



Cedar City

10 North Main Street • Cedar City, UT 84720
435-586-2950 • FAX 435-586-4362
to www.cedarcityut.gov

CITY COUNCIL WORK MEETING JULY 16, 2025 5:30 P.M.

Mayor

Garth O. Green

Council Members

Robert Cox
W. Tyler Melling
R. Scott Phillips
Ronald Riddle
Carter Wilkey

City Manager

Paul Bittmenn

The City Council meeting will be held in the Council Chambers at the City Office, 10 North Main Street. The City Council Chambers may be an anchor location for participation by electronic means. The agenda will consist of the following items:

- I. Call to Order
- II. Agenda Order Approval
- III. Administration Agenda
 - Mayor and Council Business
 - Staff Comments
- IV. Public Agenda
 - Public Comments

Business Agenda

Public

1. Consider the appointment of Steven Hitz to the Planning Commission. Mayor Green
2. Consider an ordinance changing a street name from "Old Highway 91". Dan Roberts/Randall McUne

Staff

3. Consider naming the trail along Industrial Road. Anthony Pearson
4. Consider a resolution consenting to the amendment to the Iron Springs Inland Port project area. David Johnson
5. Public hearing to consider modifications to Cedar City Ordinance Section 32-9(B) and Engineering Standard 3.1 requiring Engineering Standards to be adopted by ordinance and allowing the City Engineer to authorize variances to the Engineering Standards. Kent Fugal / Randall McUne
6. Discuss removing requirements for Council members to be on various boards and committees. Randall McUne
7. Appoint a Mayor Pro-Tem July 17th through July 29th.
8. Closed Session – Reasonably imminent litigation

Dated this 14th day of July, 2025.

Renon Savage, MMC
Cedar City Recorder

CERTIFICATE OF DELIVERY:

The undersigned duly appointed and acting recorder for the municipality of Cedar City, Utah, hereby certifies that a copy of the foregoing Notice of Agenda was delivered to the Daily News, and each member of the governing body this 14th day of July 2025.


Renon Savage, MMC
Cedar City Recorder

Cedar City Corporation does not discriminate on the basis of race, color, national origin, sex, religion, age or disability in employment or the provision of services.

If you are planning to attend this public meeting and, due to a disability, need assistance in accessing, understanding or participating in the meeting, please notify the City not later than the day before the meeting and we will try to provide whatever assistance may be required.

July 8, 2025

Cedar City Mayor and City Council

RE: Proposed Name Change for Old Hwy 91, from intersection of Main Street/Cross Hollow Road to Tippel Road intersection

Mayor Green and Cedar City Councilmembers:

Thank you for considering this request.

Per your instructions, the attached letter has been sent to each **property owner** along the subject road, beginning at Golden Corral & Maverik to the Tipple Road intersection. Addresses were garnered from the Iron County Plat Map/Account Information and mailed the week of June 30 - July 3. The letter invites owners/occupants to the July 16 City Council meeting. A list of the property owners to whom the letter was sent is attached.

In addition, a copy of the letter was hand delivered to each of the existing business establishments, with the request to have the letter given to the Manager.

We look forward to discussing this proposal at the July 16 Council Work meeting.

Thank you,

Coldwell Banker Advantage

Dan Roberts

Rick Holman

June 26, 2025

(Name)

(Address)

Re: Old Hwy 91 Street name

To whom it may concern,

We hope this correspondence finds you well.

Long before the I-15 freeway was constructed, two major north/south corridors carried automobile traffic through the state of Utah. Hwy 89, began on the southeast end of the State in Kanab, running north. Hwy 91, began in the southwest, in the Beaver Dam Mountains, west of St. George. Both Hwys came together in Provo.

Most communities along these two Hwys considered the Highway as their Main Street.

When I-15 was constructed through Iron County, Main Street continued to serve as the primary commercial corridor for Cedar City.

Today, Main Street splits at the South Interchange. Cross Hollow Road begins on the east side of I-15, continues west under I-15. It eventually turns north until it intersects Hwy 56. Old Hwy 91 continues south of Main Street, veering left briefly, then heading south along the east side of I-15.

The Utah Dept of Transportation (UDOT) has relinquished the ownership and maintenance of Old Hwy 91 south of Main Street. When Cedar City annexed property east of I-15, they also received the maintenance responsibilities for Old Hwy 91 where the annexed property fronts the Old Hwy. Iron County has the responsibility to maintain Old Hwy 91 from where the Cedar City limits ends, until Exit 51, where the Old Hwy ends.

The Cedar Trails Master Planned Community (481 acres) is proposing the Old Hwy 91 be renamed to "Main Street" from the north end (Golden Corral/Maverik) to the end of the City limits, approximately at the Toppel Road intersection. Some existing businesses have a Main Street address, some have an Old Hwy 91 address.

This proposal has been to the City Planning Commission and forwarded (with a positive recommendation) to the City Council. After discussing this proposal in a Work Meeting, with various questions, the City Council will be discussing this proposal again at their July 16 Work Meeting. The meeting begins at 5:30 PM. It will be held at the City Office Council Chambers (10 North Main).

You, or a representative, are invited to attend and participate in the discussion. If you have any questions or comments about this proposal and are not able to attend the meeting, please feel free to reach out to our office (see contact info below).

This proposal is being made by a representative of the Cedar Trails Master Planned Community. You may contact Dan Roberts or Rick Holman at Coldwell Banker Advantage located at 26 North Main, Cedar City, Utah 84720. (435) 586-8181, or dan@coldwelladvantage.com

With Regards,

Dan Roberts, Rick Holman

Property Owners on Old Highway 91

1. Frontage group LLC.
 - a. 448 E. Foothill Blvd Suite 207, San Dimas, CA 91773
2. Lonerock Holdings LLC.
 - a. P.O. Box 910340, St. George, UT 84791
3. Maverick INC.
 - a. 185 So. State Str. Suite 1300, Salt Lake City, UT 84111
4. KNP Cedar LLC.
 - a. 2812 E. 1800 S., Sandy, UT 84070
5. Pollak Brothers Utah LLC.
 - a. 629 N. Main Str., Orange, CA 92868
6. Cedar Hotel Investors
 - a. 1125 N. Hovi Hills Dr., Cedar City, UT 84721
7. Penterra LLC.
 - a. 1125 N. Hovi Hills Dr., Cedar City, UT 84721
8. JKE Family LLC.
 - a. 107 S. 1470 E. Suite 302, St. George, UT 84790
9. ONG Partners LLC.
 - a. 11031 Sanctuary Cove Ct., Las Vegas, NV 81935
10. Southwest Utah Community Health Center Inc.
 - a. 2276 E. Riverside Dr., St. George, UT 84790
11. IHC Health Services INC.
 - a. P.O. Box 3390, Salt Lake City, UT 84110-3390
12. Royal Oaks on the Green LLC.
 - a. P.O. Box 10, Fountain Green, UT 84631
13. Guthrie Jim D Trust
 - a. P.O. Box 239, Kanab, UT 84741
14. Shurtz Canyon OZ LLC.
 - a. 8880 W. Sunset Road Suite 275, Las Vegas, NV 89148

CEDAR CITY COUNCIL

AGENDA ITEM – 2

TO: Mayor and City Council

FROM: City Attorney

DATE: July 14, 2025

SUBJECT: Changing street name from Old Highway 91 to South Main Street.

DISCUSSION:

We've been asked to put this issue back before you to allow the applicants to provide updates regarding their discussions with the property owners along Old Highway 91.

I'm including the same information that was provided to you previously:

Dan Roberts with Caldwell Banker has requested that the street name of "Old Highway 91" be changed to "South Main Street."

City Ordinance 31-1 pertains to street name changes.

Section 31-1 Names Of Streets

All streets situated within Cedar City shall be known by the names and numbers by which they are designated in the official Street Naming and Numbering Plat of Cedar City filed in the office of the City Recorder and in the office of the County Recorder of Iron County, unless such names shall be changed by Ordinance.

AMENDED BY CEDAR CITY ORDINANCE No. 1001-08-2

The proposed renaming of "Old Highway 91" to "Main Street" was given a positive recommendation by the Planning Commission (see the minutes attached) with a split vote. Most of the debate related to whether calling it Main Street would create confusion since Main Street doesn't naturally flow into Old Highway 91; a vehicle has to turn 90 degrees at an intersection to get from one to the other. Staff have the same concern, preferring any name change to be a name distinct from other intersecting streets.

In order to change the name of a city street, 31-1 states that the City must pass an ordinance directing the change. I have prepared and attached one for your consideration should you choose to rename Old Highway 91 to Main Street. If the Council would prefer a name other than Main Street, it's an easy change to make in the proposed ordinance.

**3. Street Name Change
(Recommendation)**

**From Old Hwy. 91 to South
Main Street**

Dan Roberts

Dan Roberts: For Coldwell Banker. We have Cedar Trails listed out south of Cedar City and we are proposing to change the name from Old Hwy 91 to South Main Street. Because right now it will stop at Maverick. I don't know if you ever tried giving directions in Cedar City and said, Meet me on Old Highway 91. Well, there is one up the North interchange all over. I think coming down and saying it's Old Highway 91 down there. We would like to see it change from down there to Tipple Road. Have it so people know where they are going. Right now, it stops at the interchange.

Jett: Dan, may I ask Tipple Road? Is that where it currently stops?

Dan: No that is where we want it to stop.

Jett: Why there?

Dan: Well as far as I am concerned, we could go clear to exit 51. Because it's going to be in Cedar City's limits one of these days.

Adam: You must stop somewhere.

Dan: So right now, at least to there until we know what is going to happen if we have another interchange between exit 51.

Cox: Is that considered Main Street down though that road? It is kind of all over the place.

Dan: Well, Main Street is right here, and it goes out and stops. We think because of the magnitude of the subdivision it would be a good idea to extend that where the blue line is and come down there. The addresses aren't going to change any. It will all be the same numbers, but it just makes more sense to make it Main Street to me.

Cox: Is that a county road? A county-maintained road or does the city maintain?

Randall: State road but by agreement we maintain it.

Cox: Okay, so my question is; do we have the ability to rename a state road?

Randall: I asked the same question, and we would probably want to verify with UDOT. On a lot of these they have their SR names, and they don't care what we call them.

Cox: Just double-name it, I have seen.

Randall: We just have to double-check with them to make sure they are okay with it.

Cox: You could have Old Highway 91 Main Street. We do that a lot like on Center Street we have done that. University Boulevard, 200 to 300 East. Veterans Way, which has a street number on it but it is double named.

Jett: Currently, once you hit that stoplight where Maverick is and toward under the freeway, that would be Cross Hollow.

Dan: Yeah, the green line if you look at the map there is Cross Hollow.

Don: It is kind of interesting. We thought about this together today. Old 91 is at the light as well. That is how it is signed, and as far as we can tell from state records, that is the official name. Maverick, the little auto business, and the rest of those were addressed off Main. It is kind of unique. It is just Greens Lake right there.

Jett: We have new tire shop going out there. Is that addressed currently?

Don: That would be addressed Old Hwy 91 Discount Tire.

Jett: You would say Discount Tire ABC Old Highway 91.

Don: Yes.

Jett: My only struggle with what is being asked. I think it is a grand idea. My struggle is you have to make that turn so it is not natural flow.

Don: I think that is part of the staff's concern. If I remember correctly, I don't want to speak for Kent, our City Engineer. It is a hard left or right onto a different roadway, there could be some confusion there. David Johnson our Economic Development Director. His opinion was he thought it may be a great opportunity for a new name. Especially if that area takes off. It is mostly in the Cedar City Trials RDO.

The plan is generally all commercial, but a different name besides Main would be more appropriate. These are just some of the staff's thoughts

Dan: I don't know why it just makes sense to me to make it Main Street. It is a continuation of Main Street, and it gives it a different feeling to know that we aren't just stopping Main Street at the Maverick. All that frontage is commercial down to Tipple Road. We go from the North Interchange it is confusing Old Hyw 91. Okay, does that mean that Old Hwy 91 is on the North Interchange? There have been so many Old Hwy 91s throughout the years. The one on the other side going to dump that used to out to the dump was Old Hwy 91.

Cox: Oh really.

Dan: That shows me how old I am, but I can remember that, Tom.

Randall: I don't think anybody on the staff side disagrees that the name change should occur from Old Hwy 91. If I am on Main Street and not from here, and it says to stay on Main Street. I am going to stay on Main Street and that idea would take me to Cross Hollow because it is on the same road. This one requires an actual turn signal, a left turn to wait for the light kind of thing. That is where we are all worried. You say South Main. You are going to have a culture change.

Cox: Just call it Old Main.

Randall: Even though it is the new Main. The process we are talking about at to staff level is a great idea to change the name. If you change it to another Main Street, it is going to cause a lot of confusion. Not any less because you talk about Old Hwy 91. Well, there is one up here and one down here. The same thing here, people will get confused. Is there another name that could be given?

Lunt: Whose responsibility is it to pick a name?

Randall: The city council.

Dan: It is confusing to me that Cross Hollow Road isn't a continuation of Main Street.

Adam: Agreed.

Randall: That is always the danger you have.

Dan: That is a lot more confusing than saying Main Street goes to the left instead of going straight.

Cox: Where does Cross Hollow end? Does it end right at that intersection?

Randall: It depends on what map you look at.

Cox: That is the thing. We need to clean it up somehow. I agree. If we have a Main Street address on Maverick that goes down that roadway. Why doesn't it extend beyond? We either need to cut off where it needs to be cut off or extend it down. In my opinion.

Don: Yeah, that is kind of is an anomaly there.

Randall: No doubt that it needs to be cleaned up.

Dan: I think it is better for Cedar City's business district to continue that on down that far and call it Main Street. Just because you must make a half-left turn.

Cox: Instead of the Historic Main Street we can have the future Main Street.

Jett: I am not opposed to the idea. I am just trying to figure out the educational curve. You know the city at the back of your hand and then you have people like me who have been for 35 years. We got in here and started putting names on streets just after I learned the East, West, North, and South. My only concern is how do we make it a seamless natural flow.

Cox: I think it can be down quite easily because you can put signs on the stoplight, and it shows Maine with an arrow Cross Hollow that happens all the time in other cities. That is easy so Cross Hollow with an arrow to the right to Main Street. But we need to move back to that intersection if we are going to do that.

Decker: May I ask a question? Currently Maverick is on Main Street, correct? And the business just passed Green Lakes Road is that also on Main Street or Old 91? Okay, I understand the situation here. To me, it is a 100% non-factor either way. It seems like we are just splitting hairs to me. If I am going somewhere I am going to plug it into my GPS and drive, there. Whatever happens, I am fine with it. It just seems like an absolute non-factor to me. Many times, when you are driving down a road and you are on that road suddenly, the name of the road changes. To me, that is not confusing. It is what it is. If there is a cost involved. I don't know why we are spending money on something that doesn't make any difference to me. There are my two bits.

Jett: Why would Maverick be Main Street?

Cox: Who knows?

Jett: It doesn't front Main. It fronts Cross Hollow and 91.

Dan: Well, I think for that reason it is on Main Street.

Randall: There is some confusion, and I have had these discussions even with staff. Depending on what map you look at the Main Street to Cross Hollow, a changeover can either happen where marked here or underneath the underpass. I have seen different maps including city and state ones.

Jett: Alright.

Randall: If you are going by that, it is Main Street by some of those maps. If you remember way back when that property that Maverik sits on and what the Tire shop will sit on, was all the freeway. At that time it was a continuation of Main Street. Main Street went straight onto the freeway or, vice versa. I think there was some history to that, and they did want a Main Street address because it got people to see where they were at.

Cox: It is not uncommon to change the name when you enter the city limits. Highway 14 hits town at Center Street, 200 North goes all the way through town until you leave town and that's Hwy 56. It is not uncommon to have that scenario at all.

Randall: The one thing we'd be looking at is in the city is when you ask the why. It is probably less about addressing. You are right, most people are just pulling. They either know it because they have lived long enough or they are putting it on their maps. That is fine. Your biggest one is probably more of an advertising thing for the city. You think of the whole Walmart area, I can call it the Walmart area but what does everybody know it as.

Cox: Providence Center.

Randall: Right, the Providence Center. They have advertised with a mostly weird light that is supposed to be next to an ocean that we don't have. It did its job. It marketed the area for that.

Cox: Hasn't been painted for years.

Randall: If we change it to South Main, yeah people will find their way, but it loses any advertising opportunity for the city for this new area. I think that what we would be missing the most is a chance to name an area as something that would become, if not iconic, at least remembered. Where are you headed to town? South Main. We say that now and that it is there. It wouldn't mean anything else, the rest of this is South Main.

Don: I think that is the thought process for Economic Development, something different.

Adam: Dan's Drive. Robert's Way.

Don: I have a quick question, Dan. It came up in Project Review. Have you talked to any of the businesses around there, but have any opinions?

Dan: A lot are coming.

Don: No, I know. I am talking about the existing business. Did you speak to them at all?

Dan: Yes, I have.

Don: What were their thoughts?

Dan: They want it south main. The 60-acre parcels want it South Main. Those two, Parcels one and two of the RDO.

Cox: What was that area called before Shurtz? You could market an area quite easily that would be, for lack of a better word, a destination like the Providence Center or Shurtz Canyon Drive.

Jett: Or Freeway Frontage Drive.

Cox: I do agree that we need to clean it up to be consistent at the intersection or not.

Jennnifer: I like the thought that we don't have all these Old Hyw 91s. Because you are right, we have one on the north and south end. It gets confusing, yes.

Jett: Where on the west side?

Dan: I have always seen you right there on South Main at the liquor store, Tom. Just kidding. I am just saying that used to be Main Street.

Lunt: That is the Old Hwy 91.

Dan: I am saying why not expand Downtown Cedar City to Tipple Road.

Adam: I like it. I think it is a great idea.

Jett: Chairman, does this require a public hearing?

Adam: Nope, this is just an item seeking a recommendation. We are looking for someone to make either a positive or negative motion for a recommendation.

Cox: We'll continue to grow down there. We are going to be more confused if we don't do something at that intersection than just leaving it. That is my opinion. As the city grows that way and then those developments come in, it is going to be confusing if we don't go back to that intersection and either name it Main or something different.

Dan: Cross Hollow Road why didn't we keep it Main Street?

Jennifer: I am not sure; we were not here.

Cox: Because Main runs North to South mainly and Center runs East to West.

Randall: That would cause its problems, Cross Hollow goes back around again.

Dan: I am just saying you are expanding Downtown Cedar City to Tipple Road. I think it makes perfect sense to keep it Main Street. It will be South Main because that is what the address will be. We can just keep it on Main Street. I am just saying to stay on

South Main and get to that light and either must turn right to get on to Cross Hollow or turn left.

Decker: You must pull up to a stop light wait there and turn left to be on the same street. Correct?

Dan: We do that right out here, too.

Decker: Well, that doesn't justify what I'm asking, though, does it? To me, it is a non-factor. What if we just changed the address of Maverick? Problem solved?

Dan: No.

Decker: Okay, how come?

Dan: Because it is on Main Street, not on Cross Hollow. You can't access it from there.

Decker: Okay, to me when I go up there and take a left-hand turn and go to Maverick to get my diet coke and fritter, to me that is not the same the road. Honestly, to me it is a non-factor, I am okay with what people decide. It is just like a silly thing to me. So, I am either way. I don't know.

Cox: I understand when highways come into cities, we name them because they are easier to navigate through town. It is awkward when you must turn left to stay on Main Street. That is my one problem with it. My other problem is that we have it named 500 yards in and then it changes. We either need to go back to the intersection and start over and continue it all the way through or maybe name it South Main. Is that a thing?

Randall: You end up with a double South Main. Do not do that to us, please.

Dan: You're on South Main on Main Street. Let me just continue it on Main Street. South Main is the address.

Randall: If you note, most of those that have Maverick being a slight exception or at least half exception, most of the front off Main Street as well. For example, the access to the buffet and hotel have access on Main. They may also have access to Old Hwy 91, but they do have access on the main. I don't blame a business for wanting an easy address to find. If you can claim Main like Maverick could claim Main, so they did.

Those other ones could claim Main.

Cox: Cross Hollow is what they intersect, not Main.

Randall: Well, again there is some dispute as to where those boundaries are.

Don: This is the best we could tell, but Randall is right there is conflicting information.

Randall: You are right that it needs to be cleaned up. Staff is just encouraging some other name that doesn't just take one confusion and create different confusion. We leave it to you.

Jennifer: I do agree that South Main or South Main Street sounds better than Old Hwy 91. Just for business purposes, I would think that it has a better sound for marketing.

Dan: That is what we think. South Main Street.

Jennifer: Right, but is it? I don't know.

Randall: You don't want to go with what is better than now. You are changing a name that will likely remain for the rest of our lives.

Cox: Save your legacy.

Randall: This is your chance if you want to recommend else or even put it back to Dan and say, "Dan, give us a name other than Main Street that would market this area for Cedar City. It is that; good, better, best. Yes, it would be less confusing to go to Main, but it would still be confusing.

Jennifer: It still would, especially with the 500 feet in.

Dan: But coming back and you left it at Old 91, that is so confusing.

Randall: That is what I am saying. That is the worst, you are providing a better option.

Dan: If you are already on South Main Street, why not continue it on and make it Downtown Cedar City? Right now, we are ending downtown Cedar City.

Randall: Well downtown Cedar City, as we call downtown, only goes a few blocks.

Dan: Yeah.

Randall: It doesn't even go down to South Main at all.

Dan: Well, go to Providence Center. They don't know where it's going.

Adam: Dan, how much commercial Real Estate is along that road?

Dan: All of it.

Adam: Is it commercial all down there?

Dan: Yup.

Cox: There is going to be a commercial adjacent to Old Hwy 91 and housing behind.

Dan: Yup, do you want to pull up the RDO?

Cox: If there is a whole bunch of business down there, it is a little more awkward to have Old Hwy 91.

Dan: Okay. Look at this next slide. This right here is what is under construction RDO. That is parcel one of the RDO. This right here is Obring Subdivision right here, and the hotels right here. If you come down to here, this what they have under construction, there are going to be 18 high-end lots up on that plateau. This is R-3 but everything down this parkway that goes down the middle of it, the Ken Middleton Parkway goes all the way down to Shurtz Canyon Road. Everything West of the parkway is commercial down.

Cox: Anything that borders.

Dan: So, we are talking about 481 acres all together come down through there.

Cox: So, it will make a lasting difference.

Dan: But if I was a businessman wanting to be on Main Street. I would say come down to, 2050 Main, that is South Main, and it is not confusing when you get there and say, well this is the new street. Well, that is not South Main. You have another address to find. To me, it is an easy transition because you must turn right or left. Turn left to get on Main Street, stay on Main Street, and go down there.

Lunt: Dan, you mentioned Ken Middleton Parkway

Cox: That is already named.

Dan: That is already named, this is a big piece of ground you guys.

Cox: How difficult would something be like South Main Boulevard? So, there is a distinct difference. You are turning onto something new, and you can run it down to where Cedar City ends.

Randall: You would still want to keep South out the name. Because the street address would then be South South.

Jennifer: Like we have on North Northbuild Road.

Dan: I am just fine with Main Street. I am just saying when you get there. What I am not fine with is Cross Hollow continuing to Main Street, it doesn't make sense.

Cox: I am just thinking of something that would make it unique, and so there is a transition. So, you know that it is different.

Dan: All these guys down here are going to have their own, this is 60 acres. That will be a big development. It will have its own name. You know, if you got 168 acres of

Commercial coming down there along that frontage but you also got all this Residential in the back. The city had approved these roundabouts right here, see them? Coming in like that. Jim Guthrie's got this piece right here. And we got this piece where they are going to put a hotel here. It is just going to be a continuation of what our Main Street is anyway.

Jennifer: Where were you proposing that stop on Main?

Dan: Right here at Tipple Road.

Cox: Or go to the city annexation line. Is that where it is?

Dan: These are all in Roger Thomas's project which is right here, and it is in the city limits. When the Thomas Mack people, we had this under contract 15 years ago.

Thomas Mack people from Vegas had all that under contract they were going to build their interchange right there.

Jett: I remember that.

Dan: So anyway, they didn't see any reason to stay in Cedar City. They put 6 million down on it and financed it for three years and weren't behind on the payments and headed the keys back to me and said Dan we are going to back out of this. They left 9 million dollars on the table and Ken Middleton said, "Thank you very much, do it again Dan. Anyway, before their time, back then this was 2008 – 2009 when all that happened. Anyway, this has all been Mastered Planned. To me, it just makes sense to keep it Main Street and we don't have to call it South Main because it is already South Main down there. If you just say, Main Street continue, but you could say South Main Street if you wanted.

Cox: How about a variation like Main Street Boulevard? Of course, that is long and cumbersome. That is why I was thinking of South Main Boulevard.

Dan: I think to know if you are coming from out of town and you are on Main Street and you hit that intersection and you say this a continuation of Main Street and you have an address, 2050 South Main.

Jett: Could we call it Main Street Extension?

Dan: No, I am just trying to keep it unconfusing. To me, calling it something else is confusing to me.

Cox: There is a distinct turn.

Dan: Just like Providence Center. We know that because we live here. Why did we put a lighthouse there?

Cox: Because someone wanted it on their property.

Dan: No, Tom Pew and the guys thought that traffic would stop. Everybody is going right by that intersection and saying, why in the world is there a lighthouse there. He thought that would be, go the lighthouse and get off.

Cox: It is a landmark.

Dan: The Northbound traffic was looking at it as they went by. They didn't know what Providence Center was or anything else. They still don't.

Lunt: We are beating a dead horse.

Dan: People know what Main Street and Center Street are in Utah if you are acquainted with Utah.

Don: Couldn't it be to your point about the lighthouse and destinations, especially as we grow. This could explode we don't know. Would a different name work for the marketing. Because Main to me means that is more of your older downtowns. That is

usually where you find a Main Street in smaller towns. This is going to be a whole new Commercial Development.

Dan: Well, if you go back to my day, that was Main Street originally. This is Main Street it is Old 91 that is just a continuation to go to St. George.

Cox: Okay, before we put the freeway, it went down into the other and there was no road down into where Wal Mart is back in the day.

Dan: Wal-Mart wasn't there.

Cox: Nope, there was a rodeo arena, and you got into it from the other side.

Dan: No, there used to be a racetrack there and the city used to own the property.

Shooting range, so Tom Pew decided we would make a destination point there and we sold to him for an RA zone instead of Commercial and there it is. But Main Street just continued you couldn't even go down Cross Hollow because it wasn't there, it was just a sheep trail.

Cox: Correct.

Dan: So, this is Old Main Street, which is what I am saying. To me, we just need to keep it Main Street. There is Providence Center is about 80 acres. You could have 80 into 168 and have three or four Providence Centers down through there. If you wanted destination points.

Adam: That is just the Commercial Real Estate.

Dan: Yeah, that is just a Commercial that goes all the way down through there. So, to keep it Main Street, turn left to stay on Main Street, or turn right to get onto Cross Hollow. It makes sense to me.

Cox: Let's call it Left Main.

Dan: It has always been Main Street, to those old-timers. I am just saying that we ought to keep it that way.

Adam: Well, thank you Dan. So, do we have anybody who would like to venture a motion?

Jett: Well, I am going to through spaghetti to the ceiling and see what sticks. So, we can start the process.

Cox: I would be nay just because I think we need to back to the drawing board and see if there is some name that we can give and clean the whole thing up, once and for all clear to the city limits. I am not opposed to Main Street, I think there is something better that we can do at that turn all the way down to where the city ends. Then be down with it.

Lunt: With a Positive Recommendation, this will go the city council could move this over for two weeks and then when vote on it. Because they have the final vote anyway.

Cox: Again, I just want to emphasize that I think we need to clean it up somehow from that intersection and that is why I am voting nay. Otherwise, Main Street, I don't care what it is called. But having half down there I don't agree with.

Jett: This is contingent upon the State of Utah approving that to renamed to Main.

Don: Tom, we will look into that before it gets to the city council. Just to make sure there are no issues there.

Cox: Dan, I would recommend you find some unique drawing name that is going to identify as the new Commercial Center and maybe consider that.

Jett: I love the name Shurtz Canyon.

Randall: Just a matter of clarification and there is a lot of tradition that goes in this direction a lot of chairs including members of this committee as well as others. Don't think they vote. They consider themselves a mayor. The mayor doesn't vote unless there is a tie of the council. In the case of the Planning Commission and specifically in our ordinance that the chair is a voting member. As it stands right now, there are three yay, two nay, and Adam you need to vote.

Adam: Thank you, I appreciate you clearing that up. The positive recommendation will go to the city. Mr. Roberts, I implore you to do some campaigning to the city councilman. You are going to hear a lot of opinions on what it should be named, but maybe it will become Main Street.

Dan: I am going to Korea with the Mayor next week.

Jennifer: He is not voting a member.

Randall: This is one of those that is interesting. Because if you look at the flag behind you, next to the City Flag, the youth council did the work to solicit suggestions and proposals. I fear we are missing an opportunity to do the same here. It would be interesting to see what the public would say as to what they would want to name it. Now we have something that could be iconic.

Adam: I agree.

Cox: That is my point. We need to put more thought into this because it is going to extend clear down to the overpass we need so and if Main Street its, then Main Street its.

Lunt: With this positive recommendation that will force the two weeks, this discussion to happen and when it comes before the city council, maybe there will be a Dan Roberts Boulevard.

Adam: I will vote with that one.

Jett motions for a Positive Recommendation that we make the continuation of Main Street; Lunt seconds; Lunt yay, Jett yay, Jennifer yay, Decker nay, Cox nay, Adam yay.

CEDAR CITY ORDINANCE NO. 0730-25-1

**AN ORDINANCE OF THE CEDAR CITY COUNCIL CHANGING THE STREET
NAME OF OLD HIGHWAY 91 TO MAIN STREET**

WHEREAS, Cedar City owns and maintains publicly owned streets throughout the city, and as owner of these streets Cedar City has the legal authority to name or rename these streets; and

WHEREAS, Cedar City has established a uniform system for the naming of such streets; and

WHEREAS, Cedar City ordinance 31-1 authorizes the City to rename name city streets by passing an ordinance giving good cause for the change; and

WHEREAS, a local business has requested that Old Highway 91 be renamed to South Main Street; and

WHEREAS, the Planning Commission gave a positive recommendation to rename Old Highway 91 as Main Street; and

WHEREAS, the City Council after duly publishing and holding a public hearing to consider the proposed street name change finds the proposed change to further the City's policy of establishing and maintaining sound, stable, and desirable development within the City, promoting more fully the objectives and purposes of the City's street ordinance, or correcting manifest errors.

NOW THEREFORE BE IT ORDAINED by the City Council of Cedar City, State of Utah, that the City's Old Highway 91 be renamed to Main Street beginning from the intersection with Cross Hollow Road and Main Street on the north to Tipple Road on the south.

This ordinance, Cedar City Ordinance No. 0611-25-1, shall become effective immediately upon passage by the City Council and published in accordance with State Law.

Council Vote:

Phillips -
Melling -
Riddle -
Cox -
Wilkey -

Dated this _____ day of August, 2025.

GARTH O. GREEN, MAYOR

[SEAL]

ATTEST:

RENON SAVAGE, RECORDER

#4

CITY COUNCIL WORK SESSION - STAFF REPORT



Author: David Johnson, Economic Development Director
Department: Economic Development
Meeting: City Council Work Session
Subject: UIPA Boundary Amendment within Cedar City Limits
Date: July 16, 2025
Item Type: Resolution

Background

Iron County is home to the Utah Inland Port Authority's (UIPA) very first Rural Inland Port in Utah, known as the Iron Springs Inland Port. The Iron Springs project area has since been used as a model for more than a dozen additional rural inland ports throughout the State of Utah and has proven to help drive more attention and industry to rural communities.

The structure of UIPA is simple. It acts similar to a Redevelopment Agency with designated boundaries and project areas that provide stackable incentives, based on newly generated revenues to attract industry. UIPA partners with municipalities and counties throughout the project area process. Below is the four-part process UIPA follows when establishing project area.

1. Resolve

A municipality or county can request UIPA commence work on drafting a project area plan. The municipality or county adopts a project area resolution in a public meeting.

2. Draft

UIPA staff work with the municipality or county to develop a project area plan or amend a project area plan for the UIPA board to review in at least 2 public UIPA board meetings.

3. Adopt

The UIPA board may adopt a project area or project area amendment in a public meeting.

4. Build & Measure

This phase will take 25 years to complete. During this phase, construction, development, and recruitment will occur in the project area. Project area budgets are annually prepared and adopted by the UIPA board. In addition, project area KPIs are reported and shared.

Staff Recommendation

Staff recommends that City Council approve the Resolution to welcome the UIPA boundary amendment within Cedar City limits.

Budget Impact

No Budget Impact.

Department & Committee Review

Economic Development & Legal

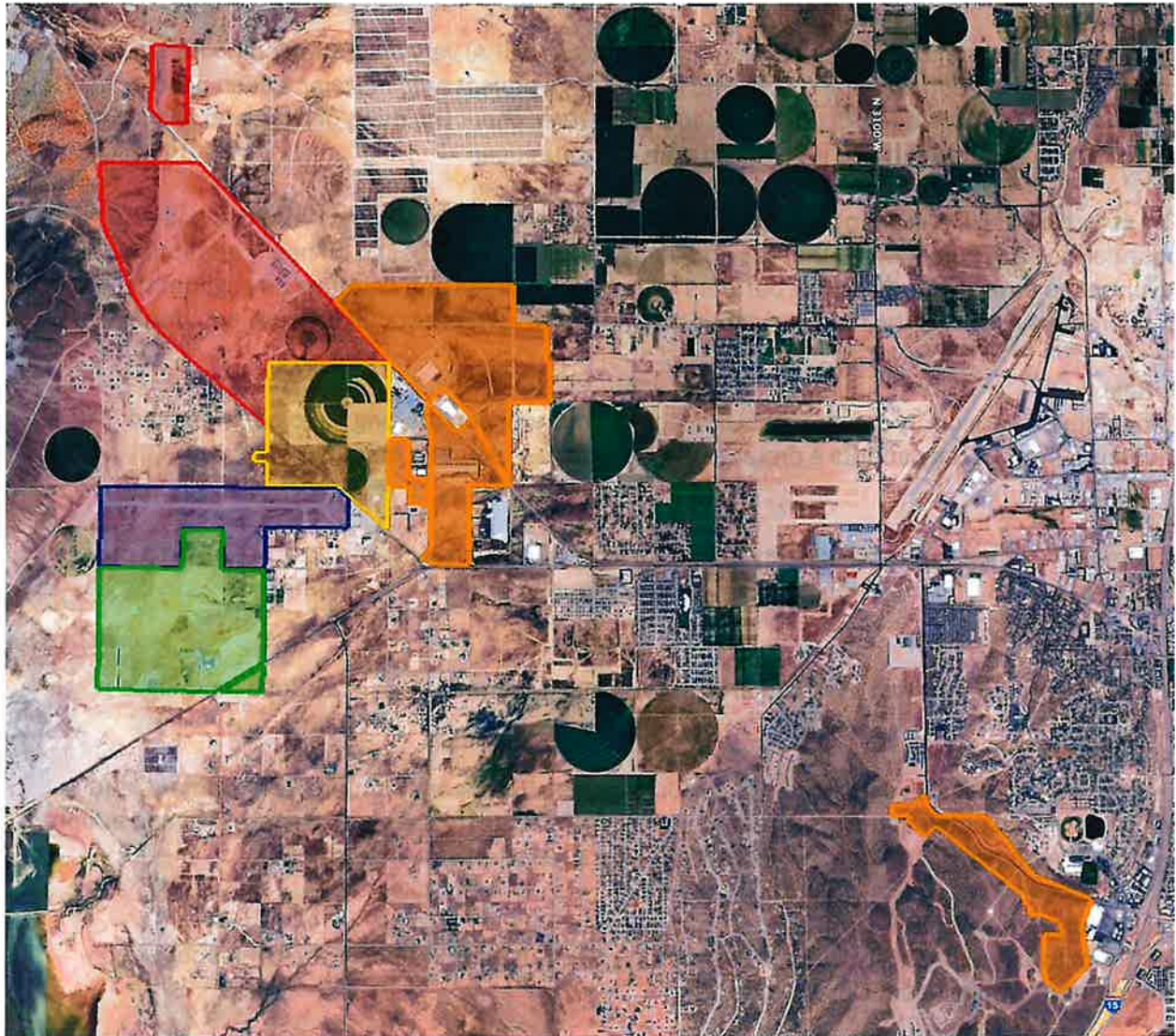
Attachments

Proposed map of amendment areas.



CITY COUNCIL WORK SESSION - STAFF REPORT

Author: David Johnson, Economic Development Director
Department: Economic Development
Meeting: City Council Work Session
Subject: UIPA Boundary Amendment within Cedar City Limits
Date: July 16, 2025
Item Type: Resolution



CEDAR CITY RESOLUTION 25-0730

A RESOLUTION SUPPORTING THE AMENDMENT OF PROPERTY INTO THE IRON SPRINGS INLAND PORT PROJECT AREA IN IRON COUNTY

Whereas, Cedar City (the "**City**") is a political subdivision of the State of Utah, and the Cedar City Council (the "**Council**") is a public entity with authority to make resolutions with respect to the City; and

Whereas, Iron County Utah has, by resolution 2023-4, requested that the Utah Inland Port Authority (the "**Port Authority**") Board create the Iron Springs Inland Port Project Area ("**Project Area**") in Iron County to help fund the development of a regional economic development opportunity; and

Whereas, the Iron Springs Inland Port Project Area was created by the Port Authority on April 4, 2023;

Whereas, the City desires to include additional property in the Project Area, which fits the City's economic development vision by encouraging the retention and expansion of existing companies and the recruitment of new companies to create employment opportunities for our residents; and

Whereas, the general public will benefit from the amendment of property located in Cedar City into the Project Area through the creation of new primary employment opportunities and investment in the city,

NOW THEREFORE, BE IT RESOLVED by the Cedar City Council as follows that the Council hereby: (1) consents to the amendment of property located in Cedar City into the Iron Springs Inland Port Project Area in Iron County in accordance with Utah Code Annotated§ 11-58-501 *et. Seq.*

Council Vote:

Phillips -

Melling -

Riddle -

Cox -

Wilkey -

This resolution shall take effect immediately upon passage.

Dated this ____ day of August 2025.

Garth O. Green, Mayor

[SEAL]
ATTEST:

Renon Savage, Recorder

CEDAR CITY COUNCIL

AGENDA ITEMS – 5

DECISION PAPER

TO: Mayor and City Council

FROM: City Attorney

DATE: July 14, 2025

SUBJECT: City Ordinance 32-9(B) and Engineering Standard 3.1 requiring amendments to be by ordinance and giving City Engineer authority to grant variances

DISCUSSION:

In addition to the changes previously discussed, the State Legislature passed a bill this year that requires amendments to Engineering Standards to follow the same process as changes to our zoning ordinances. The Council has also expressed interest in having requested variances to the Engineering Standards to be decided by the City Engineer rather than requiring Council input. Staff drafted an ordinance to make both those changes.

The Planning Commission gave a positive recommendation to the proposed changes. The minutes from the meeting are included in your packet.

Please consider the ordinance making modifications to the process for amending and varying the City's Engineering Standards.

1) PUBLIC HEARING

Ordinance Text Amendment
(Recommendation)

Section 32-9-B Pertaining Amber Ray
to Engineering Standard
Revision to be adopted by Ordinance.

2) PUBLIC HEARING

Engineering Standard Revision
(Recommendation)

Engineering Standard 3.1 Amber Ray

Amber Ray: Now for the exciting stuff. I am back with the changes from the State. They want to have Engineering Standard Revisions adopted by ordinance through a Public Hearing, no longer a resolution. While we opened this section, we made some changes that we felt were needed. Kent, you described this very well.

Kent: A couple things on this. That top part, 32-9-B, is where we are saying that we would be doing this by ordinance and through a public hearing process. We got down below and had wording that was in there. The departures from our Engineering Standards would go to City Council for a variance. We are proposing and for you consider and recommend to City Council. We are proposing that is something that the City Engineer is authorized to do. That takes it down to 3.1 in our Engineering Standards. Where we talk about the Engineering Standards, define those design requirements for public improvements. We wanted to strengthen the language there as a couple things in relation to our standards. We are saying these standards are intended to address design and construction issues that are commonly encountered in development and city infrastructure projects. Circumstances could arise that are not contemplated by these standards. In such cases, the exercise of professional engineering judgement by the Design and City Engineer is required to arrive at the appropriate engineering solutions. We are basically saying there is no way for our Engineering Standards to be so comprehensive that nothing could come along that doesn't fit. Right? We have to come up with solutions to issues that come up with individual developments with their individual circumstances. We have tried to address that with the proposed wording here.

Jett: Have we had this issue since you have been here?

Kent: Yes, our only recourse right now is to go to the city council for a variance. We are trying to modify empowering staff to be able to work with the developers and engineers to come up with appropriate solutions and move those forward.

Jett: I think that it is wonderful.

Kent: That is what is proposed here.

Open Public Hearing

Close Public Hearing

Jett motions for a Positive Recommendation on City Items 1 and 2; Davis seconds; all in favor for a unanimous vote.

**CEDAR CITY
ORDINANCE 0730-25**

**AN ORDINANCE AMENDING CEDAR CITY ORDINANCE 32-9(B) REQUIRING
ENGINEERING STANDARDS TO BE ADOPTED BY ORDINANCE AND
GRANTING AUTHORITY TO THE CITY ENGINEER TO GRANT VARIANCES
TO THE ENGINEERING STANDARDS**

WHEREAS, Cedar City has adopted Chapter 32 of the ordinances of Cedar City, Utah, and said provisions regarding the City's subdivision requirements; and

WHEREAS, the State Legislature created a new statute in 2025 requiring, among other things, that Engineering Standards be approved in the same manner as zoning ordinances; and

WHEREAS, ordinance currently requires the City Council to hear and decide upon any requests to vary Engineering Standard requirements; and

WHEREAS, the City Council determines that the City Engineer is better qualified to determine when variances to Engineering Standards are necessary and appropriate;

WHEREAS, to remain in compliance with State law and to more efficiently handle variances to Engineering Standards, the Cedar City Council desires to update and amend Chapter 32-9(B) and Engineering Standard 31.

NOW THEREFORE, be it ordained by the City Council of the Cedar City, in the State of Utah, as follows:

SECTION 1: **AMENDMENT** “Section 32-9 Subdivision And PUD General Requirements” of the Cedar City Municipal Code is hereby *amended* as follows:

AMENDMENT

Section 32-9 Subdivision And PUD General Requirements

- A. The following are the General Requirements for the development of subdivisions and/or PUDs as indicated:
1. Soils Report Compliance: When the applicable Complete Preliminary Land Use Application List requires the applicant to submit soils testing to determine the susceptibility of the soil in said subdivisions or PUDs to soils problems, including but not limited to: subsidence, enlargement, hydro-compaction, settling, slippage, and sinking of soil in relation to construction thereon or any other soil related condition that may pose a present or future threat to buildings or infrastructure constructed thereon. The subdivider or developer shall retain

a Geotechnical Engineering Consultant to drill sufficient test pits and bore holes and make analysis and recommendations concerning the requirements to use the soil as the supporting structure for City streets, curb, gutter, sidewalk, utilities and other right-of-way improvements and for public and private buildings. Any such consultant so retained must first be approved by the City Engineer of Cedar City. The following details how the soils report will be reviewed by the City and used by the subdivider or developer in designing the subdivision or PUD:

- a. The applicant shall provide the City Engineer with two (2) copies of the proposed subdivision's soils report containing the testing, analysis and recommendations of the Geotechnical Engineer. The Soils Report may be submitted to a second geotechnical engineering firm retained by Cedar City for its comments and recommendations regarding the findings and recommendations of the original soils report. The cost of all engineering analysis shall be borne by the subdivider or developer and payment for the second engineering opinion shall be prepaid by the subdivider to the City;
 - b. After reviewing the original soils report and the second opinion, the Land Use Authority may require additional information or modifications pursuant to Section 32-7.
 - c. In all subdivisions and PUDs, all right-of-way improvements, all public utilities, other public improvements and private structures erected within a subdivision or PUD in which a soils report has been required and approved by the City must be built in accordance with the findings of the approved soils report. This shall be in addition to all other building code requirements. The Building Inspector shall have the authority to deny a building permit to a builder proposing to erect a structure within a subdivision or PUD that does not comply with the approved soils report. The City Engineer shall assist the Building Inspector in determining the compliance of buildings with the engineering report. The City Building Inspector shall maintain a complete copy of the soils report for inspection and review by the general public and for the City's use in performing the duties of the City Building Inspector, and;
 - d. Violations of this section shall constitute a Class B Misdemeanor.
- B. Standards and Specifications: Engineering standards containing specifications for materials and installation of the required improvements to be owned and maintained by the City in subdivisions, PUDs, and other construction shall be prepared by the City Engineer. Such engineering standards shall be prepared by the Planning Commission and City Council and shall be adopted by ~~ordinance~~ resolution of the City Council through a public hearing process. Said standards shall be considered minimum and shall apply under all ordinary circumstances; provided, however, that where the applicant can show that a provision of these general requirements and design standards would cause unnecessary hardship if strictly adhered to and where, because of topographical or other conditions peculiar to the site, in the opinion of the City

~~Engineer~~Council, a departure may be made without destroying the intent of such provisions, the City ~~Engineer~~Council may authorize a variance. ~~Any variance so authorized shall be stated on the Final Plat and the reasons for such departure shall be entered in writing in the minutes of the City Council.~~ Otherwise, all improvements shall be installed in accordance with City Engineering Standards.

C. Required Subdivision Improvements: The following improvements shall be required in all subdivisions and also PUDs where specifically indicated herein:

1. All streets shall have sub-base, and minimum two and one half (2 1/2) inch oil mat from curb to curb in accordance with Cedar City's engineering standards;
2. Signs in accordance with Cedar City's engineering standards;
3. Street drainage and drainage structures shall be provided in accordance with Cedar City's engineering standards and City storm drain system master plans;
4. The subdivider shall install sanitary sewers as approved by the City Engineer in accordance with Cedar City's engineering standards and City sewer system master plans;
5. Water mains having a diameter of not less than eight (8) inches shall be installed in accordance with Cedar City's engineering standards and City water system master plans;
6. Easements shall be provided, and fire hydrants and water meters installed to City specifications;
7. Curbs and gutters shall be installed in accordance with Cedar City's engineering standards;
8. Underground utilities shall be installed within the subdivision (these utilities shall include electricity, natural gas, telephone, cable T.V. and street lights; a subdivider may have the option of installing appropriate overhead utilities in any portion of the subdivision in which overhead utilities existed at the time of the presentation of the preliminary land use application where such utilities could serve that portion of the subdivision);
9. Sidewalks for the entire subdivision where streets front lots in the subdivision shall be installed in accordance with Cedar City's engineering standards. Where a street does not front lots on both sides, the sidewalks along the side of the street not fronting lots can be omitted;
10. For Subdivisions and PUDs neighborhood delivery and collection box units (NDCBU) shall be installed (the location of the NDCBU'S shall be designated on the Final Plat after consultation by subdivider with the United States Postal Service and an appropriate easement provided therefore);
11. For Subdivisions, streetlights in accordance with Cedar City's engineering standards; for PUD's streetlights in accordance with Cedar City's engineering standards unless prohibited by recorded CC&Rs;
12. Six-foot-high site obscuring fences on lot lines of back yards of double fronted lots where the back yard is bordered by a City street classified as a major collector, minor arterial or major arterial on the Transportation Master Plan. A six-foot-height site obscuring fence is not required on double fronted lots located along local or minor collector roads, but the subdivider shall specify on the final plat and address said lots to one road for primary access. Said

SECTION 2: AMENDMENT “3.1 GENERAL” of the Cedar City Engineering Standards is hereby *amended* as follows:

BEFORE AMENDMENT

3.1 GENERAL

This section defines design requirements for public improvements within the City of Cedar City. It is not the intent of these standards to restrict professional judgment, but rather to serve as a guide and to establish consistency and the minimum requirements in design.

AFTER AMENDMENT

3.1 GENERAL

~~This section~~ These Engineering Standards defines design requirements for public improvements within the City of Cedar City. ~~It is not the intent of these standards to restrict professional judgment, but rather to serve as a guide and to establish consistency and the minimum requirements in design~~ These Standards are intended to address design and construction issues that are commonly encountered in development and City infrastructure projects. Circumstances could arise that are not contemplated by these Standards. In such cases, the exercise of professional engineering judgment by the design engineer and City Engineer is required to arrive at the appropriate engineering solutions.

PASSED AND ADOPTED BY THE CEDAR CITY CITY COUNCIL

| | AYE | NAY | ABSENT | ABSTAIN |
|----------|------------|------------|---------------|----------------|
| Phillips | _____ | _____ | _____ | _____ |
| Melling | _____ | _____ | _____ | _____ |
| Riddle | _____ | _____ | _____ | _____ |
| Cox | _____ | _____ | _____ | _____ |
| Wilkey | _____ | _____ | _____ | _____ |

Presiding Officer

Attest

Garth O. Green, MAYOR, Cedar City

RENON SAVAGE, RECORDER,
Cedar City

PASSED AND ADOPTED BY THE CEDAR CITY CITY COUNCIL

| | | | | |
|----------|------------|------------|---------------|----------------|
| | AYE | NAY | ABSENT | ABSTAIN |
| Phillips | _____ | _____ | _____ | _____ |
| Melling | _____ | _____ | _____ | _____ |
| Riddle | _____ | _____ | _____ | _____ |
| Cox | _____ | _____ | _____ | _____ |
| Wilkey | _____ | _____ | _____ | _____ |

Presiding Officer

Attest

Garth O. Green, MAYOR, Cedar City

RENON SAVAGE, RECORDER,
Cedar City

CEDAR CITY COUNCIL

AGENDA ITEMS – 6

DECISION PAPER

TO: Mayor and City Council
FROM: City Attorney
DATE: July 14, 2025
SUBJECT: Removing Council members from boards and committees
DISCUSSION:

As was discussed over the last couple of weeks, we're asking you to discuss which boards, committees, commissions, etc. ("boards") you'd like to remove the requirement of a Council member sitting as a voting member. Each of these will likely require a separate process, including possible discussions with the boards in their meetings, so I didn't want to start that process until the Council confirmed which boards require a change. Please note that some of these boards are purely internal to the City (e.g., RAP Tax committees) but others are more regional (e.g., Water Conservancy District).

Please let us know which of these boards you want us to begin the process to remove the Council member requirement.

| 2024 City Council Appointment for City Committees | | | | | |
|---------------------------------------------------|-----------------------------------------|----------------------------------------|---------------------------------------------------|----------------------------------------|-----------------------------------|
| Ron | Scott | Robert | Carter | Tyler | No Council Member on Committee |
| Cedar Disability Action/ Awareness Team | Airport Board | Cross Hollow Event Center Committee | Library Board | RAP-Tax - Arts | Board of Adjustments |
| Leisure Services Advisory board | Historic Downtown Economic Committee | Local Homeless Council | Homebuilders Government Relations Committee | Frontier Homestead Foundation Board | Housing Board of Commissioners |
| RAP Tax - Parks & Rec | Historic Preservation Commission | Planning Commission | Downtown Parking Authority | CICWCD | |
| ICEDC | Active Transportation | | Cedar Area Transit | Regional Wastewater Treatment Board | |
| | Youth City Council | | | | |
| | Theater | | | | |

As of January 2024