

CITY COUNCIL WORK SESSION
Tuesday, January 19, 2010 6:00 p.m.
Public Safety Building
3925 West Cedar Hills Drive, Cedar Hills, Utah

Present: Ken Kirk (Mayor Pro-Tem), Presiding
Council Members: Marisa Wright, Jim Perry, Stephanie Martinez, Scott Jackman
Absent: Eric Richardson, Mayor
Konrad Hildebrandt, City Manager
Kim Holindrake, City Recorder
Cathy Larsen, Deputy Recorder
Greg Robinson, Assistant City Manager
Brad Kearl, Building & Zoning Official
David Bunker, City Engineer
Others: Shawn Richins, Cliff Chandler

This work session of the City Council of the City of Cedar Hills, having been properly noticed, was called to order at 6:08 p.m. by C. Kirk.

- Provo Reservoir Canal Rights-Of-Ways Greenway Interlocal Agreement

Greg Robinson has met with representatives of Provo River Water Users and received a new agreement from the County Commissioner's Office. There are questions pertaining to how to calculate the miles of the trail. The City's southern portion of the trail is split in half with Pleasant Grove City, who is on board with the trail. The trail will not be shut down because a city doesn't participate. However the County may do more in the cities that do participate. The maintenance on pipes will be done internally. This will be an asphalt trail. The City may choose to improve the trail beyond the set cost with landscaping, etc. He is not sure how much the Federal Government will be funding.

Konrad Hildebrandt stated that the City's cost will be \$12,000 for Fiscal Year 2011 and \$64,000 for Fiscal Year 2012. The annual cost to the City will be for operation and maintenance, which will be approximately \$3,000 yearly. The County will be in charge of snow-plowing the trail. The County has encouraged each city to do more with landscaping, etc. It is ambiguous on what the County will do if one of the cities does not participate. All of the cities will get together, but it is not in the agreement. Section 3.1 of the agreement states, "The County and Cities shall jointly establish an annual maintenance budget for performing routine necessary maintenance work on the Greenway for items such as weed, control, sweeping, signing, snow removal, etc." If landscaping is installed, the City will need to pay for and maintain it. Green grass could be put in the section of the trail that has grass next to it already. This trail system will connect to the mouth of Provo Canyon, which will connect to Utah Lake. The County sent a copy of the agreement that is redlined with strikeouts, but it is very close to final.

David Bunker stated that the trail will travel with the road that zigzags in the area west of Lone Peak High School. By the time the trail reaches SR-92, it connects to another trail. The County is not

going to put in any landscaping; it will be up to the cities. The Central Utah Project (CUP) is involved; they are contributing a large sum of money. The CUP is going to give a donation for water rights, which they will sell to another entity. He doesn't think this will affect the City's wells. They will basically be ejecting into shallow groundwater. The trail will be non-motorized. Horses will be allowed on the gravel shoulder next to the trail.

- C. Kirk stated that he is concerned with what will happen if one of the communities does not participate, and what will be the affect on the City. There should be a board with Utah County before an agreement is entered into. Cities also need to have input as to the landscaping that is allowed. It seems there is a lot of misunderstanding.
 - C. Wright stated that rocks could be used for landscaping.
 - C. Perry stated that he doesn't feel there needs to be grass because that will use too much water. Either rocks could be used, or leave it natural. He would be interested in seeing another trail for ATV and horses. He is in favor of this project, and it will be a real asset to the community. He has some concerns with details and how the funding works.
 - C. Martinez stated that she hopes this will connect to the Bonneville Shoreline Trail. It would be great for the City to have multiple-trail access. The Parks and Trails Committee had talked about a trail-head for horse access down off Cottage Cove.
- Noticed agenda items for this Regular Council Meeting

City Manager Report and Discussion

See handouts.

David Bunker stated that the Quail Run Charter School has been approved to go into the area south of Valley View Drive. Peck Orembsy is the contractor, and the school has been approved by Pleasant Grove City, which will open August of this year. Pleasant Grove is going to take a road up the frontage road to Valley View Drive. The western half of this road is in Cedar Hills and owned by Pinnacle Point; they are in the process of selling to Peck Orembsy. The east portion is owned by Dave Flinders, who is also in the process of selling to Peck Orembsy. That road will be the only access to the school. He doesn't know how Pleasant Grove approved this with only one access. There will not be an access to the 3300 North Road in Pleasant Grove. Teachers, administrative staff, delivery, and 648 charter students will be using this one access. This will create a massive traffic impact to Valley View Drive and affects the entire neighborhood. The school hours will be the same as Deerfield Elementary. Swen Monson Lane is too narrow so a lot of people will go to the school through Valley View Drive. Representatives of the school have said they have the same authority as Alpine School District. Development in the area is in limbo so they don't want to put a road to the south. A culvert is going in sometime in April. The City does not have a development agreement or a traffic study for the school. There is a home on the west side that will become non-conforming when the road goes in because of setbacks. The City requires a 30-foot setback from a road. The project was approved last year and no one from Pleasant Grove City called the City. One solution would be a traffic calming device and "No U-Turn" signs on Valley View Drive. The residents on Valley View Drive are just finding out about the school. He has requested a traffic study done by a traffic engineer, which would show projections. There is no good solution. Pleasant Grove City would limit

