REDEVELOPMENT AGENCY OF CENTERVILLE CITY AGENDA

NOTICE IS HEREBY GIVEN THAT THE REDEVELOPMENT AGENCY OF CENTERVILLE CITY WILL HOLD A PUBLIC MEETING AT 6:00 P.M. ON WEDNESDAY, MARCH 19, 2014 AT THE CENTERVILLE CITY COMMUNITY CENTER AND CITY HALL COUNCIL CHAMBERS, 250 NORTH MAIN STREET, CENTERVILLE, UTAH. THE AGENDA IS SHOWN BELOW.

Meetings of the Centerville Redevelopment Agency Board 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 meeting will be conducted pursuant to the Electronic Meetings Policy established by the City Council for electronic meetings.

Centerville City, in compliance with the Americans With Disabilities Act, provides accommodations and auxiliary communicative aids and services for all those citizens in need of assistance. Persons requesting these accommodations for City-sponsored public meetings, services, programs, or events should call Blaine Lutz, Centerville Finance Director, at 295-3477, giving at least 24 hours notice prior to the meeting.

Tentative
Time:

6:00 **A. ROLL CALL**

B. NEW BUSINESS

1. **MINUTES REVIEW AND ACCEPTANCE**
   March 4, 2014 meeting

2. Consider RDA Resolution No. 2014-01 re: funding enhancements for Main & Parrish Project

3. Approve use of RDA funds to slurry seal Riviera Townhomes driveways & parking areas

C. ADJOURNMENT

Steve H. Thacker
Executive Director

REDEVELOPMENT AGENCY OF CENTERVILLE CITY AGENDA

NOTICE IS HEREBY GIVEN THAT THE CENTERVILLE CITY COUNCIL WILL HOLD ITS REDEVELOPMENT AGENCY OF CENTERVILLE MEETING AT 6:00 PM ON March 19, 2014 AT THE CENTERVILLE CITY COMMUNITY CENTER AND CITY HALL COUNCIL CHAMBERS, 250 NORTH MAIN STREET, CENTERVILLE, UTAH. THE AGENDA IS SHOWN BELOW.

Meetings of the City Council of Centerville City 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 meeting will be conducted pursuant to the Electronic Meetings Policy established by the City Council for electronic meetings.

Centerville City, in compliance with the Americans With Disabilities Act, provides accommodations and auxiliary communicative aids and services for all those citizens in need of assistance, including hearing devices. Persons requesting these accommodations for City-sponsored public meetings, services, programs, or events should call Blaine Lutz, Centerville Finance Director, at 295-3477, giving at least 24 hours notice prior to the meeting.

A notebook containing supporting materials for the business agenda items is available for public inspection and review at City Hall and will be available for review at the meeting . Upon request, a citizen may obtain (without charge) the City Manager's memo summarizing the agenda business , or may read this memo on the City's website: http://centervillepublic.novusagenda.com/ .

Tentative Time: - The times shown below are tentative and are subject to change during the meeting.

A. NEW BUSINESS

1. Minutes Review and Acceptance

   March 4, 2014 meeting

2. Consider RDA Resolution No. 2014-01 Authorizing Use of Tax Increment for Enhancements to Main & Parrish Intersection Project

   Consider RDA Resolution No. 2014-01 Authorizing Use of Tax Increment for Enhancements to Main and Parrish Intersection Project

3. Approve use of RDA funds to slurry seal Riviera Townhomes driveways & parking areas

B. ADJOURNMENT

Steve H. Thacker
Executive Director

CENTERVILLE CITY COUNCIL

Staff Backup Report
3/19/2014

Item No. 1.

Short Title: Minutes Review and Acceptance

Initiated By:

Scheduled Time:

SUBJECT

March 4, 2014 meeting

RECOMMENDATION

BACKGROUND

ATTACHMENTS:

Description

- March 4, 2014 RDA meeting minutes

PRELIMINARY DRAFT

Minutes of the **Redevelopment Agency of Centerville** meeting held Tuesday, March 4, 2014 at 10:18 p.m. in the Centerville City Hall Council Chambers, 250 North Main Street, Centerville, Utah.

DIRECTORS PRESENT	Paul A. Cutler, Chair Ken S. Averett Tamilyn Fillmore John T. Higginson, Vice Chair Stephanie Ivie Lawrence Wright
STAFF PRESENT	Steve Thacker, RDA Executive Director Blaine Lutz, Finance Director Lisa Romney, City Attorney Katie Rust, Recording Secretary
VISITORS	Luke Salmon, Salmon Pasture Development Jason Burningham, Lewis Young Robertson & Burningham Kent Sulser, Davis County Community and Economic Development Director

MINUTES REVIEW AND ACCEPTANCE

The minutes of the February 18, 2014 RDA meeting were reviewed. Director Fillmore requested an addition. Director Wright made a **motion** to accept the minutes as amended. The motion was seconded by Director Ivie and passed by unanimous vote (6-0).

TAX INCREMENT PARTICIPATION AGREEMENT RELATING TO THE SALMON PASTURE DEVELOPMENT WITHIN THE BARNARD CREEK CDA

As directed at the February 18th RDA meeting, staff and Lewis Young Robertson & Burningham (LYRB) have drafted a Participation Agreement between the Centerville City RDA and Salmon HVAC. The Agreement is based on the analysis by LYRB outlined in the January 27th memo, and staff recommendations as discussed at the February 18th meeting. Blaine Lutz, Finance Director, stated that staff is supportive of the Participation Agreement. Chair Cutler stated it is his impression that the RDA is generally supportive, but some directors have reservations regarding the level of participation. Director Fillmore stated she is supportive of CDAs in general, but said the level of reimbursement for private infrastructure in this situation seems beyond what has been given in the past. She asked if a comparable level of tax increment participation has been used in the past in Centerville. She also expressed reservations for the project being considered a "seed" project. Director Fillmore stated she believes there is plenty of potential for development in the area whether or not this particular development moves forward. She does not understand the pressure to move quickly. Director Fillmore stated she agrees with the County's desire to promote job creation, but feels it could be beneficial to wait. Mr. Lutz cautioned that a year has been spent working on this project, and to back down now would send a negative message to other business and property owners. He believes the wait for development would be long if that were to happen.

Jason Burningham with LYRB responded to the question regarding the level of reimbursement for private improvements, stating that much of the improvements are essentially public infrastructure that happen to be on private land. The level of tax increment participation with the Legacy Crossing CDA was 12.32%, with $1.9 million for private infrastructure. The tax increment participation for the recent MTC project within the Parrish Gateway CDA was 7%, with 100% of the tax increment related to private on-site investment. Development of public infrastructure is not the only reason to use tax increment. Tax increment is often used because a gap exists between what the market would allow the financing to look like and what the property owners/tenants would be willing to pay. Mr. Burningham stated that the analysis done by LYRB on the Salmon Pasture Development found that without the tax increment participation there is no incentive to develop. Mr. Burningham stated it is easy to decide to wait and see what happens, but reminded the Directors that the CDA was created to keep business in Centerville. He is aware of a potential tenant for the development that is also looking elsewhere. Mr. Burningham said LYRB views the Salmon Pasture Development as an incubation site that will prompt further development. He stated that Davis County has a good housing mix and plenty of retail, but 45% of residents in Davis County leave the County for employment. Davis County is motivated to promote job creation. Director Fillmore commented that the "seed" projects in the other developments Mr. Burningham mentioned paid for the bulk of the public infrastructure upfront. With the Salmon project it seems to her that the bulk of the public infrastructure would not occur upfront. Mr. Burningham explained situations specific to the Legacy Crossing project and the MTC project that helped to minimize the risk involved with the expense of public infrastructure.

Kent Sulser, Davis County Community and Economic Development Director, said he has met with several business owners in Centerville to know what their needs are. He stated he feels the Salmon development could be a gateway to more development. He added that a smithy strikes when the iron is hot, and it would be wise to move forward with the businesses that are ready to expand at this time. Growth within CDAs seems to expand seven times faster than typical expansion because of infrastructure. Mr. Sulser continued that the Legislature has given cities the CDA tool, and each CDA is different because the needs are different. The Salmon Pasture Development is unique, but not unusual.

Vice Chair Higginson stated he would like to act on the Agreement. Director Averett said he feels it is a generous offering, but tax increment participation is a tool used frequently to spur development. Director Averett stated he feels Centerville will receive the added benefit of sales tax and employees wanting to live close. He views the participation as a loan that the City will eventually get back. Director Wright commented that the tax increment is linked to performance in the Agreement, which he feels is a good thing.

Vice Chair Higginson made a **motion** to approve the Participation Agreement between the Centerville Redevelopment Agency and the Salmon HVAC for the Pasture Commercial Development. Director Averett seconded the motion, which passed by majority vote (5-1), with Director Fillmore dissenting. Director Fillmore clarified that she does not want to appear unfriendly to business or disrespectful of the time spent on the project with her vote. Her reservations are specific to this situation.

MAIN & PARRISH INTERSECTION PROJECT

During the Council meeting held earlier in the evening, the Council discussed possible improvements that could make the Main and Parrish intersection project more palatable to the community. Chair Cutler stated he feels anything that can be done to improve the intersection project is worth serious consideration. Blaine Lutz, Finance Director, explained the RDA has approximately $400,000 in cash reserves. Mr. Thacker stated that tax increment received in future years is expected to continue to exceed tax increment needed for current commitments and projected needs.

Chair Cutler made a **motion** for staff to prepare a resolution to include colored curb and gutter, colored flat work, and powder coating of the signal poles, with any related improvements, in the UDOT bid, not to exceed $25,000. Director Fillmore seconded the motion, which passed by unanimous vote (6-0).

ADJOURNMENT

At 11:05 p.m. Vice Chair Higginson made a **motion** to adjourn the RDA meeting. Director Ivie seconded the motion, which passed by unanimous vote (5-0).

______________________________ ______________________
Steve Thacker, RDA Executive Director Date Approved

____
Katie Rust, Recording Secretary

CENTERVILLE CITY COUNCIL

Staff Backup Report
3/19/2014

Item No. 2.

Short Title: Consider RDA Resolution No. 2014-01 Authorizing Use of Tax Increment for Enhancements to Main & Parrish Intersection Project

Initiated By: City Attorney

Scheduled Time:

SUBJECT

Consider RDA Resolution No. 2014-01 Authorizing Use of Tax Increment for Enhancements to Main and Parrish Intersection Project

RECOMMENDATION

Approve RDA Resolution No. 2014-01 Authorizing Use of Tax Increment for Enhancements to Main and Parrish Intersection Project

BACKGROUND

The RDA discussed at its last meeting proposed enhancements for the Parrish Lane and Main Street intersection project currently underway (construction scheduled for May and June) and administered by UDOT. Specifically, the RDA discussed and recommended enhancements to the intersection project to include: colored concrete curb and gutter; additional colored concrete flat work; and powder coated signal poles and related fixtures. Such improvements and enhancements would need to be paid for by the City as they are considered "betterments" and, therefore, are not included in the UDOT project budget. The RDA directed Staff to research the use of tax increment funds from the Parrish Lane Gateway Neighborhood Development Plan to pay for the cost of the enhancements and to prepare the required Resolution with findings regarding benefits of the enhancements to the Project Area. As indicated at the last meeting, the use of tax increment for the intersection enhancements is authorized if the enhancements will be publicly owned and if they are a benefit to the Project Area. Staff believe that the proposed enhancements will be a benefit to the Project Area and the enhancements will be publicly owned as improvements within the public right-of-way. Staff recommend approval of Resolution No. 2014-01 approving and authorizing the use of tax increment funds for the proposed enhancements to the Parrish and Main intersection project.

ATTACHMENTS:

Description

- Resolution No. 2014-01
- UCA 17C-1-409

RESOLUTION NO. 2014-01

A RESOLUTION OF THE REDEVELOPMENT AGENCY OF CENTERVILLE CITY APPROVING AND AUTHORIZING THE USE OF TAX INCREMENT FROM THE PARRISH LANE GATEWAY NEIGHBORHOOD DEVELOPMENT PROJECT AREA FOR IMPROVEMENTS TO THE INTERSECTION OF PARRISH LANE AND MAIN STREET LOCATED OUTSIDE THE PROJECT AREA

WHEREAS, the Redevelopment Agency of Centerville City ("RDA") has previously created, in accordance with applicable provisions of State law, the Parrish Lane Gateway Neighborhood Development Plan governing the rehabilitation and development of property within the Parrish Lane Gateway Neighborhood Project Area ("Project Area"); and

WHEREAS, the RDA is authorized under the terms and conditions of the Parrish Lane Gateway Neighborhood Development Plan and applicable provisions of the Limited Purpose Local Government Entities – Community Development and Renewal Agencies Act to use tax increment and sales tax proceeds received from the Project Area to pay for and finance the cost of the installation of publicly owned infrastructure and improvements outside the Project Area if the RDA and the City Council determine by resolution that the publicly owned infrastructure and improvements are a benefit to the Project Area; and

WHEREAS, the RDA and the Centerville City Council desire to include and fund certain enhancements to the Utah Department of Transportation ("UDOT") intersection expansion project currently underway for the intersection of Parrish Lane and Main Street within Centerville City, which enhancements are more particularly described in **Exhibit A,** attached hereto and incorporated herein by reference ("City Enhancements"); and

WHEREAS, the RDA has determined that the City Enhancements to the UDOT intersection expansion project for the intersection of Parrish Lane and Main Street will be publicly owned infrastructure and improvements and are a benefit to the Project Area, as more particularly provided herein; and

WHEREAS, the RDA desires to approve and authorize the use of tax increment received from the Project Area to pay for the City Enhancements.

NOW, THEREFORE, BE IT RESOLVED BY THE REDEVELOPMENT AGENCY OF CENTERVILLE CITY, STATE OF UTAH, AS FOLLOWS:

Section 1. <u>**Use of Tax Increment for City Enhancements.**</u> The RDA hereby approves and authorizes the use of up to $25,000 in tax increment funds from the Project Area of the Parrish Lane Gateway Neighborhood Development Plan for City Enhancements to the intersection of Parrish Lane and Main Street as more particularly described in **Exhibit A**.

Section 2. **Findings of Benefit to Project Area.** Pursuant to *Utah Code Ann.* § 17C-1-409, and predecessor versions of this statutes as applicable to the Project Area, the RDA is authorized to use tax increment and sales tax proceeds received from the Project Area to pay for and finance the cost of the installation of publicly owned infrastructure and improvements outside the Project Area if the RDA and the City Council determine by resolution that the publicly owned infrastructure and improvements are a benefit to the Project Area. The RDA hereby finds and determines that the City Enhancements will be publicly owned infrastructure and improvements as part of the public right-of-way. The RDA hereby further finds and determines that the installation of the City Enhancements will benefit the Project Area for the following reasons:

a. The intersection of Parrish Lane and Main Street is within close proximity to the Project Area and is one of the major intersections providing access to and traffic circulation for the Project Area.

b. As part of approval for the Wal-Mart development within the Project Area, traffic studies indicated that the intersection of Parrish Lane and Main Street would be impacted by development within the Project Area and Wal-Mart was required to contribute its proportionate fair share to pay for future improvements to the intersection.

c. The City Enhancements will provide a more visually appearing and more pedestrian friendly intersection at Parrish Lane and Main Street, which improvements will provide better and more inviting pedestrian and vehicular access to the Project Area.

d. The City Enhancements will provide more of a gateway feel to the intersection and may result in improved visibility of the area, increased aesthetics and property values, and improved pedestrian and vehicular traffic access and circulation for the area and to the Project Area.

e. Stated objectives of the Parrish Lane Gateway Neighborhood Development Plan set forth in Section C of the Plan include: (1) providing improved public streets and road access to the area to facilitate better traffic circulation and reduce traffic hazards; (2) providing improved pedestrian and vehicular circulation systems; and (3) coordinating and improving the transportation system.

f. The Parrish Lane Gateway Neighborhood Development Plan further acknowledges and recognizes the RDA's authority to pay for, develop, or construct any building, facility, structure or other improvement either within or without the Project Area to the extent that such improvement would be of benefit to the Project.

Section 2. **Severability.** If any section, part or provision of this Resolution is held invalid or unenforceable, such invalidity or unenforceability shall not affect any other portion of this Resolution, and all sections, parts and provisions of this Resolution shall be severable.

Section 3. **Effective Date.** This Resolution shall become effective immediately upon its passage.

PASSED AND ADOPTED BY THE REDEVELOPMENT AGENCY OF CENTERVILLE CITY, STATE OF UTAH, THIS ______ DAY OF MARCH, 2014.

REDEVELOPMENT AGENCY OF CENTERVILLE CITY

ATTEST:

____
Steve Thacker, Secretary

By: ________________________________
Chair Paul A. Cutler

EXHIBIT A

CITY ENHANCEMENTS

1. Colored concrete curb and gutter (Estimated 200 LF)
3. Colored concrete flatwork at handicap ramps and some adjacent sidewalks (Estimated 1,400 LF)
4. Powder coated signal poles, pedestrian button poles and overhead light fixtures

West's Utah Code Annotated
Title 17C. Limited Purpose Local Government Entities--Community Development and Renewal Agencies Act
Chapter 1. General Provisions
Part 4. Tax Increment and Sales Tax

U.C.A. 1953 § 17C-1-409

§ 17C-1-409. Allowable uses of tax increment and sales tax

Currentness

(1)(a) An agency may use tax increment and sales tax proceeds received from a taxing entity:

(i) for any of the purposes for which the use of tax increment is authorized under this title;

(ii) for administrative, overhead, legal, and other operating expenses of the agency, including consultant fees and expenses under Subsection 17C-2-102(1)(b)(ii)(B) or funding for a business resource center;

(iii) to pay for, including financing or refinancing, all or part of:

(A) urban renewal activities in the project area from which the tax increment funds are collected, including environmental remediation activities occurring before or after adoption of the project area plan;

(B) economic development or community development activities, including environmental remediation activities occurring before or after adoption of the project area plan, in the project area from which the tax increment funds are collected;

(C) housing expenditures, projects, or programs as provided in Section 17C-1-411 or 17C-1-412;

(D) subject to Subsections (1)(c) and (6), the value of the land for and the cost of the installation and construction of any publicly owned building, facility, structure, landscaping, or other improvement within the project area from which the tax increment funds were collected; and

(E) subject to Subsection (1)(d), the cost of the installation of publicly owned infrastructure and improvements outside the project area from which the tax increment funds were collected if the agency board and the community legislative body determine by resolution that the publicly owned infrastructure and improvements are of benefit to the project area; or

(iv) in an urban renewal project area that includes some or all of an inactive industrial site and subject to Subsection (1)(f), to reimburse the Department of Transportation created under Section 72-1-201, or a public transit district created under Title 17B, Chapter 2a, Part 8, Public Transit District Act, for the cost of:

(A) construction of a public road, bridge, or overpass;

(B) relocation of a railroad track within the urban renewal project area; or

(C) relocation of a railroad facility within the urban renewal project area.

(b) The determination of the agency board and the community legislative body under Subsection (1)(a)(iii)(E) regarding benefit to the project area shall be final and conclusive.

(c) An agency may not use tax increment or sales tax proceeds received from a taxing entity for the purposes stated in Subsection (1)(a)(iii)(D) under an urban renewal or economic development project area plan without the consent of the community legislative body.

(d) An agency may not use tax increment or sales tax proceeds received from a taxing entity for the purposes stated in Subsection (1)(a)(iii)(E) under an urban renewal or economic development project area plan without the consent of the community legislative body and the taxing entity committee.

(e)(i) Subject to Subsection (1)(e)(ii), an agency may loan tax increment or sales tax proceeds, or a combination of tax increment and sales tax proceeds, from a project area fund to another project area fund if:

(A) the agency's board approves; and

(B) the legislative body of each community that created the agency approves.

(ii) An agency may not loan tax increment or sales tax proceeds, or a combination of tax increment and sales tax proceeds, under Subsection (1)(e)(i) unless the projections for the future tax increment or sales tax proceeds of the borrowing project area are sufficient to repay the loan amount prior to when the tax increment or sales tax proceeds are intended for use under the loaning project area's plan.

(iii) If a borrowing project area's funds are not sufficient to repay a loan made under Subsection (1)(e)(i) prior to when the tax increment or sales tax proceeds are intended for use under the loaning project area's plan, the community that created the agency shall repay the loan to the loaning project area's fund prior to when the tax increment or sales tax proceeds are intended for use under the loaning project area's plan, unless the taxing entity committee adopts a resolution to waive this requirement.

(f) Before an agency may pay any tax increment or sales tax revenue under Subsection (1)(a)(iv), the agency shall enter into an interlocal agreement defining the terms of the reimbursement with:

(i) the Department of Transportation; or

(ii) a public transit district.

(2) Sales tax proceeds that an agency receives from another public entity are not subject to the prohibition or limitations of Title 11, Chapter 41, Prohibition on Sales and Use Tax Incentive Payments Act.

(3) An agency may use sales tax proceeds it receives under a resolution or interlocal agreement under Section 17C-4-201 for the uses authorized in the resolution or interlocal agreement.

(4)(a) An agency may contract with the community that created the agency or another public entity to use tax increment to reimburse the cost of items authorized by this title to be paid by the agency that have been or will be paid by the community or other public entity.

(b) If land has been or will be acquired or the cost of an improvement has been or will be paid by another public entity and the land or improvement has been or will be leased to the community, an agency may contract with and make reimbursement from tax increment funds to the community.

(5) An agency created by a city of the first or second class may use tax increment from one project area in another project area to pay all or part of the value of the land for and the cost of the installation and construction of a publicly or privately owned convention center or sports complex or any building, facility, structure, or other improvement related to the convention center or sports complex, including parking and infrastructure improvements, if:

(a) construction of the convention center or sports complex or related building, facility, structure, or other improvement is commenced on or before December 31, 2012; and

(b) the tax increment is pledged to pay all or part of the value of the land for and the cost of the installation and construction of the convention center or sports complex or related building, facility, structure, or other improvement.

(6) Notwithstanding any other provision of this title, an agency may not use tax increment to construct municipal buildings unless the taxing entity committee adopts a resolution to waive this requirement.

(7) Notwithstanding any other provision of this title, an agency may not use tax increment under an urban renewal or economic development project area plan, to pay any of the cost of the land, infrastructure, or construction of a stadium or arena constructed after March 1, 2005, unless the tax increment has been pledged for that purpose before February 15, 2005.

(8)(a) An agency may not use tax increment to pay the debt service of or any other amount related to a bond issued or other obligation incurred if the bond was issued or the obligation was incurred:

(i) by an interlocal entity created under Title 11, Chapter 13, Interlocal Cooperation Act;

(ii) on or after March 30, 2009; and

(iii) to finance a telecommunication facility.

(b) Subsection (8)(a) may not be construed to prohibit the refinancing, restatement, or refunding of a bond issued before March 30, 2009.

Credits

Laws 2006, c. 359, § 32, eff. May 1, 2006; Laws 2007, c. 364, § 4, eff. April 30, 2007; Laws 2009, c. 387, § 8, eff. March 30, 2009; Laws 2010, c. 279, § 10, eff. May 11, 2010; Laws 2011, c. 43, § 5, eff. May 10, 2011.

U.C.A. 1953 § 17C-1-409, UT ST § 17C-1-409
Current through 2013 Second Special Session.

End of Document

CENTERVILLE CITY COUNCIL

Staff Backup Report
3/19/2014

Item No. 3.

Short Title: Approve use of RDA funds to slurry seal Riviera Townhomes driveways & parking areas

Initiated By:

Scheduled Time:

SUBJECT

RECOMMENDATION

Approve up to $7,000 in RDA low to moderate housing funds to complete the slurry seal on the Riviera CDBG project.

BACKGROUND

In 2012, Centerville City--with the assistance of the Riviera II Homeowners Association (HOA)--applied for a CDBG grant through Davis County to construct drainage and roadway improvements. The City also made application for assistance for the PheasantBrook housing project. Because of limited grant funds, the City only received $25,000 for each project, instead of the requested $275,000. The County allowed the City to combine the grants for the Riviera project for a total of $50,000, still less than half of the $125,000 originally requested for Riviera. Therefore, the project was divided into two phases, with Phase I having a total estimated cost of $98,400. The RDA committed $24,200 for Phase I as a portion of the grant match, under the justification that this is for the preservation of low to moderate income housing--a use of RDA funds permitted in State law. The HOA also committed $24,200 as their share of the grant match. In 2014 the City made a second CDBG application for Phase II prior to commencing Phase I, and were successful in receiving a second grant of $50,000--or a total of $100,000 in grant funding for Riviera. The RDA committed another $25,000 for phase II. The two phases, however, were then combined into one project, realizing significant savings. The combined project budget became $160,000--consisting of $100,000 in CDBG funds, $30,000 from the HOA and $30,000 from the RDA. The project was substantially completed last fall, including reconstruction of the road connection to Main Street. The actual construction cost was approximately $150,000, leaving $10,000 to pay for engineering and project management by ESI.

Although the project budget has been spent, the HOA was hopeful there would be some unspent budget to pay for a slurry seal on the old asphalt that was not replaced during this project. The City Engineer has recommended the addition of a slurry seal to the asphalt areas--both old and new--to add longevity to the project's investment. Also, the road in Riviera I (north of Riviera II) was used heavily during construction for access by Riviera II residents and the contractor's heavy equipment. The Riviera I HOA was very cooperative and patient in accomodating this additional traffic during construction. Even though their road incurred no notable damage, it is reasonable to assume that the road incurred unusual wear from the heavy trucks. The Riviera I HOA has requested their road also be slurry sealed. Staff recommends this be done, and therefore requests authority to use up to $7,000 of RDA funds to slurry seal the old and new asphalt in Riviera II as well as the roadway (not parking areas) in Riviera I. Taking advantage of the City's current slurry seal contractor (a bid award pending in the City Council meeting) will allow this work to be done at a good price. One of the attachment shows the City Engineer's cost estimate for slurry sealing the Riviera roads.

With this additional infusion of $7,000 into this CDBG project, it would mean a total contribution of $37,000 of RDA funds, or about 22% of the total project cost of approximately $167,000. This is still substantially less than the $49,200 of RDA funds committed in the two original applications. With similar CDBG projects in the past in other low to moderate income housing areas, the RDA has participated up to 35% of the total project cost.

ATTACHMENTS:

Description

- Slurry seal estimate
- Page from application Phase I
- Page from application Phase II
- Project analysis engineer
- Phase II ESI

ESI Engineering, Inc.
3500 South Main, Suite 206
Salt Lake City, Utah
Phone (801) 263-1752
Fax (801) 263-1780
Consulting Engineers & Land Surveyors

Project	Slurry Seal 2014 Riviera Townhomes	Sheet No.	1 of 1
Owner	**Centerville City**		
Estimated by: MLR	Date: 3/11/14	Project No.	13-123
Checked by: KLC	Date:		

ITEM NO.	ITEM DESCRIPTION	QUANTITY	UNITS	UNIT PRICE	AMOUNT
	Slurry Seal for Riviera South - Old Asphalt Area around Units				
1	Type I Slurry Seal including mobilization and traffic control	1,920	SY	$1.13	$2,169.60
2	Remove and replace asphalt (4" thick) including saw-cut prior to slurry seal as per Engineer	100	SF	$5.40	$540.00
3	Re-stripe parking stalls	1	Lump Sum	$200.00	$200.00
	Subtotal				**$2,909.60**
	Slurry Seal for Riviera South - New Asphalt Area (820 S. & Parking Areas)				
4	Type I Slurry Seal including mobilization and traffic control	1,118	SY	$1.13	$1,263.34
5	Re-stripe parking stalls	1	Lump Sum	$300.00	$300.00
	Subtotal				**$1,563.34**
	Slurry Seal for Riviera North (Width of Radway x Distance to Gate)				
6	Type I Slurry Seal including mobilization and traffic control	1,913	SY	$1.13	$2,162.07
	Subtotal				**$2,162.07**
	City Administrative Costs	5	%		$331.75
	Total				**$6,966.76**

10. Program or project location. List all addresses where the program or project is offered in the County: 820 South Main, Centerville Utah
11. For this program, have you applied for CDBG funds from other CDBG entities? List names of entities and amounts: Name Amount $ Name Amount $ Name Amount $

B. Proposed Program or Project Budget for 2013-14

List the total project costs, including those requested to be funded by CDBG funds, in the personnel, operating and/or construction budget categories. ***For CDBG funded social service programs, at least 51% of clients must be LMI persons living in eligible areas of the County. List the CDBG-funded program or project costs, not the agency budget.***

1. Personnel Expenses List position titles and salaries for all requested positions. Include taxes and benefits in each salary item.	**Total project amount** (Including CDBG)	**Number of hours supporting CDBG part**	**Davis County CDBG portion of project only**
	$		$
Total Personnel Expenses	$		$

2. Operating Expenses List operating expenses & identify each line item. Examples include supplies, utilities, insurance, small equipment, professional services, vehicles, etc. To minimize the amount of billings, group items into larger categories, i.e. list 'utilities' rather than gas, electricity, etc.	**Total project amount** (Including CDBG)	**Davis County CDBG portion only**
	$	$

Total Operating Expenses	$ 0	$ 0
3. Capital and Construction Costs List expenses related to construction, such as construction, engineering and design, feasibility studies, acquisition, capital equipment.	**Total project amount** (Including CDBG)	**Davis County CDBG portion only**
Construction	$ 82,000	$ 50,000
Engineering	16,400	0
Total Capital and Construction Expenses	$ 98,400	$ 50,000
4. Total of all Expenses	$ 98,400	$ 50,000

5. Funding Sources: list all your funding sources for this project or program. Identify major private sources by name; group smaller ones in one line.

a. Davis County CDBG	$ 50,000
b. Riviera Homeowners	$ 24,200
c. Centerville City (RDA)	$ 24,200
d.	$
e.	$
f.	$
g.	$
h.	$
TOTAL	$ 98,400

3. Construction Costs List expenses related to construction, such as construction, engineering and design, feasibility studies, acquisition, capital equipment.	Total project amount (Including CDBG)	Davis County CDBG portion only
	$	$
Engineering	30,000	0
Construction	145,000	125,000
Total Construction Expenses	$ 175,000	$ 125,000
4. Total of all Expenses	$ 175,000	$ 125,000

5. Funding Sources: list all your funding sources for this project or program. Identify major private sources by name; group smaller ones in one line.	
a. Davis County CDBG	$ 125,000
b. Riviera Homeowners	$ 25,000
c. Centervill City (RDA)	$ 25,000
d.	$
e.	$
f.	$
g.	$
h.	$
TOTAL	$ 175,000

Centerville City – Riviera Townhomes

Street and Sub-drain Improvements

For CDBG

April 2012 Report

ESI Engineering, Inc

April 24, 2012

Centerville City
Steve Thacker, City Manager
Blaine Lutz, Finance Director
250 North Main Street
Centerville, UT 84014

Re: Street and Sub-drain Improvements within the Riviera Townhomes Project (12-049) for Community Development Block Grant

Dear City Officials,

At your request, I have prepared this report to address the concerns about street and underground drainage problems in the Riviera Townhomes project at 850 South Main Street in the City.

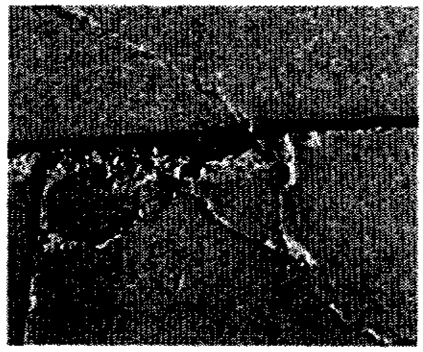
BACKGROUND AND PAST CONSTRUCTION PRACTICES

This project did not dedicate the streets to the City of Centerville for maintenance. The streets were built from substandard specifications in the early 1990's. The street was paved with non reinforced concrete using poor practices. The City held a bond, but did not impose strict design and field review standards for this project. After large areas of concrete pavement failed, the developer/ contractor was required to remove and replace problem areas.

After a while the same areas, and others, started to show severe break up problems. In the second phase, asphalt paving over granular subbase was used with much better results. However, the home owners have been removing and replacing sections of concrete pavement for the past 10 to 15 years. Most of the newer concrete pavement has held up quite well with little maintenance.

It has been suspected that ground water and clay soil base conditions may have been the problem, since the lower portions of the pavement areas have been heaving during the cold months as much as 5 inches. This heaving problem has made the street difficult to travel and has caused the pavement to puddle runoff water. This drainage issue has exacerbated the problem. Now the drainage basin inlets are several inches higher than the pavement. The home owners need help to resolve this problem and are willing to assist with funding needs for the project.

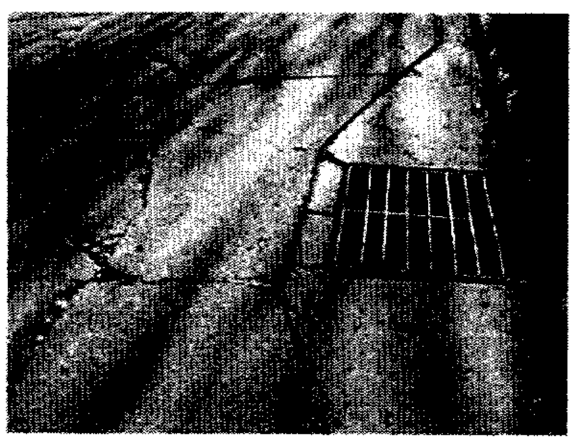
RECENT FINDINGS



ESI has recently performed field studies, taken photos, researched files and arranged for core drilling of the pavement at four locations. The result of our findings are:

1. The pavement is in need of replacement. It is severely cracked and has heaved in several places.
2. The pavement is worst where it lacks granular under base. It appears the pavement was placed on the native soil.
3. Ground water and high soil moisture content is most likely the reason for the heaving soil/ pavement conditions.
4. Core #4, which was taken in the worst areas, showed 8 1/2 inches of concrete with no road base and 4 inches of void under the slab.
5. The ground water table will need to be lowered to insure that the new pavement performs to an acceptable standard.
6. The catch basins are not located at low points, due to the movement of the slabs, and do not catch the runoff water adequately.
7. The second phase asphalt roadway has performed to a reasonable standard with only slight maintenance concerns.

RECOMMENDATIONS



It is recommended that the problems associated with the pavement areas outlined above, and on the enclosed plan, be resolved as follows:

1. The existing street pavements be removed and replaced with asphalt and properly drained subbase materials. (Asphalt pavement is the home owners preference and has been suggested by city staff.)
2. The ground water be lowered by installing a perforated sub drain system which will discharge into the storm drain on Main Street.

3. The base be stabilized with granular free draining materials and geo-textile fabrics as needed.
4. Two catch basins need to be removed and lowered to drain the pavement properly.
5. The plan is shown as an attachment to this report.
6. The expected cost for the entire project is $176,000.

CONCLUSION

We have made recommendations for the Riviera Town Home project based on new information and professional design standards. These recommendations are made to construct a project that will give good reasonable service, as usually expected, for this type of project.

I will meet with you to review this recommendation at your convenience.

Sincerely,
ESI Engineering, Inc.

Fredric T Campbell, P.E.

CC: Randy Randall
Kevin Campbell

APPENDIX

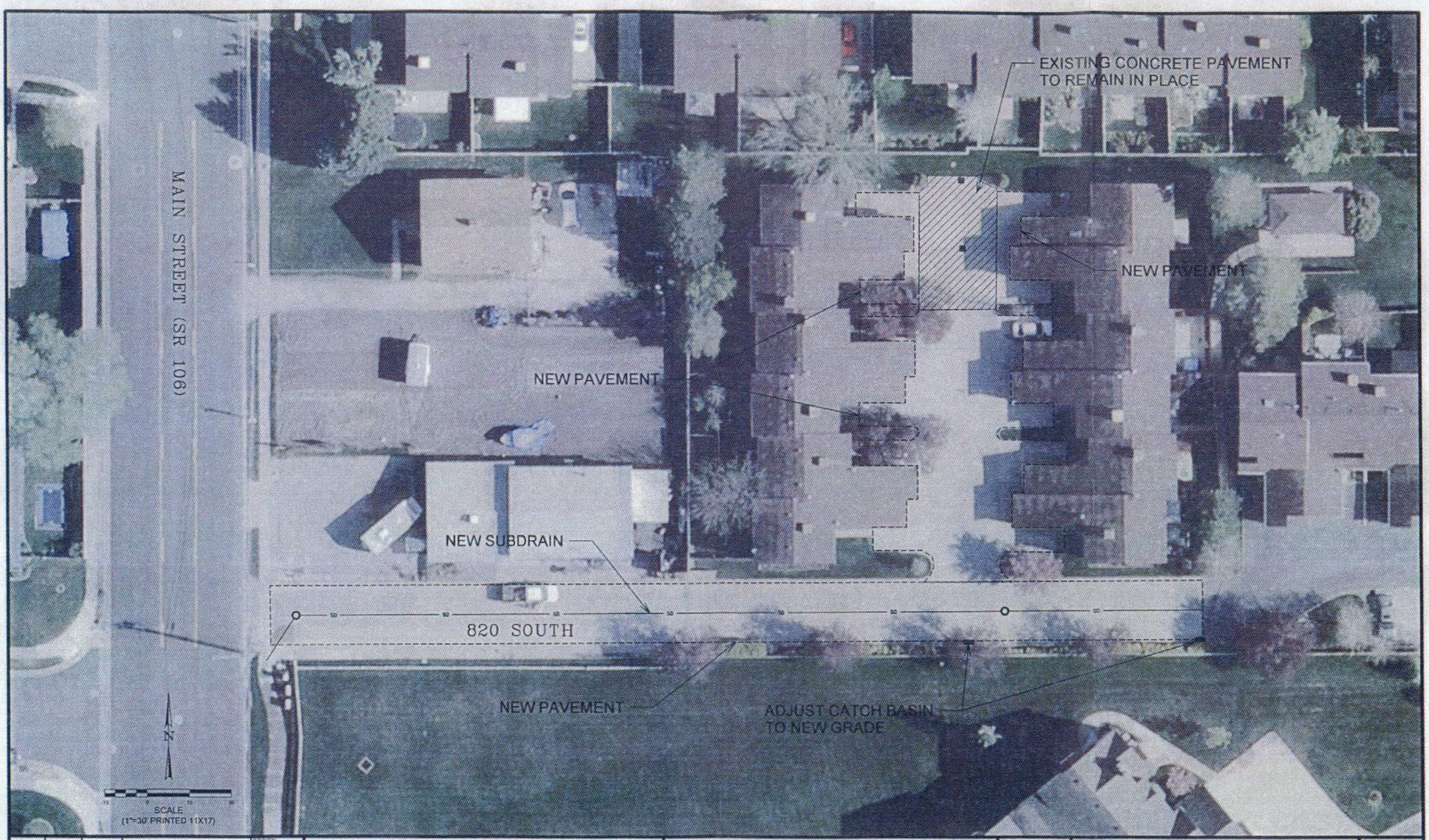
8. **COST STUDY**
9. **SITE PLAN**
10. **CORE DRILLING RESULTS**
11. **PHOTOS TAKEN APRIL 10, 2012**

COST STUDY

ESI Engineering, Inc. 3500 South Main, Suite 206 Salt Lake City, Utah Phone (801) 263-1752 Fax (801) 263-1760		Project: Riviera Townhomes CDBG			Sheet No 1 of 1
		Owner: **Centerville City**			
		Estimated by: MLR		Date: 4/13/12	Project No. 12-049
Consulting Engineers & Land Surveyors		Checked by: KLC		Date: 4/17/12	

ITEM NO.	ITEM DESCRIPTION	QUANTITY	UNITS	UNIT PRICE	AMOUNT
1	Remove and haul away concrete on 820 South	115	CY	$50.00	$5,750.00
2	Remove and haul away existing material under concrete on 820 S.	385	CY	$10.00	$3,850.00
3	Stabilization fabric on 820 S.	771	SY	$2.00	$1,542.00
4	Import granular fill (12" thick) including compaction on 820 S.	510	TN	$20.00	$10,200.00
5	Import roadbase (8" thick) including compaction on 820 S.	350	TN	$20.00	$7,000.00
6	New asphalt (3" thick) on 820 S.	140	TN	$90.00	$12,600.00
7	8" perforated SDR-35 PVC subdrain	335	LF	$30.00	$10,050.00
8	Geo-textile fabric for drain envelope	2,350	SF	$2.00	$4,700.00
9	Import gravel for drain envelope	60	TN	$20.00	$1,200.00
10	48" subdrain manhole	2	EA	$2,500.00	$5,000.00
11	Core-drill existing storm drain manhole and tie-in new subdrain line	1	EA	$1,500.00	$1,500.00
12	Excavate and haul away native material for subdrain	260	CY	$10.00	$2,600.00
13	Import granular fill including compaction for subdrain trench	300	TN	$20.00	$6,000.00
14	Remove and haul away concrete by garages	82	CY	$50.00	$4,100.00
15	Remove and haul away existing material under concrete by parking garages	130	CY	$10.00	$1,300.00
16	Stabilization fabric under concrete as needed	585	SY	$2.00	$1,170.00
17	Import roadbase (8" thick) including compaction by garages	260	TN	$20.00	$5,200.00
18	New 6" thick concrete slab	5,262	SF	$10.00	$52,620.00
19	Mobilization	1	LS	$5,000.00	$5,000.00
20	Remove and Replace Inlet box as needed	2	EA	$2,500.00	$5,000.00
	Total Bid				**$146,382.00**
	Contingencies & Engineering	20	%		$29,276.40
	Grand Total				**$175,658.40**

SITE PLAN



REVISION	DATE	BY	DESCRIPTION

DESIGN FTC
DRAWN MLR
CHECKED KLC
DATE 04/23/12

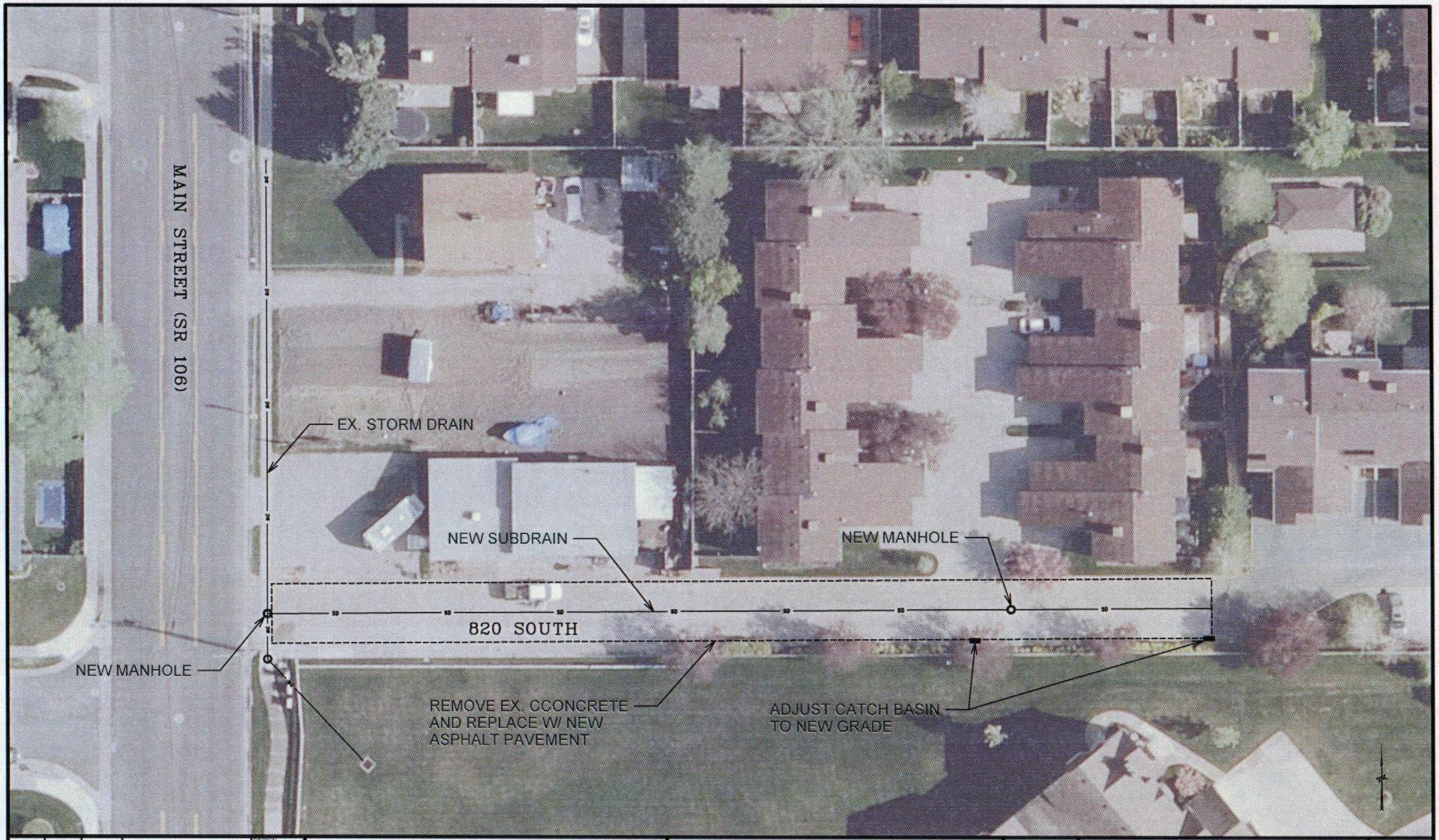
SITE PLAN

CENTERVILLE CITY
RIVIERA TOWNHOMES CDBG
PAVEMENT REPLACEMENT AND SUB-DRAIN

ESI ENGINEERING
CONSULTING ENGINEERS AND LAND SURVEYORS
3500 SOUTH MAIN STREET SUITE 206
SALT LAKE CITY, UTAH 84115
TEL: (801) 263-1752

SHEET 1 OF 1

PROJECT NO. 12-049



REVISION	DATE	BY	DESCRIPTION					
				DESIGN KLC DRAWN MLR CHECKED KLC DATE 01/07/13	SITE PLAN	CENTERVILLE CITY RIVIERA TOWNHOMES CDBG PAVEMENT REPLACEMENT AND SUB-DRAIN	ESI ENGINEERING CONSULTING ENGINEERS AND LAND SURVEYORS 3500 SOUTH MAIN STREET SUITE 206 SALT LAKE CITY, UTAH 84115 TEL: (801) 263-1752	SHEET 1 OF 1 PROJECT NO. 12-049

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