

PLANNING COMMISSION MEETING
Thursday, November 20, 2008 7:00 p.m.
Public Safety Building
3925 W Cedar Hills Drive, Cedar Hills, Utah

NOTICE is hereby given that the Planning Commission of the City of Cedar Hills, Utah, will hold their Regular Planning Commission Meeting on Thursday, November 20, 2008, beginning at 7:00 p.m.

PLANNING COMMISSION MEETING

1. Call to Order
2. Public Comment: Time has been set aside for the public to express their ideas, concerns, and comments on agenda items. (Comments limited to 3 minutes per person with a total of 30 minutes for this item).

SCHEDULED ITEMS

3. Approval of Minutes from the October 30, 2008, Regular Planning Commission Meeting
4. Review/Recommendation on Final Site Plan for Chase Bank
5. Review/Recommendation on Check Cashing Businesses and Zoning Regulations
6. Review General Plan Transportation Element
7. Review/Action on the 2009 Meeting Schedule
8. Committee Assignments and Reports

ADJOURNMENT

9. Adjourn

Posted this 18th day of November, 2008.

Kim E. Holindrake, City Recorder

- Supporting documentation for this agenda is posted on the City's Web Site at www.cedarhills.org.
- 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 least 48 hours in advance of the meeting to be held.
- The order of agenda items may change to accommodate the needs of the Planning Commission and the staff.



CITY OF CEDAR HILLS

TO:	Planning Commission
FROM:	Greg Robinson, Assistant to the City Manager
DATE:	11/20/2008

Planning Commission Agenda Item

SUBJECT:	Chase Bank Final Site Plan
APPLICANT PRESENTATION:	Rick Espinosa: CLC Associates
STAFF PRESENTATION:	Greg Robinson, Assistant to the City Manager, Planning
BACKGROUND AND FINDINGS:	
<p>Chase Bank has submitted new elevations for final approval. The City Council will be looking at this item for concept/preliminary approval at their November City Council meeting. If there are major changes required from the Council it may be appropriate to table this item to allow Chase to make the necessary changes before coming to the Planning Commission. Staff will report on the Council's discussion and decision at the Planning Commission Meeting.</p>	
PREVIOUS LEGISLATIVE ACTION:	
<p>10/21/2008 – Chase met with the Council to discuss possible options for the appearance of the building showing the Council four options for the building.</p> <p>9/16/2008 – City Council did not approve the Chase Bank design stating that it did not meet with the Design Guidelines and asked Chase to resubmit a building design that was more colonial in design.</p> <p>8/28/2008 – Planning Commission; Chase has returned with changes that include: varied roof lines, a pitched roof over the drive thru, slate roof, and corner accents, north and south side pop-outs, and removal of blue accents on front. Chase also included a landscaping plan. Planning Commission recommended approval of the Chase Bank Concept/Preliminary Site Plan.</p> <p>8/12/2008 – Site Plan Review Committee met with CLC and Chase representatives to discuss changes that needed to be made to the building elevations to better meet the City's Design Guidelines.</p> <p>7/31/2008 – Planning Commission denied approval of the site plan due to design issues similar to those from their previous meeting, as well as applicants inability to come to Planning Commission Meeting to discuss their plans.</p> <p>5/22/2008 – Planning Commission did not approve the Chase Bank elevations due to design, i.e. slate roof, copulas, varied building facades, and other feature associated with American Colonial Architecture.</p> <p>Site Plan Review Committee – Committee was clear that the building elevations did not meet with the city's design guidelines, and recommended that the applicant rework the building elevations.</p>	
FISCAL IMPACT:	
N/A	
SUPPORTING DOCUMENTS:	
Chase Bank Revised Elevations	

RECOMMENDATION:

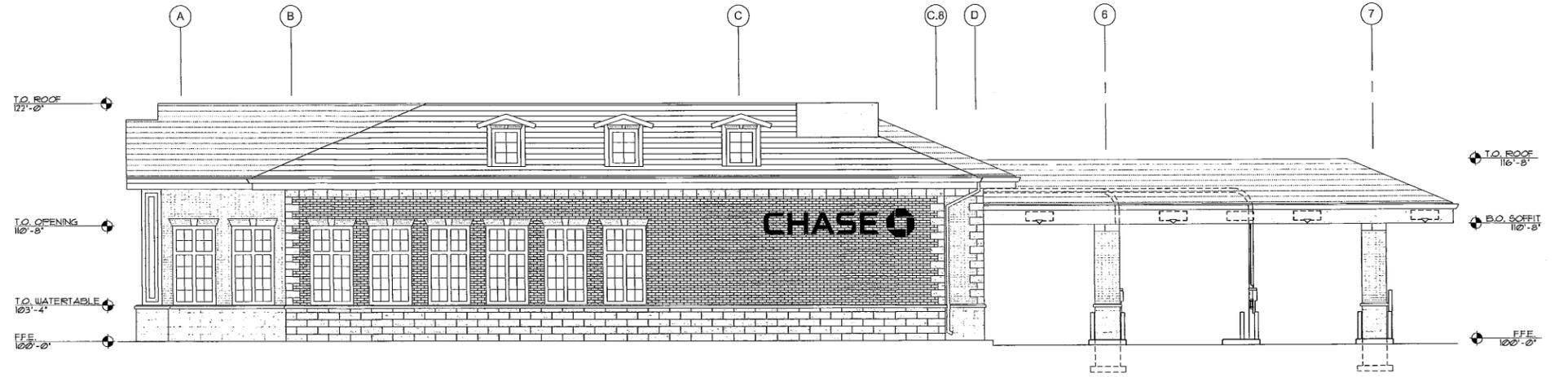
Review the elevations based on city design guidelines.

MOTION:

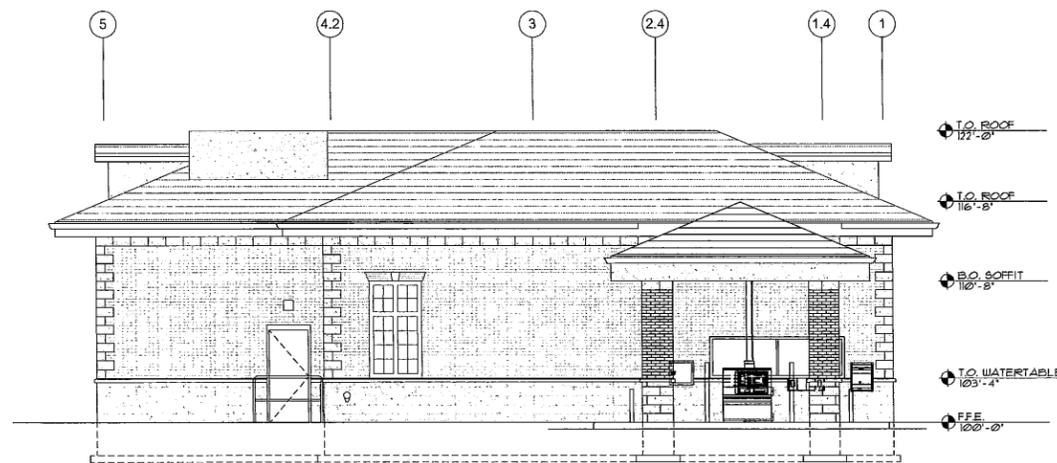
To approve/not approve the Final Site Plan for Chase Bank, subject to...



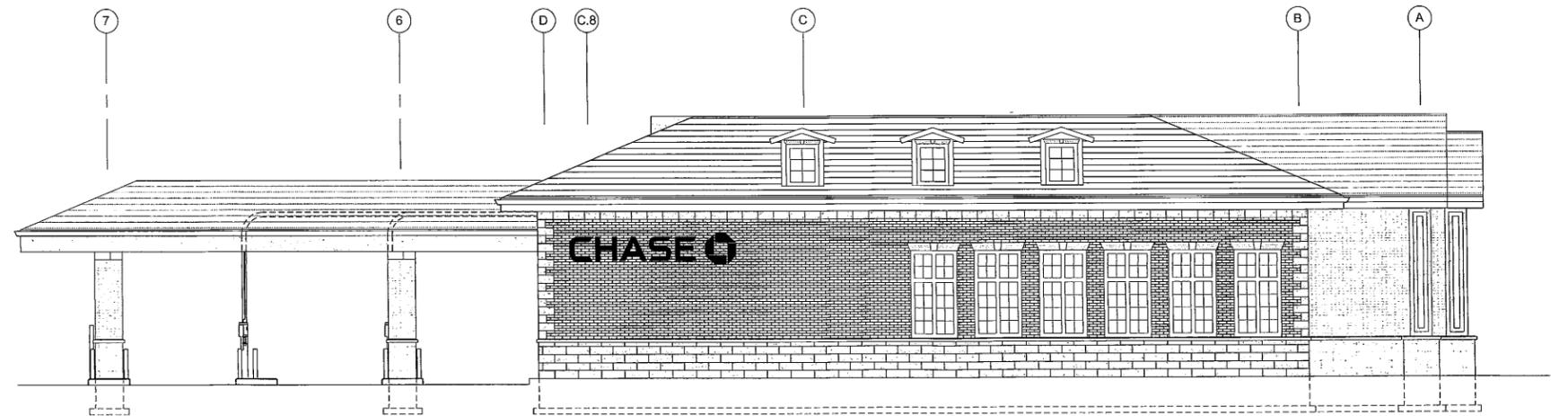
01 FRONT ELEVATION
SCALE: 1/4" = 1'-0"



02 RIGHT SIDE ELEVATION
SCALE: 1/4" = 1'-0"



03 REAR ELEVATION
SCALE: 1/4" = 1'-0"



04 LEFT SIDE ELEVATION
SCALE: 1/4" = 1'-0"



CITY OF CEDAR HILLS

TO:	Planning Commission
FROM:	Greg Robinson, Assistant to the City Manager
DATE:	11/20/2008

Planning Commission Agenda Item

SUBJECT:	Check Cashing Institutions Ordinance
APPLICANT PRESENTATION:	N/A
STAFF PRESENTATION:	Greg Robinson, Assistant to the City Manager, Planning
BACKGROUND AND FINDINGS: Continued from our last meeting; staff has put together wording for the proposed change to City Code. There are three places that will need to be changed they include: adding a definition of check cashing to 10-2-1, and adding it to the conditional use list in the design guidelines and city code as a conditional list for only the retail section of the commercial zone.	
PREVIOUS LEGISLATIVE ACTION: N/A	
FISCAL IMPACT: N/A	
SUPPORTING DOCUMENTS: Check cashing Definition for City Code 10-2-1: Definitions City Code 10-4G-3: Conditional Uses Design Guidelines Conditional Use List	
RECOMMENDATION: Review changes. Unfortunately a member of staff (who shall remain nameless, the planner) forgot to get the proper noticing done so that we could pass this until our next meeting.	
MOTION: To continue this item and direct staff to GET THE NOTICING DONE!	

10-2-1: DEFINITIONS:

CHECK CASHING: An organization involved in the providing of loans or consideration to customers in exchange for personal property, such as property titles or personal checks. Such services shall include check cashing businesses licensed and/or defined by the State pursuant to the Check Cashing Registration Act, car title loan businesses, deferred deposit loan businesses, and businesses of a similar nature offering such services as a primary function. The term Financial Service shall not include fully automated stand alone services, such as Automated Teller Machines, or those used defined as Bank or Financial Institution. No cashing service business shall be located closer than 1 mile from another such business as measured in a straight line from the property line of the property on which the business is located regardless of intervening structures or zoning districts. One check cashing or deferred deposit loan business shall be allowed for every twenty thousand citizens living in the City of Cedar Hills.

10-4G-3: CONDITIONAL USES:

A. Conditional Uses: Buildings, structures and uses of land listed as conditional may be permitted within a planned commercial development project, subject to compliance with applicable requirements of this title and those contained within the document "Guidelines For The Design And Review Of Planned Commercial Development Projects", and after approval has been given by the designated review agency.

A more detailed description of the land use districts (neighborhood retail, mixed use office/retail, and mixed use office) can be found in section 3.1 of the "Guidelines For The Design And Review Of Planned Commercial Development Projects".

Use	Neighborhood Retail	Office/ Retail	Office
Accessory buildings and facilities	C	C	C
Antique shop	C	C	-
Art shop and/or artist's supplies	C	C	-
Assisted living, convalescence home	-	C	C
Automobile lube center	C	-	-
Automobile wash	C	-	-
Baby supplies	C	C	-
Bakery	C	C	-
Banks	C	C	C
Barbershop	C	C	C
Beauty parlor	C	C	C
Bicycle shop	C	C	-
Bookstore	C	C	-
Catering establishment	C	-	-
Churches	-	C	C
Clothes cleaning, dying and pressing, retail	C	-	-
Community services	C	C	C
Convenience market with or without gas station	C	-	-
Dance studio	C	C	C
Drive-through windows	C	C	-
Drugstore	C	C	-
Fast food establishments	C	C	-
Floral shop	C	C	-

Food sales	C	C	-
Garden supply	C	C	-
Hardware store, not including outside storage of lumber or building materials	C	-	-
Hobby and/or craft store	C	C	-
Home improvement center	C	C	-
Interior decorating store	C	C	-
Jewelry store	C	C	-
Laundry, automatic, self-help	C	C	-
Locksmith	C	C	-
Movie theater	C	C	-
Music store	C	C	-
Pet grooming without boarding	C	C	-
Pet shop	C	C	-
Photographer and/or sale of photographic supplies	C	C	-
Preschool, daycare	C	C	C
Professional office	C	C	C
Recreational facilities and uses	C	C	C
Residential, attached units	C2	C3	C4
Restaurants	C	C	-
Signage	C	C	C
Sporting goods	C	C	C
Check Cashing	C	-	-

Notes:

1. Accessory buildings and facilities, such as landscape features, storage buildings and garage structures that are customarily used in conjunction with and incidental to a primary use within the project and that do not substantially alter the character of the project or use within the project.
2. When ancillary to a retail use (ancillary = subordinate, subordinate is less than 50 percent of any given structure) residential is permitted only on the second level of the structures.
3. When ancillary to a retail or office use (ancillary = subordinate, subordinate is less than 50 percent of any given structure) residential is permitted only on the second level of the structures.
4. As an independent development.

B.Approval: All requests shall be made to the city for the review and approval of the planning commission. The request shall include all pertinent documents pertaining to the requested land use.

The planning commission shall review and give final approval for all commercial conditional land uses based upon the "Guidelines For The Design And Review Of Planned Commercial Development Projects", the uses listed in subsection A of this section as well as any applicable information.

C.Appeals Or Requests For Exceptions: Appeals or requests for exceptions for any of the requirements listed herein shall be made, in writing, to the city manager or his/her designee. Appeals to the planning commission's decision shall be made within ten (10) days of receipt of the planning commission's action. Failure to request an appeal as provided shall constitute a waiver to such hearing and a waiver of the right to appeal.

Appeals to any action made by the planning commission for planned commercial development projects and specifically land uses will be heard by the city council of the City of Cedar Hills, which shall be the appeal body in this area. (Ord. 6-5-2007A, 6-5-2007)

- g. the outdoor storage of materials is prohibited with the exception of live plants that may be stored outside, at the discretion of the Planning Commission and/or City Council, but only in clearly defined locations
- h. the keeping of animals outdoors is prohibited

Use	N. Ret.	Office/Ret.	Office
Antique Shop	C	C	-
Art shop and/or artist's supplies	C	C	-
Assisted living, convalescence home	-	C	C
Automobile lube center	C	-	-
Automobile wash	C	-	-
Baby supplies	C	C	-
Bakery	C	C	-
Banks	C	C	C
Barber shop	C	C	C
Beauty parlor	C	C	C
Bicycle shop	C	C	-
Bookstore	C	C	-
Catering establishment	C	-	-
Churches	-	C	C
Clothes cleaning, dyeing and pressing, retail	C	-	-
Community services	C	C	C
Convenience market with or without gas station	C	-	-
Dance studio	C	C	C
Drive-through windows	C	C	-
Drug store	C	C	-
Fast food establishments	C	C	-
Food sales	C	C	-
Floral shop	C	C	-
Garden supply	C	C	-
Hardware store, not including outside storage of lumber or building materials	C	-	-
Hobby and/or craft store	C	C	-
Home improvement center	C	C	-
Interior decorating store	C	C	-
Jewelry store	C	C	-
Laundry, automatic, self-help	C	C	-
Locksmith	C	C	-
Movie theater	C	C	-
Music store	C	C	-
Pet grooming w/o boarding	C	C	-
Pet shop	C	C	-
Photographer and/or sale of Photographic supplies	C	C	-
Preschool, day care	C	C	C
Professional Office	C	C	C
Restaurants	C	C	-
Residential, attached units	C ³	C ⁴	C ⁵
Recreational facilities and uses	C	C	C
Signage	C	C	C
Sporting Goods	C	C	C
Check Cashing	C	-	-

³When ancillary to a retail use (ancillary = subordinate, subordinate is less than 50% of any given structure) Residential is permitted only on the second level of the structures.

⁴When ancillary to a retail or office use (ancillary = subordinate, subordinate is less than 50% of any given structure) Residential is permitted only on the second level of the structures.

⁵As an independent development



CITY OF CEDAR HILLS

TO:	Planning Commission
FROM:	Greg Robinson, Assistant to the City Manager
DATE:	11/20/2008

Planning Commission Agenda Item

SUBJECT:	General Plan: Transportation Element
APPLICANT PRESENTATION:	N/A
STAFF PRESENTATION:	Greg Robinson, Assistant to the City Manager, Planning
BACKGROUND AND FINDINGS:	
<p>The General Plan: Transportation Element is meant to be the City's intentions for the transportation network in the city for the next 30 years.</p> <p>Commissioner Chandler's edits are included in the attached copy of the transportation element. Please come prepared to discuss these changes and any others that you may wish to include in the updates.</p>	
PREVIOUS LEGISLATIVE ACTION:	
Last updated in 2002	
FISCAL IMPACT:	
N/A	
SUPPORTING DOCUMENTS:	
Current Transportation Element wording and current maps included in the General Plan	
RECOMMENDATION:	
Review what the current wording and maps are and make recommendations to reflect the 30 year plan of the General Plan.	
MOTION:	
Continue this item and direct staff to make the following changes to the General Plan: Transportation Element	

Town of Cedar Hills • General Plan

Inserted: City

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 Town.

Inserted: City

The Town’s street system serves four major functions:

Inserted: City

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 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.

Inserted: city

III. Existing Conditions

Cedar Hills contains approximately 8 miles of public streets and roads. State and Federal designated highways account for about 1.1 miles with the remainder being classified as City streets.

1. Traffic Volumes

Traffic volumes for most Town streets may be considered light. Traffic data is available only for State designated highways and certain major City streets. The attached map shows the annual average daily traffic flows for the major arterial streets within the City. All measured traffic volumes are substantially less than design capacities.

Inserted: City

2. Ownership of Street Right of Way

Most of the street rights-of-way within the Town are owned by the Town and have been acquired by dedication through the subdivision process or by gift. However, the Town 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 Town streets is still held by the adjacent property owners.

Inserted: City

Inserted: City

Inserted: City

Inserted: City

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.

Inserted: City

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 planners 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 UNSIGNALIZED INTERSECTIONS

Reserve Capacity (PCPH)	Level of Service	Expected Delay to Minor Street Traffic
Greater than or equal to 400	A	Little or no delay
300-399	B	Short traffic delays
200-299	C	Average traffic delays
100-199	D	Long traffic delays
0-99	E	Very long traffic delays
0	F	When demand volume exceeds the capacity of the lane, extreme delays will be encountered with queuing which may cause severe congestion affecting other traffic movements in the intersection. This condition usually warrants improvement in the intersection

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.

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

At the present time it does not appear that any of the intersections within the Town exceed the standard of Level of Service "A".

Inserted: City

V. Classification of Streets

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

Inserted: City

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 Canyon Road (State Highway 146) and Training School Road (4800 West).

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.

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 ~~Town~~ consists of three major elements as follows:

1. A Street Plan Map for the ~~Town~~ 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.

Inserted: City

Inserted: City

Inserted: City

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 10-9-302 of Utah Code.

Inserted: City

2. A diagram showing the minimum street right-of-way widths and street cross-section standards for the various classes of roads within the ~~Town~~.

Inserted: City

3. A summary of specific improvements needing to be undertaken in order to eliminate evident deficiencies in the ~~Town~~'s street system. This listing will serve as the bases for capital improvements program for streets.

Inserted: City

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 ~~Town~~ 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 ~~Town~~'s street system.

Inserted: City

Inserted: City

Inserted: City

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 • 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 Town. 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

Inserted: City

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 serves as the only major east-west collector street within the community.~~ As development continues and transportation demand increases, traffic will continue to concentrate on this route. To avoid levels of traffic which exceed the intended purpose of the facility additional collector streets should be established.

Inserted: At present, Cedar Hills has three major east-west collectors including: Cedar Hills Dr., Bayhill/Cottonwood, and Harvey Blvd.

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.

Inserted: City

2. Neighborhood (local) Streets

As noted earlier, the primary function of Neighborhood of 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 insure 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.~~

Formatted: Strikethrough

X. Non-Motorized, Intermodal Transportation

During 1995 the Cedar Hills ~~Town~~ 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 ~~Town~~ 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.

Inserted: City

Inserted: City

Inserted: City

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 ~~Town~~ Planning Staff is responsible for interpreting the master plan document and map.

Inserted: City

1. Assumptions

Cedar Hills trail use has increased dramatically in recent years. As Cedar Hills ~~Town~~ 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

Inserted: City

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. Provide an alternative transportation system - The trail system should create a non-motorized commuter system to lessen vehicular traffic within Cedar Hills Town.
- j. Consider school bus stops when developing the trails master plan map with the objective of developing improved pedestrian access to these areas.
- k. Connect important open space and recreation oriented landscape parcels.

Inserted: City

3. Policy

The Town 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.

Inserted: City

4. Non-Motorized Trail Location

The map on the following page 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.

Inserted: City



CITY OF CEDAR HILLS

TO: Planning Commission
FROM: Kim E. Holindrake, City Recorder
DATE: November 17, 2008

Planning Commission Memorandum

SUBJECT: 2009 Meeting Schedule
APPLICANT PRESENTATION:
STAFF PRESENTATION: Greg Robinson, Assistant to the City Manager - Planning

BACKGROUND AND FINDINGS:

The Planning Commission needs to adopt their 2009 meeting schedule. The proposal is to meet on the fourth Thursday of each month but there are a few months that will be pushed to the fifth Thursday. Please note that the City Council meets on the first and third Tuesdays, and we try to not have two meetings in one week.

PREVIOUS LEGISLATIVE ACTION:

FISCAL IMPACT:

SUPPORTING DOCUMENTS:

RECOMMENDATION

To adopt the 2009 Schedule.

MOTION

To adopt the Planning Commission's 2009 meeting schedule, as proposed.

CITY OF CEDAR HILLS
PUBLIC NOTICE OF REGULAR MEETINGS
FOR THE PLANNING COMMISSION
2009

Pursuant to Utah Code Annotated, Section 52-4-202, the City of Cedar Hills, Utah, hereby gives notice that the Planning Commission will hold its regular meetings according to the following schedule starting at 7:00 p.m. at the Cedar Hills Public Safety Building, 3925 W Cedar Hills Drive, Cedar Hills, Utah.

<u>JANUARY</u>	29	7 p.m.
<u>FEBRUARY</u>	26	7 p.m.
<u>MARCH</u>	26	7 p.m.
<u>APRIL</u>	30	7 p.m.
<u>MAY</u>	28	7 p.m.
<u>JUNE</u>	25	7 p.m.
<u>JULY</u>	30	7 p.m.
<u>AUGUST</u>	27	7 p.m.
<u>SEPTEMBER</u>	24	7 p.m.
<u>OCTOBER</u>	29	7 p.m.
<u>NOVEMBER</u>	19	7 p.m.
<u>DECEMBER</u>	No Meeting	7 p.m.