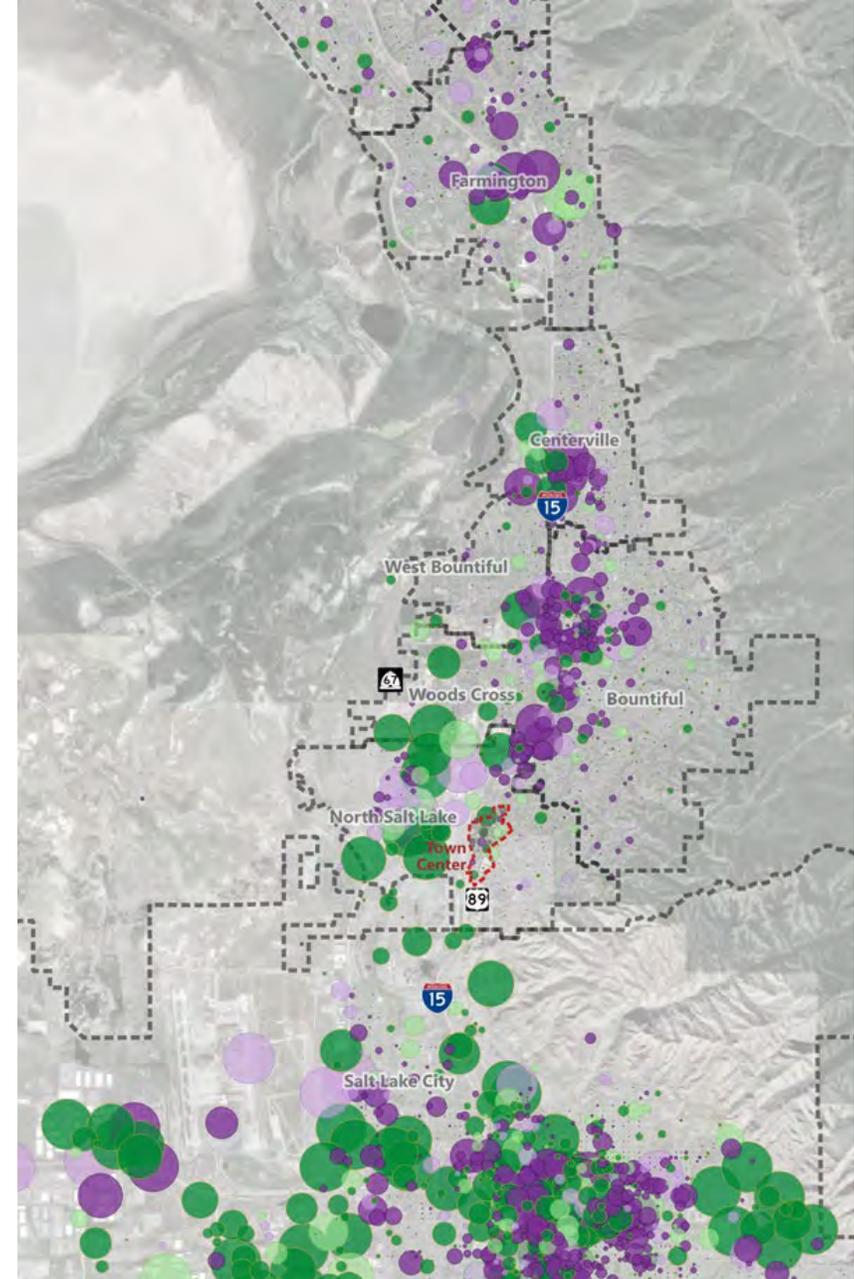
- Workers in the largest industry groupings are more likely to work in NSL than live in NSL (resulting in net in-commuting)



Employment Density by Wage Level

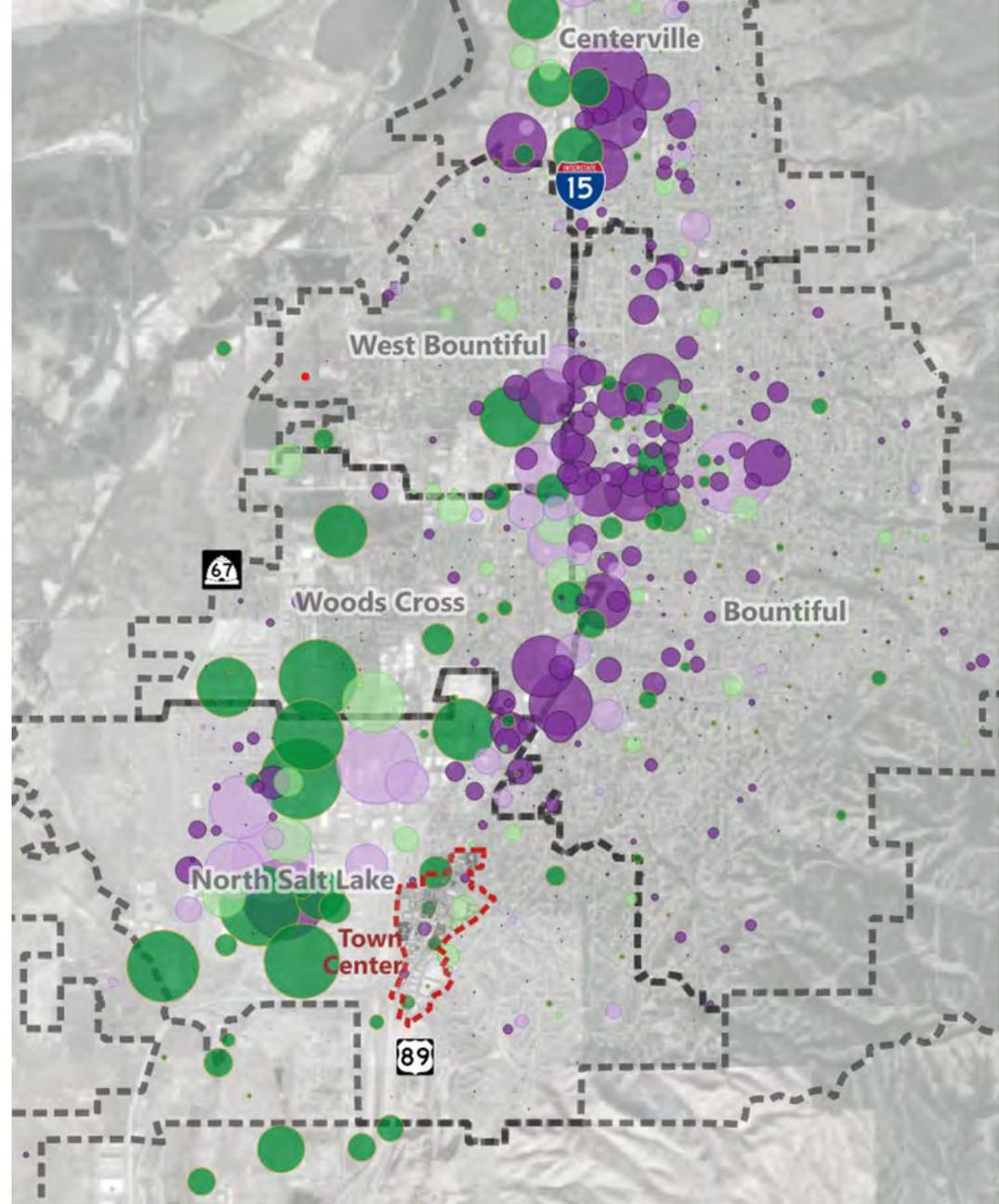


- Big picture of south Davis County and northern SLC
- Higher wages prevail west of I-15 in business parks of Woods Cross and NSL
- Lower wage retail and service jobs along and east of I-15 in Davis Co.
- Downtown and northern SLC have large concentrations of high wage jobs but also mix of lower paying service jobs

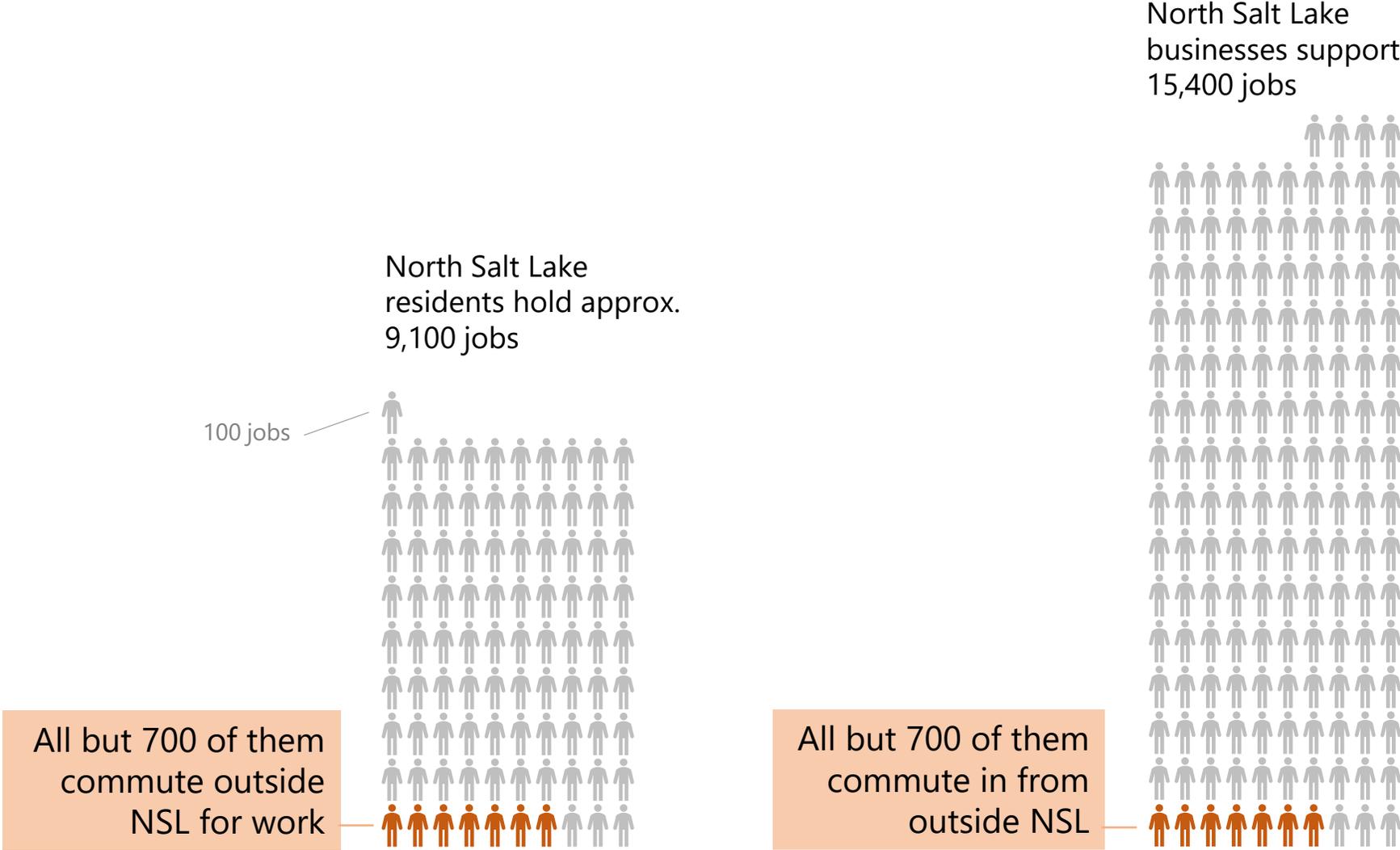


Employment Density by Wage Level

- NSL's west side (especially along Redwood Rd.) includes the largest cluster of higher-wage jobs in south Davis County

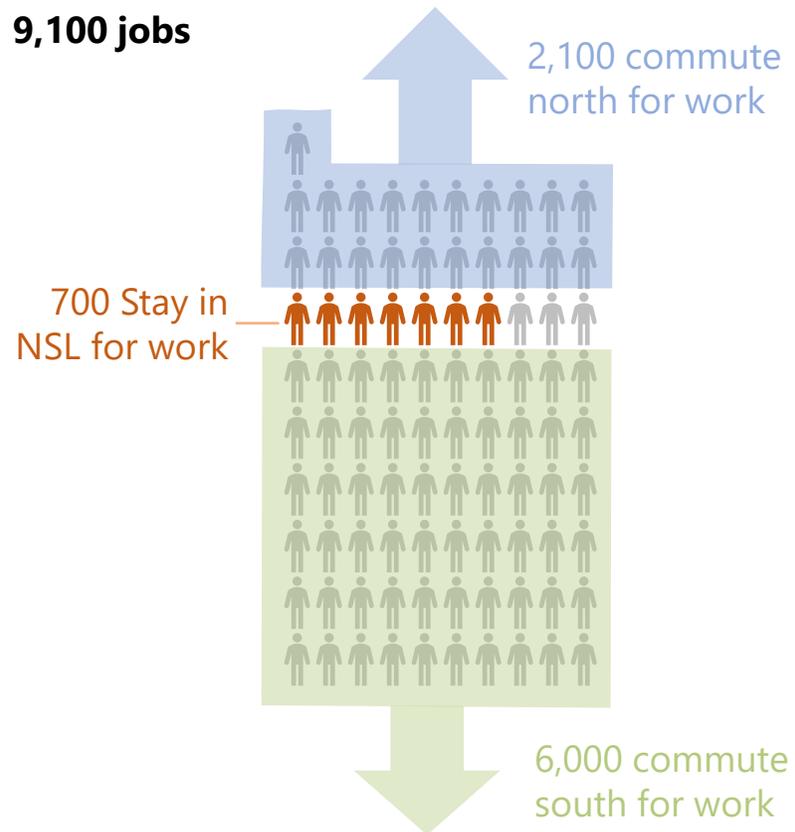


Commuting Patterns

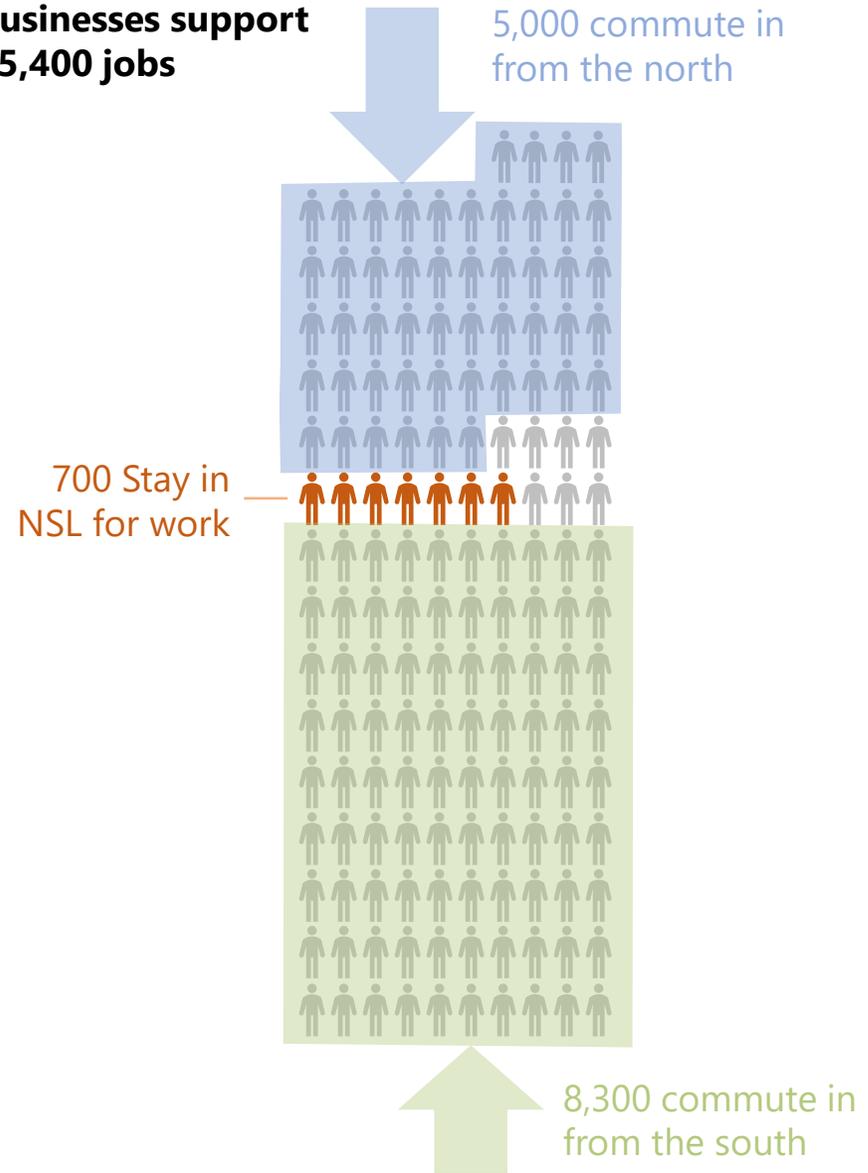


Commuting Patterns

North Salt Lake residents hold 9,100 jobs

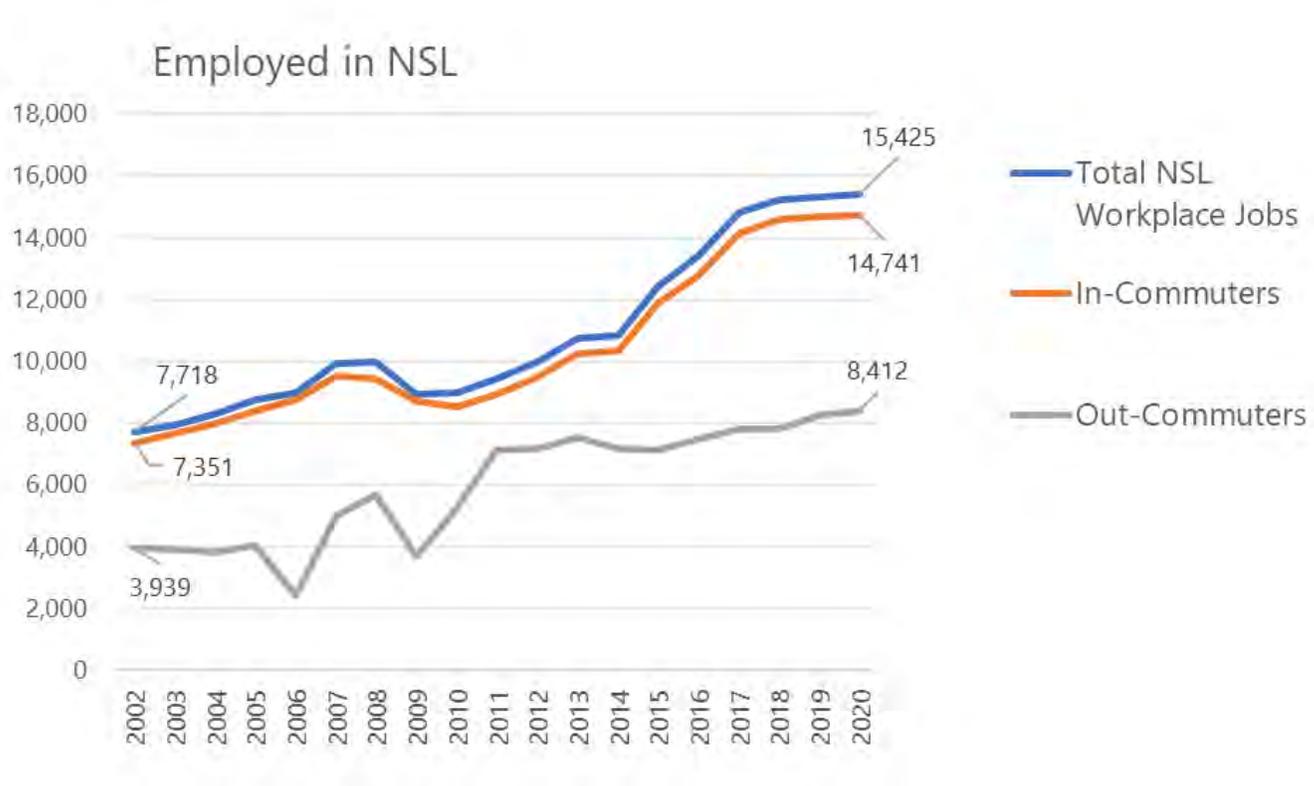


North Salt Lake businesses support 15,400 jobs



Commuter Flows

- In-commuting has risen steadily along with total NSL job growth



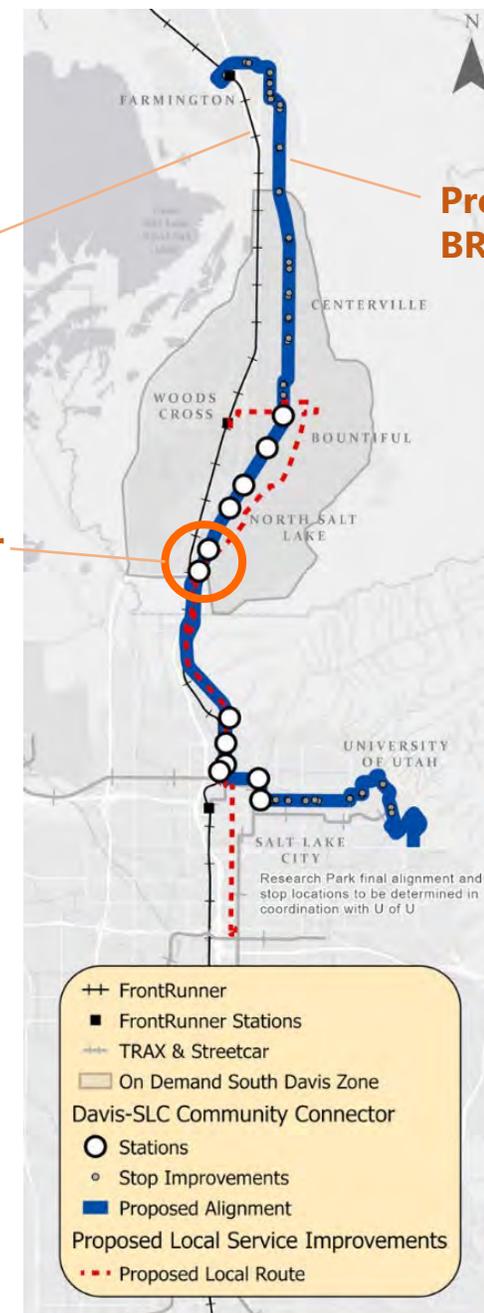
Mobility Improvements

- Addition of Legacy Parkway (SR-67) as bypass/relief valve for N/S traffic on I-15 (2008)
- Completion of FrontRunner commuter rail line from Ogden to downtown SLC and on to Provo (2008-2012), with park-and-ride in Woods Cross.
- On and off promise of a BRT line through North Salt Lake, with station near southern edge of Town Center

FrontRunner

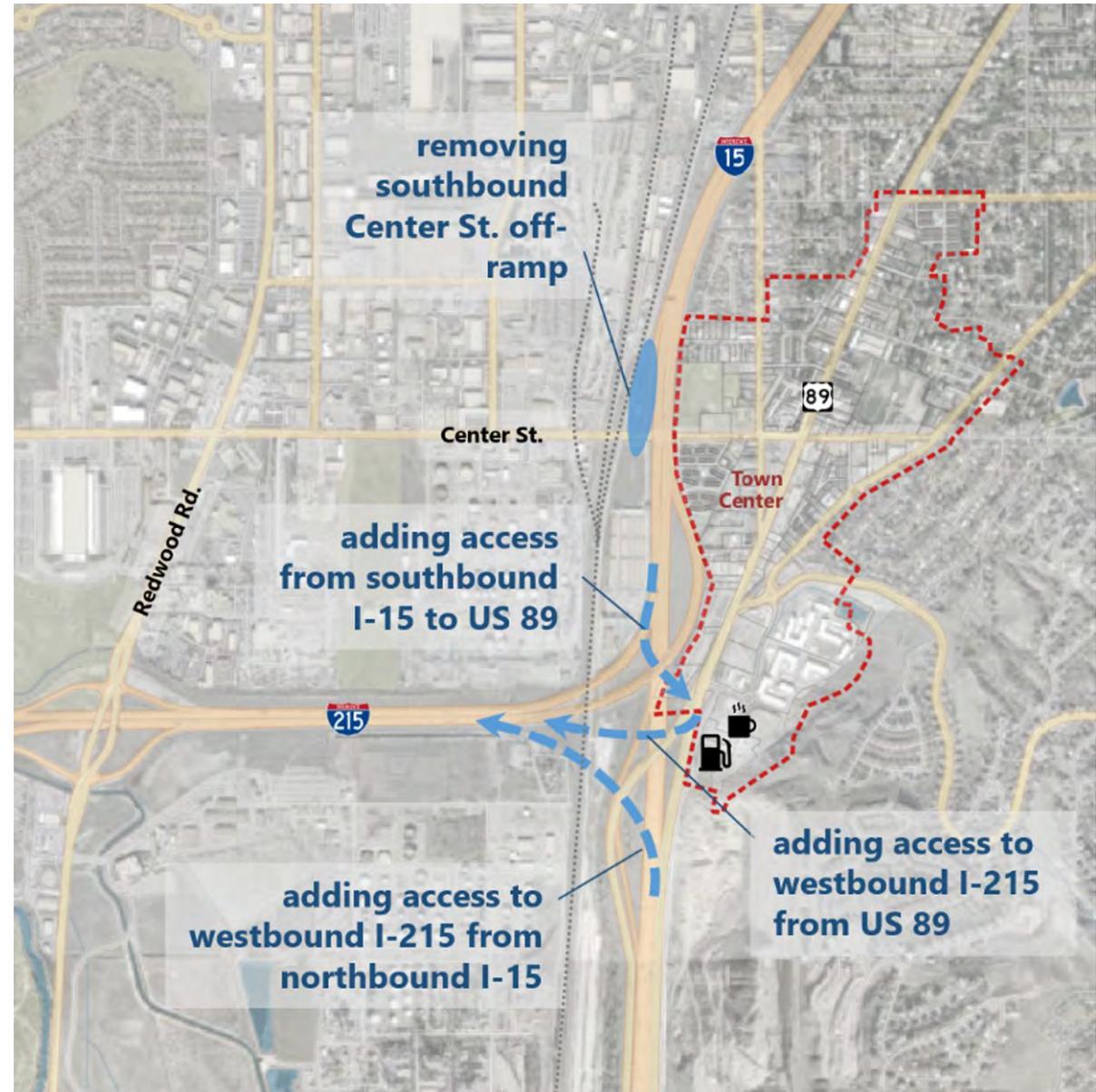
Proposed BRT

Town Center



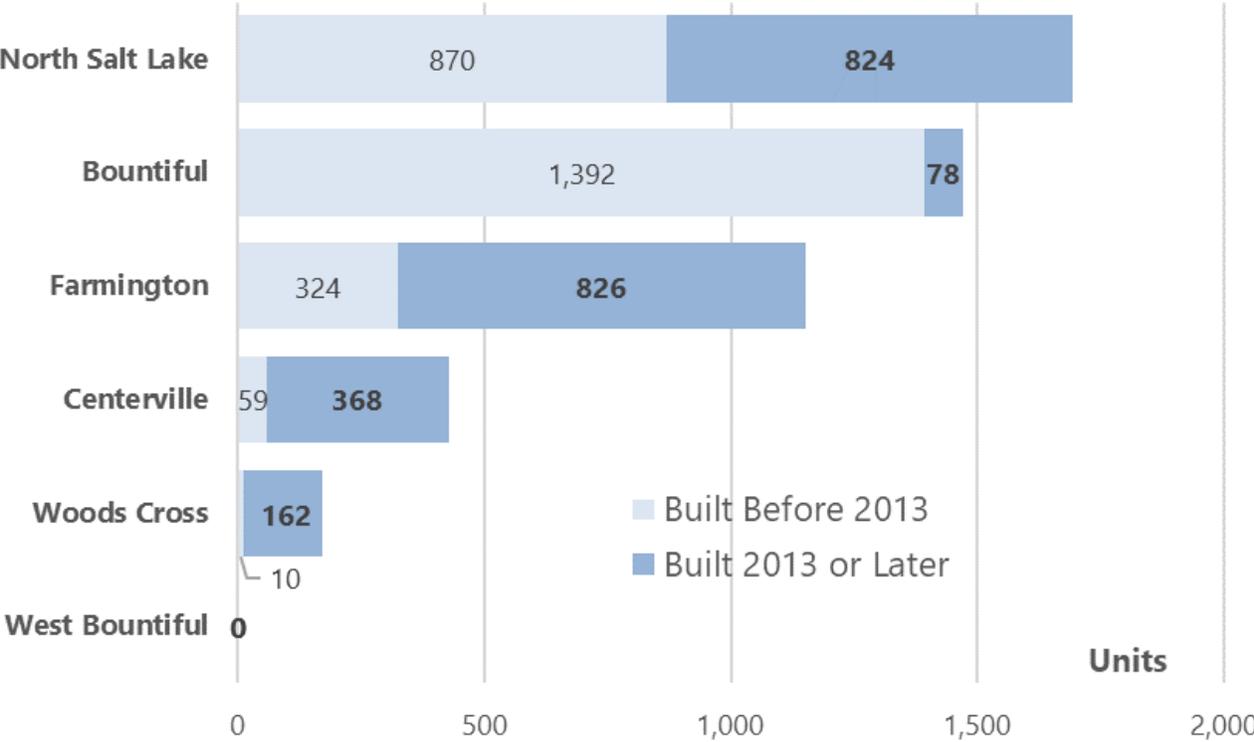
I-15 Changes

- Design configuration changes to I-15 will dramatically reshape how commuters and visitors access and interact with Town Center
- Added versatility of interchange options should greatly benefit certain auto-oriented uses near the Village Station area.

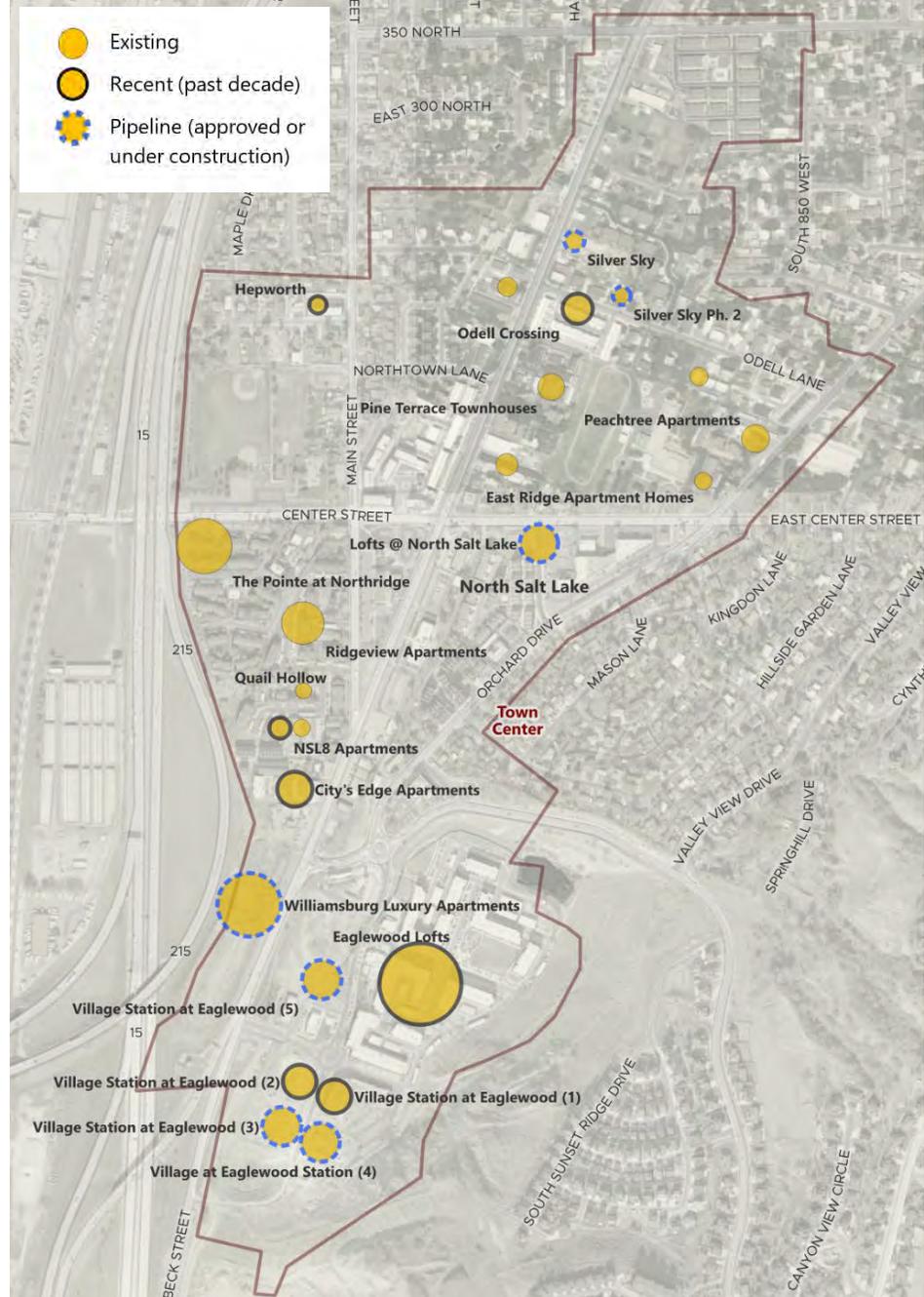


Multifamily Supply Conditions

Multifamily Apartment Inventory, South Davis County



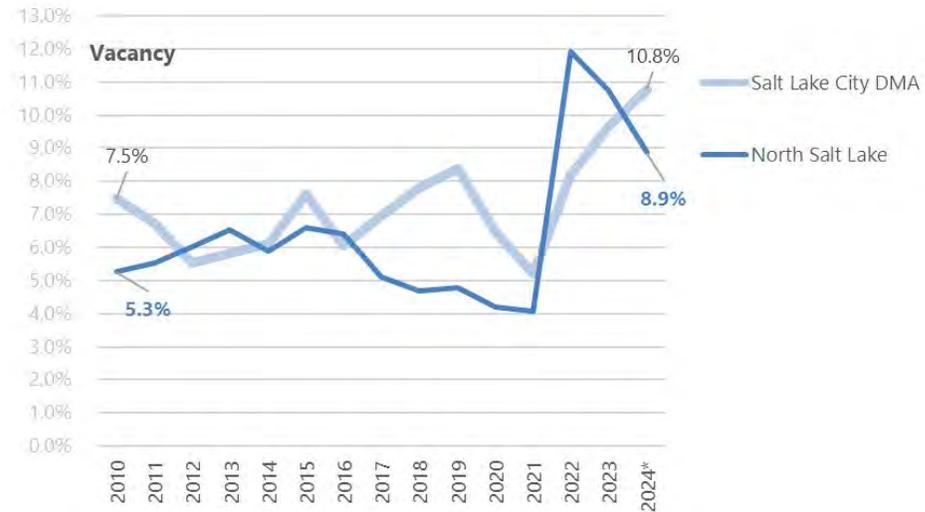
Apartment Inventory and Activity



**Town Center
zoom**

Apartment Supply Conditions

- Vacancy rates are volatile, especially as new units are added
- NSL rents have tracked upwards along with the metro (and nation), but retain a slight edge in value.

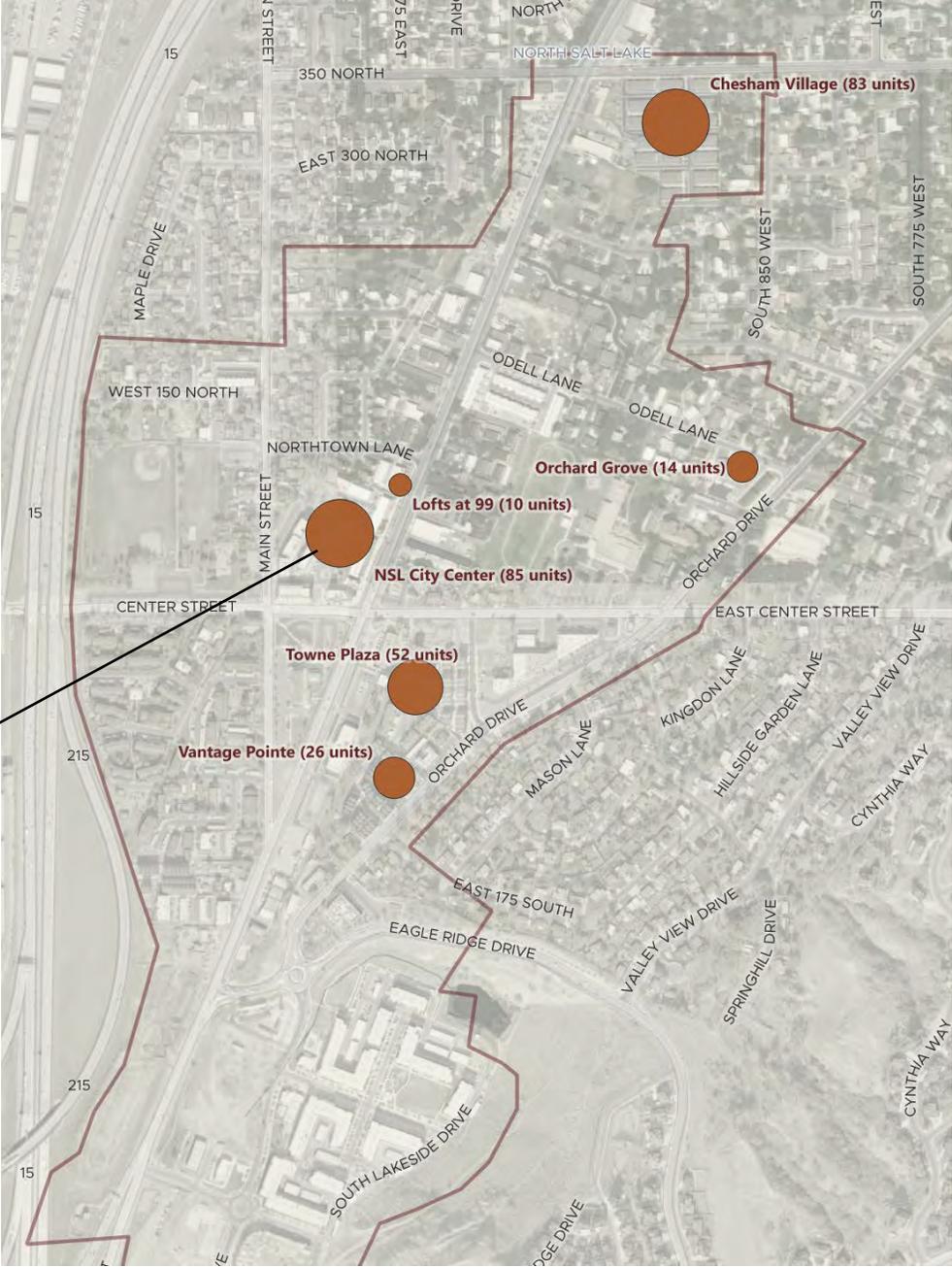


Townhomes

- Development of ownership townhomes has helped to balance out the residential offering in Town Center



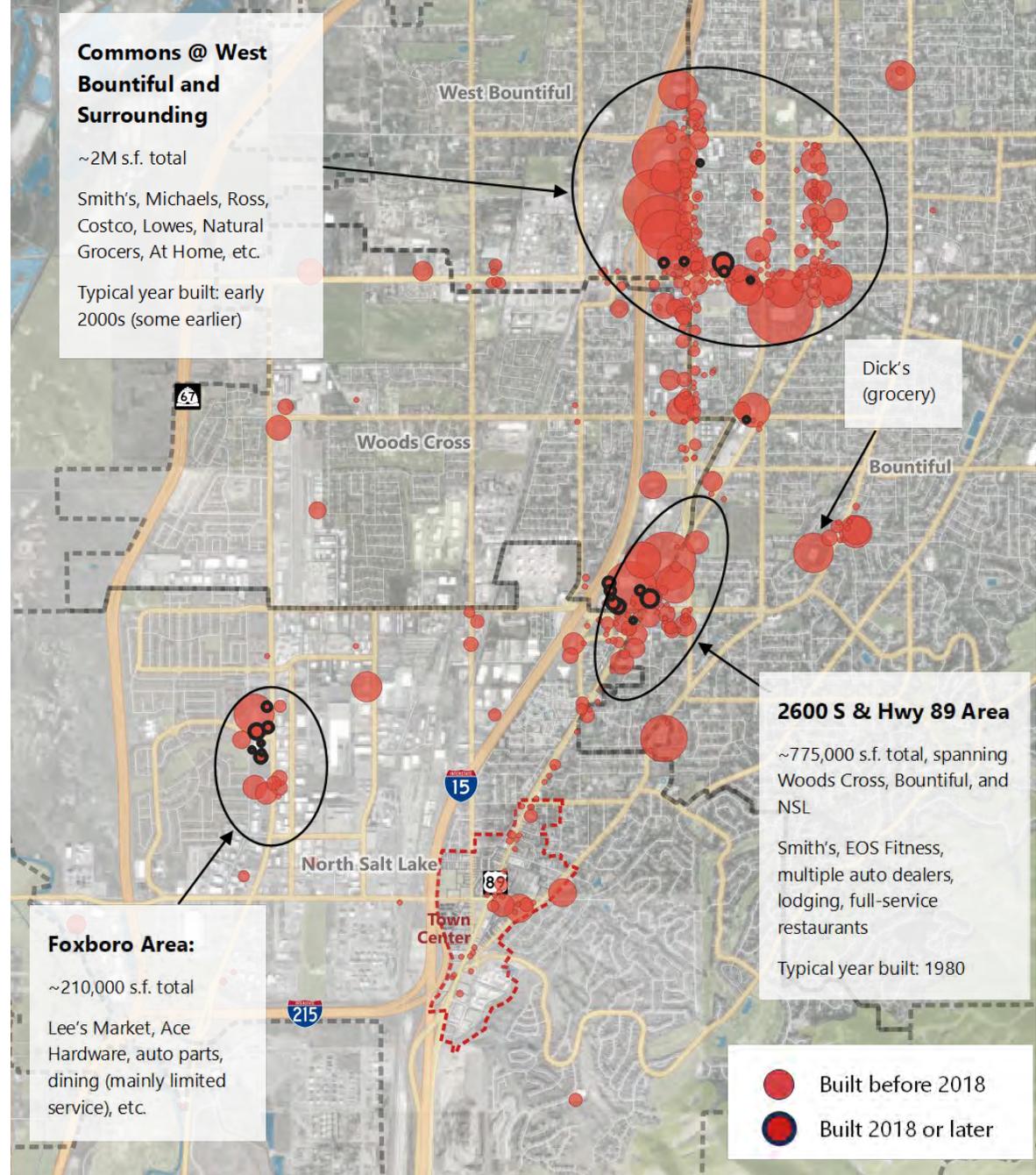
**Recent (post-2014)
Townhome
Developments in
Town Center**



Retail Supply

- Retail development activity has been light relative to multifamily

Retail Properties, NSL Vicinity



Town Center Retail

- 81,000 s.f. total retail inventory
- Rents ranging from \$6/sf/yr to around \$15
- Construction from late 1950s to 2017



Orchard Plaza Shopping Center



- Triangular assembly and buildings around diagonal intersection of Center and Orchard (2 ownerships).
- Interior location relative to highways
- Across from elementary school and adjacent to newer townhomes
- 31,000 total square feet over 9-10 spaces (over 50% vacant)
- Chevron
- Sunshine Café
- Music lessons
- Food pantry
- Nails/Spa
- Handmade Paper
- Private Preschool
- Several vacant spaces

Neighbor's Market Shopping Center

- Strip center, approx. 8,100 s.f. total space
- Mexican Restaurant (Nacho House)
- Neighbors Market (formerly a smaller grocer, but now C-store with gas)
- Donut store, barber
- Vacant 1,000 s.f. space rented by Nacho House

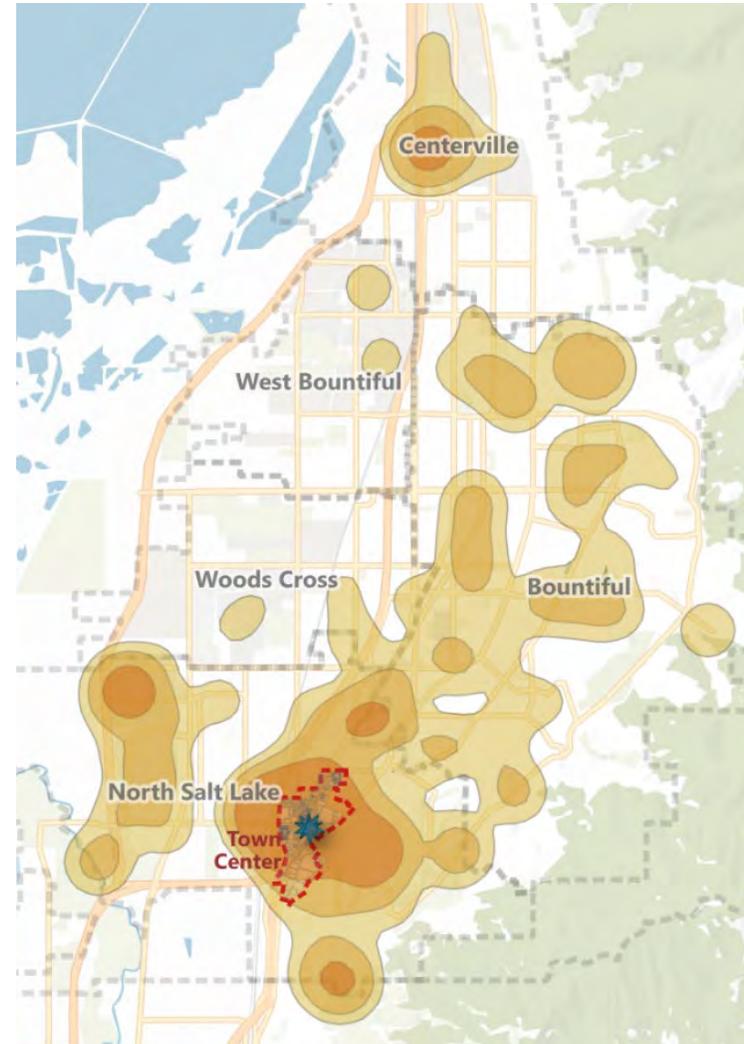
Visitor Patterns & Trade Areas

Placer.ai provides detailed anonymous data on visitor behavior data based on cellphone tracking.

Helps to understand actual **trade area** shapes based on approximate home locations for visitors.

One important takeaway is the extent to which even locally-serving businesses rely on spending from households well outside the Town Center area.

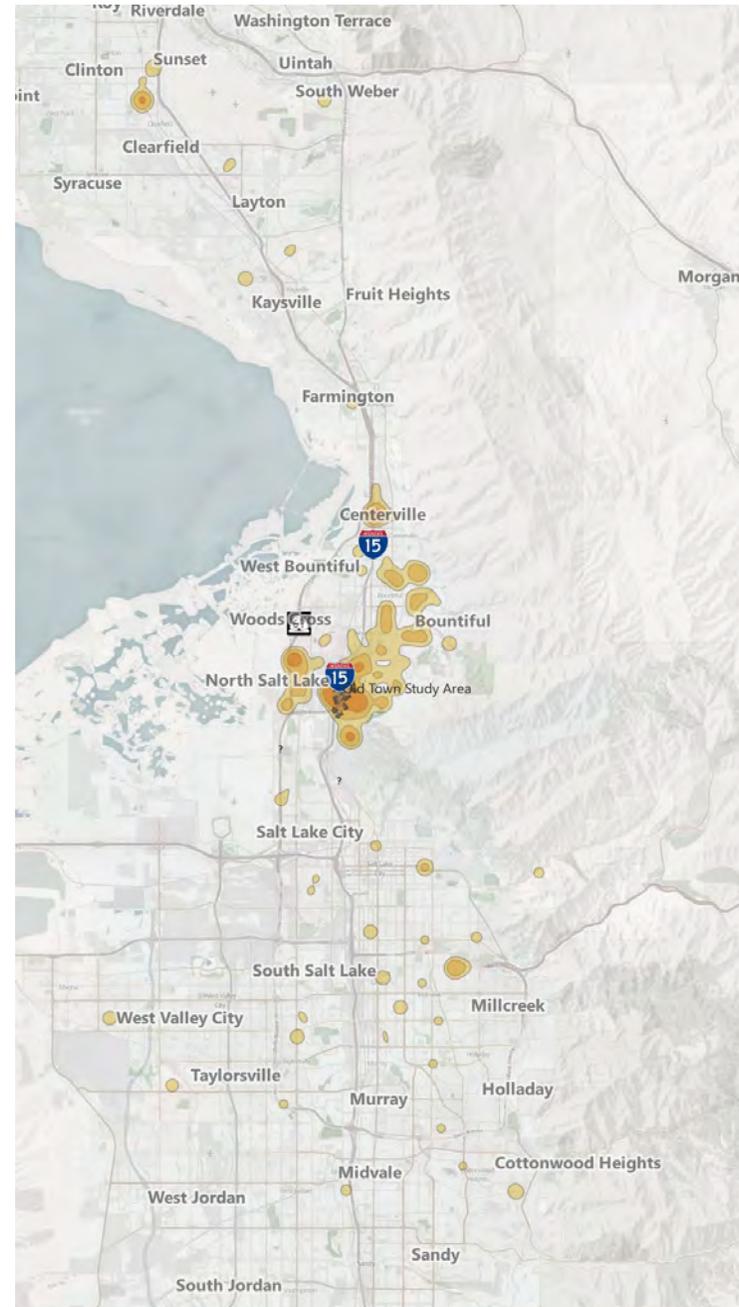
Trade Area for Neighbors Market Center



Commuter Demand

Many auto-oriented establishments rely on very far-flung households as part of their trade area

More of the Neighbors Market Center Trade Area

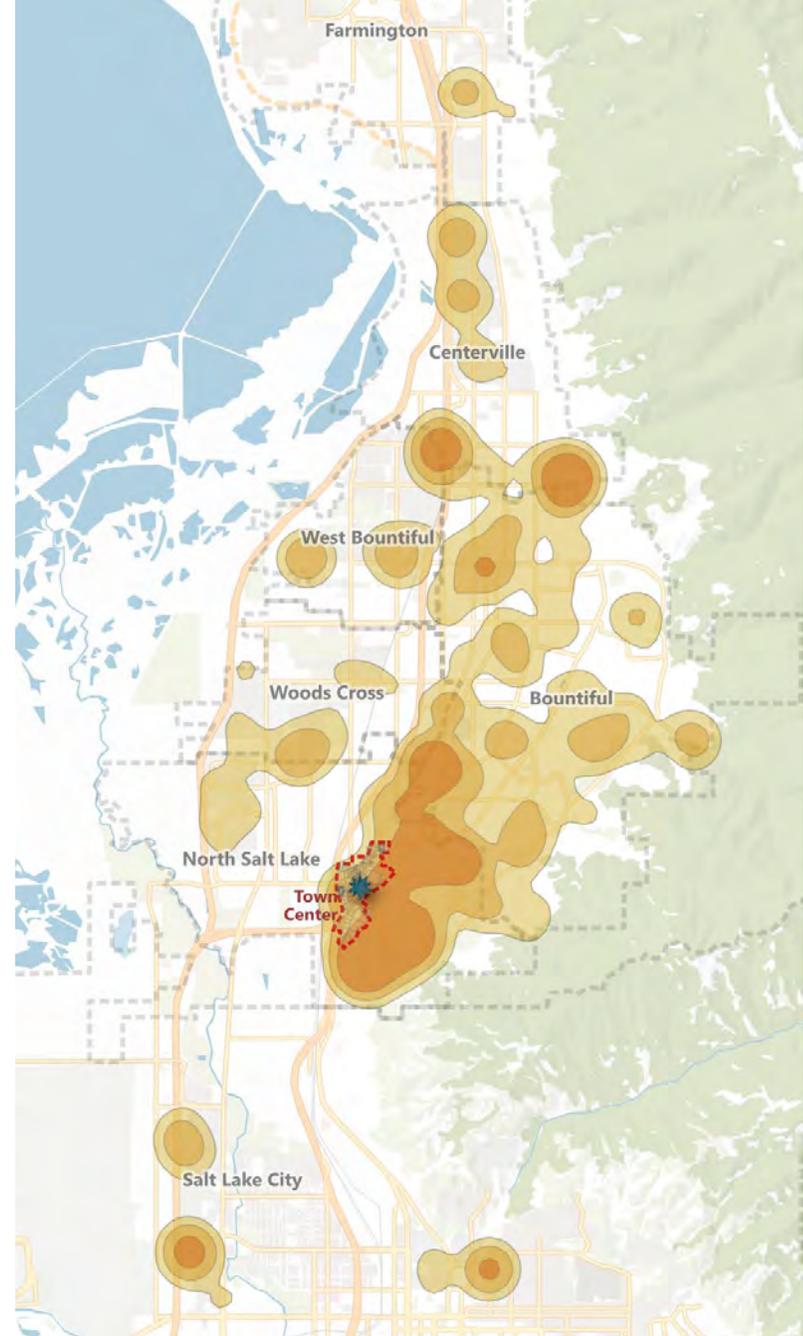


Retail Draw

Sunshine Café trade area, compared to Neighbor's Market...

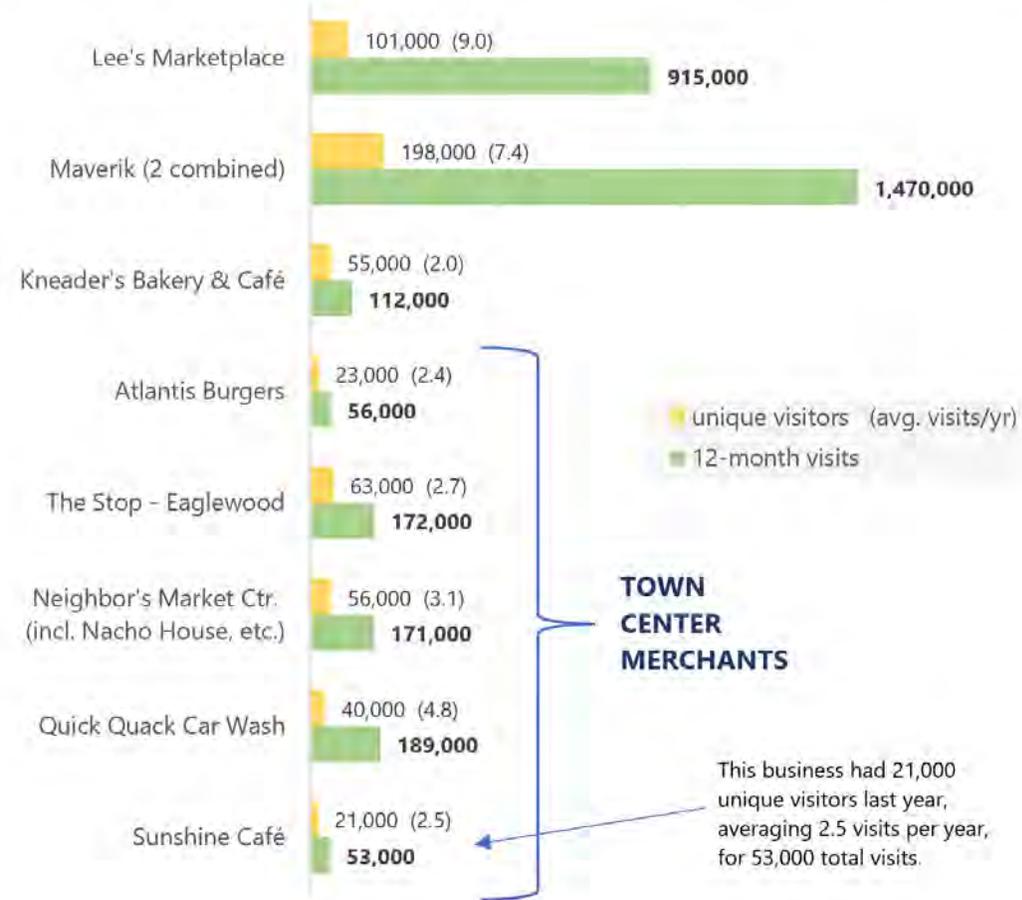
- draw is slightly weaker in Foxboro area
- stronger in some neighborhoods of far north SLC
- broader coverage of both eastern NSL and Bountiful
- does not have the broad scattering characteristic of commuter-heavy demand

Even restaurants with strong support from neighborhood regulars also rely on demand from households well beyond the NSL city limits.



Visitation Volumes

Figure 44. Visitors, Visits, and Visits per Year, 12-Month Period Ending in August 2023



Sales Tax Revenue

- Just 18 (out of 330) accounts make up half of citywide sales tax revenues
 - Within this group, just 2 payors are traditional (non-automotive retailers)
 - Top 2 payors are auto dealerships
- Amazon is a large and growing tax generator; revenues are spread across the residential areas it serves.
- Town Center accounts for about 3% of citywide sales and sales taxes

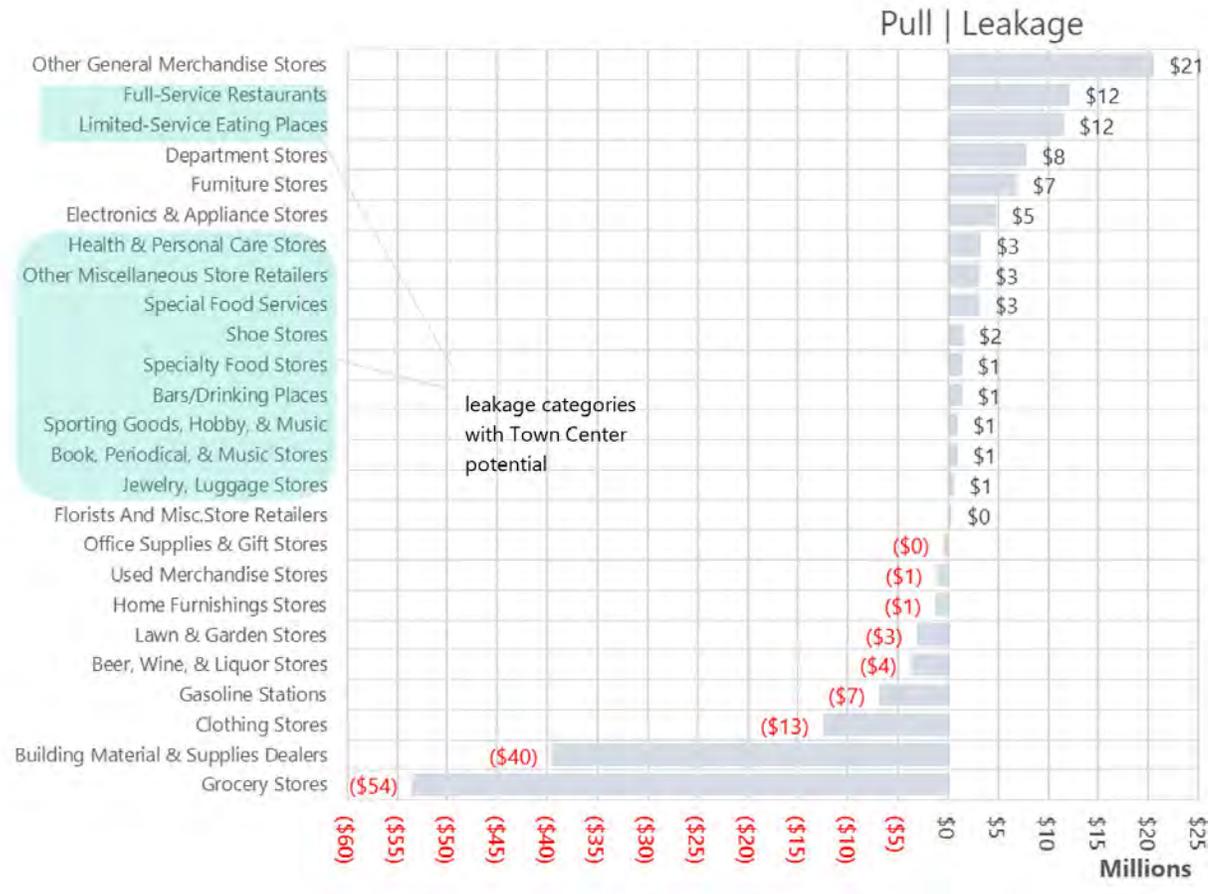
- There is room for improvement in Town Center sales tax generation, but NSL's cash cows will remain west of I-15 (and at the dealerships just east).
- In other words, Town Center's retail growth potential is more as an amenity, than as a fiscal engine.

Retail Demand

New retail demand comes from two main sources:

- recapture of existing "leakage"
- growth in trade area households

Existing Leakage (5-minute drive)

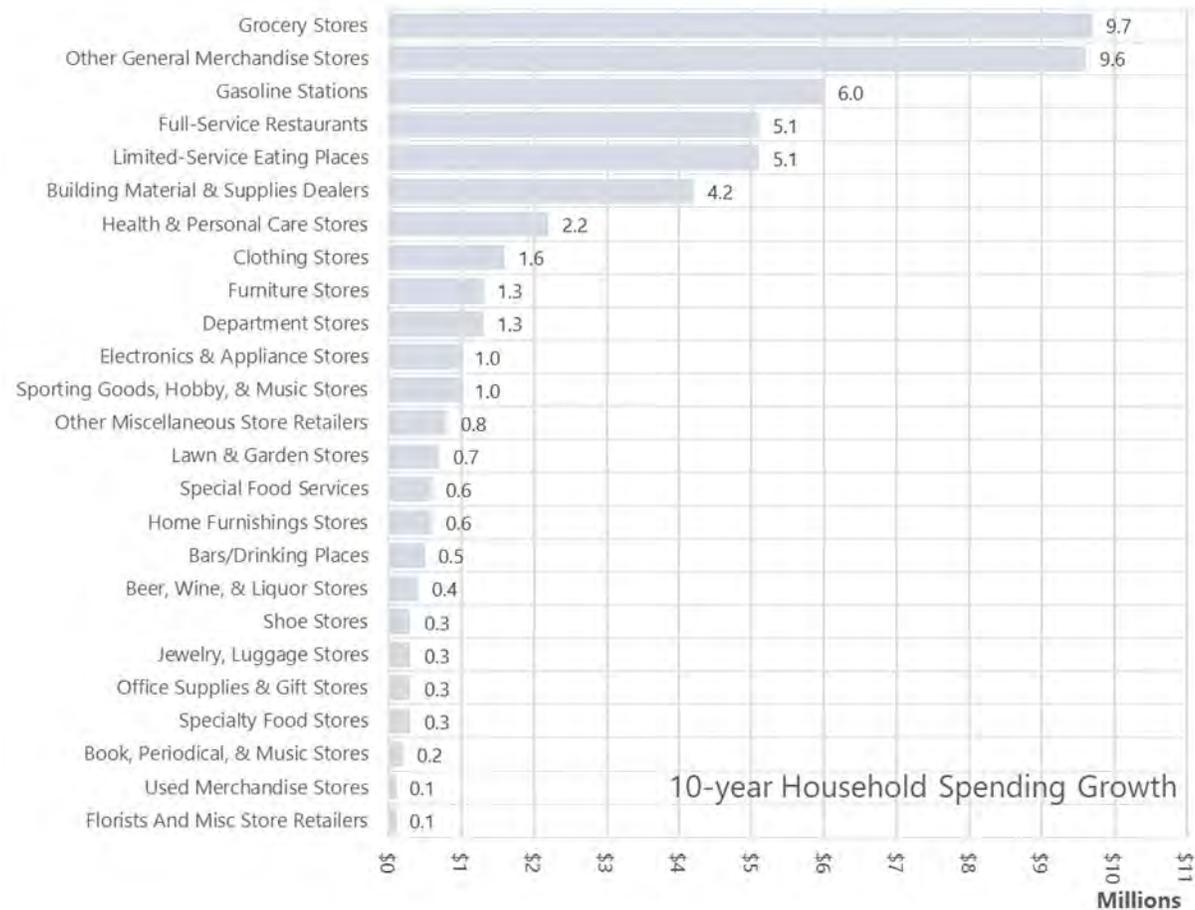


Retail Demand: Leakage

New retail demand comes from two main sources:

- recapture of existing “leakage”
- growth in trade area households

10-Year Household Spending Growth (5-minute drive)



Retail Demand Takeaways

- **Dining**

- Household spending on full-service and limited-service dining should increase by approximately \$5.1 million by 2033, sufficient to support approximately 15,000 square feet of new dining space in each of those categories (of which Town Center could capture at most half).
- Preference for local/independent restaurants, but for reference, that amount of full-service demand equates to two average Olive Garden restaurants.
- Within the limited-service restaurant category, 15,000 square feet would roughly be sufficient for one Café Zupas-sized restaurant (around 4,000 square feet) plus 4 to 6 smaller restaurant spaces more typically found in vertical mixed-use settings.

- **Grocery**

- Household demand growth is sufficient to support 15-20,000 s.f. of new grocery space. Unfortunately smaller format grocery tenants are uncommon and generally already well-represented in the region.

- **Specialty/Other**

- Miscellaneous demand across other categories is insufficient for most chain formats, but could support a mix of up to 10,000 to 20,000 of other retail/service space

Town Center Strengths

- Proximity to SLC
- Multifamily growth, mix
- Flexible zoning and use of development agreements
- Good growth-friendly reputation with development community
- Staff/project continuity
- Strong independent restaurants (Sunshine Cafe, Nacho House)
- Ongoing execution of complete sidewalks vision (and related)
- Hatch Park expansion
- Increased daytime activity due to work-from-home
- BRT reality (?)
- I-15 redesign

Town Center Challenges

- Street and water infrastructure capacity
- Sidewalk/trail system completeness
- Northern stretch of US89, conversion challenges
- Elementary school considerations
- Some difficult topography
- Neighborhood resistance to certain redevelopment ideas
- Difficulty filling ground floor retail spaces in mixed projects
- Small scale grocery viability questions
- I-15 redesign (favors Village Station area but may disadvantage Center St.)
- General stubbornness of auto-dependent habits
- Lack of connection with west side of NSL
- General challenges due to linear extent of Town Center (esp. north-south)
- Lack of unifying aesthetic sense/branding/memorability

Town Center Opportunities (by Segment)

- **Close-in commodity/convenience shoppers**
 - coffee, snacks, incidentals, gas (potential to increase substantially with I-15 changes)
 - smaller-format grocery has arguable level of demand support but challenge is appropriate site and active tenant market
- **Weekday breakfast/lunch crowd**
 - Key is forging stronger connection with west side employee population (food trucks, Hatch Park events, targeted promotions could help)
 - Grade separated RR crossing would be game-changing, but unlikely/expensive

Opportunities (by Segment)

- **Weekday Evening, Weekend, Event Diners**

- Multiple restaurants needed for critical mass – “restaurant row” is ideal but takes time to cultivate
- Established local “star” restaurant is ideal tenant to build around, but must work within their needs, goals, and capacities
- Dinner locations with nearby dessert choices (ice cream, donuts, etc.) can make for natural evening progression

- **Entertainment-seekers, arts/culture**

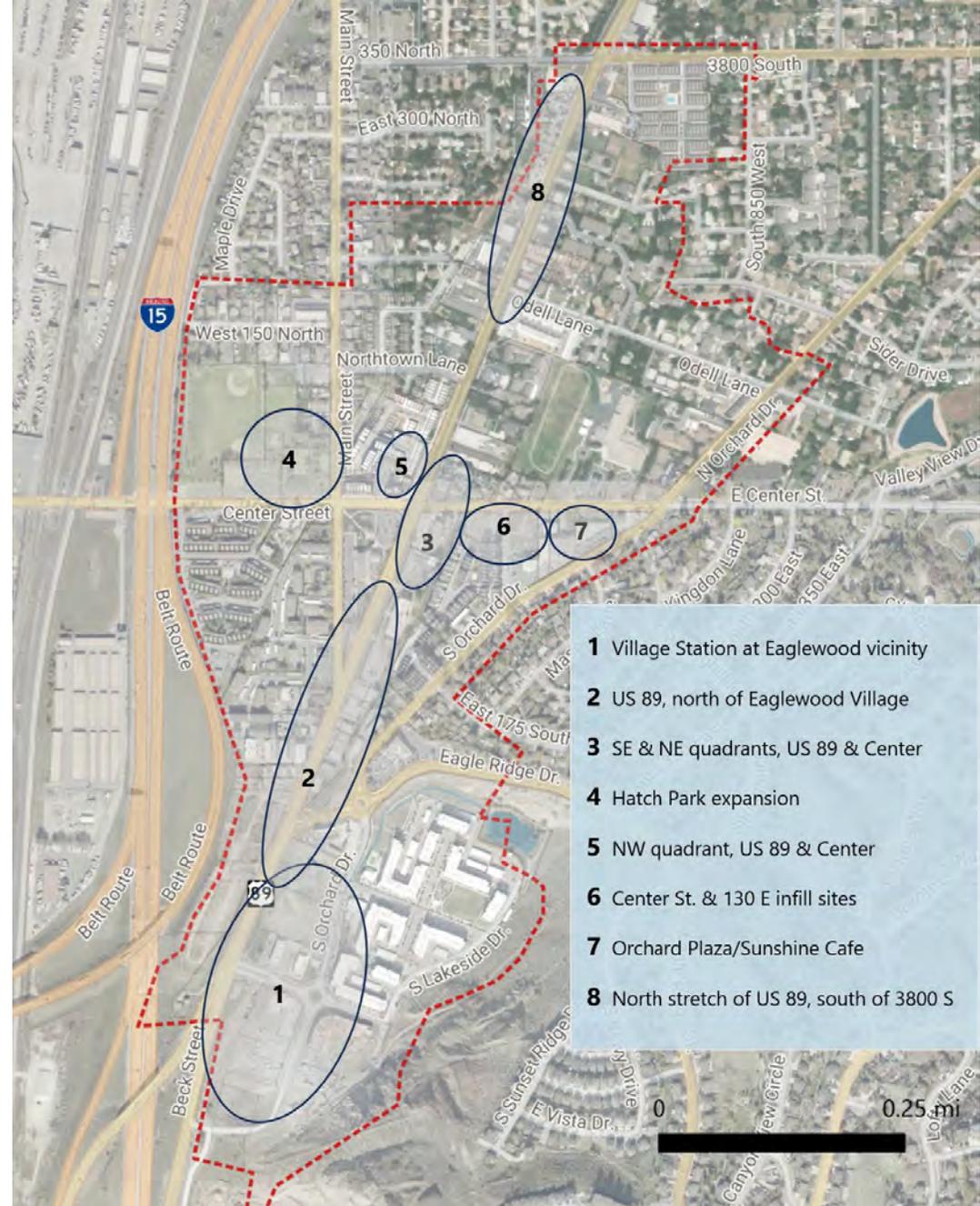
- Some overlap with above, including need for better connection with west side live and work populations
- Hatch Park expansion holds potential as anchor

- **Specialty shoppers**

- Can be a very mixed bag, with surprise tenants based on local entrepreneurial/risk-taker energy (jewelry, floral, boutique furniture/furnishings, hobby, niche sporting goods, yoga/dance/martial arts, vintage, etc)
- Hand-made paper studio currently in Orchard Plaza is example where place-making impact may exceed sales performance.

Focus Areas

- **Town Center has a number of distinct focus areas, each with different tailored recommendations**



Primary Recommendations

Focus efforts on central and southern portions of the Town Center study area, aiming to first improve commercial viability around the Center Street and US 89 “hard corner” and the Village Station at Eaglewood commercial frontage area. Other portions of Town Center should still be addressed via infrastructure upgrades, sidewalk network completion, BRT planning, etc., but should not be the main focus of redevelopment planning and incentives.

Plan for more destination/specialty focus for commercial activity around Center Street and US 89 – with preference for specialty shops, fast casual dining, full-service dining, arts, and entertainment. The planned removal of the Center St. offramps to I-15 will reduce what remains of convenience/commodity role for that node, strongly advantaging the southern end of US89, while Hatch Park improvements will improve the destination appeal around the Center/89 intersection.

The southern Town Center node near US 89 and Village Station at Eaglewood should have a more convenience-oriented appeal, taking advantage of the planned new access to I-215 west as well as the addition of easy new options for I-15 re-entry, both north and southbound. Coffee shops, a smaller supermarket (such as Natural Grocers), lodging, fast food and limited-service dining along with somewhat larger possible tenants than the Center St. node. Addition of BRT/enhanced bus (likely but not guaranteed) should help solidify that node and further support convenience-oriented tenants, allowing for a more cohesive design of buildings and public spaces to enhance the sense of place.

Auto-orientation should be discouraged north of the planned interchange improvements around Village Station, giving way to much more pedestrian, bike, transit and alternative mode service as one moves north towards Center St.

Primary Recommendations

Improve some linkages between Village Station and Center St. but assume essentially separate nodes. Pedestrian connectivity and consistency of branding/design between these two nodes is impractical to establish due to length. While gradual additions to plantings, lighting, and trail buffering will help maintain an available physical connection, avoid over-investment in what is an unlikely connection.

Continue to encourage residential development across the Town Center. Residential rooftops will be the lifeblood of much of the retail in the Town Center and provide needed round-the-clock activity and vibrancy that will spur placemaking.

Avoid mandating additional ground floor retail below residential in Town Center. While some new storefront retail may be made to work (and may well be the best option for part of the 130 East infill [site](#), especially next to the Center Street hard corner), insisting on more ground floor inventory risks adding yet more oversupply of space for a relatively uncommon category of suburban tenant.

Consider a bold vertical monumentation element to aesthetically center the still-lacking branding/placemaking element for Town Center, while providing a natural visual landmark to assist in wayfinding (while reminding interstate passers-by of the City's existence and potential interest. This should be in addition to, but thematically consistent with new freeway signage as well as in-district signage and monumentation.

Questions



LELAND CONSULTING GROUP

People Places Prosperity

503.222.1600

www.lelandconsulting.com

Strategic Advisors to Public and Private Development

ORDINANCE 2024-02
Code Amendment
Title 10 Land Use
Automotive Accessory Installation

Code Amendment

Automotive Accessory Installation

Commercial Shopping (CS) Zone

10-11-3: USE REGULATIONS:

No building, structure or land shall be used and no building or structure shall be hereafter erected, structurally altered, enlarged or maintained in the Commercial and Industrial Districts except as provided in this title. Accessory uses and buildings customarily incidental to uses authorized by conditional use permit in any district are also authorized by issuance of a conditional use permit in any such district. "Temporary uses", as defined in section [10-1-47](#) of this title, are authorized in any district upon issuance of a conditional use permit for the same.

Use Regulations	Zone			
	C-S	C-G	M-D	M-G
Repair And Maintenance:				
General automotive repair	N	C	P	P
Automotive body, paint and interior repair and maintenance	N	N	C	C
Automotive glass-replacement-detail and trim shops	NP	P	P	P
Automotive oil change and lubrication shops	N	P	P	P
Car washes	N	P	C	C
All other automotive repair and maintenance	N	S	S	S

10-1-47: DEFINITIONS:

AUTOMOTIVE DETAIL AND TRIM SHOPS: An establishment that provides services related to automotive detailing services or the sale and installation of automotive accessories such as replacement glass, tinting, audio, upholstery, or other miscellaneous vehicle trim and includes no outdoor storage of materials, nor storage of vehicles awaiting service for a period greater than 48 hours.

Proposed Motion

I move that the City Council approve ORDINANCE 2024-02 amending Title 10, Chapters 1 and 11 pertaining to the land use of Automotive detail and trim shops as a permitted use in all Commercial Zones, with the following findings:

1. The proposed amendment is in accord with the comprehensive general plan, goals and policies of the City.
2. Changed or changing conditions make the proposed amendment reasonably necessary to carry out the "purposes" stated in this title.

RESOLUTION 2024-15R
FY 2024-2025
Tentative Budget

Consideration
of Resolution
2024-15R,
Adopting the
FY 2024-2025
Tentative
Budget and
Setting the
Public Hearing

FISCAL YEAR 2024-2025 TOTAL BUDGET

	Fund	Total Budget
10	General Fund	\$ 14,455,500
25	Redevelopment Agency	6,500,400
27	Housing Fund	221,020
28	Local Building Authority	125,660
32	Debt Service	11,700,360
40	Capital Project Fund	805,000
41	Park Capital Fund	11,447,520
43	Public Safety Fund	109,000
44	Road Capital Fund	3,669,150
51	Water Fund	7,059,880
53	Storm Water Fund	2,445,585
54	Solid Waste Fund	1,748,000
55	Golf Fund	3,356,470
61	Fleet Fund	1,254,500
		\$ 64,898,045

Proposed Motion

I move that the City Council approve Resolution 2024-15R: a resolution adopting the Tentative Budget for Fiscal Year 2024-2025 and setting a public hearing date of June 4, 2024 at 7:00 p.m.

UPDATE
Hatch Park Redevelopment Project

COUNCIL PRESENTATION

05.07.2024 MEETING OUTLINE



-WHERE WE WERE

-WHERE WE ARE NOW

-WHERE WE ARE GOING



Hatch Park

City of North Salt Lake



G.B:D



WHERE WE WERE



Basketball Court



Interactive Play



Sculptural Elements Along Sound Wall



Hillside Play



Deck Platform Overlooking Pond



Stepped Waterfall Feature



Modern Pond Feature



Banked Path Edge Adjacent to Slopes



Play Element Along Pickleball Courts



Meandering Stream Feature



Net Along Pond Feature



Shipping Container Stage



SYMBOL	DESCRIPTION
1	SOUTH PARK ENTRANCE
2	PICKLEBALL COURTS WITH SEATING
3	BENCHES
4	GORIC WALLHOLLA VERTICAL PLAY STRUCTURE
5	TOT LOT /SMALL PLAYGROUND
6	ORNAMENTAL FENCE (BUFFER BETWEEN ROAD)
7	PARKING
8	MID-BLOCK CROSSWALK CONNECTION
9	RESTROOM & PAVILION
10	PLAZA- FARMERS MARKET/EVENT SPACE
11	PAVING PATTERNS TO REINFORCE ARCHING PATTERN
12	TREES W/ TREE GRATES
13	GROUP PAVILION
14	PARK MONUMENT SIGN
15	BOARD WALK ACROSS POND
16	MODERN STREAM FEATURE
17	METAL GRATE OVER STREAM FEATURE
18	GARDEN /ORNAMENTAL PLANTINGS
19	TABLE TOP CROSSWALK
20	CITY CHRISTMAS TREE (CABLE STRUCTURE)
21	BIKE LANE
22	CIVIC/EVENT/ COMMERCIAL SPACE (ICE CREAM SHOPS/DRINKS)
23	SHIPPING CONTAINER STAGE
24	TALL SCULPTURE
25	FIRE FEATURE BUILT INTO WALLS
26	SCULPTURAL BERMS
27	WATER FALL FEATURE (RUNNEL DOWN BERMS)
28	MODERN POND FEATURE
29	SOFTBALL CRONS NEST
30	MAINTENANCE BUILDING
31	DECK PLATFORM OVERLOOKING POND FEATURE
32	SMALL PICNIC SHELTERS
33	WALKING PATHS (TYP.)
34	SCULPTURAL ELEMENTS /ART ALONG I-15 SOUND WALL
35	FITNESS/PARKOUR
36	MULTI-USE/OPEN LAWN
37	SOFTBALL FIELD (OUTFIELD 275 FT.)
38	FULL SIZED BASKETBALL COURT
39	DESTINATION PLAYGROUND INTERGRATED INTO HILLSIDE
40	SHADE SAILS
41	NORTH PARK ENTRANCE
42	GATHERING SPACE
43	PERGOLA SHADE STRUCTURE
44	EXISTING RESIDENTIAL PROPERTY
45	FUTURE UDCT SOUNDHALL
46	EXISTING CITY HALL

Master Plan Update
February 30th, 2024



View Looking Northwest



Looking North



Trees in Plaza



Trees Grates (in plaza)



Arched Pergola (in plaza)



Bridge/Boardwalk



Fire Place/Outdoor Seating



Garden / Plantings

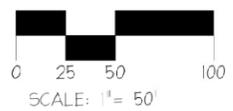


Sculptural Focal Point

Hatch Park
50 W Center St.
North Salt Lake, UT

G. BROWN: DESIGN INC
SITE LANDSCAPE ARCHITECTS

678 East Vine Street, Ste 10
Murray, Utah 84107
p. 801.575.6066 f. 801.575.6166
www.gbrowndesign.com



WHERE WE WERE



Basketball Court



Interactive Play



Sculptural Elements Along Sound Wall



Hillside Play



Deck Platform Overlooking Pond



Stepped Waterfall Feature



Modern Pond Feature



Banked Path Edge Adjacent to Slopes



Play Element Along Pickleball Courts



Meandering Stream Feature



Net Along Pond Feature



Shipping Container Stage



FEBRUARY 2022

COST ESTIMATE:

Base Park Construction Cost:

~\$16,000,000

Base Park Soft Costs:

~\$1,000,000

TOTAL BASE PARK PROJECT COST

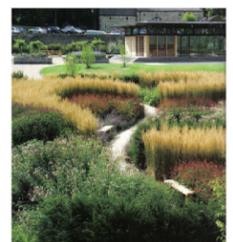
~\$17,000,000 (Feb/2022)



Bridge/Boardwalk



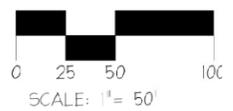
Fire Place/Outdoor Seating



Garden / Plantings



Sculptural Focal Point



WHERE WE ARE



Basketball Court



Interactive Play



Sculptural Elements Along Sound Wall



Hillside Play



Deck Platform Overlooking Pond



Stepped Waterfall Feature



Modern Pond Feature



Banked Path Edge Adjacent to Slopes



Play Element Along Pickleball Courts



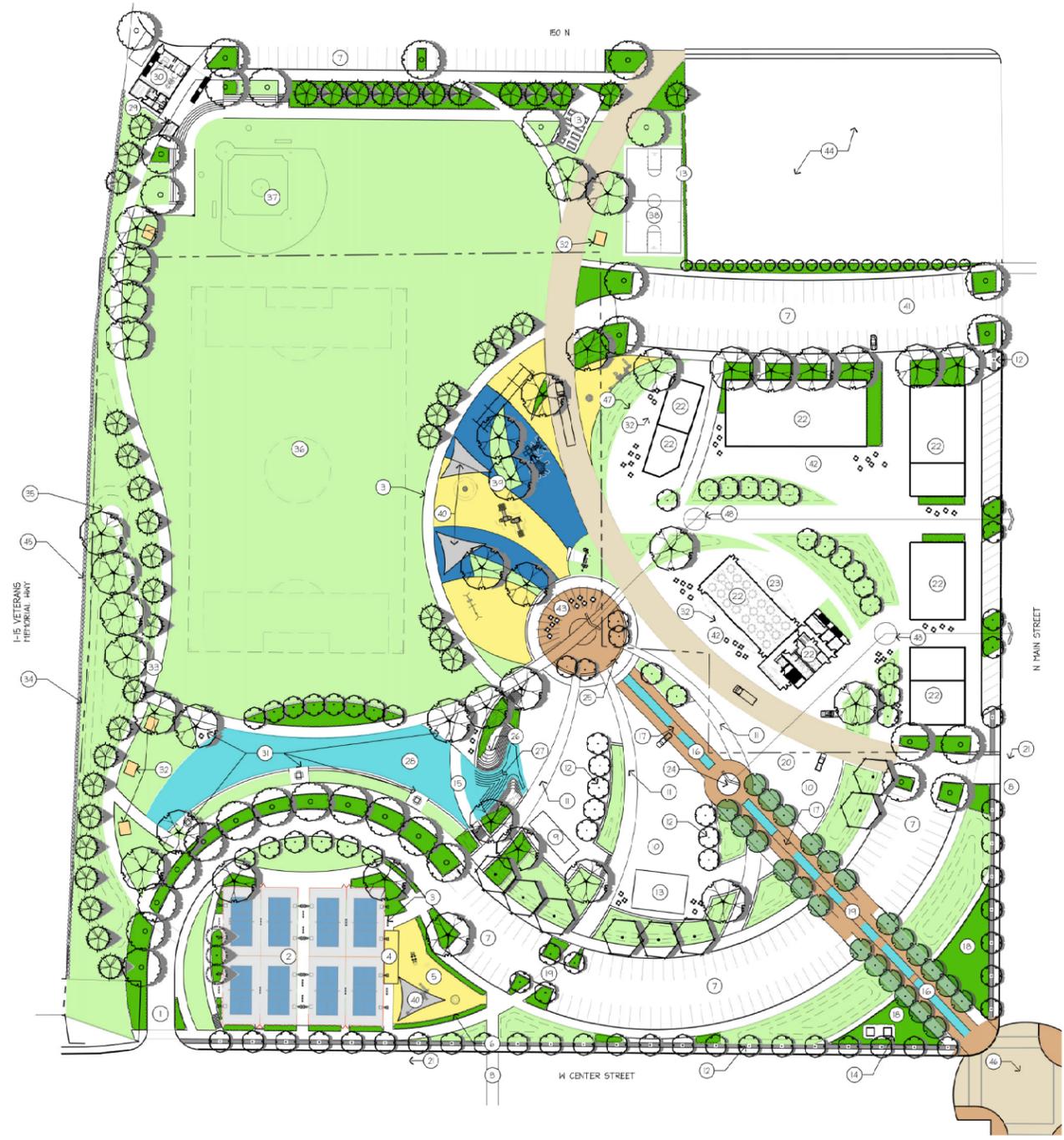
Meandering Stream Feature



Net Along Pond Feature



Shipping Container Stage



SYMBOL	DESCRIPTION
1	SOUTH PARK ENTRANCE
2	PICKLEBALL COURTS WITH SEATING
3	BENCHES
4	GORIC WALLHOLA VERTICAL PLAY STRUCTURE
5	TOT LOT /SMALL PLAYGROUND
6	ORNAMENTAL FENCE (BUFFER BETWEEN ROAD)
7	PARKING
8	MID-BLOCK CROSSWALK CONNECTION
9	RESTROOM & PAVILION
10	PLAZA- FARMERS MARKET/ EVENT SPACE
11	PAVING PATTERNS TO REINFORCE ARCHING PATTERN
12	TREES W/ TREE GRATES
13	GROUP PAVILION
14	PARK MONUMENT SIGN
15	BOARD WALK ACROSS POND
16	MODERN STREAM FEATURE
17	METAL GRATE OVER STREAM FEATURE
18	GARDEN /ORNAMENTAL PLANTINGS
19	TABLE TOP CROSSWALK
20	CITY CHRISTMAS TREE (CABLE STRUCTURE)
21	BIKE LANE
22	CIVIC/ EVENT/ COMMERCIAL SPACE (ICE CREAM SHOPS/DRINKS)
23	SHIPPING CONTAINER STAGE
24	TALL SCULPTURE
25	FIRE FEATURE BUILT INTO WALLS
26	SCULPTURAL BERRIS
27	WATER FALL FEATURE (RUNNEL DOWN BERRIS)
28	MODERN POND FEATURE
29	SOFTBALL CRONS NEST
30	MAINTENANCE BUILDING
31	DECK PLATFORM OVERLOOKING POND FEATURE
32	SMALL PICNIC SHELTERS
33	WALKING PATHS (TYP.)
34	SCULPTURAL ELEMENTS /ART ALONG I-15 SOUND WALL
35	FITNESS/PARKOUR
36	MULTI-USE/OPEN LAWN
37	SOFTBALL FIELD (OUTFIELD 275 FT.)
38	FULL SIZED BASKETBALL COURT
39	DESTINATION PLAYGROUND INTERGRATED INTO HILLSIDE
40	SHADE SAILS
41	NORTH PARK ENTRANCE
42	GATHERING SPACE
43	PERGOLA SHADE STRUCTURE
44	EXISTING RESIDENTIAL PROPERTY
45	FUTURE UDCT SOUNDHALL
46	EXISTING CITY HALL

Total Parking: 222 Stalls

Master Plan Update
May 7, 2024



View Looking North



View Looking Northwest



Trees in Plaza



Trees Grates (in plaza)



Arched Pergola (in plaza)



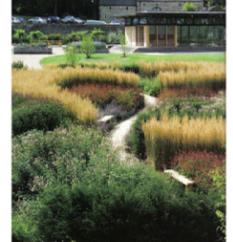
Bridge/Boardwalk



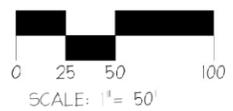
Fire Place/Outdoor Seating



Garden / Plantings



Sculptural Focal Point



Hatch Park
50 W Center St.
North Salt Lake, UT

G. BROWN: DESIGN INC
SITE LANDSCAPE ARCHITECTS

678 East Vine Street, Ste 10
Murray, Utah 84107
p. 801.575.6066 f. 801.575.6166
www.gbrowndesign.com

WHERE WE ARE



Basketball Court



Interactive Play



Sculptural Elements Along Sound Wall



Hillside Play



Deck Platform Overlooking Pond



Stepped Waterfall Feature



Modern Pond Feature



Banked Path Edge Adjacent to Slopes



Play Element Along Pickleball Courts



Meandering Stream Feature



Net Along Pond Feature



Shipping Container Stage



GUIDING PRINCIPLES & DESIGN CRITERIA

- 1 Park as Community's Living Room
- 2 Create a City Identity
- 3 Make it Count
- 4 Respect the City's Budget
- 5 Functional/Flexible/Adaptable



Bridge/Boardwalk



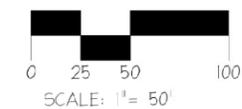
Fire Place/Outdoor Seating



Garden / Plantings

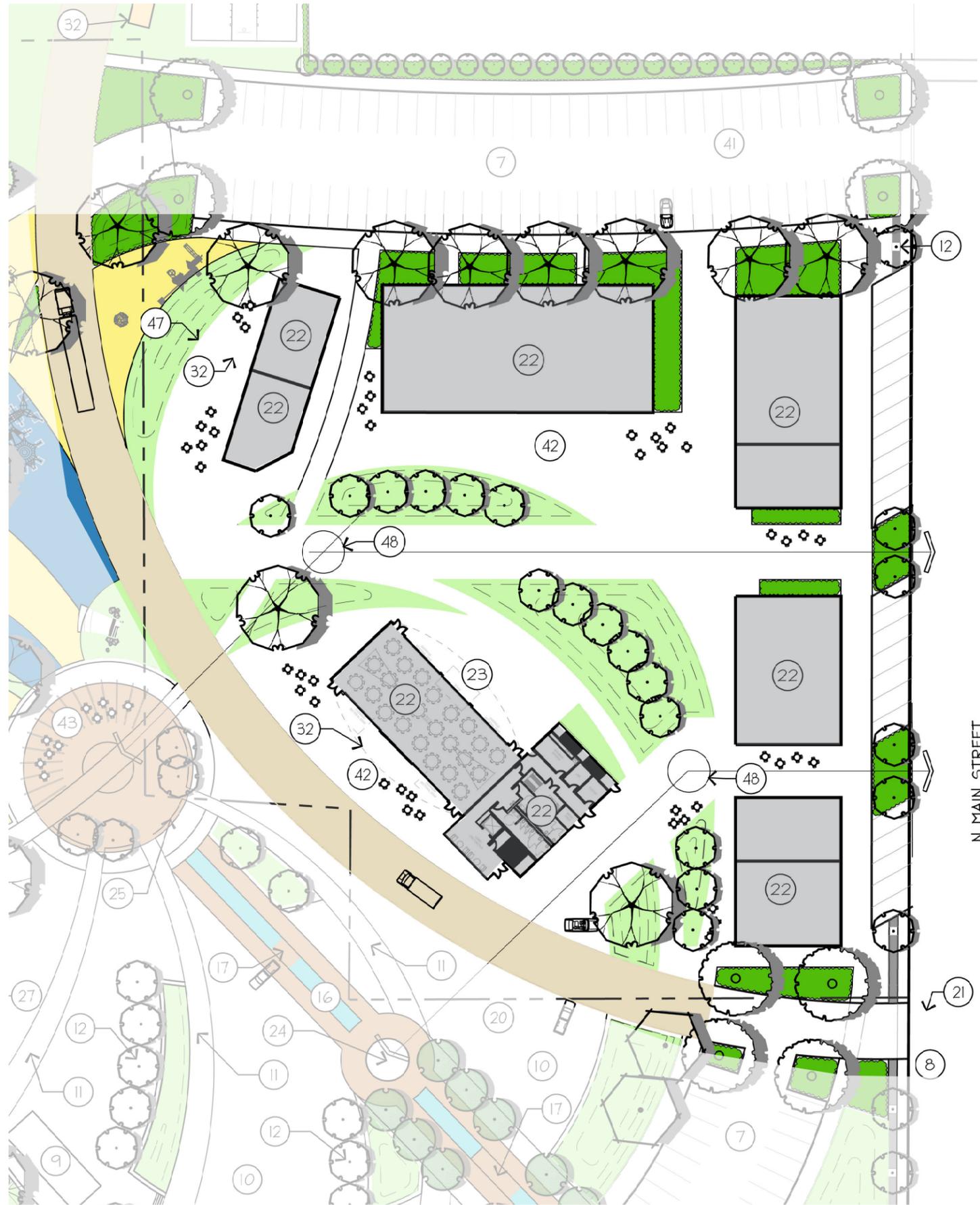


Sculptural Focal Point





WHERE WE ARE

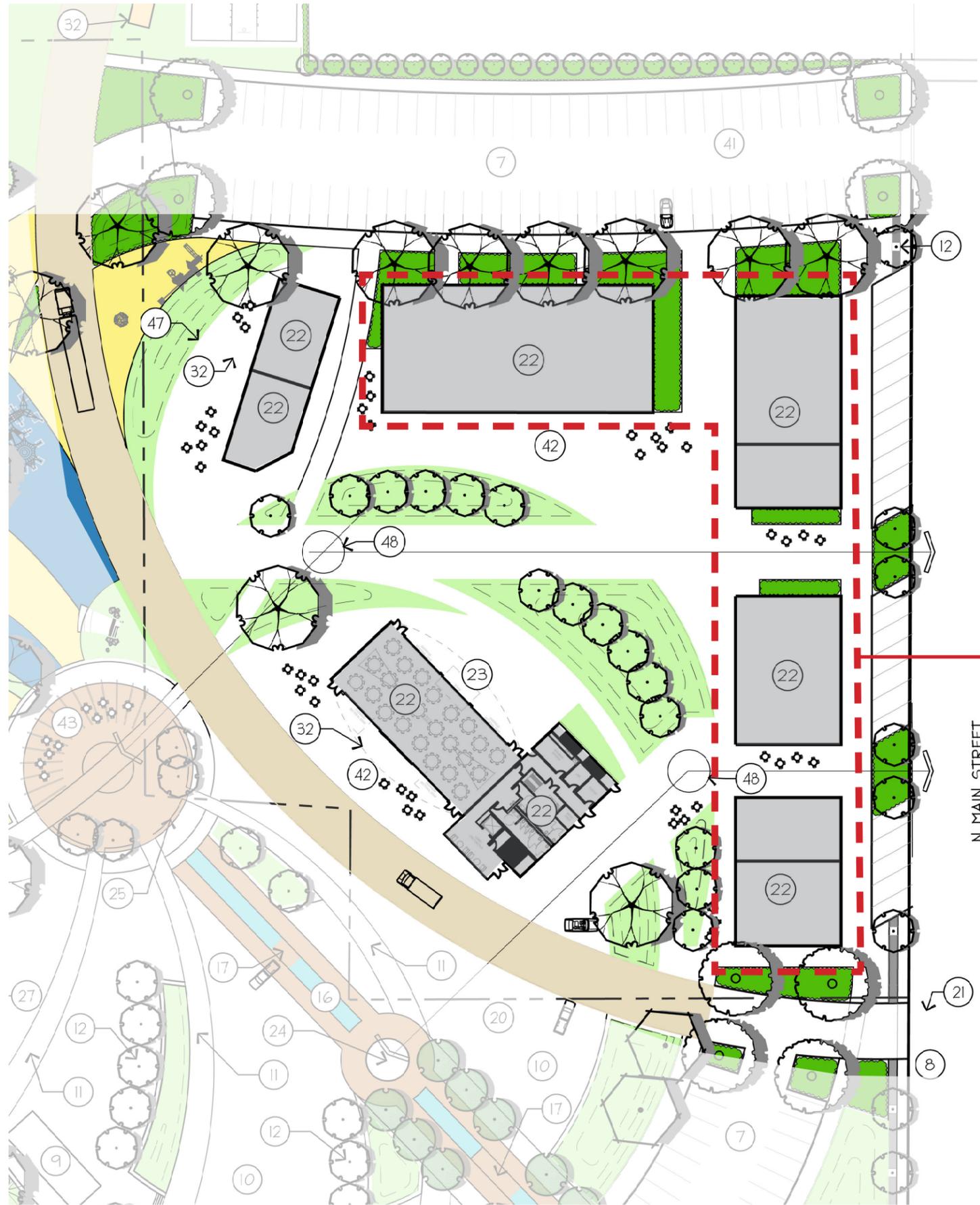


GUIDING PRINCIPLES & DESIGN CRITERIA

- 1 Park as Community's Living Room
- 2 Create a City Identity
- 3 Make it Count
- 4 Respect the City's Budget
- 5 Functional/Flexible/Adaptable

URBAN CORE AS A CATALYST

WHERE WE ARE



GUIDING PRINCIPLES & DESIGN CRITERIA

- 1 Park as Community's Living Room
- 2 Create a City Identity
- 3 Make it Count
- 4 Respect the City's Budget
- 5 Functional/Flexible/Adaptable

URBAN CORE AS A CATALYST

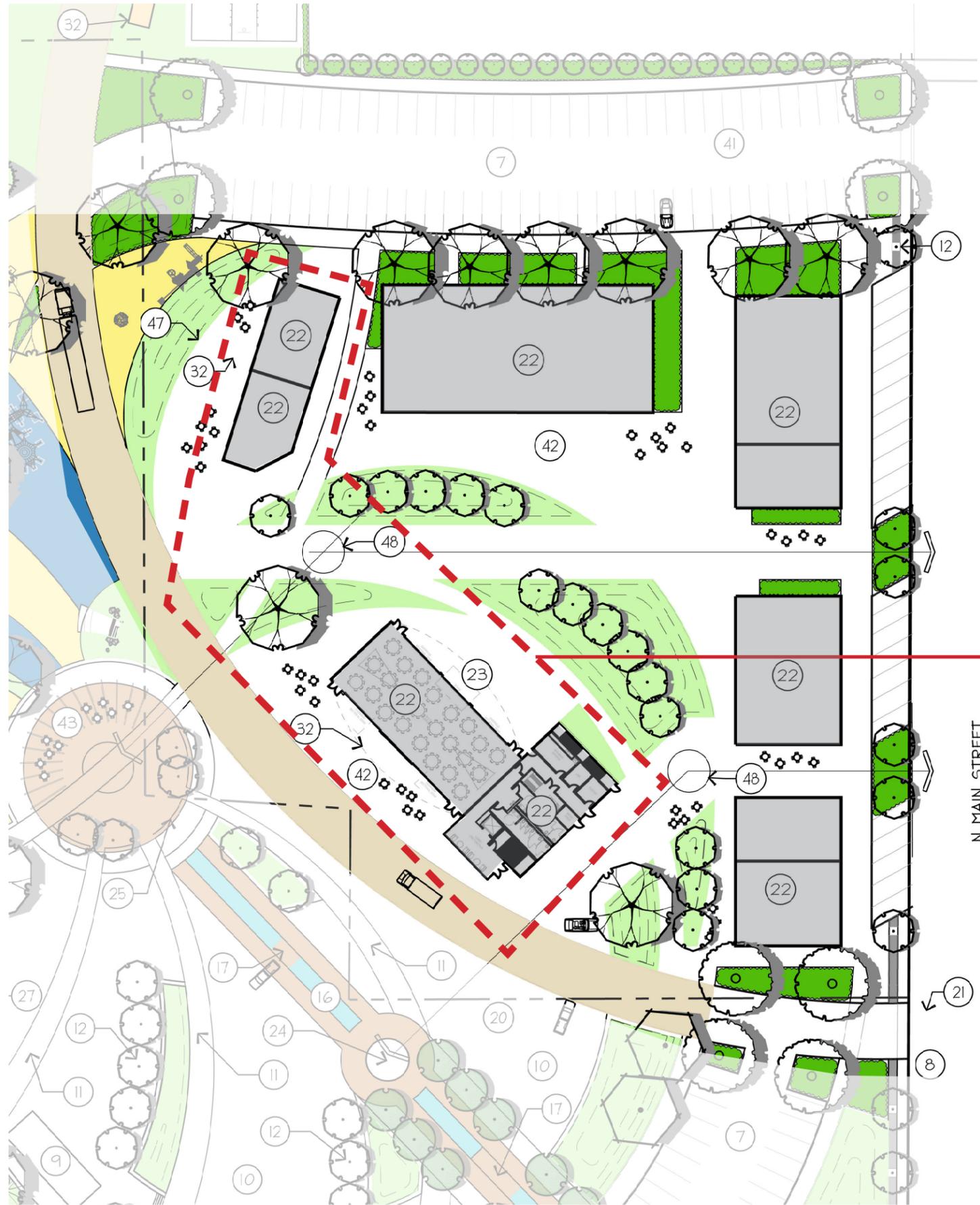
MIXED USE DEVELOPMENT

POTENTIAL USES

- RESTAURANTS
- COMMERCIAL/RETAIL
- OFFICE
- CITY OFFICES
- RESIDENTIAL

- PUBLIC-PRIVATE PARTNERSHIP

WHERE WE ARE



GUIDING PRINCIPLES & DESIGN CRITERIA

- 1 Park as Community's Living Room
- 2 Create a City Identity
- 3 Make it Count
- 4 Respect the City's Budget
- 5 Functional/Flexible/Adaptable

URBAN CORE AS A CATALYST

COMMUNITY CENTER

POTENTIAL USES

- EVENT CENTER
- CONCERT STAGE
- CAFE/ SM. RESTAURANT
- ART GALLERY
- CORPORATE EVENTS
- CITY EVENTS

- REVENUE GENERATOR





RESTAURANT

RESTAURANT



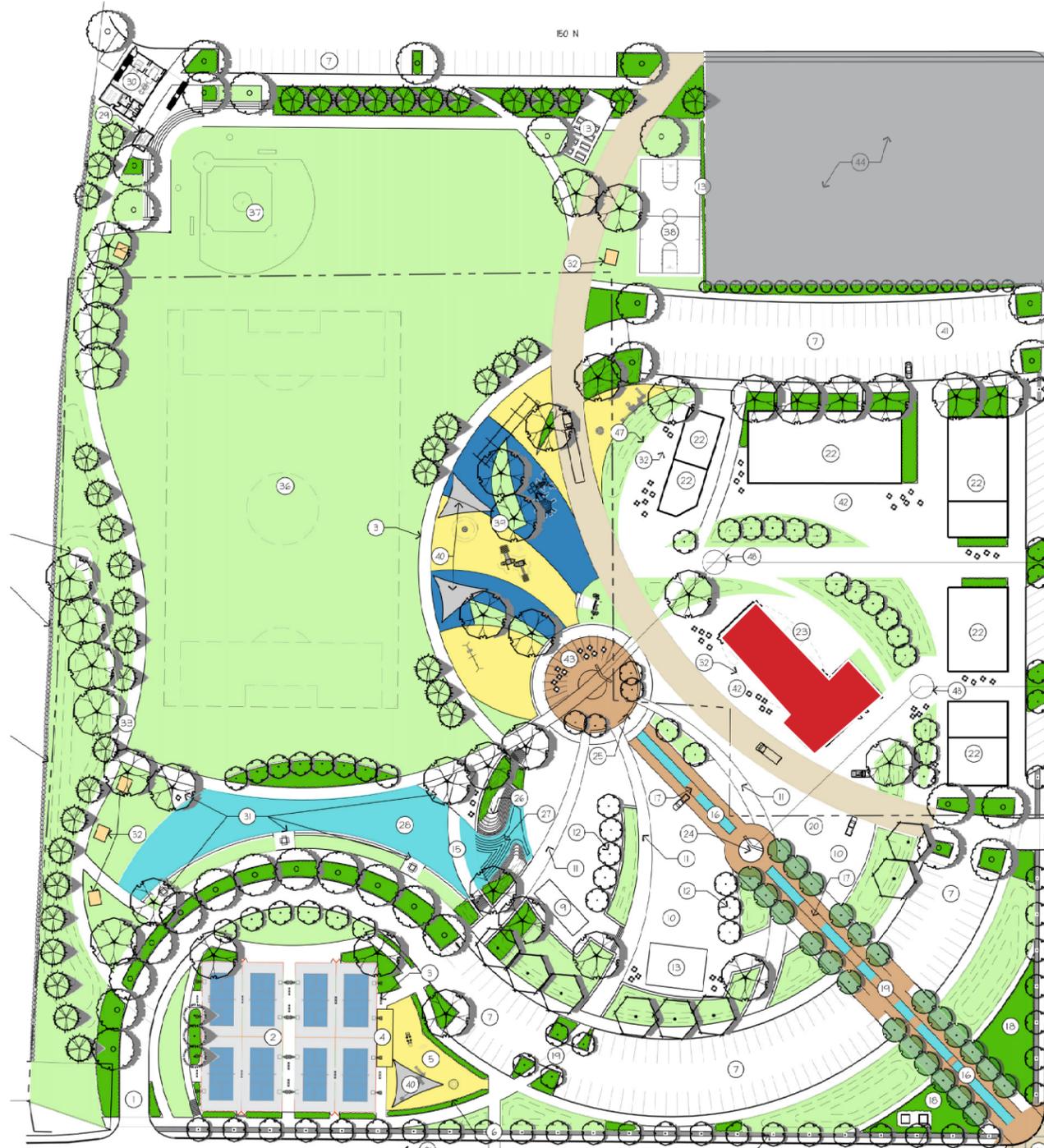


HATCH PARK
COMMUNITY CENTER





WHERE WE
ARE



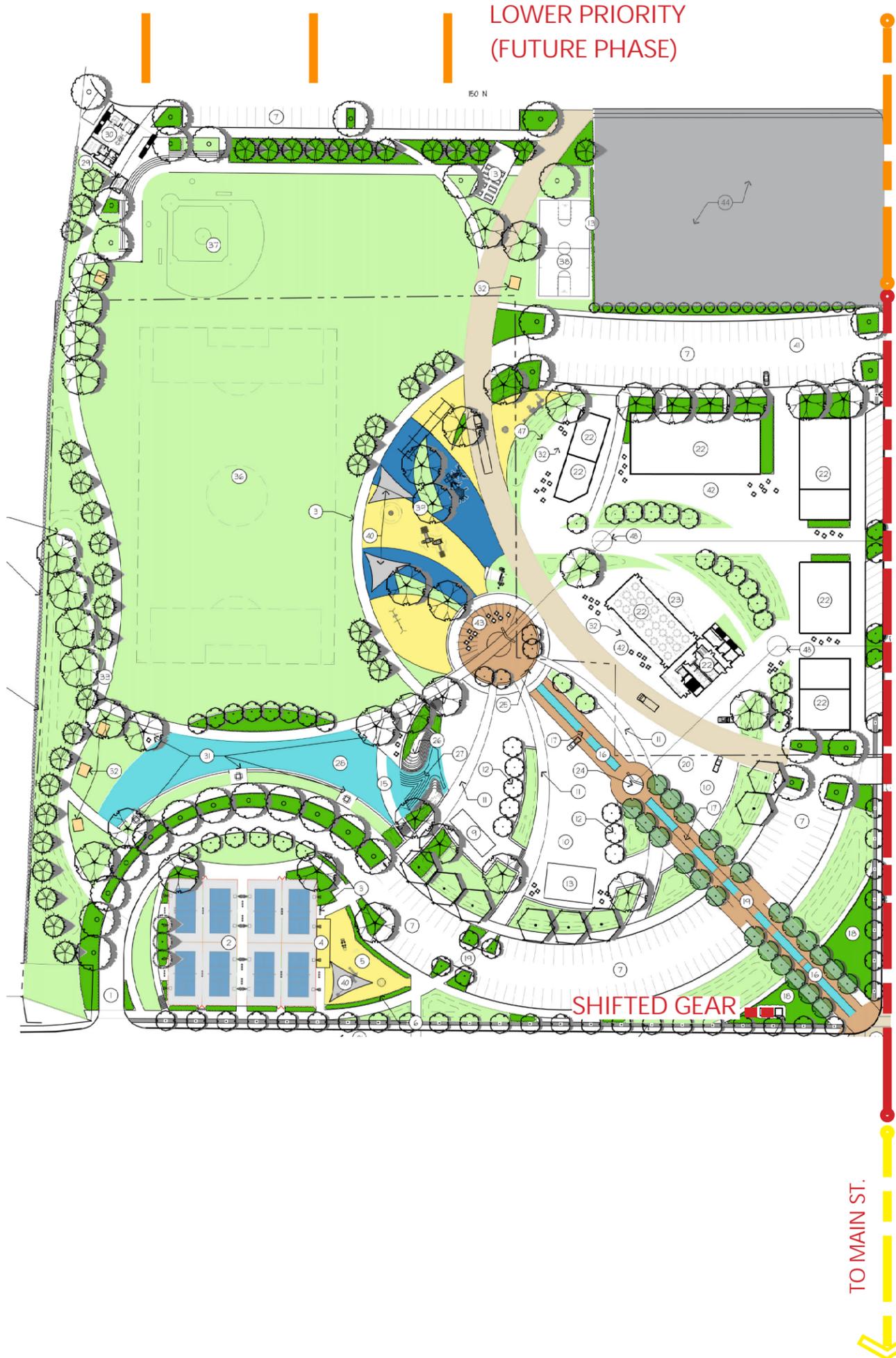
GUIDING PRINCIPLES & DESIGN CRITERIA

- 1 Park as Community's Living Room
- 2 Create a City Identity
- 3 Make it Count
- 4 Respect the City's Budget
- 5 Functional/Flexible/Adaptable

THINK BIGGER: ZOOMING OUT

- 1) COMMUNITY EVENT CENTER

WHERE WE ARE



LOWER PRIORITY
(FUTURE PHASE)

LOWER PRIORITY
(FUTURE PHASE)
~235 LINEAL FEET

HIGH PRIORITY
(PHASE 1)
~775 LINEAL FEET

TO MAIN ST.
LOWER PRIORITY
(FUTURE PHASE)
~1,150 LINEAL FEET

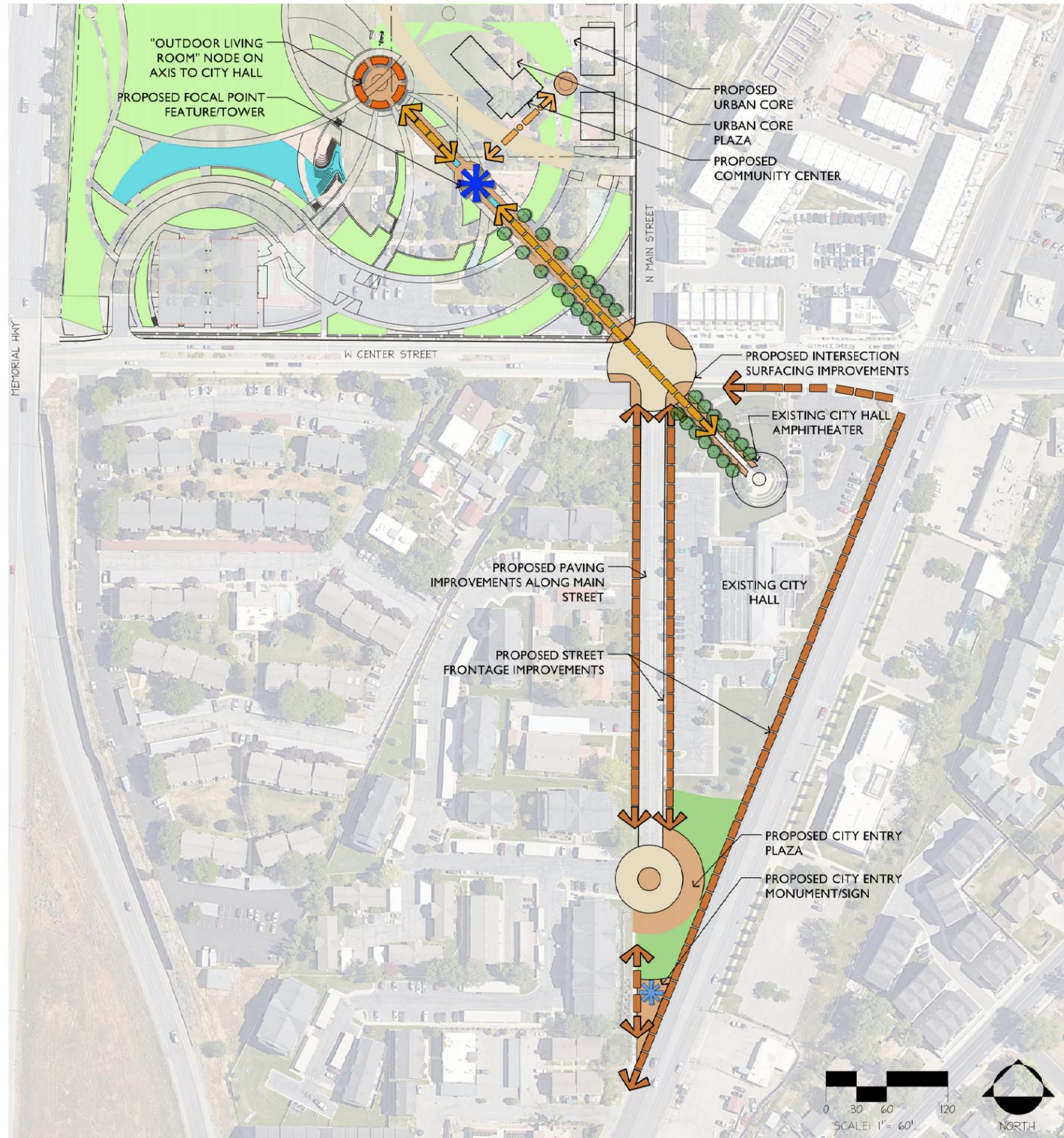
GUIDING PRINCIPLES & DESIGN CRITERIA

- 1 Park as Community's Living Room
- 2 Create a City Identity
- 3 Make it Count
- 4 Respect the City's Budget
- 5 Functional/Flexible/Adaptable

THINK BIGGER: ZOOMING OUT

- 1) COMMUNITY EVENT CENTER
- 2) BURIED POWER LINES

WHERE WE ARE

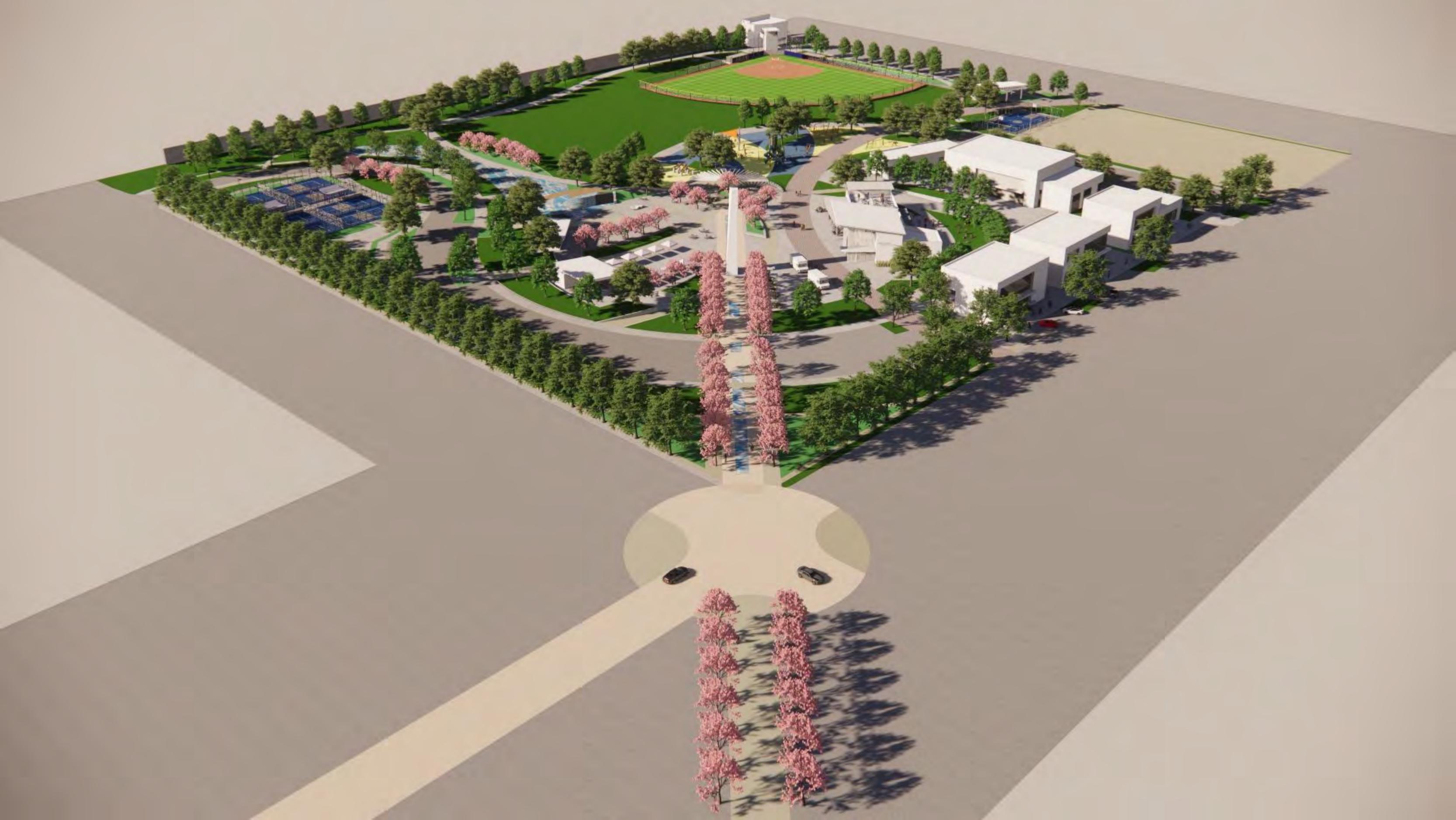


GUIDING PRINCIPLES & DESIGN CRITERIA

- 1 Park as Community's Living Room
- 2 Create a City Identity
- 3 Make it Count
- 4 Respect the City's Budget
- 5 Functional/Flexible/Adaptable

THINK BIGGER: ZOOMING OUT

- 1) COMMUNITY EVENT CENTER
- 2) BURIED POWER LINES
- 3) CONNECTION TO CITY HALL & ENTRY FEATURE





WHERE WE
ARE



GUIDING PRINCIPLES & DESIGN CRITERIA

- 1 Park as Community's Living Room
- 2 Create a City Identity
- 3 Make it Count
- 4 Respect the City's Budget
- 5 Functional/Flexible/Adaptable

THINK BIGGER: ZOOMING OUT

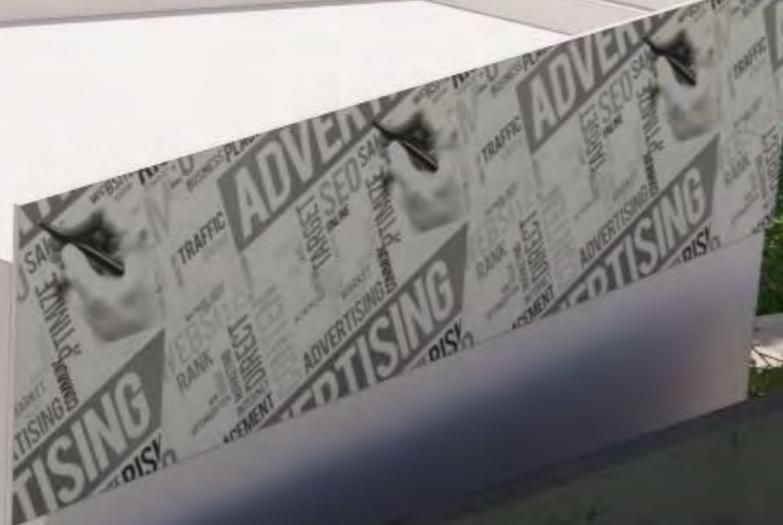
- 1) COMMUNITY EVENT CENTER
- 2) BURIED POWER LINES
- 3) CONNECTION TO CITY HALL & ENTRY FEATURE
- 4) PARKS MAINTENANCE BUILDING



NORTH SALT LAKE
PARKS DEPARTMENT

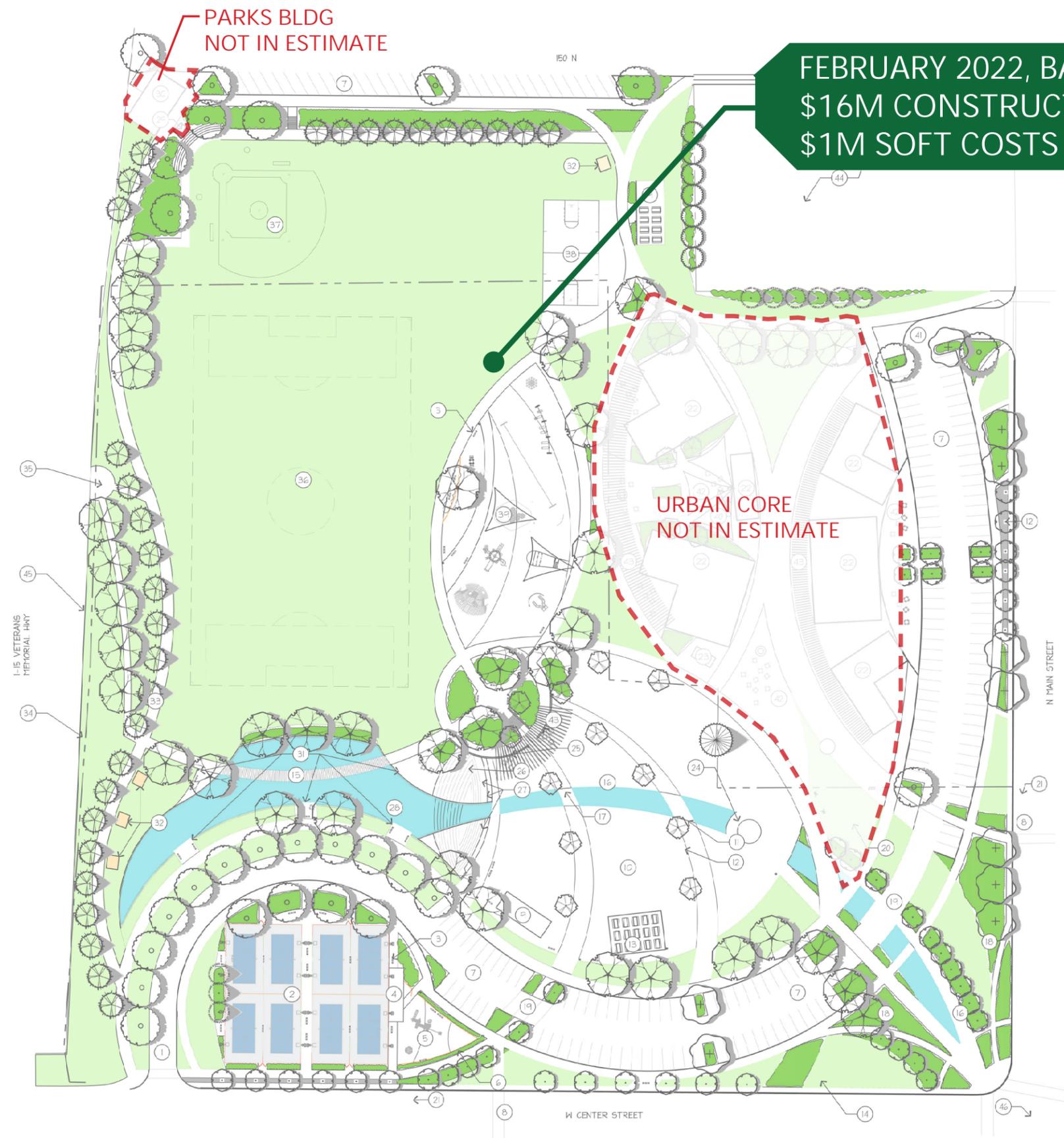


NORTH SALT LAKE
PARKS DEPARTMENT





WHERE WE WERE



FEBRUARY 2022, BASE PARK COST:
\$16M CONSTRUCTION
\$1M SOFT COSTS

PARKS BLDG
NOT IN ESTIMATE

URBAN CORE
NOT IN ESTIMATE

WHERE WE
WERE



JULY

2022

CONSTRUCTION INFLATION ALERT

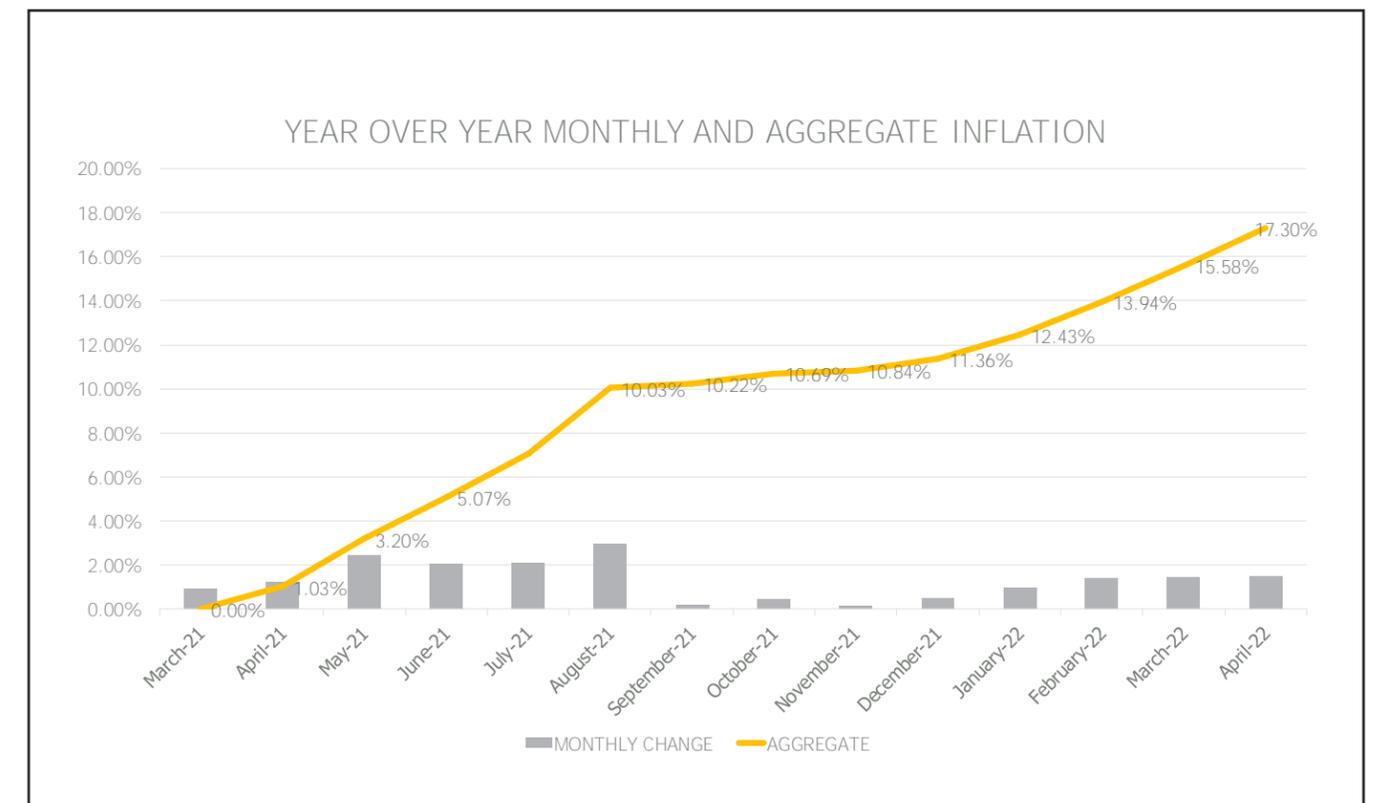
For more than two years the U.S. construction industry has been buffeted by unprecedented increases in materials costs, supply-chain bottlenecks, and a tight labor market. To help project owners, government officials, and the public understand how these conditions are affecting contractors and their workers, the Associated General Contractors of America (AGC) has posted frequent updates of the Construction Inflation Alert.

Several recent developments have raised the specter of a sharp slowdown or even a recession in the U.S. economy. Inflation is at a 40-year high, sapping consumers' purchasing power despite elevated wage increases. Major stock indexes have declined sharply—a frequent but not foolproof harbinger of recession. A growing number of companies have announced layoffs, although the job market remains vibrant, as indicated by large monthly employment increases, near-record job openings, and a persistently low unemployment rate

However, a recession is far from certain. Demand for infrastructure, manufacturing, and power construction appears to be strong and likely to strengthen further, perhaps for several years to come. In any case, the cost of construction materials and labor does not generally move in sync with the overall economy. In short, owners should not assume that

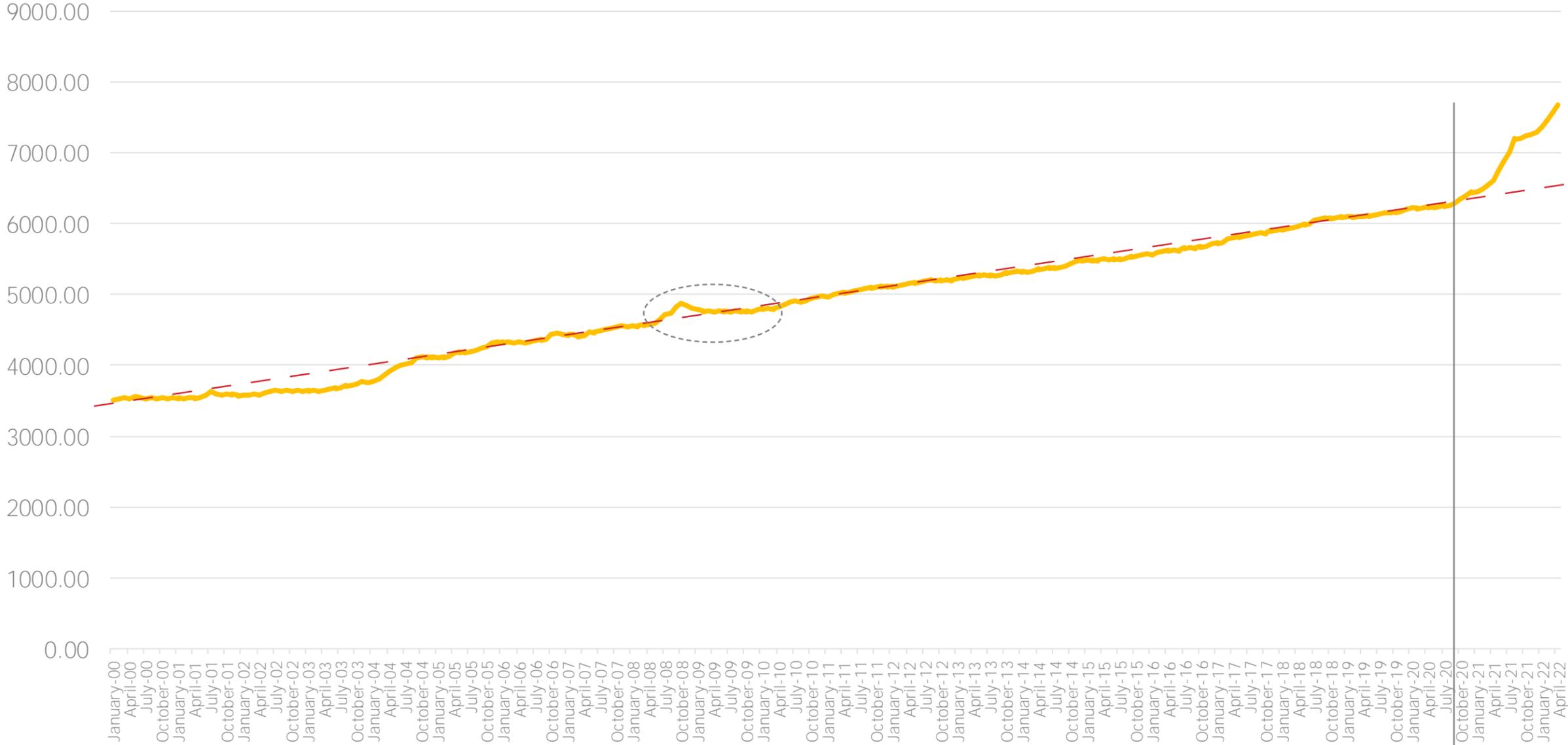
INCREASE IN REGIONAL, NON-SINGLE-FAMILY-RESIDENTIAL CONSTRUCTION COSTS:

- APPROXIMATELY 18.5% IN 12-MONTH DURATION
- APPROXIMATELY 27.5% IN 20-MONTH DURATION



GRAPH AND INFORMATION OBTAINED FROM ENGINEERING NEWS RECORD'S 2ND QUARTER CONSTRUCTION COST DATA REPORT

ENR BUILDING INDEX SINCE 2000



WHERE WE ARE



CURRENT BASE PARK COST:
\$19.5M CONSTRUCTION
\$1M SOFT COSTS

WHERE WE'RE GOING?



THINK BIGGER: ZOOMING OUT

1) COMMUNITY EVENT CENTER

\$6,750,000 CONSTRUCTION
\$750,000 SOFT COSTS

2) BURIED POWER LINES

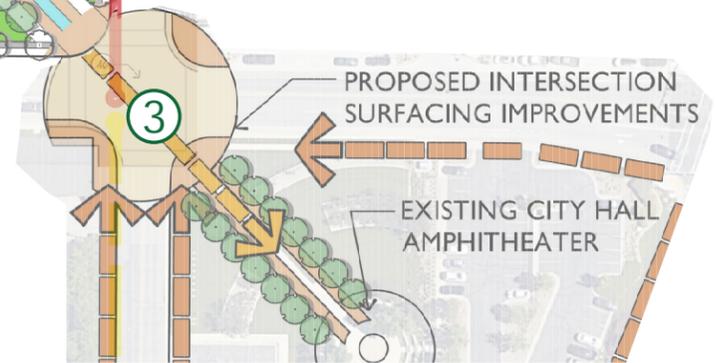
\$350,000 CONSTRUCTION
\$150,000 SOFT COSTS (RMP)

3) CONNECTION TO CITY HALL & ENTRY FEATURE

\$1,700,000 CONSTRUCTION
\$70,000 SOFT COSTS (RMP)

4) PARKS MAINTENANCE BUILDING

\$1,500,000 CONSTRUCTION
\$225,000 SOFT COSTS (RMP)



WHERE WE'RE GOING?



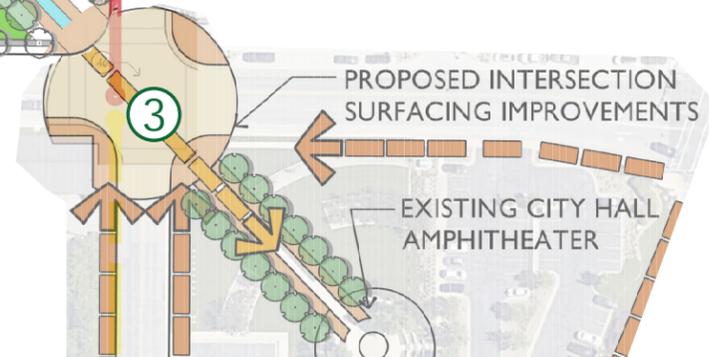
THINK BIGGER: ZOOMING OUT

1) COMMUNITY EVENT CENTER
 \$6,750,000 CONSTRUCTION
 \$750,000 SOFT COSTS

<u>2025</u>	\$6,750,000 CONSTRUCTION COST
	\$6,750,000 X 7% (Current Annual Inflation) = \$472,500
	\$150,000 SOFT COSTS (RMP)
<u>2026</u>	\$7,222,500 CONSTRUCTION COST
<u>2027</u>	\$7,728,075 CONSTRUCTION COST
<u>2028</u>	\$8,269,040 CONSTRUCTION COST

4) PARKS MAINTENANCE BUILDING

\$1,500,000 CONSTRUCTION
 \$225,000 SOFT COSTS (RMP)



WHERE WE'RE
GOING?



GUIDING PRINCIPLES & DESIGN CRITERIA

- 1 Park as Community's Living Room
- 2 Create a City Identity
- 3 Make it Count
- 4 Respect the City's Budget
- 5 Functional/Flexible/Adaptable



Basketball Court



Sculptural Elements Along Sound Wall



Deck Platform Overlooking Pond



Modern Pond Feature



Play Element Along Pickleball Courts



Interactive Play



Hillside Play



Stepped Waterfall Feature



Banked Path Edge Adjacent to Slopes



Meandering Stream Feature



- 7 PARKING
- 8 TIO-BLOCK CROSSWALK CONNECTION
- 9 RESTROOM & PAVILION
- 10 PLAZA- FARMERS MARKET/EVENT SPACE
- 11 PAVING PATTERNS TO REINFORCE ARCHING PATTERN
- 12 TREES W/ TREE GRATES
- 13 GROUP PAVILION
- 14 PARK MONUMENT SIGN
- 15 BOARD WALK ACROSS POND
- 16 MODERN STREAM FEATURE
- 17 METAL GRATE OVER STREAM FEATURE
- 18 GARDEN (ORNAMENTAL PLANTINGS)
- 19 TABLE TOP CROSSWALK
- 20 CITY CHRISTMAS TREE (CABLE STRUCTURE)
- 21 BIKE LANE
- 22 CIVIC/EVENT/ COMMERCIAL SPACE (ICE CREAM SHOPS/DRINKS)
- 23 SHIPPING CONTAINER STAGE
- 24 TALL SCULPTURE
- 25 FIRE FEATURE BUILT INTO WALLS
- 26 SCULPTURAL BERMS
- 27 WATER FALL FEATURE (WHEEL DOWN BERMS)
- 28 MODERN POND FEATURE
- 29 SOFTBALL CROWS NEST
- 30 MAINTENANCE BUILDING
- 31 DECK PLATFORM OVERLOOKING POND FEATURE
- 32 SMALL PICNIC SHELTERS
- 33 WALKING PATHS (TYP.)
- 34 SCULPTURAL ELEMENTS (ART ALONG I-15 SOUND HALL)
- 35 FITNESS/PARKOUR
- 36 MULTI-USE/OPEN LAWN
- 37 SOFTBALL FIELD (OUTFIELD 275 FT.)
- 38 FULL SIZED BASKETBALL COURT
- 39 DESTINATION PLAYGROUND INTEGRATED INTO HILLSIDE
- 40 SHADE SAILS
- 41 NORTH PARK ENTRANCE
- 42 GATHERING SPACE
- 43 PERGOLA SHADE STRUCTURE
- 44 EXISTING RESIDENTIAL PROPERTY
- 45 FUTURE LOT/ SOUNDHALL
- 46 EXISTING CITY HALL



Trees in Plaza



Trees Grates (in plaza)



Arched Pergola (in plaza)

Total Parking: 222 Stalls



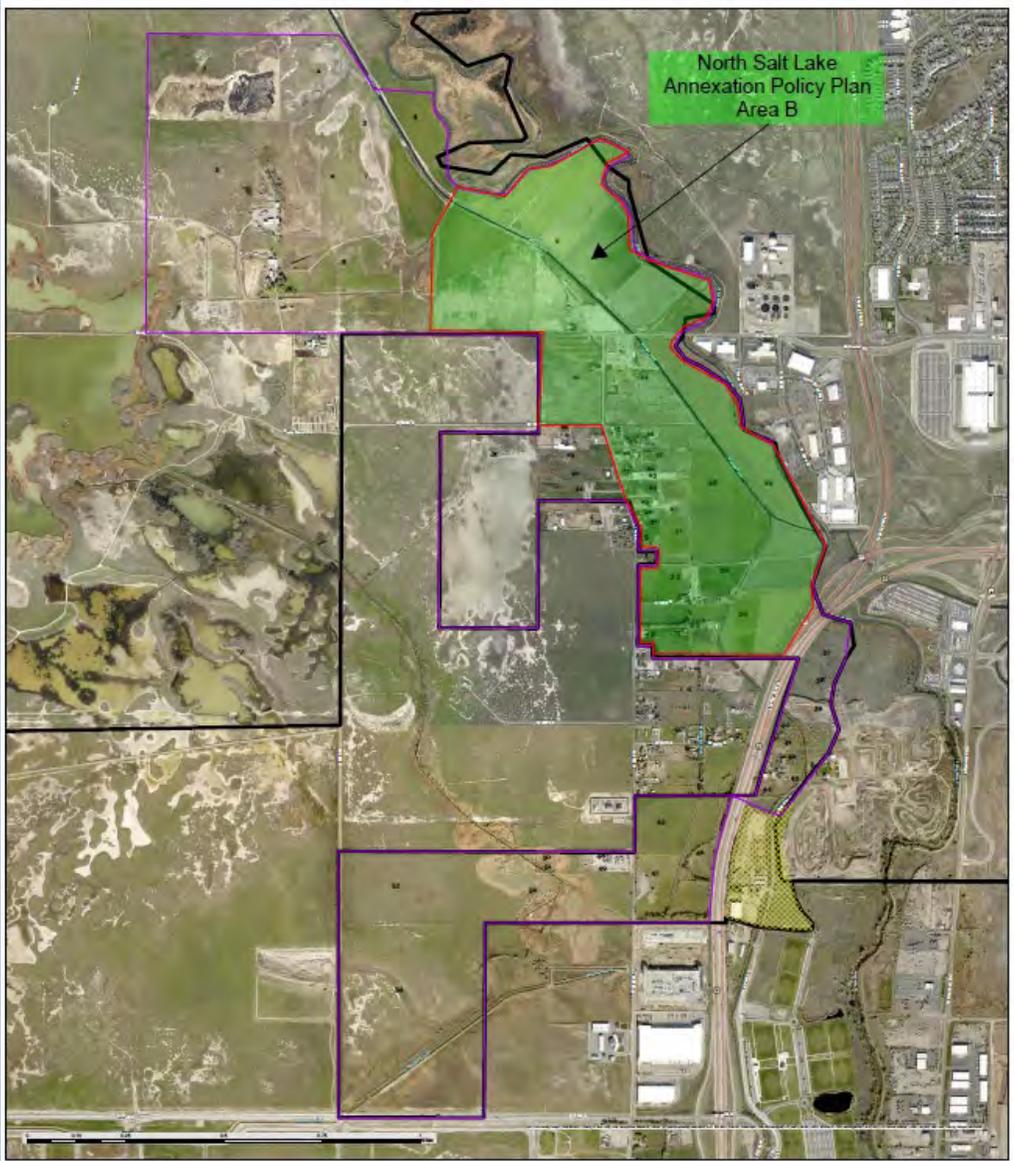
Hatch Park

50 W Center St.
North Salt Lake, UT

RESOLUTION 2024-16R

Consent for Annexation of North Pointe Area
By Salt Lake City

Salt Lake City Proposed North Pointe Annexation



Proposed Motion

I move that the City Council approve Resolution 2024-16R consenting to the annexation of the North Pointe Area to Salt Lake City with the following findings:

1. The City of North Salt Lake is not interested in annexing the area at this time; and
2. Municipal services can be provided to the area more efficiently by Salt Lake City than by the City of North Salt Lake.

CONSIDERATION

Police Department Motorcycles Purchase

Proposed Motion

I move that the City Council approve the purchase of two used Harley-Davidson Electra-Glide Motorcycles for a total cost of \$35,000.

CONSIDERATION
Public Works Plow Truck Purchase



Jonathan Rueckert
Public Works Director



division of
**Purchasing and
General Services**

Truck Purchase

- Primary use for Snow Removal
- Bid includes Truck Chassis, Dump Bed, Front Plow, Slide in Spreader and Hydraulic System.
- Chassis has been upgraded to 4x4

\$337,980.00

State of Utah
Contract MA1875



MACK
Mountain West Truck Center





Jonathan Rueckert
Public Works Director

Surplus Vehicle (Resolution 2024-17R)

- 2007 International SBA 7400 4x2
- Converted to use CNG fuel
- Meets 15-point policy for replacement





Jonathan Rueckert
Public Works Director

Proposed Motion

I move that the City Council approve the purchase of a 2025 Mack Granite chassis with dump bed, front plow, spreader and hydraulic equipment from Mountain West Truck Center for **\$337,980**.



RESOLUTION 2024-17R
Surplus Property Authorization

Proposed Motion

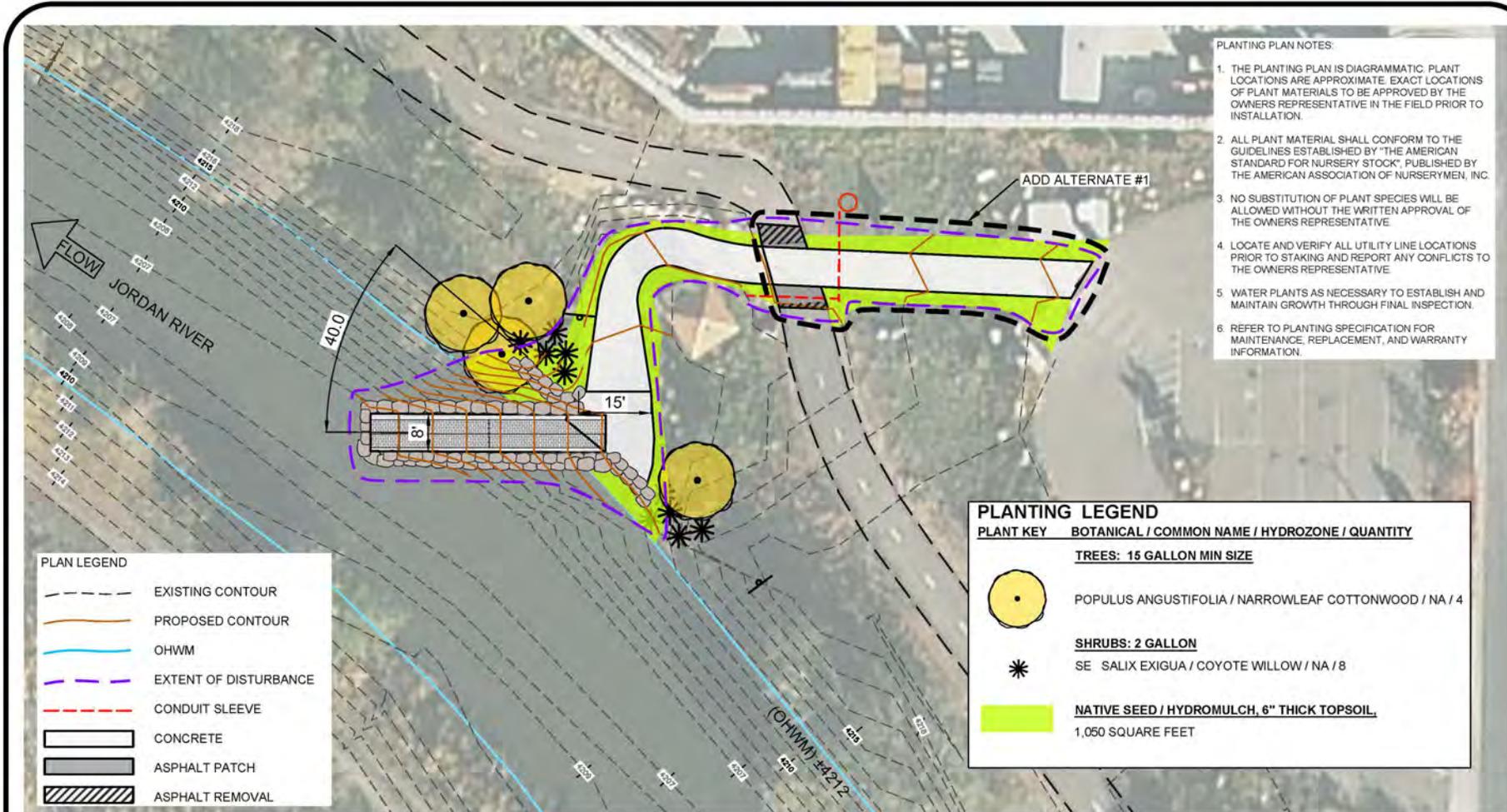
I move that the City Council approve Resolution 2024-17R: a resolution declaring surplus property and authorizing its disposal.

BID AWARD
Porter's Landing
Concrete Boat Ramp

PORTER'S LANDING CONCRETE BOAT RAMP



PORTER'S LANDING CONCRETE BOAT RAMP



- PLANTING PLAN NOTES:**
1. THE PLANTING PLAN IS DIAGRAMMATIC. PLANT LOCATIONS ARE APPROXIMATE. EXACT LOCATIONS OF PLANT MATERIALS TO BE APPROVED BY THE OWNERS REPRESENTATIVE IN THE FIELD PRIOR TO INSTALLATION.
 2. ALL PLANT MATERIAL SHALL CONFORM TO THE GUIDELINES ESTABLISHED BY "THE AMERICAN STANDARD FOR NURSERY STOCK", PUBLISHED BY THE AMERICAN ASSOCIATION OF NURSERYMEN, INC.
 3. NO SUBSTITUTION OF PLANT SPECIES WILL BE ALLOWED WITHOUT THE WRITTEN APPROVAL OF THE OWNERS REPRESENTATIVE.
 4. LOCATE AND VERIFY ALL UTILITY LINE LOCATIONS PRIOR TO STAKING AND REPORT ANY CONFLICTS TO THE OWNERS REPRESENTATIVE.
 5. WATER PLANTS AS NECESSARY TO ESTABLISH AND MAINTAIN GROWTH THROUGH FINAL INSPECTION.
 6. REFER TO PLANTING SPECIFICATION FOR MAINTENANCE, REPLACEMENT, AND WARRANTY INFORMATION.

PLAN LEGEND

	EXISTING CONTOUR
	PROPOSED CONTOUR
	OHWM
	EXTENT OF DISTURBANCE
	CONDUIT SLEEVE
	CONCRETE
	ASPHALT PATCH
	ASPHALT REMOVAL

PLANTING LEGEND

PLANT KEY	BOTANICAL / COMMON NAME / HYDROZONE / QUANTITY
TREES: 15 GALLON MIN SIZE	
	POPULUS ANGUSTIFOLIA / NARROWLEAF COTTONWOOD / NA / 4
SHRUBS: 2 GALLON	
	SE SALIX EXIGUA / COYOTE WILLOW / NA / 8
	NATIVE SEED / HYDROMULCH, 6" THICK TOPSOIL, 1,050 SQUARE FEET



Project Title
Porter's Landing Boat Ramp
 NSL Project No. 23-030
 North Salt Lake City, Davis County, Utah

Sheet Title
PLANTING PLAN

Drawn By: SD	Sheet: LP 101
Checked By: CS	
Date: April 2024	Binding Order: -

PORTER'S LANDING CONCRETE BOAT RAMP



Bid Results:

	<u>BASE</u>	<u>ADD ALT</u>	<u>TOTAL</u>
Rayd Inc.	\$ 159,180	\$ 12,840	\$ 172,020
Strong Solutions	\$ 199,891	\$ 29,940	\$ 229,921

Project Budget:

Grant

City Budget

\$142,750

\$62,750

\$80,000

Proposed Motion

I move that the City Council award the Porter's Landing Concrete Boat Ramp Project with additive alternate to Rayd Inc. for the price of \$172,020.

BID AWARD

Eaglewood Golf Course Storm Drain
Improvements & Lake Expansion

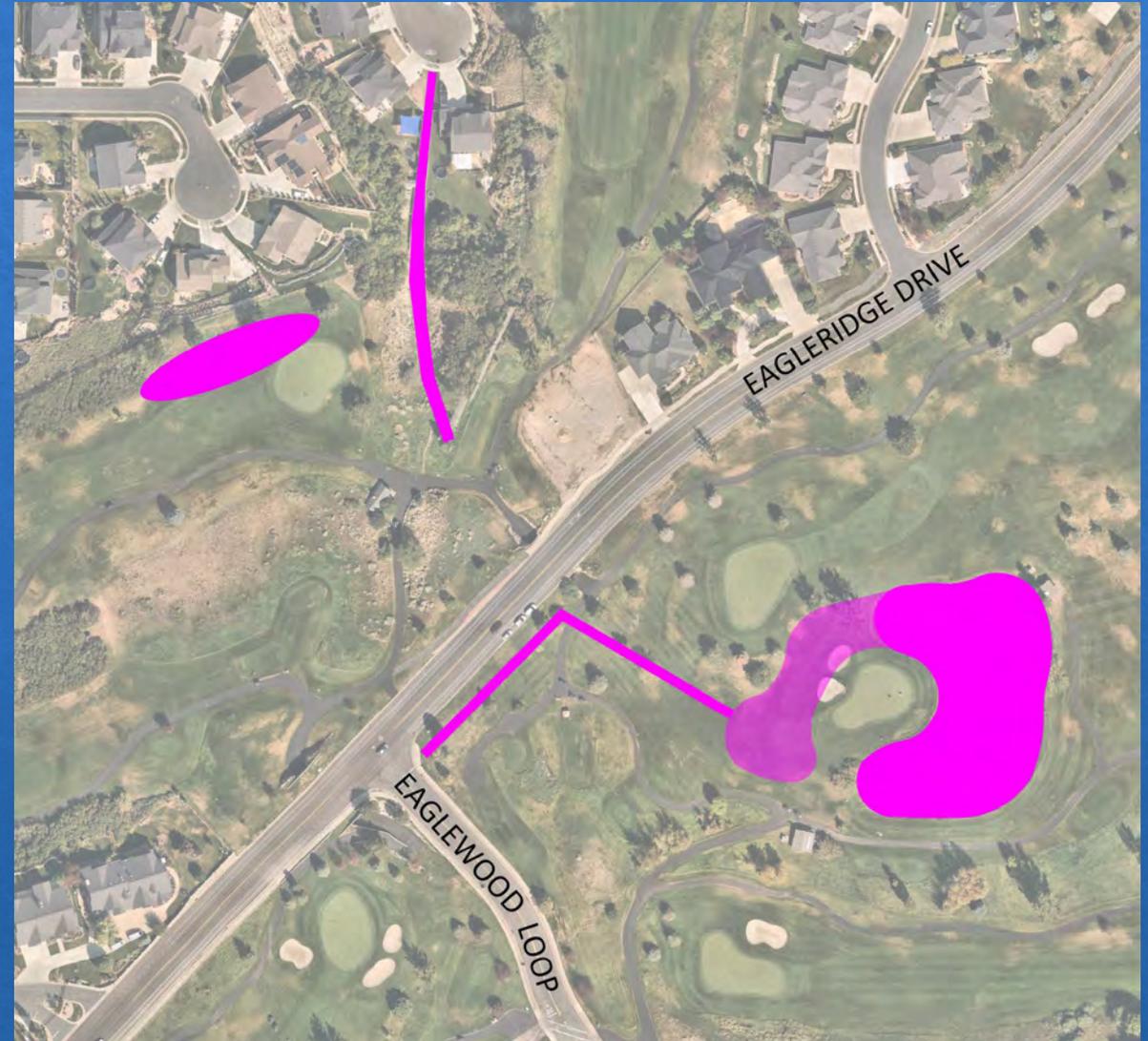
Storm Drain Improvements & Lake Expansion



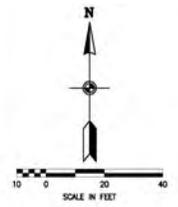
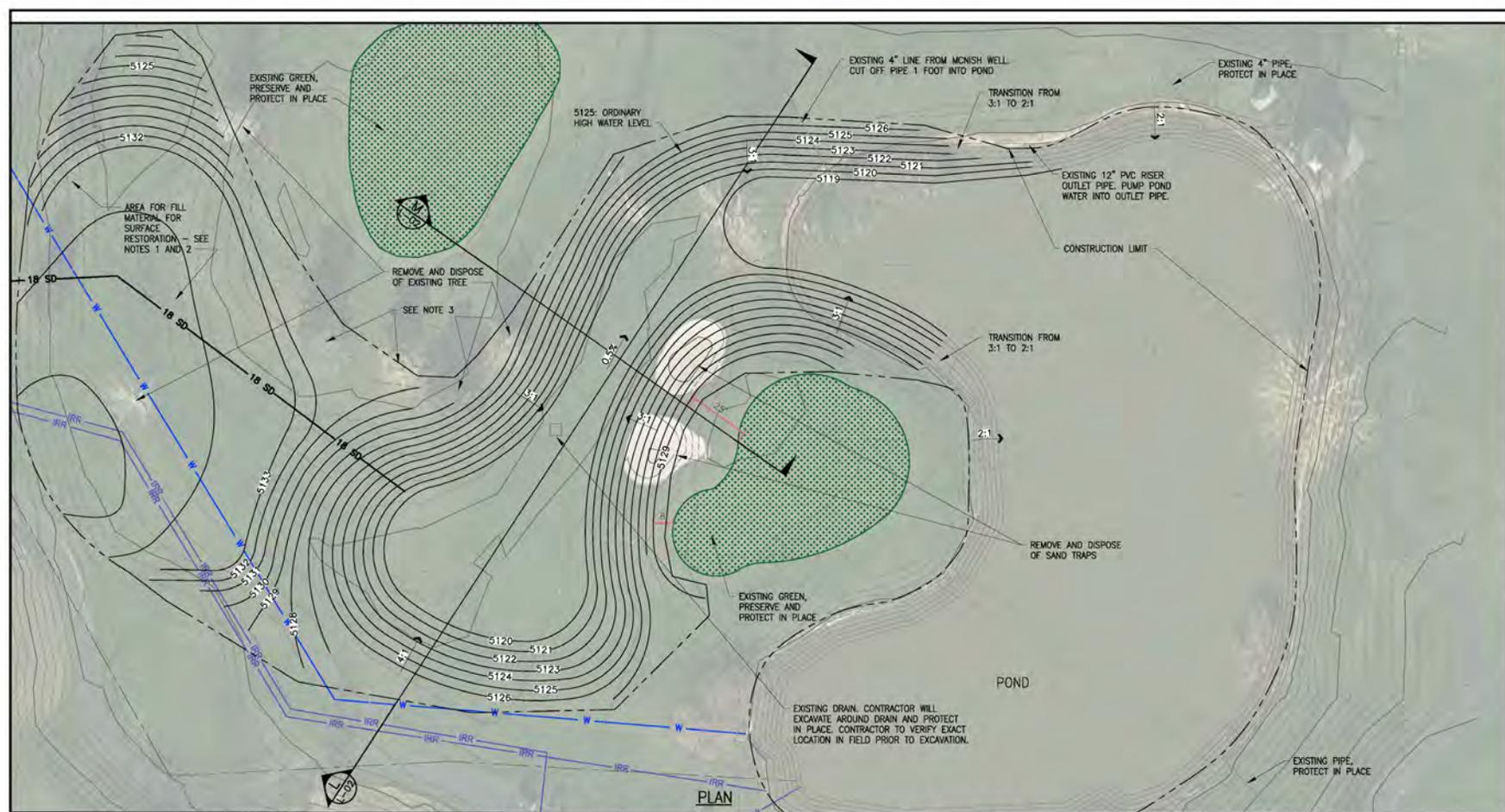
Existing Concerns

- Storm Drain
- Secondary Water System
- Golf Course

Storm Drain Improvements & Lake Expansion



Storm Drain Improvements & Lake Expansion



GENERAL NOTES:

- CONTRACTOR TO LEAVE SURFACE OF GRADING EVEN AND SMOOTH. CITY WILL PERFORM SURFACE RESTORATION OF DISTURBED AREAS INCLUDING IRRIGATION SYSTEM AND GRASS/TURF.
- FILL SHOULD BE PLACED IN THE AREA AS INDICATED ON THE DRAWINGS OR AS COORDINATED WITH THE GOLF COURSE SUPERINTENDANT. COMPACT FILL MATERIAL TO 90% DENSITY. THE EXTENTS OF THE FILL SHOWN ON THE DRAWINGS ARE APPROXIMATE AND WILL BE MODIFIED IN THE FIELD BASED ON THE ACTUAL AMOUNT OF FILL. ALL OF THE EXCAVATED MATERIAL WILL BE PLACED IN THIS AREA. THE CONTRACTOR WILL NOT NEED TO HAUL MATERIAL OFFSITE. COORDINATE PLACEMENT OF FILL WITH FIELD ENGINEER. THERE WILL BE APPROXIMATELY 40,000 CUBIC YARDS OF EXCAVATED MATERIAL.
- IF FILL OR CUT OR WORK NEEDS TO OCCUR WITHIN THE LESSER OF THE TREE DROP LINE OR WITHIN 10 FEET FROM THE TRUNK OF TREES THAT ARE IDENTIFIED AS TO BE PRESERVED, CITY PERSONNEL MUST BE ON SITE TO BE CONSULTED ON HOW TO PRESERVE AND PROTECT TREES BEFORE WORK BEGINS.
- THE CONTRACTOR WILL MEET WITH THE CITY PRIOR TO BEGINNING CONSTRUCTION TO STAKE AND FENCE AREAS THAT WILL BE DISTURBED BY CONSTRUCTION ACTIVITIES. CONSTRUCTION ACTIVITIES SHOULD GENERALLY BE LIMITED TO THE AREAS IDENTIFIED ON THIS DRAWING SHEET. THE CITY WILL COMPLETE SURFACE RESTORATION IN THE AREAS DISTURBED BY CONSTRUCTION.
- THE CONTRACTOR WILL DE-WATER THE POND AND GROUNDWATER PRIOR TO BEGINNING CONSTRUCTION. WATER CAN BE PUMPED INTO THE 12" PVC RISER OUTLET PIPE. THE POND IS USED FOR STORM WATER STORAGE. IF STORM WATER IS DISCHARGED INTO THE POND DURING CONSTRUCTION, THE CONTRACTOR WILL BE RESPONSIBLE TO PUMP OUT STORM WATER AS NEEDED FOR CONSTRUCTION.
- INSTALL A 40 MIL BITL BLACK AQUAARMOR DOUBLE SCRIM RPE POND LINER OVER THE ENTIRE POND (EXPANDED POND AREA AND EXISTING POND AREA). INSTALL POND LINER PER MANUFACTURER'S RECOMMENDATIONS. PREPARE SUBGRADE MATERIAL PRIOR TO INSTALLATION BY REMOVING SHARP OBJECTS, ROOTS, GRASS AND VEGETATION. COMPACT SUBGRADE TO 95% COMPACTION PRIOR TO INSTALLATION OF THE LINER. REMOVE AND DISPOSE OF EXISTING LINER.



NO.	DATE	REV. BY	DESCRIPTION

CITY OF NORTH SALT LAKE EAGLEWOOD GOLF COURSE CITY OF NORTH SALT LAKE, UTAH	
DESIGN	DESIGN: J. TSANDES DRAWN: C. GURBAU
REVIEW	REVIEW: K. BALENTINE APPROVED: J. TSANDES
VERIFY SCALE	SCALE: AS SHOWN BASIS: ONE INCH ON ORIGINAL DRAWING

LANDSCAPE	PROJECT NUMBER: 18-22-01
POND GRADING PLAN	DATE: SEPTEMBER 2023

DRAWING NO.	L-01
SHEET	06 OF 08

Bid Results:

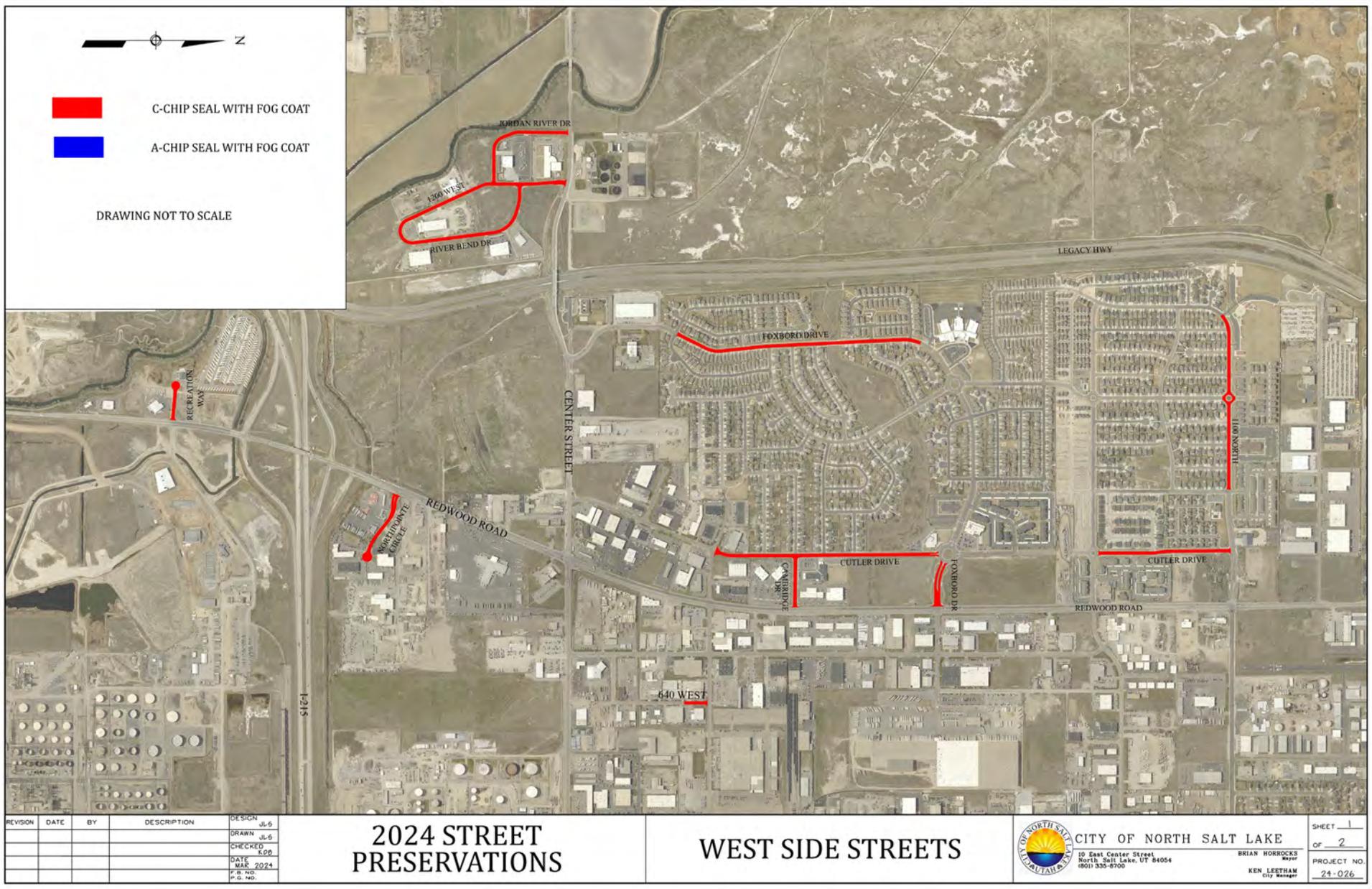
	<u>BID</u>
Tonnco Inc.	\$ 449,819.50
3XL Construction	\$ 492,372.46
MC Green & Sons	\$ 988,584.00
Project Budget:	\$800,000

Proposed Motion

I move that the City Council award the Eaglewood Golf Course Storm Drain Improvements and Lake Expansion Project to Tonncoco Inc. for the price of \$449,819.50.

BID AWARD
2024 Street Preservation Project

2024 Street Preservations



REVISION	DATE	BY	DESCRIPTION	DESIGN
				JL-6
				JL-6
				KDP
				2024
				P. S. NO.
				P. S. NO.

2024 STREET PRESERVATIONS

WEST SIDE STREETS



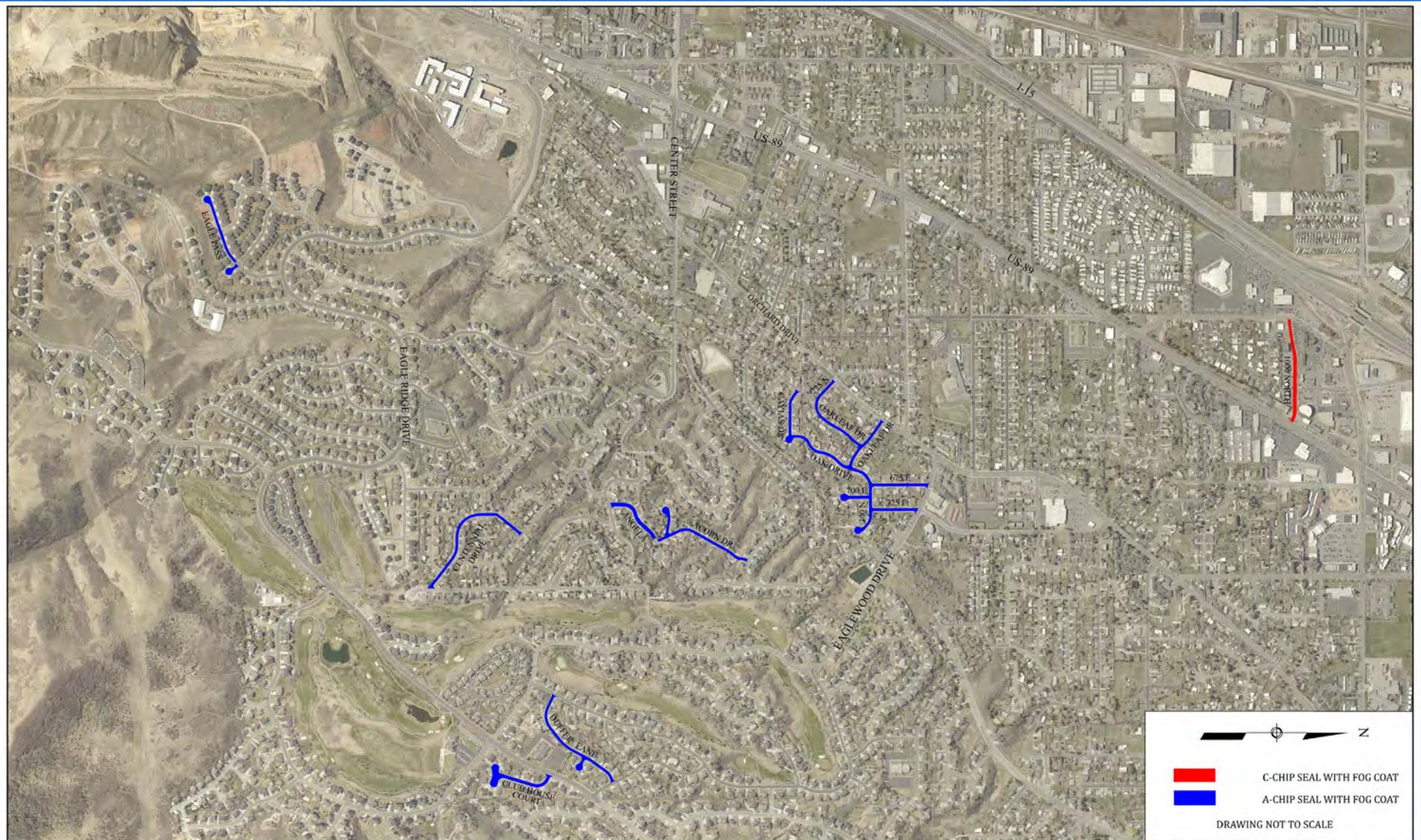
CITY OF NORTH SALT LAKE
 10 East Center Street
 North Salt Lake, UT 84054
 (801) 335-8700

BRIAN HORROCKS
 Mayor

KEN LEETHAM
 City Manager

SHEET	1
OF	2
PROJECT NO.	24-026

2024 Street Preservations





C-CHIP SEAL WITH FOG COAT
 A-CHIP SEAL WITH FOG COAT

DRAWING NOT TO SCALE

REVISION	DATE	BY	DESCRIPTION	DESIGN
				dl-s
				dl-s
				KDB
				DATE
				MAR 2024
				P. O. NO.
				P. O. NO.

2024 STREET PRESERVATIONS

EAST SIDE STREETS



CITY OF NORTH SALT LAKE
 10 East Center Street
 North Salt Lake, UT 84054
 (801) 253-8700

SHEET 2
 OF 2
 PROJECT NO.
24-026

BRIAN HORROCKS
 Mayor
 KEN LEETHAN
 City Manager

Bid Results:

	<u>BID</u>
Staker Parson Companies	\$ 466,119.85

Project Budget:	\$620,000
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Proposed Motion

I move that the City Council award the 2024 Street Preservations Project to Staker Parson Companies for the price of \$466,119.85

BID AWARD
Signal Light
400 West 1100 North

SIGNAL LIGHT AT 400 WEST & 1100 NORTH



Bid Results:

	<u>BID</u>
Oak Hollow Electric	\$ 119,000
Skyline Electric	\$ 138,000
Cache Valley Electric	\$ 146,000
Project Budget:	\$343,000
Grant	\$243,000
City Budget	\$ 50,000
Woods Cross City	\$ 50,000

Proposed Motion

I move that the City Council award the Signal Light at 400 West and 1100 North Project to Oak Hollow Electric for the price of \$119,000.

APPROVAL OF MINUTES

March 23, 2024

April 2, 2024

ACTION ITEMS

COUNCIL REPORTS

CITY ATTORNEY REPORT

MAYOR'S REPORT

CITY MANAGER REPORT

CLOSED SESSION

ADJOURN