

CITY COUNCIL WORK SESSION
Tuesday, October 1, 2019 6:00 p.m.
Community Recreation Center
10640 N Clubhouse Drive, Cedar Hills, Utah

Present: Jenney Rees, Mayor, Presiding
Councilmembers: Denise Andersen, Ben Bailey, Ben Ellsworth, Mike Geddes,
Brian Miller
Chandler Goodwin, City Manager
Charl Louw, Finance Director
Greg Gordon, Recreation Director
Jeff Maag, Public Works Director
Kevin Anderson, Assistant Public Works Director
Joel Wright, City Attorney
Colleen Mulvey, City Recorder
Others: Lt. Josh Christensen

1. Call to Order

This work session meeting of the City Council of the City of Cedar Hills, having been properly noticed, was called to order at 6:01 p.m. by Mayor Rees.

2. Alpine School District Presentation

Both Rob Smith, district Assistant Superintendent and Board Member Amber Bonner gave a presentation on Alpine School District. This was a series of highlights emphasized from the overall report. Their intention in sharing was to assist the City Council in better understanding the major projects in the district. This included items such as scholarships, graduations, and classroom funds. This was a glimpse into the financial allocations of city tax dollars within the school district.

Mr. Smith also brought stickers with the new marketing logo of the school, "Alpine Shine." He suggested putting them on water bottles. He and his team spent time in the archives looking at the historical records of the Alpine School District's inception.

Image on screen were members of school board. They spend hours together deciding how best to serve students. Mr. Smith sent the spreadsheets and information to read about the district. Ms. Bonner added that a lot of positive movements are happening throughout Alpine School District.

Mr. Smith said that the last board meeting at Lone Peak High School was heartfelt. The group recognized students at this school and the hardships they're dealing with. They also discussed freeways and roadways near the Lone Peak High School campus, and how these roads were to be addressed. The School Board's number one priority was to recruit and retain the best teachers, and allow them to work effectively in the classroom. They offered training for new and student teachers.

Another important concern Mr. Smith had was the social and emotional well-being of students. They wanted to provide more support through elementary counselors, school psychologists, board certified behavior analysts, social workers, and school nurses. These positions have all been supported or had positions added by their efforts this year. In just one year, this made a serious impact on student life.

He went on to describe “clusters,” or cones as they’re sometimes called. Clusters are a way for the District to break up the organization into areas to help better manage student and facility needs.

They also addressed new ways to connect staff with parents and students. They issued website changes, leading to a more user-friendly experience that highlighted key parts of the website (for example, student and parent resources such as registration). It was a more intuitive system. They also had Board minutes and recordings available for parent/student access. Another focus was on social media development and outreach. Lone Peak created an Instagram for the high school. They are waiting to see the results of this.

Some of the most engaging and exciting programs that they provided. Students went through a new space center. The District had a private grant of about 3.3 million dollars towards the rebuild. They will have a planetarium in their space center. They had a partnership with Clark Planetarium which shared resources and material with them. They were able to offer a low-cost admission.

City tax dollars went to these projects, but specifically things like replacing carpet and refurbishing bathrooms. Mr. Smith discussed details of some of the features of the Space Center. He then asked for feedback and comments about the City and District working together.

Mayor Rees said she couldn’t think of anything specific but appreciated the relationship. She has experienced great communication with the School District.

Mr. Goodwin echoed Mayor Rees in support for the District’s cooperation with the city in regards to the recreation programs. He stated that about 1,200 Alpine School District students are now part of the Junior Jazz Program. Their partnership was valuable to the City.

Joel Wright asked if the large development south of Lone Peak had seen a gradual enrollment decline. Ms. Bonner responded that at that time, Lone Peak, Mountain Ridge, Timber Mine and the six elementary schools in the area all had declined enrollment except for Ridgeline. She added that most students enrolled were from single family home developments, rather than townhomes.

Mayor Rees asked about the impact on student attendance at Lone Peak despite being from American Fork families. Ms. Bonner added that she did not know, and will keep track of enrollment trends. They may limit boundary changes depending on students if the issue worsens.

Mr. Smith described the five- year enrollment projections on the District’s website, and stated it had details for each cluster along with census data. The information listed at that time was current. Ms. Bonner added that the District gained 1,800 students over the course of this past year. They had about 82,000 students total. She also added that their business team had been within 1% district wide of their financial projections for the last ten years. This allowed them to make better decisions and projections.

Mayor Rees asked what the best way for the City to communicate with Alpine School District was. Mr. Smith said to have Mr. Goodwin reach out to him and that he would share the information with the executive team. He asked to be informed about issues such as changes in community roads and sidewalks, so buses could be changed accordingly.

Mr. Goodwin asked how students going to Deerfield and Cedar Ridge schools will cross North County Boulevard in regard to the development south of Lone Peak. Ms. Bonner said his question was premature, and that they have not yet decided for certain what the plan will be. The state would pay for the bus route, but that was only for students further than one and a half miles away from their elementary school. The District had been cutting back on routes under that distance because the funds came out of the same fund as teachers. The Council and District discussed the possibility of employing a crossing-guard. This discussion ended with C. Geddes asking for the group to lobby the state for an overpass on North County Boulevard.

3. Mountainland Association of Governments (MAG) Presentation

Bob Allen, Senior Planner at MAG, explained that his company sponsored programs like Meals on Wheels, senior services, economic development, and most importantly regional transportation planning. MAG brought counties together to look regionally at transportation planning. The main discussion on this day centered on TransPlan50 (Utah County’s Transportation Plan). Mr. Allen’s presentation was about how MAG developed the plan the group was there to review. He wanted to go over highlights, and have the group discuss the growth projections for the City. The plan, TransPlan50, was named such because MAG had projections out to the year 2050. He said if the City looked at statewide growth projections, Utah County was going to grow more than Cache, Weber, Davis, Salt Lake, Box Elder and Toole Counties combined. MAG and the City Council had significant planning work to do. Mr. Allen compared Utah County to Salt Lake County in terms of transportation facilities and grid systems.

Mr. Allen explained the three big components this presentation called to action:

1. In terms of the significant growth, the most important thing that the City can do to keep traffic congestion down was to complete a grid network of roads. All individual grids were growing out, but not connecting with each other.
2. The City needed to complete a grid network of specifically freeway type facilities. For example, the I-15 was the only major freeway, and more were necessary. He stated that the next four years of growth would determine this.
3. The City needed transit as part of their equation. Cedar Hills could handle some growth in terms of building and roads, but they needed transit operations desperately. The City could only afford half of the transit (buses, bikes, electric transportation etc.) they would

need in the next thirty years. Mr. Allen stated that this was an integral part of building and maintaining communities.

MAG met regularly with communities, with UDOT and UTA extensively to create the plan he brought to the Council. MAG was not the only part in developing this plan; the community and City Council have been involved in the process, and MAG worked to accommodate the City's wishes when they could. One caveat was that cities are not planning enough for the growth that correlates with the projections they have created for the next thirty years. Cities were consistently under-planning and under-projecting their growth rates. Large-scale projects were built through state funds, although MAG did have a small amount of funds available to them at about 80-90 million for programs. He asked that the Council consider applying for this funding assistance sooner than later, and if there were any transportation-related questions.

C. Andersen asked if there were plans for a different road to be built on the West side of Salt Lake. Mr. Allen clarified that this was Mountain View Corridor, and there was going to be another freeway, parts of which had already been built. He went on and stated that this will be continuing by cutting through Camp Williams, and then continue South down towards welcome point. He said this would be a freeway down to the SR-73, and then could continue further in the future. There were problems with building a freeway on the other side of the lake, but MAG was working on a design for these issues, while trying to be efficient with funds.

C. Andersen asked about a highway over the lake and what the timeline projection was on that project. Mr. Allen said that this project was in the third of three phases, which were based in ten year increments. MAG did see a need for transportation East and West over the lake. He said MAG was currently studying with local communities to figure out if the company should expand Pioneer Crossing, have it converted over the freeway, or something else.

C. Geddes asked about the planning on SR-73. Mr. Allen explained that the project was close to the end. He said that there were funds to complete the environmental design work, but not funds to construct the design itself. MAG also had a different plan, known as TIP (Transportation Improvement Plan), which he described as similar to the City's capital improvements plan. TIP was a projected look at the next five years of programmed transportation funds, and included when and what projects would be built. A project is a TIP plan when there was identified funding and the project had a programmed start date.

Mayor Rees said in regard to this plan that MAG had worked with other entities in Utah about their capital transportation plans, so the proposed plan would line up with other plans in the State.

Mr. Allen said ten years ago the state legislature came to the MAG director and asked why the assumptions about individual plans for different counties in Utah were different, so MAG responded by putting all transportation plans on the same timeframe. MAG used the same financial assumptions, travel models, and other models which are reflected in the plan Mr. Allen brought with him to this meeting. MAG coordinated closely with the State.

Mayor Rees thanked MAG, and added that MAG had assisted the City and constructed the Cedar City moderate income housing plan which was extremely helpful.

ADJOURNMENT

This meeting was adjourned 6:54 pm on a motion by C. Ellsworth, seconded by C. Andersen, and unanimously approved.

Approved by Council:
November 19, 2019

/s/ Colleen A. Mulvey, MMC
City Recorder