

PLANNING COMMISSION MEETING
Thursday, October 30, 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, October 30, 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 August 28, 2008, Public Hearing and Regular Planning Commission Meeting
4. Review/Recommendation on Check Cashing Businesses and Zoning Regulations
5. Review/Recommendation on Amendments to the City Code, Title 10-5-18, Fences
6. Review General Plan Transportation Element
7. Committee Assignments and Reports

ADJOURNMENT

8. Adjourn

Posted this 28th day of October, 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:	10/30/2008

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:	
<p>The City Council has asked that the Planning Commission consider an ordinance that would reduce the negative impact of check cashing institutions may have on the city by adding distance and/or population limits for the businesses.</p> <p>Included are other cities in Utah that have already instituted similar ordinances and the working used.</p>	
PREVIOUS LEGISLATIVE ACTION:	
N/A	
FISCAL IMPACT:	
N/A	
SUPPORTING DOCUMENTS:	
Document that includes several Utah cities; their limitations and definitions of "check cashing businesses"	
RECOMMENDATION:	
Review other city's ordinances and begin work on a recommendation regarding an ordinance dealing with check cashing businesses.	
MOTION:	
To continue this item and direct staff to develop the wording for an ordinance that will include the following limitations (distance and/or population)...	

Cities in Utah: Check Cashing Code

City	Distance Between Similar Businesses	Population Ratio	Conditional Use
Draper	1000 ft.	None	Yes
Midvale	600 ft.	1 per 10,000	Yes
Orem	1/2 mile		Yes
Pleasant Grove	1 mile		Yes
Sandy	1 mile	1 per 10,000	Yes
South Jordan	1 mile		Yes
South Salt Lake	600 ft. (between businesses and from Residential Zones)		Yes
Taylorsville	600 ft.	1 per 10,000	Yes
West Jordan	1,000 ft. (also from pawn shop or bail bond businesses)		Yes
West Valley City	600 ft.	1 per 10,000	Yes

Draper

"Cashing Services" 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, nor those used defined herein as Bank or Financial Institution. No cashing service business shall be located closer than 1000 feet 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.

Midvale

"Check cashing" means cashing a check for consideration or extending a deferred deposit loan and shall include any other similar types of businesses licensed by the state pursuant to the Check Cashing Registration Act. No check cashing or deferred deposit loan business shall be located within six hundred feet of any other check cashing business. Distance requirements defined in this section shall be measured in a straight line, without regard to intervening structures or zoning districts, from the entry door of each business. One check

cashing or deferred deposit loan business shall be allowed for every ten thousand citizens living in Midvale City. The term "check cashing" shall not include fully automated stand-alone services located inside of an existing building, so long as the automated service incorporates no signage in the windows or outside of the building.

Orem

22-14-21. Regulations Governing Particular Uses

A. Check Cashing & Other Credit Services (SLU Code 6111)

1. Definition. Check cashing is defined as engaging in the business of a check casher as defined in the Utah Check Cashing Registration Act, Utah Code Section 7-23-101 et.seq. (as amended). Check cashing is also defined as providing loans, cash advances, or other forms of credit upon presentation of a personal check or title to a vehicle to be held by the person or entity making the loan, cash advance, or providing the credit. Check cashing includes uses commonly known as payday advances/loans, deferred deposit loans, title loans, and other businesses of a similar nature. However, the definition of check cashing does not include the providing of credit to finance the initial purchase of personal property or the sale of such debt obligations to a factor or financial institution that purchases debt instruments connected with such transactions in the normal course of its business. Banks, credit unions, and pawnshops are not included in the definition of check cashing
2. Separation Requirement. No check cashing business shall be located within one-half (1/2) mile of any other check cashing business as measured in a straight line between the closest property lines of the lots on which they are located.
3. No more than one check cashing business shall be allowed for every 10,000 citizens living in the City of Orem.
4. For purposes of this subsection 22-14-21(A), each separate physical location shall count as a Check Cashing Business.

Pleasant Grove

10-15-46: CHECK CASHING AGENCIES AND SIMILAR DEFERRED DEPOSIT LOAN BUSINESSES:

- A. All applicants must adhere to the following regulations when applying for these types of businesses:
 1. Check cashing agencies or other similar deferred deposit loan businesses shall be no closer than a one mile driving distance between store locations.
 2. If allowed in a certain zone, all check cashing agencies and other similar businesses must obtain conditional use permit approval prior to the issuance of a business license.
 3. Check cashing agencies and other similar deferred deposit loan businesses are prohibited from all zones, except for the C-S/commercial sales and CS-2/commercial sales-2 zones. (Ord. 2007-34, 9-4-2007)

West Valley

"Check Cashing" means cashing a check for consideration or extending a Deferred Deposit Loan and shall include any other similar types of businesses licensed by the State pursuant to the Check Cashing Registration Act. No check cashing or deferred deposit loan business shall be located within 600 feet of any other check cashing business. Distance requirements defined in this section shall be measured in a straight line, without regard to intervening structures or zoning districts, from the entry door of each business. One check cashing or deferred deposit loan business shall be allowed for every 10,000 citizens living in West Valley City. The term Check Cashing shall not include fully automated stand alone services located inside of an existing building, so long as the automated service incorporates no signage in the windows or outside of the building.



CITY OF CEDAR HILLS

TO:	Planning Commission
FROM:	Greg Robinson, Assistant to the City Manager
DATE:	8/28/2008

Planning Commission Agenda Item

SUBJECT:	Public Facilities Fencing Ordinance
APPLICANT PRESENTATION:	N/A
STAFF PRESENTATION:	Greg Robinson, Assistant to the City Manager, Planning
BACKGROUND AND FINDINGS:	
<p>This item has been continued from the August planning commission meeting where Councilman Richardson indicated that he would like to make additional changes to this ordinance to be more inclusive of all fencing sections. C. Richardson told staff to tell the Commissioners that he would be bringing his recommendations with him to planning commission meeting.</p> <p>To refresh your memories, at the August meeting the recommendation made by staff was to add "Public Facilities" to section 10-5-18 to read as follows:</p> <p>10-5-18: FENCES: 7. Exceptions: a. Planned Residential, "Public Facility" Or Commercial Developments: No fencing of any type or style is allowed surrounding or within a planned residential, "public facility" or commercial development without the prior recommendation of the planning commission and/or approval of the city council. The city council is authorized to grant approval on any type or style of fence within any planned residential, "public facility" or commercial development. (Ord. 8-15-2006B, 8-15-2006)</p>	
PREVIOUS LEGISLATIVE ACTION:	
Continued from 8/28/2008	
FISCAL IMPACT:	
N/A	
SUPPORTING DOCUMENTS:	
N/A	
RECOMMENDATION:	
Until staff is able to review C. Richardson's proposed changes, staff's current recommendation would remain; to make the changes that were proposed by staff from the August meeting.	
MOTION:	
Recommend approval of the changes to the Ordinance 10-5-18-7a to read as follows...	



CITY OF CEDAR HILLS

TO:	Planning Commission
FROM:	Greg Robinson, Assistant to the City Manager
DATE:	10/30/2008

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>As discussed in previous planning commission meetings the Transportation Element of our General Plan is in need of being updated. 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. Currently most of the transportation plans included in the General Plan has been accomplished. Staff has included the current Transportation Element wording and maps, also included are maps indicating staff's recommendation for the update. Please review and come prepared to make recommendations for the Transportation Element's update.</p>	
PREVIOUS LEGISLATIVE ACTION:	
Last updated in 2002	
FISCAL IMPACT:	
N/A	
SUPPORTING DOCUMENTS:	
<p>Current Transportation Element wording and current maps included in the General Plan Maps representing staff's recommendation for the update</p>	
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

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 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 planets 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:

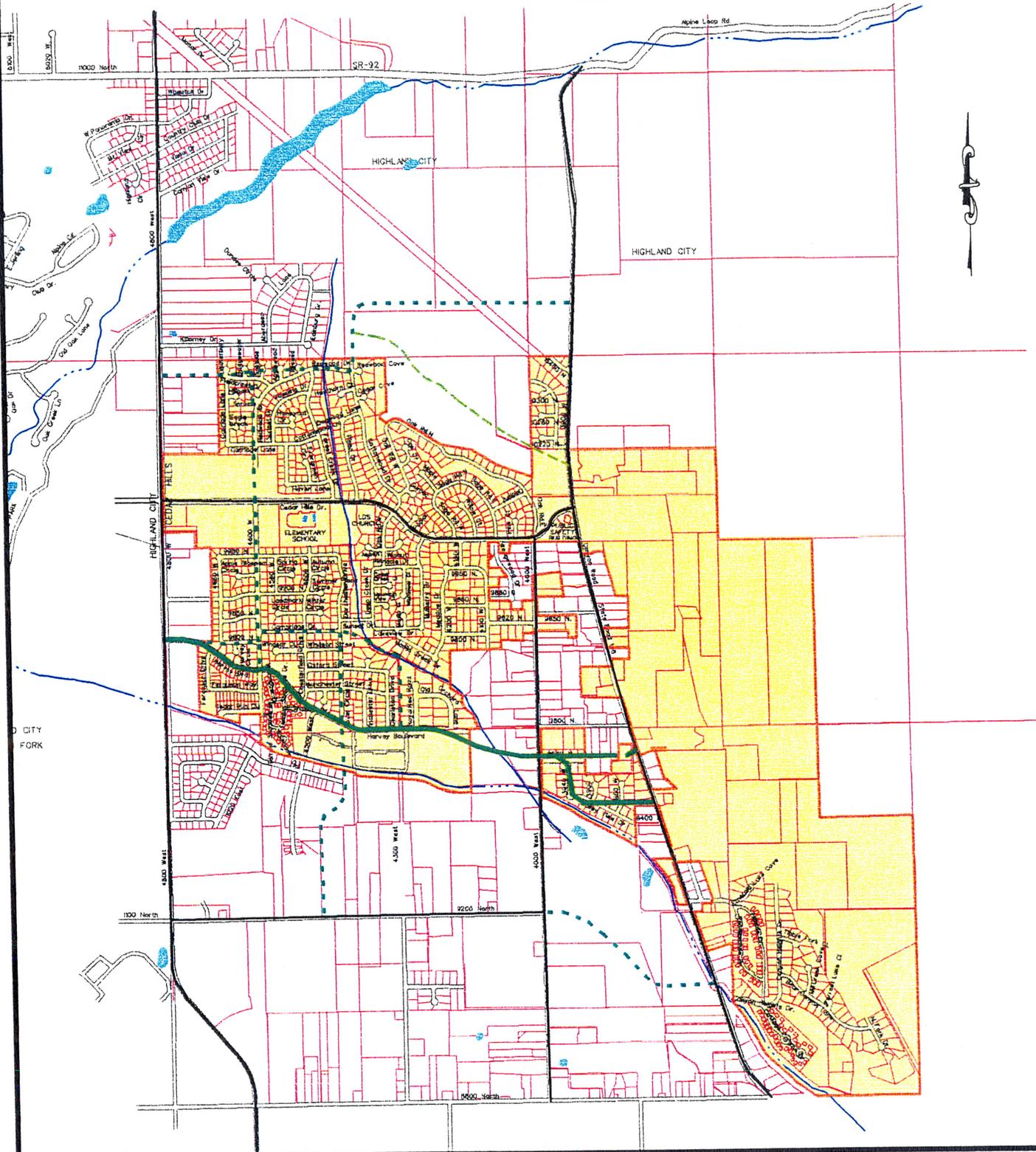
Cedar Hills • General Plan

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%

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.

500 250 0 500 1000 1500
SCALE IN FEET

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.

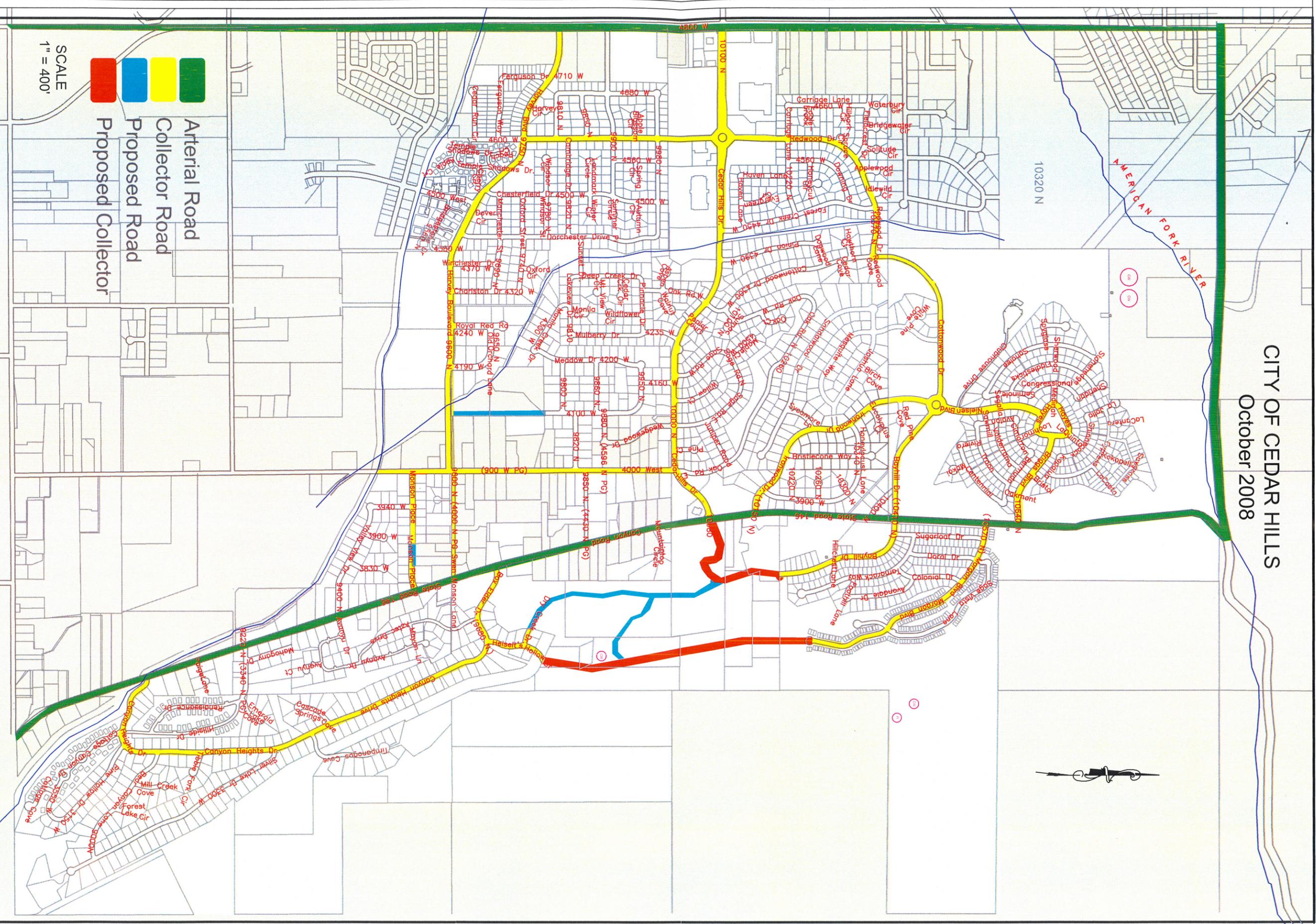
3. Policy

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 October 2008



SCALE
1" = 400'



Arterial Road
Collector Road
Proposed Road
Proposed Collector