



CITY OF CEDAR HILLS

TO:	Planning Commission
FROM:	Greg Robinson, Assistant to the City Manager
DATE:	11/26/2007

Planning Commission Agenda Item

SUBJECT:	Final Action on Amsource Subdivision
APPLICANT PRESENTATION:	N/A
STAFF PRESENTATION:	David Bunker, City Engineer
BACKGROUND AND FINDINGS: <p>This is a straight forward subdivision. The Right of Way dedication on 4800 West is set for 96' but the building setbacks are based on a future 108' dedication for 4800 West future expansion.</p> <p>There were no additional requirements given to the developer from the planning commission during preliminary approval of this subdivision.</p> <p>Council approved the Preliminary Site Plan of the Project with several items that will be addressed by the developer during final site plan approval. The conditions do not affect the subdivision.</p>	
PREVIOUS LEGISLATIVE ACTION: <p>September 27, 2007 – Preliminary Approval November 29, 2007 – Tabled the item to see the Council's opinions for the Preliminary Site Plan</p>	
FISCAL IMPACT: <p>N/A</p>	
SUPPORTING DOCUMENTS: <p>Subdivision Plat</p>	
RECOMMENDATION: <p>Recommend approval of the subdivision.</p>	
MOTION: <p>Recommend Final Approval of the Amsource Subdivision.</p>	

4800 West Street

(Public Street)

N 0°02'42" W (Base of Building)
320.17'

West Quarter Corner
Section 5, T35 N2E,
S18R4, U.S. Survey
(found monument)

Lot 1
41,105 Sq. ft.
0.94 Acres

Lot 2
30,407 Sq. ft.
0.69 Acres

Lot 4
26,896 Sq. ft.
0.61 Acres

Lot 3
31,068 Sq. ft.
0.71 Acres

Road Dedication
1,322 Sq. Ft.

Utilities Approval

Utilities shall have the right to install, maintain and operate their equipment above and below ground and all other related facilities within the Public Utility Easements identified in this plat map as may be necessary or desirable in providing utility services within and without the area identified herein including the right of access to such facilities and the right to require removal of any obstructions including structures trees and vegetation that may be placed within the PUE. The utility may require the owner to remove all structures within the PUE at the owner's expense or the utility may remove such structures at the owner's expense. At no time will any permanent structures be placed within the PUE or any other obstructions which interfere with the use of the PUE with out the prior written approval of the utilities with facilities in the PUE.

Rocky Mountain Power _____
Questar _____
Comcast Cable _____

Questar

Questar approves this plat survey for the purpose of confirming that the plat contains public utility easements. Questar may require other easements in order to serve this development. This approval does not constitute derogation or waiver of any other existing rights, obligations or liabilities provided by law or equity. This approval does not constitute acceptance, approval or acknowledgement of any terms contained in the plat including those set forth in the Owners Dedication and the Notes and does not constitute a guarantee of particular terms of natural gas service. For further information please contact Questar's Right-of-Way department at 1-800-356-8532.

Approved this _____ day of _____ 20____
Questar Gas Company
By _____
Title _____



GREAT BASIN ENGINEERING - SOUTH
CONSULTING ENGINEERS and LAND SURVEYORS
2010 North Redwood Road, P.O. Box 16747
Salt Lake City Utah 84116
Salt Lake City (801)521-8529 Ogden (801)394-7288 Fax (801)521-8551

Planning Commission Approval

Approved this _____ day of _____ A.D. 20____
by the Planning Commission.
Secretary, Planning Commission _____
Chairman, Planning Commission _____

Cedar Hills Engineer Approval

Approved this _____ day of _____ A.D. 20____
by the City Engineer
City Engineer _____

Cedar Hills Attorney Approval

Approved as to form and content by the Cedar Hills Attorney
Cedar Hills Attorney _____

This plat provides 4 Lots
A line and the North
County bearing
Property

154.00'
145.91'
S 0°31'47" W
300.00'

Lyle J. Stewart Family Partnership



CITY OF CEDAR HILLS

TO:	Planning Commission
FROM:	Greg Robinson, Assistant to the City Manager
DATE:	1/2/2008

Planning Commission Agenda Item

SUBJECT:	Preliminary Site Plan & Subdivision Plat for St. Andrews Estates (Hole 15)
APPLICANT PRESENTATION:	N/A
STAFF PRESENTATION:	David Bunker, City Engineer

BACKGROUND AND FINDINGS:

This subdivision is an amendment to Plat H of the Cedars at Cedar Hills, and will be a 20 lot Subdivision with a 3-acre commercial lot on the north end of the development.

This subdivision will be a Planned Residential Development in the Hillside Zone. PRD items of note include: 1. 30% Open Space Requirement: The plat amendment will include enough open space to meet the requirement 2. Minimum 10,000 sq ft. lots requirements: Minimum lot size for this subdivision is 1/4 acre.

We are anticipating completion of the approval process by early March. The approval will correspond with the City's plan for golf course reconfiguration process.

PREVIOUS LEGISLATIVE ACTION:

N/A

FISCAL IMPACT:

There are no anticipated costs to the city or to the CDA

SUPPORTING DOCUMENTS:

St. Andrews Preliminary Site Plan

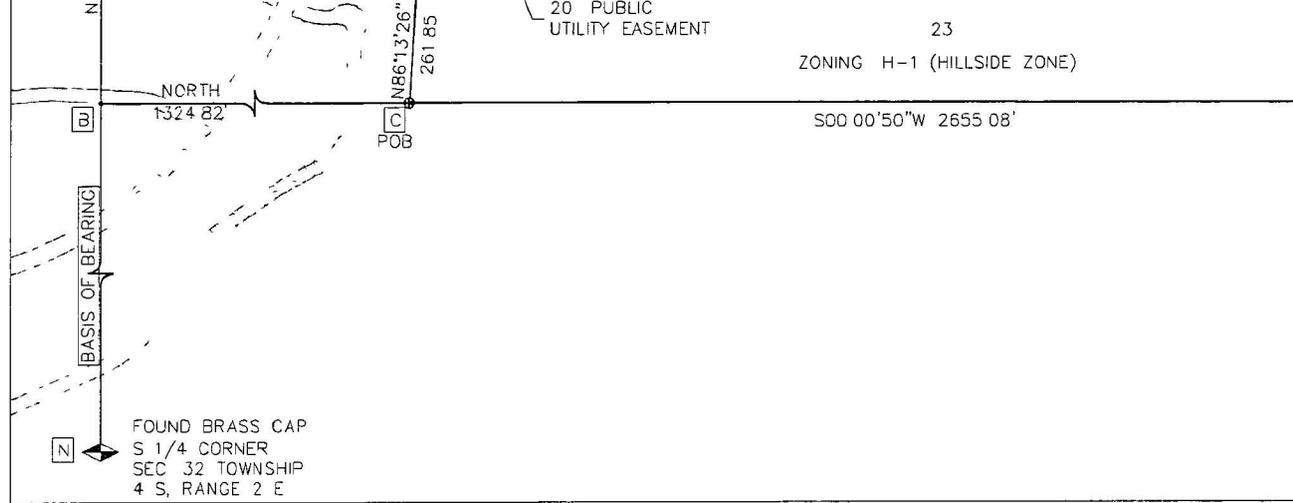
RECOMMENDATION:

Review and make a recommendation for approval to the City Council

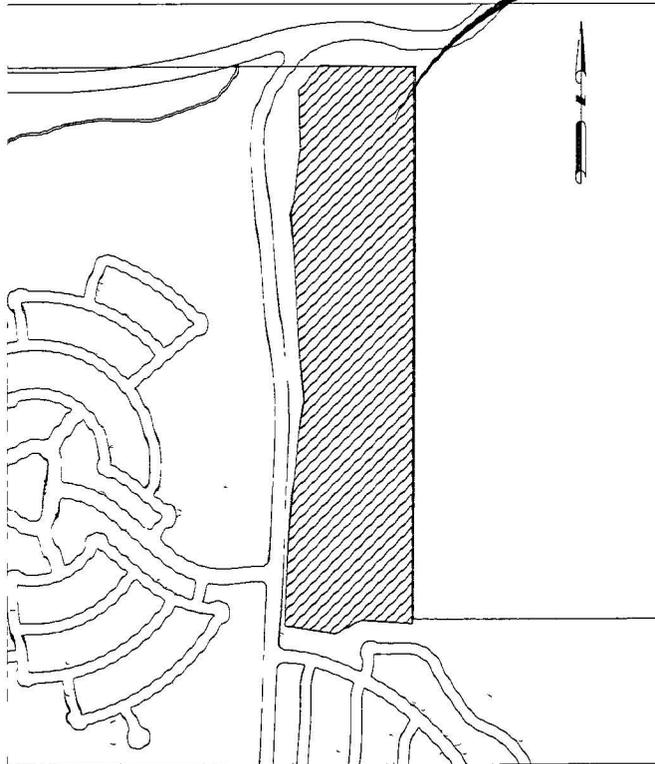
MOTION:

To recommend/not recommend preliminary approval of the St. Andrews Estates Preliminary Site Plan and Subdivision Plat subject to

- FOUND IRON PIN
- ▲ CALCULATED POINT NOT SET
- ⊕ SUBDIVISION MONUMENT
- SECTION LINE
- PROPERTY BOUNDARY
- CENTERLINE
- RIGHT-OF-WAY
- PUBLIC UTILITY EASEMENT
- 25 LOT NUMBER
- 10777 N LOT ADDRESS



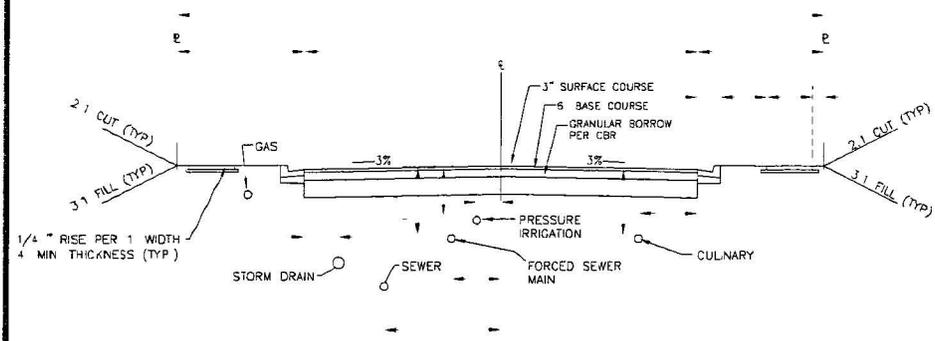
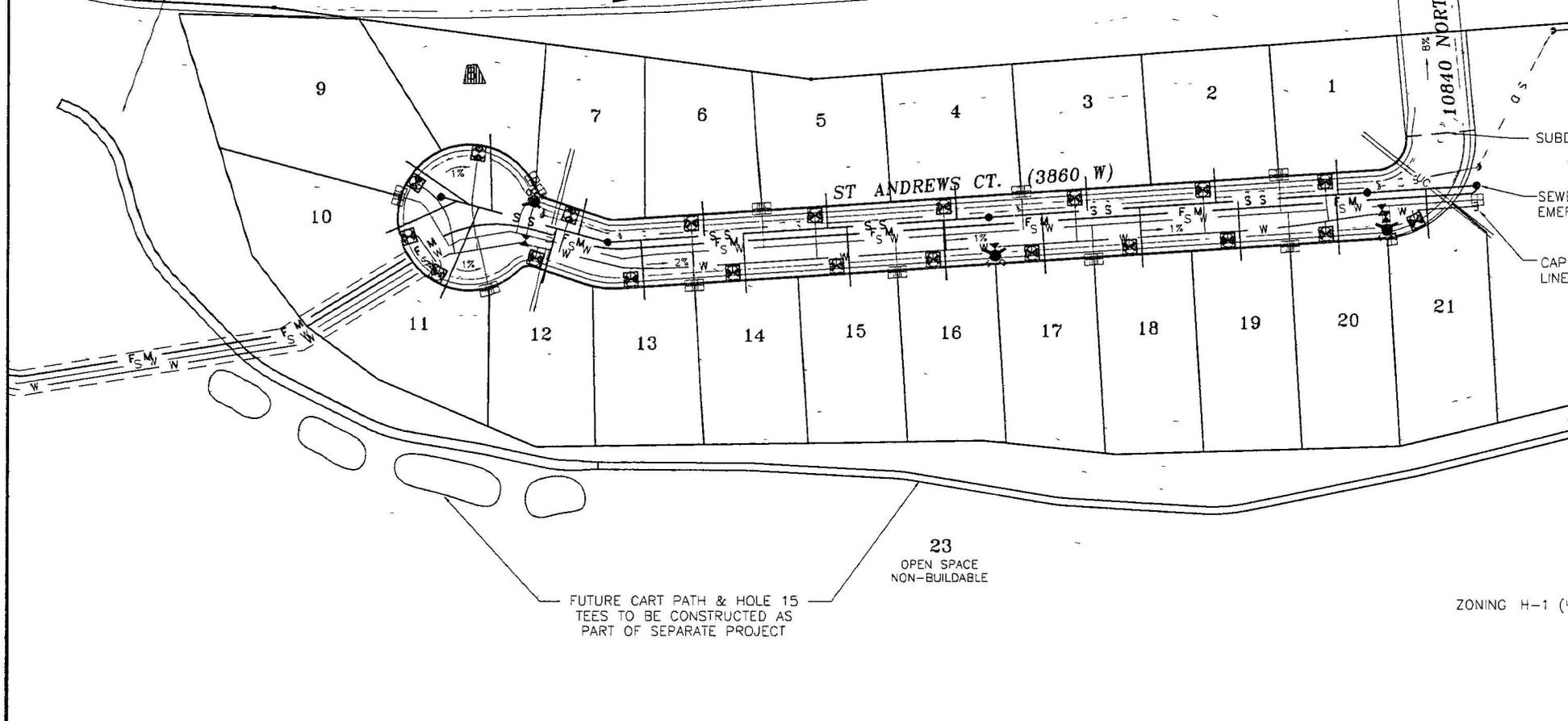
PROPOSED ST ANDREWS ESTATES SUBDIVISION



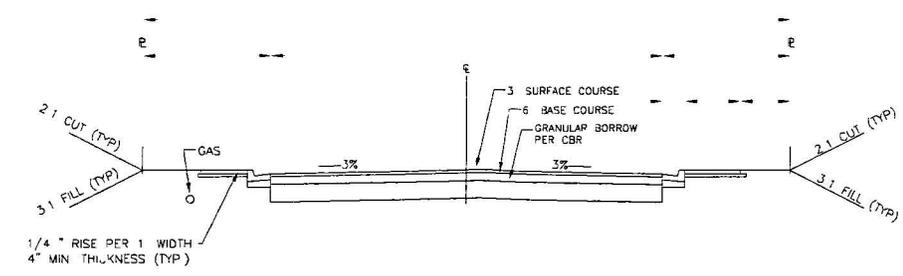
VICINITY MAP
N.T.S.

STATE PLANE COORDINATES					
POINT #	NORTHING	EASTING	GROUND DIST	GRID DIST	DESCRIPTION
A	7322189 67	1569582 16			SW COR SEC 32 T4S, R2E SLB&M
B	7322192 87	1570882 90	1301 30	(1300 74)	
C	7323517 12	1570882 90	1324 82	(1324 25)	TIE POINT ON SECTION LINE
D	7323534 36	1570621 73	261 85	(261 74)	POINT OF BEGINNING
E	7323467 84	1570511 47	128 82	(128 76)	
F	7323506 65	1570266 24	248 39	(248 28)	
G	7324146 17	1570299 81	640 67	(640 40)	
H	7324582 68	1570357 16	440 46	(440 27)	
I	7325467 84	1570291 99	887 93	(887 55)	
J	7325774 91	1570342 50	311 33	(311 20)	
K	7326061 78	1570335 75	287 08	(286 95)	
L	7326178 81	1570434 61	153 26	(153 19)	
M	7326171 06	1570883 54	449 19	(449 00)	
			2655 08	(2653 94)	
C	7323517 12	1570882 90			POINT OF BEGINNING
B-N	7322196 17	1572226 74		(1343 85)	S 1/4 COR SEC 32 T4S, R2E SLB&M

NOTE, THE ABOVE ARE BASED ON THE NAD 83 UTAH STATE PLANE COORDINATE SYSTEM, CENTRAL ZONE, US SURVEY FOOT



TYPICAL CROSS SECTION
ST. ANDREWS CT.



TYPICAL CROSS SECTION
10840 NORTH



CITY OF CEDAR HILLS

TO:	Mayor and City Council
FROM:	Greg Robinson, Assistant to the City Manager
DATE:	1/2/2008

Planning Commission Agenda Item

SUBJECT:	Conveyance of Water Rights for Annexation and Development												
APPLICANT PRESENTATION:	N/A												
STAFF PRESENTATION:	David Bunker, City Engineer												
BACKGROUND AND FINDINGS:													
<p>In order to meet the water needs of new Cedar Hills residents the City Council has asked staff to review and modify the water rights required to be dedicated to the city upon annexation or development</p> <p>The Planning Commission has asked for some modifications before recommending the ordinance to the Council. The changes will be a graduated scale with a floor set at 1 acre foot of water for .15 of an acre lot size, and increasing 0.1 acre feet of water per 1000 square feet. With this scale a one acre parcel would be required to provide more than was initially proposed.</p> <p>Staff recommends that a different formula be used, similar to Alpine City, to determine the water right amounts. The formula would be: $(2.58 \times \text{dwelling unit acreage}) + 0.5 = \text{Water Rights to be dedicated}$. This would provide for our indoor use and give a more fair linear relationship to units.</p> <table border="1"> <thead> <tr> <th>Acre dwelling unit</th> <th>Acre feet of water</th> </tr> </thead> <tbody> <tr> <td>0.20</td> <td>1.02</td> </tr> <tr> <td>0.33</td> <td>1.35</td> </tr> <tr> <td>0.50</td> <td>1.79</td> </tr> <tr> <td>0.75</td> <td>2.44</td> </tr> <tr> <td>1.00</td> <td>3.08</td> </tr> </tbody> </table>		Acre dwelling unit	Acre feet of water	0.20	1.02	0.33	1.35	0.50	1.79	0.75	2.44	1.00	3.08
Acre dwelling unit	Acre feet of water												
0.20	1.02												
0.33	1.35												
0.50	1.79												
0.75	2.44												
1.00	3.08												
PREVIOUS LEGISLATIVE ACTION:													
Planning Commission tabled action and asked that modifications be made to a more graduated scale													
FISCAL IMPACT:													
To add another 200 homes with lots of at least a third of an acre, the cost saved by not having to purchase the extra water rights would be approximately \$1.2 million.													
SUPPORTING DOCUMENTS:													
Proposed Ordinance with revisions to Cedar Hills Code 1-12-3, 10-5-16 and 10-6-16													
RECOMMENDATION:													
Review the proposed ordinance and recommend approval													
MOTION:													
To recommend approval of the ordinance amending Title 10 of the City Code of the City of Cedar Hills, Utah, amending the requirements relating to Planned Commercial Development Projects													

ORDINANCE NO _____

AN ORDINANCE AMENDING TITLE 1 AND TITLE 10 OF THE CITY CODE OF THE CITY OF CEDAR HILLS, UTAH, AMENDING THE REQUIREMENTS RELATING TO PLANNED COMMERCIAL DEVELOPMENT PROJECTS.

WHEREAS, pursuant to Utah Code Annotated § 10-9a-501, the City Council of the City of Cedar Hills may adopt ordinances to govern the use and development of land within the City; and

WHEREAS, the City Council, following receipt of a recommendation from the Planning Commission, has determined that it is in the best interest of the public health, prosperity, comfort, and convenience of the City of Cedar Hills, and the residents thereof, to enact certain amendments to Title 1 and Title 10 of the City Code dealing with water rights conveyance;

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF CEDAR HILLS, UTAH COUNTY, STATE OF UTAH:

**PART I
AMENDMENTS**

SECTION 1. Title 1, Chapter 12 of the City Code, entitled Annexations, is hereby amended to read as follows:

1-12-3 PARAGRAPH 2a. RESIDENTIAL USES

a Residential Uses: To determine water rights for each potential lot or dwelling unit the following formula shall be used: $(2.58 \times \text{dwelling unit acreage}) + 0.5 = \text{Water Rights to be dedicated}$ Or as determined by the terms of any concurrent annexation concept plan submitted as a condition of annexation, the terms of the annexation agreement (if addressed therein) or by the lot area requirements for the zone classification proposed for the annexation area, whichever is applicable

SECTION 2. Title 10, Chapter 5 of the City Code, entitled Supplementary Development Standards, is hereby amended to read as follows:

10-5-16 WATER RIGHTS TO BE CONVEYED; EXCEPTIONS

A. All requests for approval of a subdivision or issuance of a building permit shall, as a condition of approval of the subdivision or issuance of the building permit, as applicable, convey to the city title to water rights using the following formula: $(2.58 \times \text{dwelling unit acreage}) + 0.5 = \text{Water Rights to be dedicated}$ ~~with a scale having a base of one acre-foot water right for a 0.15-acre lot, and for each additional 1000-square feet added to the lot above 0.15-acres the water right amount shall increase 0.1-acre-feet for each subdivision~~

lot or building permit:

SECTION 3. Title 10, Chapter 6 of the City Code, entitled Large Scale Development, is hereby amended to read as follows:

10-6-16 WATER RIGHTS TO BE CONVEYED TO CITY; EXCEPTIONS:

A. Requirements:

1. All developers of large scale developments shall, as a condition of approval, convey to the city title to water rights in an amount capable of producing (in a normal water year) one of the following:

a For single- and two-family residential developments, the following formula shall be used: $(2.58 \times \text{dwelling unit acreage}) + 0.5 = \text{Water Rights to be dedicated}$ ~~a scale with a base of one acre foot water right for a 0.15 acre lot, and for each additional 1000 square feet added to the lot above 0.15 acres the water right amount shall increase 0.1 acre feet shall apply per dwelling unit~~

b For multiple-family residential developments, ~~one acre foot~~ 1.75 acre feet per dwelling unit for the first two (2) dwelling units in each structure, plus ~~0.7~~ 1 ~~acre feet~~ foot per dwelling unit for all dwelling units over two (2).

c. For commercial, industrial and other similar nonresidential developments, sufficient water rights to satisfy the needs of the proposed development as determined by the city; provided, that said requirement shall be not less than three (3) acre feet per acre of land in the project.

2. Said rights shall be of a type acceptable to the city (i.e , irrigation stock, well rights, stock in culinary water company) and shall be conveyed prior to final approval of said project by the city council.

PART II PENALTY AND ADOPTION

A. CONFLICTING PROVISIONS

Whenever the provisions of this Ordinance conflict with the provisions of any other ordinance, resolution or part thereof, the more stringent shall prevail

B. PROVISIONS SEVERABLE

This Ordinance and the various sections, clauses and paragraphs are hereby declared to be severable. If any part, sentence, clause or phrase is adjudged to be unconstitutional or invalid it is hereby declared that the remainder of the ordinance shall not be affected thereby

C. AMENDMENT TO BE ADDED TO CITY CODE

The City Council hereby authorizes and directs that insert pages reflecting the provisions enacted hereby shall be made and placed in the City Code, Title 1 and Title 10.

D. PENALTY

Hereafter these amendments shall be construed as part of the Zoning Ordinance of the City Code of the City of Cedar Hills, Utah, to the same effect as if originally a part thereof, and all provisions of said regulations shall be applicable thereto, including, but not limited to, the enforcement, violation and penalty provisions

E EFFECTIVE DATE

This Ordinance shall take effect upon its passage and publication as required by law.

PASSED AND ORDERED POSTED BY THE CITY COUNCIL OF CEDAR HILLS, UTAH, THIS ____ DAY OF APRIL, 2007.

Michael C. McGee, Mayor

ATTEST:

Kim E Holindrake, City Recorder



CITY OF CEDAR HILLS

TO:	Planning Commission
FROM:	Greg Robinson, Assistant to the City Manager
DATE:	1/2/2008

Planning Commission Agenda Item

SUBJECT:	Canyon Commercial Zone
APPLICANT PRESENTATION:	N/A
STAFF PRESENTATION:	Greg Robinson, Assistant to the City Manager, Planning
BACKGROUND AND FINDINGS: This item is on the City Council's agenda to receive for more specific direction about the proposed commercial zone in the Canyon Road area In order to get the Council's direction and input Staff is submitting a preliminary outline of the Canyon Commercial Zone Staff is looking to receive input for: The Included Area Commercial Uses Corresponding Design Standards and any other direction Council wishes to include.	
PREVIOUS LEGISLATIVE ACTION: None	
FISCAL IMPACT: N/A	
SUPPORTING DOCUMENTS: Preliminary Commercial Zone Outline	
RECOMMENDATION: Review Council's direction and staff outline and begin a discussion about the Canyon Commercial Zone	
MOTION: Table the proposed zoning change to allow staff to make suggested changes	

Canyon Commercial Zone

Purpose

To protect the quality, aesthetics, and compatibility of mixed commercial uses with the surrounding areas and zones

The Mixed-Use Office designation is intended to accommodate the least intense commercial land uses and to provide a buffer to existing or future single-family residential areas through landscaping, setbacks, building heights and land uses. Also, any retail uses in this area shall help create a transition from the more intense commercial uses in the other areas to the surrounding and adjacent residential neighborhoods. Building heights within this designation are limited to those height restrictions found within adjacent residential developments. Community services such as libraries, city hall, public recreation facilities are permitted.

Development within this sub-district shall carefully utilize landscaping, orientation of buildings, and the specific land uses to minimize impact on adjacent residential uses. Office and commercial buildings within this area shall appear more residential in nature rather than commercial. Contemporary architecture with flat roofs and a high percentage of reflective glass would not be considered appropriate.

Uses

Guidelines for the Design and Review of Planned Commercial Development Projects 4.4 Mixed-Use Office

Design Standards:

10-6-15. As a means of harmonizing development within the project with existing and planned development within the surrounding area, the planning commission may, as a condition of its approval, specify or require changes in the minimum and maximum height of buildings and structures, the type and style of architecture, the character and nature of landscaping, the choice of building and plant materials, the pattern of circulation, the location and siting of buildings, fences, walls, utilities, lighting and sprinkling facilities and other structures, as well as the nature and extent of drainage facilities.

Building Height: One and two story buildings are permitted although two-story buildings are encouraged in order to more fully convey the desired architectural theme. Buildings within the Office Development may be erected to a maximum height of thirty (30) feet. An additional height bonus of one (1) foot per additional two (2) foot increase from the required setback may be granted, up to a maximum height of forty (40) feet. The Planning Commission may increase the required setback or require additional architectural elements for buildings taller than thirty-five (35) feet, if after due consideration, feel it necessary to mitigate any negative impacts that the proposed development may have on the residential development. Height is measured from average, finished grade to the top of cornice or parapet for flat roofs, and the midpoint of rake for sloped roofs.

Setbacks: Office and commercial buildings shall be setback a minimum of thirty (30) feet from any existing residential zone. Commercial buildings that are primarily residential in nature, for example an assisted living facility, shall not have a minimum setback but shall be reviewed for setback as a part of its Site Plan Approval.

Architectural Design:

Landscaping:

Shall adhere to the standards set forth in the *Guidelines for the Design and Review of Planned Commercial Development Projects*, specifically Section 4 1.2 and 4.4.5

Lighting:

The goal of lighting shall be to contribute to a safe, crime-free environment while eliminating light pollution to adjacent properties

Outside Storage

The storage of merchandise outside an approved building shall not be allowed except in those areas approved as part of the site plan and shall be within an area enclosed with a sight obscuring fence of at least six feet (6') in height, Stacking of merchandise or materials of any kind shall not be allowed to protrude above required walls or fence lines unless approved by a temporary use permit.

Premises Maintenance.

As part of the Site Plan review process, applicants shall provide documentation outlining the establishment and perpetual membership in a Commercial Owners/Tenants Association or other similar body to provide for the on-going maintenance of all on-site improvements Said associations should allow for the inclusion of adjacent developments as future phases or association members

Ancillary Uses.

Any uses not permitted in the Canyon Road Mixed-Use Commercial Zone may only be permitted by the approval of the City as ancillary use, generating less than 50% of any given structure



CITY OF CEDAR HILLS

TO:	Planning Commission
FROM:	Greg Robinson, Assistant to the City Manager
DATE:	1/7/2008

Planning Commission Agenda Item

SUBJECT:	General Plan Transportation Element
APPLICANT PRESENTATION:	N/A
STAFF PRESENTATION:	David Bunker, City Engineer
BACKGROUND AND FINDINGS: Due to the anticipated need for adequate transportation planning, especially in the undeveloped areas of the Hillside Zone the city is beginning the process to update the General Plan. Transportation Element	
PREVIOUS LEGISLATIVE ACTION: 2002 General Plan Update	
FISCAL IMPACT: N/A	
SUPPORTING DOCUMENTS: General Plan Transportation Element	
RECOMMENDATION: To review and give recommendations and direction for the needed transportation updates	
MOTION: To direct Staff to update and make recommended changes to the General Plan Transportation Element and to return to Planning Commission	

Town 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 Town.

The Town's street system serves four major functions:

1. It provides a corridor for the circulation of goods and people into and within the community.
2. It serves as the principle means of access to individual properties throughout the community.
3. It serves as the primary location for the placement of culinary water mains and other public utility systems.
4. 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.

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.

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 to 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.

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 planners have adopted a "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 STOP-CONTROLLED 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"

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 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.

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.

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.
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.

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.

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 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.

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 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.

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.

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.

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 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

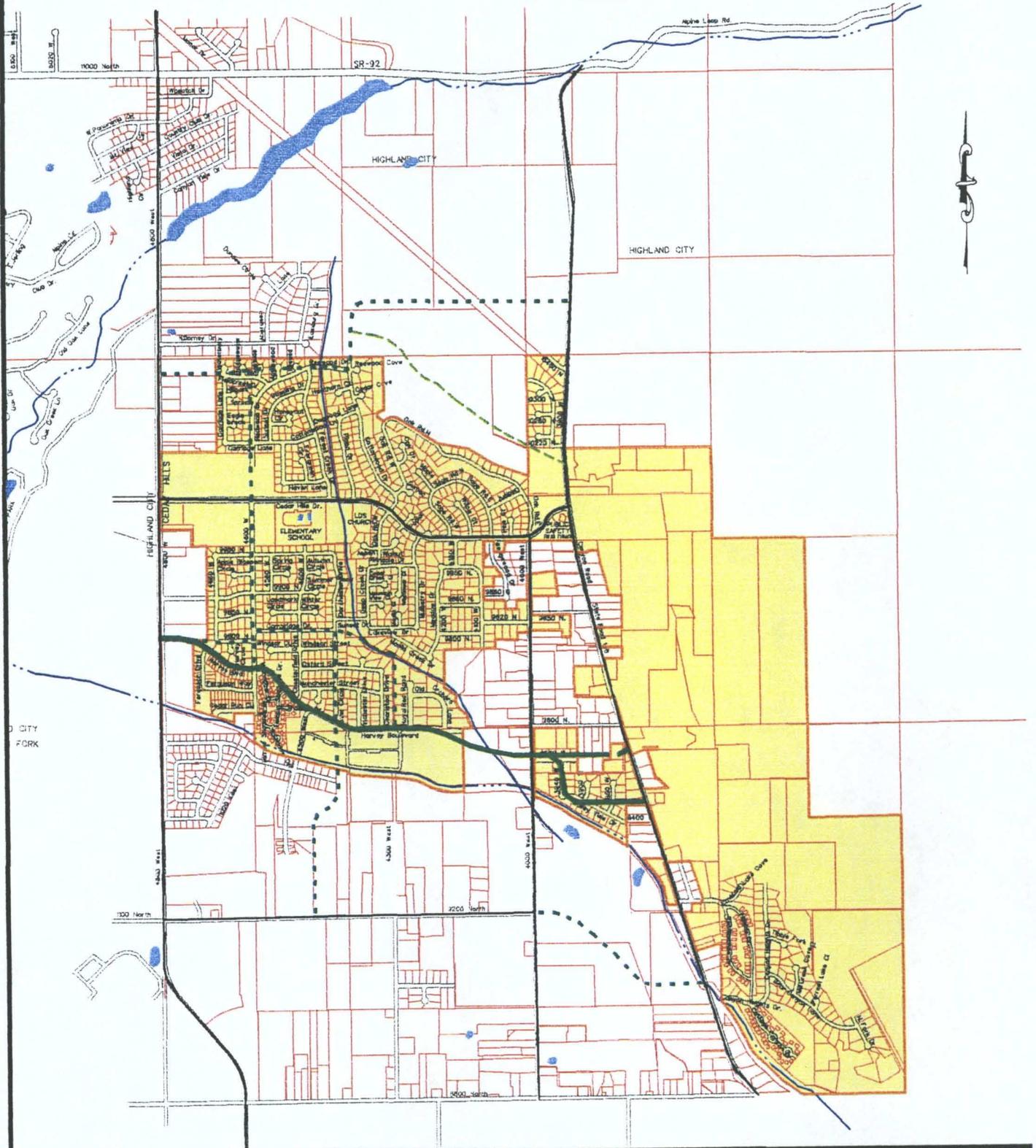
3. Policy

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

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

CITY OF CEDAR HILLS



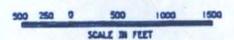
LEGEND

-  RIVERS AND STREAMS
-  ROADS
-  CITY BOUNDARY
-  PARCELS
-  EXISTING COLLECTOR
-  PROPOSED LOCAL COLLECTOR
-  PROPOSED MINOR COLLECTOR
-  PROPOSED MAJOR COLLECTOR
-  INCORPORATED CITY
-  WETLANDS

CITY OF CEDAR HILLS STREET PLAN MAP

APRIL 2000

Versar INC.



SCALE IN FEET



CITY OF CEDAR HILLS

TO:	Planning Commission
FROM:	Greg Robinson, Assistant to the City Manager
DATE:	1/2/2008

Planning Commission Agenda Item

SUBJECT:	Hillside Zone and Applicable Planned Residential Development Zoning
APPLICANT PRESENTATION:	N/A
STAFF PRESENTATION:	David Bunker, City Engineer
BACKGROUND AND FINDINGS:	
<p>This Item will be discussed by the City Council, and will give greater specification for the changes they indicated that they wished to make. This will be a preliminary discussion about the Hillside H-1 Zone with additional discussions anticipated by both the Planning Commission and City Council.</p> <p>Council has asked staff to look at making changes to the Hillside Zone. Staff has looked at the Hillside Zone and is looking to get further and more specific direction for the Hillside Zone. Staff is also recommending that Council review the PRD regulations, typically those are the regulations that are causing smaller lot sizes.</p> <p>In order for staff to meet Council's expectations for the Hillside Zone staff will be looking for specific and well defined direction that will be included in the motion.</p>	
PREVIOUS LEGISLATIVE ACTION:	
<p>Changes to the Hillside H-1 Zone were made in 1993, 2003, and 2004.</p> <p>The last changes made to Planned Residential Development Code was in March 1999.</p>	
FISCAL IMPACT:	
N/A	
SUPPORTING DOCUMENTS:	
<p>Review City Code</p> <p>10-4D</p> <p>10-6B</p>	
RECOMMENDATION:	
To review and give recommendations and direction for the needed Zoning updates to staff	
MOTION:	
To direct Staff to update and make recommended changes to the City Zoning Code, which are . and to return those changes to the Planning Commission for review	