



# Cedar City

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

**Mayor**  
Steve Nelson

**Council Members**  
Robert Cox  
Waldo D. Galan  
R. Scott Phillips  
Phil E. Schmidt  
Carter Wilkey

**City Manager**  
Paul Bittmenn

**CITY COUNCIL WORK MEETING**  
**MARCH 18, 2026**  
**5:30 P.M.**

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

- I. Call to Order
- II. Agenda Order Approval
- III. Administration Agenda
  - Mayor and Council Business
    - Volunteerism Proclamation. Mayor Nelson
  - Staff Comments
    - Introduce Assistant City Attorney Christopher Gubler. Randall McUne
- IV. Business Agenda
  - Public
    1. Public hearing to consider waiving business license late fee for Seven Brothers Burgers. Brigham Maready
    2. Shadow Cove Townhomes northwest curb approach maintenance – 668 Fiddlers Cove Drive. Jeffrey Rindlisbacher
- V. Staff
  3. Consider the appointment of Amber Ray as City Recorder. Mayor Nelson
  4. Consider bids for the 1700 West Waterline Project – Shane Johnson
  5. Consider design proposals for the Fort Cedar Railroad Trail Pump Track and Bike Park. Shane Johnson
  6. Public hearing to consider modifications to Cedar City Ordinance 26-III-21 pertaining to permitted uses in the Downtown Commercial zone. Don Boudreau/Randall
  7. Consider an ordinance amending 35-10 prohibiting overnight parking on 900 North near the Cemetery. Darin Adams/Randall McUne
  8. Public Hearing to consider revisions to the 2025-2026 Fiscal Year Budget. Terri Marsh

Dated this 16<sup>th</sup> day of March 2026.

  
Renon Savage  
City Recorder

**CERTIFICATE OF DELIVERY:**

The undersigned duly appointed and acting recorder for the municipality of Cedar City, Utah, hereby certifies that a copy of the foregoing Notice of Agenda was delivered to the Daily News, and each member of the governing body this 16<sup>th</sup> day of March 2026.

  
Renon Savage  
City Recorder

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

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

# COMMITMENT TO VOLUNTEERISM IN

## *Cedar City, Utah*

*Whereas*, we firmly believe that the values of compassion, empathy, and community support are the foundation of a united harmonious society and fosters connections that transcend differences; and;

*Whereas*, the strength and prosperity of our cities, towns, and villages are based in the selflessness of its residents to serve and uplift one another; and

*Whereas*, we acknowledge the profound impact that can be achieved when we extend a helping hand to our neighbors, especially those of diverse backgrounds and lifting them up and collectively working to improve lives; and

*Whereas*, we nurture a culture of giving within our cities, emphasizing that volunteerism is not just a duty but a source of personal fulfillment and community strength; and as we work side by side with and learn from each other, mutual understanding increases, misconceptions can be corrected, and new friendships are built; and

*Whereas*, we urge all citizens to care for one another, volunteer, and engage in acts of service and kindness that contribute to our city's betterment and its inhabitants' well-being, regardless of background or belief; and

*Whereas*, Cedar City has joined a growing list of supporters, including the President of the National League of Cities and hundreds of leaders to date, in making a commitment to volunteerism;

*Now, therefore, be it proclaimed*, that I, Steven Nelson, Mayor of Cedar City, Utah hereby commits to promoting volunteerism, leveraging JustServe.org to make it easier for residents to find and engage in volunteer opportunities and will regularly acknowledge and celebrate the contributions of volunteers.



Signed on this, 18<sup>th</sup> day of March,  
In the Year of our Lord 2026.

Steven Nelson  
Mayor of Cedar City



**CEDAR CITY COUNCIL**  
**AGENDA ITEM**

**INFORMATION SHEET**

**TO:** Mayor and City Council

**FROM:** Renon Savage

**DATE:** March 15, 2026

**SUBJECT:** Waiver of Business License Fee for Seven Brothers Burgers

**DISCUSSION:**

Per City Ordinance business licenses are due on January 1<sup>st</sup> each year. If paid after January 15<sup>th</sup>, a late penalty of 50% of the amount of the license fee is added to the original amount. If paid after February 15<sup>th</sup>, the license fee is doubled. Business license renewal notices were mailed out on November 25, 2025. A delinquent billing was mailed on January 21<sup>st</sup> and the second delinquent billing was mailed on February 19<sup>th</sup>. All of these billings were mailed to the address provided on the business license application for Seven Brothers Burgers, which is their business location in Washington, Utah. Brigham Maready called me on February 26<sup>th</sup> and asked if I would waive the penalty because the employees of his store in Washington had not given him the billing notices. At that time, he also requested that the mailing address be changed to the Cedar City store.

Staff do not have the ability to waive a late fee if it is not due to our error. As the Business License Officer, I do not recall the council waiving a business license late fee, nor do I recommend doing so. If we start waving these fees, you will have more and more requests come to you. We have approximately 3,000 business licenses, and 300+ have the 100% penalty assessed.



**CEDAR CITY  
CITY COUNCIL AGENDA ITEM 4  
STAFF INFORMATION SHEET**

**To:** Mayor and City Council

**From:** Shane Johnson

**Council Meeting Date:** March 18, 2026

**Subject:** Consider bids for the 1700 West Waterline Project.

**Discussion:** The 1700 West Waterline Project involves the installation of a new 8-inch diameter waterline from approximately 1702 W 250 N to 318 N 1700 W including the north and south lanes. The existing waterline is a shallow 2-inch diameter line that does not serve all the properties, also the waterline is not fully looped to the existing waterline in 1700 West. Completing this project will help with looping the existing system, provide improved fire flow, prevent freezing of the existing line, and provide water access to existing properties in the area.

Local contractors and suppliers were notified of this project via email, newspaper advertisement, and on the City's website. The bid documents were requested by 20 contractors, 5 material suppliers, and 3 plan rooms. Cedar City received nine (9) bids for the project.

The following table shows a summary of the bids that were received.

<b>Bid Summary: 1700 W Waterline Project</b>	
<b>Name of Contractor</b>	<b>Total Bid Amount</b>
Inntelx LLC	\$ 164,721.58
Viking Excavation, Inc.	\$ 169,146.57
Smooth Stone Construction	\$ 183,999.00
Precision Contractors, Inc.	\$ 190,346.96
Nelson Excavating, Inc.	\$ 196,625.00
Great Basin Development	\$ 199,171.00
Interstate Rock Products	\$ 207,651.10
Silver Spur Construction, LLC	\$ 238,200.00
Suncore Construction & Materials	\$ 256,884.86

Per the City's Purchasing Policy, local bidder's preference would apply in this situation due to the second low bidder (Viking Excavation, Inc.) being within 5% of the low bid and local to Cedar City. Inntelx LLC is located in Iron County outside the City limits. Viking Excavation will have to agree in writing to meet the low bid.

If the bid is awarded it would be on the condition that the Contractor provides the required executed bonding, insurance documents, immigration status verification, and that the Mayor be authorized to sign the agreement with the Contractor.

The following table provides a summary of the proposed budget for this project:

**Project Funding  
1700 West Waterline Loop/Replacement Project  
(Account #51-40-731)**

<u>Funding</u> -	<u>Funding</u>	<u>Expenses</u>	<u>Balance</u>
1700 West Waterline - Acct. #51-40-731	\$204,651		
 <u>Expenses</u> -			
Construction Contract		(\$164,722)	
Materials Testing		(\$825)	
Contingency/Miscellaneous		(\$20,000)	
<b>Totals -</b>	<b>\$204,651</b>	<b>(\$185,547)</b>	<b>\$19,104</b>

Please consider whether to approve the bid for the 1700 West Waterline project. Thank you for your consideration.

**CEDAR CITY  
CITY COUNCIL AGENDA ITEM 5  
STAFF INFORMATION SHEET**

**To:** Mayor and City Council

**From:** Shane Johnson

**Council Meeting Date:** March 18, 2026

**Subject:** **Consider design proposals for the Fort Cedar Railroad Trail Pump Track & Bike Park**

**Discussion:** The Fort Cedar Railroad Trail is a linear park with various amenities planned to include a train themed children's play area, pollinator garden, Fort Cedar monument, Iron Cannonball monument and an area for a pump track and bike park. The pump track and bike park is planned to be constructed between 400 South and 600 South along the south side of the new trail.

Staff searched out and contacted design-build Consultants with experience in pump track and bike park design and construction. We met with each consultant and discussed the project and scope. Due to the specialized construction that is required for a pump track and bike park, the selected Consultant will provide services for both the design and construction of the project.

Cedar City received three (3) proposals, these were evaluated by internal committee, the Active Transportation Committee (ATC) and the Leisure Services Advisory Board (LSAB). Based on the overall design and cost; Staff, ATC, and LSAB recommend awarding the project to Better Bike Parks.

Proposals received:

**Better Bike Parks: (design build cost: \$245,000)**

Refer to the attached proposal from Better Bike Parks.

The following website provides a link to a video proposal presentation from Better Bike Parks:

<https://www.loom.com/share/4341101cff1a4ede94c90dc44647af2c>

**American Ramp Company: (design build cost: \$200,000)**

Refer to the attached proposal from American Ramp Company.

**Alliance Action Sports Experts: (design only cost: \$29,500.  
Design-build cost: \$450,000)**

Refer to the attached proposal from Alliance Action Sports Experts.

If this project is awarded it would be on the condition that the Consultant agree to the terms of the contract and that the Mayor be authorized to sign the agreement with the Consultant. The Consultant will need to provide a certificate of insurance and immigration status verification. If the Consultant is not able to provide the normal bonding that is required for City construction projects, it is proposed that the contract be written such that a lien waiver be provided from the Consultant's material suppliers and subcontractors prior to releasing payment for those items. The lien waiver will confirm payment for the materials and work performed. This will protect the City from claims that could arise if the materials suppliers and/or subcontractors are not paid by the Consultant. In addition, there will be 5% retainage withheld from each partial payment to the Consultant.

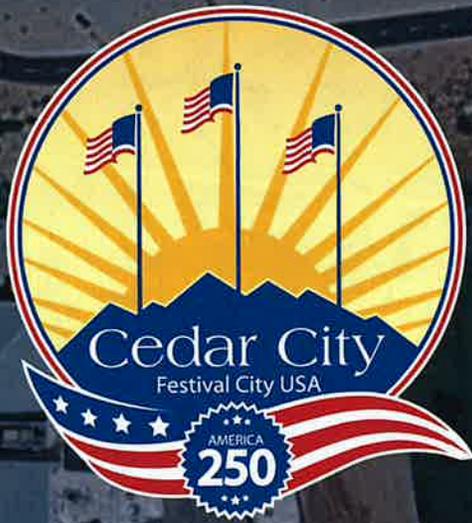
The table below provides a summary of the proposed budget for this project:

**Industrial Road Parkway Project Funding  
(Account #'s 26-40-739, 10-83-730)**

	<u>Funding</u>	<u>Expenses</u>	<u>Balance</u>
<u>Funding –</u>			
Industrial Road / Railroad (Account #26-40-739)	\$393,129		
Utah Outdoor Rec Grant (Account #10-83-730)	\$200,000		
Staheli West Bond Rmbrsmt (Account #10-83-730)	\$66,601		
<u>Expenses –</u>			
Restrooms at trailhead & frontage improvements		(\$253,475)	
Benches		(\$10,000)	
Trail signage		(\$2,000)	
Trash cans		(\$2,000)	
Dog waste bag holders		(\$1,000)	
Pump Track		(\$245,000)	
Fort Cedar & Cannonball Monument		(\$45,000)	
Pollinator Garden		(\$50,000)	
Bike racks		(\$2,000)	
Train Play Structure		(\$15,000)	
Contingency		(\$34,255)	
Totals –	<b>\$659,730</b>	<b>(\$659,730)</b>	<b>\$0</b>

# *Proposal for Cedar City Bike Park*

*by Better Bike Parks, LLC*



Industrial Rd

# Entry Level Pump Track



530ft total length  
6ft wide riding surface,  
4" thick compact

Tailored to entry-level  
riders, but flows well  
enough to be enjoyed by  
experienced riders, too

Focus on quality of track to  
prevent early maintenance  
costs and damage,  
especially in berms and  
square edges



# Progressive Jump Lines (entry level and intermediate)



Focused on entry level and intermediate riders, but includes at least a couple features for experienced users

Accommodation for drainage (to be filled with 3" rock)

Jumps increase in size by 6" at a time to feel approachable and progressive

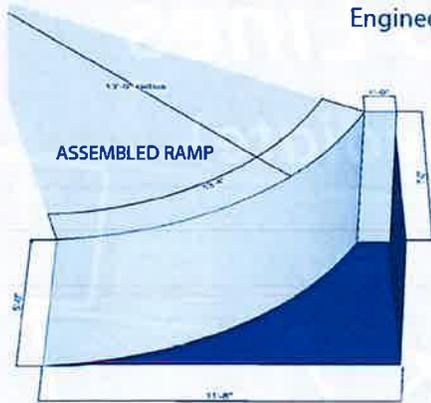
Elevated start hill for intuitive starting speed



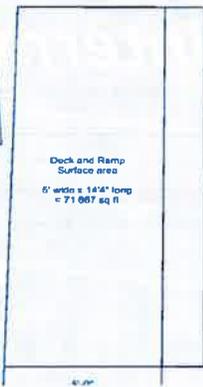
# Better Bike Park Ramps

## Engineering Specifications

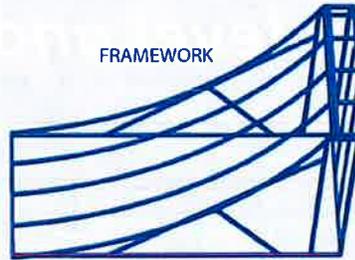
These are example dimensions and do not represent the exact ramps that will be built for your project. Your ramps will be custom tailored to the grade and layout of your park.



### SURFACE MATERIAL

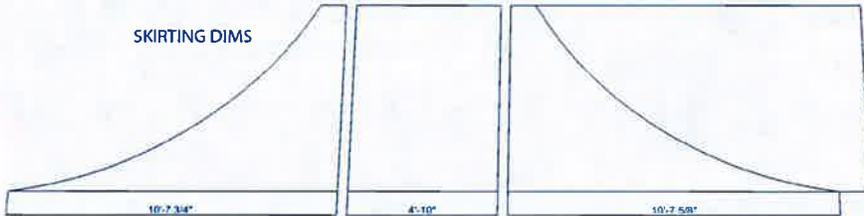


Skirting  
Surface area  
= 68.852 sq ft



Framework  
1.5" x 1" x .0525"  
rectangular tubing  
= 180 linear ft

### SKIRTING DIMS



## Additional Ramp Details

All metal used in the construction of our ramps are made of HR (Hot Rolled) ASTM A36 grade steel.

ASTM A36 hot rolled steel is a structural quality mild carbon steel. It provides enhanced strength, formability, and excellent welding properties, which make it suitable for complex applications that require welding, fabricating, and bending.

We've chosen to use 3/16" plate steel on the surface of ramps as it is incredibly robust and far exceeds all structural and functional needs of action sports ramps. Plate steel is commonly used in the construction of bridges, building, and warehouses. This particular size and grade plate steel is often used for many industrial applications such as dump truck beds.

### Surface material:

7 gauge HR (Hot Rolled) ASTM A36 plate steel

#### Mechanical Properties:

- Yield Strength (Fy): 36,000 psi (250 MPa) minimum
- Tensile Strength (Fu): 58,000-80,000 psi (400-550 MPa)
- Elongation: 20% minimum in 8 inches; 23% minimum in 2 inches

### Framing material

1.5" x 1" x 16 gauge ASTM A36 rectangular tubing

#### Mechanical Properties:

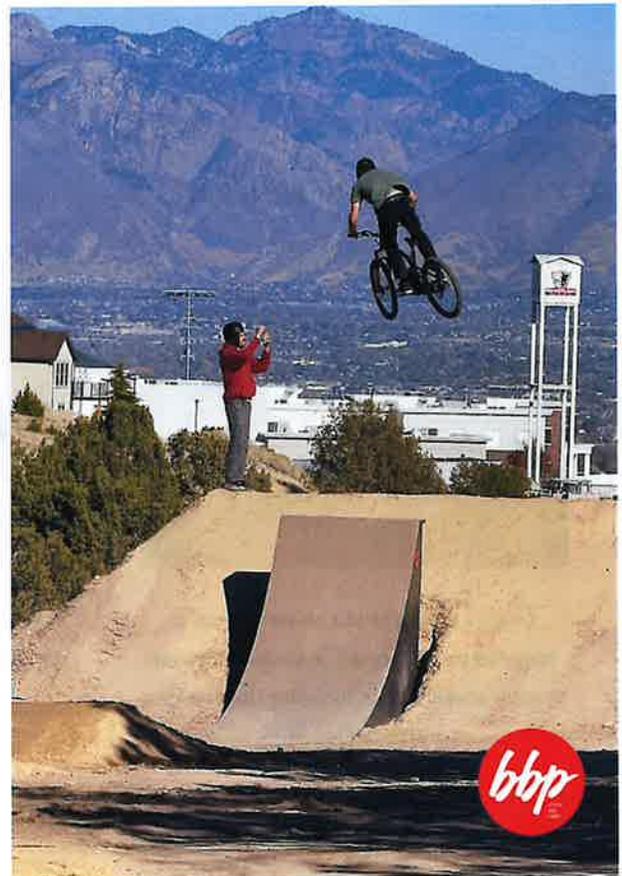
- Yield Strength (Fy): 36,000 psi (250 MPa) minimum
- Tensile Strength (Fu): 58,000-80,000 psi (400-550 MPa)
- Elongation: 20% minimum in 8 inches; 23% minimum in 2 inches

### Skirting material

14 gauge ASTM HR (Hot Rolled) A36 steel sheet

#### Mechanical Properties:

- Yield Strength (Fy): 36,000 psi (250 MPa) minimum
- Tensile Strength (Fu): 58,000-80,000 psi (400-550 MPa)
- Elongation: 20% minimum in 8 inches; 23% minimum in 2 inches



## ***Our Projects***

### **Eagle Mountain Bike Park**



Creative utilization of a power corridor to construct a park focused on progressive jump lines for all skills levels, including Utah's largest MTB dirt jumps.

### **Springville Skills Loop**



Asphalt skills loop for bikes, scooters, and skateboards (park is still being landscaped and is not yet open to the public)

### **Herriman Bike Park**



We helped secure state and federal grants for the construction of a public jump park. It's one of the few places in Utah you can see contest-level tricks on the daily

***View more imagery at [betterbikeparks.com](http://betterbikeparks.com)***



American Ramp Company  
601 McKinley  
Joplin, MO 64801  
Phone: 877-RAMP-778  
sales@americanrampcompany.com



## Concept Design Services

American Ramp Company provides professional concept design services geared to create a design that is unique to your community. Our team of professional skateboarders, BMX riders, mountain bikers, engineers, and visual artists will collaborate with you to generate ideas and develop custom park. Concept design services include the following:

### Kickoff & Site Review

- Meet with project team to review design objectives, budget, schedule, site info, and additional details
- Review proposed site for opportunities, constraints, access locations, spectator viewing, drainage considerations, and supporting amenities as needed

### Preliminary Concept

- Develop preliminary concept and cost opinion
- Provide preliminary concept and cost opinion to project team for review and comment
- Receive comments from project team for integration into refined concept

### Refined Concept

- Refine preliminary concept and cost opinion
- Provide refined concept and cost opinion to project team for review and comment
- Receive comments from project team for integration into final concept

### Final Concept

- Present final concept and cost estimate to project team for review and approval

### Deliverables

- Final Concept
- Cost Estimate

### Cost

Total cost for our professional concept design services = \$14,500

*Payment Terms: 50% upon signing, remaining 50% upon design completion*

Customer Name:

---

Billing Address:

---

Phone Number:

---

Email Address:

---

Approved By:

---

Signature:

---

Date:

---

Print Name / Title



**Cedar City Sourcewell ID#195845**





# Proposal

Proposal valid for 30 days

**Project Number: US-25025**

Project: Cedar City Pump & Jump Track

Project Address: 500 N 600 W, Cedar City, UT 84721

December 24, 2025

City of Cedar City

Shane Johnson - Project Engineer



Alliance ASE USA  
jake@alliancease.com  
512-743-7517  
www.AllianceASE.com

**300+ successfully completed asphalt pump track projects**



## Executive Summary

Alliance Action Sports Experts (ASE) consists of passionate and experienced individuals with diverse expertise ranging from sports, construction engineering to architecture and marketing. We strive to provide you with only the best solutions crafted with passion and creativity, maintaining the highest standards of quality and safety. Our own teams oversee the entire process from start to finish.

We are excited to participate in the Cedar City Pump and Jump Track Project which will be the first dedicated pump and jump track in Cedar City. This project will be a beacon of light for youth of all ages in the Cedar City community. We look forward to providing a world-class solution for your community to enjoy for many years to come.

Enclosed, please find our proposal for design services for this project. To accept this proposal, please sign and date and return an electronic completed copy to me.

Please let me know if you have any questions or if I can be of further assistance. We look forward to being a part of this incredible project!



Jake Carsten  
**President, Alliance ASE USA**  
jake@AllianceASE.com  
512-743-7517



## Project Overview & Scope

Alliance Action Sports Experts (ASE) is engaged to design a pump and jump track at 500 N 600 W, Cedar City, Utah. Material choices discussed include asphalt for the pump track and dirt or pre-engineered ramp takeoffs for the jump lines. Final material selections will be made during the design process in collaboration with the client to optimize track options while staying within budgetary requirements.

This proposal is for design services for a pump and jump track with a footprint of up to as much as 43,156 square feet. The final design and overall size will be determined during the design process.

The design process is to be based on an overall design-build project budget of \$450,000.

## Project Area

The project area consists of the open area between the paved greenway and adjacent property lines along Industrial Road between N 600 W and N 400 W. The site is approximately 800' long and 44' - 57' wide in different sections. The total area square footage is approximately 43,156 square feet.



## Professional Fees

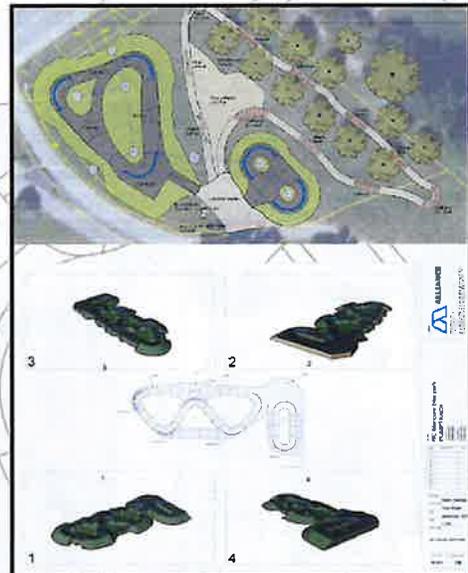
Alliance ASE USA agrees to obtain a topographical site survey and provide pump and jump track design services for up to 43,156 square feet of area for an estimated total price of \$29,500.00. Pricing of individual services are itemized below.

- \$20,000.00 fixed fee for Design services for pump and jump track up to 43,156 square feet in size
- \$2,500.00 optional, fixed fee for a 1 day site visit to view and assess the site in person.
- \$7,000.00 estimated fee for topographical site survey to be procured through a qualified local provider. Cost + 20% coordination fee. To be invoiced separately from design services.

Services other than pump track design and construction can be purchased under this proposal. Unit prices for other services will be negotiated separately.

### PRICING INCLUDES:

- Procurement of a topographical survey locating all above and below ground utilities, appurtenances, structures, easements, and detailed topography in DWG (AutoCAD) and PDF formats from a qualified local contractor
- Dedicated project management throughout the process
- Creation of schematic conceptual track designs
- Creation of the following detailed design drawings and construction documents for the pump track and jump lines.
  - Grading plan
  - Site layout plan
  - Track dimensions
  - Track layout GPS points
  - Track layout elevation points
  - Track profiles
  - Feature plan
  - Material plan
  - Drainage plan
  - Drainage details
  - Asphalt edging plan for tracks
  - Track striping plans
- Standard Alliance pump track signage design
- Creation of 3D track rendering
- Creation of a cost opinion for track construction





## Professional Fees (cont.)

### Pricing Excludes:

- Permitting and permit fees, engineering services, and engineer stamp fees
- Stormwater (SWPPP) and erosion control plan
- Landscape, irrigation, and streetscape design (ancillary landscape/streetscape amenities such as vegetation, benches, shade structures, bike racks, bike repair stations, etc.)
- Planting/vegetation plan (other than vegetation, rock, or other elements integral to stabilizing side slopes of planned features)
- Lighting plan
- Electrical plan
- 3rd party testing and/or inspections
- Any work not specifically indicated in the *Pricing Includes* section above

### Client to Provide:

- Geotechnical test drilling (10 foot depths) and summary report with soil conditions and subgrade stabilization recommendations. The report needs to include CBR, Modified Proctor, and Atterberg Limits lab testing.
- Timely coordination, input, and feedback throughout the design process

### Pricing Notes:

- Pricing includes up to two iterations of schematic plans and design documents. Additional iterations billed at \$125/hr.
- Any required engineering or other professional services (outside of track design) not provided by Client will be billed at cost plus a 20% coordination fee.
- Any consulting services required by Alliance ASE USA that fall outside of normal pump track design-build services and not otherwise defined in this proposal, will be billed at \$125/hour.

### Payment Terms:

- Deposit of \$10,000.00 required to start work. Remaining design balance to be invoiced upon completion of work.
- Topographical survey to be invoiced separately upon completion of the survey.
- Payments are due in full within 15 days of invoice date.
- For payments by electronic transfer or check, please contact Alliance ASE for payment instructions
- Late payments shall accrue a finance charge of one and one-half percent (1-½%) per month or the highest rate allowable by law, whichever is less. Alliance shall be entitled to recover all costs and expenses, including reasonable attorneys' fees, arising out of Client's failure to make all payments due in a timely manner.



## Signature Page

### Fee:

The estimated fee for the proposed scope of work is \$29,500.00. The final fee will be dependent on the cost of the topographical survey and whether a site visit is performed. Refer to the *Professional Fees* section for pricing and payment terms.

### Agreement:

This document sets forth the agreement for retention of Alliance Action Sports Experts (herein referred to as Alliance) to provide services to the City of Cedar City (herein referred to as "Client") in connection with the above-noted project. The basis of retention is described above in the *Professional Fees* section and below in the *Conditions* section.

### Approved for City of Cedar Park:

By (Signature): \_\_\_\_\_

Name & Title (Print): \_\_\_\_\_

Date: \_\_\_\_\_

### Approved for Alliance ASE USA:

By (Signature): \_\_\_\_\_

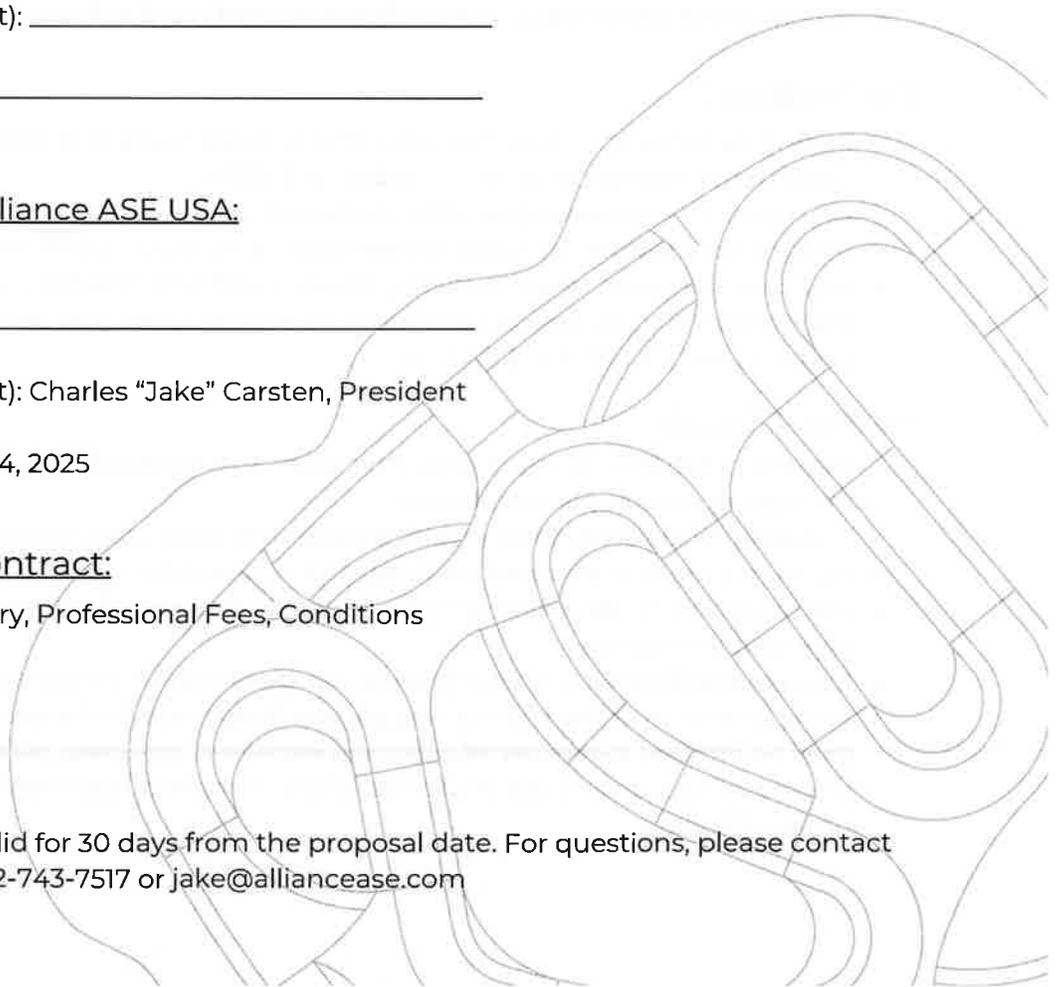
Name & Title (Print): Charles "Jake" Carsten, President

Date: December 24, 2025

### Included in Contract:

Executive Summary, Professional Fees, Conditions

This proposal is valid for 30 days from the proposal date. For questions, please contact Jake Carsten at 512-743-7517 or [jake@alliancease.com](mailto:jake@alliancease.com)

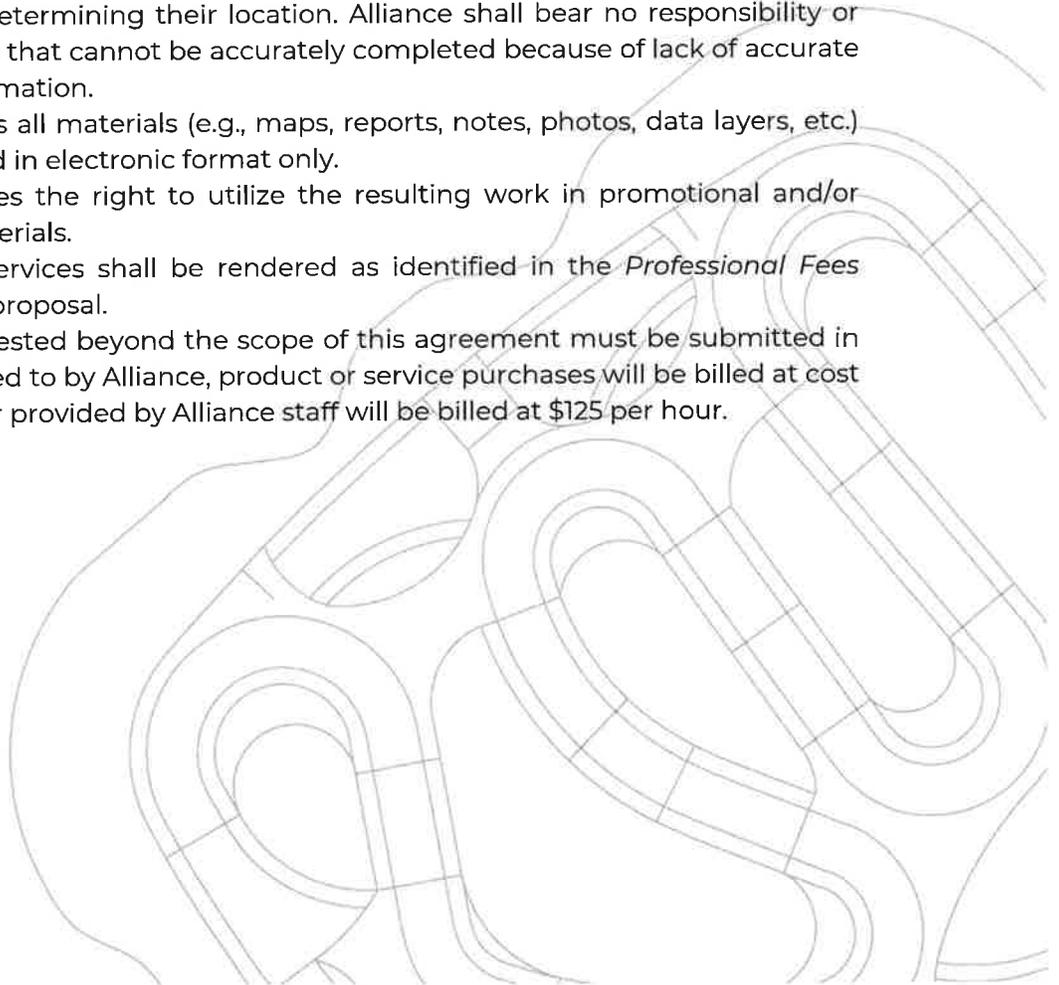




## Conditions

The following conditions apply to work performed by Alliance:

- Client will provide assistance and staff as necessary to successfully complete the proposed scope. This includes the provision of maps and the guiding of Alliance during field visits.
- Alliance reserves the right to refuse to perform, promote, or execute any designs or proposals that are not, in Alliance's opinion, sustainable, environmentally or socially sound, and/or in the best interest of affected parties.
- Client will obtain all necessary permits/permissions.
- Proposed dates and durations are approximate. Specific start and finish dates will be determined by weather conditions, site access conditions, vegetation, availability of Client's personnel and other stakeholders, availability of Alliance staff, and other factors.
- Alliance will not be responsible for project delays or failures caused by any factors out of their control, including, but not limited to weather, ground conditions, staff or contractor unavailability, and/or legal access.
- All property boundaries and buried lines for the subject site shall be clearly identifiable and obvious. In the event there are questions regarding the location of property boundaries and buried lines, the Client shall provide immediate assistance in determining their location. Alliance shall bear no responsibility or costs for efforts that cannot be accurately completed because of lack of accurate boundary information.
- To reduce costs all materials (e.g., maps, reports, notes, photos, data layers, etc.) will be provided in electronic format only.
- Alliance reserves the right to utilize the resulting work in promotional and/or marketing materials.
- Payment for services shall be rendered as identified in the *Professional Fees* section of this proposal.
- Any work requested beyond the scope of this agreement must be submitted in writing. If agreed to by Alliance, product or service purchases will be billed at cost plus 20%. Labor provided by Alliance staff will be billed at \$125 per hour.





CEDAR CITY COUNCIL

AGENDA ITEM – 6

TO: Mayor and City Council

FROM: City Attorney

DATE: March 16, 2026

SUBJECT: Ordinance amending permitted uses in the Downtown Commercial zone

DISCUSSION:

This proposed amendment modifies permitted uses in the Downtown Commercial zone. The ordinance proposes a few changes:

- Changing “Beer parlors” to “Alcohol Drinking Establishment” and permitting its use in the Downtown Commercial zone.
- Permitting small (less than 3,000 square feet) breweries and wineries.
- Prohibiting (additional) convenience stores, regardless of size.
- Permitting small (less than 2,400 square feet) electronic stores.

The Planning Commission considered the proposal and gave a positive recommendation. Please consider the proposed changes regarding permitted uses in the Downtown Commercial zone.

**CEDAR CITY PLANNING COMMISSION**  
**MINUTES – March 3, 2026**

The Cedar City Planning Commission held a meeting on Tuesday, March 3, 2026, at 5:15 p.m., in the City Council Chambers, 10 North Main, Cedar City, Utah.

Members in attendance: John Webster, Jace Burgess, Jim Lunt, Wayne Decker, Tom Jett, Steven Hitz

Members absent: Jennifer Davis

Staff in attendance: Kent Fugal-City Engineer, Randall McUne-City Attorney, Donald Boudreau-City Planner, Faith Kenfield-Executive Assistant

Others in attendance: R. Scott Phillips, Carter Wilkey, Dan Camp

**ITEM/REQUESTED MOTION**    **LOCATION/PROJECT**    **APPLICANT/PRESENTER**

- Pledge of Allegiance – the pledge was led by Lunt.

**I. REGULAR ITEMS**

1. Approval of Minutes (dated February 17, 2026)  
(Approval)

**Decker motions to approve the minutes from the February 17<sup>th</sup> meeting; Lunt seconds; all in favor for a unanimous vote.**

**2. PUBLIC HEARING**

Ordinance Text Amendment  
(Recommendation)

Section 26-III-21 Pertaining to      Don Boudreau  
Permitted Use in Downtown Commercial

Webster: Before we go to the regular items, uh, Faith is abandoning us for greener pastures it would appear, at least more heat in Texas, right? Thank you for all that you've done. Do you want to make a speech or anything?

Faith: I'm okay, thanks.

Webster: Well, we appreciate all the diligence that you put in and we'll miss you. We wish you good luck. We only have on the agenda public hearing for city items. Don Boudreau will be our featured guest tonight, so take it away,

Don Boudreau: All right. Well, thank you, Chair and members of the commission. I don't know if I'm the one to speak to this I'm thinking, most of this comes from the downtown economic committee. Give the floor to you there, Carter.

**Carter Wilkey:** Cedar City Council. I was the one that put this on the agenda. I could not make it to the sketch meeting. Our chair, Brent Drew, he took care of it at sketch, said he is coming?

David: Yes.

Carter: Oh well here I am I was planning on presenting. He was planning on presenting, so you may get both of us if you're lucky. Before we start this conversation. I know I'm going to have some questions on this. Can we also just pull up the downtown map? Let's make sure geographically. We understand what area we're talking about before we start making some decisions if we can hope you guys are okay with that. Will you click on our downtown economic or our downtown historic downtown? Thank you.

Kent: Excuse me, the zone we're talking about is this red. It basically includes. Everything between 200 North and 200 South, and then 100 East and 100 West. Plus, the properties that front Center Street down to 300 West.

Carter: Perfect. Yeah. So, it's red, not necessarily so much. There's some pink in there, too. We should change those colors.

Don: If I could just throw just so you know, the general plan designation This might be which sometimes we treat like it's an automatic zone change. That goes from about four hundred south all the way up to Coal Creek.

Carter: Correct, that was one thing also. As I was reading through some stuff, the general plan has it go even further. That could be another potential discussion, but not tonight. The one thing is the focus on this conversation tonight. I know that the downtown committee can.

Jett: We go back on your video.

Carter: Sure.

Kent: What are you wanting to see?

Carter: Do you want to see the actual zone?

Jett: Does this go all the way to 400 South?

Kent: This is the general plan map now, and this red you can see coming down to 400 South here. It takes in all the frontage along Main Street, some property that doesn't necessarily front Main Street, but it does not include the property continuing down Center Street. That's already zoned as downtown commercial, but it continues all the way out to Coal Creek.

Jett: But your proposal

Carter: Well, our proposal that only has to do with what's currently zoned downtown, not with what the general plan. Well, until somebody rezones. It's not going to do anything. The only people that would be affected by this immediately or whenever this change happens would be those that are currently zoned this way, correct Randall?

Randall: Correct.

Carter: I'm assuming I'm okay. The main idea behind this, as you can imagine, has to do with gas stations. That's one of the things we're going to talk about. A little bit of background, about four years ago, a previous downtown committee councilman Phillips was on that committee at that time. They brought through a major re-do of the historic downtown. There were a lot of changes to the table of uses. Gas stations were one of them. Then we never even talked about it. I was on the planning commission at the time, and it was just one of those things that there were lots of other changes that were bigger that seemed to get a little bit more attention. It got recommended by the downtown historic downtown committee. It made it through planning commission with a positive recommendation. It made it through the first work meeting of city council. Once council member happened to be absent that night, and then when it got to the action meeting, the whole thing blew up. Big time, and lots of people were here. There was no discussion during the work meeting necessarily, and then we got to the action meeting and the whole thing didn't happen. I think just giving my opinion, there were a lot of upset people at that point. The whole thing just kind of got put on the back burner. We kind of just sat on it for a couple of years. Maverick has come in, and here we are again. I just wanted to There are other possible changes that are going to be looked at, and we do have a few today. This is not just gas stations. We'll go through the

table of uses. There are a few other minor changes, but I'm a believer of part of something is better than all of nothing. Before they tried to do too much at once, and that kind of I think was the ultimate demise to this change. Now I'm going to just focus on a few other smaller things, and we'll see if we can get somewhere. If we could go to the table of uses, then and Don at any time. As we're looking at the third column over. Is that the column we're looking at?

Kent: Yes, third column.

Carter: Third column over. Let's just go till we find the first red one. Here would be our first one, beer parlors or alcohol drinking establishments. Obviously, we already have some drinking establishments in our historic downtown. That's probably one that we need to just clean it up a little bit and go ahead and allow for things that we already allow for would probably be the best way to put it.

Don: We've at least got one that I could think of. I think the winery is zoned to mixed use. Oh, but it's part of the downtown.

Carter: It's in that yeah, it's in that area. That's one area that we have changed from non-permitted to permitted breweries and wineries greater than 3000 square feet or no smaller than 3000 square feet of production area. Because I imagine once you get over that, then you're almost in an industrial manufacturing type situation. Again, that goes along. In our, in our case they go hand in hand with the alcohol drinking establishment. Because they're in the same place. As we keep going this the other change. Convenience stores are less than five thousand square feet with fuel islands. This is the big one. This is the one that I brought forward, mostly so we could change. I do want to make sure that we think ahead, and we think about unforeseen consequences and those types of things. I did talk to Randall today to confirm a few things. Within this current downtown zone, which goes 200 North/200 South. To the north side of the intersection of 200 South, not to the south side of the intersection. I will have him because I know they've discussed it many times. I was recently appointed to that uh committee, but I have not yet been to a meeting.

Burgess: Sorry, I was a little bit late, I apologize for that. I guess maybe in this, like what is the reason people want the gas stations off the.

Carter: Well, go back to then we'll go to that. I'm going to give that to Brent. Because since he's the one that's been with the downtown committee and they've the ones that have discussed these many times. I think it just goes back to what do you truly want and feel like your historic downtown is? That's where we need to make the decision about what types of things belong in a historic downtown area. And what types of things don't belong in historic downtown. Now if you notice those convenience stores that have that definition, or as we have them on the table of uses, all include fuel islands. Essentially, it's probably more the fuel part than the actual store itself that most people would probably consider not something they would want to see in their downtown.

Burgess: Well, didn't they have fuel in historic times? I don't understand the break here. I would feel there were probably more gas stations in our historic era here on Main Street than there are now.

Carter: Well, let me go through the rest of the changes and then we'll go because there are a couple of other ones.

Burgess: No, you're good. I just thought maybe I missed it.

Carter: Just one thing to keep into consideration though, because I do want to make sure, we think about unforeseen consequences. Currently, we now have three gas stations that would all fall under in this historic downtown zone. You have Chevron next to Hermes, the new Maverick, and then you also have the Shell uh in front of Ace Hardware. All three of those would, Fall under this area, they would become non-conforming uses if this were to change. That means business as usual for them. Uh, if they were to try to expand their business. Then that would be uh essentially not be non-permitted at that time if they tried to extend that non-permitted use.

Randall: Carter, can I take you back one? The current zone for the one next to Hermes. Is not downtown commercial. It doesn't go that far. The general plan doesn't go that far? It only goes to 200 North.

Carter: Okay, does it get the Shell though?

Carter: The Shell and the Maverick, I apologize. The Shell is on K B station K B right here That's too far south, isn't it?

Lunt: That's across from our property where Lunt Motor is.

Carter: I guess it would be you're right Do they still do gas there?

Decker: No

Carter: Are the gas pumps still active.

Faith: Is it the one with Tea Toc? Yes, you can still get gas.

Jett: You can get gas here.

Faith: Correct.

Carter: There are three. Again, if they were to ever pull a permit and to expand those businesses that would be a non-permitted use at that point. They would have options. As I talked to Randall, they would have options at that point to go to the board of adjustments and ask for a variance, but they would be a non.

Randall: Well not a variance. What the board would be doing on that is determining whether whatever change whatever would be an expansion of a non-conforming use. Generally, if it's anything that's going to expand, like how many vehicles are going to be coming, customers things like that. You'll probably find they'll say that it's an expansion of it. Most likely your result, similar what we did with Maverick, was probably going to council some type of development agreement, which would be your best option.

Carter: What other changes do we have there?

Don: We have electronics.

Carter: Here's another one: electronic equipment sales and service less than or greater to twenty-four hundred square feet. You have Mountain West Computers. That would be considered, in my opinion, an electronic store. They're already in our historic downtown area.

Burgess: There weren't a lot of computers in the historic era, was there?

Carter: No.

Decker: What's the reasoning behind the no electronics?

Carter: Why was it back then? No, now we're allowing it. We're going from not being allowed to being allowed. The idea is.

Decker: Why was it not allowed?

David: Because they don't want a Circuit City or a Best Buy to come and demolish downtown buildings and build a Best Buy.

Carter: Yeah, you don't want a Best Buy in the middle of your historic downtown.

Don: That's, the only fear I can think of was the big box stores at the time. They're disappearing now.

Burgess: I know it's kind of a weird thing. Best Buy is going to want to come, do a twenty-four hundred square foot store.

Carter: Hey, the idea in your historic downtown. The thing you want is you want places for people to eat and for people to shop. Retail and eating are your two main, those are the things that we would like to see.

Jett: Also, office buildings.

Carter: Thanks. Let's keep going. Is there anything else for that? That was the last order. Okay perfect I'm going to turn it over to Brent. He'll kind of give you the answer to Jace's question, hopefully and talk

a little bit more about where the historic downtown committee is their point of view, and where they're coming from on this.'

**Brent Drew:** Downtown historic committee this time instead of whatever else I've done. The main reason is that we're a little bit worried about uh convenience stores there. I'm going to start by saying I like what Maverick has done in that area. It looks very nice; it holds with what we're trying to do here. I think what we're worried about now is that if you put in another gas station it will not get smaller. Convenience stores and gas stations are getting larger. They had to come in to get a variance to go five thousand seven hundred square feet instead of the five thousand square foot limit that was there at the time. That's going to be, I think, in the next two or three years small for convenience stores. When I was back east and I saw the new convenience stores going in. You start at ten thousand square feet there and you have thirty-four pumps. I tell people what we're seeing is saying, maybe it's more of space occupancy than if you're going to put another one in the downtown area. You're going to have to tear something down. That's what the thing is. It's not because I think what the Maverick turned out to be. Burgess: There's already square footage written on. Our worry is they're going to get bigger and they can't be bigger than 5000 square feet.

Brent: You could say you could leave it alone too, But, then you still need the acreage for where you park and how many cars come in in there. It's just that you don't see many gas stations go in on the spots that we do have gas stations doing in there. The Maverick even went in on a smaller site than they used to go on.

Burgess: Right, I guess I still don't understand.

Brent: You could leave it saying well we could leave it as it is and, and the little ones can't go in there. Then if you still have to tear down one, just put in parking. I think what we're saying is that the downtown community is if you're going to tear down some more buildings. You need to come in and do a deal. You need to do a development agreement with the city and have a good reason to tear down what we have left in the downtown.

Jett: May I seek clarification? Are we asking for a recommendation tonight on just the historic downtown?

Brent: Yes.

Jett: Okay, then let's pretend for a moment I buy the old Maverick. Yes, there's a deed restriction on a gas station, but we'll make believe there's not. Okay? We'll pretend there's not. Could I put a gas station there?

Brent: You can use the building as it is.

Brent: Let's talk about another building. Let's say you buy it in a few years when we sell the Max Torres building, and you want to tear it down.

Jett: Okay, but that's in the historic downtown I'm talking.

Brent: We're not we're not talking about any other zone.

Jett: This change that we're proposing. Because you have the master plan area. Then we have the current area.

Don: Can I clarify real quick? That property isn't currently not zoned downtown commercial.

Jett: If it got changed.

Don: If it was.

Jett: Is it general plan downtown commercial.

Don: It is so if it was changed, and this ordinance passed, then the gas station would be prohibited there.

Jett: This would be prohibiting all the way up to Imperial door and window.

Randall: Now again. If they're satisfied with the zone they have already. You can go pull a building permit for what's allowed in the zone as it's currently zoned. The only reason you're going to take that

property, assume you own it, you go in and say, well, what I want to build doesn't work in whatever it is, general commercial, central commercial, whatever it is. Only if what you want doesn't work in the current zone would you then try to change it. Then the council would most likely limit you to going with a general plan. You don't need to ever ask for that zone change. It's already commercial and it's broader than the downtown commercial, build what we want.

Jett: Okay, that is where I needed my clarification.

Randall: I haven't seen the city force a zone change on anybody in the time I've been here. I've seen forced annexations.

Brent: That's what we're saying. We're not worrying about any of those or expanding downtown. It's a very small zone. It's just trying to preserve what buildings we have there. Like if we left it that way. What we just want to say is we don't want to see somebody coming and saying. We got this little corner here where you turn and go to the university. Let's tear down the Max Torres building. Let's tear down these because they are going to be available in three or four years here. It's preserving that group of buildings.

Jett: Everybody's heard of this new company called Tesla. Do we consider Tesla gas station charging stations equivalent to a gas station?

Randall: Most likely because this one is specifically about fuel islands. Most likely you're going to hit service station one, which is also already not permitted in the downtown commercial.

Jett: Except for Maverick.

Randall: Again, difference between which one we put them under. They clearly fit within the convenience store with fuel islands. If you don't have fuel islands. If you just went pure Tesla, like we have over like Culvers. Different setup we don't have as much of a problem with that elsewhere. It's just a lot of normal commercial, but downtown commercial. I don't think it'd be allowed, at least the way I read it.

Don: Service stations are not allowed.

Randall: That would be that it would require an add-in to this table if we wanted to start saying Tesla's. Okay, but gas pumps are not.

Jett: Behind Bullock Drugs we have the large parking lot, the common parking lot. Does that parking lot fall within the downtown commercial?

Don: Yes.

Jett: Okay, if I wanted to go work a deal and say I'm I want to put 20 charging stations on the back of that property. I couldn't under this new proposal.

Randall: Under the current one you can't.

Jett: Under the current one, I cannot.

David: Can I make some comments to bring us back on track?

Jett: Well, that was on track. I want to see what we consider fueling.

David: I know we're talking about the gas station. That's kind of what this was open led with, but we're talking about multiple things of changes. Most of these changes being proposed are loosening restrictions. To clarify on the gas station, the intent of the gas station, you can argue semantics about historic not historic, that's not the point. The point is to preserve the old buildings, The aesthetic that we currently have and to ensure that nothing will come in to tear those. Buildings down. That's the main premise. Whether you agree with gas stations or not gas stations, just know that's the premise behind it. This is trying to preserve what we have, and that that's the real intent. I know we're talking a lot about the gas station because that's the most controversial, I guess. I just don't want you guys to also overlook that there is thing. The rest of the stuff is making things more flexible.

Burgess: That's why I don't have an issue with the rest of this stuff. That's why I have an issue with this one and not because it's controversial. Because it is saying, we're going to limit what you can do with your property in this area. Because there's one product type we don't like, and what it feels like to me. David: What I would just suggest is that you make a recommendation based on that and then see what interest is on the recommendation. Because you're like the historic downtown council is also a recommending body. As a recommending body, what's your holistic view on that? What I would like to see though is if Brent could finish his presentation and then questions. That you guys can then talk as a body. Sorry, thank you.

Brent: I see where you're coming from. Because when you talk about property rights, you don't want to see one thing, not permitted. If you just go down the list, there's even farm equipment sales and rental service. Why is that one not permitted? For the same reason you'd have to tear down buildings to put tractors out there and show it because the building that image pro in was the original tractor store. Where you'd come and buy your tractors downtown. Do you remember Kerry Jones and his, that's where you got every part for out there. It's not that we're just saying, hey, we're trying to copy the history where I think it's they didn't serve drinks back then like we do now. They didn't do all these different things. I think the idea is. It is trying to preserve the buildings and the look of the downtown.

Burgess: Wouldn't an ordinance say they can't tear down a building, make more sense than, Or don't want a type of building. We think, is it more likely to tear down a building?

Brent: You could say something like that. Now, if somebody, but if somebody say came up with a wonderful. I don't want to be smart when I say this because like I said, I think we saw Maverick come in trying to do a lot of great things that you don't see at their other gas stations to make it fit in the downtown. If somebody comes and says, hey, I wanted to come in and tear down a building, they need to sit with the city council. We'd have to go to the development agreement stage instead of just saying right now, you just can't come in and tear down a building and then put one in because you can do it in the zone.

Don: That would take a whole different slew of regulations.

David: The only reason why Maverick has the look and feel that it does is because they wanted seven hundred more square feet. Otherwise, they were just going to put basically a stucco building, like what you see in the south Maverick. I think the intent is to decide whether they permit or not, something's do exactly what you said, Jace, is to make it so that they have to come in. Have a discussion to ensure that it has that look and feel.

Decker: Can I show my ignorance here? I don't know who you are in your position.

David: I am David Johnson, the Economic Development Director for the city and the county. Sorry, forgive me, I should have said that at the start.

Decker: Thank you.

Brent: There are two new buildings downtown, both greatly added to it. I am not trying to suck up to you, because you have put a hotel downtown. When you see some of the new stuff going on there, it's great. It's just hard to see somebody coming in now and just saying, first, if they tried to do a smaller gas station right now, those just don't work financially. Are we going to allow somebody to come in and put in two pumps and a building?

Burgess: Doesn't that already solve itself because it doesn't work financially? That's all I'm saying is like, right now, if I build anything on the historic center, I could tear it down and build something else. Because it's a type that might have more likelihood, wouldn't we rather just have rules to say what we want things to look like and the general feel for it? Then Maverick looks fantastic, it fits.

David: That's because of a lot of very concerted effort from staff. Otherwise, it wouldn't look and fit in.

Burgess: What I'm saying is who makes the historic district have rules of how everything looks. Then we don't have to just start picking industries and say like I don't want that.

David: That's why we did the building materials.

Burgess: I think it's fantastic. Because then that allows people to conform to do something they want to do, but this is not letting them conform. This has already taken something that's already restricted to five thousand square feet and saying, well, now we don't even want to consider anything.

David: Any questions for Brent?

David: Otherwise, I think we're just looking for a recommendation to get the perspective from all to take to the city council.

Randall: Please keep in mind as you're going through this, there are multiple recommendations. You don't have to agree or disagree with all of them. It's not a full package you have to accept or reject. You can say I'm okay with parts, not okay with parts. Just make sure your final motion specifically states what you're recommending positive, what you're recommending negative.

David: I would add that, if all of you feel the same way as Jace, make that known. If you feel different or if there's a mix, that's all, that's all we're doing. We're just trying to say, hey, what's the mix of perspective after kind of hearing that.

Lunt: What do you consider historic down? When you say historic, you go back fifty years, one hundred years? What's the look or the time frame? Because when I grew up there were probably eight gas stations on Main Street.

Brent: Scott, should I let you give the definition?

Scott Phillips: City Council, well, it's according to the state and of course the federal government. I need to leave because there's three of us here now. It is 50 years or older Lund Motor Company would qualify as a historic building, and it is an historic building

Lunt: All the old gas stations that were here previously, they got tore down for. All kinds of stuff were in there, but they got torn down. They got turned into a phone company. The motel got torn down

Scott: Since I was brought up here, I just have a question for Jace. Just for clarification from me? What is the problem in your mind in not permitting it in historic downtown?

Burgess: I just don't think it benefits the town to say; we can't have a certain type of building that already is there. That's always been on here.

David: You mean use a certain type of use is what you're saying?

Burgess: Yes, it's going to require a different type of thing. It's already limited on square footage. It should already be limited on building material and overall look. I just guess, I don't understand why with those two already being set, why say okay, and then and not even. That's even me saying, I don't even think someone's going to build another gas station. When one comes, it usually scares off anything else in the next little bit.

Scott: Sometimes, they usually see a Chevron on one corner and a Texaco on another because they know they're going to get.

Burgess: Not when there's a Maverick in there.

Scott: Well, whatever. I am only speaking for me as chair. I was on this committee for many years, and I have a deep love for this community and our historic downtown. As I think all of you know what I don't want to happen. I have nothing against Maverick. I go to Maverick. I like their product, but I don't want another large convenience store fuel island thing in our historic downtown. I don't want someone to buy your property and then put another Maverick station or whatever it is. It doesn't have to be Maverick because I don't think that's going to enhance our historic downtown, that's all.

Lunt: I don't think you'd ever see another gas station just for the restrictions.

Scott: Let's protect ourselves.

Lunt: That's why we took our gas pumps out because it cost wise, it wasn't worth having.

Scott: Anyway, 80 years of or older is what the federal say.

Jett: Can I ask a question of you, Scott. Would you be opposed if we and I had no problem saying no gas stations in historic? If we're going to consider charging stations for electric cars, fuel stations.

Scott: Well, I don't know. That's a different definition. That's not what we're talking about.

Jett: That's what I'm asking if we could incorporate all of this into the into the ordinance. Let's say let's pick Lins for example, they wanted to put ten charging stations in there for electric cars or behind Bullock's.

Scott: We have in our historic downtown right now.

Jett: Electric charging stations.

Scott: Yes, we had them at Town and Country, and we had them at the New Hampton Inn.

Jett: Is Town and Country in

Scott: Well, it's just barely across the street, but we have them at the Hampton Inn. There's nothing wrong with it.

Jett: Those aren't in the historic downtown.

Scott: I have no problem with that,

Jett: But they're not in the historic, you do want those are.

Shawn: Yes, they are The Hampton Inn in historic downtown.

Don: Can I jump in? There's probably a nuance between a service station and having some charging stations that are associated with a hotel or with Lins or something like that. Now, if Tesla came in, wanted to buy building and just kind of like what they did at Culver's. Where they're going to put in 30 of these things. I think at that point, we're getting we're crossing the line is this is a primary use. This isn't just an ancillary uh benefit that a hotel is providing, right? I wouldn't consider that a different use. I think this discussion is very important. Brent, I don't want to speak for the committee, but my recollection of a lot of the discussions in the committee. I was around for that first round. That just blew up that Carter mentioned that it didn't go too well at city council. Right? Part of the overall idea was what is special about the downtown? What kind of and these are kind of lofty words I'm going to use. The feel and vibe, so to speak, what are you chasing downtown. That's hard to define, right? The mix of uses does come into that. As an example, we've talked about residential uses downtown. We don't want to see developers come in and say, hey, we're going to blow this block out, and it's just going to be townhomes. We would rather see those residential uses above commerce, right? That's something we're going to work on. I think that's coming from the committee as well. It's a difficult discussion because you are talking about who's going to win and who's going to lose downtown as far as who's invited. The historical component, we don't have a historical district. We tried to push that through the historical preservation committee. We didn't get it. That was a potential thing that could incentivize people to have historic buildings like Leavitt's. Where you can chase tax credits, you can chase some of those things that will encourage new uses and try to preserve those buildings. We didn't get through. I think as you discuss these uses, it's the overall. I know you guys could describe it better than me, but the overall look and feel. What kind of activity levels do you want downtown?

David: That's what I was going to add.

Don: You wouldn't want a storage unit place, right? That's a dead zone. You put in one of those mid-blocks, you don't generate folks walking downtown. You don't get the activity levels that you're that you're chasing. It's not a destination for your downtown. I think that's something to kind of keep in mind as we look at these things.

David: That's what I was going to add in any zone, you have restrictions and allowances on uses, right? The reason why the historic downtown committee is saying this is, what do we want in our downtown?

We want restaurants, we want boutiques. While maybe we don't think another gas station will go there, they thought their thought was well if something's going to develop, we want to incentivize certain types of businesses to be built. That's the real intent. Now, whether you agree with that or disagree with that, the historic thing again is subjective. Every community that has a historic downtown has their own vibe, look, and feel for their historic downtown. That's all we're doing here is having a discussion is what do we want ours to look like? That's why those recommendations come in here. We're not talking right or wrong, different opinions, and that's why your recommendation is important. What do you as a planning commission feel it should look and feel like? That's why the historic downtown committee also did that. It's subjective. It's just saying what do we want?

### *Open Public Hearing*

**Carter Wilkey:** Now my just my two closing thoughts on this would be. One, we talk about what we say we want to have. Why do we even have a historic district? Why do we even call it something different? Why do we have it to be something different if we don't, get to choose, and we get to decide what we feel is best for our city, and what we have in that area. Otherwise, it's just another street and anything that can happen anywhere else on Main Street could happen in that exact spot. Then my only other closing thought on that would be. Again, I have nothing against Maverick. I love Maverick. I shop at Maverick almost every day. Not necessarily always that one, but I do shop at Maverick. I think that was an example of what we talk about. Well, what are the chances of another one? They spared no expense. The land that they were able to acquire and the amount of stuff they had to demolish. The money that was spent. It shows you that there's big money in that. Money is the number one thing for them, and they will take down any historic building or any building that gets in their way, to be able to build those. Because that's their business, and there's nothing wrong with that. You could have one anywhere. We could end up with one anywhere up or down Main Street, which is what I think. I don't think to say that. Oh, we won't end up with another one. Well, we probably never thought we'd end up with one there in the first place, but we did.

Jett: Could you educate me again? I'm totally mixed up on our historic downtown. I knew it went to two hundred north.

Carter: Yes.

Jett: Our historic downtown goes how far south?

Carter: Two hundred south. The north side of two hundred south.

Jett: I always thought it went to the to the south side of Center Street.

Carter: No, because there's nothing historic. Look at the map right here.

Jett: Well, I have a hard time distinguishing some of these colors.

Carter: Put the arrow right on the end of the corner, where it ends top

Jett: I don't know what's historic about. Okay. Everything south of Center Street

Don: Can I jump in.

Don: Commissioner Jett, that black line you see on the screen. Is what was considered the historical downtown. Now, the dotted one. In essence, that's a line in the sand though, right? It has no ordinances tied to it, but this has passed.

Carter: Tom he's answering your question; you need to listen.

Jett: Go ahead.

Don: That black line you see on the map that goes all the way to Coal Creek and I think 400 South, if I'm not mistaken. If you look at the legend there, gif you open city information, Kent, could you expand on that just for a sec? If you turn that off. That black line was designated on the zoning map. I can't

remember when it was shortly after I got here in 2018 or so. The idea behind that was because we were doing a lot of studies with the historical preservation commission. We were pushing to get some historical districts established, and that was the target area. There are no teeth associated with this line that you see on the map. The ordinance change I think is what people traditionally consider our historic downtown. Which is probably a little subjective, but that would be from 200 North to 200 South. That is where these ordinance changes would apply today. It does not apply to that historic district designation you see on the map.

Carter: I think to answer your question, Mr. Jett, or to kind of go along with it. There's nobody here that thinks that we have a massive historic downtown. As far as cities go, we probably have one of the smaller historic downtowns. I think part of the worry is if we don't designate an area and maybe even make it, it's going to creep. They would push it to the very five buildings that go from right here to right here, and that would be it. I think the buffer is probably a little further than what we would consider our historic downtown. If we don't keep that buffer, that modernization is going to come right up to the front door of what we consider. You're going to have historic downtown be from this intersection to the next intersection, and that's it.

Decker: I have a suggestion. We have a historic preservation commission; I have the world of confidence in them. I think you've done amazing things. I think we're rehashing something that's going repeatedly again. I approve of what you guys have suggested. I don't quite know how to phrase that to give a positive recommendation, but on all the suggestions that you've made. I'm turning it over to the experts and I consider you guys to be experts. I'm in favor of what you've proposed. That's why we have a historic preservation commission. We have a planning commission here, and we may give positive and negative recommendations. Oftentimes, it's frustrating to me to give a positive or negative recommendation and see it completely overturned the next night, but that's the way life goes. I have confidence in you. There are times that I yield to engineering, legal, to other people because they're experts. I think you put a lot of work into this, and I think we just need to roll with what you've suggested because I like it. I think it's very good. We can sit here and hash it all night and ask questions, but I like what we've done. Are we appropriate to make a motion?

Webster: Does anybody else like to make a comment or presentation of any sort?

### *Close Public Hearing*

**Decker motions for a Positive Recommendation on the item that is Ordinance Text Amendment that's been proposed, Section 26-III-21, pertaining to Removing Permitted Use in Downtown Commercial; Jett seconds; Lunt yay, Hitz yay, Webster yay, Burgess nay**

The meeting was adjourned at 6:00p.m.

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Faith Kenfield, Executive Assistant

**CEDAR CITY  
ORDINANCE 0325-26-**

**AN ORDINANCE AMENDING SECTIONS 26-III-21 PERTAINING TO  
PERMITTED USES IN THE DOWNTOWN COMMERCIAL ZONE.**

**WHEREAS**, the state legislature has granted general welfare power to the City Council, independent, apart from, and in addition to, its specific grants of legislative authority, which enable Cedar City to pass ordinances as are necessary and proper to provide for the safety, promote the prosperity, improve the peace and good order, comfort, and convenience of the city and its inhabitants, and for the protection of property in the city; and

**WHEREAS**, , Cedar City has adopted Chapter 26 of the ordinance of Cedar City, Utah, and said provisions contain specific requirements governing the control of property through zoning laws; and

**WHEREAS**, the purpose of the ordinance revision is to update permitted uses in the Downtown Commercial Zone to make them more compatible with and desirable to the City's Downtown Commercial Zone in order to recognize the importance of this historic area; and

**WHEREAS**, in order to establish and maintain sound, stable and desirable development within Cedar City, the City must update its zoning ordinances from time to time; and

**WHEREAS**, as required by City ordinance, the Cedar City Planning Commission considered the proposed amendments and gave a positive recommendation to the proposals.

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

**SECTION 1:**        **AMENDMENT** "Section 26-III-21 Permitted And Conditional Uses" of the Cedar City Municipal Code is hereby *amended* as follows:

**AMENDMENT**

**Section 26-III-21 Permitted And Conditional Uses**

The following list itemizes the various uses permitted in each type of commercial and industrial zone. Uses designated as "P" are permitted in that zone and those designated "N" are not allowed in the zone. Refer to the Special Provisions and Supplementary Regulations section of each zone for use with an Asterisk (\*). Zones included here are: Mixed Use (MU); Central Commercial (CC); Downtown Commercial (DC); Highway Service (HS); Industrial & Manufacturing-1 (I&M-1); and Industrial & Manufacturing-2 (I&M-2).

--	--	--	--	--	--	--	--

	MU	CC	DC	HS	I&M-1	I&M-2
Agricultural products or supplies (except large machinery)	N	P	N	P	P	P
Air conditioning sales & service	N	P	N	P	P	N
Airports	N	N	N	N	P	N
Amusement enterprises (outdoor)	P	P	N	P	P	N
Amusement enterprises (indoor)	N	P	P	P	P	N
Animal hospitals	N	P	N	N	P	N
Animals, under 20 head	N	N	N	N	P <sup>1</sup>	P
Antique, import or souvenir shops	P	P	P	P	P	N
Apartment houses	P*	P*	P	P*	N	N
Apparel altering & repairing	P	P	P	P	N	N
Appliance and/or electronic instruments assembly	N	N	N	N	P	P
Appliance stores	P	P	P	P	P	N

Arts and crafts shops	P	P	P	P	N	N
Asphalt mixing plants	N	N	N	N	C	P
Assembly of appliances (from previously prepared parts)	N	P	N	P	P	N
Athletic & sporting goods store, (excluding sales & service of motor vehicles or motor boats)	P	P	P	P	P	N
Auction houses (except animals)	P	P	N	P	P	N
Auction houses (including animals)	N	N	N	N	P	N
Automobile parts sales (new parts only)	P	P	N	P	P	P
Automobile rental (<10,000 GVW) (See 'Truck rental' for	N	P	N	P	P	N

vehicles over 10,000 GVW)						
Automobile sales (used and new)	P	P	P	P	P	N
Automobile service station	N	P	N	P	P	P
Automobile wrecking yards	N	N	N	N	N	P
Bakeries, on-site retail only	P	P	P	P	P	N
Bakeries, wholesale	N	P	N	P	P	N
Banks and other financial institutions	P	P	P	P	P	N
Barber shops, beauty parlors	P	P	P	P	P	N
Barns, stables, corrals	N	N	N	N	N	P
Bed and breakfast	P*	P	P	P	N	N
<del>Beer parlors</del> Alcohol Drinking Establishment (on site consumption)	N	P	<del>PN</del>	P	N	N
Bicycle						

sales and repair shops	P	P	P	P	N	N
Boat sales and service (No manufacturing)	N	P	N	P	P	N
Boat storage	N	N	N	N	P	P
Book and stationary stores	P	P	P	P	N	N
Bowling alley	P	P	P	P	N	N
Breweries/ Winery < 3000 S.F. production area	P	P	<del>PN</del>	P	P	N
Breweries/ Winery >3000 S.F. production area	N	N	N	N	P	P
Broadcasting studios	P	P	N	P	P	N
Building materials sales yards and storage bldgs. (Materials are customarily stored outside the main building on a year-around	N	N	N	N	P	P

basis)						
Building supply stores (Materials are stored primarily inside the main building, including permanently attached, covered and fenced enclosures, with some seasonal sales items temporarily kept outside)	N	P	N	P	P	N
Bus terminal	N	P	N	P	P	N
Business Park/research Campus	C	C	C	C	C	C
Cabinet and woodwork shop	N	P	N	P	P	P
Camera store	P	P	P	P	N	N
Candy store, confectionery	P	P	P	P	N	N
Cannabis Pharmacy	P	P	P	P	P	N
Cannabis Pharmacy						

located on the same parcel as a Cannabis Production Establishment	N	N	N	N	N	P <sup>2</sup>
Cannabis Production Establishment	N	N	N	N	N	P
Caretaker's dwelling	N	N	N	N	P	P
Carwash	P	P	P	P	P	N
Catering service (food)	P	P	P	P	P	N
Church	P	P	P	P	P	P
Clinics, medical and dental	P	P	P	P	N	N
Clothing and accessory store	P	P	P	P	N	N
Clubs and fraternal societies	P	P	P	P	P	N
Coal yards	N	N	N	N	N	P
Cold storage plants	N	N	N	N	P	P
Concrete mixing and batching plants	N	N	N	N	C	P
Construction						

equipment rental (heavy equipment)	N	N	N	N	P	P
Convenience store, <5,000 sq ft, w/fuel islands	P	P	<u>NP</u>	P	P	P
Convenience store, >5,000 sq ft, w/fuel islands	N	P	N	P	P	P
Correctional/intensive treatment facility	N	N	N	N	C	N
Craft & hobby store	P	P	P	P	N	N
Dance hall/studio	P	P	P	N	P	N
Day care center	P	P	N	N	P	N
Department /variety store > 2400 S.F.	N	P	P	P	P	N
Department /variety store < 2400 S.F.	P	P	P	P	P	P
Drive-ins-fast food	P	P	P	P	P	N
Drug store	P	P	P	P	P	N
Dry cleaning and laundry	P	P	P	N	P	P

Dwelling units	P*	P*	P	N*	N	N
Electrical, heating, air conditioning and plumbing sales & service	N	P	N	P	P	P
Electrical sign shop	N	P	N	N	P	P
Electronic equip, sales & service (=2400 sf)	P	P	<del>PN</del>	P	P	P
Electronic equip, sales & service (>2400 sf)	N	P	N	P	P	P
Employment agency	P	P	P	N	P	N
Engraving, printing	P	P	P	P	P	N
Farm buildings, fowl	N	N	N	N	N	P
Farm equipment sales, rental & service	N	P	N	N	P	P
Feed processing	N	N	N	N	P	P
Feed processing, cereal and flour mill	N	N	N	N	P	P
Fertilizer and soil						

conditioner manufacturing, processing and sales	N	N	N	N	N	P
Fire/police/heriff stations	P	P	P	P	P	P
Fix-it shops (small appliance/equipment repair)	P	P	P	P	P	N
Floral shop	P	P	P	P	P	N
Food processing wholesale (with no noise or odor nuisance)	N	N	N	N	P	P
Food processing wholesale (with noise or odor nuisance)	N	N	N	N	N	P
Fuel, gas and oil storage (when approved by the fire chief)	N	N	N	N	P	P
Fur farms	N	N	N	N	N	P
Furniture stores, retail	P	P	P	P	P	N
Garden supply & plant	P	P	P	P	P	N

material sales						
Gift shops	P	P	P	P	P	N
Grain storage elevators (over 5000 bu.)	N	N	N	N	N	P
Grain storage elevators (under 5000 bu.)	N	N	N	N	P	P
Gravel and sand pits	N	N	N	N	C	P
Grocery stores, less than 2400 sq. ft.	P	P	P	P	P	N
Grocery stores, more than 2400 sq. ft.	N	P	P	P	P	N
Hardware stores	P	P	P	P	P	N
Health clubs	P	P	P	P	P	N
Health food store	P	P	P	P	P	N
Heliport	N	C	N	C	P	C
Home furnishings	P	P	P	P	P	N
Hometel	P	P	P	P	P	N
Hospital	N	P	N	P	N	N
Hotel & motel	P	P	P	P	P	N
House						

wrecking yards	N	N	N	N	N	P
Ice manufacturing and storage (wholesale)	N	N	N	N	P	P
Ice cream parlor	P	P	P	P	P	N
Indoor Shooting range	N	P	N	N	P	P
Interior decorating & design (retail)	P	P	P	P	P	N
Janitor service & supply	P	P	P	P	P	N
Jewelry stores sales & service	P	P	P	P	N	N
Junk yards and scrap storage (when property is fenced with at least six foot (6') site obscuring fence)	N	N	N	N	N	P
Karate studio	P	P	P	P	P	N
Kennels	N	P	N	N	P	P
Knitting mills	N	N	N	N	P	P
Laboratory	N	P	N	P	P	P

Laboratory, dental/medical	P	P	P	P	P	N
Library	P	P	P	P	P	N
Liquor store	P	P	P	P	P	N
Locksmith	P	P	P	P	P	P
Lumber yards	N	P	N	P	P	P
Machine shop (general)	N	N	N	N	P	P
Manufacturing, heavy	N	N	N	N	N	P
Manufactured home sales	N	P	N	P	P	N
Manufacturing, light	N	N	N	N	P	P
Manufacturing, clean	N	N	N	N	P	N
Mill working	N	N	N	N	P	P
Mobile home park	N	N	N	N	P	N
Mortuary/funeral home	P	P	N	P	P	N
Moving & storage company	N	P	N	N	P	N
Museum	P	P	P	P	P	N
Music store	P	P	P	P	P	N
Nurseries & greenhouses (plants)	N	P	N	P	P	P
Nursing homes	N*	P*	N	N*	N	N

Office supply & machines, sales, & services	P	P	P	P	P	N
Oil and petroleum refining	N	N	N	N	N	P
Open-air Businesses	P	P	P	P	P	P
Outdoor trap shooting ranges	N	N	N	N	C	C
Paint & wallpaper store	P	P	P	P	P	N
Park & playgrounds	P	P	P	P	P	P
Parking lots	P	P	P	P	P	P
Pawn shops	P	P	P	P	N	N
Pest control & extermination	N	P	N	N	P	P
Pet & pet supply store	P	P	P	N	P	N
Photographic studios/film processing	P	P	P	N	P	N
Plumbing shops	N	P	N	N	P	N
Power plant	N	N	N	N	N	P
Professional, business,	P	P	P	N	P	P

& admin. Offices						
Professional , business, & admin. offices (not to exceed a maximum of 2000 sq. ft. on the ground floor and having no more than 2 stories above grade.)	P	P	P	P	P	P
Railroad spurs and dock facilities	N	N	N	N	P	P
Recreational vehicle sales, service & rental (Small - Vehicles customarily hailed to recreational sites such as snowmobile s, ATV's, etc.)	N	P	P	P	P	N
Recreational vehicle sales, service & rental (Large -						

Vehicles customarily towed or driven such as campers, trailers, motor homes, etc.)	N	P	N	P	P	N
Recycling	N	N	N	N	N	P
Recycling Center, Indoor	N	N	N	N	P	P
Residential	P*	P*	P	N*	N	N
Residential facility for persons with a disability (see Article XVI)	P*	P*	P	N*	N	N
Restaurant	P	P	P	P	P	N
Rest homes	P*	P*	N	N*	N	N
RV Park	N	P	N	P	P	N
Salvage yards	N	N	N	N	N	P
Sawmills	N	N	N	N	N	P
Schools	P	P	P	P	P	N
Service stations	N	P	N	P	P	P
Sewage service	N	N	N	N	N	P
Sexually oriented businesses	N	N	N	N	N	P
Shoe sales and repair shops	P	P	P	P	P	N

Sign painting	N	P	N	P	P	P
Sporting goods stores	P	P	P	P	P	N
Storage rental (more than 1.5 acre)	N	N	N	N	P	P
Storage rental (not more than 1.5 acres including: buildings, outdoor storage, and associated parking and driveways-with seven-foot masonry perimeter fence and no access or frontage on Main Street)	N	P	N	N	P	P
Swap meets	N	P	N	P	P	N
Tanning, curing, storage of hides	N	N	N	N	N	P
Tattoo parlor and body piercing	P	P	P	P	P	P
Theaters, indoor &	P	P	P	P	P	N

outdoor						
Tire retreading and/or vulcanizing (associated with sales)	N	N	N	N	P	P
Tire sales & service	N	P	N	P	P	P
Toy store	P	P	P	P	P	N
Trade and vocational schools	N	P	N	P	P	P
Travel Center	N	P	N	P	P	P
Truck terminal	N	P	N	P	P	P
Upholstery shops	P	P	N	P	P	N
Warehouses (with a principal activity of a storage warehouse, excluding heating and chlorine gas and explosives)	N	N	N	N	P	P
Welding shop	N	N	N	N	P	P
Wholesale outlets	N	P	N	P	P	N

<sup>1</sup>The provision allowing under 20 head of animals in the I&M-I zone also contains an additional allowance for offspring. The offspring shall be allowed to remain on the property and not count against the 20 head. This allowance shall last for a reasonable time until the offspring are weaned, depending upon the breed of animal.

<sup>2</sup>This use is permitted in contemplation of mail-order pharmacies and pharmacies built in close proximity to drug manufacturing and production facilities. The I&M-2 zone exists to protect businesses that are especially vulnerable to nuisance claims, and any cannabis pharmacy or drug store operation in this zone is on notice that business activities prone to order, dust, and noise are appropriately located in the I&M-2 zone.

Amended by Cedar City Ordinance Number – 0708-09, 0826-09, 0811-10, 1110-10, 0926-12-1, 0311-15, 0113-16-2, 0129-20-1, 0902-20, 0511-22 and 0525-22-1 CREATED BY ORDINANCE NUMBER 0728-21-7. Created by Cedar City Ordinance Number 0207-18-1, amended by 1209-20, 0210-21-1, and 0414-21-3.

PASSED AND ADOPTED BY THE CEDAR CITY CITY COUNCIL

	AYE	NAY	ABSENT	ABSTAIN
Phillips	_____	_____	_____	_____
Cox	_____	_____	_____	_____
Wilkey	_____	_____	_____	_____
Schmidt	_____	_____	_____	_____
Galan	_____	_____	_____	_____

Presiding Officer

Attest

\_\_\_\_\_  
 STEVE NELSON, MAYOR, Cedar City

\_\_\_\_\_  
 RENON SAVAGE, RECORDER, Cedar City



CEDAR CITY COUNCIL

AGENDA ITEM – 7

TO: Mayor and City Council  
FROM: City Attorney  
DATE: March 16, 2026  
SUBJECT: No overnight parking on part of 900 North

DISCUSSION:

Per Chief Adams request, I've drafted a proposed ordinance prohibiting overnight parking for approximately 500 feet of 900 North, west of Main Street – essentially from the property line between Outdoor Vitals and A-Central Storage to the dead end to the west. Although we have an ordinance that prohibits the overnight parking of motorhomes and RVs on all City streets when they're used for sleeping or living purposes, this can often be difficult to enforce without extensive manpower. While this can occur anywhere in town, certain areas are affected more, including this section of 900 North. The goal in limiting this no parking zone to only about 500 feet is to prevent the use of 900 North for sleeping purposes but not prohibit the temporary overnight parking by residents of the nearby trailer park. The no-parking zone could expand in the future if needed.

As this is not a zoning or subdivision ordinance, the ordinance was not taken to the Planning Commission. Please consider this no overnight parking ordinance.

**CEDAR CITY  
ORDINANCE 0325-26**

**AN ORDINANCE AMENDING 35-10 PROHIBITING OVERNIGHT PARKING ON  
900 NORTH**

**WHEREAS**, Cedar City has adopted Chapter 35, Section 10 of the ordinance of Cedar City, Utah, and said provisions contain specific parking restrictions; and

**WHEREAS**, Cedar City Ordinance 37a-7(C) prohibits "park[ing] a motorhome or recreational vehicle overnight on a public street while using it for sleeping or living purposes," but the difficulty in enforcing that ordinance has led to excessive overnight stays on certain streets within the City, especially 900 North west of Main Street; and

**WHEREAS**, the City Council finds that it is in the best interests of the health, safety, and general welfare of the citizens of Cedar City to restrict parking in these location to prevent any parking overnight along 900 North 850 feet west of Main Street to approximately 300 West.

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

**SECTION 1:**        **AMENDMENT** "Section 35-10 Parking Restrictions" of the Cedar City Municipal Code is hereby *amended* as follows:

**AMENDMENT**

**Section 35-10 Parking Restrictions**

- A. The parking restrictions contained herein shall be marked with upright signs complying with standards set forth in the Uniform Manual on Traffic Control Devices and where appropriate painting the curb in a color as designated in the Uniform Manual on Traffic Control Devices.
- B. No parking shall be allowed in the following areas:
  - 1. from 1000 West to Interstate 15 Freeway on the north side of 200 North in Cedar City, Utah;
  - 2. sixteen feet south of the 200 North right of way on the West side of 100 West;
  - 3. along 4050 West extending from the crosswalk in front of Iron Springs Elementary in the following manner: on the east side of the street 85 feet to the south of the crosswalk and 50 feet north of the crosswalk; and on the west side of the street 50 feet south of the crosswalk and 85 feet north of the crosswalk;
  - 4. on the north side of 1045 North Street extending east 56 feet from the point of curvature of the east curb return on the intersection of Country Side Terrace

Drive (250 West);

5. an approximate 16-foot-long area on the north side of Center Street at approximately 46 West, the center of which is located 179 feet west of the southeast corner of lot 1, Block 36, Plat B, Cedar City Town Survey;
6. the south side of 200 North from Main Street to 100 East;
7. the south side of College Avenue from 100 West to 300 West;
8. along Royal Hunte Drive:
  - a. extending from the crosswalk in front of Cedar Middle School in the following manner: on the North Side of the street 150 feet to the east of the crosswalk and 50 feet west of the crosswalk;
  - b. on the south side of the street 50 feet east of the crosswalk and 150 feet west of the crosswalk;
  - c. from the east entrance of the Aquatic Center parking lot extending 220 feet to the east; and
  - d. on the south side of the street extending from 1850 West to 2200 West.
9. on the south side of Cross Hollow Road extending 150 feet west from the main entrance and exit to Walmart (said entrance/exit is the second entrance/exit on the south side of Cross Hollow Road located west of the Royal Hunte Drive and Cross Hollow Road intersection);
10. beginning at the intersection of Main Street and 1925 North and extending west along the north and south side of 1925 North for 1300 lineal feet;
11. along 1895 West Cross Hollow Drive, beginning at the Walmart Northeast entrance and running west to the CATS bus stop;
12. on the east side of Cove Drive from the centerline of the LDS Temple entrance extending south to the north side of the intersection of Cove Drive and Silver Crest Circle; and on the west side of Cove Drive from the centerline of the LDS Temple entrance extending 250 feet to the north;
13. on the north side of DL Sargent Drive for 35 feet in front of the Public Safety Building;
14. in front of the SUU Sports Performance Building for 250 feet on each side of the street;
15. in front of the South Elementary School for 100 feet on the southside of 400 South starting from the crosswalk going west and 100 feet on the northside of 400 South starting from the crosswalk going east;
16. along the south side of Coal Creek Road starting at 300 West and going 80 feet to the west;
17. on the west side of 450 West starting at 245 South and going to 280 South;
18. on the west side of Cove Drive from the trail crosswalk 30 feet to the north, and on the east side of Cove Drive from the trail crosswalk 30 feet to the south;
19. along the southerly half of Lot 1 on Eagle Ridge Drive in the Canyon at Eagle Ridge Phase 2 subdivision; and
20. on the south side of 800 South from the crosswalk 20 feet to the east and 20

feet to the west, and on the north side of 800 South from the crosswalk 20 feet to the east and 20 feet to the west, and on the north side of 800 South from the east parking lot entrance 50 feet to the east.

21. Beginning at the intersection of Royal Hunte Drive and Sage Drive and extending east/northeast along the south and east side of Sage Drive to the Pioneer Center PUD entrance and extending east/northeast along the north and west side of Sage Drive to Regency Road.
  22. on the south side of Harding Avenue between 100 West and Main Street with a loading zone of 40 feet placed on the north side of Harding Avenue beginning 35 feet east of 100 West extending to 75 feet east of 100 West.
  23. on the west side of 500 West beginning 125 feet north of 200 North extending 175 feet north of 200 North.
  24. on the west side of 400 East beginning at the south edge of the driveway entrance into East Gate PUD Unit 2 and extending 50 feet south of the driveway entrance.
  25. on the east side of Airport Road beginning at the intersection of Kitty Hawk Drive and extending 380 feet south of the intersection.
  26. on the north side of Kitty Hawk Drive beginning at the intersection of Airport Road and extending 224 feet east of the intersection.
  27. on the north and south sides of Canyon Ranch Drive beginning at the intersection of Main Street and extending east until Canyon Ranch Drive intersects with Auto Mall Drive and Wedgewood Lane, and extending west to the west side of 2610 North Canyon Ranch Drive.
  28. on the north and south sides of the reduced width roadway between the cul-de-sacs on 2125 South Circle and Moon Crest Drive.
  29. in the vicinity of the intersection of 600 South and 860 West:
    - a. on the south side of 600 South Street 250 feet west and 60 feet east of 860 West;
    - b. on the north side of 600 South Street 120 feet west and 200 feet east of 860 West;
    - c. on the north side of 600 South Street 100 feet east of 780 West;
    - d. on the west side of 860 West Street 80 feet starting 144 feet south of the center of 600 South; and
    - e. on the east side of 860 West Street 62 feet south and 100 feet north of the Cedar High School bus entrance.
- C. The following areas shall have the following restrictions on parking, stopping, and standing:
1. on the east side of the street in front of the County office building located at 82 North and 100 East fifteen (15) minute parking only;
  2. student pick up and drop off only between 8:30 a.m. and 4 p.m. along 400 South adjacent to South Elementary;
  3. from 1 p.m. to 4 p.m. Monday through Friday on the north side of 200 North extending from 600 West to 500 West; and the east side of 600 West extending 185 feet north from the intersection of 200 North and 600 West;
  4. student pick up and drop off only between 8:00 a.m. and 4 p.m. along the

northside of 70 South (College Avenue) for 400 feet, with approximately 200 feet going west of 300 East and 200 feet going east of 300 East; ~~and~~

- 5. school bus loading and drop-off zone only between 8:00 a.m. and 4:00 p.m. Monday through Friday on the east side of 4100 West for a distance of 472 feet along the frontage of Iron Springs Elementary School; ~~and~~
- 6. no parking from 6 p.m. to 8 a.m. on 900 North beginning 850 feet west of Main Street to 300 West.

AMENDED BY CEDAR CITY ORDINANCE NO. 0112-11, 0209-11, 1023-13, 1211-13, 0611-14, 0813-14-1, 0708-15, 0921-16-1, 0208-17-1, 0913-17, 0927-17-1, 0124-18-1, 0725-18-2, 0626-19-1, 0129-20, 0708-20-8, 1028-20-1, 0324-21-1, 0713-22-9, 0914-22, and 1214-22.

PASSED AND ADOPTED BY THE CEDAR CITY CITY COUNCIL

\_\_\_\_\_

	<b>AYE</b>	<b>NAY</b>	<b>ABSENT</b>	<b>ABSTAIN</b>
Phillips	_____	_____	_____	_____
Cox	_____	_____	_____	_____
Wilkey	_____	_____	_____	_____
Schmidt	_____	_____	_____	_____
Galan	_____	_____	_____	_____

Presiding Officer

Attest

\_\_\_\_\_  
STEVE NELSON, MAYOR, Cedar  
City

\_\_\_\_\_  
RENON SAVAGE, RECORDER,  
Cedar City



**CEDAR CITY CORPORATION**  
**BUDGET ADJUSTMENT FORM**

Division/Department Police

Date 03/06/2026

Division/Department Police

Fiscal Year 25/26

<b>Revenue Account Title</b>	<b>Inc or (Dec)</b>	<b>Expense Account Title</b>	<b>Inc or (Dec)</b>
<b>Revenue Account Number</b>	<b>New Budget Balance</b>	<b>Expense Account Number</b>	<b>New Budget Balance</b>
Police Overtime	25761.77	Police Overtime	25761.77
1034210		1070111	
Police Misc Reimbursement	6672.00	Salaries & Wages Perm	6672.00
1034211		1070110	
Police Misc Reimbursement	1215.08	Travel and Training Invest.	1215.08
1034211		1070232	
Police Misc Reimbursement	2932.31	Special Public Safety Sup.	2932.31
1034211		1070450	
Police Misc Reimbursement	122.00	Patches and Badges	122.00
1034211		1070622	
<b>Total of shaded amounts</b>	<b>29893.18</b>	<b>Total of shaded amounts</b>	<b>29893.18</b>
	<b>36703.16</b>		<b>36703.16</b>

**Explanation of budget revision request:**

1. The police department participates in state-funded initiatives, such as traffic shifts and DUI enforcement shifts. Officers work additional hours during these shifts to manage traffic emergencies and prevent DUI incidents. The state compensates the department for these extra hours. In our financial reports, the amounts listed under revisions reflect the refunds received from the state for these specific overtime shifts. These funds help offset the costs associated with the extended hours officers work to enhance safety and enforcement during these critical times. We are also compensated for OT hours used by the Iron County School District for providing security at school events.

2. The police department funds new officer's training. Officers who attend training independent of our sponsored program are reimbursed for that training. Officer Scoresby's employment did not work out. He reimbursed us that amount at the end of his employment.

3. Chief Adams and Corporal McCoy attended CIT training. Originally the training fees were paid out of the department training account. A grant refunded the cost of this training, which will go back into our training account.

4. Our K-9 Snitch required extensive dental work. The total cost was paid out knowing that the Friends of Iron County K-9 would pay half of the expense. The reimbursement will go back into the Special Public Safety Supplies account.

5. Officers can purchase their badges as they change rank or are no longer with the department. Three officers took advantage of this. Funds will go back into the patches and badges account for future use.

Department/Division Head:     *Dan M. Adams*    

Department/Division Head: \_\_\_\_\_

Finance Director:     *Leroy J. Maske*     City Manager:     *Paul Bettmann*    

City Council approved on \_\_\_\_\_

**CEDAR CITY CORPORATION  
BUDGET REVISION FORM**

Division/Department Street Department

Date 2/4/2026

Division/Department \_\_\_\_\_

Fiscal Year 26

Revenue Account Title	Inc or (Dec)	Expense Account Title	Inc or (Dec)
Revenue Account Number	New Budget Balance	Expense Account Number	New Budget Balance
Street Misc Reimbursement	(\$20,078.70)		
10-34-344			
Maintenance Sidewalks	\$20,078.70		
10-79-264	\$85,065.51		
Total of shaded amounts	\$20,078.70	Total of shaded amounts	

Explanation of budget revision request: See attached

These are funds that we have billed out to residents for reimbursement on projects funded by the sidewalk maintenance account. We are simply looking to get those funds back into that account to continue with sidewalk maintenance.

Department/Division Head:     *Roger Marshall*    

Department/Division Head:     *Teri J. Marsh*    

Finance Director:     *Teri J. Marsh*     City Manager:     *Paul Britton*

**CEDAR CITY CORPORATION  
BUDGET REVISION FORM**

Division/Department Public Works Department Date 3/11/2026

Division/Department Streets Division Fiscal Year 25/26

Revenue Account Title	Inc or (Dec)	Expense Account Title	Inc or (Dec)
Revenue Account Number	New Budget Balance	Expense Account Number	New Budget Balance
		Cap Outlay-Improvements "Bulldog Intersection Improvement" project	(\$92,500)
		10-79-730	\$256,834
		Cap Outlay-100 East "100 E Section – 600 N to 900 N" project	(\$400,000)
		10-79-731	\$1,138,443
		Cap Outlay-Improvements "600 S & 1100 W Traffic Signal" project (NEW PROJECT)	\$492,500
		10-79-730	\$749,334
Total of shaded amounts	\$0	Total of shaded amounts	\$0

Explanation of budget revision request:

Funding is needed for the project to construct a new traffic signal at the intersection of 600 South and 1100 West This budget revision request will provide funding to cover the design (\$42,500) and construction (\$450,000) of the 600 South/1100 West Traffic Signal project.

Department/Division Head: *Chris M. [Signature]*

Department/Division Head: \_\_\_\_\_

Finance Director: *Terri J. Marsh* City Manager: *Paul Bettman*

City Council approved on \_\_\_\_\_





**CEDAR CITY CORPORATION  
BUDGET REVISION FORM**

Division/Department EVENTS

Date 3/11/26

Division/Department \_\_\_\_\_

Fiscal Year FY25-26

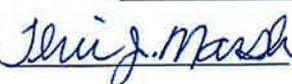
Revenue Account Title	Inc or (Dec)	Expense Account Title	Inc or (Dec)
Revenue Account Number	New Budget Balance	Expense Account Number	New Budget Balance
Iron County - Tourism	-\$24,000.00	Event Sponsorship	\$24,000.00
30-39-400	\$24,000.00	30-40-221	\$119,000.00
Corporate Sponsorships	-\$11,665.00	Event Sponsorship	\$11,665.00
30-39-300	\$11,665.00	30-40-221	\$130,665.00
Entry Fees - Half Marathon	-\$25,130.00	Runners Series	\$25,130.00
30-39-200	\$25,130.00	30-40-223	\$117,130.00
Iron County - Tourism	-\$25,000.00	Runners Series	\$25,000.00
30-39-400	\$49,000.00	30-40-223	\$142,130.00
Total of shaded amounts	-\$85,795.00	Total of shaded amounts	\$85,795.00

Explanation of budget revision request:

Moving sponsorships and grant funds to expense accounts.

Department/Division Head: 

Department/Division Head: \_\_\_\_\_

Finance Director:  City Manager: 

City Council approved on \_\_\_\_\_

**CEDAR CITY CORPORATION  
BUDGET REVISION FORM**

Division/Department Public Works Department Date 3/11/2026

Division/Department Water Division Fiscal Year 25/26

Revenue Account Title	Inc or (Dec)	Expense Account Title	Inc or (Dec)
Revenue Account Number	New Budget Balance	Expense Account Number	New Budget Balance
		Cap Outlay-Wells "Culinary Well – Martins Flat" project	(\$300,000)
		51-40-711	\$1,041,184
		Cap Outlay-Cedar Canyon Tank "800 South Tank" project (NEW PROJECT)	\$300,000
		51-40-722	\$606,783
Total of shaded amounts	\$0	Total of shaded amounts	\$0

Explanation of budget revision request:

As part of the overall project to reduce the pressure at the Quichapa Wells and chlorinate the entire water distribution system, it is proposed that the 800 South Water Tank be constructed. This budget revision request will provide funding to complete the State approvals for the tank design and for engineering support (inspections, submittal reviews, as-built drawings, etc.) during the construction phase of the project.

Department/Division Head: 

Department/Division Head: \_\_\_\_\_

Finance Director:  City Manager: 

City Council approved on \_\_\_\_\_

**CEDAR CITY CORPORATION  
BUDGET REVISION FORM**

Division/Department Public Works Department Date 3/11/2026

Division/Department Water Division Fiscal Year 25/26

Revenue Account Title	Inc or (Dec)	Expense Account Title	Inc or (Dec)
Revenue Account Number	New Budget Balance	Expense Account Number	New Budget Balance
		Cap Outlay-Mud Springs Line "Waterline Mud Springs to WWTP (24 Inch)" project	(\$570,598)
		51-40-734	\$3,429,402
		Cap Outlay-Equipment "Chlorination System for Wells" project	\$570,598
		51-40-740	\$2,346,680
Total of shaded amounts	\$0	Total of shaded amounts	\$0

Explanation of budget revision request:

Proposals were received from consultants for the design of the Pressure Reduction and Chlorination project. This budget revision request will provide funding to cover the engineering fees. AE2S was awarded the project design for a fee of \$570,598.

Department/Division Head: *[Signature]*

Department/Division Head: \_\_\_\_\_

Finance Director: *[Signature]* City Manager: *[Signature]*

City Council approved on \_\_\_\_\_

