

# Memorandum

**To:** Honorable Mayor and City Council  
**From:** Daniel Boggs, P.E., City Engineer  
**Date:** February 14, 2014  
**Re:** FUTURE GROWTH

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The funding for grading and structures for the U.S. 30 Bypass will be available in FY 2016. The construction contract would be let for bids in the summer of 2016 with construction beginning in the fall of 2016 or the spring of 2017.

In an effort to plan for expected development which would likely follow the construction of the US Highway 1 and IA highway 30 interchange, thought is being put into how the Mount Vernon and Lisbon municipal corporate boundaries may change as growth for both communities occur. How this planned growth will be managed will be memorialized in a 28-E Agreement between Mount Vernon, Lisbon, and Linn County. Factors mitigating these discussions include, but are not limited to:

- Existing Corporate Limits
- Section Lines
- Existing Development
- City Utility Serviceability

For the purposes of discussion, 3 scenarios have been drafted.

1. Existing Corporate Extension: This scenario would annex the adjacent south 40 acre tracts. The southerly 40 acre tracts would encompass land most likely to be developed first due to the construction of the U.S. Highway 30 and IA Highway 1 interchange. This scenario does not take in to consideration any items concerning city utility serviceability, existing development, or present ownership, just geographical line extensions. This scenario conforms to the City of Lisbon Comprehensive Plan.
2. Offset SE Corner 140' East: Scenario 1 would leave a 540' width strip of land in two separate municipalities. Moving the proposed corporate limit 140' East would place the entire parcel into 1 serviceable municipal jurisdiction.
3. Include Existing Rural Residential Development: A number of options could be offered to include existing rural residential development. This area would be serviceable by the City of Mount Vernon by extending the existing water main along Country Club Drive south and by installing a sanitary sewer lift station downstream of the existing rural subdivisions. These utility extensions would most likely need to be constructed in part through public street ROW which is located within the present Lisbon corporate limits. This scenario does not conform to the existing Lisbon Comprehensive Plan.

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