

PUBLIC HEARING AND PLANNING COMMISSION MEETING

Thursday, January 29, 2009 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 a Public Hearing in connection with their Regular Planning Commission Meeting on Thursday, January 29, 2009, 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).

PUBLIC HEARINGS

3. Amendments to the City Code, Title 10, Check Cashing Businesses and Zoning Regulations
4. Amendments to the City Code, Title 10-5-27, Landscaping

SCHEDULED ITEMS

5. Approval of Minutes from the November 20, 2008, Regular Planning Commission Meeting
6. Review/Recommendation on Amendments to the City Code, Title 10, Check Cashing Businesses and Zoning Regulations
7. Review/Recommendation on Amendments to the City Code, Title 10-5-27, Landscaping
8. Review General Plan Transportation Element
9. Committee Assignments and Reports

ADJOURNMENT

10. Adjourn

Posted this 27th day of January, 2009.

---

Kim E. Holindrake, City Recorder

- Supporting documentation for this agenda is posted on the City's Web Site at [www.cedarhills.org](http://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

<b>TO:</b>	Planning Commission
<b>FROM:</b>	Greg Robinson, Assistant to the City Manager
<b>DATE:</b>	1/29/2009

## Planning Commission Agenda Item

<b>SUBJECT:</b>	Check Cashing Institutions Ordinance
<b>APPLICANT PRESENTATION:</b>	N/A
<b>STAFF PRESENTATION:</b>	Greg Robinson, Assistant to the City Manager, Planning
<b>BACKGROUND AND FINDINGS:</b>	
<p>Continued from our last meeting; staff has made the requested changes which include:  Moving Check Cashing to its proper alphabetical order in the Conditional Use sections of 10-4E-3 and the Design Guidelines.  Removing a section of the proposed definition and adding it to a separate section of zoning regulation more appropriate for its purpose. (added to section 10-4E-4)</p>	
<b>PREVIOUS LEGISLATIVE ACTION:</b>	
N/A	
<b>FISCAL IMPACT:</b>	
N/A	
<b>SUPPORTING DOCUMENTS:</b>	
<p>Check cashing Definition for City Code 10-2-1: Definitions  City Code 10-4E-4: Regulations Governing Commercial Uses  City Code 10-4E-3: Conditional Uses  Design Guidelines Conditional Use List</p>	
<b>RECOMMENDATION:</b>	
Review changes	
<b>MOTION:</b>	
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 Zoning Regulations for the SC-1 Shopping Center Zone.	

## 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.

## 10-4E-4: REGULATIONS GOVERNING COMMERCIAL USES

### A: CHECK CASHING AND OTHER CREDIT SERVICES

1. Separation Requirement. No check cashing business shall be located within one (1) mile of any other check cashing business as measured in a straight line between the closest property lines of the lots on which the business is located regardless of intervening structures or zoning districts.
2. No more than one check cashing business or deferred deposit loan business shall be allowed for every twenty thousand (20,000) citizens living in the City of Cedar Hills.
3. For purposes of this subsection 10-4E-3, each separate physical location shall count as a Check Cashing Business.

10-4E-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	-	-
Check Cashing	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	-

- 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	-	-
Check Cashing	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	-
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 <sup>3</sup>	C <sup>4</sup>	C <sup>5</sup>
Recreational facilities and uses	C	C	C
Signage	C	C	C
Sporting Goods	C	C	C

<sup>3</sup>When 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.

<sup>4</sup>When 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.

<sup>5</sup>As an independent development



# CITY OF CEDAR HILLS

<b>TO:</b>	Planning Commission
<b>FROM:</b>	Zoning Department
<b>DATE:</b>	January 29, 2009

## Planning Commission Agenda Item

<b>SUBJECT:</b>	Landscaping Ordinance 10-5-27 revision
<b>APPLICANT PRESENTATION:</b>	
<b>STAFF PRESENTATION:</b>	Brad Kearn – Zoning Administrator
<b>BACKGROUND AND FINDINGS:</b> After an appeal of the enforcement of the Landscaping Ordinance, the City Council suggested rewriting some of the ordinance in order to clarify and expedite the appeals process by being administered by the City Manager or designee. Also, the written notice of the landscaping requirements to be given to the permit holder.	
<b>PREVIOUS LEGISLATIVE ACTION:</b> None	
<b>FISCAL IMPACT:</b> None	
<b>SUPPORTING DOCUMENTS:</b> See attached Landscaping Ordinance document with strikeouts and highlights.	
<b>RECOMMENDATION:</b> To approve amended Landscaping Ordinance	
<b>MOTION:</b> To approve amended Landscaping Ordinance 10-5-27	

## **10-5-27: LANDSCAPING:**

- A. Intent: It is the intent of this section to ensure the timely installation of landscaping within the front yard areas of residential lots occupied by a dwelling.
- B. Required: The front yard area of any existing lot containing a dwelling shall be landscaped. It shall be unlawful for the owner of any residential lot within the city to refuse to install and maintain landscaping within the front yard area of any existing residential lot containing a dwelling. The front yard area shall consist of the entire lot area from the front lot line to the face of the dwelling, or the front setback area, whichever is greater. Corner lots have two (2) front setback areas. Landscaping shall be properly maintained including removing weeds and mowing turf areas. Turf grass shall not exceed six inches (6") in height.
- C. Defined: The term "landscaping" shall mean and include the installation of any combination of turf (including either sod or seeded area), planter beds, gardens, trees and shrubs, statuary, boulders, rock areas or other customary landscape features that occupy the entire unpaved portion of the front yard area.
1. Irrigation System: Where the landscaping includes turf and other plant materials that require the application of irrigation water in order to be sustained, an irrigation system shall be installed and designed to provide adequate quantities of water to those areas requiring irrigation.
  2. Xeriscape Permitted: Nothing in this section shall be construed to prohibit the use of drought tolerant vegetation (Xeriscape), and nonvegetative materials. Provided, however, failure of an owner to install and maintain landscaping within the front yard area under the guise that the vegetation and bare ground that occur naturally on the site constitutes Xeriscaping shall not qualify as conforming with the provisions of this section.
- D. Landscaping In New Construction:
1. Landscape Bond Required: Prior to issuance of a building permit, a cash bond in the form of a cash escrow account in the amount listed on the city fee schedule, payable to the city and attached to the parcel or other adequate security, together with a landscaping completion agreement signed by the

owner of the property shall be provided. The proceeds from this bond shall be released as the landscape improvements are completed.

2. Time Limitation: In the instance of lots upon which a dwelling is being constructed, the landscape features required by this section shall be installed within twelve (12) months of issuance of a final inspection approval for the dwelling. Notice of this requirement shall be given to the ~~owner/builder~~ permit holder prior to, or at the time of final inspection approval.

- E. Landscaping Of Existing Dwellings: In the instance of lots upon which a dwelling unit has already been constructed and/or occupied, the owner shall be noticed in writing of the landscape ordinance and required to install landscaping within twelve (12) months of written notice.
- F. Enforcement: The zoning administrator is hereby charged with the responsibility for enforcement of this section. The owner of any dwelling that does not conform with the provisions of this section shall be in violation of this section, and as such, be subjected to an immediate administrative citation and a landscape installation fine as shown on the city fee schedule.
- G. Appeal: The owner of any dwelling aggrieved by the issuance of an administrative citation or bond forfeiture shall have and maintain a right to appeal to ~~the city council~~ city manager or designee, provided said appeal shall be submitted not ~~less~~ more than thirty (30) days following the issuance of the administrative citation or forfeited bond. The ~~city council~~ city manager or designee shall have the right, after notice to the owner/builder and hearing on the matter, to confirm, waive or amend the terms of the administrative citation or forfeiture of bond. In considering an appeal under this section, the ~~city council~~ city manager or designee shall ensure that the purposes and intent of this section and the city's other land use ordinances are achieved.
- H. Penalty: Any public or private entity violating any of the provisions of this section, as determined by a finding by the zoning administrator, shall receive a fine/fee according to the city fee schedule. (Ord. 12-12-2007B, 12-12-2007)



# CITY OF CEDAR HILLS

<b>TO:</b>	Planning Commission
<b>FROM:</b>	Greg Robinson, Assistant to the City Manager
<b>DATE:</b>	1/29/2009

## Planning Commission Agenda Item

<b>SUBJECT:</b>	General Plan: Transportation Element
<b>APPLICANT PRESENTATION:</b>	N/A
<b>STAFF PRESENTATION:</b>	Greg Robinson, Assistant to the City Manager, Planning
<b>BACKGROUND AND FINDINGS:</b>	
<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. With the majority of the city built out, the city will need to plan for future changes, development, and potential issues to the city's transportation network. A few of the areas that could be included in the city's General Plan are:</p> <ul style="list-style-type: none"> <li>Traffic Calming Section</li> <li>East/West Transportation Corridors</li> <li>Acceptable Levels of Service Section</li> <li>Traffic Volume and Mountainland Association of Governments information collection</li> <li>Transportation Mode Information</li> <li>Major Corridor/Future County and State Projects</li> </ul> <p>Staff would like to discuss with the Commission the direction they would like to take for the Transportation Element. The inclusion of some of these suggested sections may take significant staff time to bring together, but could add to the overall quality of the Cedar Hills General Plan.</p>	
<b>PREVIOUS LEGISLATIVE ACTION:</b>	
Last updated in 2002	
<b>FISCAL IMPACT:</b>	
N/A	
<b>SUPPORTING DOCUMENTS:</b>	
<ul style="list-style-type: none"> <li>Current Transportation Element verbiage</li> <li>Highland City Recommended Transportation Network Map</li> </ul>	
<b>RECOMMENDATION:</b>	
Postpone approval of amendments until added information can be included in the General Plan Transportation Element	
<b>MOTION:</b>	
Continue this item and direct staff to make the following changes to the General Plan: Transportation Element.	

# TownCity 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 TownCity.

The TownCity’s street system serves four major functions:

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

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

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

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

### II. Purpose of the Transportation Element

The 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 towncity.
3. To provide a technical basis for the adoption and enforcement of subdivision regulations.

### III. Existing Conditions

Cedar Hills contains approximately 826 miles of public streets and roads. State and Federal designated highways account for about 1.12.2 miles with the remainder being classified as City streets.

#### 1. Traffic Volumes

Traffic volumes for most TownCity 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 TownCity are owned by the TownCity and have been acquired by dedication through the subdivision process or by gift. However, the TownCity 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 TownCity 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 TownCity'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 "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~~of vehicles that may pass through the intersection in an hour (Vehicles per 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 TownCity exceed the standard of Level of Service "A".~~

## V. Classification of Streets

All streets within the TownCity 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)~~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 ~~l~~ocal 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 [TownCity](#) consists of ~~three~~two major elements as follows:

1. A Street Plan Map for the [TownCity](#) showing the general location of all existing and proposed Arterial and Collector streets and all ~~Local~~local streets which have been previously acquired by the [TownCity](#) 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 [TownCity](#) 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 [TownCity](#). (*See Cedar Hills Standard Drawings and Specifications*)
- ~~3. A summary of specific improvements needing to be undertaken in order to eliminate evident deficiencies in the [TownCity'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 [TownCity](#) 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 [TownCity](#) 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 [TownCity'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 [TownCity](#). These streets provide the basic framework of the City’s street system. Typically Arterial streets are ~~provided on~~[arranged at](#) 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~~At present, Cedar Hills has three major east-west collectors including: Cedar Hills Dr., Bayhill/Cottonwood, and Harvey Blvd.. 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~~City 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~~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~~City Non Motorized Trails Master Plan was adopted by the Cedar Hills ~~Town~~City Council. It was produced for decision makers and advisory boards, such as the Planning Commission, the ~~Town~~City Council, Mayor, recreation oriented task forces, residents, Home Owners Associations and trail oriented groups. The Trails Master Plan is intended to facilitate the development of not only a recreational amenity, but also an alternative transportation system for all non-motorized forms of transportation. The plan is primarily a document for planning and securing a city-wide trail system and should be referred to for specifics regarding trail planning, acquisition and development.

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

### 1. Assumptions

Cedar Hills trail use has increased dramatically in recent years. As Cedar Hills [TownCity](#) 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:

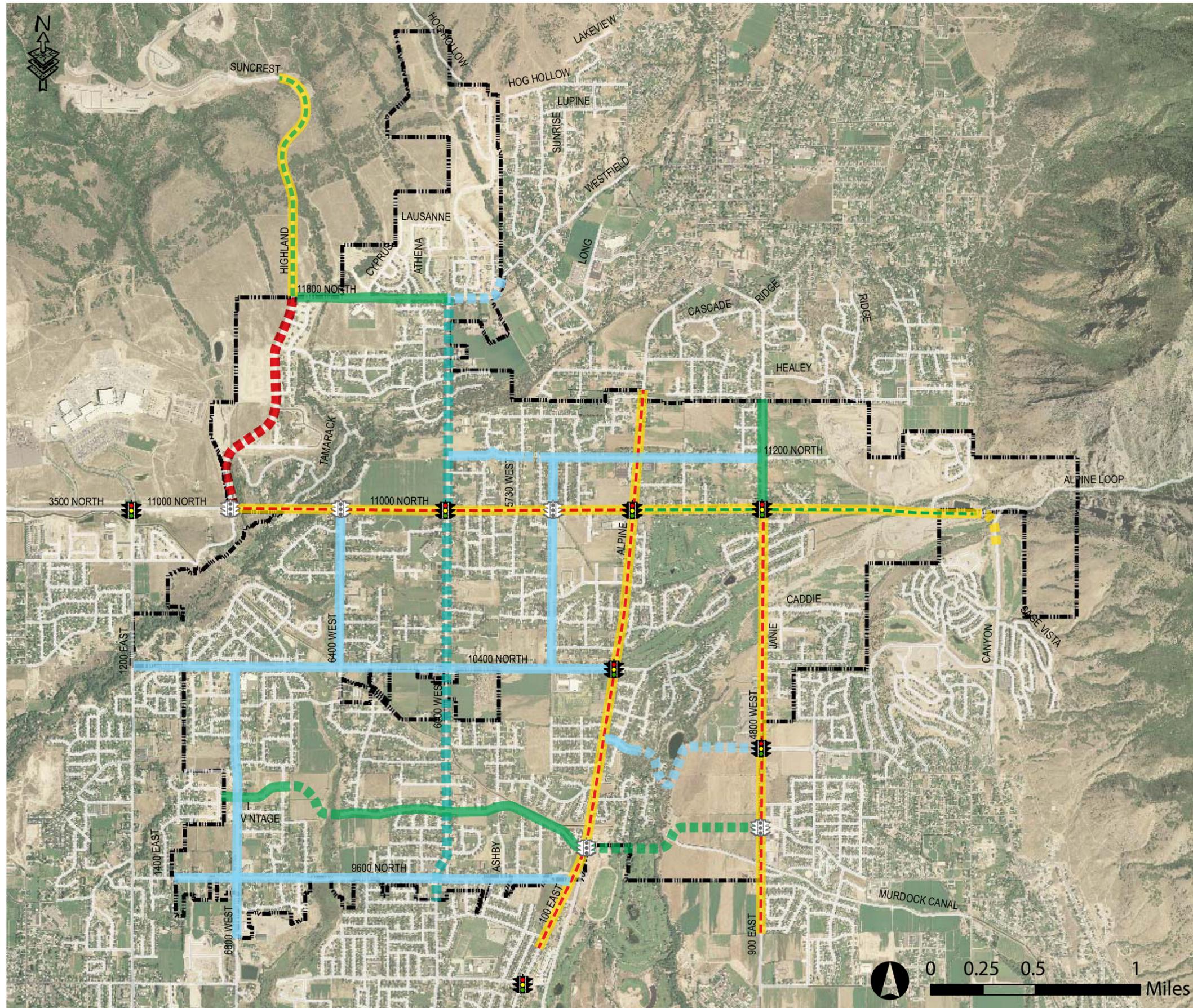
- a. Improve the general quality of life in the community.
- b. Provide a more aesthetic and multiple-use experience than traditional sidewalks.
- c. Provide non-motorized routes for pedestrians, equestrians, and bicyclists.
- d. Provide handicap access in portions where access is appropriate and reasonable.
- 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 [TownCity](#).
- 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 [TownCity](#) 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 [TownCity](#). A more precise description of the location and type of trail can be found in the Non-Motorized Trail Plan.



# MAP 3-2 RECOMMENDED TRANSPORTATION NETWORK

- 5-Lane Arterial - Constructed
- - - 5-Lane Arterial - Proposed
- 3-Lane Major Collector - Constructed
- - - 3-Lane Major Collector - Proposed
- - - 3-Lane Minor Collector - Proposed
- 2-Lane Residential Collector - Constructed
- - - 2-Lane Residential Collector - Proposed
- - - Other Jurisdiction (State, County, Municipal)
- Highland City
- Existing Signals
- Planned Signals

## Highland City General Plan Update



Modified by Highland  
City Staff  
January 2008

Adopted