

NOTICE OF MEETING
PLANNING COMMISSION
CITY OF ST. GEORGE
WASHINGTON COUNTY, UTAH

Public Notice

Notice is hereby given that the Planning Commission of the City of St. George, Washington County, Utah, will hold a **Planning Commission** meeting in the City Council Chambers, 175 East 200 North, St George, Utah, on **Tuesday, July 22, 2025**, commencing at **5:00 p.m.**

The agenda for the meeting is as follows:

Call to Order

Flag Salute

Call for disclosures

1. **GENERAL PLAN AMENDMENT Tuweap Parcel – PUBLIC HEARING** – Consider a request to amend the general plan land use map from COM (Commercial) to MDR (Medium Density Residential) on approximately 1.69 acres generally located at the northeast corner of Tuweap Drive and 2000 North. The applicant is Rosenburg Associates, and the representative is Jared Bates. The project will be known as Tuweap Parcel. Case No. 2025-GPA-011 (Staff – Brett Hamilton)
2. **ZONE CHANGE- Teakwood 11 Rezone – PUBLIC HEARING** Consider a request to change the zoning from A-1 (Agriculture, 1-acre minimum lot size) to R-1-10 (Residential, 10,000 ft² minimum lot size) on approximately 15.11 acres. The applicant is DSG Engineering, and the representative is Mike Terry. The project will be known as Teakwood 11 Rezone. Case No. 2025-ZC-014 (Staff – Dan Boles)
3. **PLANNED DEVELOPMENT AMENDMENT Tech Ridge Area 1.2 – PUBLIC HEARING** – Consider a request to amend the Tech Ridge Zone Plan for a 5-story, 199-unit apartment complex located at approximately 400 South Tech Ridge Parkway on approximately 4.9 acres. This project also includes an adjacent parking garage. The applicant is Dwell Design Studio, and the representative is Jason Shimp. The project will be known as Tech Ridge Area 1.2. Case No. 2025-PDA-016 (Staff – Brenda Hatch)
4. **PRELIMINARY PLAT Tech Ridge Area 1.2 Subdivision** – Consider a request for a two-lot (2) preliminary plat located at 400 South Tech Ridge Parkway on approximately 4.9 acres on a Planned Development Mixed-Use property. The applicant is Alliance Consulting, and the representative is Mike Bradshaw. The project will be known as Tech Ridge Area 1.2. Case No. 2025-PP-024 (Staff – Brenda Hatch)
5. **PRELIMINARY PLAT Meadows at Old Farm** – Consider a request for a fifty-four lot (54) preliminary plat located on approximately 14.69 acres on the North side of 2450 South and approximately 2800 East. The applicant is Bill Cox, and the representative is Bob Hermandson- Bush and Gudgell. The project will be known as Meadows at Old Farm. Case No. 2025-PP-026 (Staff – Dan Boles)
6. **PRELIMINARY PLAT Village at Old Farm** – Consider a request for a sixty-one lot (61) preliminary plat located on the North side of 2450 South and approximately 2700 East on approximately 21.02 acres. The applicant is Bill Cox, and the representative is Bob Hermandson – Bush and Gudgell. The project will be known as Village at Old Farm. Case No. 2025-PP-019 (Staff – Dan Boles)
7. **ZONE REGULATION AMENDMENT Setback Regulations SB181 – PUBLIC HEARING** – Consider a request to amend to the St. George City Zoning Ordinance, Title 10. The proposed amendment would revise setback standards in certain zones including Gravel and Grazing and Residential Zones to comply with Utah Senate Bill 181. The proposed amendment also includes changes and clarifications to Title 10 such as updating accessory structure sizes, and lot size averaging percentages. The applicant is the City of St. George, represented by Brett Hamilton. Case No. 2025-ZRA-006 (Staff – Brett Hamilton)

8. **ZONE REGULATION AMENDMENT Apryl Cox RV Storage (Ag Accessory Structures) – PUBLIC HEARING** – Consider a request to amend the St. George City Zoning Ordinance affecting Agricultural Zones (Section 10-5). The proposed amendment would revise setback requirements and update standards for accessory structures. The applicant is Apryl Cox. Case No. 2025-ZRA-009 (Staff – Brian Dean)

9. **ZONE REGULATION AMENDMENT ADU Use is M-H, R-2, R-3 & R-4 – PUBLIC HEARING** – Consider a request to amend the St. George City Zoning Ordinance affecting various sections of Title 10, specifically definitions as it relates to Accessory Dwelling Units. The applicant is the City of St. George, represented by Brian Dean. Case No. 2025-ZRA-008 (Staff – Brian Dean)

10. **ZONE REGULATION AMENDMENT ADU Development Standards – PUBLIC HEARING** – Consider a request to amend a portion of the St. George City Zoning Ordinance, Title 10-17A-3 (Accessory Dwelling Unit – Specific Standards), to modify the accessory dwelling unit standards. Applicant is City of St George, represented by Brett Hamilton. Case No. 2025-ZRA-010 (Staff – Brett Hamilton)

11. **ZONE REGULATION AMENDMENT Downtown Parking Requirements – PUBLIC HEARING** – Consider a request to amend the St. George City Zoning Ordinance, Title 10. The proposed amendment would primarily amend 10-2 (Definitions) and 10-19 (Off-Street Parking Requirements) as it relates to parking standards in the PD-MU (Planned Development Mixed Use) zone. There are also minor amendments proposed to bring 10-19 into compliance with Utah Senate Bill 181. The applicant is the City of St. George, represented by Dan Boles. Case No. 2025-ZRA-003 (Staff – Dan Boles)

12. MINUTES

Consider a request to approve the meeting minutes of the July 8, 2025, meeting.

13. CITY COUNCIL ACTIONS

Report on items heard at the July 17, 2025, City Council meeting.

1. *District at Old Farm Zone Change*
2. *Meadows at Old Farm Zone Change*
3. *Village at Old Farm R-1-10 Zone Change*
4. *Curb Gutter Sidewalk Blasting Zone Regulation Amendment*
5. *Canyon View Apartments Zone Change*
6. *Canyon View Apartments Hillside*
7. *Business License Micro Schools Zone Regulation Amendment*

Angie Jessop

Angie Jessop – Community Development Office Supervisor

Reasonable Accommodation: The City of St. George will make efforts to provide reasonable accommodations to disabled members of the public in accessing City programs. Please contact the City Human Resources Office at (435) 627-4674 at least 24 hours in advance if you have special needs.



PLANNING COMMISSION AGENDA REPORT: 07/22/2025

Tuweap Parcel General Plan Amendment (Case No. 2025-GPA-011)	
Request:	Consider a request to change the general plan future land-use map from COM (Commercial) to MDR (Medium Density Residential) on approximately 1.69 acres.
Applicant:	Rosenberg Associates
Representative:	Jared Bates
Location:	Generally located at the northeast corner of Tuweap Drive and 2000 North
Existing General Plan:	COM (Commercial)
Proposed General Plan:	MDR (Medium Density Residential)
Existing Zoning:	PD-AP (Planned Development Administrative Professional)
Land Area:	Approximately 1.69 acres



BACKGROUND:

In February 2020, the City Council approved a General Plan amendment for the approximately 3-acre “Ted Warthen Center” property, changing the land use designation from Low Density Residential (LDR) to Professional Office (PO). In October 2020, the City Council approved a zone change from R-1-10 (Single-Family Residential, 10,000 sq ft minimum lot size) to PD-AP (Planned Development Administrative Professional), with a use list allowing nine (9) specific uses.

On June 19, 2025, the City adopted a new General Plan and updated land use map. As part of that adoption, the land use designation for the subject property changed from PO (Professional Office) to COM (Commercial). It is also important to note that “PO” is no longer a land use designation under the current General Plan.

The existing use on the property is Discovery Kids Academy, a child care center that occupies approximately 50% of the site. The remaining portion of the property remains vacant and undeveloped. When the General Plan amendment and zone change were proposed in 2020, many surrounding residents expressed opposition to the changes. Since that time, the property owner has had no success in attracting development or selling the vacant portion of the site due to the restricted list of allowed uses.

In light of the site history and ongoing struggles, the property owner is now proposing a land use amendment to change approximately 1.69 acres of the 3-acre property from Commercial (COM) to Medium Density Residential (MDR).

RECOMMENDATION:

Staff recommends approval of the Tuweap Parcel general plan amendment with no conditions.

ALTERNATIVES:

1. Recommend approval of this General Plan Amendment.
2. Recommend denial of this General Plan Amendment
3. Table the proposed General Plan Amendment to a future date.

POSSIBLE MOTION:

“I move that we forward a positive recommendation to the City Council for the Tuweap Parcel General Plan Amendment, based on the findings listed in the staff report.”

FINDINGS FOR APPROVAL:

1. The proposed land use amendment will not be harmful to the health, safety and general welfare of residences in the area.
2. The proposed land use amendment supports the *Lifestyle* General Plan Goal by supporting quality of life by promoting housing options that cater to all stages of life and enable people to live and thrive in St. George.
3. The proposed land use amendment supports the *Responsible Growth* General Plan Goal by increasing and diversifying housing supply across the city through code amendments and aligning with the Moderate Income Housing Plan, and by supporting infill development to limit land use impacts on growth.

Exhibit A

Applicant's Narrative



Date: June 10, 2025

To: City of St. George – Planning and Zoning
Attn: Dan Boles
175 E 200 N
St. George, Utah 84770

From: Jared W Bates, PE, CFM
Principal Engineer

Subject: **Parcel SG-6-2-10-2427**
General Plan Amendment
Project Number: 14810-25

This document has been prepared for Discovery Kids Academy St. George LLC, in support of the proposed General Plan Amendment of 1.69 acres of Parcel SG-6-2-10-2427 from PO (Professional Office) to MDR (Medium Density Residential). Currently, the southern portion of the lot is undeveloped and the parcel requires a GPA to allow for residential development. The change to MDR is requested as development of single family lots or similar low density development along 2000 North is not recommended due to the high traffic volume of the roadway. Planned development projects are located to the north, east, and west of the parcel, with the 2000 North roadway along the south property boundary. Access to future development is anticipated to be along Tuwaep Dr. to facilitate ingress/egress for residents.

Exhibit B
PowerPoint Presentation



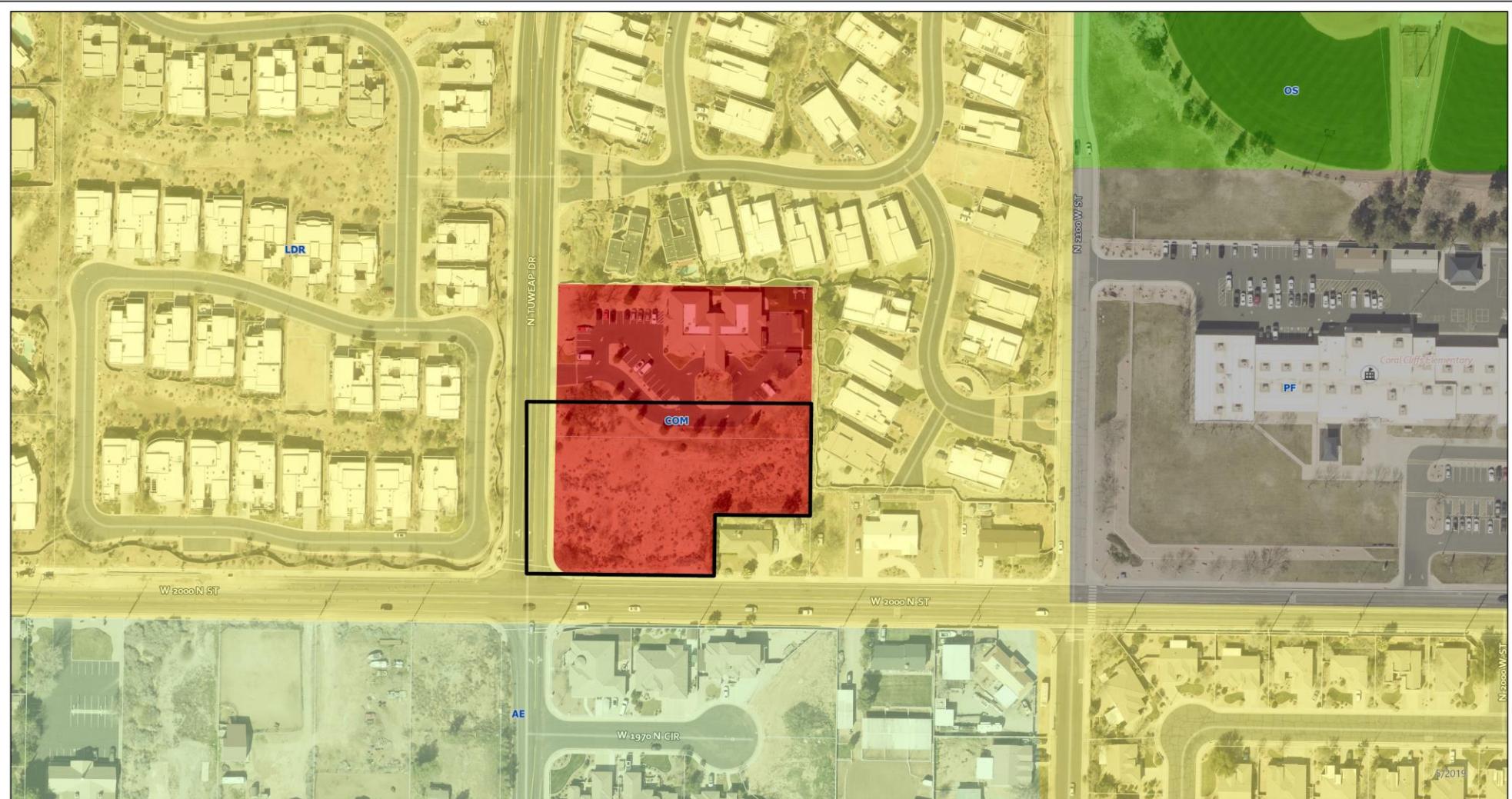
TUWEAP PARCEL GENERAL PLAN AMENDMENT

2025-GPA-011

AERIAL MAP



GENERAL PLAN MAP

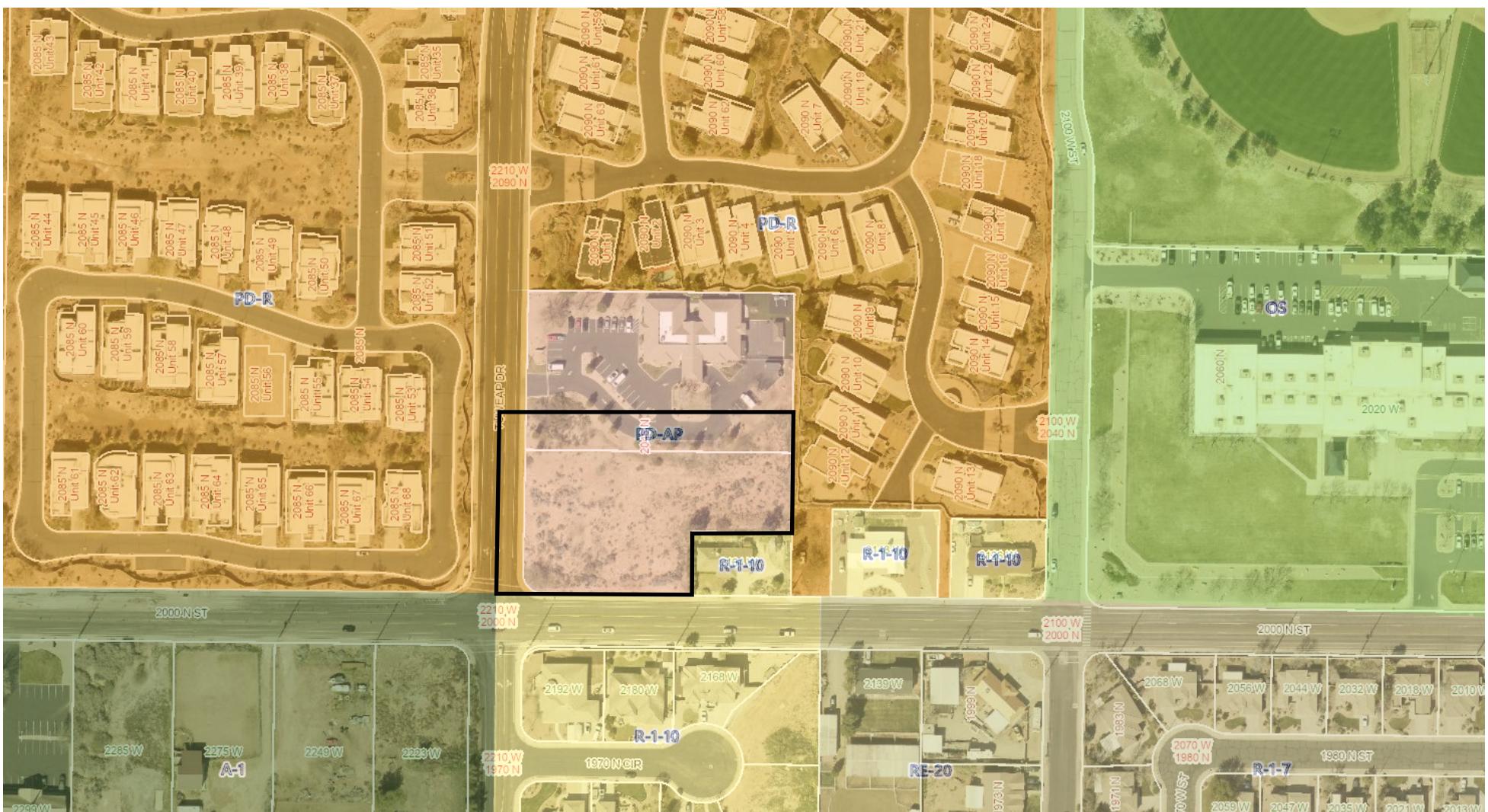


TUWEAP PARCEL GENERAL PLAN AMENDMENT

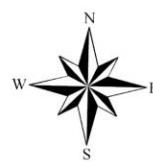
0 85 170 340 510 680 Feet



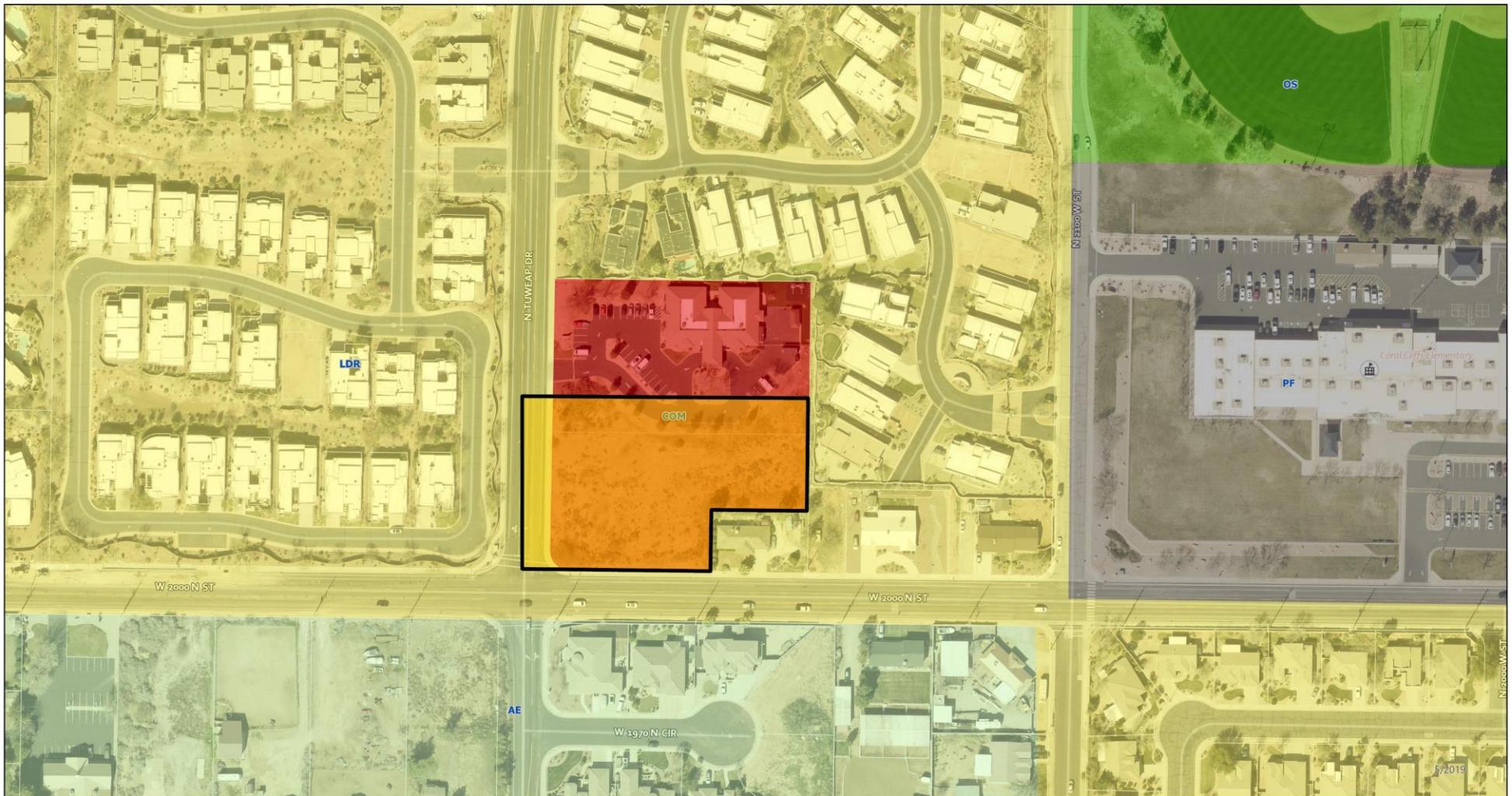
ZONING MAP



TUWEAP PARCEL GENERAL PLAN AMENDMENT



PROPOSED



TUWEAP PARCEL GENERAL PLAN AMENDMENT



0 85 170 340 510 680 Feet





PLANNING COMMISSION AGENDA REPORT: 07/22/2025

Teakwood 11 Zone Change (Case No. 2025-ZC-014)		
Request:	Consider a request to amend the City Zoning Map by amending the zone from A-1 (Agricultural, 40,000 ft ² minimum lot size) to R-1-10 (Residential, 10,000 ft ² minimum lot size) on approximately 15.11 acres generally located west of the St. George/Washington border and approximately 2600 South.	
Applicant:	DSG Engineering – Mike Terry	
Location:	Generally located west of the St. George/Washington border and approximately 2600 South	
General Plan:	LDR (Low Density Residential)	
Existing Zoning:	A-1 (Agricultural, 40,000 square foot minimum lot size)	
Surrounding Zoning:	North	RE-20 (Residential Estates, 20,000 ft ² minimum lot size)
	South	R-1-10 (Residential 10,000 ft ² minimum lot size)
	East	A-1 (Agricultural, 40,000 ft ² minimum lot size) & (Washington City – PCD – Planned Community Development)
	West	A-1 (Agricultural, 40,000 ft ² minimum lot size)
Land Area:	Approximately 15.11 acres	



TEAKWOOD 11 ZONE CHANGE

0 330 660 1,320 1,980 2,040 Feet



BACKGROUND:

The applicant is seeking to change the zone from A-1 (Agricultural, 40,000 ft² minimum lot size) to R-1-10 (Residential, 10,000 ft² minimum lot size) in order to subdivide the property. This property is not part of a recorded subdivision plat and is free of any permanent structures. Teakwood began with rezones and plats in 2019. Some of the phases have changed names to Red Pine and Maple Meadows but all are connected and essentially flow together.

The applicant, in deciding what zoning would be most appropriate for this area, took into consideration how the surrounding area has been developed. The land directly north of the property has been developed as RE-20 (Residential Estates, 20,000 ft² minimum lot size). To the south of the property has not been developed yet but is zoned R-1-10 of which, this is an extension. The R-1-10 zone is a single-family zone which requires 10,000 ft² minimum lot size. The R-1-10 zone is also consistent with the underlying General Plan on this property, which is LDR (Low Density Residential) which allows up to four units per acre.

NOTICING:

Notice letters were sent to property owners within a 500 ft. radius of the rezone and notices were posted in four (4) public places on the City website, State website, and on two (2) bulletin boards in the City.

RECOMMENDATION:

Staff recommends approval of the zone change for Teakwood 11.

ALTERNATIVES:

1. Recommend approval as presented.
2. Recommend denial.
3. Continue the proposed zone change amendment to a future date.

POSSIBLE MOTION:

"I move that we forward a positive (negative) recommendation to the City Council for the zone change for Teakwood 11, case number 2025-ZC-014, based on the findings listed in the staff report."

FINDINGS FOR APPROVAL:

1. The proposed zone change is consistent with the general plan such as:
 - a. Increase and diversify housing supply across the city
 - b. Promote housing options that cater to all stages of life and enable people to live and thrive in St. George.
2. There is consistent zoning in the surrounding area to the proposed zone change.
3. The zone change will be followed by a plat to subdivide the property.

Exhibit A

PowerPoint Presentation

A stack of several teakwood planks is shown, highlighting the natural grain and texture of the wood. The planks are cut to different widths and thicknesses, creating a layered effect. The wood has a warm, golden-brown color with darker, more weathered edges.

Teakwood 11

2025-ZC-014

Aerial Map

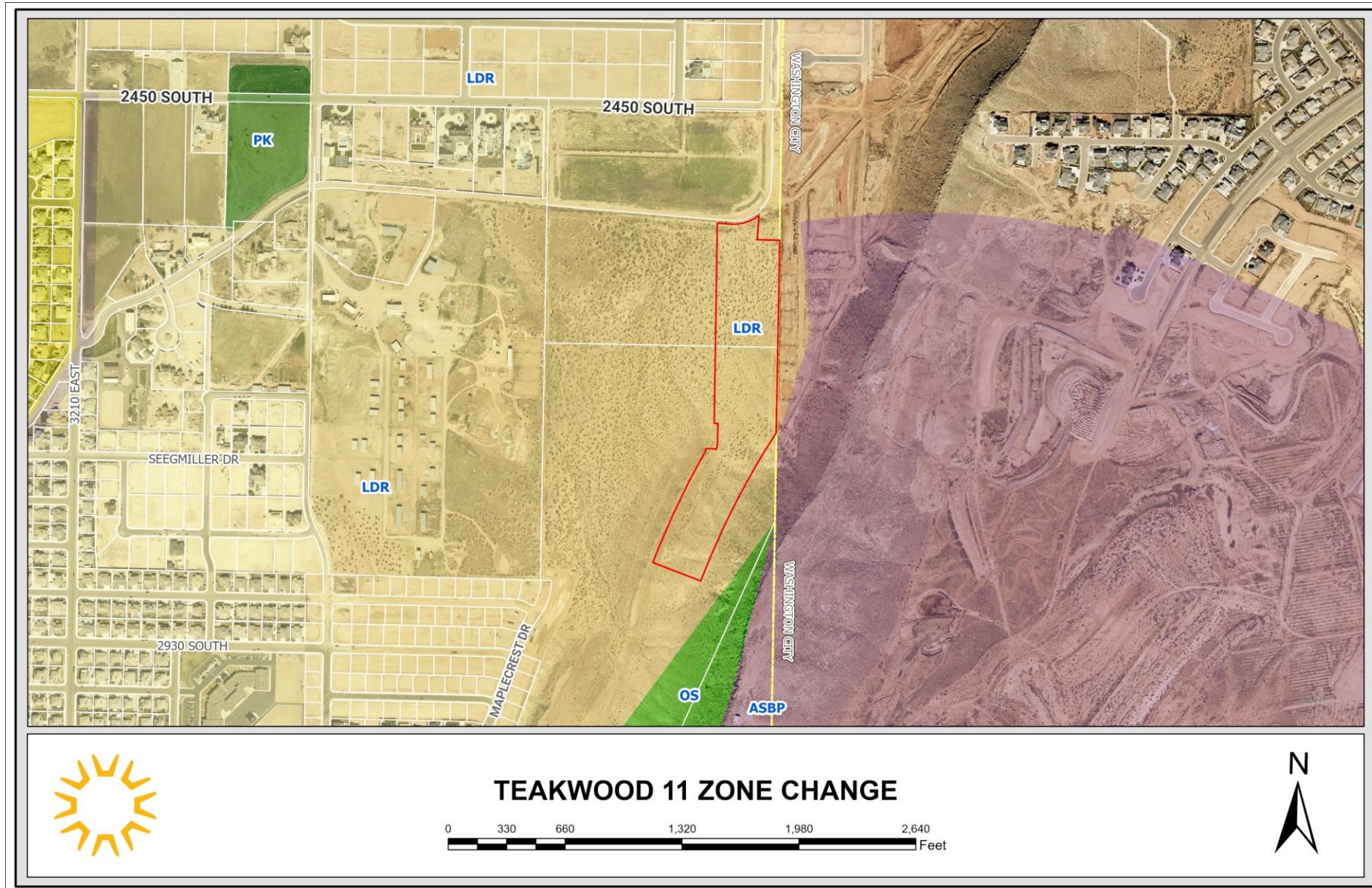


TEAKWOOD 11 ZONE CHANGE

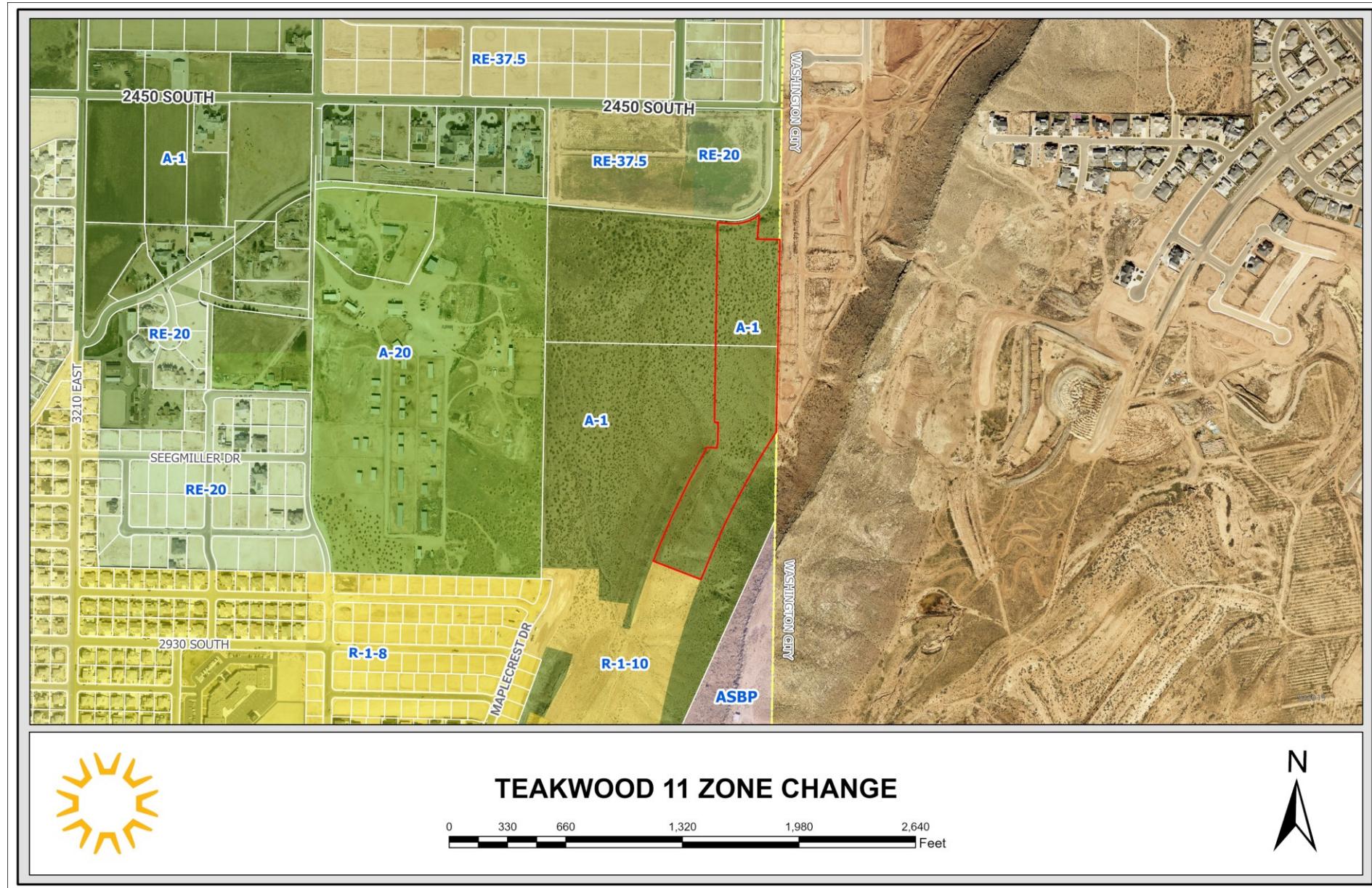
0 330 660 1,320 1,980 2,640
Feet



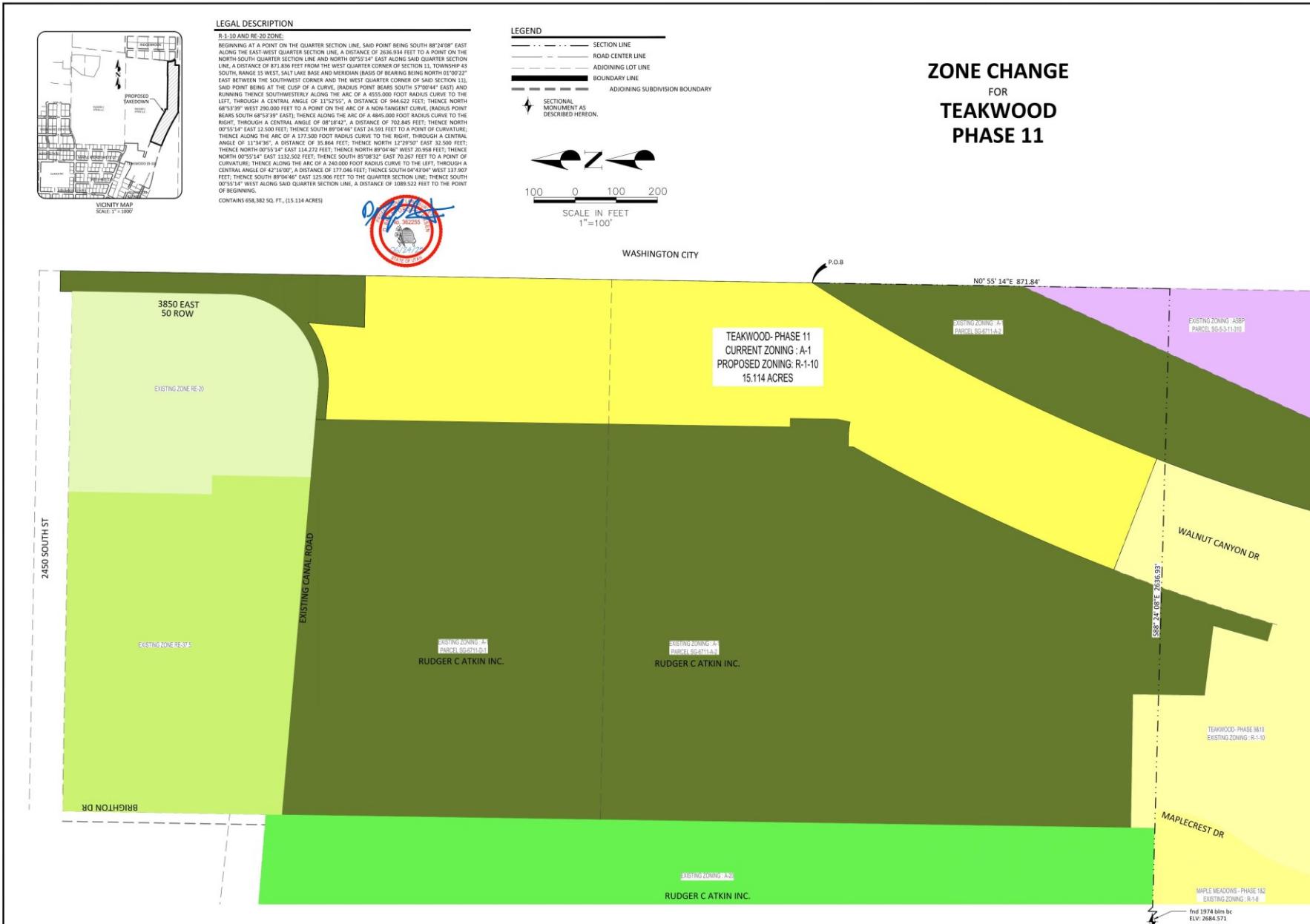
Land Use Map



Zoning Map



Applicant Exhibit



PROJECT NAME:		TEAKWOOD 11	
SHEET NAME:		WALNUT CANYON DR	
PROJECT NUMBER:		ZONE CHANGE MAP	
DATE:	JUNE 2005		
PM.:	MT		
DRAWN BY:			
DESIGNED BY:	MT		
CHECKED BY:			
PROJECT NO.:	25-009		
SCALE:	100		
SHEET NUMBER:			
ZC-1			
1 OF 1 TOTAL			



ITEM 3

Community Development

Planned Development Amendment

PLANNING COMMISSION AGENDA REPORT:

07/22/2025

Tech Ridge Area 1.2 Planned Development Amendment (Case No. 2025-PDA-016)	
Request:	Consider a Planned Development Amendment for a 5-story 199-unit residential multi-family building and adjacent parking garage.
Applicant:	Dwell Design Studio
Representative:	Jason Shimp
Location:	400 South Tech Ridge Parkway
General Plan:	COM (Commercial)
Existing Zoning:	PD-MU (Planned Development Mixed-Use)
Surrounding Zoning:	North PD-MU (Planned Development Mixed-Use)
	South PD-MU (Planned Development Mixed-Use)
	East PD-MU (Planned Development Mixed-Use)
	West PD-MU (Planned Development Mixed-Use)
Land Area:	Approximately 4.9 acres



BACKGROUND:

The Tech Ridge Development has its own unique Zone Plan that was adopted in 2021. This is a Planned Development Amendment for Area 1.2. There are five districts in the Tech Ridge Zone Plan. Planning area 1.2 is located in District 1, Tech Commons.

The Tech Ridge Zone Plan limits the total number of residential units to 2,400. Additionally, Section 2.7 of the Zone Plan requires that the development adheres to specific residential to commercial ratios, stating that there shall not be more than 2.5 residential units for every 1,000 square feet of gross commercial space (office/retail/hotel) within District 1.

The current project includes 199 residential units. To comply with the aforementioned ratio, this project would necessitate 79,600 square feet of commercial space in District 1. Presently, the total commercial building square footage in District 1 is 59,000 square feet, which means an additional 20,600 square feet of commercial space needs to be built to meet the ratio requirements for this project. Tech Ridge also has a temporary container park used as commercial space with 5,504 square feet of space.

The Zone Plan also states that the City reserves the right to deny or withhold approval of any final plat maps or Zone Change Amendments for new residential units until the project achieves compliance. The Development Agreement also states that the City may not issue a building permit for Residential units on any Lot within the Project if such a permit would cause the Developer to exceed a ratio for every one thousand (1,000) gross square feet of space in Commercial Uses. The applicant has acknowledged in their narrative that building permits for this project will not be issued until the building permits have been issued for the remaining square footage of commercial projects.

As part of the zone plan, parkland improvements are scheduled. Section 2.8 of the Zone Plan specifically addresses the requirement to maintain reasonable progress toward the parkland improvement goal on a minimum of 60 acres for the entire project.

District 1 has 30.5 developable acres, with 10.7 minimum acres of park improvement land. In District 1, the Developer recently finished "The Stairs at Tech Ridge" and a 0.6-mile section of the Rim Trail, which extends south to the intersection of the Jerry Rice Trail. Currently, the next section of the Rim Trail is under construction. This upcoming section will continue south along the west side of the project and connect to the top of Cloud Drive near Plan Area 5.2. The park land identified as "Parcel A" (3.78 acres) of the Tech Ridge Plan Area 1.6 Final Plat is currently being designed and will be submitted to the City soon for review and approval, after which development will commence.

Parking

Minimum parking standards in the Zone Plan call for two spaces per unit plus one guest parking space per every three dwelling units. The applicant has asked for a reduction in parking requirements based on Section 4.7.9 Transportation Demand Management Plan Reduction, of the Zone Plan. This section states that the reduction depends on the type and extent of the Transportation Demand Management Plan (TDM). According to the minimum parking standards, this development would be required to provide 464 spaces. The applicant is proposing 396 spaces, reducing the total by 68 spaces for a total of a 15% parking reduction.

The TDM compared the proposed development with other developments in the area based on average bedroom counts per unit and the rate of parking spaces per unit. This development will include 29 studio apartments, 81 one-bedroom units, 84 two-bedroom units, and 5 three-bedroom units, with an average of 1.47 bedrooms per unit.

Regarding the proposed parking reduction, the development's parking ratio would be 1.67 spaces per unit, in addition to the full guest parking requirement of 1 space per three units.

The proposed development will feature 62 spaces in the parking lot and an additional 16 on-street parking spaces. These spaces are located outside the parking garage and will likely be utilized by guests.

The chart below provides a comparison of multi-family residential properties in St. George with the proposed development. Please note that the rate of spaces per unit includes guest parking.

Site	Average bedrooms per unit	Rate(spaces per unit)
Canyon Point Apartments	2.71	1.50
Oasis Palms	2.08	1.64
Falls at Mesa Point	1.99	1.90
Joule Plaza	1.46	1.67 (excluding commercial spaces)
Proposed Tech Ridge Area 1.2	1.47	1.99

The applicant has proposed providing the following strategies listed in the TDM to reduce parking demand at this site:

- Pickup/drop-off curb space is planned for ride-share companies such as Uber and Lyft. A designated waiting area will be established inside the lobby for rideshare passengers
- A Bicycle share program is planned for the development that will facilitate active transportation through the neighboring streets and trail networks
- Bike-repair space located on-site will also facilitate active transportation
- A future Sun Tran bus route has been proposed for the Tech Ridge Area but is pending approval from the City. This route will connect the project to the greater St. George area and allow for connectivity to the surrounding bus routes throughout Washington County
- The trail systems and mixed-use nature of the Tech Ridge development will likely reduce the demand for motorized transportation

The Transportation Demand Management Plan is attached as Exhibit B to this staff report.

The following table lists the planned development requirements found in the zoning regulations, the proposals for Planning Area 1.2, along with the staff's comments.

Zoning Requirements - Planning Area 1.2		
Regulation	Proposal	Staff Comments
Setbacks	The required setbacks from property line are: 0' (Tech Ridge Dr.) 10' (Don Lee Dr. and Tech Ridge Pkwy.)	The site plan appears to meet these setbacks; this will be verified during the site plan review process.
Temporary Buildings	None	N/A
Pedestrian Circulation Plan	The site plan provided shows the proposed pedestrian circulation plan.	Staff will ensure the pedestrian access is installed during the building process.
Uses	The proposed use is multi-family residential.	This use is allowed. The use list is found in Table 5-5-1(pg. 45) of the Tech Ridge Zone Plan.
Height and Elevation	Building 58'2-5/8" Parking garage 43'9"	Area 1.2 allows 40', 55', 65' and 85' buildings This building and garage are in the 65' and 85' area of the 1.2 planning area. Both meet the height requirements.
Phasing Plan	There is no phasing in this project.	No comment
Landscape Plan	A conceptual landscape plan was submitted.	The conceptual plan appears to meet the Zone Plan; this will be verified during the site plan review process.
Utilities	None shown	All utilities will be required to be underground, and all transformer equipment must be screened. We will ensure this is completed during the site plan approval process.
Signs	No signs have been requested in this application.	All signs will need to adhere to the Zone Plan (pg. 52). The applicants will be required to pull a sign permit when they want to install signs.
Lighting	Street lighting will follow city standards and pedestrian lighting will be on bollards.	The lighting will follow the Lighting Plan found in the Zone Plan (pg. 50). A photometric plan was submitted and meets City code.
Lot Coverage	Lot coverage on the proposed development is 54%	The Zone Plan allows for up to 95% lot coverage.
Solid Waste	The location is shown.	During the site plan review, the location and details of solid waste will be reviewed and required to be compliant.
Parking	Parking Provided: 396 spaces (including off-street parking, which is allowed in the Tech Ridge Zone Plan) asking for a reduction of 68 spaces.	The parking requirement in the Tech Ridge Zone Plan is: Residential: Multi-unit Dwelling 2.0 spaces per unit plus 1 guest parking space per 3 dwelling units = 464 spaces The applicant has provided a

		Transportation Demand Management Plan to justify the parking reduction. It is attached to the staff report as Exhibit B.
EVCS And Bike Parking	Bike storage and EV parking are shown on the site plan.	10 EV parking spaces are shown, 38 EV ready spaces are shown, there is a bike storage room in the parking garage.
Amenities	The site plan shows a dog park and pool.	The Tech Ridge Zone Plan requires two amenities for 101-200 units. The proposal meets the requirement.

RECOMMENDATION:

Staff has reviewed the proposed parking reduction and found it acceptable. Staff recommends approval of the project, with the condition that building permits for the remaining required square footage of commercial space are issued prior to the submittal of building permit applications for this development.

ALTERNATIVES:

1. Recommend approval as presented.
2. Recommend approval with conditions.
3. Recommend denial.
4. Continue the proposed Planned Development Amendment to a specific date.

FINDINGS FOR APPROVAL:

1. The proposed development meets the Tech Ridge Zone Plan requirements.
2. This proposed development supports the General Plan by ensuring Neighborhood Areas integrate a variety of housing sizes and options through code amendments and aligning with the Moderate-Income Housing Plan.
3. This proposed development supports the General Plan by providing a mix of uses, recognizing that commercial and residential developments are symbiotic, and a mix of uses can solidify economic vitality.

Exhibit A Narrative

Tech Ridge 1.2

This project is a 5-story residential building with residential (R-2) and assembly amenity (A-3) proposed uses. There are 199 residential units including studios, one-bedroom, two-bedroom and three-bedroom units. A 5-story open parking garage (S-2) is adjacent to the residential building. The building data is as follows:

GROSS AREA - RESIDENTIAL BUILDING		
Level	Name	Area
LEVEL 1	AMENITY (A-3)	8,719 SF
LEVEL 1	RESIDENTIAL (R-2)	36,706 SF
LEVEL 2	AMENITY (A-3)	1,471 SF
LEVEL 2	RESIDENTIAL (R-2)	43,241 SF
LEVEL 3	RESIDENTIAL (R-2)	45,497 SF
LEVEL 4	RESIDENTIAL (R-2)	45,497 SF
LEVEL 5	RESIDENTIAL (R-2)	44,752 SF
TOTAL		225,882 SF

GROSS AREA - PARKING GARAGE		
Level	Name	Area
GARAGE LEVEL 0.5	PARKING GARAGE (S-2)	15,073 SF
LEVEL 1	PARKING GARAGE (S-2)	13,230 SF
GARAGE LEVEL 1.5	PARKING GARAGE (S-2)	13,230 SF
GARAGE LEVEL 2	PARKING GARAGE (S-2)	13,230 SF
GARAGE LEVEL 2.5	PARKING GARAGE (S-2)	13,230 SF
GARAGE LEVEL 3	PARKING GARAGE (S-2)	13,230 SF
GARAGE LEVEL 3.5	PARKING GARAGE (S-2)	13,230 SF
GARAGE LEVEL 4	PARKING GARAGE (S-2)	13,230 SF
GARAGE LEVEL 4.5	PARKING GARAGE (S-2)	13,230 SF
GARAGE LEVEL 5	PARKING GARAGE (S-2)	6,412 SF
TOTAL		127,325 SF

The proposed density and land use is as per the following table:

SITE ACERAGE:

142,710 SF (3.28 ACRES)

PROPOSED USE:

MULTI-FAMILY

BUILDING SIZE (CODE):

FOOTPRINT:	71,952 SF
RESIDENTIAL:	45,492 SF
GARAGE:	26,460 SF
TOTAL AREA:	350,790 SF
RESIDENTIAL:	223,465 SF
GARAGE:	127,325 SF

DENSITY:

FAR = 2.46

60.7 UNITS PER ACRE

ZONING DISTRICT:

TECH RIDGE MASTERPLAN

SETBACKS:

10'-0" SETBACK ALONG TECH RIDGE PARKWAY & DON LEE DRIVE

OPEN SPACE: (WITHIN PROPERTY LINES)

	<u>AREA</u>	<u>PERCENTAGE OF SITE</u>
LANDSCAPE:	14,461 SF	10%
HARDSCAPE:	8,007 SF	6%
COURTYARD/ DOG PARK:	19,197 SF	13%
ASPHALT/ PARKING:	24,525 SF	17%
BUILDING FOOTPRINT*:	76,520 SF	54%
TOTAL	142,710 SF	100%

Location of other common / open spaces

Sections 2.8 and 3.4 of the Tech Ridge Zone Plan set forth the intended schedule for improving park lands and open space throughout the project. As stated in these Sections, the purpose of the schedule is to ensure reasonable progress toward the completion of a total of 60 acres of improved parks, trails, and open space at Tech Ridge.

Paragraph b of Section 2.8 contains the following guidance:

"The required Park Improvements should preferably be constructed within the District in which the plat is contained, and in an area that is adjacent to or nearby to the platted area. City may grant a deviation from that proximity preference, and from precise calculation of the minimum required acreage of Park Improvements, upon a showing of good cause by the Developer."

In District 1, the Developer recently completed The Stairs at Tech Ridge and a section of the Rim Trail that runs approximately 0.6 miles south to the intersection of the Jerry Rice Trail. The next section of the Rim Trail that runs south along the west side of the project and connects to the top of Cloud Drive near Plan Area 5.2 is currently under construction.

The park land identified as “Parcel A” (3.78 acres) of the Tech Ridge Plan Area 1.6 Final Plat is currently being designed and will be submitted to the City soon for review and approval, after which development will commence.

Residential to Commercial Ratio

Section 2.7 of the Tech Ridge Zone Plan and Section 6.3.2. of the Development Agreement outline the requirements for the ratio of residential units to commercial square footage. In District 1, the ratio may not exceed 2.5 units for every 1,000 square feet of gross commercial space. In order to obtain a building permit for the desired density of 199 residential units in Plan Area 1.2, a total of 79,600 sf of commercial space is required to either be built or to be under construction in District 1 with an active building permit

$$(199 / 2.5) * 1,000 = 79,600 \text{ sf}$$

The existing Vasion building in Plan Area 1.2 consists of 59,000 sf. The Developer acknowledges that construction on the Plan Area 1.2 apartments will not be allowed to proceed until it has obtained building permits for the remaining 20,600 square feet of commercial space in District 1 necessary to comply with the ratio.

Exhibit B
Transportation Demand Management Plan

MEMORANDUM

Date: July 10, 2025
To: City of St. George
From: Hales Engineering

Subject: St. George Tech Ridge PA 1.2 Transportation Demand Management Plan



UT25-2974

Introduction

This memorandum discusses the parking study and transportation demand management plan completed for the proposed Tech Ridge Plan Area (PA) 1.2 development located in St. George, Utah. The study identifies the City parking supply rates and parking demand rates identified by the Institute of Transportation Engineers (ITE). The proposed development is located southwest of the 265 South / Tech Ridge Drive intersection in St. George, Utah. A vicinity map of the project site is shown in Figure 1.

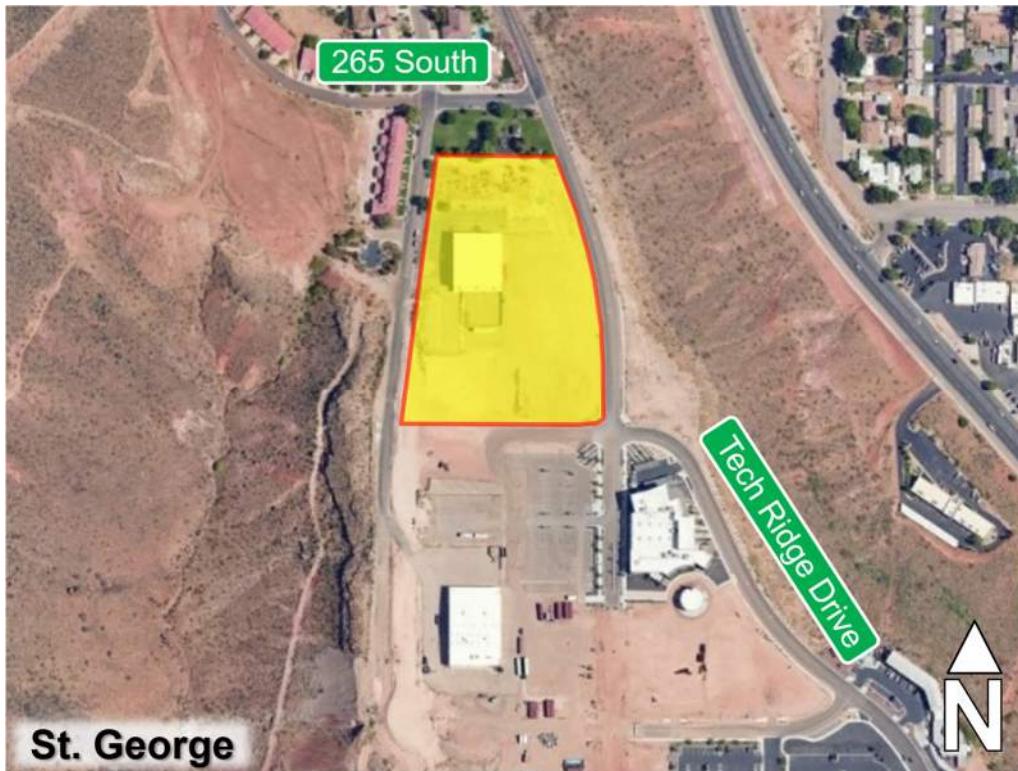


Figure 1: Site vicinity map of the project in St. George, Utah

Project Description

The development consists of 199 apartment units. A supply of 396 stalls is currently planned for the project, including 10 EV stalls. The proposed parking stalls would equal a parking rate of 1.99 stalls per unit. There are a total of 293 bedrooms planned for the project with a total of 110 studio and 1-bedroom apartments. This equates to an average of 1.47 bedrooms per unit. A site plan is provided in Appendix A.

City Parking Code

The Tech Ridge Planned Development Zone Plan (February 2022) specifies parking rates for various land use types within Tech Ridge. The required parking rate found in section 4.7.1 of the Zone Plan for the project land use is shown in Table 1. The project proposes to include 5 dual charging stations, totaling 10 EV parking stalls, which count toward the overall stall count. The calculations for the parking required by the City are shown in Table 2. As shown, it is anticipated that the City would require 464 stalls for the proposed development per the Zone plan.

Table 1: City Parking Rates

Land Use	Unit Type	Rate (stalls per unit)
Residential: Multi-unit Dwelling	DU	2.33

Source: Tech Ridge Planned Development Zone Plan: City of St. George, 2022

Table 2: City Parking Calculations

City Parking Calculations				
St. George - Tech Ridge Transportation Demand Management Plan Parking Study				
Land Use	# of Units	Unit Type	Rate (stalls per unit)	Total Stalls
Residential: Multi-unit Dwelling	199	DU	2.33	464

Source: Tech Ridge Planned Development Zone Plan: City of St. George, 2022.

Local Parking Demand

Hales Engineering has collected parking demand data at other multi-family residential properties in Washington County. Three of the properties are in St. George, and one is in Hurricane. Each study, their average bedroom/unit count (if available), and respective parking stall-per-unit rates are as follows in Table 3.

Table 3: Local Data

Site	Bedrooms/Unit	Rate (stalls per unit)
Canyon Point Apartments (St. George)	2.71	1.50
Oasis Palms (St. George)	2.08	1.64
Falls at Mesa Point (St. George)	1.99	1.90
Retreat at Sky Mountain (Hurricane)	-	1.71

Source: Hales Engineering 2025

The number of bedrooms per unit for the proposed project (1.47) is less than those at local sites that were previously counted. This may suggest that the anticipated parking demand at the proposed development may also be lower than these rates. However, the highest rate of 1.90 parking stalls per unit will be used as a conservative measure. With that rate applied to the planned 199 units in the proposed project, a total demand of 379 stalls is anticipated based on local data, as shown in Table 4.

Table 4: Local Rate Parking Calculations

Land Use	# of Units	Unit Type	Rate (stalls per unit)	Demand	Supply (+5%)
Multifamily Residential	199	DU	1.90	379	398

Since the local data rates represent actual parking demand, it is common to provide a parking supply beyond what the anticipated demand is to accommodate occasional surges in demand and to reduce the need for drivers to circle the parking lot to find an open stall. Hales Engineering recommends providing 5% additional stalls beyond the anticipated demand. Based on this, a supply of 398 stalls should be provided for the project based on local data.

Transportation Demand Management

Section 4.7.9 of the Zone plan states that a reduction in parking stalls may be granted for the implementation of a transportation demand management (TDM) plan. The following list details TDM strategies that align with those outlined in the Tech Ridge Planned Development Zone Plan that are or may be implemented for the Tech Ridge Plan Area 1.2 development, which are anticipated to reduce the parking demand at this site:

- Pickup/drop-off curb space is planned for ride-share companies such as Uber and Lyft. A designated waiting area will be established inside the lobby for rideshare passengers
- A Bicycle share program is planned for the development that will facilitate active transportation through the neighboring streets and trail networks
- Bike-repair space located on-site will also facilitate active transportation.

- A future Sun Tran bus route has been proposed for the Tech Ridge Area but is pending approval from the City. This route will connect the project to the greater St. George area and allow for connectivity to the surrounding bus routes throughout Washington County.

Additionally, there are nearby trail systems such as the Tech Ridge Rim Trail, Black Hill Trail, Temple Quarry Trail, and Jerry Rice Trail will serve to facilitate active transportation and decrease the demand for motorized transportation to and from the project site. Also, the mixed-used nature of the proposed Tech Ridge development will likely reduce parking demand due to the proximity of restaurants, stores and office space to residential structures.

Based on the proposed TDM strategies, it is anticipated that a parking supply lower than the standard City requirement is appropriate for the development and may be approved at the City's discretion (see City Code 10-19-4 which allows for reductions up to a reduced rate of 1.83 stalls per unit, including guest parking).

Comparison and Recommendation

A comparison of the proposed supply, the local parking demand, the City's parking requirement, and the recommended supply based on the ITE Parking Generation rates is shown in Table 5. Based on the information provided, Hales Engineering anticipates the proposed 396 parking stalls will be sufficient to accommodate the parking demand at the project site.

Table 5: Parking Comparison

Source	# of Stalls
Proposed Site Plan (rate of 1.99 stalls per unit)	396
City Requirement (no reductions)	464
Local Parking Demand + 5%	398

Since multiple TDM strategies are applicable to the project, it is possible that this site may experience a lower parking demand than the other local study sites. Based on this, the proposed count of 396 stalls (1.99 stalls per unit) is anticipated to be sufficient to accommodate the project site.

Conclusions

The key findings of this study are as follows:

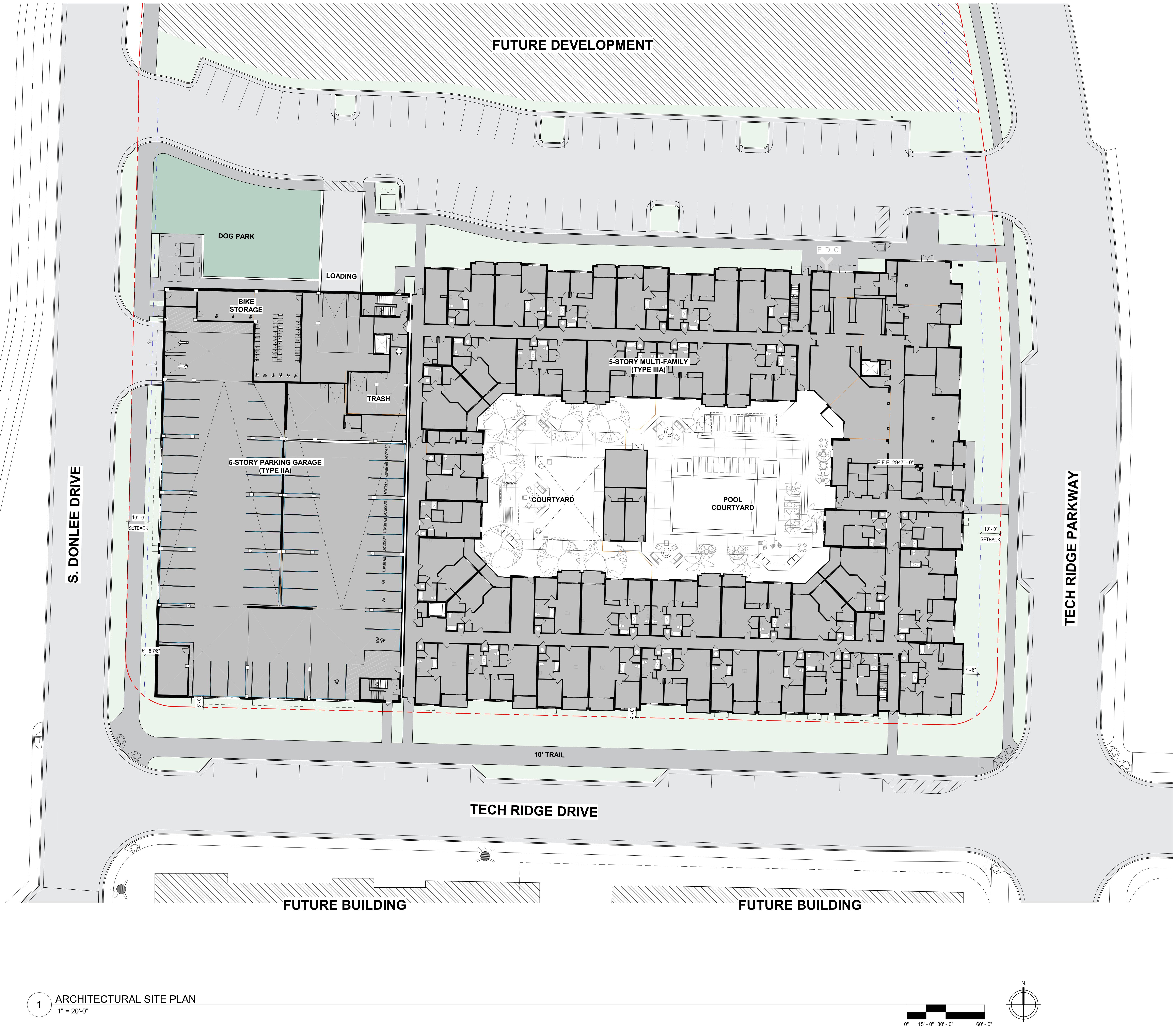
- The development consists of 199 apartment units with an average of 1.47 bedrooms per unit.
- Based on City requirements established in the Tech Ridge Planned Development Zone Plan, a total of 464 stalls are required for the site prior to any approved reductions.
- Based on local parking demand data, a total of 398 parking stalls is recommended. It is possible that fewer stalls may be needed since the project has a lower ratio of bedrooms per unit than the local data sites.

- It is anticipated that the proposed 396 parking stalls (1.99 stalls per unit) will be sufficient to accommodate the parking demand at the project site given the available local parking rate data and the additional proposed travel demand management strategies.
- Since multiple TDM strategies are applicable to the project, it is possible that this site may experience a lower parking demand than anticipated based on local data. Further reduction beyond the proposed 396 stalls can be made at the City's discretion.

If you have any questions regarding this memorandum, please contact us at 801.766.4343.

APPENDIX A

Site Plan



ARCHITECTURAL SITE PLAN NOTES

1. DO NOT SCALE DRAWINGS.
2. CONTRACTOR SHALL REFER TO CIVIL DRAWINGS FOR ALL PROPERTY LINE INFORMATION.
3. SEE CIVIL DRAWINGS FOR SITE DEMOLITION, EROSION AND SEDIMENT CONTROL, SITE GRADING, UTILITIES, AND SITE PAVING.
4. SEE CIVIL DRAWINGS FOR SCOPE OF SITE WORK.
5. CONTRACTOR SHALL COORDINATE WITH REPRESENTATIVES OF UTILITY COMPANIES REQUIRED FOR SITE PLAN WORK, EXCAVATION, SHEETING AND SHORING, AND UTILITY PLACEMENT.
6. SEE LANDSCAPE DRAWINGS FOR PLANTINGS, IRRIGATION, PAVING, SITE FURNITURE, PLANTER, BIKE RACK, AND COURTYARD INFORMATION.
7. SEE CIVIL FOR STREET LIGHTING, STREET AND SIDEWALK LIGHTING SHALL MEET ADOPTED CITY LIGHT DESIGN STANDARDS.
8. REFER TO EXTERIOR ELEVATIONS FOR SITE SIGNAGE INFORMATION.
9. SEE PLUMBING DRAWINGS FOR HOSE BIB & DRAIN LOCATIONS.

LEGEND

PROPERTY LINE
10' BUILDING SETBACK LINE

SITE INFORMATION

SITE ACREAGE:
142,710 SF (3.28 ACRES)

PROPOSED USE:
MULTI-FAMILY

BUILDING SIZE CODE:
FOOTPRINT: 142,710 SF
RESIDENTIAL: 45,462 SF
GARAGE: 26,460 SF
TOTAL AREA: 350,790 SF
RESIDENTIAL: 223,465 SF
GARAGE: 127,325 SF

DENSITY:
FAR = 2.46
60.7 UNITS PER ACRE

ZONING DISTRICT:
TECH RIDGE MASTERPLAN

SETBACKS:
10'-0" SETBACK ALONG TECH RIDGE PARKWAY & DON LEE DRIVE

OPEN SPACES: (WITHIN PROPERTY LINES) **PERCENTAGE OF SITE**

LANDSCAPE:	14,461 SF	10%
HARDSCAPE:	8,007 SF	6%
COURTYARD/DOG PARK:	19,197 SF	13%
MULTI-UNIT PARKING:	24,525 SF	17%
BUILDING FOOTPRINT*:	76,520 SF	54%
TOTAL:	142,710 SF	100%

*EXPANSION JOINT SPACE, UNIT PATIOS, & POOL BUILDING INCLUDED IN FOOTPRINT

PARKING: (SEE BUILDING DATA SHEET FOR PARKING TYPES)

KEYNOTES

SURFACE VEHICULAR PARKING SCHEDULE			
TYPE	WIDTH	LENGTH	QUANTITY
LEVEL 1			
STANDARD	9'-0"	18'-0"	52
EV READY	9'-0"	18'-0"	6
EV	9'-0"	18'-0"	2
ACCESSIBLE	9'-0"	18'-0"	1
VAN	11'-0"	18'-0"	1
PRL	22'-0"	9'-0"	16
			78
			TOTAL SURFACE PARKING: 78

GARAGE VEHICULAR PARKING SCHEDULE			
TYPE	WIDTH	LENGTH	QUANTITY
GARAGE LEVEL 5			
ACCESSIBLE	9'-0"	18'-0"	1
STANDARD	9'-0"	18'-0"	12
			13
GARAGE LEVEL 4.5			
ACCESSIBLE	9'-0"	18'-0"	1
STANDARD	9'-0"	18'-0"	34
			35
GARAGE LEVEL 4			
ACCESSIBLE	9'-0"	18'-0"	1
EV	9'-0"	18'-0"	2
EV READY	9'-0"	18'-0"	8
STANDARD	9'-0"	18'-0"	25
			36
GARAGE LEVEL 3.5			
ACCESSIBLE	9'-0"	18'-0"	1
STANDARD	9'-0"	18'-0"	33
			34
GARAGE LEVEL 3			
ACCESSIBLE	9'-0"	18'-0"	1
EV	9'-0"	18'-0"	2
EV READY	9'-0"	18'-0"	8
STANDARD	9'-0"	18'-0"	25
			36
GARAGE LEVEL 2.5			
ACCESSIBLE	9'-0"	18'-0"	1
STANDARD	9'-0"	18'-0"	33
			34
GARAGE LEVEL 2			
ACCESSIBLE	9'-0"	18'-0"	1
EV	9'-0"	18'-0"	2
EV READY	9'-0"	18'-0"	8
STANDARD	9'-0"	18'-0"	24
VAN	11'-0"	18'-0"	1
			36
GARAGE LEVEL 1.5			
ACCESSIBLE	9'-0"	18'-0"	1
STANDARD	9'-0"	18'-0"	33
			34
LEVEL 1			
ACCESSIBLE	9'-0"	18'-0"	1
EV	9'-0"	18'-0"	2
EV READY	9'-0"	18'-0"	8
STANDARD	9'-0"	18'-0"	24
VAN	11'-0"	18'-0"	1
			36
GARAGE LEVEL 0.5			
STANDARD	9'-0"	18'-0"	24
			24
			TOTAL GARAGE PARKING: 318

PROJECT TOTAL PARKING:
396 STALLS:
1.99 STALLS PER UNIT (199 UNITS)
1.35 STALLS PER BEDROOM (293 BEDS)

THIS DRAWING AND ASSOCIATED DOCUMENTS ARE THE PROPERTY OF DWELL DESIGN STUDIO AND ARE NOT TO BE REPRODUCED OR COPIED WITHOUT WRITTEN CONSENT OF DWELL DESIGN STUDIO, EXCEPT AS REQUIRED FOR THE STATED PROJECT.

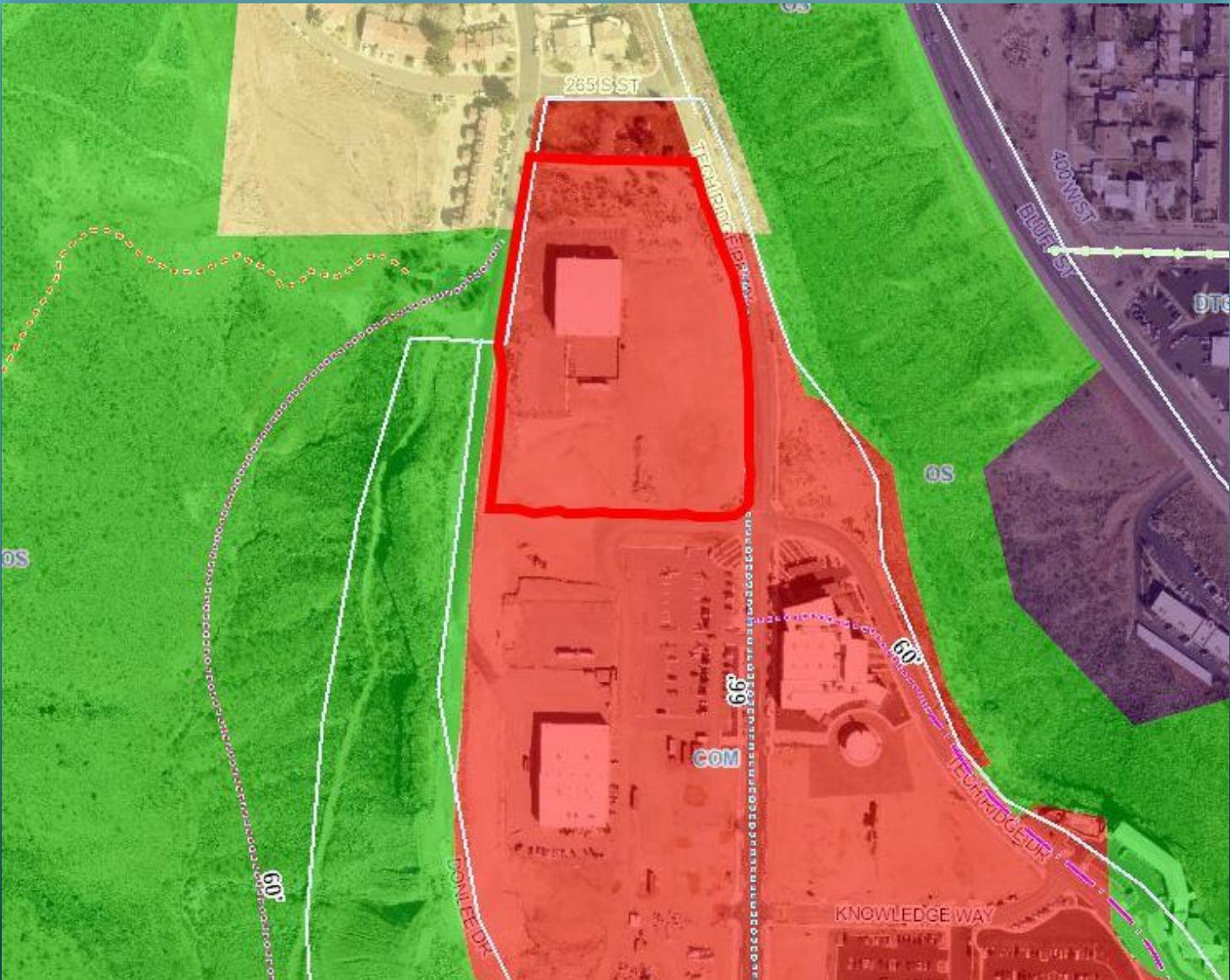
ARCHITECTURAL SITE PLAN

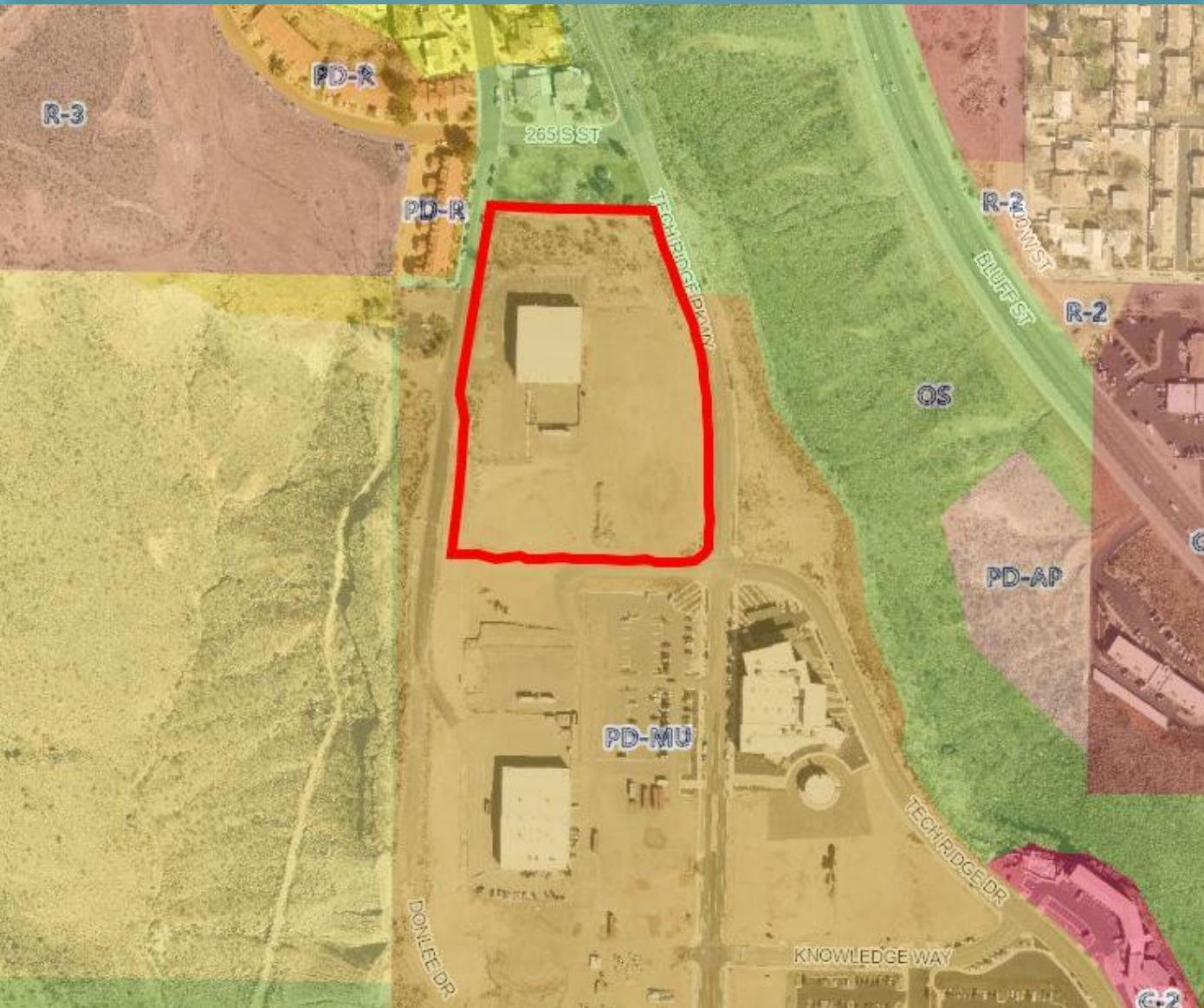
Exhibit D
PowerPoint Presentation

TECH RIDGE AREA 1.2

2025-PDA-016





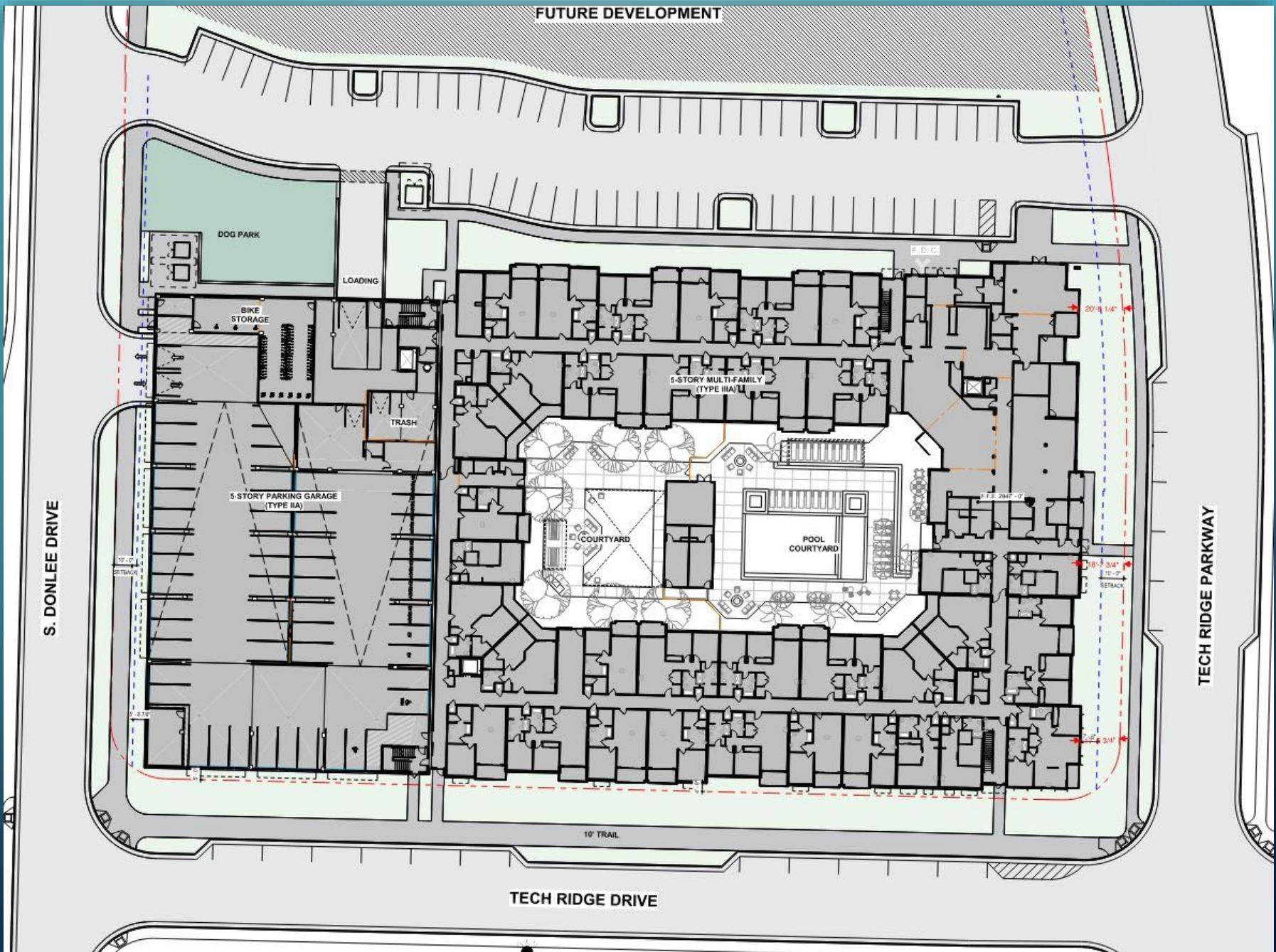


TECH RIDGE PLANNED DEVELOPMENT

Approved in 2021

Tech Ridge has both a Zone Plan and a Development Agreement

The entire Tech Ridge Development is zoned PD-MU
(Planned Development Mixed-Use)



SURFACE VEHICULAR PARKING SCHEDULE			
TYPE	WIDTH	LENGTH	QUANTITY
LEVEL 1			
STANDARD	9' - 0"	18' - 0"	52
EV READY	9' - 0"	18' - 0"	6
EV	9' - 0"	18' - 0"	2
ACCESSIBLE	9' - 0"	18' - 0"	1
VAN	11' - 0"	18' - 0"	1
PRL	22' - 0"	9' - 0"	16
			78
TOTAL SURFACE PARKING:			78

PROJECT TOTAL PARKING:
396 STALLS
1.99 STALLS PER UNIT (199 UNITS)
1.35 STALLS PER BEDROOM (293 BEDS)

GARAGE VEHICULAR PARKING SCHEDULE			
TYPE	WIDTH	LENGTH	QUANTITY
GARAGE LEVEL 5			
ACCESSIBLE	9' - 0"	18' - 0"	1
STANDARD	9' - 0"	18' - 0"	12
			13
GARAGE LEVEL 4.5			
ACCESSIBLE	9' - 0"	18' - 0"	1
STANDARD	9' - 0"	18' - 0"	34
			35
GARAGE LEVEL 4			
ACCESSIBLE	9' - 0"	18' - 0"	1
EV	9' - 0"	18' - 0"	2
EV READY	9' - 0"	18' - 0"	8
STANDARD	9' - 0"	18' - 0"	25
			36
GARAGE LEVEL 3.5			
ACCESSIBLE	9' - 0"	18' - 0"	1
STANDARD	9' - 0"	18' - 0"	33
			34
GARAGE LEVEL 3			
ACCESSIBLE	9' - 0"	18' - 0"	1
EV	9' - 0"	18' - 0"	2
EV READY	9' - 0"	18' - 0"	8
STANDARD	9' - 0"	18' - 0"	25
			36
GARAGE LEVEL 2.5			
ACCESSIBLE	9' - 0"	18' - 0"	1
STANDARD	9' - 0"	18' - 0"	33
			34
GARAGE LEVEL 2			
ACCESSIBLE	9' - 0"	18' - 0"	1
EV	9' - 0"	18' - 0"	2
EV READY	9' - 0"	18' - 0"	8
STANDARD	9' - 0"	18' - 0"	24
VAN	11' - 0"	18' - 0"	1
			36
GARAGE LEVEL 1.5			
ACCESSIBLE	9' - 0"	18' - 0"	1
STANDARD	9' - 0"	18' - 0"	33
			34
LEVEL 1			
ACCESSIBLE	9' - 0"	18' - 0"	1
EV	9' - 0"	18' - 0"	2
EV READY	9' - 0"	18' - 0"	8
STANDARD	9' - 0"	18' - 0"	24
VAN	11' - 0"	18' - 0"	1
			36
GARAGE LEVEL 0.5			
STANDARD	9' - 0"	18' - 0"	24
			24
TOTAL GARAGE PARKING:			318

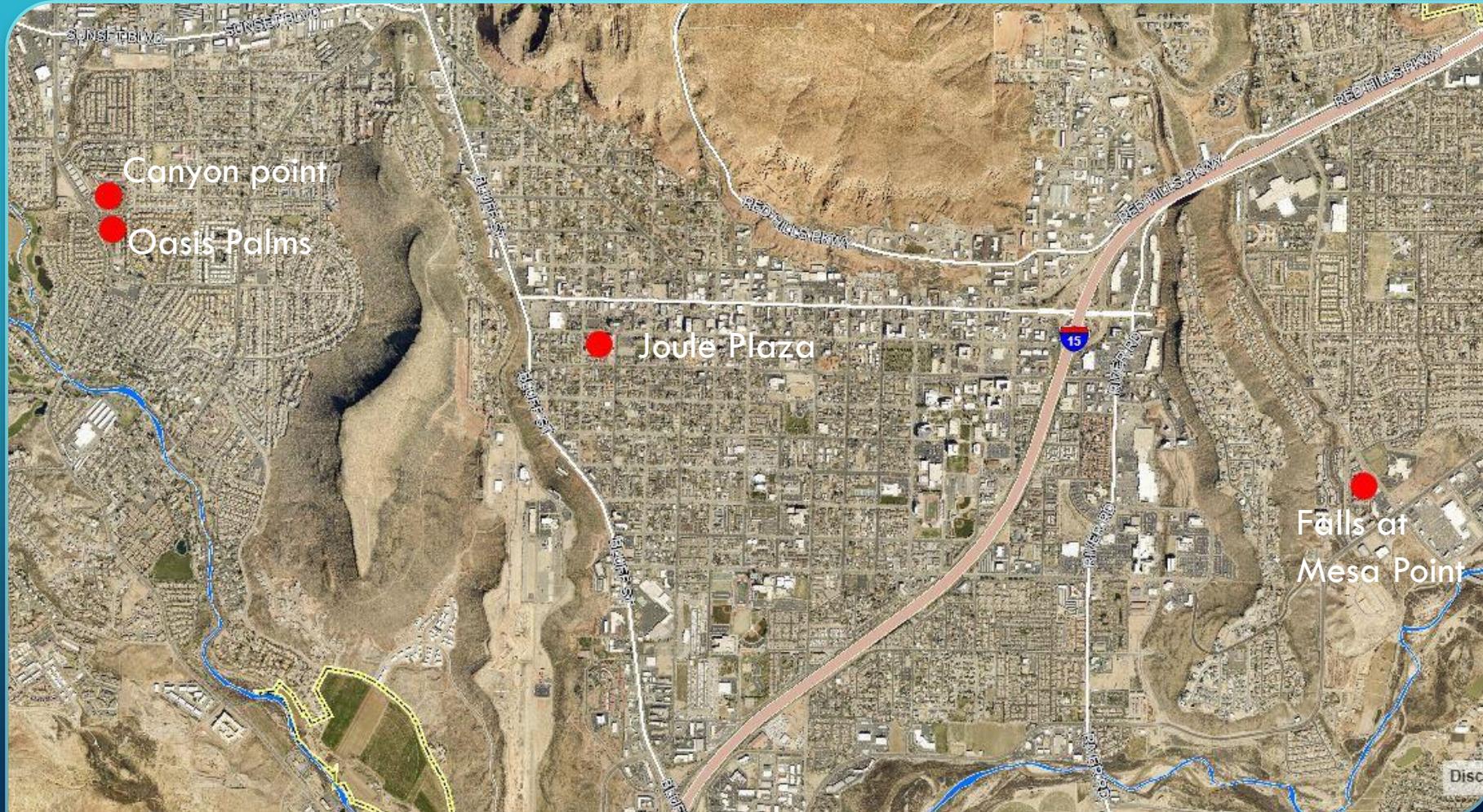
PARKING

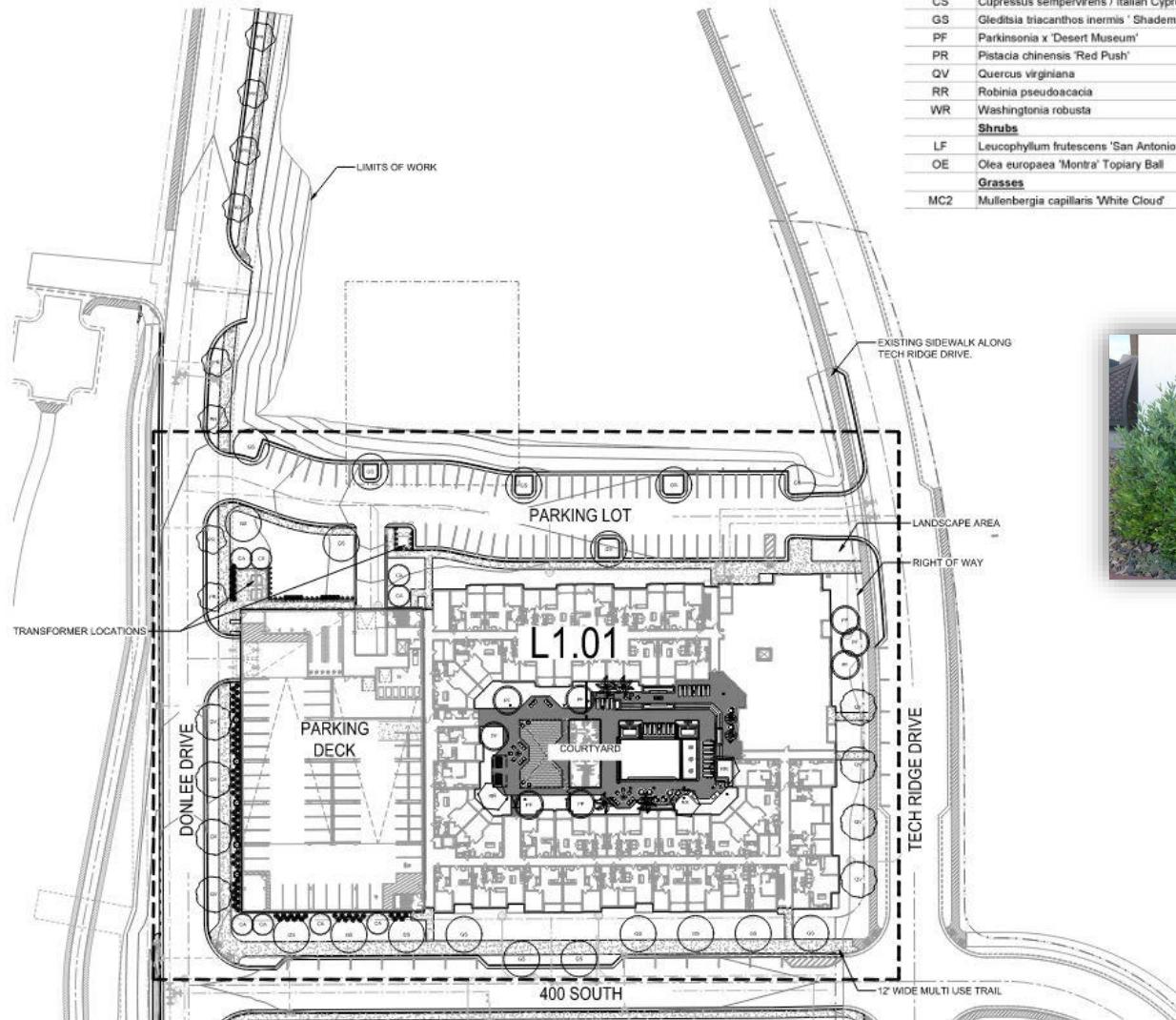
Tech Ridge Zone Plan requires two spaces per unit plus one guest parking space per unit 199 units = 464 spaces

The applicant has asked for a reduction in parking requirements based on Section 4.7.9 Transportation Demand Management Plan Reduction, of the Zone Plan.

The applicant has proposed 396 parking spaces, asking for a reduction of 68 spaces a 15% overall reduction in parking. With the proposed reduction they would provide 1.67 spaces per unit and 1 per every 3 units guest parking.

Site	Average bedrooms per unit	Rate(spaces per unit)
Canyon Point Apartments	2.71	1.50
Oasis Palms	2.08	1.64
Falls at Mesa Point	1.99	1.90
Joule Plaza	1.46	1.67 (excluding commercial spaces)
Proposed Tech Ridge Area 1.2	1.47	1.99





Plants Schedule

Symbol	Botanical Name	Common Name	Date: 06.13.2025		
			Installed Size	Mature Ht.	Mature Spread
Trees					
CA	<i>Cupressus arizonica</i> / Arizona Cypress	Arizona Cypress	12' hgt.	30'-35'	10'-15'
CS	<i>Cupressus sempervirens</i> / Italian Cypress	Italian Cypress	8' hgt.	25'-30'	4'
GS	<i>Gleditsia triacanthos inermis</i> 'Shademaster'	Shademaster Honey Locust	3" caliper	40'-45'	30'-35'
PF	<i>Parkinsonia x 'Desert Museum'</i>	Desert Museum Palo Verde	3" caliper	20'-25'	20'-25'
PR	<i>Pistacia chinensis</i> 'Red Push'	Red Push Pistache	3" caliper	25'-35'	25'-30'
QV	<i>Quercus virginiana</i>	Live Oak	3" caliper	40'-60'	60'-80'
RR	<i>Robinia pseudoacacia</i>	Purple Robe Black Locust	10'-12' hgt.	30'-40'	25'-40'
WR	<i>Washingtonia robusta</i>	Washingtonia Palm	16' CT hgt.		4
Shrubs					
LF	<i>Leucophyllum frutescens</i> 'San Antonio Rose'	San Antonio Rose Texas Ranger	3 gal.	4'-5'	4'-5'
OE	<i>Olea europaea</i> 'Montra' Topiary Ball	Little Ollie Olive Topiary Ball Form	3' ht x 3' w	6'	6'
Grasses					
MC2	<i>Muhlenbergia capillaris</i> 'White Cloud'	White Cloud Muhly Grass	1 gal.	3'	3'



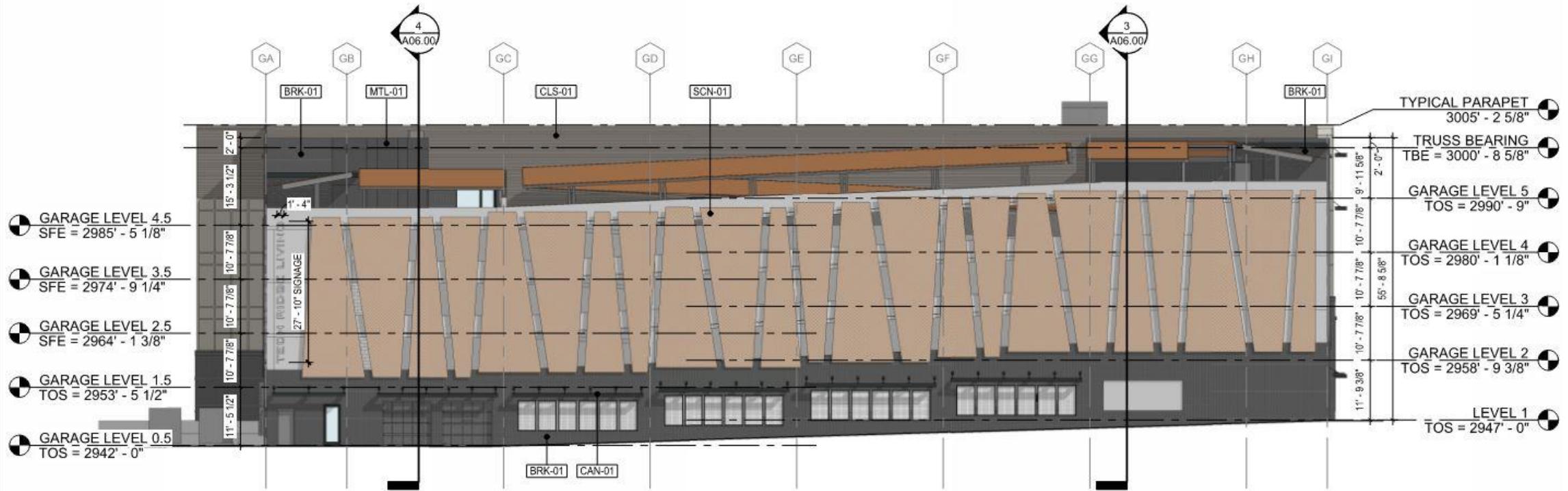


4 OVERALL BUILDING - NORTH ELEVATION
1/16" = 1'-0"





1) OVERALL BUILDING - EAST ELEVATION
1/16" = 1'-0"



2

OVERALL BUILDING - WEST ELEVATION

1/16" = 1'-0"



TECH RIDGE PARKWAY - NORTHEAST/ MAIN ENTRY CORNER



North Elevation

Truss Bearing Type = 15'-0" x 30'9"

LEVELS = 6

LEVEL 6 = 15'-0" T.O.S.

LEVEL 5 = 14'-11" T.O.S.

LEVEL 4 = 13'-11" T.O.S.

LEVEL 3 = 12'-11" T.O.S.

LEVEL 2 = 10'-7" T.O.S.

LEVEL 1 = 9'-0" T.O.S.

Color Swatches

CPL-01
Cementitious Panel w/ Trim
SW 9170 Acer

CPL-02
Cementitious Panel w/ Trim
SW 7015 Repose Gray

CLS-01
Varied Lap Siding
SW 7019 Goulet Gray

CLS-02
Lap Siding 6" Exposure
Woodstone 'Aspen Ridge'

BRK-01
Brick Masonry
Interstate Brick: Black Ice, Mortar: Holcim Custom Dark

MTL / STO-01 / CAN-01
Metal Panel / Storefront / Architectural Canopy /
Balcony Rail
PAC-CLAD Matte Black Steel

CAN-02
Architectural Canopy
PAC-CLAD Matte Black Steel

VNL-01
Vinyl Windows and Sliders
Amico Windows as Basis for Design: Bronze

Rendering - Overall Concept View

SCN-01
Architectural Parking Screens
Flex Facades as Basis for Design

dwell design studio

Tech Ridge Parcel 1.2 | St. George, UT

* All images shown are based on Basis of Design material



Brenda Hatch <brenda.hatch@sgcityutah.gov>

Community Development St. George Tech Ridge

1 message

Cami Callister <[REDACTED]>

Tue, Jul 15, 2025 at 9:49 AM

To: brenda.hatch@sgcityutah.gov

Dear Brenda Hatch and the city planning team,

It has come to my attention that the proposed town homes that were scheduled to be built in the land south of the Black Hill View Park on the Black Hill (currently known as Tech Ridge area) are possibly slated to become a 5 story apartment complex.

This is definitely not what is best for our community. Please do not allow this to happen. The peaceful area that drew us to this location will cease to exist.

The infrastructure needed to accommodate that many people is lacking. With the DXATC there are many cars currently going through the neighborhood streets. Adding a 5 story apartment complex will exceed the neighborhood traffic immensely creating an unsafe space for the community.

Townhouses on a single level is what is acceptable and what we were told would be built by our beloved Black Hill View Park and community.

Thank you for helping keep our area safe and peaceful.

Sincerely,
Cami Callister

Tech Ridge: 199 unit apt. 2025-PDA-016

1 message

EGbucket <[REDACTED]>

To: brenda.hatch@sgcityutah.gov

Mon, Jul 14, 2025 at 6:32 PM

I live three house away from the proposed 199 unit apartments (and the additional propose 400+ apartment units that will be built right behind these 199 units:))

I'm pro-smart growth which means the planned growth's infrastructure/amenities anticipates and fully-funds everything necessary to enjoy a safe, aesthetically pleasing, quality of life - and this should be EVEN MORE important for an area deemed to be the showcase of a "tech" development for southern Utah - but that doesn't seem to be happening at Tech Ridge...

1. Five stories too high - our understanding as residents was that no buildings would be higher than 1-story at the edge/exterior of the Tech Ridge area with buildings getting progressively taller towards the center/middle. Five stories of high density apartments at the north "entrance" of Tech Ridge if the opposite of what was shared with existing resident in the area.

2. REAL PARKS: Tech Ridge HAS TO have a LARGE community park 10+ acres, with all the amenities to accommodate the very dense housing being propose (open space and trails are not the same as full amenities, family-friendly parks with modern play grounds, pavilions, restrooms, pickleball courts etc..)

Our tiny Black Hill View Park, with such a "budget-friendly" friendly, small playground will be overwhelmed by 600+ planned units, with more to come. Tech Ridge would be better off if all 4.9 acres for these 199 unit apartments were used to expand the existing park, with meaningful amenities, and that would just put a small dent in the need for park space as Tech Ridge builds out.

(Does Tech Ridge have a proposed true-community park? I can't tell from any info that I've found online. If it does, build it that park BEFORE the apartments, if it doesn't IT NEEDS A COMMUNITY PARK NOW - BEFORE the apartments)

3. TRAFFIC ALREADY BAD - and is going to get so much worse. It's already dangerous to turn onto/off of Tech Ridge Drive (from or onto 265 S St) due to terrible visuals cause by the rise in the road/Tech Ridge Drive; with Dixie Tech students clumped together, car-after-car, at the beginning and end of every class period, and 15+ miles over the speed limit. Tech Ridge traffic needs guided, encouraged, forced to use the SOUTH end of Tech Ridge, with multi-lane access roads designed to be visually safe, with the capacity to be ready in advance for the massive traffic a built-out Tech Ridge will generate.

The high-speed traffic (40+ miles an hour in a 25 zone) from students and techies literally on the edge of Black Hill View Park with NO BARRIER to protect children, and a grass slope leading to the road is a recipe for children getting hit at 40 miles and hour, with drivers already blinded by the rise in the road; drivers will never have time to react when a child from that over-crowded park chases their ball or dog off the curb and steps into 40+ mile and hour traffic.

SMART GROWTH please! Tech Ridge will grow, but PLEASE make it MUCH SMARTER, SAFER than what is being proposed.

PS - traffic is already way too fast, and unsafe on Donlee Dr

Gregg Goldthorpe
[REDACTED].



Tech Ridge Area 1.2 Preliminary Plat (Case No. 2025-PP-024)	
Request:	Consider a request for a Preliminary Plat for a two-lot (2) subdivision totaling approximately 4.9 acres, on a Planned Development Mixed-Use property.
Applicant:	Alliance Consulting, Mike Bradshaw
Location:	400 South Tech Ridge Drive
General Plan:	COM (Commercial)
Existing Zoning:	PD-MU (Planned Development Mixed-Use)
Surrounding Zoning:	North PD-MU (Planned Development Mixed-Use)
	South PD-MU (Planned Development Mixed-Use)
	East PD-MU (Planned Development Mixed-Use)
	West PD-MU (Planned Development Mixed-Use)
Land Area:	Approximately 4.9 acres



BACKGROUND:

The subject property is currently zoned PD-MU (Planned Development Mixed-Use). This plat request is accompanied by a Planned Development Amendment, to develop a five-story residential 199-unit multi-family building and adjacent parking garage.

RECOMMENDATION:

Staff recommends approval of this preliminary plat.

ALTERNATIVES:

1. Approve as presented.
2. Approve with no conditions.
3. Deny the application.
4. Continue the proposed preliminary plat to a later date.

POSSIBLE MOTION:

"I move that we approve the Tech Ridge Area 1.2 Subdivision request, Case No. 2025-PP-024, based on the findings."

FINDINGS FOR APPROVAL:

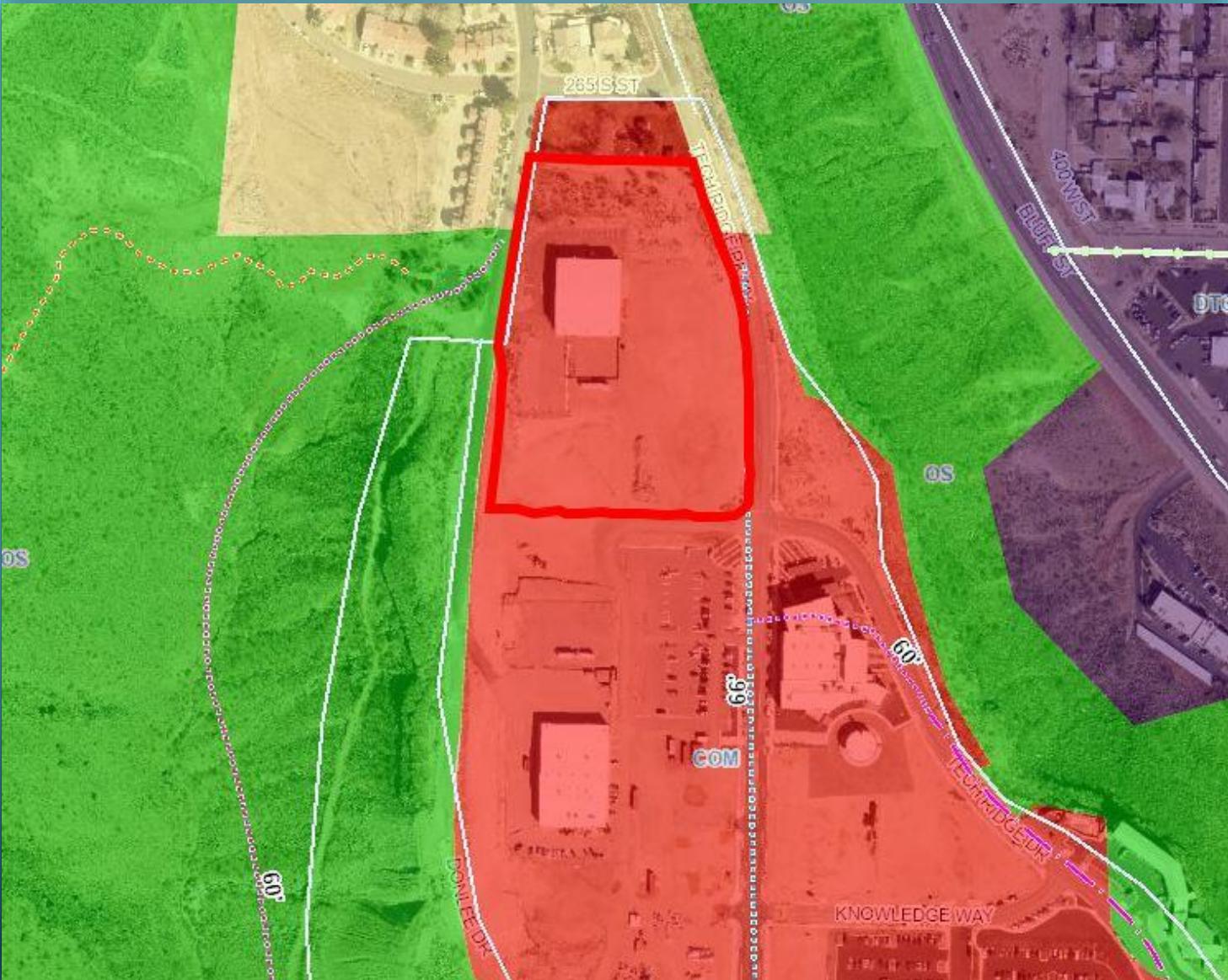
1. The proposed Preliminary Plat meets the requirements found in Section 10-25C-3 of the Subdivision Regulations.
2. The proposed project meets the lot size and frontage requirements found in Section 10-8D-8.
3. The proposed Preliminary Plat meets the Tech Ridge Zone Plan.
4. Approval of the preliminary plat is in the best interest of the health, safety, and welfare of the community.

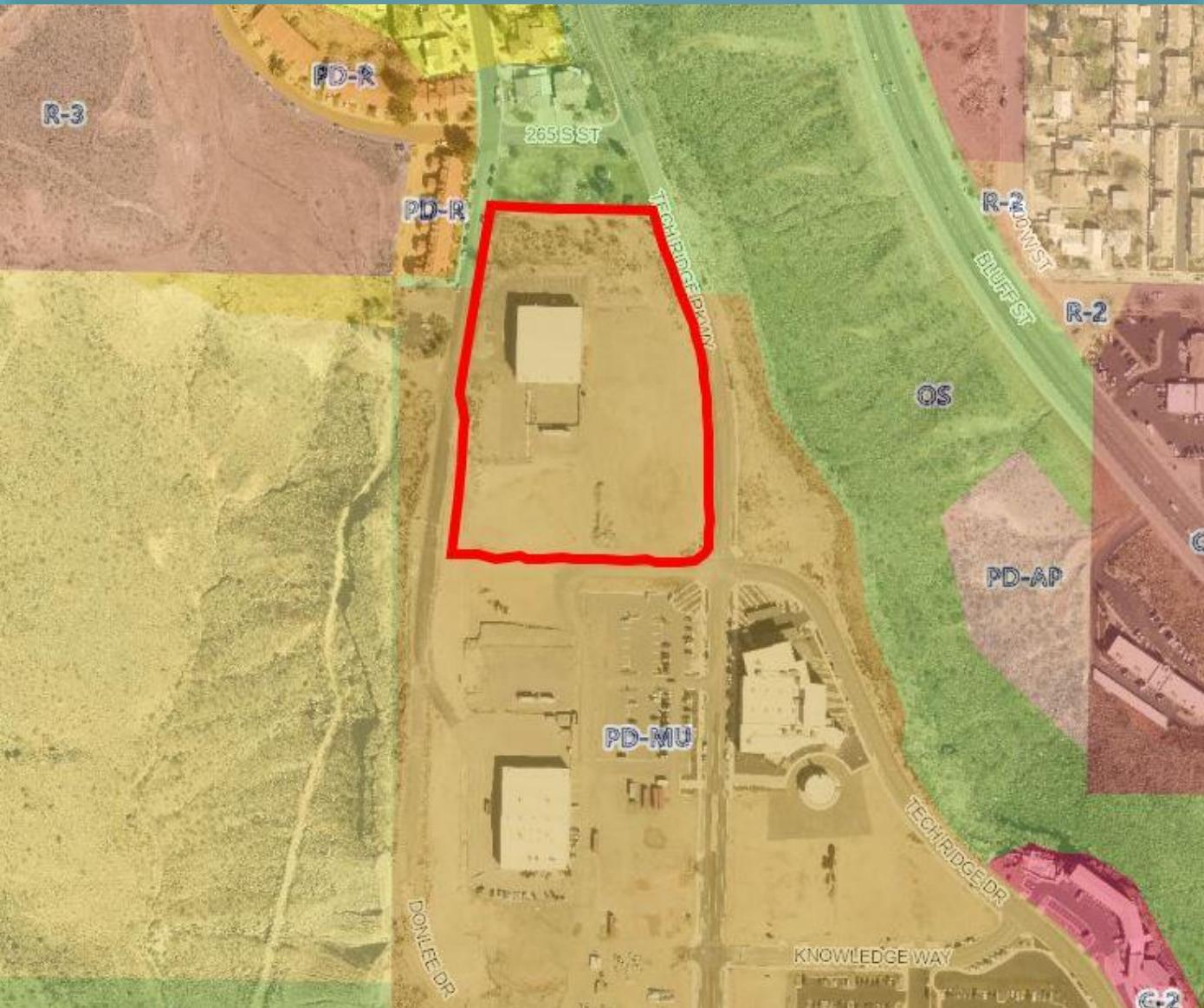
Exhibit A
PowerPoint Presentation

TECH RIDGE AREA 1.2 SUBDIVISION

2025-PP-024







PRELIMINARY PLAT
FOR
TECH RIDGE AREA 1.2 SUBDIVISION

WASHINGTON COUNTY, UTAH
SECTION 25 TOWNSHIP 42 SOUTH, RANGE 16 WEST
SALT LAKE BASE AND MERIDIAN

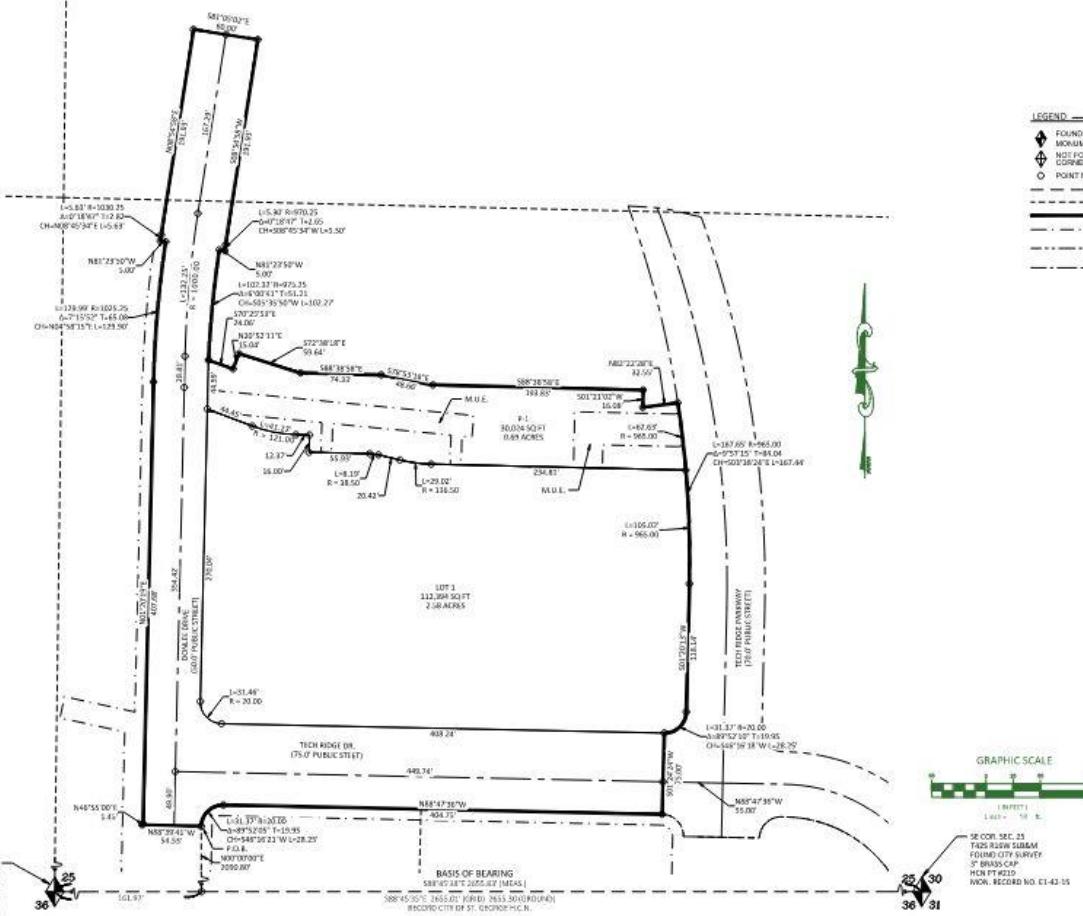
DATE	6-13-25
DEPARTMENT	CEM-17
SOILS	5' x 50'
EXCAVATOR	EMC
CREWED BY	NHRI
DATE	
SOILS	
EXCAVATOR	
CREWED BY	

VICINITY MA

LEGAL DESCRIPTION

MCIE

1. This property is not within a FEMA Floodway or Floodplain boundary per FIRM Maps number 49053C3028G and 49053C10270 effective on 04/02/2008.



AREA 1.2 SUBDIVISION PRELIMINARY PLAT
FOR
TECH RIDGE DEVELOPMENT
LOCATED IN SECTION 25,
TOWNSHIP 42 SOUTH, RANGE 15 WEST SUBDIV.
CITY OF ST. GEORGE, WASH. CO., WASH.

ALLIANCE CONSULTING
A Planning and Engineering Firm
 2013 1st Street, Suite 201 • Washington, Utah 84087 • Tel: (435) 673-0006 • Fax: (435) 673-0005

PLANNING COMMISSION AGENDA REPORT: **07/22/2025**

Meadows at Old Farm Preliminary Plat (Case No. 2025-PP-026)	
Request:	Consider a request for a 54 lot residential preliminary plat to be called Meadows at Old Farm.
Applicant:	Bill Cox
Representative:	Bob Hermanson – Bush & Gudgell
Location:	North side of 2450 South and approximately 2800 East
General Plan:	LDR (Low Density Residential), MDR (Medium Density Residential), COM (Commercial)
Existing Zoning:	A-20 (Agricultural, 20 Acre minimum lot size)
Surrounding Zoning:	North A-20 (Agricultural, 20 Acre minimum lot size)
	South A-20 (Agricultural, 20 Acre minimum lot size)
	East A-20 (Agricultural, 20 Acre minimum lot size)
	West A-20 (Agricultural, 20 Acre minimum lot size)
Land Area:	Approximately 14.69 acres



MEADOWS AT OLD FARM

0 405 810 1,620 2,430 3,240 Feet



BACKGROUND & REQUEST:

The property was rezoned from A-20 (Agricultural, 20 acre minimum lot size) to R-1-8 (Residential, 8,000 sf² minimum lot size) on July 17, 2025, in anticipation of subdividing the property and recording a plat.

The lots range in size from 7,500 ft² (Lots 202, 203, 216, 217, 314, & 315) on the low end, up to 12,666 ft² (Lot 118) on the high end. All lots meet the requirements for zoning pertaining to lot size and frontage/width (with the exceptions noted below). There is proposed three points of access, only one of which feeds to the external road system onto 2450 South. The other two points will feed into 2220 South on the north which will be an internal road to be constructed with the development.

Lot Size Averaging:

There are 54 proposed lots in this preliminary plat. R-1-8 zone allows the developer to request lot size averaging (flexibility in lot sizes) as long as the following standards are met:

1. There is a maximum density of 3.7 du/acre (this proposed plat is 3.68 du/acre).
2. Only applies to new subdivisions.
3. Not more than half of the proposed lots within the subdivision may be less than the zone's standard lot size (they are requesting 6 of the 54 to be smaller than 8,000 ft²).
4. Not less than an 80% reduction is allowed (6,800 ft² in the case of R-1-8).

RECOMMENDATION:

Staff recommends approval of this preliminary plat as presented including the approval of the lot size averaging.

ALTERNATIVES:

1. Approve as presented.
2. Approve with conditions.
3. Deny the application.
4. Continue the proposed preliminary plat to a later date.

POSSIBLE MOTION:

I move that we approve the Meadows at Old Farm preliminary plat as recommended by staff based on the findings listed in the staff report (and subject to the following conditions....).

FINDINGS FOR APPROVAL:

1. The proposed Preliminary Plat meets the requirements found in Section 10-25C-3 of the Subdivision Regulations.
2. The proposed project meets the lot size and frontage requirements found in Section 10-7A-3.
3. The property was previously rezoned in July of 2025 in anticipation of subdividing the property.
4. The plat meets the criteria for lot size averaging.
5. Approval of the preliminary plat is in the best interest of the health, safety, and welfare of the community.

EXHIBIT A

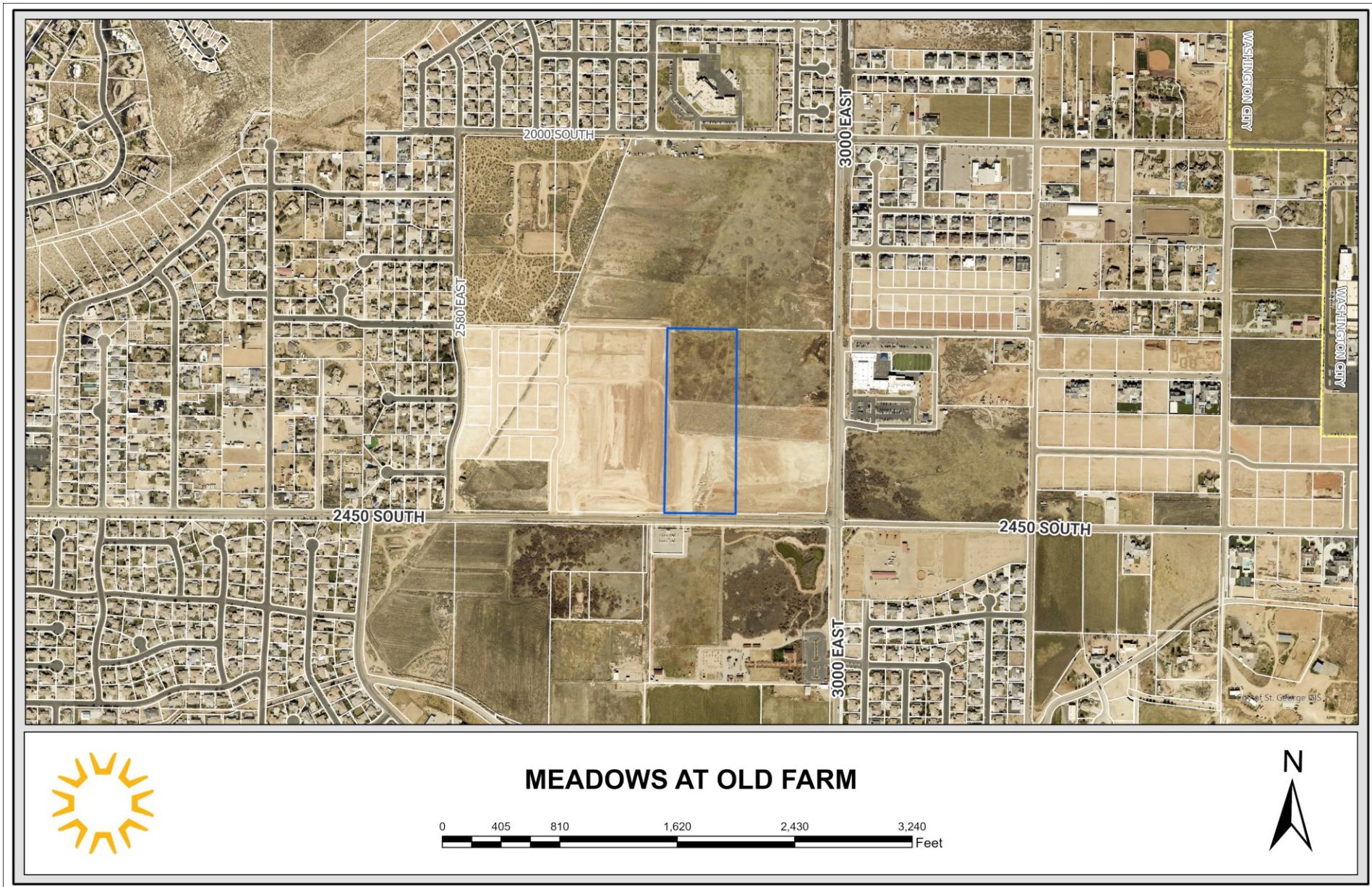
PowerPoint Presentation

Meadows at Old Farm Preliminary Plat

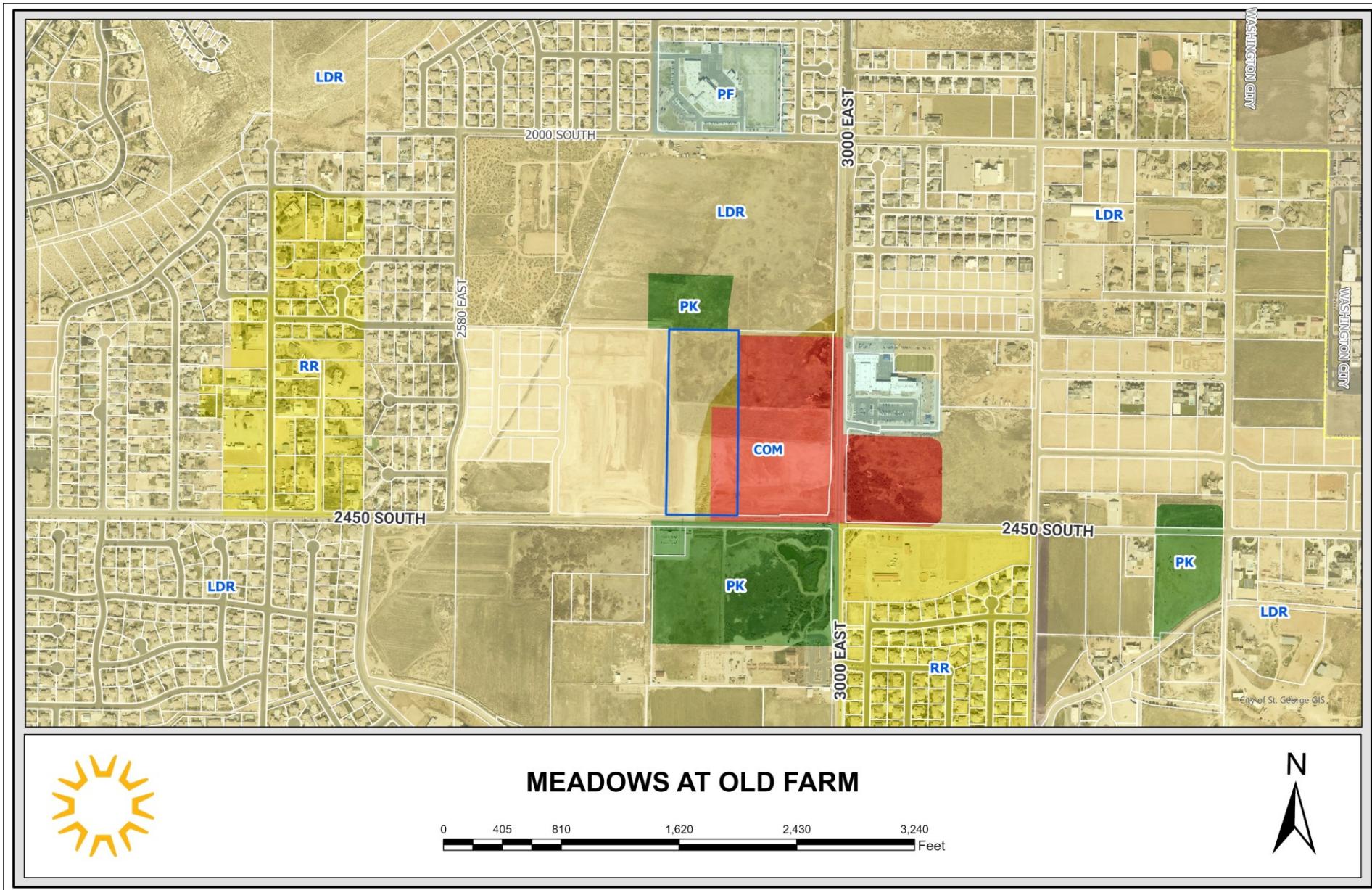
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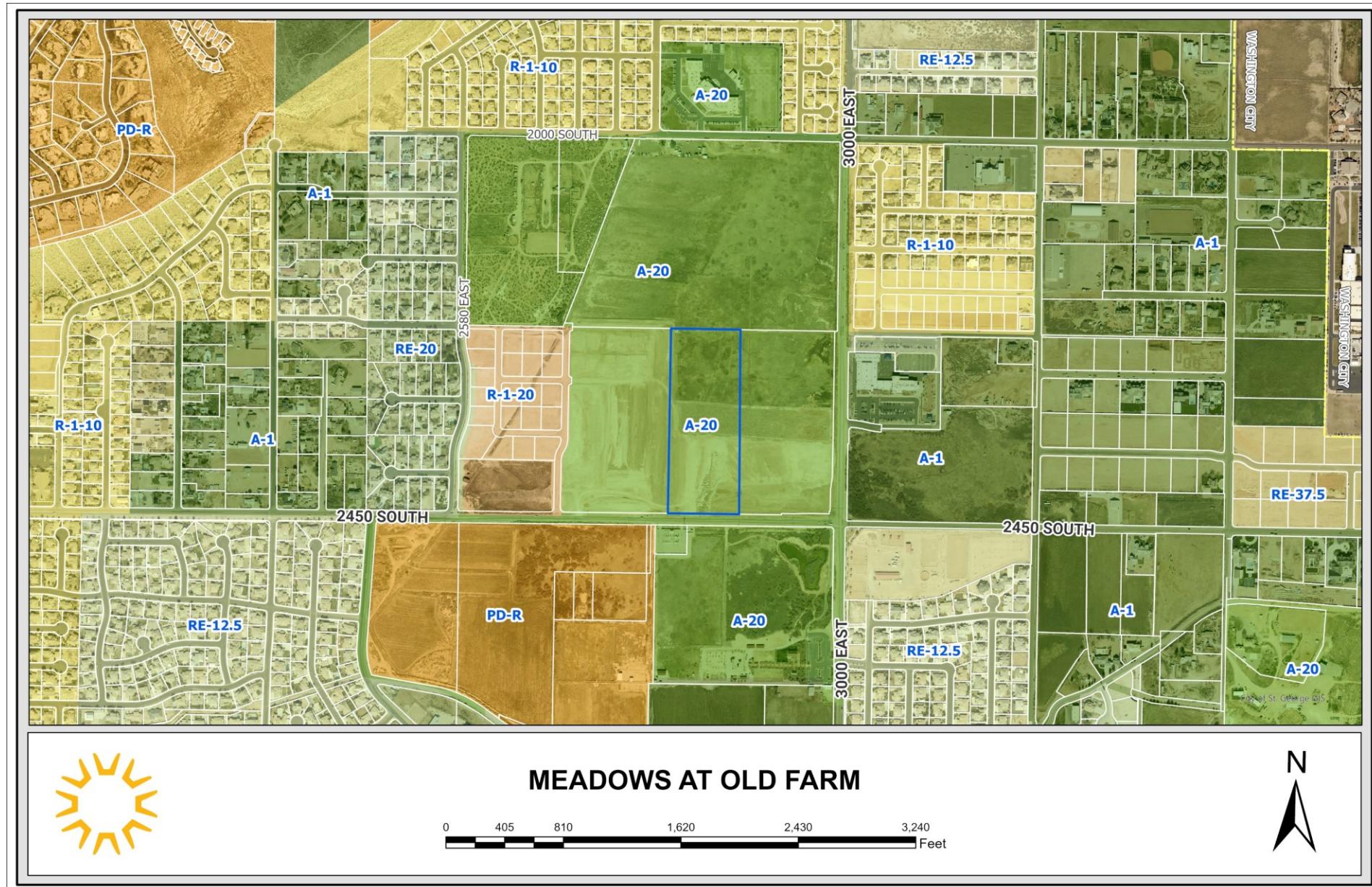
Aerial Map



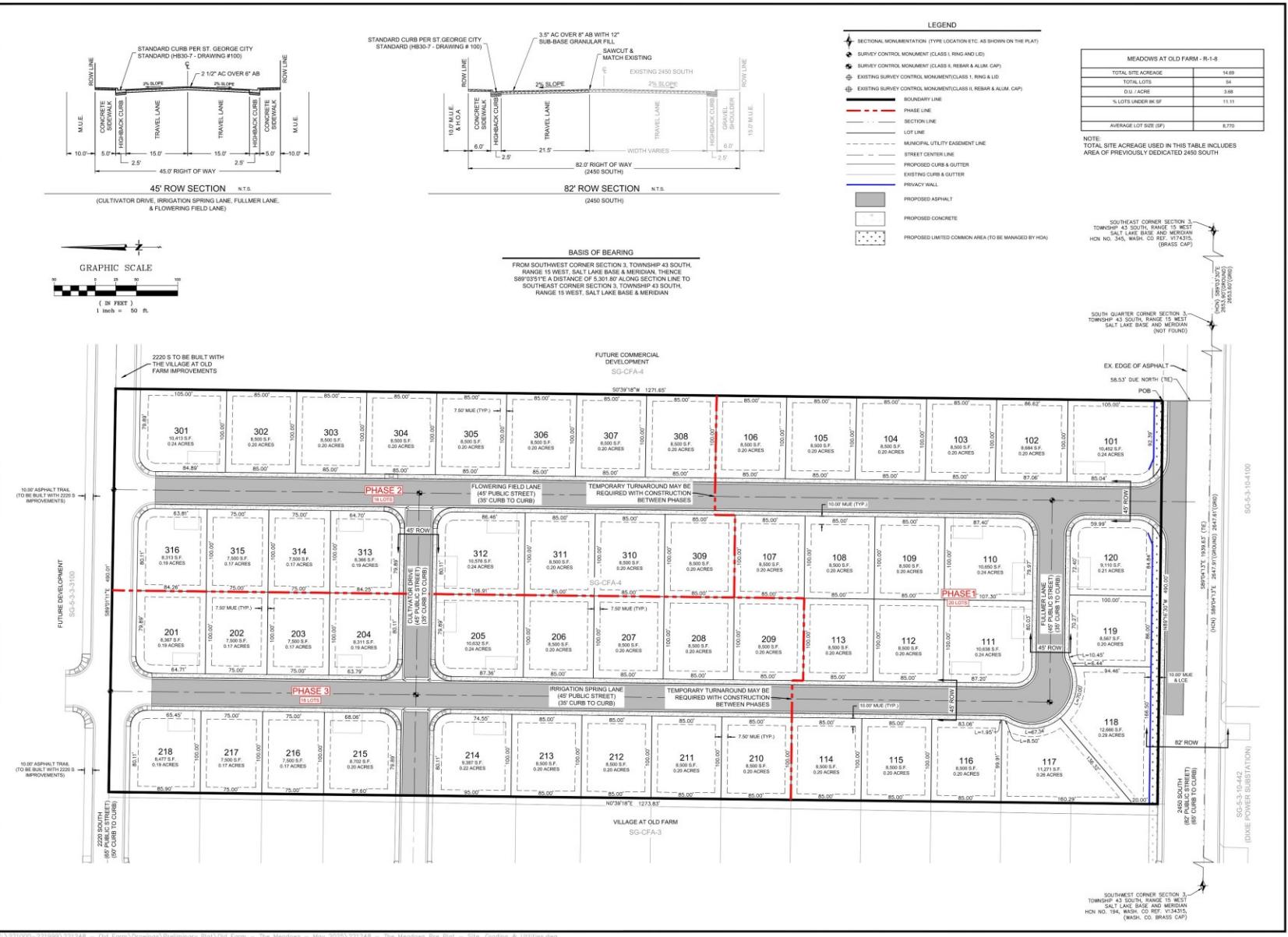
Land Use Map



Zoning Map

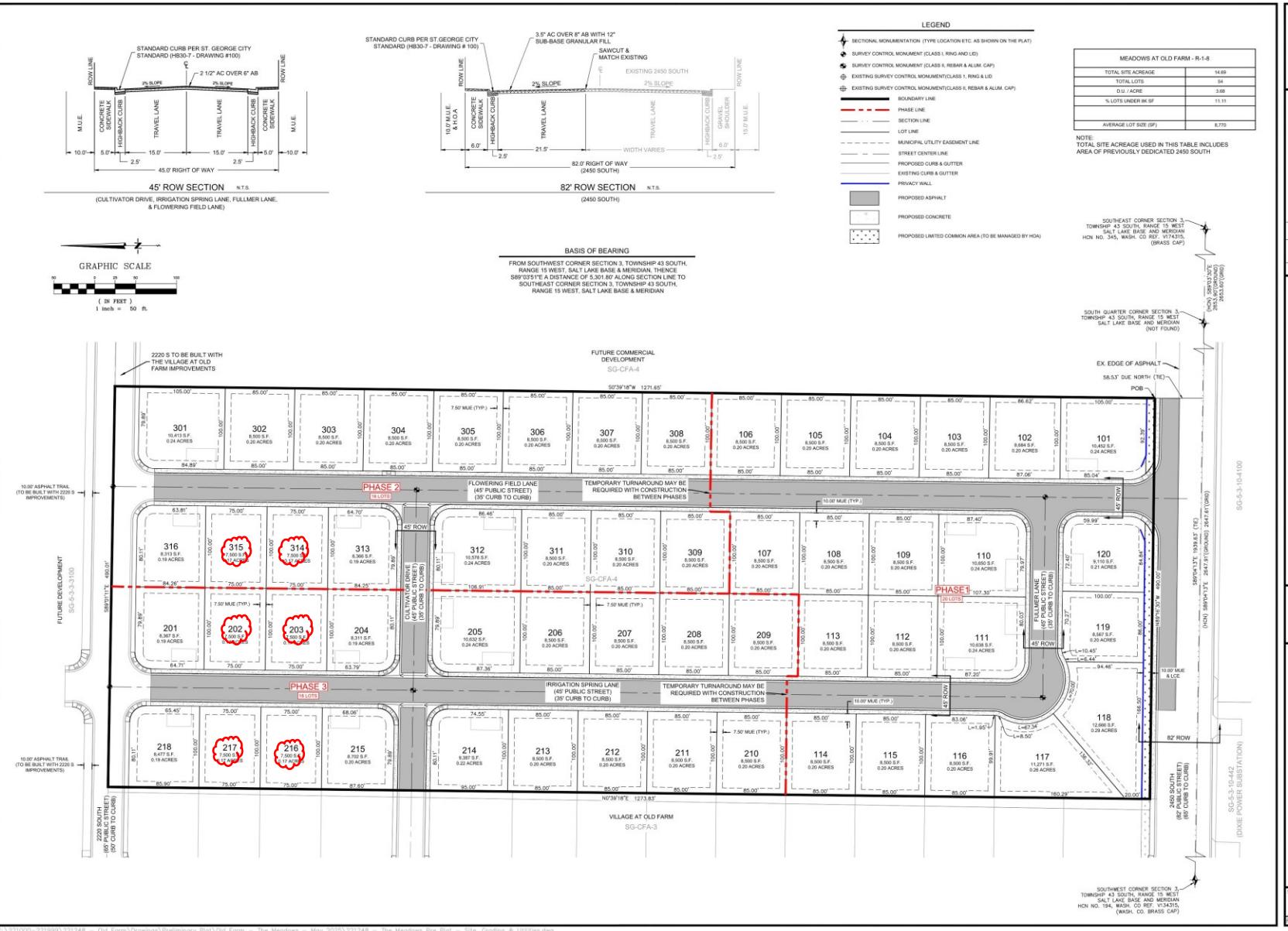


Proposed Plat



SITE PLAN PRELIMINARY PLAT MEADOWS AT OLD FARM LOCATED IN ST. GEORGE UT, 84790		BUSH & GUDGELL, INC. Engineers - Planners - Surveyors 2050 E. 1000 N., Suite 100 • Salt Lake City, UT 84177-14 Phone (435) 673-2337 • Fax (435) 673-3161 www.bushandgudgell.com	
	2 	4 	(SHEET 2 OF 4 SHEETS)
<small>DATE: 2005 DRAWN: 10/25/05 APPROVED: 10/25/05 SCALE: 1" = 1/800 JOB NO: 22245</small>			

Proposed Plat



SITE PLAN	
PRELIMINARY PLAT	
MEADOWS AT OLD FARM	
LOCATED IN ST. GEORGE UT, 84790	
 BUSH & GUDGELL, INC. Engineers - Surveyors	
208 East Tabernacle Suite #4 St. George, Utah 84770 Phone (435) 673-2337 Fax (435) 673-3161 www.bushandgudgel.com	
DRAWN BY: <u>BBW</u> APPROVED BY: <u>BBW</u> APPROVED: <u>BBW</u> SCALE: 1" = <u>.000</u> JIB NO. 222454	
SHEET 2 OF 4 SHEETS	

PLANNING COMMISSION AGENDA REPORT: **07/22/2025**

Village at Old Farm Preliminary Plat (Case No. 2025-PP-019)	
Request:	Consider a request for a 61 lot residential preliminary plat to be called Village at Old Farm.
Applicant:	Bill Cox
Representative:	Bob Hermanson – Bush & Gudgell
Location:	North side of 2450 South and approximately 2700 East
General Plan:	LDR (Low Density Residential)
Existing Zoning:	A-20 (Agricultural, 20 Acre minimum lot size)
Surrounding Zoning:	North R-1-10 (Residential, 10,000 ft ² minimum lot size)
	South PD-R (Planned Development Residential)
	East R-1-8 (Residential, 8,000 ft ² minimum lot size)
	West R-1-20 (Residential, 20,000 ft ² minimum lot size)
Land Area:	Approximately 21.02 acres



VILLAGE AT OLD FARM

0 330 660 1,320 1,980 2,640 Feet



BACKGROUND & REQUEST:

The property was rezoned from A-20 (Agricultural, 20 acre minimum lot size) to R-1-10 (Residential, 8,000 sf² minimum lot size) on July 17, 2025, in anticipation of subdividing the property and recording a plat.

The lots range in size from 7,500 ft² (Lots 207 & 208) on the low end, up to 18,819 ft² (Lot 210) on the high end. All lots meet the requirements for zoning pertaining to lot size and frontage/width (with the exceptions noted below). There are proposed five points of access, only one of which feeds to the external road system onto 2450 South. The other two points will feed into 2220 South on the north which will be an internal road to be constructed with the development and to Tractor Trails Drive to the west.

Lot Size Averaging:

There are 61 proposed lots in this preliminary plat. The R-1-10 zone allows the developer to request lot size averaging (flexibility in lot sizes) as long as the following standards are met:

1. There is a maximum density of 3.2 du/acre (this proposed plat is 2.90 du/acre).
2. Only applies to new subdivisions.
3. Not more than half of the proposed lots within the subdivision may be less than the zone's standard lot size (they are requesting 19 of the 61 to be smaller than 10,000 ft²).
4. Not less than an 70% reduction is allowed (7,000 ft² in the case of R-1-10).

RECOMMENDATION:

Staff recommends approval of this preliminary plat as presented including the approval of the lot size averaging.

ALTERNATIVES:

1. Approve as presented.
2. Approve with conditions.
3. Deny the application.
4. Continue the proposed preliminary plat to a later date.

POSSIBLE MOTION:

"I move that we approve the Village at Old Farm preliminary plat as recommended by staff based on the findings listed in the staff report (and subject to the following conditions...)."

FINDINGS FOR APPROVAL:

1. The proposed Preliminary Plat meets the requirements found in Section 10-25C-3 of the Subdivision Regulations.
2. The proposed project meets the lot size and frontage requirements found in Section 10-7A-3.
3. The property was previously rezoned in July of 2025 in anticipation of subdividing the property.
4. Approval of the preliminary plat is in the best interest of the health, safety, and welfare of the community.

EXHIBIT A

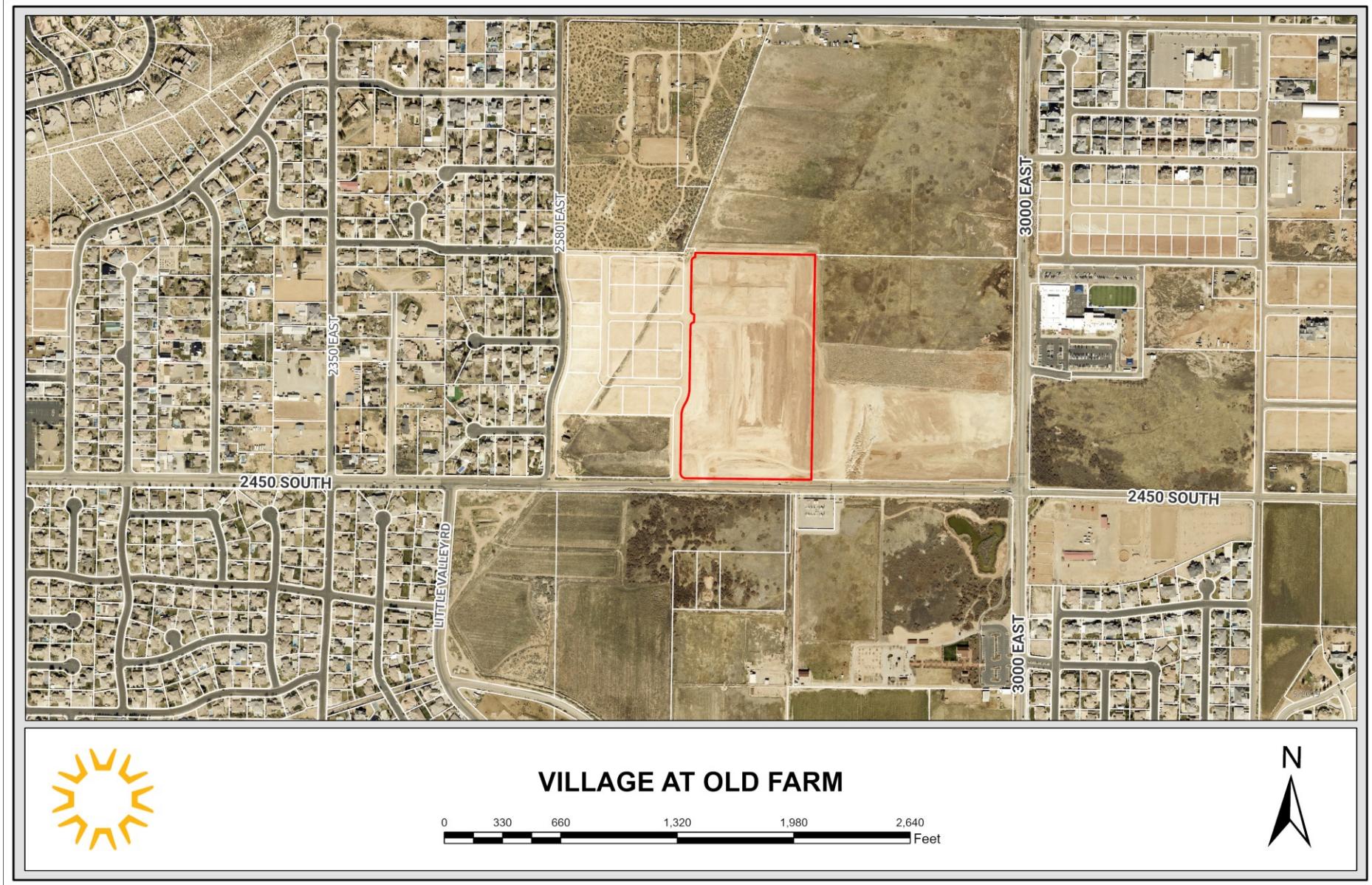
PowerPoint Presentation



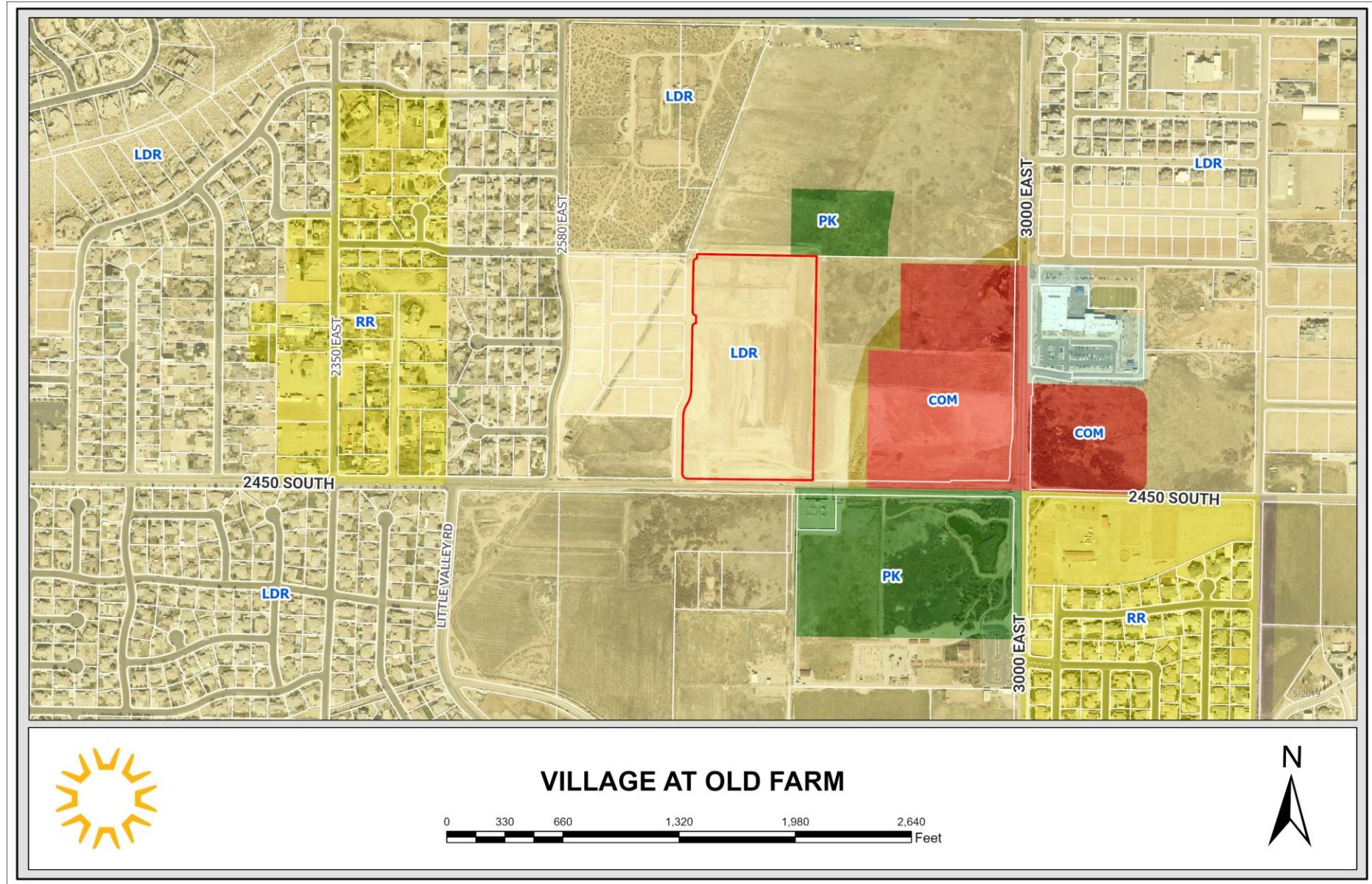
Village at Old Farm

2025-PP-019

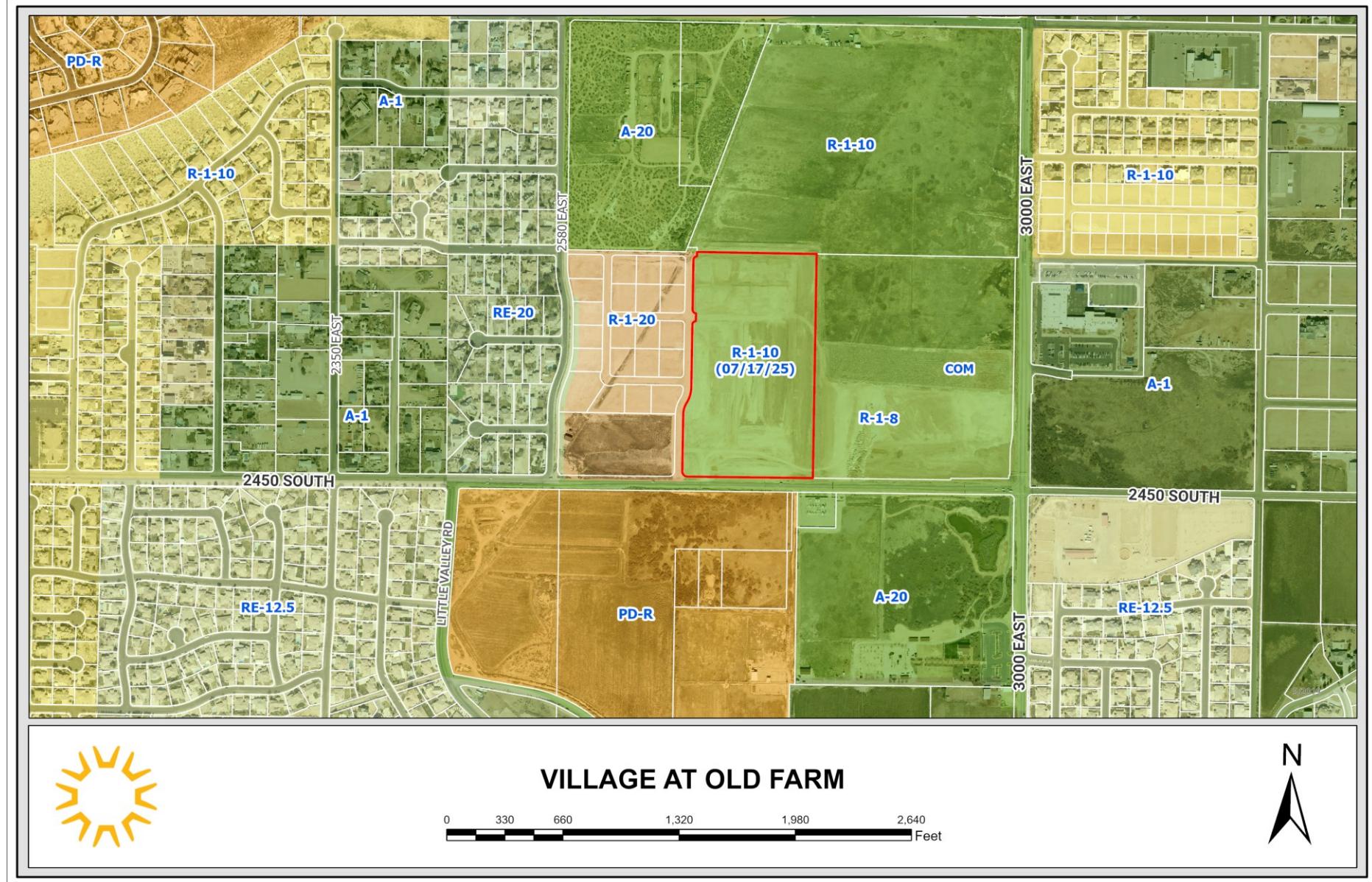
Aerial Map



Land Use Map



Zoning Map



Proposed Plat



BUSH & GUDGELL, INC.	
Engineers - Planners - Surveyors	
205 East Tabernacle Suite #4	
St. George, Utah 84770	
Phone (435) 672-3337 / Fax (435) 672-3161	
www.bushandgudgell.com	
By Date	By Revision
	
SITE PLAN	
PRELIMINARY PLAT	
VILLAGE AT OLD FARM	
LOCATED IN ST. GEORGE UT, 84790	
2	5
SHEETS	

Proposed Plat



Zoning Regulation Amendment

PLANNING COMMISSION AGENDA REPORT: 07/22/2025

BACKGROUND & REQUEST:

In the 2025 General Session, the Utah State Legislature passed Senate Bill 181 (SB 181), which was subsequently signed by the governor and took effect on May 7, 2025. The bill amendment defines and amends terms related to housing and enacts provisions affecting certain land use regulations, including how municipalities regulate parking, maximum parking space dimensions, tandem parking, and garage width limitations. The purpose of SB 181 aims to improve housing affordability across the state.

The request is to amend Title 10 of the City Code to modify setback standards to a maximum of 20 feet in all residential zones, modify accessory structure standards, update lot size averaging percentages, and remove sections of code that are no longer applicable due to setback changes. The applicant is the City of St. George, and the representative is Brett Hamilton. (Case No. 2025-ZRA-006.)

Below is a list of all proposed code sections to be modified, along with a brief summary of proposed changes:

10-6-3 Area, Width, Yard and Height Requirements (Gravel & Grazing)

- Front and street side setback change from 25' to 20'

10-6-5 Yards Unobstructed – Exceptions (Gravel & Grazing)

- Modify accessory structure standards to match with Title 10-7-1 (Residential Zones)

10-6-9 Setbacks Along Streets (Gravel & Grazing)

- Remove provision allowing a reduced street side setback and double frontage rear setback to 20' where a 6' masonry wall exists (Front and street side setbacks are proposed to change to 20' so this special provision would no longer be necessary)

10-7-1 Yards Unobstructed – Exceptions (Residential Zones)

- Revise accessory structure language for better readability
- Accessory structure size allowed in the side and rear yard (that doesn't require a building permit) was increased from 120 square feet to 200 square feet.

10-7-5 Setbacks Along Streets (Residential Zones)

- Remove provision allowing a reduced street side setback and double frontage rear setback to 20' where a 6' masonry wall exists (Front and street side setbacks are proposed to change to 20' so this special provision would no longer be necessary)
- Removed provision to reduce the front setback from 25' to 20' where adjacent properties have a setback less than 25'

10-7A-3 Lot Area, Width and Yard Requirements (Residential Estate)

- Front and street side setback change from 25' to 20'

10-7B-3 Lot Area, Width, Yard Requirements (Single Family Residential)

- Front and street side setback change from 25' to 20'
- Lot size averaging percentages updated for clarity

10-7C-4 Area, Width and Yard Requirements (Multiple Family Residential)

- Front and street side setback change from 25' to 20'

10-7D-3 Area, Width and Yard Requirements (Mobile Home Zones)

- Front and street side setback change from 25' to 20'

10-7E-2 Development Standards (RCC)

- Garage setback from property line or alley changed from 25' to 20'

10-7F-5 (PD-R Planned Residential Development Standards)

- Updated front and street side garage or carport setback from 25' to 20'

PROPOSED CHANGES:

The proposed revisions are attached as Exhibit A.

- The additions are underlined in **blue**
- The removals are crossed out in **red**

RECOMMENDATION:

Staff recommends approval of the Zoning Regulation Amendments summarized above, and as proposed in Exhibit A, attached to this staff report.

ALTERNATIVES:

1. Recommend approval as presented.
2. Recommend approval with modifications.
3. Recommend denial.
4. Continue the proposed zoning regulation amendment to a specific date.

POSSIBLE MOTION:

"I move that we forward a positive recommendation to the City Council for the changes to Title 10 as proposed by staff and contained in exhibit 'A', case no. 2025-ZRA-006, based on the findings listed in the staff report."

FINDINGS:

1. Periodic updates to the zoning ordinance serve the best interest of the City by ensuring that local regulations remain relevant, responsive to community needs, and compliant with evolving state law.
2. The proposed amendment brings the City's zoning regulations into alignment with recent changes to Utah State Code, specifically Senate Bill 181, which addresses housing affordability, land use flexibility, and local government responsibilities.
3. Supporting the newly adopted General Plan by:
 - a. Promoting housing options that cater to all stages of life and enable people to live and thrive in St. George.
 - b. Updating the zoning code to increase options for the development of mixed density developments

EXHIBIT A

PROPOSED CHANGES TO TITLE 10

10-6-3: AREA, WIDTH, YARD AND HEIGHT REQUIREMENTS:

The minimum lot area, width and yard requirements are as indicated below:

Lot Area Minimum	Minimum Lot Width/Frontage	Minimum Yard Setbacks		
		Front and Street Side	Side	Rear
20 acres	100'	205'	20'	20'

(Ord. 2019-10-002, 10-10-2019)

The St. George City Code is current through Ordinance 2025-034, passed May 1, 2025.

Disclaimer: The city recorder has the official version of the St. George City Code. Users should contact the city recorder for ordinances passed subsequent to the ordinance cited above.

[City Website: www.sgcity.org](http://www.sgcity.org)

[City Telephone: \(435\) 627-4000](tel:(435)627-4000)

[Hosted by General Code.](#)

10-6-5: YARDS UNOBSTRUCTED – EXCEPTIONS:

Every part of the setback area shall be open to the sky, unobstructed except for:

- A. The ordinary projections of belt courses, eaves, chimneys, flues, cantilevered balconies, decks, ornamental features, open fire escapes, or open outside stairways which project into a setback not more than four feet (4');
- B. A porte-cochere may extend from the main dwelling doorway and over a circular drive. The porte-cochere shall be open on three (3) sides and no more than thirty feet (30') wide if it projects into the front setback. Each porte-cochere shall have a fifteen-foot (15') or greater setback from the front property line;
- C. City public transit shelters, with or without public restrooms, may be located within a setback area adjacent to a public street;

D. Accessory Structure: An accessory structure shall not cover more than twenty-five percent (25%) of the rear yard, and is limited as follows:

- 1. ~~If the accessory structure is located in the side yard portion of the rear yard, the structure must be designed and constructed to resemble the main structure by incorporating the same building materials, colors, roof pitch, and design;~~
- 2. ~~No portion of an accessory structure may be:~~
 - a. ~~Within twenty-five feet (25') of any street (except a pool may be constructed in a street side yard if a fence is provided);~~
 - b. ~~Within six feet (6') of any structure;~~
 - c. ~~Projected across a property line;~~
 - d. ~~Constructed in a manner that will divert storm water onto adjacent property;~~
 - e. ~~Located over a utility easement without prior written approval from the joint utility commission and an encroachment agreement with terms acceptable to the city attorney; or~~
 - f. ~~Permitted, constructed, or used prior to occupancy of the main structure;~~

~~3. An accessory structure smaller than one hundred twenty (120) square feet that does not require a building permit is allowed in the side and rear yard, and no separation is required. (Ord. 2019-10-002, 10-10-2019)~~

D. Accessory Structure: A one (1) story accessory structure is subject to the following standards:

1. Side Yard: The structure shall be located outside of the required setbacks and meet all the following:

- a. Be constructed to resemble the main structure by incorporating the same building materials, colors, roof pitch, and design;
- b. Be separated at least six feet (6') from any other structure; and
- c. Not exceed a height of twenty feet (20');

2. Rear Yard: The structure may be located zero feet (0') from the rear and side property lines, provided it meets all the following:

- a. Be set back at least twenty feet (20') from any street;
- b. Be separated at least six feet (6') from any other structure;
- c. Not project across a property line;
- d. Be constructed in a manner that does not divert storm water onto adjacent property;
- e. If located over a utility easement, receive prior written approval from the joint utility commission and enter into an encroachment indemnification agreement with terms acceptable to the city attorney; and
- f. Not exceed a height of twenty feet (20').

3. Accessory structures shall not be permitted, constructed, or used prior to occupancy of the main structure.

4. Structures connected to the main structure with a roof connection that is less than twelve feet (12') in width, and which do not match the materials and design of the main structure, shall be considered an accessory structure.

5. An accessory structure not exceeding two hundred (200) square feet, that does not require a building permit, is allowed in the side and rear yard, and no separation is required.

The St. George City Code is current through Ordinance 2025-034, passed May 1, 2025.

Disclaimer: The city recorder has the official version of the St. George City Code. Users should contact the city recorder for ordinances passed subsequent to the ordinance cited above.

[City Website: www.sgcity.org](http://www.sgcity.org)

[City Telephone: \(435\) 627-4000](tel:(435)627-4000)

[Hosted by General Code.](#)

10-6-9: SETBACKS ALONG STREETS:

Lots that have the rear or side property lines adjacent to a public street, or common areas between property lines and a public street, shall maintain the following minimum rear or side setbacks:

- A. Side and rear yard setbacks on a street side yard shall be the same as a front yard. ~~If a six-foot (6') masonry wall exists along a side property line, side yard setbacks may be reduced to twenty feet (20'). The masonry wall along a street side yard may extend to the front plane of the residence, but shall not encroach on the twenty-five-foot (25') setback from the front property line.~~
- B. *Double-Fronting Lots in Residential Zones:* Lots that have a rear property line adjacent to a public street shall maintain the following minimum rear setbacks:
 1. Double-fronting rear yard setback shall be the same as a front yard. ~~If a six-foot (6') masonry wall exists along a rear property line, rear yard setbacks may be reduced to twenty feet (20').~~
 2. Setbacks for double-fronting lots shall be measured from the masonry wall. The landscape strip shall be on the street side of the wall. (Ord. 2019-10-002, 10-10-2019)

The St. George City Code is current through Ordinance 2025-049, passed June 19, 2025.

Disclaimer: The city recorder has the official version of the St. George City Code. Users should contact the city recorder for ordinances passed subsequent to the ordinance cited above.

[City Website: www.sgcity.org](http://www.sgcity.org)

[City Telephone: \(435\) 627-4000](tel:(435)627-4000)

[Hosted by General Code.](#)

10-7-1: YARDS UNOBSTRUCTED – EXCEPTIONS:

- A. Every part of the setback area shall be open to the sky, unobstructed except for:
 1. The ordinary projections of belt courses, eaves, chimneys, flues, cantilevered balconies, decks, ornamental features, open fire escapes, or open outside stairways which project into a setback not more than four feet (4');
 2. A porte-cochere may extend from the main dwelling doorway and over a circular drive. The porte-cochere shall be open on three (3) sides and no more than thirty feet (30') wide if it projects into the front setback. Each porte-cochere shall have a fifteen-foot (15') or greater setback from the front property line;
 3. City public transit shelters, with or without public restrooms, may be located within a setback area adjacent to a public street;
 4. *Carport in the Side Yard:* A carport open on three (3) sides may be located in an interior side yard area to within one foot (1') of the side property line, subject to the following standards and restrictions:
 - a. The carport roof structure and support columns must be secured, fire rated, and built of fire-resistant materials in compliance with the International Residential Code and the International Fire Code;
 - b. Not to exceed fifteen feet (15') in height;
 - c. Have a six-foot (6') tall masonry wall along the side property line adjacent to the carport;
 - d. Only one (1) side yard area may be covered; the other side must remain open to the sky, and on corner lots, the street side yard setback must remain open to the sky;
 - e. The wall of the dwelling or any structure on the adjoining property adjacent to the carport must be a minimum of eight feet (8') from the property line; and
 - f. Comply with all other codes and ordinances;
 5. A patio or area cover is only permitted in a rear yard and must meet the following standards:

- a. The patio or area covered shall only be enclosed on three (3) sides or less;
- b. No more than one-third (1/3) of the rear yard is covered;
- c. No cover shall be closer than two feet (2') to the rear and side property line.

B. *Accessory Structure:* A one (1) story accessory structure is subject to the following standards~~limited as follows~~:

1. *Side Yard:* The structure shall be located outside of the required setbacks and meet all the following:

- a. ~~The structure must be located outside of the required setbacks;~~
ab. Be constructed to resemble the main structure by incorporating the same building materials, colors, roof pitch, and design;
bc. Be Separated at least six feet (6') from any other structure; and
cd. Not exceed a height of greater than twenty feet (20')~~: in height;~~

2. *Rear Yard:* The structure may be located zero feet (0') from the rear and side property lines, provided it meets all the following:~~Rear yard accessory structures are permitted if they meet the requirements found here:~~

- a. ~~No portion of a rear yard accessory structure shall be:~~
a(1) Within Be set back at least twenty-five feet (205') from~~of~~ any street; ~~except a pool may be constructed in a street side yard,~~
b(2) Be separated at least~~Within~~ six feet (6') from~~of~~ any other structure;
c(3) Not Projected across a property line;
d(4) Be Constructed in a manner that does~~will~~ not divert storm water onto adjacent property;
e(5) If Located over a utility easement, receive~~without~~ prior written approval from the joint utility commission and enter into an encroachment indemnification agreement with terms acceptable to the city attorney~~, and, or~~

f.(6) Not exceed a height of~~Greater than~~ twenty feet (20') ~~in height~~.

~~b. A rear yard accessory structure may be located zero feet (0') from the rear and side property lines if no more than twenty five percent (25%) of the rear yard is used for accessory structures.~~

~~3. c. Rear yard a.~~ Accessory structures shall not be permitted, constructed, or used prior to occupancy of the main structure.

~~4. 3. Structures connected to the main structure with a roof connection that is less than twelve feet (12') in width, and which do not match the materials and design of the main structure, will~~shall be considered an accessory structure.

~~5. An accessory structure not exceeding smaller than one~~two hundred ~~twenty~~1200 square feet, that does not require a building permit, is allowed in the side and rear yard, and no separation is required.

C. *Common Area Boundaries – Yard:* For a limited common area that is assigned to the specific use of a designated property, the outer boundaries of such limited common area are considered the lot line of the designated property for purposes of determining exceptions to open- and unobstructed-yard regulations. Other common areas shall not be considered within the ownership of individual properties for the purpose of determining the setback areas.

Driveways to the garage of a pad or unit may be located in limited common areas. (Ord.

2019-10-002, 10-10-2019)

The St. George City Code is current through Ordinance 2025-034, passed May 1, 2025.

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[City Telephone: \(435\) 627-4000](tel:(435)627-4000)

[Hosted by General Code.](#)

10-7-5: SETBACKS ALONG STREETS:

A. Lots that have the rear or side property lines adjacent to a public street, or common areas between property lines and public street, shall maintain the following minimum rear or side setbacks:

1. Side and rear yard setbacks on a street side yard shall be the same as a front yard. ~~If a six-foot (6') masonry wall exists along a side property line, the side yard setback may be reduced to twenty feet (20'). The masonry wall along a street side yard shall extend to the front plane of the residence, but shall not encroach on the twenty-five foot (25') setback from the front property line.~~
2. *Double-Fronting Lots in Residential Zones:* Lots that have a rear property line adjacent to a public street shall maintain the following minimum rear setbacks:
 - a. Double-fronting rear yard setback shall be the same as a front yard. ~~If a six-foot (6') masonry wall exists along a rear property line, the rear yard setback may be reduced to twenty feet (20').~~
 - b. Setbacks for double-fronting lots shall be measured from the masonry wall, if any. The required landscape strip shall be on the street side of the wall.

~~B. *Less than Required Front Yard Setback:* In areas where the front yard setback on adjacent property is less than twenty-five feet (25'), new construction may be constructed at a distance that is halfway between the distance of the two (2) setbacks of adjacent properties. In a case where one (1) of the adjacent setbacks is greater than twenty-five feet (25'), the setback shall be a distance that is halfway between the distance of the lesser adjacent setback and twenty-five feet (25'). In no case shall the setback be less than twenty feet (20'). (Ord. 2019-10-002, 10-10-2019)~~

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10-7A-3: LOT AREA, WIDTH AND YARD REQUIREMENTS:

A. The minimum lot area, width, street frontage and yard requirements are as follows:

District	Minimum Lot Area	Minimum Lot Width/Frontage	Minimum Yard Setbacks		
			Front and Street Side	Side	Rear
RE-5	5 acres	80 feet	205 feet	10 feet	10 feet
RE-12.5	12,500 square feet	80 feet	205 feet	10 feet	10 feet
RE-20	20,000 square feet	80 feet	205 feet	10 feet	10 feet
RE-37.5	37,500 square feet	80 feet	205 feet	10 feet	10 feet

B. *Lot Size Averaging:*

1. Lot size averaging is an alternative to traditional minimum lot size standards and encourages a mix of lot sizes within a subdivision. The overall density of the zoning district remains approximately the same, but flexibility is provided in the mixing of lot sizes.

2. *Standards:*

a. Lot size averaging is a permitted use within the RE-20 and RE-37.5 zones.

(1) Project density shall not exceed the following:

District	Maximum Dwelling Units per Acre
RE-20	2.0 du/acre
RE-37.5	1.2 du/acre

b. No lot size shall be reduced to less than sixty-five percent (65%) of the required lot size for the applicable zoning district.

c. No lot frontage (width) shall be reduced to less than eighty percent (80%) of the required lot frontage for the applicable zoning district.

- d. Lot size averaging shall apply to new subdivisions, not to existing recorded plats, and not to amendments to recorded plats.
- e. Open space dedications and/or trail easements shall be included in the subdivision density calculations for the purpose of complying with subsection [B2a](#) of this section.
- f. Not more than one-half ($\frac{1}{2}$) of the proposed lots within the subdivision may be less than the zone's standard lot size. (Ord. 2019-10-002, 10-10-2019)

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10-7B-3: LOT AREA, WIDTH, YARD REQUIREMENTS:

A. The minimum lot area, width, yard and landscaping requirements in each zone below are as follows:

District	Lot Area Minimum in Square Feet	Minimum Lot Width/ Frontage	Minimum Yard Setbacks		
			Front and Street Side	Side	Rear
R-1-6	6,000	70'	2 0 5'	6' where public utility easement doesn't exist 8' if public utility easement exists	10'
R-1-7	7,000	70' or 65' in the central city residential area	2 0 5'	6' where public utility easement doesn't exist 8' if public utility easement exists	10'
R-1-8: Lot size averaging:	8,000 Not <u>more</u> <u>less</u> than a 8 <u>2</u> 0% reduction	70' or 65' in the central city residential area Not less than 65'	2 0 5'	8'	10'
R-1-10 Lot size averaging:	10,000 Not <u>more</u> <u>less</u> than a 7 <u>3</u> 0% reduction	80' Not <u>more</u> <u>less</u> than a 7 <u>3</u> 0% reduction	2 0 5'	8'	10'
R-1-12 Lot size averaging:	12,000 Not <u>more</u> <u>less</u> than a 7 <u>3</u> 0% reduction	90' Not <u>more</u> <u>less</u> than a 7 <u>3</u> 0% reduction	2 0 5'	8'	10'
R-1-20 Lot size	20,000 Not <u>more</u> <u>less</u> than	100' Not <u>more</u> <u>less</u> than	2 0 5'	8'	10'

District	Lot Area Minimum in Square Feet	Minimum Lot Width/ Frontage	Minimum Yard Setbacks		
			Front and Street Side	Side	Rear
averaging:	a 73 0% reduction	a 73 0% reduction			
R-1-40 Lot size averaging:	40,000 Not <u>more</u> less than a 73 0% reduction	200' Not <u>more</u> less than a 73 0% reduction	205'	8'	10'

B. *Lot Size Averaging:*

1. Lot size averaging is an alternative to traditional minimum lot size standards and encourages a mix of lot sizes within a subdivision. The overall density of the zoning district remains approximately the same, but flexibility is provided in the mixing of lot sizes.

2. *Standards:*

a. Lot size averaging is a permitted use within the R-1-8, R-1-10, R-1-12, R-1-20 and R-1-40 zones. Project density shall not exceed the following:

District	Maximum Dwelling Units per Acre
R-1-8	3.7 du/acre
R-1-10	3.2 du/acre
R-1-12	2.8 du/acre
R-1-20	1.8 du/acre
R-1-40	1.0 du/acre

b. Lot size averaging shall apply to new subdivisions, and not to existing recorded plats, nor to amendments to recorded plats.

c. Open space dedications and/or trail easements shall be included in the subdivision density calculations for the purpose of complying with subsection [B2a](#) of this section.

d. Not more than one-half (½) of the proposed lots within the subdivision may be less than the zone's standard lot size. (Ord. 2019-10-002, 10-10-2019; amd. Ord. 2023-01-008, 1-5-2023)

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10-7C-4: AREA, WIDTH AND YARD REQUIREMENTS:

The minimum area, width and yard requirements are as follows:

Zone/Unit Type	Area Minimum in Square Feet	Minimum Lot Frontage	Required Landscaping	Minimum Yard Setbacks		
				Front and Street Side	Side	Rear
R-2	6,000 and 2,000 for each additional unit	65'	30% lot area 50% front yard	205'	8'	10'
R-2 MF subdivided	4,000 per unit	30' per unit	30% lot area 50% front yard	205'	8' (excluding common wall)	10'
R-3 MF	6,000 per unit	70'	30% lot area 50% front yard	205'	20' Min 25' from single-family	20' Min 25' from single-family
R-4 MF	6,000 per unit	70'	30% lot area 50% front yard	205'	20' Min 25' from single-family	20' Min 25' from single-family

(Ord. 2019-10-002, 10-10-2019)

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10-7D-3: AREA, WIDTH AND YARD REQUIREMENTS:

The minimum lot area, width and yard requirements are as follows:

District	Area Minimum per Unit in Square Feet/Minimum Subdivision Size	Minimum Lot Width	Minimum Yard Setbacks		
			Front and Street Side	Side	Rear
MH-6	6,000 / 5 acres	60'	20'	8'	10'
MH-8	8,000 / 5 acres	70'	205'	8'	10'
MH-10	10,000 / 5 acres	80'	205'	8'	10'
MH-12	12,000 / 5 acres	90'	205'	8'	10'
MH-20	20,000 / 5 acres	100'	205'	8'	10'
MH-40	40,000 / 5 acres	200'	205'	8'	10'
Single-family dwelling, existing recreation vehicle subdivision lots			10' for private streets and 205' for public streets	5' interior lot line and 10' adjacent to an exterior lot line	5' interior lot line and 10' adjacent to an exterior lot line

(Ord. 2019-10-002, 10-10-2019)

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10-7E-2:**DEVELOPMENT STANDARDS:**

- A. All dwellings/dwelling units shall front on a public street.
- B. All streets within the RCC zone shall comply with St. George standard specifications for design and construction, and be a public street, or an RCC modified street, with a minimum width of twenty-seven feet (27') of pavement along the entire depth of the property, with the additional following reduced standards:
 1. Twenty feet (20') of pavement is required along the street side yard of an existing house;
 2. HB30-7 curb and gutters on each side (five feet (5') total);
 3. Four-foot (4') wide sidewalk on both sides of the street;
 4. Only one (1) four-foot (4') wide sidewalk is required if the new dwellings front only on one (1) side of the RCC modified street. Sidewalk shall be located on the new dwelling side of the street;
 5. If new modified street is adjacent to existing side or rear lots, a six-foot (6') solid block wall is required along the existing lots. The wall shall not be located in the required front yard setback of existing lots;
 6. Six-foot (6') solid fencing on a street side yard shall not be located in the required setback. However, a six-foot (6') decorative fence, such as a picket fence or a wrought iron fence with at least fifty percent (50%) of the fence open (up to fifty percent (50%) may be solid, or non-see-through) shall be allowed in the required street side yard setback.
- C. All alleys shall comply with St. George standard specifications for design and construction and be a minimum of twenty feet (20') wide when serving garages in the rear yards of lots with dwellings that front on a public street.
- D. Legally existing multiple-family dwelling units may be replaced with the same or lesser number of units; provided, that such replacement meets all multiple-family code requirements in article [C](#) of this chapter, and meets all architectural design standards contained in this

chapter. The replacement units shall obtain a building permit within twelve (12) months of abandonment, vacancy, discontinuation of use, or demolition of the nonconforming units, whichever is sooner. If a building permit is not obtained, all residential central city zone standards for new construction control.

E. All new subdivision and development within the RCC zone shall comply with the following minimum standards and the architectural design standards:

Minimum lot area	5,000 square feet
Minimum lot width/ frontage	40'
Front yard(s)	15' from back of sidewalk; garage setback shall be a minimum of 205' from property line
Exception:	Elevated open front porch, only up to 5' in the setback
Rear yard	10'
Exception:	Detached garage is allowed in the rear yard; if garage is accessed by an alley, a 205' setback is required from the alley
Side yard	8' (5'; provided, no easements or public utilities are located in the side yard)
Exception:	Structures with existing nonconforming setbacks may expand the existing structure and maintain the same setback
Street side yard, existing dwelling	5' from back of sidewalk, if the side yard is adjacent to a RCC modified street
Street side yard	15' from back of sidewalk; garage setback shall be a minimum of 205' from property line

Exception:	Elevated open front porch, only up to 5' in the setback
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(Ord. 2019-10-002, 10-10-2019; amd. Ord. 2023-01-008, 1-5-2023)

The St. George City Code is current through Ordinance 2025-022, passed March 20, 2025.

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10-7F-5:**PD-R PLANNED RESIDENTIAL DEVELOPMENT STANDARDS:**

A. *Minimum Zone Requirements:* Each planned residential development zone application shall include a minimum of fifteen thousand (15,000) square feet and four (4) dwelling units.

B. *Maximum Density:* The density shall match the general plan land use map and shall not exceed the maximum density of twenty-two (22) dwelling units per acre.

C. *Height Regulations:* No residential dwelling shall be erected to a height less than ten feet (10') and no structure shall be greater than forty feet (40'). The city council, after recommendation from the planning commission, may approve increased building height upon making a finding, as part of a zone change approval, that the increase in height will fit harmoniously into the neighborhood, minimizing any negative impacts, after considering the following:

1. Proposed setbacks provide an appropriate buffer to neighboring properties;
2. Increased landscaping enhances the project and reduces any negative impacts;
3. Site layout and design enhance the project and reduce any negative impacts;
4. The massing and building scale is appropriate for the location;
5. The proposed height increase is appropriate for the area; and
6. The increase in height is consistent with any applicable master plan.

D. *Area, Coverage, Density, Yard, Common Area and Landscaping Requirements:* The minimum lot area, maximum density, maximum lot coverage, yard and common open space/landscaping requirements are as follows:

Lot Size	Maximum Lot Coverage	Minimum Area Landscaped	Minimum Yard Setbacks		
			Front and Street Side	Side	Rear
The minimum lot	50%	30%	15'	Setback:	Setback:

Lot Size	Maximum Lot Coverage	Minimum Area Landscaped	Minimum Yard Setbacks		
			Front and Street Side	Side	Rear
size in single-family residential subdivisions with private individual lots (no common area within lots) 5,000 square feet.			<p>205' for a garage or carport</p> <p>8' if building height is one story or less than 20';</p> <p>10' if building height is more than one story or 20' or greater.</p>	<p>Adjacent to single-family zone: 30' if building height is more than one story or 20' or greater;</p> <p>10' if building height is one story or less than 20';</p> <p>20' if building height is more than one story or 20' or greater.</p> <p>Adjacent to a street: 20' with a 6' privacy wall along street right-of-way</p>	<p>Adjacent to single-family zone: 30' if building height is more than one story or 20' or greater;</p> <p>10' if building height is one story or less than 20';</p> <p>20' if building height is more than one story or 20' or greater.</p> <p>Adjacent to a street: 20' with a 6' privacy wall along street right-of-way</p>
Building separation for detached single-family projects, where common or limited common area	50%	30%	<p>15'</p> <p>205' for a garage or carport, measured</p>	<p>Adjacent to single-family zone: 30' if building height is more than one story or 20' or greater;</p> <p>20' if building height is more than one story or 20' or greater.</p>	<p>Adjacent to single-family zone: 30' if building height is more than one story or 20' or greater;</p> <p>20' if building height is more than one story or 20' or greater.</p>

Lot Size	Maximum Lot Coverage	Minimum Area Landscaped Area	Minimum Yard Setbacks		
			Front and Street Side	Side	Rear
between structures; no fence and no retaining wall exists between units or building offsets.			from back of sidewalk (or back of curb where no sidewalk exists)	or greater. Otherwise: 3' if approved during zone change; 10' if height is less than 20'; 20' if height is 20' or greater. On a separate lot: 8'	greater. Otherwise: 10' if height is less than 20'; 20' if height is 20' or greater. On a separate lot: 8'
Building Separation for Detached Units and Multiple-Family Dwellings			Side		Rear
Where a property line, fence, retaining wall over 3' or similar boundary line separates units (any ownership designation other than "common area")	Setback: 8' if height is one story or less than 20'; 10' if height is greater than one story or 20'		Setback: 10' or 20' if height is greater than one story or 20'		

Lot Size	Maximum Lot Coverage	Minimum Area Landscaped Area	Minimum Yard Setbacks		
			Front and Street Side	Side	Rear

Maximum density: As approved by the city council with recommendation from the planning commission and not to exceed 22 DUA, and the general plan land use map limits.

(Ord. 2019-10-002, 10-10-2019; amd. Ord. 2020-06-002, 6-4-2020; Ord. 2022-07-009, 7-28-2022; Ord. 2022-10-001, 10-20-2022; Ord. 2023-01-008, 1-5-2023. Formerly 10-7F-4)

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EXHIBIT B

POWERPOINT PRESENTATION

SB181

Setbacks & Accessory Structures

2025-ZRA-006

Senate Bill 181 (S.B. 181)

- Effective 05/2025
- Defines terms such as “affordable housing” and “unobstructed”
- Enact provisions affecting land use regulations
 - Covered and uncovered Parking
 - Parking space dimensions (changes setbacks)
 - Tandem parking
 - Garage size
- The bill aims to improve housing affordability across the state

Amendment to Gravel & Grazing

10-6-3

- Front and street side setback change from 25' to 20'

10-6-5

- Modify accessory structure standards to match with Title 10-7-1 (Residential Zones)
- Remove 25% of rear yard area size restriction
- An accessory structure smaller than **two hundred (200) square feet**, that does not require a building permit, is allowed in the side and rear yard, and no separation is required.

Amendment to Gravel & Grazing

10-6-9

- A. Side and rear yard setbacks on a street side yard shall be the same as a front yard. ~~If a six-foot (6') masonry wall exists along a side property line, side yard setbacks may be reduced to twenty feet (20'). The masonry wall along a street side yard may extend to the front plane of the residence, but shall not encroach on the twenty-five foot (25') setback from the front property line.~~
- B. *Double-Fronting Lots in Residential Zones:* Lots that have a rear property line adjacent to a public street shall maintain the following minimum rear setbacks:
 1. Double-fronting rear yard setback shall be the same as a front yard. ~~If a six-foot (6') masonry wall exists along a rear property line, rear yard setbacks may be reduced to twenty feet (20').~~

Amendment to Residential Zones

10-7-1

B. *Accessory Structure*: A one (1) story accessory structure is subject to the following standards:

1. *Side Yard*: The structure shall be located outside of the required setbacks and meet all the following:
 - a. Be constructed to resemble the main structure by incorporating the same building materials, colors, roof pitch, and design;
 - b. Be separated at least six feet (6') from any other structure; and
 - c. Not exceed a height of twenty feet (20');
2. *Rear Yard*: The structure may be located zero feet (0') from the rear and side property lines, provided it meets all the following:
 - a. Be set back at least twenty feet (20') from any street;
 - b. Be separated at least six feet (6') from any other structure;
 - c. Not project across a property line;
 - d. Be constructed in a manner that does not divert storm water onto adjacent property;
 - e. If located over a utility easement, receive prior written approval from the joint utility commission and enter into an encroachment indemnification agreement with terms acceptable to the city attorney; and
 - f. Not exceed a height of twenty feet (20').
3. Accessory structures shall not be permitted, constructed, or used prior to occupancy of the main structure.
4. Structures connected to the main structure with a roof connection that is less than twelve feet (12') in width, and which do not match the materials and design of the main structure, shall be considered an accessory structure.
5. An accessory structure smaller than two hundred (200) square feet, that does not require a building permit, is allowed in the side and rear yard, and no separation is required.

Amendment to Residential Zones

10-7-5

1. Side and rear yard setbacks on a street side yard shall be the same as a front yard. ~~If a six-foot (6') masonry wall exists along a side property line, the side yard setback may be reduced to twenty feet (20'). The masonry wall along a street side yard shall extend to the front plane of the residence, but shall not encroach on the twenty-five-foot (25') setback from the front property line.~~
2. *Double-Fronting Lots in Residential Zones:* Lots that have a rear property line adjacent to a public street shall maintain the following minimum rear setbacks:
 - a. Double-fronting rear yard setback shall be the same as a front yard. ~~If a six-foot (6') masonry wall exists along a rear property line, the rear yard setback may be reduced to twenty feet (20').~~
 - b. Setbacks for double-fronting lots shall be measured from the masonry wall, if any. The required landscape strip shall be on the street side of the wall.

~~B. *Less than Required Front Yard Setback:* In areas where the front yard setback on adjacent property is less than twenty-five feet (25'), new construction may be constructed at a distance that is halfway between the distance of the two (2) setbacks of adjacent properties. In a case where one (1) of the adjacent setbacks is greater than twenty-five feet (25'), the setback shall be a distance that is halfway between the distance of the lesser adjacent setback and twenty-five feet (25'). In no case shall the setback be less than twenty feet (20'). (Ord. 2019-10-002, 10-10-2019)~~

Amendment to Residential Setbacks:

10-7A-3 Residential Estate

10-7B-3 Single-Family Residential

10-7C-4 Multiple Family Residential

10-7D-3 Mobile Home

10-7E-2 Residential Central City (property line or alley)

10-7F-5 PD-R (garage or carport)

- Front and street side setback change from 25' to 20'

Amendment to Single -Family Residential

10-7B-3: Lot Area, Width, Yard Requirements

R-1-8, R-1-10, R-1-12, R-1-20, R-1-40

Lot size averaging

Existing: Not less than an 80% reduction

Proposed: Not more than a 20% reduction

Existing: Not less than a 70% reduction

Proposed: Not more than a 30% reduction

Minimum Lot Width/Frontage

Existing: Not less than a 70% reduction

Proposed: Not more than a 30% reduction

PLANNING COMMISSION AGENDA REPORT: 7/22/2025

AMENDMENT TO TITLE 10-5-6: ZONING REGULATIONS – AGRICULTURAL ZONES - YARDS UNOBSTRUCTED - EXCEPTIONS

This section of the St. George City municipal code currently regulates exceptions in yards located in Agricultural Zones.

AMENDMENT TO TITLE 10-5-3: AREA, WIDTH AND YARD REQUIREMENTS

This section of the St. George City municipal code currently regulates size requirements and setbacks for yards located in Agricultural Zones.

AMENDMENT TO TITLE 10-5-10: SETBACKS ALONG STREETS

This section of the St. George City municipal code currently regulates side, rear, and double-fronting lot setbacks along streets.

REQUEST:

This is a request to amend the required setbacks for non-agricultural accessory structures located in Agricultural Zones. The applicant is Apryl Young-Cox. Case No. 2025-ZRA-009.

BACKGROUND:

Staff received an application from a resident requesting a Zoning Regulation Amendment to revise the non-agricultural accessory structure setbacks in the Agriculture Zone section of City code. Staff has faced challenges regarding this section of code in the past and has worked with the applicant on a revision that will be favorable to both parties.

This amendment will align the setback for non-agricultural accessory buildings in agricultural zones with the accessory building setbacks in residential zones, reducing it from 25 feet to the distances and standards shown in Exhibit A. Setbacks for accessory buildings used for agriculture purposes will remain unchanged and will continue to be listed in the allowed uses table with their specific setbacks in section 10-5-1 of City code.

While this section is being revised, staff is requesting amendments to Title 10-5-3 and 10-5-10 to align certain setbacks with Senate Bill (SB) 181.

Proposed Changes:

The proposed revisions are attached as Exhibit A, B, and C.

- The additions are underlined in **blue**
- The removals are crossed out in **red**

RECOMMENDATION:

Staff recommends approval.

ALTERNATIVES:

1. Recommend approval as presented.
2. Recommend approval with conditions.

3. Recommend denial.
4. Continue the proposed zoning regulation amendment to a specific date.

POSSIBLE MOTION:

“I move that we recommend approval of the changes to Title 10-5-6, 10-5-3, and 10-5-10 as proposed by staff and contained in exhibit ‘A’, ‘B’, and ‘C’, case no. 2025-ZRA-009, based on the findings listed in the staff report.”

FINDINGS:

1. It is in the best interest of the City to update the City municipal code periodically.
2. The proposed revision will allow residents in the Agricultural Zones to optimize land use.
3. This amendment will help align city code with provisions of Senate Bill (SB) 181 to ensure compliance with updated state requirements by adjusting certain setbacks from 25 feet to 20 feet.

EXHIBIT A

PROPOSED CHANGES TO TITLE 10-5-6

- A. Every part of the setback area shall be open to the sky, unobstructed except for:
 1. The ordinary projections of belt courses, eaves, chimneys, flues, cantilevered balconies, decks, ornamental features, open fire escapes, or open outside stairways (inside or rear only), which project into a setback not more than four feet (4');
 2. A porte-cochere may extend from the main dwelling doorway and over a circular drive. The porte-cochere shall be open on three (3) sides and no more than thirty feet (30') wide if it projects into the front setback. Each porte-cochere shall have a fifteen-foot (15') or greater setback from the front property line;
 3. City public transit shelters, with or without public restrooms, may be located within a setback area adjacent to a public street;
 4. *Patio Cover:* A patio or area cover is only permitted in a rear yard and must meet the following standards:
 - a. The patio or area covered shall not be enclosed on any side;
 - b. No more than one-third (1/3) of the rear yard is covered;
 - c. No cover shall be closer than two feet (2') to the rear and side property line.
- B. *Accessory Structures:* A one (1) story non-agricultural accessory structure is ~~limited as follows~~ subject to the following standards:
 1. ~~Accessory buildings shall not cover more than twenty-five percent (25%) of the rear yard;~~
 2. ~~If the accessory building is located in the side yard portion of the rear yard, the structure must be designed and constructed to resemble the main structure by incorporating the same building materials, colors, roof pitch, and design;~~
 3. ~~No portion of an accessory structure may be:~~
 - a. ~~Within twenty-five feet (25') of any property line except a pool may be constructed within ten feet (10') of the property line for a street side yard if a fence is provided;~~
 - b. ~~Within six feet (6') of any structure;~~
 - c. ~~Projected across a property line;~~

- d. ~~Constructed in a manner that will divert storm water onto adjacent property;~~
 - e. ~~Located over a utility easement without prior written approval from the joint utility commission and an encroachment agreement with terms acceptable to the city attorney; or~~
 - f. ~~Permitted, constructed, or used prior to occupancy of the main structure;~~
- 4. ~~An accessory building smaller than one hundred twenty (120) square feet that does not require a building permit is allowed in the side and rear yard to property line; provided, there is an accessible walkway at least three feet (3') in width.~~

1. *Side Yard:* The structure shall be located outside of the required setbacks and meet all the following:
 - a. Be constructed to resemble the main structure by incorporating the same building materials, colors, roof pitch, and design;
 - b. Separated at least six feet (6') from any other structure; and
 - c. Not exceed a height of twenty feet (20');
2. *Rear Yard:* The structure may be located zero feet (0') from the rear and side property lines, provided it meets all the following:
 - a. Be set back at least twenty feet (20') from any street;
 - b. Be separated at least six feet (6') from any other structure;
 - c. Not project across a property line;
 - d. Be constructed in a manner that does not divert storm water onto adjacent property;
 - e. If located over a utility easement, receive prior written approval from the joint utility commission and enter into an encroachment indemnification agreement with terms acceptable to the city attorney; and
 - f. Not exceed a height of twenty feet (20').
3. Accessory structures shall not be permitted, constructed, or used prior to occupancy of the main structure.
4. Structures connected to the main structure with a roof connection that is less than twelve feet (12') in width, and which do not match the materials and design of the main structure, shall be considered an accessory structure.

5. An accessory structure not exceeding two hundred (200) square feet, that does not require a building permit, is allowed in the side and rear yard, and no separation is required.

EXHIBIT B

PROPOSED CHANGES TO TITLE 10-5-3: AREA, WIDTH AND YARD REQUIREMENTS:

The minimum area, width and yard requirements for each zone are as indicated below:

District	Area Minimum	Minimum Lot Width	Minimum Yard Setbacks		
			Front and Street Side	Side	Rear
A-0.5	20,000 square feet	80 feet	205 feet	10 feet	10 feet
A-1	40,000 square feet	100 feet	205 feet	10 feet	10 feet
A-5	5 acres	100 feet	205 feet	205 feet	205 feet
A-10	10 acres	500 feet	205 feet	205 feet	205 feet
A-20	20 acres	500 feet	205 feet	205 feet	205 feet

EXHIBIT C

PROPOSED CHANGES TO TITLE 10-5-10: SETBACKS ALONG STREETS

Lots that have the rear or side property lines adjacent to a public street, or common areas between property lines and a public street, shall maintain the following minimum rear or side setbacks:

- A. Side and rear yard setbacks on a street side yard shall be the same as a front yard. ~~If a six foot (6') masonry wall exists along a side property line, side yard setbacks may be reduced to twenty feet (20'). The masonry wall along a street side yard may extend to the front plane of the residence, but shall not encroach on the twenty-five foot (25') setback from the front property line.~~
- B. *Double-Fronting Lots In Residential Zones:* Lots that have a rear property line adjacent to a public street shall maintain the following minimum rear setbacks:
 1. Double-fronting rear yard setback shall be the same as a front yard. ~~If a six foot (6') masonry wall exists along a rear property line, rear yard setbacks may be reduced to twenty feet (20').~~
 2. Setbacks for double-fronting lots shall be measured from the masonry wall. The landscape strip shall be on the street side of the wall. (Ord. 2019-10-002, 10-10-2019; amd. Ord. 2022-07-009, 7-28-2022. Formerly 10-5-9)

EXHIBIT D

POWERPOINT PRESENTATION

AMENDMENT TO TITLE
10-5-6

AGRICULTURE ZONE ACCESSORY
STRUCTURES

2025-ZRA-009

B. *Accessory Structures:* A one (1) story accessory structure is limited as follows:

1. Accessory buildings shall not cover more than twenty-five percent (25%) of the rear yard;
2. If the accessory building is located in the side yard portion of the rear yard, the structure must be designed and constructed to resemble the main structure by incorporating the same building materials, colors, roof pitch, and design;
3. No portion of an accessory structure may be:
 - a. Within twenty-five feet (25') of any property line except a pool may be constructed within ten feet (10') of the property line for a street side yard if a fence is provided;
 - b. Within six feet (6') of any structure;
 - c. Projected across a property line;
 - d. Constructed in a manner that will divert storm water onto adjacent property;
 - e. Located over a utility easement without prior written approval from the joint utility commission and an encroachment agreement with terms acceptable to the city attorney; or
 - f. Permitted, constructed, or used prior to occupancy of the main structure;
4. An accessory building smaller than one hundred twenty (120) square feet that does not require a building permit is allowed in the side and rear yard to property line; provided, there is an accessible walkway at least three feet (3') in width.

B. **Accessory Structures:** A one (1) story non-agricultural accessory structure is limited as follows subject to the following standards:

1. Accessory buildings shall not cover more than twenty five percent (25%) of the rear yard;
2. If the accessory building is located in the side yard portion of the rear yard, the structure must be designed and constructed to resemble the main structure by incorporating the same building materials, colors, roof pitch, and design;
3. No portion of an accessory structure may be:
 - a. Within twenty five feet (25') of any property line except a pool may be constructed within ten feet (10') of the property line for a street side yard if a fence is provided;
 - b. Within six feet (6') of any structure;
 - c. Projected across a property line;
 - d. Constructed in a manner that will divert storm water onto adjacent property;
 - e. Located over a utility easement without prior written approval from the joint utility commission and an encroachment agreement with terms acceptable to the city attorney; or
 - f. Permitted, constructed, or used prior to occupancy of the main structure;
4. An accessory building smaller than one hundred twenty (120) square feet that does not require a building permit is allowed in the side and rear yard to property line; provided, there is an accessible walkway at least three feet (3') in width.

1. Side Yard: The structure shall be located outside of the required setbacks and meet all the following:
 - a. Be constructed to resemble the main structure by incorporating the same building materials, colors, roof pitch, and design;
 - b. Separated at least six feet (6') from any other structure; and
 - c. Not exceed a height of twenty feet (20');
2. Rear Yard: The structure may be located zero feet (0') from the rear and side property lines, provided it meets all the following:
 - a. Be set back at least twenty feet (20') from any street;
 - b. Be separated at least six feet (6') from any other structure;
 - c. Not project across a property line;
 - d. Be constructed in a manner that does not divert storm water onto adjacent property;
 - e. If located over a utility easement, receive prior written approval from the joint utility commission and enter into an encroachment indemnification agreement with terms acceptable to the city attorney; and
 - f. Not exceed a height of twenty feet (20').
3. Accessory structures shall not be permitted, constructed, or used prior to occupancy of the main structure.
4. Structures connected to the main structure with a roof connection that is less than twelve feet (12') in width, and which do not match the materials and design of the main structure, shall be considered an accessory structure.
5. An accessory structure not exceeding two hundred (200) square feet, that does not require a building permit, is allowed in the side and rear yard, and no separation is required.

PROPOSED CHANGES TO TITLE 10-5-3: AREA, WIDTH AND YARD REQUIREMENTS:

The minimum area, width and yard requirements for each zone are as indicated below:

District	Area Minimum	Minimum Lot Width	Minimum Yard Setbacks		
			Front and Street Side	Side	Rear
A-0.5	20,000 square feet	80 feet	205 feet	10 feet	10 feet
A-1	40,000 square feet	100 feet	205 feet	10 feet	10 feet
A-5	5 acres	100 feet	205 feet	205 feet	205 feet
A-10	10 acres	500 feet	205 feet	205 feet	205 feet
A-20	20 acres	500 feet	205 feet	205 feet	205 feet

PROPOSED CHANGES TO TITLE 10-5-10: SETBACKS ALONG STREETS

Lots that have the rear or side property lines adjacent to a public street, or common areas between property lines and a public street, shall maintain the following minimum rear or side setbacks:

- A. Side and rear yard setbacks on a street side yard shall be the same as a front yard. ~~If a six-foot (6') masonry wall exists along a side property line, side yard setbacks may be reduced to twenty feet (20'). The masonry wall along a street side yard may extend to the front plane of the residence, but shall not encroach on the twenty-five-foot (25') setback from the front property line.~~
- B. *Double-Fronting Lots In Residential Zones:* Lots that have a rear property line adjacent to a public street shall maintain the following minimum rear setbacks:
 1. Double-fronting rear yard setback shall be the same as a front yard. ~~If a six-foot (6') masonry wall exists along a rear property line, rear yard setbacks may be reduced to twenty feet (20').~~
 2. Setbacks for double-fronting lots shall be measured from the masonry wall. The landscape strip shall be on the street side of the wall. (Ord. 2019-10-002, 10-10-2019; amd. Ord. 2022-07-009, 7-28-2022. Formerly 10-5-9)

PLANNING COMMISSION AGENDA REPORT: 07/22/2025

AMENDMENT TO CHAPTER 10-2 to revise the definition of 'DWELLING, SINGLE FAMILY' and add definitions for 'DWELLING, MANUFACTURED HOME', 'DWELLING, MOBILE HOME' and 'DWELLING, MODULAR HOME'.

Overview: This section of the St George municipal code regulates Title 10 definitions.

AMENDMENT TO SECTION 10-7C-1 Multiple-Family Residential Zones.

Overview: This section of the St George municipal code regulates uses in R-2, R-3, R-4 zones.

AMENDMENT TO SECTION 10-7D-1 Mobile Homes Zones.

Overview: This section of the St George municipal code regulates uses in MH-6, MH-8, MH-10, MH-12, MH-20, MH-40 zones.

REQUEST:

Consider a request to amend the definition of 'DWELLING, SINGLE-FAMILY' and add definitions for 'DWELLING, MANUFACTURED', 'DWELLING, MOBILE HOME', and 'DWELLING, MODULAR HOME' in Chapter 10-2 of the City Code. Amend Sections 10-7C-1 and 10-7D-1 of the City Code to modify the single-family dwelling accessory uses table to include 'Accessory dwelling units' as a permitted use in the Multiple-Family Residential and Mobile Home zones. (Case No. 2025-ZRA-008.)

BACKGROUND:

In 2019, the Utah Legislature passed Senate Bill 34 which mandates municipalities permit internal or attached ADUs in residential zones where single-family dwellings are allowed. The state also encourages municipalities to expand ADUs to other zones, including multi-family and mobile home zones, to address housing shortages.

Utah Code Section 10-9a-530, which covers internal accessory dwelling units, also promotes ADUs as a tool to increase housing diversity and affordability. The City of St George had grown approximately 18% from 2010-2020 further putting a strain on affordable housing.

The proposed Zoning Regulation Amendment aims to:

- Amend the definition of 'DWELLING, SINGLE FAMILY' and add the definition of 'DWELLING, MODULAR HOME' as a site-built, permanent structure that meets or exceeds state adopted building code requirements.
- Add definitions for 'DWELLING, MANUFACTURED HOME' and 'DWELLING, MOBILE HOME', which comply with federal HUD codes.
- Permit accessory dwelling units (ADUs) as an allowed single-family dwelling accessory use in the Mobile Home and Multi-Family Residential Zones, provided the lot contains single-family dwelling as defined in this amendment.

Proposed Amendment:

The proposed code revisions are attached as Exhibit 'A', 'B', and 'C'.

- The additions are underlined in **blue**
- The removals are crossed out in **red**

RECOMMENDATION:

Staff recommends approval of the proposed zoning regulation amendment to amend the definition of 'DWELLING, SINGLE-FAMILY', the addition of definitions for 'DWELLING, MANUFACTURED HOME', 'DWELLING, MOBILE HOME' and 'DWELLING, MODULAR HOME', and include "Accessory dwelling unit" as a permitted use in single-family dwellings in the Multiple-Family Residential and Mobile Home zones.

ALTERNATIVES:

1. Recommend approval as presented.
2. Recommend approval with modifications.
3. Recommend denial.
4. Continue the proposed zoning regulation amendment to a specific date.

POSSIBLE MOTION:

"I move that we recommend approval of the changes and additions to Title 10-2, 10-7C-1, and 10-7D-1 as proposed by staff and contained in exhibit 'A', 'B', and 'C', Case No. 2025-ZRA-008, based on the findings listed in the staff report."

FINDINGS:

1. Periodic updates to zoning regulations are in the city's best interest.
2. Allowing ADUs in Mobile Home and Multiple-family Zones aligns with 2.3.a of the city's General Plan and the Moderate Income Housing Plan by integrating a variety of housing sizes and options in these zones.
3. The state encourages municipalities to expand ADU permissions to other zones, including multi-family and mobile home zones, to address housing shortages.
4. Allowing ADUs in multi-family and mobile home zones aligns with Utah Code Section 10-9a-530, which promotes ADUs as a tool to increase housing diversity and affordability.

EXHIBIT A

PROPOSED CHANGES AND ADDITIONS TO TITLE 10-2

10-2 DEFINITIONS

DWELLING, SINGLE-FAMILY: ~~A building designed as a single dwelling unit. A site-built building designed as a single dwelling unit, constructed or erected on a permanent foundation, not designed to be moved once constructed or erected, and designed and manufactured to comply with state recognized building code. Mobile homes, manufactured homes, travel trailers, housing mounted on self-propelled or drawn vehicles, tents or other forms of temporary housing or portable housing are not included in this definition.~~

DWELLING, MANUFACTURED HOME: ~~A dwelling transportable in one or more sections, which is built on a permanent chassis and is designed for use with or without a permanent foundation. A manufactured home dwelling shall be connected to all utilities required for permanent dwellings and shall be certified under the National Manufactured Housing Construction and Safety Act of 1974.~~

DWELLING, MOBILE HOME: ~~A transportable, factory built home, designed as a year round dwelling and built prior to June 15, 1976, the effective date of the National Manufactured Housing and Construction and Safety Standards Act of 1974. Manufactured and modular housing designed to be set on a permanent foundation, travel trailers, motor homes, camping trailers, or other recreational vehicles are not included in this definition.~~

DWELLING, MODULAR HOME: ~~A dwelling unit constructed or erected on-site in accordance with the state recognized building code and composed of components substantially assembled in a manufacturing plant and transported to the building site for final assembly on a permanent foundation, not designed to be moved once constructed or erected. (See also DWELLING, SINGLE-FAMILY)~~

EXHIBIT B

PROPOSED CHANGES TO TITLE 10-7C-1

10-7C-1:**Multiple-Family Residential Zones:****Allowed Uses**

		R-2	R-3	R-4
City facility, primary		P	P	P
City facility accessory uses: accessory structure and use		P	P	P
Communication transmission facilities, including wireless, primary height 50' or less		PS	PS	PS
Communication transmission facilities, including wireless, primary, height over 50'		C	C	C
Live-work unit		PS	PS	PS
<u>Multiple-family dwelling</u>			P	P
Multiple-family over 20 dwelling units or 12 du/ac		C	C	C
<u>Multiple-family dwelling accessory uses:</u>	<u>Accessory structure and use</u>		P	P
	<u>Agriculture</u>		P	P
	<u>Child care, in-home babysitting</u>		P	P
	<u>Child care, family</u>		P	P
	<u>Home Occupation</u>		P	P
	<u>Small animals (not produced for food) up to 8 animals</u>		P	P
Public utility facilities, primary		PS	PS	PS
Public utilities facilities accessory uses: accessory structures		P	P	P
Religious facility, primary		P	P	P
School, public or charter, primary		P	P	P
2- and single-family dwelling, primary		P	P	P
<u>Single-family dwelling accessory uses:</u>	<u>Accessory dwelling unit</u>	PS	PS	PS
<u>2- and single-family dwelling accessory uses:</u>	Accessory Structure and use	P	P	P
	Agriculture	P	P	P
	Child care, in-home babysitting	P	P	P
	Child care, family	P	P	P
	Greenhouse, high tower or plant nurseries (no retail)	P	P	P
	Guesthouse	PS	PS	PS
	Home occupation	P	P	P
	Small animals (not produced for food) up to 2 animals	P	P	P
<u>Townhouse and condominiums</u>			P	P

<u>Townhouse and condominium accessory uses:</u>	Accessory structure and use		<u>P</u>	<u>P</u>
	Agriculture		<u>P</u>	<u>P</u>
	Child care, in-home babysitting		<u>P</u>	<u>P</u>
	Child care, family		<u>P</u>	<u>P</u>
	Home occupation		<u>P</u>	<u>P</u>
	Small animals (not produced for food) up to 8 animals		<u>P</u>	<u>P</u>

EXHIBIT C

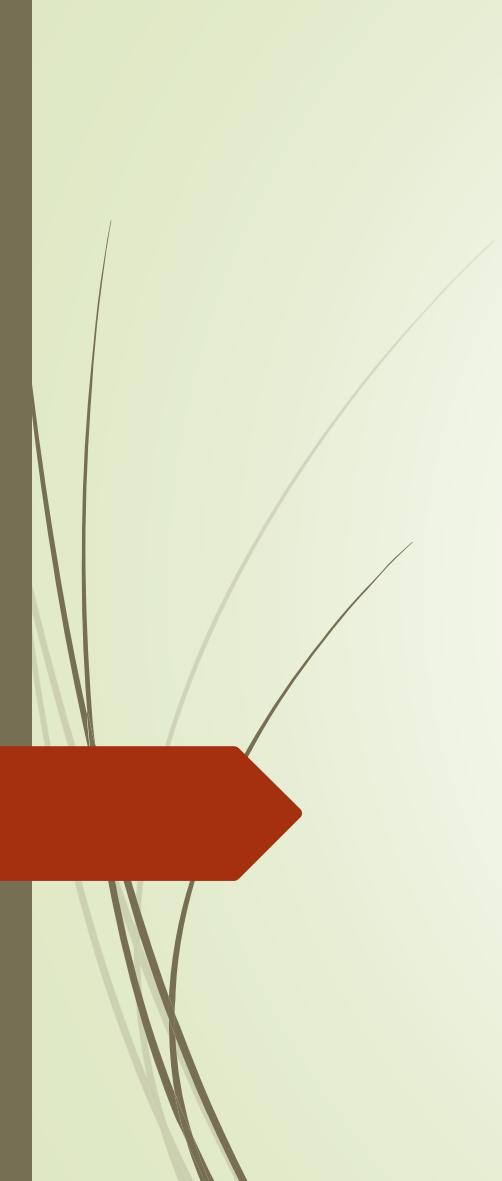
PROPOSED AMENDMENTS TO TITLE 10-7D-1

10-7D-1:**Mobile Home Zones:****Allowed Uses**

		All
City facility, primary		P
City facilities accessory uses: accessory structure and use		P
Communication transmission facilities, including wireless, primary, height 50' or less		<u>PS</u>
Communication transmission facilities, including wireless, primary, height over 50'		<u>C</u>
<u>Manufactured home</u>		<u>P</u>
Mobile home <u>and manufactured home</u> accessory uses:	Accessory structure and use	P
	Agriculture	P
	Child care, in-home babysitting	P
	Child care, family	P
	Home occupation	P
	Small animals (not produced for food) up to 2 animals	P
Public utility facilities, primary		P
Public utility facilities accessory uses: accessory structures		P
Religious facility, primary		P
School, public or charter, primary		P
Single-family dwelling, primary		P
Single-family dwelling accessory uses:	<u>Accessory dwelling unit</u>	<u>PS</u>
	Accessory structure and use	P
	Agriculture	P
	Child care, in-home babysitting	P
	Child care, family	P
	Home occupation	P
	Small animals (not produced for food) up to 8 animals	P
Single-family dwelling, 1 story in existing recreation vehicle subdivision lot		P
Single-family dwelling accessory uses:	Accessory structure and use	P
	Agriculture	P

Child care, in-home babysitting	P
Child care, family	P
Home occupation	P
Small animals (not produced for food) up to 2 animals	P

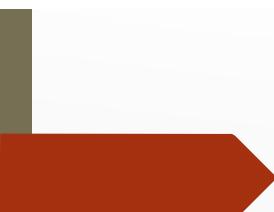
EXHIBIT D
POWERPOINT PRESENTATION



Amendment to Title
10-2, 10-7C-1, 10-7D-1

Add ADU to
MH, R-2, R-3, R-4 Zones

2025-ZRA-008



DWELLING, SINGLE-FAMILY: ~~A building designed as a single dwelling unit.~~ A site-built building designed as a single dwelling unit, constructed or erected on a permanent foundation, not designed to be moved once constructed or erected, and designed and manufactured to comply with state recognized building code. Mobile homes, manufactured homes, travel trailers, housing mounted on self-propelled or drawn vehicles, tents or other forms of temporary housing or portable housing are not included in this definition.

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DWELLING, MODULAR HOME: A dwelling unit constructed or erected on-site in accordance with the state recognized building code and composed of components substantially assembled in a manufacturing plant and transported to the building site for final assembly on a permanent foundation, not designed to be moved once constructed or erected. (See also DWELLING, SINGLE-FAMILY)

Proposed Changes to Title 10-7C-1

10-7C-1: Multiple-Family Residential Zone Allowed Uses

		R-2	R-3	R-4
City facility, primary		P	P	P
City facility accessory uses: accessory structure and use		P	P	P
Communication transmission facilities, including wireless, primary height 50' or less		PS	PS	PS
Communication transmission facilities, including wireless, primary, height over 50'		C	C	C
Live-work unit		PS	PS	PS
<u>Multiple-family dwelling</u>		P	P	
Multiple-family over 20 dwelling units or 12 du/ac		C	C	C
<u>Multiple-family dwelling accessory uses:</u>	Accessory structure and use	P	P	
	Agriculture	P	P	
	Child care, in-home babysitting	P	P	
	Child care, family	P	P	
	Home Occupation	P	P	
	Small animals (not produced for food) up to 8 animals	P	P	
Public utility facilities, primary		PS	PS	PS
Public utilities facilities accessory uses: accessory structures		P	P	P
Religious facility, primary		P	P	P
School, public or charter, primary		P	P	P
2- and single-family dwelling, primary		P	P	P
<u>Single-family dwelling accessory uses:</u>	<u>Accessory dwelling unit</u>	PS	PS	PS
<u>2- and single-family dwelling accessory uses:</u>	Accessory Structure and use	P	P	P
	Agriculture	P	P	P
	Child care, in-home babysitting	P	P	P
	Child care, family	P	P	P
	Greenhouse, high tower or plant nurseries (no retail)	P	P	P
	Guesthouse	PS	PS	PS
	Home occupation	P	P	P
<u>Townhouse and condominiums</u>	<u>Accessory structure and use</u>	P	P	
<u>Townhouse and condominium accessory uses:</u>	Agriculture	P	P	
	Child care, in-home babysitting	P	P	
	Child care, family	P	P	
	Home occupation	P	P	
	Small animals (not produced for food) up to 8 animals	P	P	

Proposed Changes to Title 10-7C-1

10-7D-1: Mobile Home Zone Allowed Uses

	All														
City facility, primary	P														
City facilities accessory uses: accessory structure and use	P														
Communication transmission facilities, including wireless, primary, height 50' or less	PS														
Communication transmission facilities, including wireless, primary, height over 50'	C														
<u>Manufactured home</u>	P														
Mobile home <u>and manufactured home</u> accessory uses:	<table border="1"><tr><td>Accessory structure and use</td><td>P</td></tr><tr><td>Agriculture</td><td>P</td></tr><tr><td>Child care, in-home babysitting</td><td>P</td></tr><tr><td>Child care, family</td><td>P</td></tr><tr><td>Home occupation</td><td>P</td></tr><tr><td>Small animals (not produced for food) up to 2 animals</td><td>P</td></tr></table>	Accessory structure and use	P	Agriculture	P	Child care, in-home babysitting	P	Child care, family	P	Home occupation	P	Small animals (not produced for food) up to 2 animals	P		
Accessory structure and use	P														
Agriculture	P														
Child care, in-home babysitting	P														
Child care, family	P														
Home occupation	P														
Small animals (not produced for food) up to 2 animals	P														
Public utility facilities, primary	P														
Public utility facilities accessory uses: accessory structures	P														
Religious facility, primary	P														
School, public or charter, primary	P														
Single-family dwelling, primary	P														
Single-family dwelling accessory uses:	<table border="1"><tr><td><u>Accessory dwelling unit</u></td><td>PS</td></tr><tr><td>Accessory structure and use</td><td>P</td></tr><tr><td>Agriculture</td><td>P</td></tr><tr><td>Child care, in-home babysitting</td><td>P</td></tr><tr><td>Child care, family</td><td>P</td></tr><tr><td>Home occupation</td><td>P</td></tr><tr><td>Small animals (not produced for food) up to 8 animals</td><td>P</td></tr></table>	<u>Accessory dwelling unit</u>	PS	Accessory structure and use	P	Agriculture	P	Child care, in-home babysitting	P	Child care, family	P	Home occupation	P	Small animals (not produced for food) up to 8 animals	P
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Single-family dwelling, 1 story in existing recreation vehicle subdivision lot	P														
Single-family dwelling accessory uses:	<table border="1"><tr><td>Accessory structure and use</td><td>P</td></tr><tr><td>Agriculture</td><td>P</td></tr><tr><td>Child care, in-home babysitting</td><td>P</td></tr><tr><td>Child care, family</td><td>P</td></tr><tr><td>Home occupation</td><td>P</td></tr><tr><td>Small animals (not produced for food) up to 2 animals</td><td>P</td></tr></table>	Accessory structure and use	P	Agriculture	P	Child care, in-home babysitting	P	Child care, family	P	Home occupation	P	Small animals (not produced for food) up to 2 animals	P		
Accessory structure and use	P														
Agriculture	P														
Child care, in-home babysitting	P														
Child care, family	P														
Home occupation	P														
Small animals (not produced for food) up to 2 animals	P														

Zoning Regulation Amendment

PLANNING COMMISSION AGENDA REPORT: 07/22/2025

BACKGROUND & REQUEST:

On June 12, 2025, the City Council held a work meeting to discuss possible changes to the standards for Accessory Dwelling Units. The proposed changes to the code are a direct result of those conversations.

The first Moderate Income Housing (MIH) Plan element was added to the St. George City General Plan in 2019 with its associated strategies. The current MIH Plan, adopted on March 6, 2025, includes seven (7) strategies selected from the moderate-income housing strategies list in Utah House Bill 462 (2022).

The purpose of the MIH Plan is to ensure that the City of St. George provides a reasonable opportunity for a variety of housing, including moderate income housing, to meet the needs of the population desiring to live in the city. Research has consistently shown that decent, affordable housing serves as a vital stabilizing function for households with modest incomes, which improves the community's overall health, safety, and welfare while reducing crime and poverty. The MIH Plan includes strategies that help the City of St. George attain and maintain a variety of affordable housing options.

This zoning regulation amendment (ZRA) request is to amend Title 10-17A-3 of the City Code to modify standards for accessory dwelling units (ADU). The request is to implement Strategy E which reads as follows: *"Create or allow for, and reduce regulations related to, internal or detached accessory dwelling units in residential zones."* There are four (4) accompanying implementation steps included in Strategy E. Each step is listed below, along with a brief description of how this ZRA either proposes to implement it or summarizes the City's analysis of the step. The applicant is the City of St. George, and the representative is Brett Hamilton (Case No. 2025-ZRA-010).

- 1. Research and potentially amend City Code to allow for an interior and a detached ADU on the same property or allow more than one exterior ADU based on property size and location.*
 - Within the Downtown Boundary, allow two (2) ADUs per lot, with only one permitted to be detached.
- 2. Research and potentially amend City Code to remove requirement that a detached ADU matches the existing home's exterior.*
 - ADUs in the rear yard and shorter than the single-family dwelling are not required to match the existing home's exterior.
- 3. Review the maximum size requirement for detached ADUs and potentially amend City Code*
 - This ZRA proposes allowing ADUs to be sized up to but not exceeding the gross floor area of the single-family dwelling, whereas the current maximum is 800 square feet.

4. Possibly Remove the owner-occupied stipulation

- This implementation step was reviewed; however, no changes to the owner-occupancy requirement are proposed at this time.

PROPOSED CHANGES:

The proposed revisions are attached as Exhibit A.

- The additions are underlined in **blue**
- The removals are crossed out in **red**

RECOMMENDATION:

Staff recommends approval of the Zoning Regulation Amendments summarized above, and as proposed in Exhibit A, attached to this staff report.

ALTERNATIVES:

1. Recommend approval as presented.
2. Recommend approval with modifications.
3. Recommend denial.
4. Continue the proposed zoning regulation amendment to a specific date.

POSSIBLE MOTION:

"I move that we forward a positive recommendation to the City Council for the changes to Title 10-17A-3 as proposed by staff and contained in exhibit 'A', Case No. 2025-ZRA-010, based on the findings listed in the staff report."

FINDINGS:

1. The proposed project support the adopted General Plan by helping to achieve the following goals and strategies:
 - a. Promoting housing options that cater to all stages of life and enable people to live and thrive in St. George.
 - b. Support strategies identified within the Moderate-Income Master Plan in all areas of the City.
 - c. Continue to allow accessory dwelling units by-right across appropriate residential zone districts.
 - d. Expand opportunities for additional accessory dwelling units in certain areas of the city.

EXHIBIT A

PROPOSED CHANGES TO TITLE
10-17A-3

10-17A-3:**ACCESSORY DWELLING UNIT – SPECIFIC STANDARDS:**

An accessory dwelling unit shall meet the following additional standards:

- A. *Ownership:* An accessory dwelling unit shall not be sold separately or subdivided from the ~~principal dwelling unit~~ [single-family dwelling](#) or lot unless compliant with subdivision regulations.
- B. *Occupancy:* The city shall only permit an accessory dwelling unit when an owner-occupant lives on the property within either the ~~principal~~[single-family dwelling](#) or accessory dwelling unit. Short-term rental of an accessory dwelling unit is not permitted.
- C. The total number of residents that reside in an accessory dwelling unit may not exceed the number allowed for a “family” as defined in this title.
- D. *Number Of Accessory Units Per Parcel:* An accessory dwelling unit (ADU) shall be allowed only on parcels containing a single-family dwelling. Only one (1) accessory dwelling unit or guesthouse shall be allowed on a lot or parcel. [Within the Downtown Boundary, two ADU's are allowed per lot, but only one ADU may be detached.](#)
- E. *Not A Unit Of Density:* Accessory dwelling units are not considered a unit of density and therefore are not included in the density calculation for residential property.
- F. *Parking:* An additional off-street parking space is required [for each ADU](#). Tandem parking is not allowed for accessory dwelling units. If an accessory dwelling unit is created within an existing garage or carport, parking spaces contained therein shall be replaced elsewhere on the property [if the loss of the parking space would cause the single-family dwelling to be noncompliant with the required parking standard.](#)
- G. *Size And Location Requirements:*
 - 1. If located within a single-family dwelling:
 - a. *Entrance Locations:* Entrances to accessory dwelling units that are located within a single-family dwelling are permitted in the following locations:
 - (1) An existing entrance to the single-family dwelling.

(2) On the side or rear of the building. Stairs leading to an ADU in the basement are permitted to encroach into the side yard or rear yard up to four (4) feet.

(3) Exterior stairs leading to an entrance above the first level of the **principal structure**single-family dwelling must not be visible from the street.

2. If located in a detached accessory building, the following standards shall apply:

a.

	Requirement
<u>1st Story Setback</u>	<u>Rear Yard: Zero (0) feet from property lines</u> <u>Front, street side, and side: Meet the single-family dwelling setbacks for the zone</u> <u>Minimum 6 foot separation from any structure on the property</u>
<u>2nd Story Setback</u>	<u>Meet the single-family dwelling setbacks for the zone, and maintain a minimum 6 foot separation from any structure on the property</u>
<u>Size</u>	<u>Maximum: Less than the gross floor area of the single-family dwelling</u>
<u>Height</u>	<u>Maximum: 25 feet</u>
<u>Utility Easements</u>	<u>Shall not be located over a utility easement without prior written approval from the Joint Utility Committee and an encroachment indemnification agreement approved by the city attorney.</u>
<u>Stormwater Drainage</u>	<u>Shall be constructed in a manner that will not divert storm water onto adjacent property.</u>

~~The accessory dwelling unit must meet the setbacks for the main structure for the zone.~~

~~b. The accessory dwelling unit and all accessory structures combined on the parcel must not cover more than twenty-five percent (25%) of the rear lot area. (The rear lot area is the area lying between the rear lot line and rear wall of the single-family dwelling extended to the side lot lines.)~~

c. ~~A detached accessory dwelling unit shall not exceed a gross floor area of eight hundred (800) square feet. In no case shall a detached accessory dwelling unit exceed the square footage of the primary structure on the property.~~

d. ~~Height: The maximum height of a detached accessory building containing an accessory dwelling unit shall not exceed the height of the single-family dwelling on the property or exceed twenty-five feet (25') in height, whichever is less.~~

3. *Design:*

<u>Location of Detached ADU</u>	<u>Design Requirement</u>
<u>Rear yard (less than height of single-family dwelling)</u>	<u>Not required to match the single-family dwelling.</u>
<u>Side yard, corner or double frontage lot, in front of single-family dwelling, or rear yard and exceeding height of Single-Family dwelling</u>	<u>Match the roof form, building materials, and color scheme of the single-family dwelling.</u>

~~When located in the rear yard, a single-story detached accessory dwelling unit shall not be required to match the principal dwelling on the lot. When located in the side yard, on a corner lot, double frontage lot, or on a 2nd story where the principal dwelling is only one-story, the architectural design, materials, and color shall match the principal structure.~~

4. *Application Requirement:* Any homeowner who resides in a single-family dwelling and whose property is in a residential zone and desires an accessory dwelling unit is required to obtain an accessory dwelling permit. The accessory dwelling permit shall be in addition to any building permits that may be necessary to create the accessory dwelling unit. The applicant shall submit the following as part of the application for an accessory dwelling permit:

- a. A site plan drawn accurately to scale that shows property lines and dimensions, the location of existing buildings and building entrances, any proposed building and its dimensions from buildings and property lines, and the location of parking stalls.
- b. Detailed floor plans drawn to scale with labels on rooms indicating uses or proposed uses.
- c. Written verification that the applicant is the owner of the property and has permanent residency in the existing single-family dwelling where the request is being made. A recorded deed restriction shall be required, acknowledging that the single-

family dwelling will remain owner-occupied , in order for an accessory dwelling unit to be rented.

d. Rental dwelling business license. (Ord. 2019-10-002, 10-10-2019; amd. Ord. 2020-06-002, 6-4-2020; Ord. 2021-10-014, 10-21-2021)

EXHIBIT B

POWERPOINT PRESENTATION



Accessory Dwelling Units

2025-ZRA-010

Moderate Income Housing Plan

Overview

City to provide a reasonable opportunity for a variety of housing, including moderate income housing, to meet the needs of the population desiring to live in the city.

STRATEGY E

Create or allow for, and reduce regulations related to, internal or detached accessory dwellings units in residential zones.

City Council Work Meeting
June 12, 2025

Current Code

Attached (No Changes):

1. Entrance must be existing or on side or back
2. Stairs to unit above not visible from the street
3. No limit on size (meet setbacks)

Detached:

1. Meet setbacks of main dwelling
2. ADU and all other accessory structures can't cover more than 25% of rear yard
3. Height can't exceed house or 25' whichever is less
4. 800 SF maximum size, must not exceed main structure size
5. Only 1 ADU per lot

All ADUs:

1. Must have one off-street parking space dedicated to ADU
2. ADU must match the main structure –design, materials, and construction, except a single-story ADU in the rear yard
3. Require owner to live on the property within either the SFD or ADU

Existing vs Proposed

Detached (existing):

1. Meet setbacks of main dwelling
2. ADU and all other accessory structures can't cover more than 25% of rear yard
3. Height can't exceed house or 25' whichever is less
4. 800 SF maximum size, must not exceed main structure size
5. Only 1 ADU per lot

All ADUs:

1. Must have one off-street parking space dedicated to each ADU
2. ADU must match the SFD – roof form, building materials, and color scheme, except an ADU in the rear yard that is shorter than SFD on the property is not required to match
3. Require owner to live on the property within either the SFD or ADU

Detached (proposed):

1. No setbacks for rear yard ADUs
2. ~~ADU and all other accessory structures can't cover more than 25% of rear yard~~
3. Height can't exceed ~~house or 25' whichever is less~~
4. ~~800 SF maximum size, must not exceed GFA of SFD on the property~~
5. Two (2) ADUs allowed on property within the Downtown Boundary

Proposed Changes to 10-17A-3

	Requirement
<u>1st Story Setback</u>	<u>Rear Yard: Zero (0) feet from property lines</u> <u>Front, street side, and side: Meet the single-family dwelling setbacks for the zone</u> <u>Minimum 6 foot separation from any structure on the property</u>
<u>2nd Story Setback</u>	<u>Meet the single-family dwelling setbacks for the zone, and maintain a minimum 6 foot separation from any structure on the property</u>
<u>Size</u>	<u>Maximum: Less than the gross floor area of the single-family dwelling</u>
<u>Height</u>	<u>Maximum: 25 feet</u>
<u>Utility Easements</u>	<u>Shall not be located over a utility easement without prior written approval from the Joint Utility Committee and an encroachment indemnification agreement approved by the city attorney.</u>
<u>Stormwater Drainage</u>	<u>Shall be constructed in a manner that will not divert storm water onto adjacent property.</u>

Proposed Changes to 10-17A-3

3. Design:

<u>Location of Detached ADU</u>	<u>Design Requirement</u>
<u>Rear yard (less than height of single-family dwelling)</u>	<u>Not required to match the single-family dwelling.</u>
<u>Side yard, corner or double frontage lot, in front of single-family dwelling, or rear yard and exceeding height of principal dwelling</u>	<u>Match the roof form, building materials, and color scheme of the single-family dwelling.</u>

Questions?

PLANNING COMMISSION AGENDA REPORT: 07/22/2025

BACKGROUND & REQUEST:

The proposed changes have come on the heels of recent discussions regarding a mixed use project on 100 West and St. George Blvd. The city owns several acres and has been interested in seeing it develop. As part of the informal discussions on the potential project, a recurring need to adjust the parking standards in a mixed-use development continued to surface. As the City does not have any true mixed-use projects, this has become a good catalyst for this change to occur.

This is a request to amend a portion of the city zoning ordinance, Title 10-2-1, in order to add a definition of "Downtown Boundary" to the zoning code. In addition to amending chapter 2, several amendments are proposed to chapter 19, "Off-Street Parking Requirements". There are a number of minor changes to bring the code in compliance with recent changes in State code. The larger proposed changes come in the form of a new section of the chapter which deals with parking requirements in the PD-MU (Planned Development Mixed Use) zone. St. George City is the applicant. Case No. 2025-ZRA-003.

AMENDMENTS TO TITLE 10-2-1: DEFINITIONS

Prior to this proposal, within the zoning code, there has not been a definition of "Downtown." Most can understand generally where we're talking about when downtown is discussed but there is no firm boundary defined in the code. Some clarification was made with the approval of the Downtown Master Plan, but that document is an element of the General Plan and is not part of the zoning code. This proposed definition will give clarity to what is meant by downtown. Its borders don't follow exactly the downtown master plan boundaries along Bluff Street due to a bit of a disconnect between those few properties and the rest of downtown.

AMENDMENTS TO TITLE 10-19: OFF-STREET PARKING REQUIREMENTS

The other part of this proposal is amending Title 10, Chapter 19. Parking requirements are difficult to master, and one standard does not always fit all. With this fact in mind, staff tried to look at downtown in a couple of different ways. First, how would a parking reduction for PD-MU's work in the downtown area? Given their relatively small scope and desirability, the effect to downtown would be quite limited. Additionally, parking demands are different in downtown areas given several factors. Those factors include, but are not limited to:

1. Proximity to public transportation. Suntran runs three different routes through downtown which also connect to other routes throughout the greater St. George area. The downtown serves as a kind of hub and is easily accessible.
2. A true mixed use development will include a combination of uses such as residential, office and commercial which will offset peak usage times allowing for shared parking opportunities.
3. On street parking opportunities are abundantly greater downtown than in other more suburban settings. This will also lead to a more walkable development, and ultimately,

downtown experience.

Highlights – The highlights of the proposed PD-MU amendments include:

- The changes are only applicable to the PD-MU zone. No other zoning district or areas would be able to utilize the reduction in parking. Additionally, the amendment would limit it to downtown for the reasons previously stated.
- 0.5 spaces per bedroom, capped at 1.5 spaces per unit (minimum 1 bedroom/unit assumed). Guest parking: 1 space per 5 units; may be reduced by City Council with supporting evidence (e.g., parking study, proximity to services, rideshare programs).
- Commercial (including restaurants) would be required one space per 1,000 ft² consistent with the central business district.
- Bicycle parking is required.
- On street parking may be provided and counted towards required parking, if it meets design standards.
- Shared parking may be allowed if peak demand isn't overlapping and may only account for 50% of the development's parking requirements.

Finally, there are some minor changes sprinkled throughout the document, seemingly unrelated to anything. These are changes to make the code consistent with SB 181 passed by the legislature earlier this year.

PROPOSED CHANGES:

The proposed revisions are attached as Exhibit A.

- The additions are underlined in blue
- The removals are crossed out in ~~red~~

RECOMMENDATION:

Staff recommends approval of the Zoning Regulation Amendments to section 10-2-1 and 10-19 as proposed in Exhibit A, attached to this staff report.

ALTERNATIVES:

1. Recommend approval as presented.
2. Recommend approval with conditions.
3. Recommend denial.
4. Continue the proposed zoning regulation amendment to a specific date.

POSSIBLE MOTION:

"I move that we forward a positive recommendation to the City Council for the changes to Title 10-2-1 and 10-19 as proposed by staff and contained in exhibit 'A', case no. 2025-ZRA-003, based on the findings listed in the staff report."

FINDINGS:

1. It is in the best interest of the city to update city zoning regulations periodically.
2. Multimodal accessibility supports a reduction in parking demand.
3. Shared parking arrangements reduce the total number of spaces required while still meeting user needs throughout the day.
4. Reducing parking facilitates better alignment with adopted downtown planning policies and urban design goals.

5. Supporting the newly adopted General Plan by:
 - a. Support[ing] a mix of commercial and residential uses with an appropriate scale within neighborhood commercial centers.
 - b. Consider updating parking standards in mixed-use districts to accommodate shared parking where complementary uses exist.
 - c. Align[ing] the parking standards with the vision for pedestrian- oriented and walkable centers.

EXHIBIT A

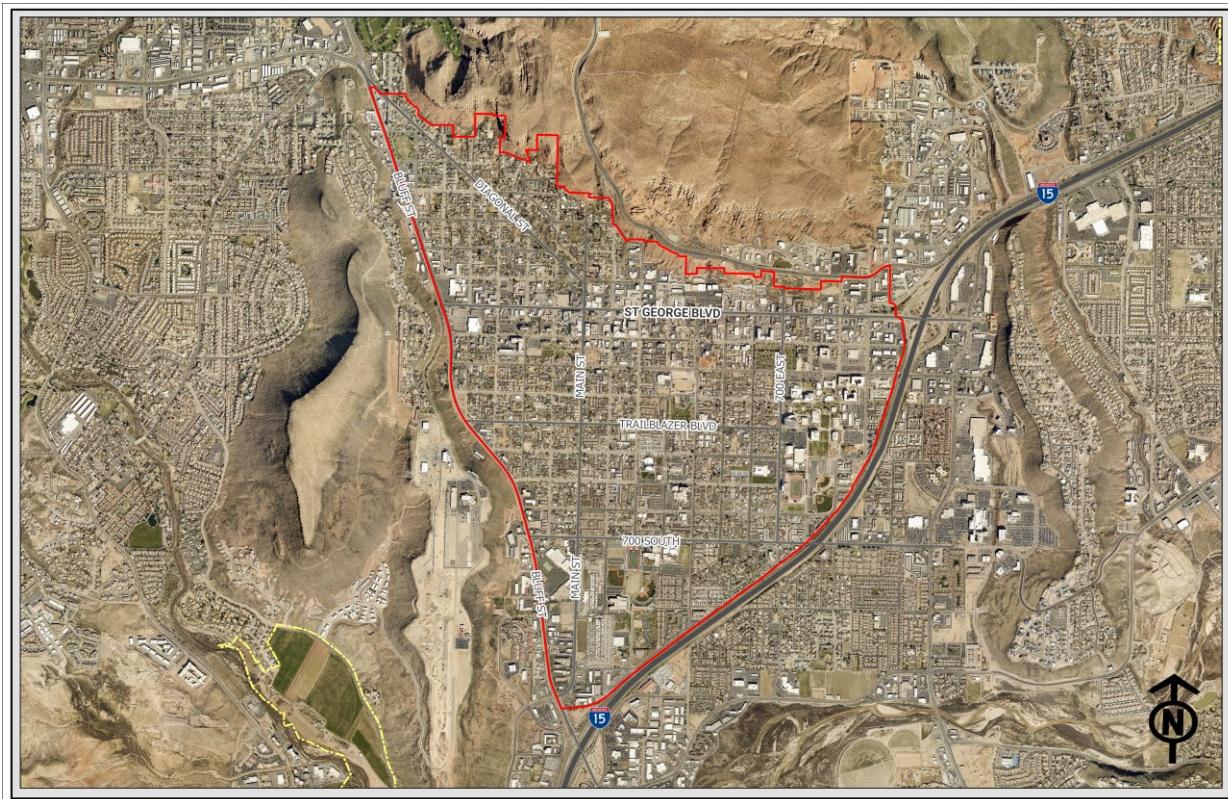
PROPOSED CHANGES TO TITLE 10 CHAPTERS 2 & 19

10-2-1: DEFINITIONS:

The following terms, as used in this title, are defined as follows. Terms used in the present tense include the future tense. Terms defined in the singular number include the plural and the plural the singular. Terms that have not been defined herein but are separately defined in the building code shall be construed as defined therein:

DISTRICT: The Washington County Water Conservancy District.

DOWNTOWN BOUNDARY: That portion of the City of St. George including and surrounding the Central Business District and generally bounded by I-15 to the east, Bluff Street on the west, and cliffs on the north. The boundary is more specifically shown as follows:



DRIP EMITTER: A drip irrigation fitting that delivers water slowly at the root zone of the plant, usually measured in gallons per hour.

CHAPTER 19

OFF-STREET PARKING REQUIREMENTS

- 10-19-1:** **Off-Street Parking Required**
- 10-19-2:** **Size**
- 10-19-3:** **Access to Individual Parking Spaces**
- 10-19-4:** **Residential Area Requirements**
- 10-19-5:** **Nonresidential Area Requirements**
- 10-19-6:** **Mixed Use Parking**
- 10-19-~~67~~⁷⁸:** **Development Standards**
- 10-19-~~78~~⁸⁹:** **Shared Parking**
- 10-19-~~89~~⁹⁰:** **Parking for Disabled**

10-19-1:

OFF-STREET PARKING REQUIRED:

At the time any building or structure is erected, enlarged or increased in capacity, or the use is changed to a more parking-intensive use, there shall be provided safe access to, and sufficient, improved, off-street parking spaces on site for automobiles in accordance with the following requirements. Buildings shall not be added or enlarged, nor building uses changed, unless parking requirements are met.

10-19-2:

SIZE:

- A. *Dimensions:* The dimensions of each off-street parking space or stall shall be at least nine feet by eighteen feet (9' x 18') for diagonal or ninety-degree (90°) spaces; or nine feet by twenty-two feet (9' x 22') for parallel spaces, exclusive of access drives or aisles.
- B. *Reduction:* A parking stall area may be reduced by two feet (2') lengthwise if landscaping separated from the paved area of the parking stall, by a curb or tire bumper guard, is provided

in the remaining two feet (2') of the parking stall. All areas within the parking area not paved shall be landscaped. (Ord. 2019-10-002, 10-10-2019)

10-19-3:

ACCESS TO INDIVIDUAL PARKING SPACES:

Except for single-family and two (2) family dwellings, access to each parking space shall be from a private driveway and not from a public street, unless all driveway separation requirements are met.

- A. *One (1) Way Driveway Width:* One (1) way driveways shall be a minimum of twelve feet (12') in width.
- B. *Two (2) Way Driveway Width:* Two (2) way driveways shall be of a minimum width as follows:
 1. Twelve feet (12') for a single-family dwelling, providing access to parking spaces directly off of a street without having to go past another building.
 2. Sixteen feet (16') for a single-family or a two (2) family dwelling that must go past another building to access parking spaces, with a minimum unobstructed two-foot (2') width on both sides of the driveway; or a two (2) family dwelling, providing access to parking spaces directly off of a street without having to go past another building.
 3. Eighteen feet (18') for a single-family or a two (2) family dwelling that must go past another building to access parking spaces where there are obstructions (i.e., walls, trees, etc.) adjacent to one (1) or both sides of the driveway.
 4. Twenty-eight feet (28') for commercial, manufacturing and all other residential developments for the drive approach, and twenty-five feet (25') for the drive aisles.
 5. Additionally, a minimum of twenty feet (20') is required for any dwelling or building when any portion of an exterior wall of the first story is located more than one hundred fifty feet (150') from fire department vehicle access. Vertical clearance, surface, turnarounds and other requirements contained in the International Fire Code shall apply. Exceptions and modifications may apply as approved by the fire chief.

6. Garages accessed by a twenty-foot (20') wide paved rear alley shall have a minimum twenty-five-foot (25~~20~~)' setback from the alley; provided, that the dwelling fronts on:

- a. A public street; or
- b. A private street which meets the public street pavement-width standard.

C. *Garage and Carport Spaces:* Garage and carport spaces shall be counted as one (1) parking space unless such garage or carport is a minimum of four hundred ~~eighty~~ (480~~400~~) square feet with a minimum width of twenty feet (20'). (Ord. 2019-10-002, 10-10-2019; amd. Ord. 2023-01-008, 1-5-2023)

10-19-4:

RESIDENTIAL AREA REQUIREMENTS:

A. *Number of Spaces for Residential Development:* The number of off-street parking spaces required for residential development and mixed-use residential shall be as follows:

1. Single-family dwelling: two (2) parking spaces per single-family dwelling, one (1) of which shall be covered. Tandem parking shall be allowed in single-family subdivisions ~~only~~.
2. Planned development student housing (PD-SH): one (1) parking space for each student/occupant, plus one (1) space for a manager, where an on-site office is established. All parking shall be on site; no street parking or tandem parking shall be counted toward meeting the parking requirement. No parking area shall be located within the required front setback facing a public street, or more than one hundred feet (100') away from the premises it is intended to serve.
3. Required student/occupant parking in a PD-SH shall be reduced to three-quarters (3/4) parking space per student/occupant, where the following criteria are met:
 - a. The student/occupant housing is new multifamily construction with ten (10) or more units and is located within the "student pedestrian emphasis area" as shown on Figure 1 attached to the ordinance codified in this title; and

- b. Each property that utilizes this parking reduction shall specify on all rental contracts whether or not an automobile parking space is provided for that individual tenant, and no more than seventy-five percent (75%) of the tenants may be in possession of an automobile; and
 - c. The property owner shall enter into an agreement with the city and ~~with the Dixie State~~ University stating that the property owner is responsible for monitoring compliance with the above-stated criteria for a student/occupant parking reduction. Monitoring shall include a semiannual report to the city and ~~the Dixie State~~ University prepared by the property owner indicating the number and percentage of tenants in possession of an automobile; and
 - d. Lighted bicycle parking is provided on a hard-surface area adjacent to the student housing at a ratio of one (1) space per every ten (10) students/occupants; and
 - e. One-half (½) of the parking spaces are covered; and
 - f. The student/occupant parking reduction does not reduce or alter the other parking requirements in this section.
4. *All Other Dwellings:*
 - a. All other dwellings, including ~~mixed-use residential~~, townhouses and condominiums, shall have two (2) parking spaces per dwelling unit, at least one (1) of which shall be covered and shall be within two hundred feet (200') of the units they are intended to serve. Covered parking may be located within the side and rear setback areas. For projects with more than one hundred (100) dwelling units, with commonly accessed parking, the city council, through a rezone request, may reduce the parking space requirement to one and one-half (1½) spaces per unit with findings that may include but are not limited to:
 - (1) Substantial evidence in the form of a parking study which indicates that two (2) spaces is excessive;
 - (2) The unit size mix is such that a reduced number of parking stalls is warranted;

- (3) The proposed development is within close proximity to necessary services such as transit, employment, shopping, etc.;
- (4) Sufficient guest parking has been provided elsewhere on the site.
 - b. No street parking shall be counted toward meeting the parking requirement;
 - c. ~~Tandem parking shall not count toward the parking requirement. However, if~~ covered parking is provided within a garage, each dwelling unit may tandem park in the front setback, if the garage and tandem parking spaces are associated with the same unit. Garage must be set back a minimum of twenty-five (25') measured from back of sidewalk or curb where no sidewalk exists to qualify for tandem parking. Interior of garage must be unobstructed and accessible to qualify as covered parking;
 - d. No parking area shall be located within the required front setback facing a public street, or more than four hundred feet (400') away from the premises it is intended to serve. All required parking shall be on site;
 - e. Minimum of two (2) bicycle parking per project and an additional two (2) per one hundred (100) vehicle parking spaces.
5. *Guest Parking:* For multifamily or townhouse housing projects there shall be provided guest parking spaces in the amount of one (1) guest parking space per three (3) dwelling units. The guest parking spaces shall be located on premises and within four hundred feet (400') of the dwelling unit they are intended to serve.
6. *Parking Vehicles on Front Lawns or Setback Areas:* Parking vehicles is prohibited on front lawns, sidewalks, required landscape area, front setback or street-side setback areas. Parking is permitted in the front setback on an approved paved surface. Parking is permitted in the side front setback area on gravel.
7. *Short-Term Rental Parking:* For each single-family and two (2) family short-term rental property:
 - a. A minimum of two (2) off-street parking spaces are required per unit, plus additional off-street parking so that a ratio of one (1) parking stall per bedroom is met. At least one (1) of the required stalls shall be covered;

b. On-street parking does not qualify for parking requirements. (Ord. 2019-10-002, 10-10-2019; amd. Ord. 2023-01-008, 1-5-2023)

[B. Mixed Use Exception: Parking requirements within a Planned Development Mixed Use \(PD-MU\) zone shall comply with Section 10-19-6 of this code.](#)

10-19-5:

NONRESIDENTIAL AREA REQUIREMENTS:

The number of off-street parking spaces required for all nonresidential developments shall be as follows:

Automotive repair and supply	1 space for each 400 sf of gross floor area.
Bowling alleys and billiard halls	5 spaces for each alley, plus 2 spaces for each billiard table contained therein.
Business or professional offices	1 space for each 250 sf of gross floor area.
Call centers or telemarketing business	1 space per employee on the highest shift, or 1 space per 100 sf of gross floor area, whichever is greater; except that call centers occupying no more than 15 percent of a building's total floor area (or 15 percent of an office park's cumulative floor area), up to 3,000 sf maximum, shall provide at least 1 space per 250 sf of gross floor area.
Commercial uses in the C-4 zoning district from 300 West to 300 East, PD-MU and PD-C in the central business district	1 space for each 500 sf of floor area. Change of use for an existing building does not require additional parking.
<u>Uses within Planned Development Mixed Use zones</u>	<u>See 10-19-6 for standards</u>

Dance facilities	1 space for every 3.5 people of maximum capacity allowed in the facility.
Child care center	1 space for each staff member, plus 1 space for each 10 children for which said establishment is licensed.

Educational uses:

Elementary	2.5 spaces per classroom/teaching station.
Intermediate (6th and 7th) and middle (8th and 9th)	4.5 spaces per classroom/teaching station.
High school (10th through 12th)	12 spaces per classroom/teaching station.
College, universities, trade schools, etc.	1 space for each faculty member, plus 1 space for each 3 students.

Schools having an arena or auditorium shall meet this requirement or the requirements of religious facilities, sports arenas, auditoriums, etc., of this section, whichever is greater.

Food truck parks	3 spaces per food truck
Furniture stores, appliance stores and lumber yards	1 space for each 600 sf of floor area.
Golf courses	6 spaces per hole.
Golf driving ranges	1 space per tee.
Health studios, gym, and spas	1 space for each 250 sf of gross floor area or 10 spaces minimum, whichever is greater.
Hospitals	2 parking spaces for each bed, plus 1 space for each 250 sf of office and other areas.

Hotels, motels, motor hotels	1 space for each living or sleeping unit, plus 2 spaces for resident manager or owner.
Indoor shooting range	2 spaces per each shooting lane, plus 1 space per each 250 gross sf for sales, storage, training, or other uses.
Libraries	1 space for each 300 sf of gross floor area.
Manufacturing plants, warehouses, storage buildings or structures especially for storage purposes	1 space for each 1,000 sf of gross floor area, and 1 space for each 250 sf of office or sales area.
Mortuaries and funeral homes	5 spaces, plus 1 space for each 35 sf of assembly room floor area.
Nursing homes, care centers and assisted living	1 parking space for each 3 beds, except where skilled care (long-term care) is provided, the requirement is 1 parking space for each 2 beds.
Outdoor sales lots for autos, mobile homes and RVs	1 space for each 7 vehicles or items of equipment to be displayed, plus 2 spaces for manager and employee parking.
Religious facilities, sports arenas, auditoriums, theaters, assembly halls, lodge halls or other meeting rooms	1 space for each 3.5 fixed seats of maximum seating capacity, or 1 space for each 35 sf of seating area within the main auditorium where there are no fixed seats. 18 linear inches of bench shall be considered a fixed seat.
Restaurants and other establishments where food or beverages are consumed on site	1 space for every 100 sf of dining room area, and 1 space for every 250 sf of kitchen or office area.
Retail stores and shops, commercial banks, savings and loan offices, and	1 space for each 250 sf of gross floor area. For commercial centers containing 500 or more spaces,

other financial institutions, general retail stores, food stores, supermarkets, drugstores and other similar commercial businesses	spaces in excess of 500 shall be calculated based on 1 space for each 500 sf of gross floor area for retail uses.
Service commercial businesses; businesses such as electrical, plumbing, cabinets, printing and other similar shops	1 space for each 250 sf of retail or office area, and 1 space for each 500 sf of additional building area.
Skating rinks, ice or roller	1 space for each 300 sf of gross floor area.
Swimming pools (commercial)	1 space for each 100 sf of water surface or 10 stalls, whichever is greater.
Tennis, handball and racquetball courts (commercial)	6 spaces minimum or 3 spaces per court, whichever is greater.
Veterinary hospitals	5 spaces for each doctor.
Waterpark	38 spaces per acre.

(Ord. 2019-10-002, 10-10-2019; amd. Ord. 2020-08-001, 8-6-2020; Ord. 2023-003, 7-20-2023)

10-19-6:

PD-MU (Planned Development Mixed Use) Parking:

A. Applicability - This section applies to all developments within a PD-MU zone within the downtown boundary as defined in chapter 2 of this Title. If a specific use is not listed in this section, the standards found in 10-19-5 shall apply.

B. Minimum Parking Requirements

1. Residential

a. Multi-Family Requirement: 0.5 spaces per bedroom, with a maximum of 1.5 spaces per unit. Each dwelling unit is considered to have at least one bedroom. The total number of required parking spaces is determined by multiplying the total number of bedrooms in the development by 0.5 and rounding up to the nearest whole number.

b. Guest Parking is required in the amount of one (1) guest parking space per five (5) dwelling units. The City Council, through a rezone or Planned Development (PD) amendment request, may reduce the guest parking space requirement after consideration of the following:

i. Substantial evidence in the form of a parking study which indicates that two spaces is excessive;

ii. The unit size mix is such that a reduced number of guest parking spaces is warranted.

iii. The proposed development is within close proximity to necessary services such as transit, employment, shopping, etc.;

iv. There will be cross parking with other businesses that will provide additional parking opportunities.

v. The developer integrates programs or incentives such as carpooling/rideshare programs, transit vouchers, or real-time parking information systems.

c. Single-family Requirement: Two off street spaces.

d. Half of all required parking stalls shall be covered. On street parking stalls are not to be covered.

2. Commercial (including restaurant):

i. One space per 500 square feet of gross floor area.

ii. Exemption: stand-alone buildings with a total of less than 1,000 combined square feet require no parking.

C. Parking Reductions – Parking reductions as permitted within other sections of this code shall not be applied to a PD-MU development.

D. Bicycle Parking:

1. Residential: One bicycle parking space per 10 dwelling units.

2. Commercial: Minimum of two (2) bicycle parking per project and an additional two (2) per fifty (50) vehicle parking spaces.

E. On Street Parking – Developments with a PD-MU zoning designation may count parking located on the street adjacent to the property of the development toward the required parking for the development. On street parking must meet design standards for such parking in order to be considered.

F. Shared Parking: Shared parking within a single development is allowed in PD-MU zones for developments combining residential, commercial, office, or other compatible uses, provided their peak demand periods do not significantly overlap. Shared parking requests shall be included in a zone change or PD amendment request. In order to qualify for shared parking, the applicant must:

1. Submit a parking demand study identifying peak demand periods for each use sharing the parking spaces. The study must show that peak demands occur at different times (e.g., residential peaks in the evening, commercial peaks during the day). Shared parking may not be used as a mechanism to reduce the number of required stalls.
2. provide a total number of parking spaces that meet or exceed the highest combined peak demand of all uses sharing the parking. Peak Demand is defined as the time when parking demand for a specific use is highest.
3. Shared parking may only account for 50% of a developments parking requirement.

10-19-~~6~~7:

DEVELOPMENT STANDARDS:

- A. All property used as a parking lot shall comply with adopted parking lot and pavement standards.
- B. *Electric Vehicle Charging Stations (EVCS):* All new parking areas shall provide the electrical expansion capacity and conduit to parking spaces for at least one percent (1%) of the required parking spaces, in order to accommodate the future hardwire installation of EVCS.

C. A minimum of two (2) bicycle parking spaces per project and an additional two (2) per one hundred (100) vehicle parking spaces is required. (Ord. 2019-10-002, 10-10-2019; amd. Ord. 2020-06-002, 6-4-2020)

10-19-~~7~~8:

SHARED PARKING:

A. *Shared Facilities:* Shared parking facilities may be used jointly with parking facilities for other uses when operations are not normally conducted during the same hours, or when peak uses vary.

B. *Requests – Guidelines:* Shared parking allowed subject to the following guidelines:

1. No substantial conflict in the periods of peak demand of uses for which the joint use is proposed, or an excess of required parking stalls is available.
2. The number of parking stalls which may be credited against the requirements for the uses involved will not exceed the number of spaces that may normally be required for any one (1) of the uses sharing the parking.
3. Parking facilities are no farther than two hundred fifty feet (250') from any use proposing to use shared parking.
4. A written agreement shall be executed by all parties, and recorded against the properties, assuring the continued availability of shared parking facilities in the event that one (1) of the uses shall be sold or otherwise change ownership or management. The agreement shall provide that the shared parking facilities cannot be removed or changed without the express written consent of the city.

5. Shared parking in the Downtown area shall be applied as specified in this section and section 10-19-9(F).

10-19-~~89~~:**PARKING FOR DISABLED:**

A. *Required – Number:* Any parking area to be used by the general public shall provide parking spaces designated and located to adequately accommodate the disabled.

B. *Dimensions – Van Space, Access Aisle:* In addition, for every eight (8) accessible parking spaces, one (1) accessible van space must be provided. The dimensions of a standard accessible parking space shall be at least nine feet by eighteen feet (9' × 18') with a five-foot (5') wide access aisle (total of fourteen feet by eighteen feet (14' × 18')). The dimensions of an accessible van space shall be at least nine feet by eighteen feet (9' × 18') with an eight-foot (8') wide access aisle (total of seventeen feet by eighteen feet (17' × 18')).

EXHIBIT B

POWERPOINT PRESENTATION

An architectural rendering of a modern mixed-use building. The building features a brick facade on the lower levels and a green roof with a small garden on the upper levels. There are several large windows and a balcony with outdoor seating. The building is located on a street with a sidewalk and a few parked cars. In the background, there are other buildings and a few people walking on the sidewalk.

PD-MU

Planned Development Mixed

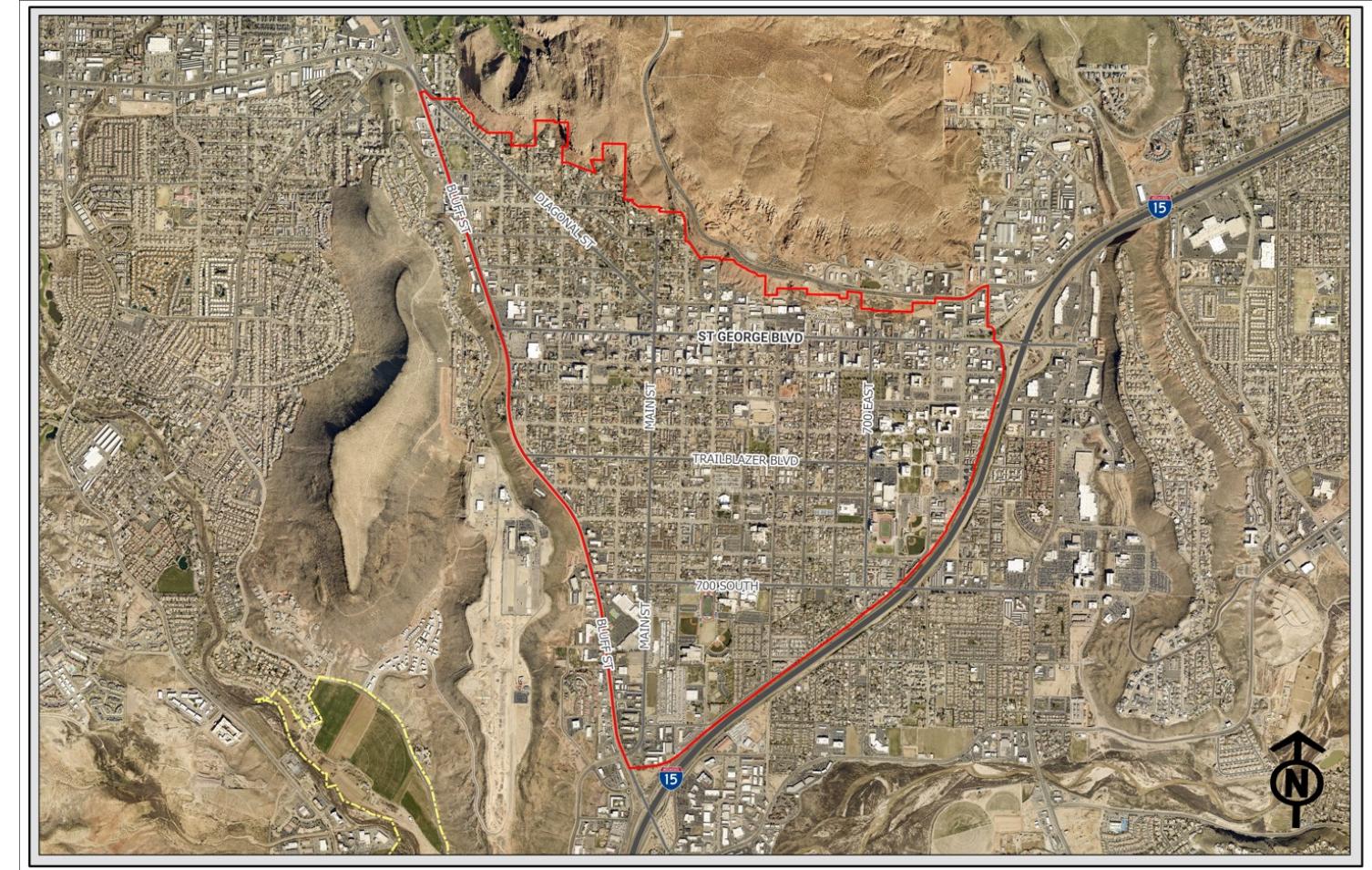
Use

2025-ZRA-003

10-2-1 Definitions

DOWNTOWN BOUNDARY: That portion of the City of St. George including and surrounding the Central Business District and generally bounded by I-15 to the east, Bluff Street on the west, and cliffs on the north. The boundary is more specifically shown as follows:

10-2-1 Definitions



DOWNTOWN BOUNDARY: That portion of the City of St. George including and surrounding the Central Business District and generally bounded by I-15 to the east, Bluff Street on the west, and cliffs on the north. The boundary is more specifically shown as follows:

10-19-6 PD-MU Parking

Applicability

- Applies to all developments in the PD-MU zone within the downtown boundary.
- If a use isn't listed, default to Section 10-19-5.

Minimum Parking Requirements

- **Residential:**
 - **Multi-family:**
 - 0.5 spaces per bedroom, capped at 1.5 spaces per unit (minimum 1 bedroom/unit assumed).
 - **Guest parking:** 1 space per 5 units; may be reduced by City Council with supporting evidence (e.g., parking study, proximity to services, rideshare programs).
 - **Single-family:**
 - 2 off-street spaces required.
- **Commercial (including restaurants):**
 - 1 space per 500 sq ft.
 - **Exemption:** No parking required for standalone buildings under 1,000 sq ft total.

10-19-6 PD-MU Parking

Parking Reductions

- No other code-based parking reductions may be applied to PD-MU developments.

Bicycle Parking

- **Residential:** 1 bike space per 10 units.
- **Commercial:** Minimum 2 bike spaces, plus 2 more per 50 vehicle spaces.

On-Street Parking

- On-street parking adjacent to the development **may count** toward required parking, if it meets design standards.

Shared Parking

- Allowed if uses have **non-overlapping peak demand** (e.g., residential at night, commercial by day).
- Must include a **parking demand study**.
- **Total parking must meet the highest combined peak demand.**
- Shared parking can cover **up to 50%** of total parking requirements, but cannot be used to reduce overall stall counts.

10-19-6:

PD-MU (Planned Development Mixed Use) Parking:

- A. Applicability - This section applies to all developments within a PD-MU zone within the downtown boundary as defined in chapter 2 of this Title. If a specific use is not listed in this section, the standards found in 10-19-5 shall apply.
- B. Minimum Parking Requirements
 - 1. Residential
 - a. Multi-Family Requirement: 0.5 spaces per bedroom, with a maximum of 1.5 spaces per unit. Each dwelling unit is considered to have at least one bedroom. The total number of required parking spaces is determined by multiplying the total number of bedrooms in the development by 0.5 and rounding up to the nearest whole number.
 - b. Guest Parking is required in the amount of one (1) guest parking space per five (5) dwelling units. The City Council, through a rezone or Planned Development (PD) amendment request, may reduce the guest parking space requirement after consideration of the following:
 - i. Substantial evidence in the form of a parking study which indicates that two spaces is excessive;
 - ii. The unit size mix is such that a reduced number of guest parking spaces is warranted.
 - iii. The proposed development is within close proximity to necessary services such as transit, employment, shopping, etc.;
 - iv. There will be cross parking with other businesses that will provide additional parking opportunities.
 - v. The developer integrates programs or incentives such as carpooling/rideshare programs, transit vouchers, or real-time parking information systems.
 - c. Single-family Requirement: Two off street spaces.
 - d. Half of all required parking stalls shall be covered. On street parking stalls are not to be covered.
- 2. Commercial (including restaurant):
 - i. One space per 500 square feet of gross floor area.
 - ii. Exemption: stand-alone buildings with a total of less than 1,000 combined square feet require no parking.
- C. Parking Reductions – Parking reductions as permitted within other sections of this code shall not be applied to a PD-MU development.
- D. Bicycle Parking:
 - 1. Residential: One bicycle parking space per 10 dwelling units.
 - 2. Commercial: Minimum of two (2) bicycle parking per project and an additional two (2) per fifty (50) vehicle parking spaces.
- E. On Street Parking – Developments with a PD-MU zoning designation may count parking located on the street adjacent to the property of the development toward the required parking for the development. On street parking must meet design standards for such parking in order to be considered.
- F. Shared Parking: Shared parking within a single development is allowed in PD-MU zones for developments combining residential, commercial, office, or other compatible uses, provided their peak demand periods do not significantly overlap. Shared parking requests shall be included in a zone change or PD amendment request. In order to qualify for shared parking, the applicant must:
 - 1. Submit a parking demand study identifying peak demand periods for each use sharing the parking spaces. The study must show that peak demands occur at different times (e.g., residential peaks in the evening, commercial peaks during the day). Shared parking may not be used as a mechanism to reduce the number of required stalls.
 - 2. provide a total number of parking spaces that meet or exceed the highest combined peak demand of all uses sharing the parking. Peak Demand is defined as the time when parking demand for a specific use is highest.
 - 3. Shared parking may only account for 50% of a development's parking requirement.

**ST. GEORGE PLANNING COMMISSION MINUTES
July 8, 2025 5:00 P.M.
CITY COUNCIL CHAMBERS**

PRESENT:

Planning Commission Chair Austin Anderson
Planning Commission Member Brandon Anderson
Planning Commission Member Ben Rogers
Planning Commission Member Terri Draper
Planning Commission Member Lori Chapman
Planning Commission Member Nathan Fisher
Planning Commission Member Kelly Casey

STAFF MEMBERS PRESENT:

City Attorney Kristopher Pearson
Community Development Director Carol Winner
Assistant Public Works Director Wes Jenkins
Planner Brett Hamilton
Planner Brenda Hatch
Planner Brian Dean
Development Office Supervisor Angie Jessop

OTHERS PRESENT:

**Applicant Shayne Wittwer
Applicant Isaac Barlow**

CALL TO ORDER:

Planning Commission Chair Anderson called the meeting to order and welcomed all in attendance. The Pledge of Allegiance to the Flag was led by Commission Member Anderson.

Link to call to order and flag salute: 00:00:00

Link to call for disclosures 00:01:00

Commissioner Rogers recused himself on Items 1 and 2.

Commissioner Anderson recused himself on Item 8.

ITEM 1

ZONE CHANGE- Downtown Curio – PUBLIC HEARING

Consider a request to change the zoning from Central Business District (C-4) to Planned Development Mixed Use (PD-MU) on approximately 3.24 acres to allow for a new mixed-use project. The applicant is Civil Science and the representative is Brandee Walker. The project will be known as Downtown Curio. Case No. 2025-ZC-013 (Staff – Brenda Hatch)

1 Link to Presentation by Brenda Hatch [00:01:48](#)
2
3 Link to public hearing [00:11:44](#)
4
5 Public Hearing Closed
6
7 Link to comment by applicant Shayne Wittwer and discussion with Commission
8 Members [00:12:20](#)
9
10 Link to discussion by Commission Members [00:15:53](#)
11
12 Link to motion [00:23:34](#)
13
14

MOTION:

A motion was made by Planning Commission Member Anderson to forward a positive recommendation to the City Council to change the zone from C-4 to PD-MU on approximately 3.4 acres for Downtown Curio, based on findings listed in staff report.

20
21 **SECOND:**
22 The motion was seconded by Planning Commission Member Fisher.
23
24

25 **VOTE:**
26 Commission Chair Anderson called for a vote, as follows:
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Planning Commission Chair Anderson – aye
Planning Commission Member Anderson – aye
Planning Commission Member Fisher – aye
Planning Commission Member Casey – aye
Planning Commission Member Chapman – aye
Planning Commission Member Rogers –recused
Planning Commission Member Draper –aye

The vote was unanimous. Motion carries.

35
36
37 **ITEM 2**

PRELIMINARY PLAT- Downtown Curio

38 Consider a request for a preliminary plat for a three-lot (3) subdivision totaling
39 approximately 3.24 acres, on a Planned Development Commercial Property.
40 The applicant is Civil Science and the representative is Brandee Walker. The
41 project will be known as Downtown Curio. Case No. 2025-PP-023 (Staff –
42 Brenda Hatch)

43
44 Agenda Packet [[Page 38](#)]
45
46

47 Link to Presentation by Brenda Hatch [00:24:08](#)
48
49

Link to motion [00:25:14](#)

50
51 **MOTION:**
52

A motion was made by Planning Commission Member Draper to approve the

Downtown Curio Preliminary Plat request, based on the findings and conditions noted by Staff.

SECOND:

The motion was seconded by Planning Commission Member Fisher.

VOTE:

Commission Chair Anderson called for a vote, as follows:

Planning Commission Chair Anderson – aye
Planning Commission Member Anderson –aye
Planning Commission Member Fisher – aye
Planning Commission Member Casey – aye
Planning Commission Member Chapman – aye
Planning Commission Member Rogers –recused
Planning Commission Member Draper –aye

The vote was unanimous. Motion carries.

ITEM 3

PLANNED DEVELOPMENT AMENDMENT – Villa Highlands Ph 6 & 7 – PUBLIC HEARING

Consider a request to amend the Hidden Valley Master Plan PD-R (Planned Development Residential) zone for the construction of a new fifty-one unit (51) townhome development on 7.38 acres. The applicant is Ivory Southern, LLC and the representative is Rick Meyer. The project will be known as Villa Highlands Phases 6 & 7. Case No. 2025-PDA-009 (Staff – Brett Hamilton)

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Link to Presentation by Brett Hamilton [00:25:45](#)

Link to discussions by Commission Members, Mr. Hamilton and Community Director Carol Winner [00:30:44](#)

Link to public hearing [00:38:18](#)

Public Hearing Closed

Link to discussion by Commission Members and Mr. Hamilton 00:38:49

Link to motion 00:39:54

MOTION:

A motion was made by Planning Commission Member Rogers to forward a positive recommendation to City Council for Item 3, Villa Highlands.

SECOND:

The motion was seconded by Planning Commission Member Anderson.

VOTE:

Commission Chair Anderson called for a vote, as follows:

1
2 Planning Commission Chair Anderson – aye
3 Planning Commission Member Anderson –aye
4 Planning Commission Member Fisher – aye
5 Planning Commission Member Casey – aye
6 Planning Commission Member Chapman – aye
7 Planning Commission Member Rogers –aye
8 Planning Commission Member Draper –aye
9

10 The vote was unanimous. Motion carries.
11

12 **ITEM 4**

13 **PRELIMINARY PLAT – VILLA HIGHLANDS PH 6 & 7**

14 Consider a request for a fifty-one lot (51) residential preliminary plat located
15 along London Lane, east of Rio Road. The applicant is Ivory Southern, LLC and
16 the representative is Rick Meyer. The project will be known as Villa Highlands
17 Phases 6 & 7. Case No. 2025-PP-007 (Staff – Brett Hamilton)

18 Agenda Packet [[Page 62](#)]
19

20 Link to Presentation by Brett Hamilton [00:25:45](#)
21

22 Link to motion [00:40:24](#)
23

24 **MOTION:**

25 A motion was made by Planning Commission Member Rogers to approve
26 Item 4, Preliminary Plat for Villa Highlands.
27

28 **SECOND:**

29 The motion was seconded by Planning Commission Member Fisher.
30

31 **VOTE:**

32 Commission Chair Anderson called for a vote, as follows:
33

34 Planning Commission Chair Anderson – aye
35 Planning Commission Member Anderson –aye
36 Planning Commission Member Fisher – aye
37 Planning Commission Member Casey – aye
38 Planning Commission Member Chapman – aye
39 Planning Commission Member Rogers –aye
40 Planning Commission Member Draper –aye
41

42 The vote was unanimous. Motion carries.
43

44 **ITEM 5**

45 **GENERAL PLAN AMENDMENT – Sullivan Commercial General Plan**
Amendment – PUBLIC HEARING

46 ****This item will not be heard at this meeting and re-noticed for a later**
date.**

47 Consider a request to amend the General Plan Land Use Map from LDR (Low
48 Density Residential) to COM (Commercial) located on approximately 11.72
49

1 acres on the north-west corner of 3210 East and 2450 South. The applicant is
2 JIMCO, LLC, and the representative is Bob Hermandson. The project will be
3 known as Sullivan Commercial General Plan Amendment. Case No. 2025-GPA-
4 010 (Staff – Dan Boles)

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6
7 **ITEM 6**8 **HILLSIDE DEVELOPMENT PERMIT – Black Hill Eyebrow Scar Mitigation**9 Consider a request for a Hillside Development Permit to mitigate the scar on
10 the Black Hill, located at approximately 265 S Donlee Drive. The applicant is
11 Alliance Consulting, and the representative is Mike Bradshaw. The project will
12 be known as Black Hill Eyebrow Scar Mitigation. Case No. 2025-HS-007 (Staff
13 – Brenda Hatch)14 Agenda Packet [[Page 70](#)]15 Link to Presentation by Brenda Hatch [00:40:52](#)16 Link to discussion by Commission Members [00:42:14](#)17 Link to Comments by Applicant Isaac Barlow [00:43:22](#)18 Link to motion [00:45:04](#)19 **MOTION:**20 A motion was made by Planning Commission Member Draper to forward a
21 positive recommendation to City Council, with conditions noted about
22 seeding the area with natural vegetation.23 **SECOND:**

24 The motion was seconded by Planning Commission Member Chapman.

25 **VOTE:**

26 Commission Chair Anderson called for a vote, as follows:

27 Planning Commission Chair Anderson – aye
28 Planning Commission Member Anderson – aye
29 Planning Commission Member Fisher – aye
30 Planning Commission Member Casey – aye
31 Planning Commission Member Chapman – aye
32 Planning Commission Member Rogers – aye
33 Planning Commission Member Draper – aye

34 The vote was unanimous. Motion carries.

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47 **ITEM 7**48 **PRELIMINARY PLAT - Territory Studios Backlot Xing**49 Consider a request for a preliminary plat for a four-lot (4) mixed-use
50 commercial subdivision totaling approximately 44.9 acres. The applicant is
51 DSG Engineering Inc and the representative is Ken Miller. The project will be

1 known as Territory Studios Backlot Xing. Case No. 2025-PP-022 (Staff – Brian
2 Dean)

3
4 Agenda Packet [[Page 96](#)]
5

6 Link to Presentation by Brian Dean [00:45:34](#)
7

8 Link to discussion by Commission Members [00:46:45](#)
9

10 Link to motion [00:47:25](#)
11

12 **MOTION:**

13 A motion was made by Planning Commission Member Chapman to approve
14 Item 7 with staff recommendations of item number 3 removed.
15

16 **SECOND:**

17 The motion was seconded by Planning Commission Member Rogers.
18

19 **VOTE:**

20 Commission Chair Anderson called for a vote, as follows:
21

22 Planning Commission Chair Anderson – aye
23 Planning Commission Member Anderson –aye
24 Planning Commission Member Fisher – aye
25 Planning Commission Member Casey – aye
26 Planning Commission Member Chapman – aye
27 Planning Commission Member Rogers –aye
28 Planning Commission Member Draper –aye
29

30 The vote was unanimous. Motion carries.
31

32 **ITEM 8**

33 **PRELIMINARY PLAT – Built Trailers Lot Split**

34 Consider a request for a two-lot (2) preliminary plat for a manufacturing
35 subdivision generally located north of Commerce Drive and east of 850 East
36 on approximately 10.01 acres. The applicant is Rosenberg Associates, and the
37 representative is Del Wetenkamp. The project will be known as Built Trailers
38 Lot Split. Case No. 2025-PP-025 (Staff – Brian Dean)

39
40 Agenda Packet [[Page 104](#)]
41

42 Link to Presentation by Brian Dean [00:48:00](#)
43

44 Link to motion [00:49:13](#)
45

46 **MOTION:**

47 A motion was made by Planning Commission Member Rogers to approve the
48 Preliminary Plat for Built Trailers, with conditions recommended by Staff.
49

50 **SECOND:**

51 The motion was seconded by Planning Commission Member Casey.
52

VOTE:

Commission Chair Anderson called for a vote, as follows:

Planning Commission Chair Anderson – aye
Planning Commission Member Anderson –recused
Planning Commission Member Fisher – aye
Planning Commission Member Casey – aye
Planning Commission Member Chapman – aye
Planning Commission Member Rogers –aye
Planning Commission Member Draper –aye

The vote was unanimous. Motion carries.

APPROVAL OF MINUTES:

Consider a request to approve the meeting minutes from the June 10, 2025 meeting.

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Link to motion [00:49:50](#)

MOTION:

A motion was made by Planning Commission Member Chapman to approve minutes of June 10, 2025, meeting.

SECOND:

The motion was seconded by Planning Commission Member Draper.

VOTE:

Commission Chair Anderson called for a vote, as follows:

Planning Commission Chair Anderson – aye
Planning Commission Member Anderson -aye
Planning Commission Member Fisher – aye
Planning Commission Member Casey – aye
Planning Commission Vice Chair Chapman –aye
Planning Commission Member Rogers – aye
Planning Commission Member Draper- aye

The vote was unanimous and the motion carried.

CITY COUNCIL ITEMS:

Carol Winner, the Community Development Director, will report on items heard at the June 19, 2025, City Council Meeting.

1. 2025-GPA-009 Annexation Policy
2. 2025-GPA-008 General Plan Update
3. 2025-CUP-001 Law Office of Kristin K Woods PLLC

1 4. *2025-ZRA-005 Liquor License – ZRA-The Break*
2 5. *2025-HS-006 Lot 64 Foremaster Ridge*
3 6. *2025-PDA-014 Sun River Commons Home 2 Suites*
4

5
6 **ADJOURN:**

7 Link to motion: [00:52:00](#)
8

9 **MOTION:**

10 A motion was made by Planning Commission Member Chapman to adjourn.
11

12 **SECOND:**

13 The motion was seconded by Planning Commission Member Fisher.
14

15 **VOTE:**

16 Commission Chair Anderson called for a vote, as follows:
17

18 Planning Commission Chair Anderson – aye
19 Planning Commission Member Anderson –aye
20 Planning Commission Member Fisher – aye
21 Planning Commission Member Casey –aye
22 Planning Commission Member Chapman –aye
23 Planning Commission Member Rogers –aye
24 Planning Commission Member Draper – aye
25

26 The vote was unanimous, and the motion carries.
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29

30 /s/
31 Angie Jessop, Development Services