

CEDAR CITY PLANNING COMMISSION

MINUTES

August 4, 2020

The Cedar City Planning Commission held a meeting on Tuesday August 4, 2020 at 5:15 p.m., in the City Council Chambers, 10 North Main, Cedar City Utah.

Members in attendance: Mary Pearson–Chair, Craig Isom, Ray Gardner, Jennie Hendricks, Jill Peterson, Hunter Shaheen, Adam Hahn

Members absent: none

Staff in attendance: Kit Wareham-City Engineer, Paul Bittmenn-City Manager, Don Boudreau-City Planner, and Michal Adams

Others in attendance: Joel Hansen, LaVee Scherick, Ed Scherick, Jason Hanson, Brad Bryan, Betty Jean Waite, Darlene Shelley, Ron Shelley, Merell MacKay, Dallas Buckner, Teri Kenney, Pat French, Keiko Jujimoto, Maridon Nielson, Lola Atwood, Marion Whitney, James Shamont, Kent Heideman, Sean Wharton, Michael Platt, Devin Claffey

The meeting was called to order at 5:15

ITEM/REQUESTED MOTION LOCATION/PROJECT APPLICANT/PRESENTER

I. Regular Items

**1- Approval of Minutes (July 21, 2020)
(Approval)**

Ray moved to approve the minutes of July 21, 2020 seconded by Craig and the vote was unanimous.

**2- Easement Vacate approx. 2250 S Eagle Ridge Dr. Meisner/GO Civil Eng.
(Recommendation)**

Dallas Buckner with GO Civil presented and said they did something similar to this on Crescent Hills 3. On Phase 1 construction, they got the off-site drainage going to the south toward the freeway. He pointed out the direction that it goes. They are just getting this one lined up the same way then when they get to the final plat, they will record this easement vacating then the pipe to the open ditch into that storm drain will be recorded with that final plat.

Adam moved to send a positive recommendation to the City Council for this easement vacation; seconded by Jennie and the vote was unanimous.

**3- Subd.- Vicinity South Mt. Estates Phase 2 HBG Dev./GO Civil Eng.
(Recommendation)**

Dallas Buckner with GO Civil presented and said this will be like the Estates phase 1 which was pointed out. The canyons he also pointed out. They have moved to the easterly boundary now and this will be similar with the RE zone. There will be 9 half-acre lots very similar to the other phase. They will have asphalt roads, then a borrow ditch which is typical in the RE zone. He was asked

again if there would be any sidewalks in this area. Dallas stated they would have a borrow ditch then asphalt winding trail for sidewalk. There is only the 4B Ranch and this Phase 1 in this area that are the RE zone.

Adam moved to send a positive recommendation to the City Council for this vicinity of South Mountain Estates Phase 2; seconded by Jennie and the vote was unanimous.

4- PUBLIC HEARING

Zone Change: AT to R-1,

R-2-1, R-2-2 approx. 3350 W South Mt. Dr. HBG Dev./GO Civil Eng.

(Recommendation)

Dallas Buckner with GO Civil presented and said this is next door to the one they just talked about. The Estates Phase 1 was pointed out and also the location of South Mountain Drive. He said this is part of the RDO that was just passed. This will be the first zone change within that RDO. This is all in line with the RDO where they will have a band of the R-2-2 zone, then a band of the R-2-1 zone, then a band of the R-1 zone.

Mary wanted to talk about the history of this area for a minute. This is a Residential Development Overlay (RDO) that was just put in place and passed by the City Council recently.

Dallas said that this RDO process was to establish the plan for his client and the property here of about 320 acres. This has received that approval and they have a plan for these parcels. This is in conformance with what was approved by the City Council about 1 month ago. They are just doing the zones in this area; not the whole RDO, just this one portion.

Craig said in terms of the density, this all conforms to the RDO plan. Yes.

Dallas stated there is a density table and all this area is governed by that. For this area, the R-2 will allow up to 8 units per acre and the R-1 will allow only 4 units per acre. This all conforms to that plan. Jill wondered just how many acres this area was? It was figured to be about 40 acres.

Ray said he has a hard time figuring out how they might run lots and roads in those areas.

Dallas said they do have a vicinity plan for the first part of this and you will see that layout on that plan when it comes to this board. He pointed out a road that will come in off South Mountain Drive then into cul-de-sacs. They will probably see this vicinity plan at the next meeting.

Jennie said they did receive one concern; there was to be a storm drainage easement through here and she wondered if that is being addressed?

Dallas said there is a master plan storm drain on the RDO plan. Joel also received an e-mail on that. Joel Hansen with this development team said they know there is a master plan layout for the whole development. They will have a U-shaped road that goes in then out of this area. They know that a cul-de-sac cannot be more than 450' so there will be some cul-de-sacs coming off this U-shaped road. Some lots will be double fronted. As far as the storm drain goes; there was a letter sent to the City that wants to clarify there is a master planned storm drain running through there (see attached). Currently, it is on a master plan map, but there is No easement through this property now. As they develop that other half, they will consider that. As of now, it is a master plan storm drain and not an actual 36' pipe running through there. He pointed out the R-2-2 zone and talked about that being twin homes. They have no intent in this first phase to have any twin homes in there. They will probably skip over to the next valley for those. They do have double fronted single-family homes that could back out onto that road, but they have agreed with Kit they will not back out onto the

main South Mountain Drive. When they changed the road width thru this area, they agreed no homes would back out onto that road. If he had that vicinity map here it would make more sense. They have the 450' deep cul-de-sacs and then 1 lot on each side. the road will come up and around, then back out on South Mountain Drive on the other side of this area. As they get back up in there with the larger lots it should be a very nice community.

Mary just to re-cap, even in this R-2-2 they only plan to put single family homes and no house will have the ability to back out onto South Mountain Drive.

Joel explained they will have a road from north to south and these cul-de-sacs coming off to the east. This pattern will continue up through the R-1. They have agreed not to put lots that front so that cars will back out onto South Mountain Drive. This is how this phase will be laid out, and he explained what the double fronted means. When you have a road on both sides of a lot, that is double fronted, meaning there is a front of a lot on both sides. That means he pays for 2 roads and not just 1 road. You have a road on the front and also on the back of some lots.

Mary opened the public hearing. She said again, this is part of an approved development plan that was just approved in the past month or so.

Ronald Shelley is a resident of Eagle Ridge. He has been here several times. They are still trying to make their same point. They are still approving lots and homes and not addressing the traffic. He sees them putting a band aid type thing here all the time. They have a little speed control device out there now. They need some type of bypass so all these new residents coming in can have some other way around rather than through Eagle Ridge. They do not see the traffic being dealt with . Please fix the traffic.

Kit said that the way we develop roads in Cedar City is to first develop a street master plan that identifies major corridors in any given area. As property develops, they want to make sure they protect all those major corridors. The road of South Mountain Drive is one of those master planned roads. They end up going from these major roads, to minor collectors, then into residential neighborhoods.

Ronald stated that road dumps right into Eagle Ridge. They need to have a bypass to go around them.

Kit talked about a road that goes around the little peninsula and goes up along the freeway then eventually ties to the Providence Center. That road will connect this area to the south end of the City. Jill asked just what the purpose was of going from the 66' wide road to a 55' wide road in the one area. Kit said there was some traffic data and similar things around town, and they were not seeing the traffic to warrant a 66' wide road between there and the development. They decided they could step that down to a smaller collector road. It is still a collector road.

Craig brought up the other RDO which is all the land to the north; they have their own roads that will tie back up by the Providence area. Kit said they have all these roads on their master plan that has been approved by the City. They will all happen with all this develops.

Adam stated that as you look at the master plan of roads, it shows South Mountain Drive all the way

from Westview Drive, dumping into Eagle Ridge. There is nothing shown in Eagle Ridge then a 75' road coming out. So, you have a road of 66' then down to 55' then back up to 75'. That just seems weird. He thinks that City staff should take a look at that. It all looks poorly planned. Kit talked about how all those roads are master planned roads.

Adam said there is a master planned road, then you go through a neighborhood then you come out on a master planned road. He felt it was like having Main street on both sides of a little neighborhood.

Kit talked more about and explained more about master planned roads.

Don said they are revisiting the transportation master plan. There are no recent studies out in this area. Craig said that the City has a grant with UDOT for planning of these roads. This grant would be for roads in the entire city. They will look at that as a whole.

Joel wanted to comment on what Adam said. He does know that they have a 66' wide road that comes and looks like it dumps into this subdivision. It is right where that the school district land is. There will be a bypass that will connect going to the south by that school district land. So, they will have more 55' roads in this area. It is better to have two 55' roads than just the one 66' wide road. That is why the major 66' wide road coming off Westview Drive stops there. That is the edge of the School District property.

Mary closed the public hearing.

Craig moved to send a positive recommendation to the City Council for this zone change; seconded by Jennie and the vote was unanimous.

5- PUBLIC HEARING

PUD- Vicinity

120 E. Altamira Ave.

Kent Heideman

(Recommendation)

Southridge Condos Phase 2

Kent Heideman explained how they are now ready to move into Phase 2 of this existing building. He has tenants in there and they want to buy their unit. The best way to do that is to do a PUD or condo of this area. This will not increase any traffic; it is all existing.

Craig asked if these spaces were full now. Yes.

Mary opened the public hearing.

Sean Wharton was not familiar with this property in regard to what they are doing. He is trying to get up to speed on this. He has the property next door and is the person who will be sharing the parking lot with this building. His piece is adjacent which is north- northeast and they will be sharing that parking lot on the north. On the perimeter on the west and also a little along the south, they had some rezoned R-2 for twin home lots. He is buying on the opposite side, and it is all zoned CC. Just in his opinion, that is not the appropriate zone and he understands why it was the CC zone before. Usually neighborhood Commercial is laid out where you have the need to not go out to Main Street to shop. Smiths is just a couple of blocks away and they can get to many places without this area needing to be a shopping center. He feels that residential is a good use for this area. He is not sure

they are looking at the whole area and thinks that the way to go is to rezone this more residential. That would be an appropriate and good use for this land. Looking at the General Plan, you have areas of blight. In his opinion, this whole area needs more attention. Make it a good part of the community and not just a hillside of weeds and take into consideration what might be allowed. They have busses lined up there every day on what is his property. Sean feels they should move this to residential and he would support housing there.

Mary closed the public hearing.

Jennie moved to send a positive recommendation to the City Council for this PUD phase 2. Seconded by Jill and the vote was unanimous.

6- PUBLIC HEARING

PUD- Vicinity

498 West 1225 North

Stewart/GO Civil Eng.

(Recommendation) Arbor Park Townhomes PUD

Dallas Buckner with GO Civil presented and said this is the vicinity of a PUD that was fully approved then expired. What they are doing now is just going through the formality to get this re-approved. The construction drawings and the final plat were all approved. The developer decided not to proceed at that time and so his plan expired in March. So, they needed to start over. They are taking this back through the process again. They will just overview the documents that were all previously approved. This PUD has 49 units in three phases. Dallas pointed out the different phase lines. The overall area is about 4 acres. They will be 5 and 6 plex townhomes. The parcel fronts 1225 North and is west of the Hospital. They also did some lot line adjustments on this and the east parcel. This backs up to a long-term facility.

Mary stated so there is no change, it is what was all approved a couple of years ago. Dallas said the over all layout is the same. They will move 1 building over a couple of feet to meet the 10' setback. It is the same owner; it is about 4 acres and about 49 units.

Jennie said that in the Sketch meeting there were questions on the access and the drainage. Dallas said as far as access, those are 27' wide and they need to be at least 24' wide. They have several hammer head roads in there for emergency vehicle turn around. As far as drainage, that is more complicated. The parcel to the east has a small detention basin and they will build a larger detention basin in their NW corner. The one to the east has an easement going west then out through the subdivision onto the street. They will also drain theirs in that same drainage easement onto the street where there is a City storm drain system.

Mary opened the public hearing.

John Peterson said he is the treasurer of the Cedar Crossing Townhomes just across the street from this development. Originally, it looked like this was to be a part of their HOA. They would like clarification about this; is that to expand on them or not. It looks to him like that option has expired. He just needs clarification.

Dallas stated that was not their intent, they would have their own HOA. They did go to the Board of Adjustments in order to have lots closer to the road, but as far as he knows, this will be a separate development from any other.

John stated he was just not sure how to get some sort of assurance that this is true; how does that go on record.

Paul B. stated that any HOA is a separate association. The City does not regulate an HOA. How he can find out is to work with the developer on this. The City does not get into HOA items.

Mary closed the public hearing.

Adam moved to send a positive recommendation to the City Council for the PUD, seconded by Hunter and the vote was unanimous.

7- PUBLIC HEARING

PUD- Vicinity

53 North Aime Ave.

Brody Fausett/Platt & Platt

(Recommendation)

Aime Ave. PUD

Michael Platt presented and said this project has changed owners. The first owner came through with 2 different projects, this new owner likes the current concept and has expanded that from 6 to 8 units. That is all they are doing on this.

Jill asked if they have the room to do that. Yes.

Jennie; asked about walls. She said the last time they looked at this there were questions regarding height of walls and where those walls meet the street. Michael said they will be taking a wall along the back and sides, and they will need to maintain only 30" in the front setback. This will be the 6' site obscuring wall. They have a variance on that rear wall from the Board of Adjustments. For the entrance, all driveways are coming off Aime Ave. The ordinance no longer requires them to have the 6' fence along the front then cutting that out for each driveway. There will be no wall in the front.

Mary said it has been a while since they talked about his project.

Mary opened the public hearing.

Jonathan Pine wondered just where the 31 parking spots are going and who will pave 45 North and make that an actual road. Michael said each building will have 4 parking spaces, 2 in the garage and 2 on the driveway. So, $8 \times 4 = 32$ parking spaces. They will also work to improve 45 North.

Jonathan asked so these will all be 3 stories? Michael looked and pointed out the garage, then 2 stories, so yes, 3 stories.

Jonathan talked about the history of the area, originally it was all R-1 zone, and then they felt it should be R-2 and then now it is R-3. What this commission is doing will be an atrocity down the road by letting these buildings come up all over town. They need to decide just how Cedar City wants to be in the future. Every single time they do this they will eventually get to the point of no return. As far as 3 stories goes, he wanted to look over the landscape for this area. From College Way, that is a very steep incline so by the time you get up on this land you are much higher than those around you. Back when this was to be 2 story units, he took a ladder and you can see directly into the homes of Martha and Maridon. You can look into his back yard as clear as day. As far as only adding 2 more units, that is 8 more people. It will all be student housing so that is 8 more people. That is if they just do these for single people. Who knows what potential they can be? As far as the road of 45 North, that has been a problem for years and this is the first time most of this

community could come to a meeting. When this board and the City Council makes changes, that makes an impact on all these people. You have from a single-family house to 8 townhomes and for the Commission and the City Council has not addressed these things and not one has addressed their concerns. You just motion and second, and there is no discussion. The community is getting sick and tired of getting pushed around. He had all who live in this neighborhood stand. There were 15-20 people in attendance. The only benefit is to those that make the money. The people who pay that cost is us. It is time the commission and council make changes. Putting these units here will make a great impact on them.

He had Kit bring up Google earth. You can't see how much of an angle this land is by looking at a map. You can't see just how high that road really is.

Jonathan pointed out his yard. He also had some slides of photos he had taken from various angles in the area. He pointed out the corner of 45 North and College Way. If you can look at these houses, you have no privacy left. He pointed out privacy areas and other things in the neighborhood. They are doing this on 2 very busy roads. The point is that the developers are making money, but at some point, you as the government have to come to a compromise and have a solution. He is happy that this sold, that way they can have the conversation again. It is simple. If they want to build things that will impact them, they should be splitting the cost to build a wall or put in some shrubs and limit the impact to them. He disagrees with the 3 story. It is surrounded on all sides by R-1. They need to stop building these things. He thinks there is a better way to do this and when they cram in as many as they can, they just aren't concerned with the community.

Mary said that the zoning dictates the height they can be and how many parking spaces they need.

Here tonight, they are determining if this PUD should go from 6 to 8 units.

He felt that as a City Council they can approve a lot; they can allow this to go from single family and you can also say only 6 townhomes and only 2 stories.

Jason Hansen lives around there also. He did not want 3 stories and several townhomes. That is a terrible idea. He hopes that Cedar City does the right thing. If Cedar City does not do the right thing, they will need to take legal action and do whatever they can. They will hope it does not come to that.

Ed Scherick is a resident of 30 north, above this hill. Mr. Hansen sits directly above this. The more you dig into this hillside, the better chance there is that something adverse will happen. They talk about a wall back there to solve the erosion. They will have to convince him that will work. They are opposed to this.

Betty Waite lives in one of the Hillside Condos. It is very quiet. There is no better place. Her main concern is water pressure. They have good pressure now, but maybe installing these units will decrease that. She would like to know.

Michael said that will be addressed when they do all the construction drawings. They will work with the City so they are all satisfied and whatever they do you can know that it will be done according to the City Engineering Standards. Betty also wanted to know what was a pud. That means Planned Unit Development.

Maridon Nielson said per her age, she knows the history of the whole hill. Since they were the only house there at one time. Her concern is she did not receive a letter to attend this meeting and wonders why. She was told they need to be within 300' of the project. Maridon said she has been fighting this for 10 years and every 2 years or so they have to come and fight again. She wonders as none of the neighbors know, when this was changed from R-1 to R-3. This was all an R-1 neighborhood. The other thing; why do we have to keep doing this. Year after year. Just last year they came to a compromise. OK, only 6 duplexes. What has changed and why have we changed this. That was the rule and that was agreed on. Just 6 duplexes. Now here we are back again with all these high rises. Why. She does not understand. She has the same concern as Jonathan; this dirt road. What will you do with this dirt road?

Mary said so about 1.5 years ago, they all decided this would be 6 duplexes and the zone has all been changed to R-3. For the road, she will come back to the City and have Kit answer that one. Kit said that any road within the City will be developed as adjoining property develops. The only reason this particular road has not been done, is there is no development on the south side of that road. Maridon said so that road would only be developed when that property was subdivided into lots.

Jonathan said he brought this road specifically up to Teri Hartley that they want to get this road done. He remembers when Scott Phillips agreed to develop this road; it is being utilized, and they will use that road. It is not wide enough, and people do not have room to pass. This is already approved to be developed. This is ludicrous that it will not be developed, and it can be decades later. If they are allowed to build there, they need to pay for this road to be paved. Mr. Olds utilized that road and the people from the condos use it. When you get 32 more people and cars that will cause issues. The developers need to develop that road and provide some privacy for all those it will impact.

Maridon stated that one time the council discussed whether to close that road off. Something needs to be done there. It needs to be fixed so it does not impact all of them. Putting more cars in will not help that intersection of Center and College Way. It is bumper to bumper now. What will you do? Putting in more and more cars, that intersection needs to be fixed.

Jonathan pointed out the blind curve. You can't see the traffic. This area has doubled in traffic. Maridon said there is a real problem there and they would like their questions answered. They have not been for 10 years.

Kit agreed that they have been talking about this for 10 years. The biggest reason that road is not developed, is there has never been any development along the frontage. That is what triggers a road to become developed. The City does not just develop roads with very little use. As far as College Way and University Blvd. go, they have run several studies to see if that qualifies for a multi stop sign and it never has. Until that does qualify, if the City puts more stop signs there, they can be put in a bad position. If there is an accident there and it did not warrant those stop signs, that leaves the City liable if they did not do the proper process to put in stop signs.

Mary stated so they just can't do this yet, the study has not said there is enough traffic to warrant more stop signs.

Merlin MacKay has been her for 38 years and had one Hillside Villa until he moved up to the top of Columbia Way. He has watched this all develop. They build houses and streets up there and from his house from the stake center there is lots of traffic in this area. If and when they complete Center, that will take traffic down that way as it will be shorter. There will be lots of traffic when this all develops.

Lola Atwood lives in the condos. Her place is the farthest to the south. She is going to be affected as this will be back to back with hers. Her concern is traffic. In her area there are 75 units. That is 2 cars per unit that go up and down that road. When you put in student housing, they have parking problems. Their townhouses will have from 16 to 30 cars park out on Aime Ave. They now have college kids all parking there on both sides of the street which makes this only a single lane going up and down. You can't get onto College Way only at certain hours of the day. Not 15 minutes before or after every hour as there is too much traffic from the college. In the evenings when it is closing time for businesses, College Way is loaded. She has seen them back up to Mr. Bubbles to turn left. That road and that intersection is narrow also for the lanes of traffic. What are you going to do? If there is a density problem, why have more move in. They have fought this for years. why did you not take care of the road a couple of times back when they brought up this problem. They just seem to tear up that dirt road, and one day they took out a tree on Marion's yard. College way is a speedway for people. It is a major traffic problem for this area. They are waiting for a real bad accident.

Merino Whitney lives at the house with the circle drive, right across from where they want to build. If they get students in there, she will have traffic parked at her house. They already do have cars park there. When they do develop this dirt road, does that mean that she has 1340' of sidewalk around there she would be responsible for?

Kit; that depends on who develops that. The owner along that frontage needs to do the curb, and asphalt fronting their property. It has been there 45 years, and nothing has been there when she moved in. she is concerned about the traffic and the water runoff. They have had trouble with that. It is fixed now, but when they develop more, will that be fixed with more water.

Ed Scherick pointed out the road, and also 45 North and this was discussed further.

Jonathan asked about things again, and said it is silly to say they won't do anything until it is developed. To keep moving this down the road is Ludacris. Just block off that road permanently and definitely. All traffic leads to Harding and whatever a study says they can manage. Maridon wondered just why it was changing now from 6 to 8 units. Mary said due to a new owner. The Planning Commission will put forward either a positive or negative recommendation on this.

Amy Point lives next to Maridon on that dirt road. That area does look into her yard. If this goes ahead and they pave that, she felt that a wall or something for some privacy would be good for those being affected. There are a bunch of kids that go back and forth all the time. The quality of life is a thing to consider also. Can you put on the plans that there needs to be a wall there or something to block that off? They thought about a 20' wall at their house, but that is unfeasible. Her main

concern is the privacy of their back yard.

Jill asked just what lot was hers, this was pointed out. Her back yard is very steep.

Another man talked about the access on the end of Center Street; there has been a road off there to the back of Maridon's house for many years. this was pointed out. He knows there are signs at the end of 30 North on top of this hill that say road closed. Who can close off that? Can the City do anything. Who is responsible to put signs up to close that road? Or to keep it open.

Kit said that right now he is looking at the County site and it is showing that no one has ownership to that road. That will need to be looked into. Maybe a title company could find out who actually owns that strip they call 45 North. It may be Maridon who owns that.

Mary closed the public hearing.

Craig wanted to apologize to this area of our community. They have been tried and have been patient. He recalls all the discussions of a year and a half ago. He remembers concessions that they made then. Craig said that all have the right to develop their own property. He did not think they could pull this off with the extra units.

Craig made a motion to send a negative recommendation to the City Council for this PUD; seconded by Jill and the vote was unanimous.

The meeting adjourned at 6:45 p.m.

Michal Adams, Executive Assistant

Michal Adams

From: Brent Drew <quantumbrent@gmail.com>
Sent: Tuesday, August 4, 2020 8:36 AM
To: Michal Adams; Kit Wareham; Donald Boudreau
Subject: Item #4 on tonight's Planning Commission Meeting

August 3, 2020

RE: Item #4 Public Hearing, Zone Change: AT to R-1, R-2-1 and R-2-2 approx 3350 South Mt Dr.

Dear Cedar City Planning Commission:

We wish to comment on Item #4 on the Cedar City Planning Commission Agenda for August 4, 2020 at 5:15 pm. We want the Planning Commission to know that we do support the efforts that are being made by the development group on this project and do not have any worries about the changes in the zoning.

However, we do wish to enter into the record that there is an existing storm drainage easement that goes from the south end of our property and through this property in question. We want it noted that the necessary improvements to channel our drainage through this property need to be in place as this property develops. It is imperative that the improvements are completed with any work or improvements.

Thank you for allowing this comment in the record.

Sincerely,

Brent E. Drew
Business Development
Leavitt Land & Investment

--
Brent E. Drew

Port 15 Utah

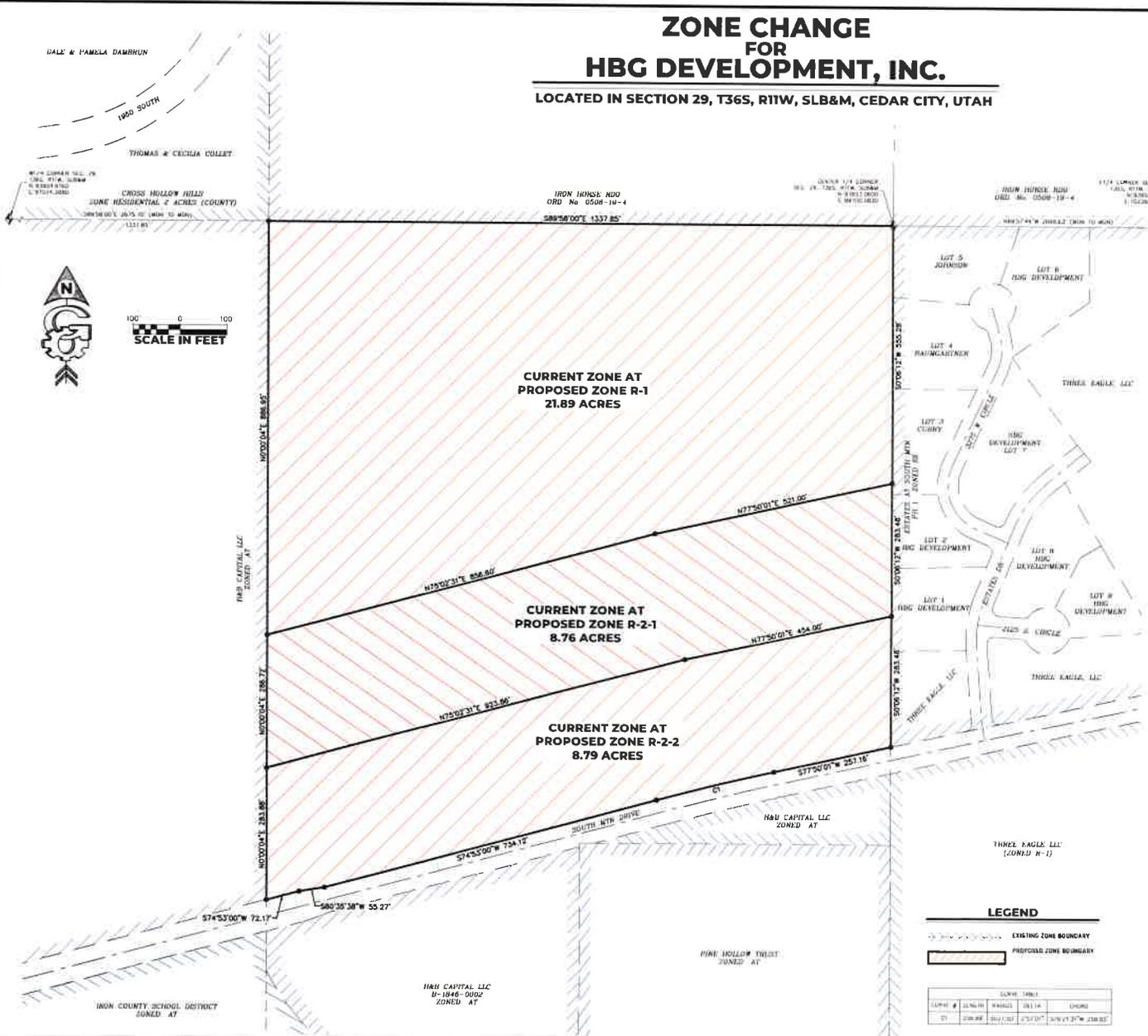
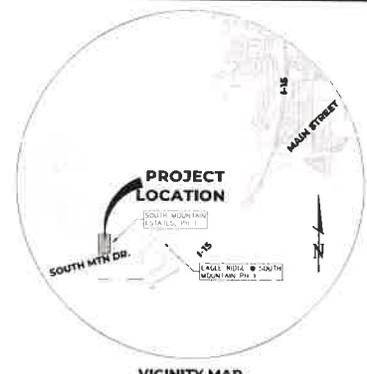
(435) 865-3870

(435) 868-8248

www.Port15Utah.com

ZONE CHANGE FOR HBG DEVELOPMENT, INC.

LOCATED IN SECTION 29, T36S, R11W, SLB&M, CEDAR CITY, UTAH



R-1 BOUNDARY DESCRIPTION (21.89 AC)

BEGINNING AT THE CENTER QUARTER OF SECTION 29, T36S, R11W, SLB&M, THENCE ALONG THE QUARTER SECTION LINE S 5° 06' 27" W 525.28 FEET THENCE DEPARTING SAID SECTION LINE S 77° 00' 01" W 521.00 FEET THENCE S 75° 02' 31" W 505.50 FEET TO A POINT OF THE 1/16TH SECTION LINE THENCE ALONG SAID 1/16TH SECTION LINE E 0° 00' 00" E 686.05 FEET TO POINT ON THE QUARTER SECTION LINE THENCE ALONG SAID SECTION LINE S 83° 54' 00" E 1237.95 FEET TO THE POINT OF BEGINNING.

R-2-1 BOUNDARY DESCRIPTION (8.76 AC)

BEGINNING AT A POINT 82.34 FEET W 582.28 FEET ALONG THE QUARTER SECTION LINE FROM CENTER QUARTER CORNER OF SECTION 29, T36S, R11W, SLB&M THENCE CONTINUING ALONG SAID SECTION LINE S 0° 00' 00" W 252.48 FEET THENCE DEPARTING SAID SECTION LINE S 77° 00' 01" W 454.00 FEET THENCE S 75° 02' 31" W 422.46 FEET TO A POINT OF THE 1/16TH SECTION LINE THENCE ALONG SAID 1/16TH SECTION LINE E 0° 00' 00" E 286.72 FEET THENCE DEPARTING SAID SECTION LINE N 74° 02' 31" W 565.80 FEET THENCE S 77° 00' 01" E 542.02 FEET TO THE POINT OF BEGINNING.

R-2-2 BOUNDARY DESCRIPTION (8.79 AC)

BEGINNING AT A POINT 82.34 FEET W 582.28 FEET ALONG THE QUARTER SECTION LINE FROM CENTER QUARTER CORNER OF SECTION 29, T36S, R11W, SLB&M THENCE CONTINUING ALONG SAID SECTION LINE S 0° 00' 00" W 252.48 FEET THENCE DEPARTING SAID SECTION LINE S 77° 00' 01" W 257.76 FEET TO A POINT OF CURVATURE TO THE LEFT HAVING A RADIUS 5027.50 AND A CURVING ANGLE OF 92.57 DEGREES ALONG THE ARC OF SAID CURVE 258.88 FEET THENCE S 84° 42' 00" W 234.12 FEET THENCE S 85° 27' 00" W 55.27 FEET THENCE S 74° 52' 00" W 72.17 FEET TO A POINT OF THE 1/16TH SECTION LINE THENCE ALONG SAID 1/16TH SECTION LINE S 0° 00' 00" E 242.88 FEET THENCE DEPARTING SAID SECTION LINE N 75° 02' 31" E 522.86 FEET THENCE S 77° 00' 01" E 424.00 FEET TO THE POINT OF BEGINNING.

NARRATIVE

THIS ZONE CHANGE WAS REQUESTED BY JOEL HANSEN THE PURPOSE OF THIS ZONE CHANGE IS TO CHANGE THE CURRENT ZONE OF ANNEXED PARCELS (A1) TO RESIDENTIAL-1 (R-1), RESIDENTIAL-2 (R-2), RESIDENTIAL-2-2 (R-2-2) AND APPLICABLE PORTION OF THE CURRENT GENERAL LAND USE FROM LOW DENSITY TO MEDIUM DENSITY RESIDENTIAL ZONING TO COMPLY WITH ROAD MASTER FOR THIS AREA.

CITY ENGINEER'S APPROVAL

I, KEI WAREHAM, CEDAR CITY ENGINEER, DO HEREBY CERTIFY THAT THIS ZONE CHANGE & GENERAL PLAN AMENDMENT WAS EXAMINED AND ACCEPTED BY ME THIS _____ DAY OF _____ 20____.

CITY ATTORNEY'S APPROVAL

I, TYLER ROMERIL, CITY ATTORNEY FOR CEDAR CITY CORPORATION, DO HEREBY CERTIFY THAT I HAVE EXAMINED THIS ZONE CHANGE & GENERAL PLAN AMENDMENT AND THAT SAID PLAN MEETS THE REQUIREMENTS OF CEDAR CITY CORPORATION PURSUANT TO ITS ORDINANCES AND IS HEREBY RECOMMENDED FOR APPROVAL ON THIS THE _____ DAY OF _____ 20____.

PLANNING COMMISSION APPROVAL

I, MARY PEARSON, CHAIRPERSON OF THE CEDAR CITY PLANNING COMMISSION, DO HEREBY CERTIFY THAT THIS ZONE CHANGE & GENERAL PLAN AMENDMENT HAS BEEN APPROVED BY SAID COMMISSION ON THIS THE _____ DAY OF _____ 20____.

CERTIFICATE OF ACCEPTANCE

I, MAILE WILSON MAYOR OF CEDAR CITY CORPORATION, DO HEREBY CERTIFY THAT THIS ZONE CHANGE & GENERAL PLAN AMENDMENT HAS BEEN APPROVED BY THE CITY COUNCIL AND IS HEREBY ORDERED FILED FOR RECORD IN THE OFFICE OF THE IRON COUNTY RECORDER ON THIS THE _____ DAY OF _____ 20____.

BY: MAILE WILSON MAYOR ATTEST: CITY RECORDER

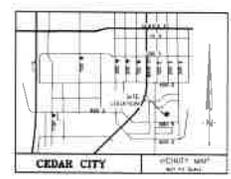
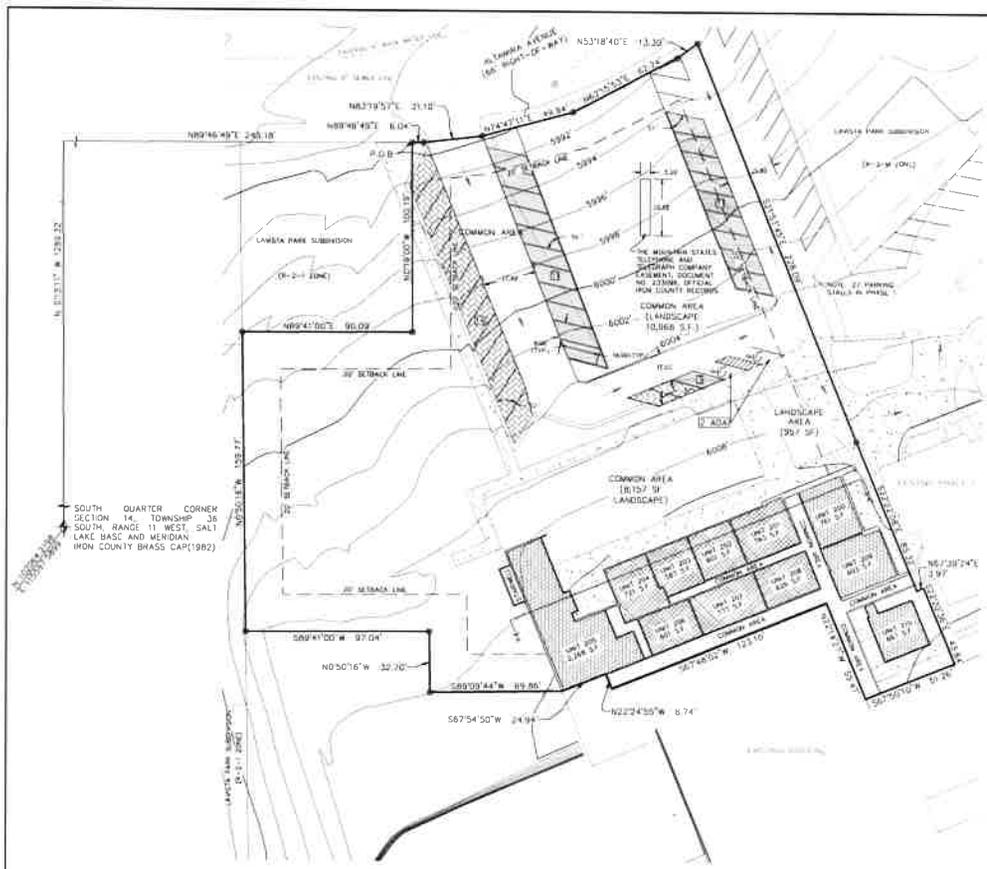
GO CIVIL ENGINEERING

1000 W. CEDAR CITY, UT 84701
P: 435.382.2525 WWW.GO-CIVIL.UT

ZONE CHANGE FOR HBG DEVELOPMENT INC.

PRELIMINARY

CHECKED	DATE
SCALE	DRAWN
DATE	SHEET
20-0	1/1

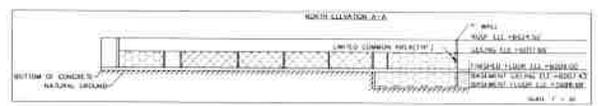
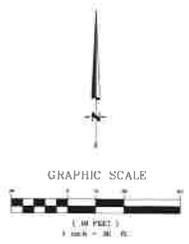


BOUNDARY DESCRIPTION

BEGINNING AT A POINT IN 121511' N ALONG THE CENTER SECTION LINE 1298.22 FEET AND N 89°46'07\"/>

NOTES

1. ALL ELEVATIONS SHOWN ON THIS PLAN ARE DERIVED FROM THE NAVD 83 DATUM USING U.S.G.S. B.M. #=38.
2. THE AREAS SHOWN FOR PRIVATE OWNERSHIP AND COMMON AREAS HAVE BEEN DETERMINED FROM ACTUAL FIELD MEASUREMENTS OF THE SITE AND DISCREPANCY BETWEEN THE DIMENSIONS AND/OR LOCATION OF THESE UNITS, AS SHOWN ON THIS PLAN, SHALL BE THE SOLE RESPONSIBILITY OF THE DECLARANT AND/OR HIS SUCCESSORS.
3. ALL AREAS SHOWN ON THIS SHEET BEING INTERIOR AIR SPACE AS DEFINED BY THE UTAH CONDOMINIUM OWNERSHIP ACT.
4. THE AREAS SHOWN FOR EACH UNIT IS TOTAL INTERIOR AIR SPACE AND NOT WALKABLE AREA.
5. ALL PRIVATE ROADS/DRIVEWAYS ARE PUBLIC UTILITY EASEMENTS (PUE).
6. ALL PARKING AREAS ARE REQUIRED TO BE HARD SURFACE.
7. ALL COMMON AREAS OF PRIVATE ROADS, DRIVEWAYS AND PARKING ARE CROSS ACCESS EASEMENTS FOR THE USE AND ENJOYMENT OF ALL OWNERS OF THIS AND OTHER PHASES OF SOUTHDRIVE CONDOMINIUMS.
8. THE CITY HYDROCOMPACTION MAP SHOWS THIS AREA IS HIGHLY SUSCEPTIBLE SOILS. LISTING MAY REVEAL INFORMATION INDICATING RESIDENTIAL OR OTHER DEVELOPMENT UNDESIRABLE. TESTING NECESSARY BEFORE PURCHASING OR DEVELOPING LAND RECOMMENDATION: 3 TO 3 FEET MINIMUM DEPTH INTO SOIL OR AT LEAST 2 FEET INTO BEDROCK.
9. THE AREA OF THIS PLAN LIES WITHIN FLOOD ZONE 'C'. FLOOD MAP #000404000, EFFECTIVE 10/16/1994. AREA OF MINIMAL FLOOD HAZARD OUTSIDE SFHA AND HIGHER THAN THE ELEVATION OF THE 0.4% ANNUAL CHANCE OF FLOOD.
10. THE AREA OF THIS PLAN LIES OUTSIDE ANY AIRPORT OVERLAY ZONES.
11. THE AREAS SHOWN FOR PRIVATE OWNERSHIP, COMMON AREAS AND LIMITED COMMON AREAS HAVE BEEN DETERMINED FROM ACTUAL FIELD MEASUREMENTS OF THE PARTIALLY CONSTRUCTED SITE AND FROM PHOTOINTERPRETING AERIAL FROM THE ARCHITECTURAL PLANS FOR THE PROJECT. ANY DISCREPANCY BETWEEN THE DIMENSIONS AND/OR LOCATION OF THESE UNITS, AS SHOWN ON THIS PLAN, AND THE FINAL AS-CONSTRUCTED UNITS SHALL BE THE SOLE RESPONSIBILITY OF THE DECLARANT AND/OR HIS SUCCESSORS. ALL AS DESCRIBED MORE FULLY IN THE DECLARATION.
12. RESIDENTIAL DENSITY:
 - SITE AREA = 1.97 ACRES, 3 RESIDENTIAL UNITS + 267 UNITS PER ACRE
 - NET USE AREA:
 - RESIDENTIAL AREA 8,643 SQ. FT. OR 8.02% OF SITE (BUILDING AREA 13,120 SQ. FT. OF WHICH 8,343 - 49,932 COMMERCIAL AREA 4,676 SQ. FT. OR 5.78% OF SITE (BUILDING AREA 13,120 SQ. FT. OF WHICH 4,076 - 30,865) COMMON AREA 66,775 SQ. FT. OR 68%.
14. FOR EXISTING WATER LINE PRESSURE CONTACT CEDAR CITY PUBLIC WORKS DEPARTMENT.



LEGEND

- ◆ SECTIONAL MONUMENTATION (FOUND. TYPE, DATE, AGENCY AND LOCATION ETC. AS SHOWN ON THE PLAN)
- ALL BOUNDARY AND PROPERTY (LOT) CORNERS TO BE SET WITH 5/8\"/>
- △ SPECIFICS FOUND OF SITE PROPERTY CORNER (BEE. KILIAN & CAP)
- ▭ SPECIFICS PRIVATE RESIDENTIAL OWNERSHIP
- ▭ SPECIFICS PRIVATE COMMERCIAL OWNERSHIP
- ▭ SPECIFICS COMMON AREA - SUBJECT TO UTILITY EASEMENTS
- ▭ SPECIFICS LIMITED COMMON COMMERCIAL PARKING
- ▭ SPECIFICS LIMITED COMMON RESIDENTIAL PARKING
- ▭ EXISTING CONCRETE BOUNDARY LINE

ZONING INFORMATION

ALL PHASES OF SOUTHDRIVE CONDOMINIUMS ARE ZONED U-C CENTRAL COMMERCIAL TWENTY FOOT (20') FRONT SETBACK FROM LOT LINE TWENTY FOOT (20') SIDE SETBACK FROM ADJACENT LOTS WITH RESIDENTIAL ZONING.

PARKING INFORMATION

SOUTHDRIVE PHASE 2 PARKING REQUIREMENTS CALCULATED PLN DRAINAGE SECTION 28-V AS FOLLOWS:
 RESIDENTIAL: 1.3 SPACES PER BEDROOM x 12 BEDROOMS = 15.6 (16) SPACES (1,992 SQ. FT.)
 COMMERCIAL DAYCARE (UNITS 201-204 & 208-209) 3 SPACES PER ROOM 3 SPACES x 7 ROOMS = 21 SPACES
 J/ TOTAL REQUIRED SPACES

AREA USE TABULATION

- A PRIVATE RESIDENTIAL 6,643 SQ. FT. 8.02% (UNITS 200, 205, 209, 210 AND 211)
- LIMITED COMMON RESIDENTIAL PARKING 2,734 SQ. FT. OR 3.37%
- U PRIVATE COMMERCIAL 4,676 SQ. FT. 5.78% (UNITS 201-204 AND 208-209)
- LIMITED COMMON COMMERCIAL PARKING 3,962 SQ. FT. OR 4.88%
- C COMMON 66,775 SQ. FT. 82.2% OF WHICH 20,082 SQ. FT. IS LANDSCAPE (24.7% OF COMMON AREA)
- D TOTAL 81,238 SQ. FT.
- E TOTAL UNITS 12 OF WHICH 5 ARE DWELLING AND 7 ARE COMMERCIAL.

**VICINITY PLAN
 PRELIMINARY CONDOMINIUM PLAT
 SOUTHDRIVE CONDOMINIUMS PHASE 2**

LOCATED IN
 SOUTHEAST 1/4 OF SECTION 14, TOWNSHIP 36 SOUTH, RANGE 11 WEST,
 SALT LAKE BASE AND MERIDIAN

NARRATIVE

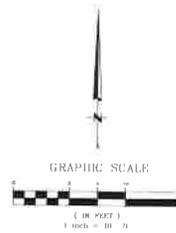
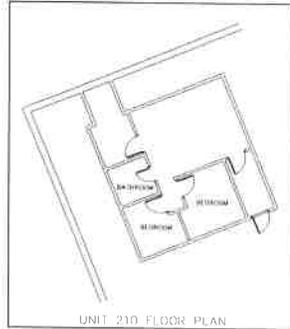
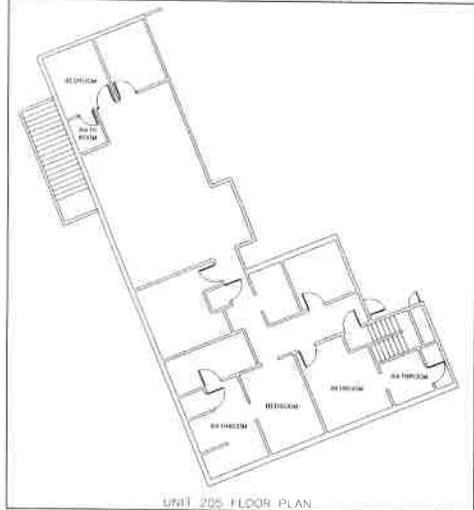
THE PLAT WAS PERFORMED AT THE REQUEST OF OUR CLIENT THE BASIS OF BEARING FOR THIS SURVEY IS N 89°43'30\"/>

BUSH & GUDGELL, INC.
 Engineers - Planners - Surveyors
 2725 SOUTH 400 WEST
 SALT LAKE CITY, UTAH 84115
 TEL: 325-1111 FAX: 325-1112

SOUTHDRIVE CONDOMINIUMS PHASE 2
 SHEET 1 OF 3
 SE 1/4 OF SECTION 14, TOWNSHIP 36 SOUTH, RANGE 11 WEST, SALT LAKE BASE & MERIDIAN

VICINITY PLAN PRELIMINARY CONDOMINIUM PLAT SOUTHRIDGE CONDOMINIUMS PHASE 2

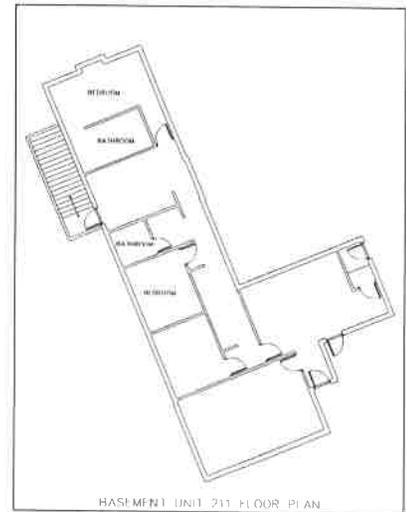
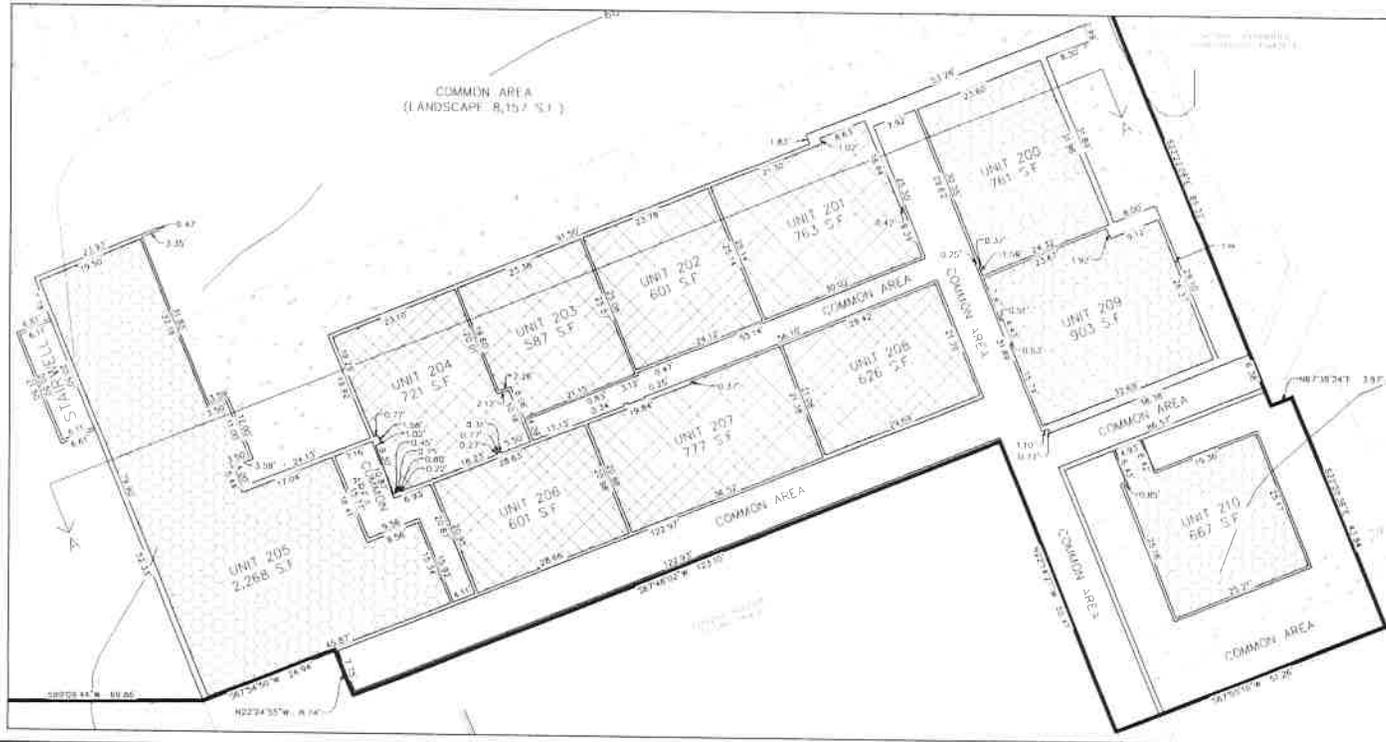
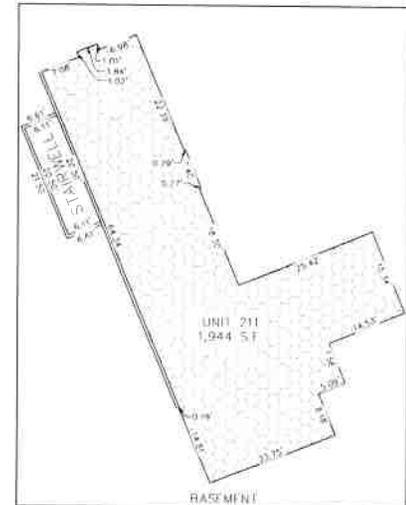
LOCATED IN
SOUTHEAST 1/4 OF SECTION 14, TOWNSHIP 38 SOUTH, RANGE 11 WEST,
SALT LAKE BASE AND MERIDIAN



NOTES:
COMMERCIAL OWNERSHIP - 4,676 SQUARE FEET
PRIVATE OWNERSHIP - 6,544 SQUARE FEET
COMMON AREA - 51,968 SQUARE FEET
BUILDING - 13,118 SQUARE FEET

LEGEND

- ALL BOUNDARY AND PROPERTY (LOT) CORNERS TO BE SET WITH 5/8" IRON AND CAP STAMPED BUSH & GULLER. DIMENSIONS OTHERWISE SPECIFIED ON THE PLAT
- ▨ SPECIFIC PRIVATE COMMERCIAL OWNERSHIP
- ▤ SPECIFIC PRIVATE RESIDENTIAL OWNERSHIP
- ▩ SPECIFIC COMMON AREA - SUBJECT TO CROSS ACCESS AND PUBLIC UTILITY EASEMENTS
- ▭ EXISTING CONCRETE
- BOUNDARY LINE



BUSH & GUDGELL, INC.



ENGINEERS - SURVEYORS
 1000 WEST 1000 SOUTH, SUITE 200
 SALT LAKE CITY, UT 84119
 (801) 466-1111
 www.bushguggell.com

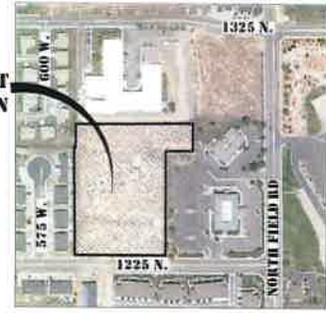
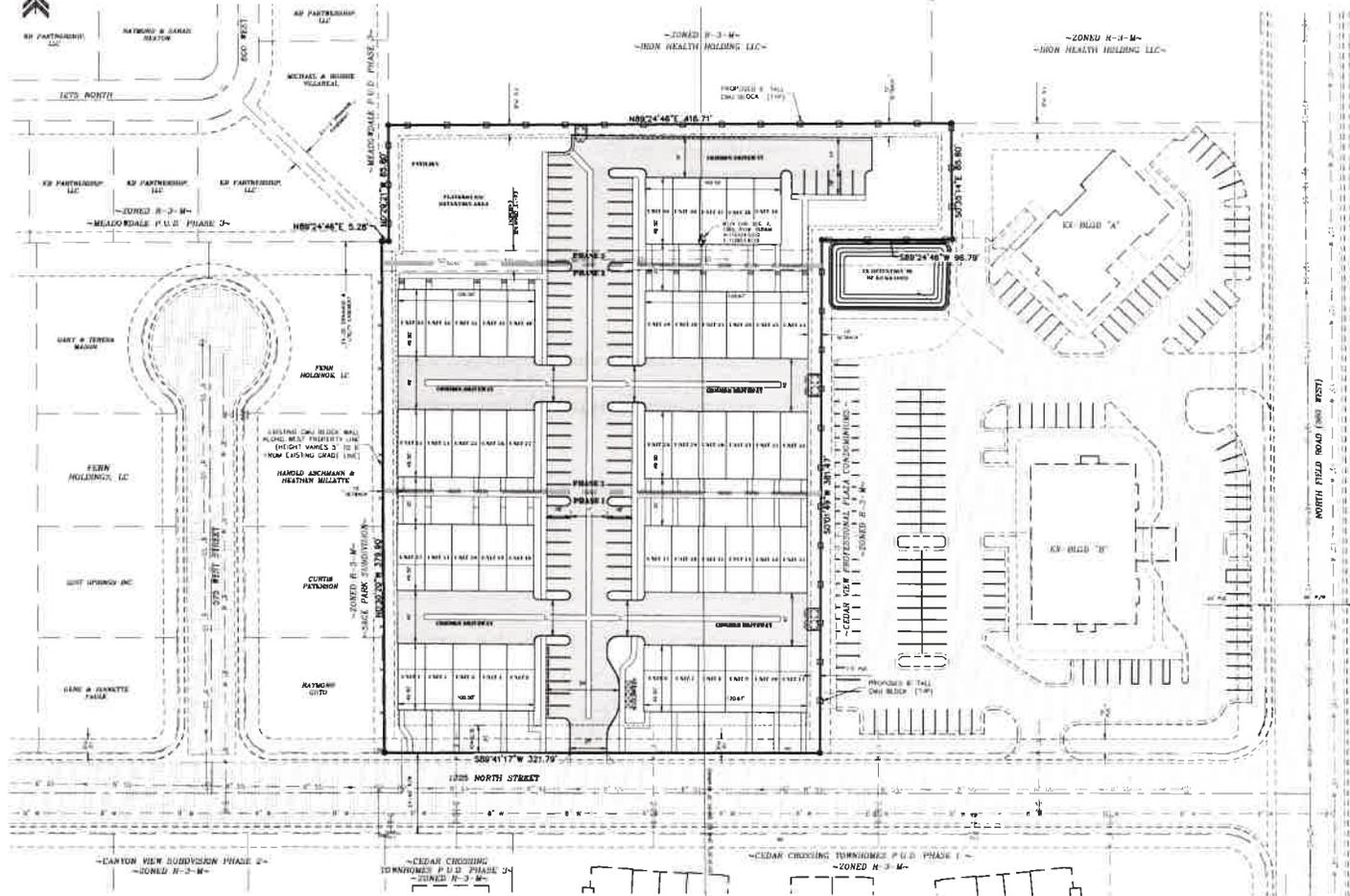
SOUTHRIDGE CONDOMINIUMS PHASE 2

SHEET NO. **2**
 OF **3**
 SHEET NO. 100-1000



VICINITY PLAN FOR ARBOR PARK TOWNHOMES P.U.D.

LOCATED IN SECTIONS 2 & 3 T36S, R11W, SLB&M, CEDAR CITY UTAH



LOCATION MAP

PROJECT LOCATION

LEGEND

- ◆ FINISH ELEVATION MARKER AS NOTED
- 10 BL. SET "10"0" R/C
- LISTING HYDRANT
- LISTING WATER LINE W/VALVE
- LISTING CONTOUR (2' INTERVAL)
- LISTING GATE (OR AUTOMATIC VALVE AS NOTED)
- LISTING SEWER LINE
- LISTING UNDER UNPAVED ELECTRICAL
- LISTING UNDER FRESH LINE
- LISTING REPAIR
- PROPOSED ASPHALT
- LISTING FORM CURB
- LISTING SEWER MANHOLE
- LISTING WATER MANHOLE
- LISTING FENCE AS NOTED
- LISTING FENCE END
- LISTING SIGN POST
- LISTING LIGHT POLE
- PROPOSED GREEN SPACE AREA
- PROPOSED TRASH ENCLOSURE
- PROPOSED 8' TALL CHU BLOCK WALL

SOIL AREA

SOILS: SCATTERED SANDS W/ VARIOUS SANDS LIKELY TO BE MODERATELY THICK TO THICK
 BESTING NECESSARY BEFORE PROCEEDING W/ DEVELOPMENT
 RECOMMENDATION: 1" 10" HOLE PER 2' LOTS TO FEEL MINIMUM DEPTH INTO SOIL ON AT LEAST 3 FEET INTO BLOCK

NOTES

1. PUBLIC UTILITY EASEMENTS WILL BE 10' ALONG 1225 NORTH & 7'5' ALONG THE SUBDIVISION BOUNDARY AT 500' ON THE 1225
2. BUILDING SETBACKS ARE: 10' ALONG 1225 NORTH STREET & 10' ALONG THE PLANNED
3. ALL COMMON AREAS IN THE P.U.D. SHALL BE FINISHED AS NOTED
4. A 6" FIRST FLOOR TIGHT SEALING MASONRY FENCE SHALL BE INSTALLED ALONG THE PERIMETER OF THE SUBDIVISION
5. THIS PROJECT FALLS WITHIN THE APPLICABLE PATRIOTIC PATTERNS ZONE (PPZ)
6. THIS PROJECT IS ZONED RESIDENTIAL-3-M (SINGLE-FAMILY MULTIPLE UNITS)
7. PROPERTY IS LOCATED IN FLOOD ZONE C AREA OF ANNUAL FLOODING SOURCE OF INFORMATION: FLOOD INSURANCE RATE MAP, CEDAR CITY, HIGH LOCALITY, UTAH COUNTY FLOOD NO. 0801-0001-B, EFFECTIVE DATE: NOVEMBER 18, 1984
8. MAXIMUM BUILDING HEIGHT FOR THIS PROJECT IS 35 FEET (10' PLATE)
9. PROPOSED LANDSCAPING TO BE 80% SCENTS
10. PROPOSED AMENITIES FOR THIS DEVELOPMENT WILL BE A SMALL PLAYGROUND AND A PLAYGROUND
11. THE STATIC WATER PRESSURE FOR THE EXISTING WATER LINE W/ 1225 NORTH STREET IS APPROXIMATELY 125-140 PSI
12. BEFORE FINAL PLAT APPROVAL SUB-DIVIDERS AND DEVELOPERS OF PLATED SUBDIVISIONS AND RESIDENTIAL P.U.D.'S ARE REQUIRED TO LOWER WATER HEIGHTS TO THE CITY ACCORDING TO THE CITY'S WATER ALLOCATION ORDINANCE

PARKING REQUIREMENTS

- SEE ORDINANCE SECTION 28-1-10 (REQUIRED PARKING REQUIREMENTS)
- (1) 100K UNIT DWELLING (W/ MGR. USE) ONE (1) 30'x30' PARKING STALL PER BEDROOM
- (2) 100K UNIT - 18 BEDROOMS 18 x 4 = 84 BEDROOMS
- (3) 100K UNIT - 12 BEDROOMS 12 x 5 = 60 BEDROOMS
- PARKING PROVIDED = 188 STALLS
- EACH UNIT WILL HAVE A 3-CAR GARAGE

CERTIFICATE OF ACCEPTANCE

I, MAILE WILSON, MAYOR OF CEDAR CITY CORPORATION, DO HEREBY CERTIFY THAT THIS VICINITY PLAN HAS BEEN APPROVED BY THE CITY COUNCIL ON THIS _____ DAY OF _____

MAILE WILSON - MAYOR

MENUN SAYAGE - CITY RECORDER

DESCRIPTION	TOTALS
TOTAL LOT AREA	3,835 AC
CITY OWNED AREA	3,800 AC
PRIVATE AREA	1,242 (27%)
COMMON AREA	2,53 AC (66%)
GREEN SPACE (25% OF TOTAL AREA)	960 ± 33% = 1,28 AC
GREEN SPACE PROVIDED	1,28 AC
ALLOWABLE DWELLING UNITS	24 UNITS/AC = 88 UNITS
TOTAL DWELLING UNITS	88 UNITS

CITY ENGINEER'S APPROVAL

I, KIT C. WAREHAM, CITY ENGINEER, DO HEREBY CERTIFY THAT THIS VICINITY PLAN WAS EXAMINED AND ACCEPTED BY ME THIS _____ DAY OF _____

KIT C. WAREHAM - CEDAR CITY ENGINEER

PLANNING COMMISSION APPROVAL

I, MARY PEARSON, CHAIRPERSON OF THE CEDAR CITY PLANNING COMMISSION, DO HEREBY CERTIFY THAT THIS VICINITY PLAN HAS BEEN RECOMMENDED TO THE CITY COUNCIL BY SAID COMMISSION ON THIS _____ DAY OF _____

MARY PEARSON - CHAIRPERSON

VICINITY PLAN
ARBOR PARK TOWNHOMES P.U.D.
FOR
TIM STEWART

GO CIVIL
ENGINEERING



900 N. 800 W. COLOG CITY, UT 84721
 #4351 888-8888 WWW.GOCIVIL.UT

PROJECT ADDRESS: 402 WEST 1225 NORTH CEDAR CITY, UTAH

DATE	SCALE	SHEET
10/20/24	AS SHOWN	1 OF 1

