



CEDAR HILLS

CITY COUNCIL MEETING OF THE CITY OF CEDAR HILLS Tuesday, September 16, 2025 6:00 p.m.

Notice is hereby given that the City Council of the City of Cedar Hills, Utah, will hold a **City Council Meeting on Tuesday, September 16, 2025, beginning at 6:00 p.m.** at the Community Recreation Center, 10640 N Clubhouse Drive, Cedar Hills, Utah. This is a public meeting, and anyone is invited to attend.

COUNCIL MEETING

1. Call to Order, Pledge led by Mayor Andersen and Invocation given by C. Price
2. Approval of Meeting's Agenda
3. Public Comment: Time has been set aside for the public to express their ideas, concerns, and comments (comments limited to 3 minutes per person with a total of 30 minutes for this item)

CONSENT AGENDA (Consent items are only those which require no further discussion or are routine in nature. All items on the Consent Agenda are adopted by a single motion)

4. Approval of the minutes from the August 5, 2025 City Council meeting.

CITY REPORTS AND BUSINESS

5. Mayor and Council, City Manager and Staff

SCHEDULED ITEMS & PUBLIC HEARINGS

6. Review/Action and Public Hearing on Final Plan approval for a Commercial Development at 4773 W Cedar Hills Drive, located in the Cedar Hills Retail Center Subdivision (Jack in the Box) *(Please note: the Public Hearing will take place; the Staff report and further discussions are being postponed to a future meeting)*
7. Review/Action and Public Hearing on an Ordinance amending the Transportation Element of the General Plan *Presenter – Chandler Goodwin, City Manager*
8. Review/Action on a Resolution cancelling the November 4, 2025 Municipal General Election *Presenter - Chandler Goodwin, City Manager*
9. Review/Action and Public Hearing on a Resolution Adding, Amending, or Deleting Certain Fees to the Official Fees, Bonds, and Fines Schedule for the City of Cedar Hills *Presenter - Chandler Goodwin, City Manager*
10. Review/Action on acceptance of the public improvements and beginning of durability for Ferguson Way Subdivision – *Chandler Goodwin, City Manager*
11. Review/Action on acceptance of the public improvements for Cedar Hills Gateway Subdivision Lot 3 Phase 4 – *Chandler Goodwin, City Manager*
12. Motion to go into Closed Session Pursuant to Utah State Code 52-4-205(1)(c) to discuss pending or reasonably imminent litigation.

*** CLOSED SESSION ***

13. Motion to Adjourn Closed Session and Reconvene Council Meeting

ADJOURNMENT

14. Adjourn

Posted this 12th day of September, 2025

/s/ Colleen A. Mulvey, City Recorder

- Supporting documentation for this agenda is posted on the city website at www.cedarhillsutah.gov.
- In accordance with the Americans with Disabilities Act, the City of Cedar Hills will make reasonable accommodations to participate in the meeting. Requests for assistance can be made by contacting the City Recorder at 801-785-9668 at least 48 hours in advance of the meeting.
- A Closed Session may be called to order pursuant to Utah State Code 52-4-204 & 52-4-205.
- The order of agenda items may change to accommodate the needs of the City Council, the staff, and the public.
- This meeting may be held electronically to permit one or more of the council members or staff to participate.



PUBLIC MEETING AND PUBLIC HEARING ETIQUETTE

Please remember all public meetings and public hearings are recorded

- All comments **must** be recognized by the Chairperson and addressed through the microphone.
- Please do not approach the Council/Commission dais without permission from the Chairperson.
- When speaking to the Council / Planning Commission, please stand, speak slowly and clearly into the microphone, and state your name and address for the recorded record.
- Be respectful to others and refrain from disruptions during the meeting. Please refrain from conversation with others in the audience as the microphones are very sensitive and can pick up whispers in the back of the room.
- Keep comments constructive and not disruptive.
- Avoid verbal approval or dissatisfaction of the ongoing discussion (i.e., booing or applauding).
- Exhibits (photos, petitions, etc.) given to the City become the property of the City.
- Please silence all cellular phones, electronic devices or other noise making devices.
- Be considerate of others who wish to speak by limiting your comments to a reasonable length and avoiding repetition of what has already been said. Individuals may be limited to three minutes and group representatives may be limited to five minutes.
- Refrain from congregating near the doors or in the area outside the council room to talk as it can be very noisy and disruptive. If you must carry on conversation in this area, please be as quiet as possible. (The doors must remain open during a public meeting/hearing.)

Public Hearing v. Public Meeting:

If the agenda item is a **public hearing**, the public may participate during that time and may present opinions and evidence for the issue for which the hearing is being held. In a public hearing there may be some restrictions on participation such as time limits.

Anyone can observe a **public meeting**, but there is no right to speak or be heard there - the public participates in presenting opinions and evidence at the pleasure of the body conducting the meeting.



The City of Cedar Hills

TO:	Mayor and City Council
FROM:	Chandler Goodwin, City Manager
DATE:	September 16, 2025

SUBJECT:	Review/Action and Public Hearing on Final Plan approval for a commercial development at 4773 W Cedar hills Drive, located in the Cedar Hills Retail Center Subdivision (Jack in the Box)
APPLICANT PRESENTATION:	N/A
STAFF PRESENTATION:	Chandler Goodwin, City Manager
BACKGROUND AND FINDINGS: This item has not yet been recommended by the Planning Commission. While the public hearing will take place, and any interested parties are welcome to make comment, this item will be tabled pending recommendation by the Planning Commission. All staff reports and further discussions will be postponed to a future meeting. A public hearing will be held at the future meeting when more information is available.	
PREVIOUS LEGISLATIVE ACTION: Planning Commission tabled this item during their August meeting.	
FISCAL IMPACT: N/A	
SUPPORTING DOCUMENTS: N/A	
RECOMMENDATION:	
MOTION: Move to table this item until it has been recommended by the Planning Commission	
ACTION: Motion: Second: Laura Ellison: Yes__ No __ Abstain __ Absent __ Mike Geddes: Yes__ No __ Abstain __ Absent __ Bob Morgan: Yes__ No __ Abstain __ Absent __ Erika Price: Yes__ No __ Abstain __ Absent __ Kelly Smith: Yes__ No __ Abstain __ Absent __	



The City of Cedar Hills

TO:	Mayor and City Council
FROM:	Chandler Goodwin, City Manager
DATE:	September 16, 2025

SUBJECT:	Review/Action and Public Hearing on an Ordinance amending the Transportation Element of the Cedar Hills General Plan
APPLICANT PRESENTATION:	N/A
STAFF PRESENTATION:	Chandler Goodwin, City Manager

BACKGROUND AND FINDINGS:

The City Council has placed a moratorium on any applications for new inter-municipal or inter-jurisdictional connections to Cedar Hills. This moratorium expires in November 2025. The Planning Commission has reviewed the Transportation Element of the General Plan in light of possible inter-jurisdictional connections to Cedar Hills that could have adverse effects on the health and safety to the current transportation plan. Staff has worked to incorporate this language into the existing Transportation Element without affecting other sections. Additionally, a major streets map has been included that illustrates the major streets as classified by the UDOT functional class map as well as all current inter-jurisdictional connections with Cedar Hills. The Planning Commission has reviewed the proposed staff changes to transportation element and made a recommendation to approve the amendments to the City Council.

PREVIOUS LEGISLATIVE ACTION:

Planning Commission approved the changes to the Transportation Element during the August 2025 meeting.

FISCAL IMPACT:

N/A

SUPPORTING DOCUMENTS:

Draft Transportation Element of the General Plan

RECOMMENDATION:

To approve the recommended changes to the Transportation Element

MOTION:

To approve Ordinance _____, an Ordinance amending the Transportation Element of the General Plan, subject to the following changes: {LIST ANY NECESSARY CHANGES}.

ACTION:

Motion:

Second:

Laura Ellison: Yes__ No__ Abstain__ Absent__

Mike Geddes: Yes__ No__ Abstain__ Absent__

Bob Morgan: Yes__ No__ Abstain__ Absent__

Erika Price: Yes__ No__ Abstain__ Absent__

Kelly Smith: Yes__ No__ Abstain__ Absent__

City of Cedar Hills • General Plan

TRANSPORTATION ELEMENT

I. Introduction

The street system is one of the most significant influences upon growth within a community. In a manner of speaking, the street system is the bloodstream” of the community. Accordingly, a well designed and adequate street system is essential to the safe and efficient development of the City.

The City’s street system serves four major functions:

It provides a corridor for the circulation of goods and people into and within the community.

It serves as the principle means of access to individual properties throughout the community.

It serves as the primary location for the placement of culinary water mains and other public utility systems.

It provides open space for light and air to adjoining properties.

II. Purpose of the Transportation Element

The purpose of the Cedar Hills Transportation Element is to create and maintain a transportation network that will help meet the transportation goals of the City and allow for adaptability for future needs. Cedar Hills has experienced only marginal residential growth over the last decade, while neighboring communities have experienced strong growth. This limited growth is due to the built-out nature of the City of Cedar Hills. As neighboring communities have grown, Cedar Hills has seen increased traffic into and through the City as people use the Cedar Hills commercial center or seek recreational opportunities in American Fork Canyon. Additionally, growth immediately adjacent to Cedar Hills has caused shifts in existing traffic patterns.

The primary purposes for preparing, adopting and implementing the Transportation Element are:

1. To provide a guide to community leaders, property owners and developers in making decisions regarding the location, width and alignment of new streets and the improvement of existing but inadequate streets.
2. To identify and make recommendations for the prevention and elimination of unsafe and/or inconvenient vehicular access conditions within the town.
3. To provide a technical basis for the adoption and enforcement of subdivision regulations.

III. Existing Conditions

Cedar Hills contains approximately 27 miles of public streets and roads. State and Federal designated highways account for about 4 miles with the remainder being classified as City streets.

1. Traffic Volumes

Traffic volumes for most City streets may be considered light. Traffic data is available only for State designated highways and certain major City streets. All measured traffic volumes are substantially less than design capacities. However, increased traffic through the SC-1 Zone, as development has occurred both within the SC-1 Zone and in adjacent areas, has created capacity issues that will need to be resolved in the coming years. These problems are most acute on the road segment of Cedar Hills Drive from North County Boulevard to 4700 West. Cedar Hills staff has coordinated efforts with traffic engineers to explore long-term solutions to the increasing traffic at this street segment. The solution that was presented was the realignment of the intersection at North County Boulevard and Cedar Hills Drive, as well as the creation of a roundabout at the 4700 West intersection of Cedar Hills Drive. While the major transportation network in the City will remain unchanged, ensuring that the existing road network is sufficient to meet the needs of the community is essential for long-term maintenance of acceptable levels of service.

2. Ownership of Street Right of Way

Most of the street rights-of-way within ~~the Town are owned by the City and Cedar Hills~~ have been acquired by dedication through the subdivision process or by gift. However, the City does maintain a significant number of streets which have become "public streets" through right-of-use. Such routes are typically the older routes which existed prior the incorporation of the community. While the public enjoys the right to use such routes public land records show that the title to the land occupied by the right-of-way of many of these older City streets is still held by the adjacent property owners.

Many of these streets were established in pioneer times to provide access to adjacent farmland and the right-of-way widths are often insufficient to meet the requirements of an urbanizing area. Obtaining formal title to all street right-of-way and the acquisition of additional right-of-way width for those streets which are presently too narrow is one of the elements of the Town's Major Street Plan implementation program.

IV. Design Standards and Criteria

1. Level of Service Criteria

The adequacy of a road system is determined by the capacity of its intersections to allow the movement of vehicles with minimal delay time. To facilitate the evaluation of the adequacy of intersections, highway planers have adopted "Level of Service" criteria. A summary of the criteria is shown on the following table:

Cedar Hills • General Plan

Table 4

LEVEL OF SERVICE CRITERIA FOR CITY INTERSECTIONS

LOS		Description of Traffic Conditions	Average Delay (seconds/vehicle)	
			Signalized Intersections	Unsignalized Intersections
A		Free Flow / Insignificant Delay	≤ 10	≤ 10
B		Stable Operations / Minimum Delays	> 10 to 20	> 10 to 15
C		Stable Operations / Acceptable Delays	> 20 to 35	> 15 to 25
D		Approaching Unstable Flows / Tolerable Delays	> 35 to 55	> 25 to 35
E		Unstable Operations / Significant Delays	> 55 to 80	> 35 to 50
F		Forced Flows / Unpredictable Flows / Excessive Delays	> 80	> 50

Source: Hales Engineering Descriptions, based on the *Highway Capacity Manual* (HCM) 6th Edition, 2016 Methodology (Transportation Research Board)

Experience suggests that there is little concern from motorists until such time as the conditions reach the Level of Service condition "C", and to the maximum extent possible the community should seek to preserve this standard throughout the community. When the level of service condition for an intersection falls below the "C" standard, the City should evaluate options to remediate the intersection to raise the level of service to an appropriate condition.

Capacity of Existing System

The capacity of an intersection is customarily a measure of the number of vehicles that may pass through the intersection in an hour (VPH). The following table gives volume levels which can be accommodated at four way stop controlled intersections under Level of Service conditions "C":

Cedar Hills • General Plan

Table 5

CAPACITY OF A TWO-BY-TWO LANE FOUR-WAY STOPCONTROLLED INTERSECTION FOR VARIOUS DEMAND SPLITS

Demand Split	Capacity* (VPH)
50/50	1,900
55/45	1,800
60/40	1,700
65/35	1,600
70/30	1,500

* Total capacity, all legs

V. Classification of Streets

All streets within the Town may be classified into one of three types or "functional classes", as follows:

1. Arterial streets

Arterial class streets are the major traffic routes. Their primary function is to facilitate the relatively large volume of traffic at high speed to and through the City. Existing Arterial class roads within the City consist of North County Boulevard and State Road 92; these designations are taken from the Utah Department of Transportation functional road classification map.

2. Collector Streets

The primary function of collector class streets is to carry local traffic to and from arterial streets and local traffic generators (schools, commercial areas, etc.), however, collector class streets also serve to provide access to abutting properties. The dual function of collector streets should be recognized and right-of-way widths should be sufficient to safely accommodate both functions. Existing collector streets include Cedar Hills Drive, Harvey Boulevard, and Canyon Road as major collector roads, and 4000 W as a minor collector road.

3. Neighborhood or Local Streets

The remaining streets are classified as Neighborhood or Local streets. The primary function of Local streets is to provide a means of access to abutting properties, usually residential or agricultural lands, and the location of utilities. Their use as a travel artery is strictly secondary and accordingly, the right-

of-way widths are customarily narrower than for collector and arterial streets and the necessity for continuous alignment of intersections is not as significant.

To accomplish the primary function, a Local class street system should be designed to **not** encourage its use for through travel of outside motorists. The use of "T" type intersections and curvilinear road alignments is common for minor street systems.

VI. Major Street Plan

The Major Street Plan for Cedar Hills consists of three major elements as follows:

1. A Street Plan Map for the City showing the general location of all existing and proposed Arterial and Collector streets and all Local streets which have been previously acquired by the Town or for which the location has been determined to be essential to the establishment of an adequate circulation system.

This map, when adopted, will serve as the major Street Plan for the Town of Cedar Hills and, together with this written document will constitute the streets element of the general plan provided for pursuant to Section 10-9a-302 of Utah Code.

2. Adopted standards showing the minimum street right-of-way widths and street cross-section standards for the various classes of roads within the Town.
3. A summary of specific improvements needing to be undertaken in order to eliminate evident deficiencies in the City's street system. This listing will serve as the bases for capital improvements program for streets.

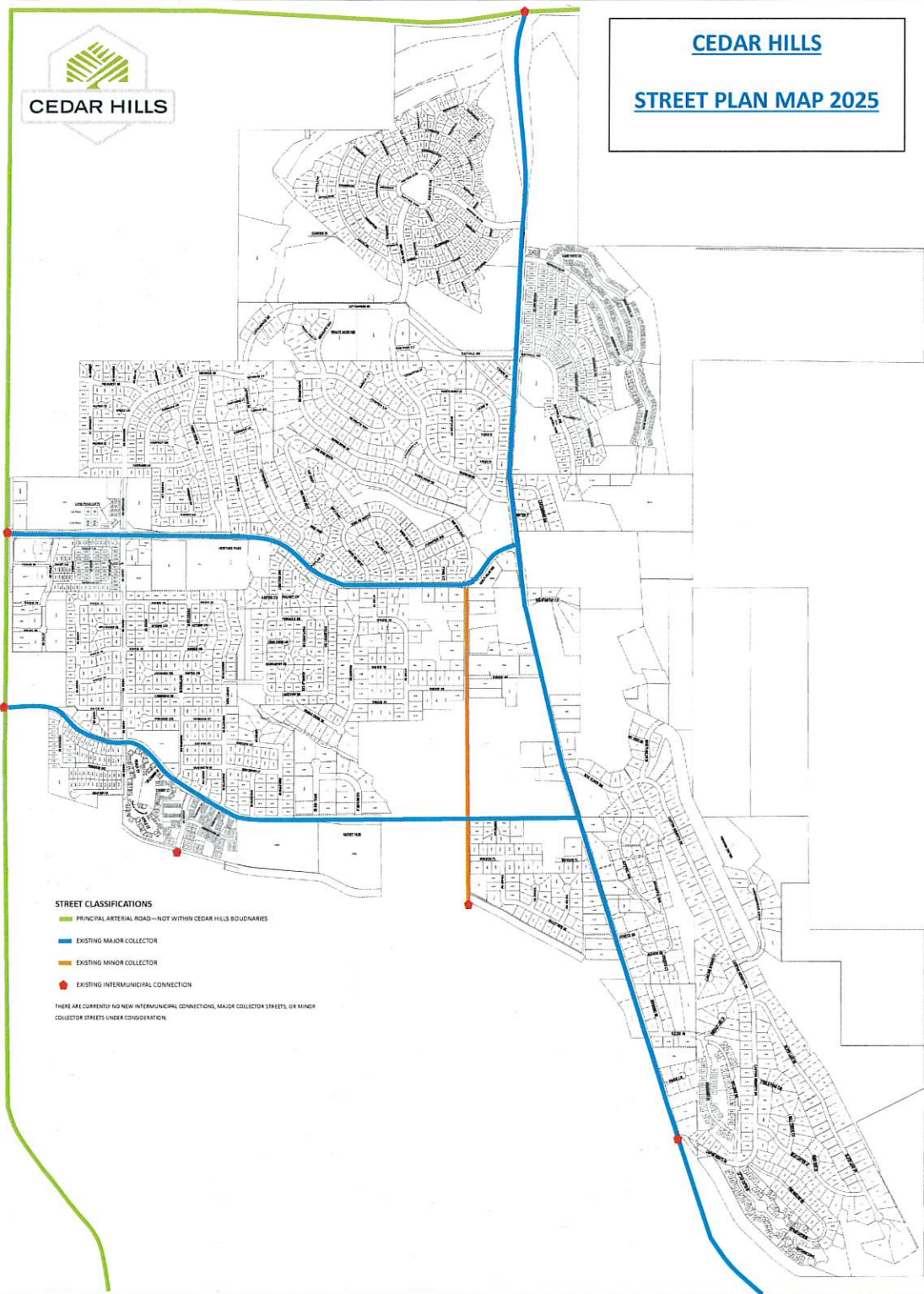
VII. Major Street Plan Map

The proper development of the Town requires the establishment of an overall street network which will provide safe and convenient circulation to both pedestrians and vehicles throughout all developed parts of the City. The Street Plan Map shows the location of all existing City streets and the general location of all proposed Arterial, Collector and significant or essential Local Streets. The Planning Commission has determined that the street network, as shown on this map, is sufficient to accommodate the ultimate development of the City for the area covered by the plan and further, that each of the streets and street segments identified on the plan represents a necessary and integral part of the City's street system.

The following table provides a summary of the general characteristics of each street class and identifies the general criteria used in designating the location of the streets shown on the Major Street Plan:



CEDAR HILLS
STREET PLAN MAP 2025



- STREET CLASSIFICATIONS**
- PRINCIPAL ARTERIAL ROAD—NOT WITHIN CEDAR HILLS BOUNDARIES
 - EXISTING MAJOR COLLECTOR
 - EXISTING MINOR COLLECTOR
 - EXISTING INTERMUNICIPAL CONNECTION
- THERE ARE CURRENTLY NO NEW INTERMUNICIPAL CONNECTIONS, MAJOR COLLECTOR STREETS, OR MINOR COLLECTOR STREETS UNDER CONSIDERATION.

Cedar Hills • General Plan

Table 6

CHARACTERISTICS OF STREET FUNCTIONAL CLASSES

ITEM	Functional Class			
	Primary Arterial	Secondary Arterial	Collector	Local
Average Trip Length	Over 3 miles	Over 1 mile	Under 1 mile	Under 1/4 mile
Average Travel Speed	40 mph	30-35 mph	20-30 mph	15-25 mph
Access Control	Partial to Full	Partial	Minor	Limited to Driveway Design
Spacing	2-3 miles	1 mile	1/4-1/3 mile	About 1/20 mile
Traffic Volume (ADT)	< 30,000	< 20,000	2,000-5,000	100-2,000
Traffic Control	Signalized Intersection 1,600-2,000 Feet	None to signals 1,300-1800 feet	Stop/yield signs on cross streets	Must stop or yield
Percentage of Total Street Mileage	5-15%	5-15%	5-10%	About 80%
Percentage of VMT	0-40%	40%-70%	10%-20%	5%-10%

VIII. Proposed Street Network

1. Arterial and Collector Streets

The Major Street System, consists of the designated Arterial and Collector Streets within the City. These streets provide the basic framework of the City's street system. Typically Arterial streets are provided on a frequency of approximately one mile and are one mile or longer in length. Because these streets function as the main access to and from Cedar Hills, they account for the major portion of the total vehicle miles traveled within the community. Collector or feeder streets serve as the essential link between residential areas and arterial routes. They are typically more closely spaced, 1/4 to 1/3 mile apart, and carry substantially less traffic than arterial streets.

The spacing of the Collector streets is essential to the development of an adequate street system. If properly located and linked to other collector streets and arterial routes, the collector street system will

facilitate the dispersal of traffic generated (usually 10 to 12 vehicle trips each day per dwelling) and avoid the concentration of traffic on a few routes. At present, Cedar Hills Drive and Harvey Boulevard serve as the major east-west collector streets within the community. As development continues and transportation demand increases, traffic will continue to concentrate on these routes. To avoid drops in the levels of service for City collector streets and for adjacent intersections, the City should monitor these intersections and track service levels over time.

Because of the necessity for maintaining the integrity of the Major Street system the Planning Commission and Council should be very reluctant to entertain and requests for deletion of street segments as shown on the Major Street Plan or to allow significant shifts in alignment which require right angle turns. Additionally, subdivision proposals coming before the town which include some portion of the major street network should incorporate the street in the location shown on the Plan.

2. Neighborhood (local) Streets

As noted earlier, the primary function of Neighborhood or Local streets is to provide a means of access to adjacent properties. Because Local streets are not intended to move large volumes of traffic there is more flexibility in the design and location of the Local Street system. However, the Local Street network should be fully compatible and consistent with the Major Street system. Also, to ensure adequate circulation within residential neighborhood areas the Planning Commission and council should insist that subdivision designs make adequate provision the extension of Local streets into adjacent undeveloped properties.

IX. Street Right-of-Way Standards

The recommended right-of-way of a street should be sufficiently wide to allow for: (1) a paved travel surface of sufficient width to allow the movement of vehicles with safe passing margins, (2) an adequate sidewalk for pedestrian use and (3) space for on-street parking and the deposition of excess snow during the winter months. The City will review and update street right-of-way standards to maintain best practices and comply with industry standards.

X. Intermunicipal and Unincorporated County Street Connections

The City will seek to limit intermunicipal and unincorporated county street connections to the approved connections identified on the Cedar Hills Transportation Master Plan. The policy of the Cedar Hills is to ensure that street connections to other municipalities, unincorporated county, or other areas outside the City boundaries are compatible with the goals and policies of the General Plan.

XI. Non-Motorized, Intermodal Transportation

During 1995, the Cedar Hills Non Motorized Trails Master Plan was adopted by the Cedar Hills Town Council. It was produced for decision makers and advisory boards, such as the Planning Commission, the City Council, Mayor, recreation oriented task forces, residents, Home Owners Associations and trail oriented groups. The Trails Master Plan is intended to facilitate the development of not only a recreational amenity, but also an alternative transportation system for all non-motorized forms of transportation. The plan is primarily a document for planning and securing a city-wide trail system and should be referred to for specifics regarding trail planning, acquisition and development.

The trails master plan includes a map and text document which is divided into three sections and several appendices including: *Objectives and Policy Section*, *Trail Construction and Standards Section* and a *Maintenance and Operation Section*. Appendices include: *Public Input*, *Construction Standards Drawings*, *Sign Standards Drawings* and *Federal Highway Administration Traffic Control For Bicycle Facilities*. The City Planning Staff is responsible for interpreting the master plan document and map.

1. Assumptions

Cedar Hills trail use has increased dramatically in recent years. As The City of Cedar Hills grows and new development occurs, there will be an increasing demand for multi-use trails to provide safe access for children commuting to schools, provide/retain recreational opportunities, and create an alternative transportation system to lessen the impacts of development and convert motorized trips to non-motorized trips.

There is a desire in the community to better identify and preserve existing trails, and strong support for trail development. The Utah County Trails Coalition, The United States Forest Service, Mountainland Association of Governments, the Bonneville Rim Trail Association and other groups have expressed an interest in developing joint utility, fire access, and trail corridors.

2. Objectives

1. To provide the following benefits and opportunities to the Cedar Hills Community:

- a. Improve the general quality of life in the community.
- b. Provide a more aesthetic and multiple-use experience than traditional sidewalks.
- c. Provide non-motorized routes for pedestrians, equestrians, and bicyclists.
- d. Provide handicap access in portions where access is appropriate and reasonable.
- e. Anticipate and design an interconnecting trail system.
- f. Preserve access to existing trails within and outside of the city limits.
- g. Tie to present and future trails in Utah County and surrounding areas.
- h. Provide trail diversity. Various user activities include: hiking, walking, bicycling, jogging, roller blade, horseback riding, etc. The trail system should accommodate these multiple uses and users.
- i. Consider school bus stops when developing the trails master plan map with the objective of developing improved pedestrian access to these areas.
- j. Connect important open space and recreation oriented landscape parcels.

3. Policy

The Cedar Hills City Council will direct the Planning Commission and planning staff to update and amend, implement, and administer this element of the general plan. The Planning Commission and planning staff shall interpret the Non-Motorized Trail Plan and map. Any subdivision of property must consult the Non-Motorized trail Plan and address applicable trail alignments. In all existing areas of the community

efforts, including financial support, will be made to develop the trails found in the Non-Motorized Trail Plan. Further, it is the intention of Cedar Hills to impose impact fees on future development to aid in trail development.

4. Non-Motorized Trail Location

The Parks and Trails Map indicates the location of proposed trails within Cedar Hills Town. A more precise description of the location and type of trail can be found in the Non-Motorized Trail Plan.



ORDINANCE NO. _____

**AN ORDINANCE AMENDING THE TRANSPORTATION ELEMENT OF THE
CEDAR HILLS GENERAL PLAN**

WHEREAS, Utah State Code § 10-9a-401 requires the City to maintain a General Plan to serve as a high-level guide to long-term decision making in the City; and

WHEREAS, the Transportation Element is a component of the General Plan intended on creating and maintaining a transportation network that will meet the current transportation goals of the City; and

WHEREAS, the City Council sees fit to update and amend the Transportation Element of the General Plan to promote these goals and to provide direction on future transportation needs; and

WHEREAS, the Planning Commission reviewed the proposed Transportation Element on August 19, 2025, and made a positive recommendation to the City Council regarding the proposed amendment; and

WHEREAS, a public hearing was held on September 16, 2025, pursuant to proper statutory notice as required by law by the City Council; and

WHEREAS, the proposed Transportation Element amendment is consistent with the General Plan and promotes the best interest of the City of Cedar Hills and the inhabitants thereof;

NOW, THEREFORE, BE IT ORDAINED by the Municipal Council of the City of Cedar Hills, Utah as follows:

That the Transportation Element of the General Plan be amended to read as shown on Exhibit A attached hereto.

PASSED AND APPROVED this 16th day of September, 2025..

CITY OF CEDAR HILLS COUNCIL

By: _____
Denise Andersen, Mayor

VOTING:

Laura Ellison	Yes	No	Absent
Mike Geddes	Yes	No	Absent
Bob Morgan	Yes	No	Absent
Erika Price	Yes	No	Absent
Kelly Smith	Yes	No	Absent

ATTEST:

Colleen A. Mulvey, MMC
City Recorder

DEPOSITED in the office of the City Recorder this 17th day of September, 2025.



The City of Cedar Hills

TO:	Mayor and City Council
FROM:	Chandler Goodwin, City Manager
DATE:	September 16, 2025

SUBJECT:	Review/Action Adopting a Resolution Canceling the 2025 Municipal General Election Pursuant to Utah State Code 20A-1-206.
APPLICANT PRESENTATION:	N/A
STAFF PRESENTATION:	Chandler Goodwin, City Manager
BACKGROUND AND FINDINGS: Cedar Hills has one Mayor and two City Council open seats that were to be on the 2025 General Election ballot. Only one mayoral and two council candidates have submitted their declaration of candidacy, with no write-in candidates submitting their candidacy by the August 29th deadline. Utah State Code 20A-1-206 states: 2) A municipal legislative body may cancel a local election if: (a) the ballot for the local election will not include any contested races or ballot propositions; and (b) the municipal legislative body passes, no later than 20 calendar days before the day of the scheduled election, a resolution that cancels the election and certifies that: (i) the ballot for the election would not include any contested races or ballot propositions; and (ii) the candidates who qualified for the ballot are considered elected. (3) A municipal legislative body may cancel a race in a local election if: (a) the ballot for the race will not include any contested races or ballot propositions; and (b) the municipal legislative body passes, no later than 20 calendar days before the day of the scheduled election, a resolution that cancels the race and certifies that: (i) the ballot for the race would not include any contested races or ballot propositions; and (ii) the candidate for the race is considered elected. (4) A municipal legislative body that cancels a local election in accordance with Subsection (2) shall give notice that the election is cancelled by: (a) subject to Subsection (8), providing notice to the lieutenant governor's office to be posted on the Statewide Electronic Voter Information Website described in Section 20A-7-801, for at least 15 calendar days before the day of the scheduled election; and (b) providing notice for the municipality, as a class A notice under Section 63G-30-102, for at least 15 calendar days before the day of the scheduled election.	
PREVIOUS LEGISLATIVE ACTION: None	
FISCAL IMPACT: Savings of \$30,000 due to no cost of election	
SUPPORTING DOCUMENTS: Resolution	
RECOMMENDATION: Adopt the proposed resolution	

MOTION:

To approve/not approve Resolution _____ canceling the 2025 Municipal General Election pursuant to Utah State Code 20A-1-206, and declare that the candidates who qualified for the ballot are considered elected.

ACTION:

Motion:

Second:

Laura Ellison: Yes__ No __ Abstain __ Absent __

Mike Geddes: Yes__ No __ Abstain __ Absent __

Bob Morgan: Yes__ No __ Abstain __ Absent __

Erika Price: Yes__ No __ Abstain __ Absent __

Kelly Smith: Yes__ No __ Abstain __ Absent __

RESOLUTION NO. 09-16-2025A

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CEDAR HILLS, UTAH, CANCELLING THE NOVEMBER 4, 2025 MUNICIPAL GENERAL ELECTION AND DECLARING EACH UNOPPOSED CANDIDATE ELECTED TO OFFICE.

WHEREAS, the City Code provides that the City Elections shall be held in accordance with the laws of the State of Utah; and,

WHEREAS, Utah Code § 20A-1-202 generally establishes the first Tuesday after the first Monday in November of each odd-numbered year for the purposes of conducting a municipal general election; and

WHEREAS, Utah Code § 20A-1-206 permits a municipal legislative body to cancel a local election if (i) the ballot for the election would not include any contested races or ballot propositions, and (ii) the municipal legislative body passes a resolution, no later than 20 days before the day of the scheduled election that cancels the election and certifies that the ballot for the election would not include any contested races or ballot propositions, and the candidates who qualified for the ballot are considered elected; and

WHEREAS, the ballot for this year's municipal general election would not include any ballot propositions; and

WHEREAS, the filing deadlines for placement on the ballot and declaration of write-in candidacy have passed, each municipal candidate who qualified for the ballot is running unopposed, and the ballot for this year's municipal general election would not include any contested races; and

WHEREAS, the City Council sees no reason to hold a local election for a ballot that would not include a contested race or ballot proposition; and

WHEREAS, the City Council desires to save the City the time and resources required in carrying out this year's municipal general election by cancelling the unopposed election.

NOW, THEREFORE, BE IT RESOLVED THAT: the City Council of the City of Cedar Hills, Utah, pursuant to Utah Code § 20A-1-206, hereby cancels the November 4, 2025 municipal general election and certifies (i) the ballot for this year's municipal general election would not include any contested races or ballot propositions, and (ii) the candidates who qualified for the ballot are considered elected in accordance with applicable law. The City will provide notice that the election is cancelled as set forth in Utah Code § 20A-1-206(4).

PASSED AND APPROVED THIS 16TH DAY OF SEPTEMBER, 2025.

CITY OF CEDAR HILLS COUNCIL

By: _____
Denise Andersen, Mayor

VOTING:			
Laura Ellison	Yes	No	Absent
Mike Geddes	Yes	No	Absent
Bob Morgan	Yes	No	Absent
Erika Price	Yes	No	Absent
Kelly Smith	Yes	No	Absent

ATTEST:

Colleen A. Mulvey, MMC, UCC
City Recorder

DEPOSITED in the office of the City Recorder this 17th day of September, 2025.



The City of Cedar Hills

TO:	Mayor and City Council
FROM:	Chandler Goodwin, City Manager
DATE:	09/16/2025

SUBJECT:	Review/Action on a Resolution adopting changes to the Cedar Hills Fee Schedule.
APPLICANT PRESENTATION:	N/A
STAFF PRESENTATION:	Chandler Goodwin, City Manager
BACKGROUND AND FINDINGS: The following modification is proposed to the Cedar Hills Fee Schedule effective October 1, 2025 Addendum review fee: \$96 (previously was \$65) Our building official contract with Sunrise Engineering has been renewed with a change in the cost for services from \$65/hour to \$96/hour.	
PREVIOUS LEGISLATIVE ACTION: Fee Schedule was last modified on August 5, 2025	
FISCAL IMPACT:	
SUPPORTING DOCUMENTS: Proposed resolution.	
RECOMMENDATION: Staff recommends the City Council review the submitted fee schedule change with the intent of a motion.	
MOTION: To approve/not approve Resolution No. _____, a resolution adding, amending, or deleting certain fees to the official, fees, bonds and fines schedule of the City of Cedar Hills, Utah.	
ACTION: Motion: Second: Laura Ellison: Yes__ No__ Abstain__ Absent__ Mike Geddes: Yes__ No__ Abstain__ Absent__ Bob Morgan: Yes__ No__ Abstain__ Absent__ Erika Price: Yes__ No__ Abstain__ Absent__ Kelly Smith: Yes__ No__ Abstain__ Absent__	

RESOLUTION NO. _____

A RESOLUTION ADDING, AMENDING, OR DELETING CERTAIN FEES TO THE OFFICIAL FEES, BONDS, AND FINES SCHEDULE OF THE CITY OF CEDAR HILLS, UTAH.

WHEREAS, the City has enacted various ordinances and fee resolutions setting certain fees for the City; and

WHEREAS, the City Council desires to provide an updated schedule of all City fees; and

WHEREAS, the purpose of this resolution is to add, amend or delete certain fees on the fee schedule.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF CEDAR HILLS, UTAH, as follows:

**Section 1
Adoption**

Pursuant to the provisions of Section 10-3-717 UCA, 1953, as amended, the City Council hereby adopts the schedule of fees for certain municipal services provided by the City as set forth below:

Specific fees to be added and/or amended are as follows:

Planning/Building/Zoning	
Addendum Plan Review	\$96.00 Per Occurrence

**Section 2
Update/Adjustment of Fees**

1. Any subsequent fee resolutions for any or all of the fees contained within this fee schedule shall have the effect of updating and/or adjusting the fee schedule accordingly.
2. Any adjustment that is needed for those fees not created by a separate fee resolution shall be accomplished only by amending or repealing this resolution and adoption of a new fee resolution.

**Section 3
Severability**

If any section, sentence, clause, or phrase of this resolution is held to be invalid or unconstitutional by a court of competent jurisdiction, such invalidity or unconstitutionality shall not affect the validity or constitutionality of any other section, sentence, clause, or phrase of this resolution.

All resolutions or policies in conflict herewith are hereby repealed.

PASSED AND APPROVED THIS 16TH DAY OF SEPTEMBER, 2025.

CITY OF CEDAR HILLS COUNCIL

By: _____
Denise Andersen, Mayor

VOTING:			
Laura Ellison	Yes	No	Absent
Mike Geddes	Yes	No	Absent
Bob Morgan	Yes	No	Absent
Erika Price	Yes	No	Absent
Kelly Smith	Yes	No	Absent

ATTEST:

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DEPOSITED in the office of the City Recorder this 17th day of September, 2025.



The City of Cedar Hills

TO:	Mayor and City Council
FROM:	Sarah Sampson, Associate Planner
DATE:	September 16, 2025

SUBJECT:	Review/Action on acceptance of the Public Improvements and beginning of two-year durability for the Ferguson Development
APPLICANT PRESENTATION:	N/A
STAFF PRESENTATION:	Chandler Goodwin, City Manager
BACKGROUND AND FINDINGS: The Ferguson Property development located at approximately 4701 W Ferguson Way, Cedar Hills, consisting of 6 residential lots, has completed construction and has been inspected for compliance with City Standards. As such, the newly installed public improvements will be placed into a two-year durability period, valued at 10% of the cost of the public improvements to ensure the quality of the construction.	
PREVIOUS LEGISLATIVE ACTION: n/a	
FISCAL IMPACT: n/a	
SUPPORTING DOCUMENTS: Engineers letter of acceptance, escrow bond agreement	
RECOMMENDATION: Staff recommends that City Council accept the durability bond for Ferguson Development and enter in a two-year durability period.	
MOTION: To approve/not approve the acceptance of a durability bond the public improvements for the Ferguson Property Development, valued at 10% of the value of the newly installed public improvements for the period of two years. (pending water right acquisition and recording of the parcel with Utah County)	
ACTION: Motion: Second: Laura Ellison: Yes__ No__ Abstain__ Absent__ Mike Geddes: Yes__ No__ Abstain__ Absent__ Bob Morgan: Yes__ No__ Abstain__ Absent__ Erika Price: Yes__ No__ Abstain__ Absent__ Kelly Smith: Yes__ No__ Abstain__ Absent__	



The City of Cedar Hills

TO:	Mayor and City Council
FROM:	Sarah Sampson, Associate Planner
DATE:	September 16, 2025

SUBJECT:	Review/Action on acceptance of the Public Improvements and completion of durability for Gateway, Plat B, Phase 2, Lot #3
APPLICANT PRESENTATION:	N/A
STAFF PRESENTATION:	Chandler Goodwin, City Manager
BACKGROUND AND FINDINGS: The Cedar Hills Gateway, Lot #3 development has completed construction and has been inspected for compliance with City standards. The newly installed public improvements have completed the one-year durability period, to ensure the quality of the construction. The City has inspected the infrastructure and found that it meets standards; as such, the durability period is complete, and the development is accepted by the City.	
PREVIOUS LEGISLATIVE ACTION: Gateway Lot #3 entered a one-year durability period on December 6, 2022	
FISCAL IMPACT: n/a	
SUPPORTING DOCUMENTS: n/a	
RECOMMENDATION: To review the recommendation and accept the improvements.	
MOTION: To accept the public improvements for Cedar Hills Gateway Subdivision, Lot #3 .	
ACTION: Motion: Second: Laura Ellison: Yes__ No __ Abstain __ Absent __ Mike Geddes: Yes__ No __ Abstain __ Absent __ Bob Morgan: Yes__ No __ Abstain __ Absent __ Erika Price: Yes__ No __ Abstain __ Absent __ Kelly Smith: Yes__ No __ Abstain __ Absent __	