

**COUNCIL WORK MINUTES**  
**MAY 20, 2015**

The City Council held a meeting on Wednesday, May 20, 2015, at 5:30 p.m., in the Council Chambers, 10 North Main Street, Cedar City, Utah.

**MEMBERS PRESENT:** Mayor Maile Wilson; Councilmembers: Ron Adams; John Black; Paul Cozzens; Don Marchant; Fred Rowley.

**STAFF PRESENT:** City Manager Rick Holman; City Attorney Paul Bittmenn; City Engineer Kit Wareham; City Recorder, Renon Savage; Finance Director Jason Norris; Police Chief Robert D. Allinson; Fire Chief Mike Phillips; Street Superintendent Jeff Hunter; Wastewater Plant Manager Darrell Olmsted; Cats Supervisor Tammy Nay; HR Specialist Natasha Hirschi; Economic Development Coordinator Cameron Christensen; Parks Superintendent Austin Bingham; Water Superintendent Robbie Mitchell; Golf Professional Jared Barnes.

**OTHERS PRESENT:** Mike Swallow, Tom Jett, Brent Spackman, Theresa Spackman, Debbie Terry, Sandra Jensen, Mark Baruffi; Jessica Sury, Mary Mitchell, Terrie Eckman, Suzette Cardon, Ann Schams, Rick Middleton, Janet Nelson, DJ Bolerjack, Pete Akins, Shannon Nowers, Karlee Hirschi, Don McGurk, Linda Yuan, Kathy Dangerfield, Kelly Dangerfield, Kelly Smith, Jace Burgess, Sally Fox, Elijah Fox, Tara Whitelaw, Randy Whitelaw, Gerald Blackburn, Margaret Blackburn, Winora Bess, Jerry Bess, Guy Gillespie, Rick Gillespie, Gary Kling, Ralph Rawlinson, Tim Beery, Lisa Blodgett, Lex Allen, Jim McConnell, Doug Hall, Jeff Burgess, Debbie Cailee, Barbara Imlay, Wade Grim, Brenda Haight, Robin Haight.

**CALL TO ORDER:** Pastor Pete of Foursquare Church gave the opening prayer; the pledge of allegiance was led by Councilmember Black.

**AGENDA ORDER APPROVAL:** Rowley, is it better for people on #2 to come to public comments or with the item. Mayor – if it is an agenda item do that when the items is brought up.

Councilmember Rowley moved to approve the agenda order; second by Councilmember Black; vote unanimous.

**ADMINISTRATION AGENDA – MAYOR AND COUNCIL BUSINESS; STAFF COMMENTS:** ■ Mayor - Monday is Memorial Day, City Office is closed, at 10:00 AM at the Cemetery there is a short program and presentation of a wreath. The past Saturday, the weather held off for the Friends of Iron County Police K-9 fundraiser for training for our K-9, Cedar, Iron County and UHP. They had different shirts, blankets and little animals for sale; the money goes for that program. If you would like more information go to [www.policek9friends.com](http://www.policek9friends.com). I was in Las Vegas with Danny, EDD for ICSC the International Convention of Shopping Centers; he got back today long enough to check email and head up north for additional meetings. He was very optimistic. Chris McCormick of the Chamber was down there with him and they met with many retailers

and made a number of connections to promote Cedar. There were 43,000 people going through the area. ■Rowley – Monday I drove South on Main, water bubbling up and I called Rob, he was informed that someone punched a 16 inch water line, it was a miserable night, I commend them for handling that. Rob – I turned the water on at 3:15 the next morning. ■Marchant – what a pleasant site it is to see so many here. Maybe it is good we don't have issues to draw us out on divided sides. We appreciate your input and are glad you are here to express your concerns. ■Mayor – Thursday is high school graduation for both high schools, one at 4 PM and one at 8 PM. It will be a busy area around SUU.

**PUBLIC COMMENTS:** ■there were not any comments.

**CONSIDER SINGLE EVENT PERMITS FOR (1) FIRE ROAD HELD JUNE 26<sup>TH</sup> & 27<sup>TH</sup>; AND (2) JULY JAMBOREE HELD JULY 11<sup>TH</sup> – MARK BARUFFI:**

Mark – this is the 3<sup>rd</sup> annual downtown beer garden. We will do it at the Fire Road race on the 27<sup>th</sup>, not the 26<sup>th</sup> and July Jamboree on the 11<sup>th</sup>. It will be the same format and location as last year. The Canyon Creek Women's Crisis Center will man it and the proceeds will go to that organization. Centro Pizzeria will sponsor it. Marchant – any issues last year? Mark – no we didn't, everything went great. Turnout to Fire Road was not as good as we hoped, but it is the same time at Groovefest this year.

Chief Allinson – I don't have any concerns. There is a single entry and it is monitored. We have not had problems in the past. As long as they keep the same location it should be fine. With it being along with Groovefest we will monitor it. Mark – on the Groovefest, Multisports is usually packed up by 5 or 6 PM. Hopefully we will make an impact for Canyon Creek. Consent

**CONSIDER VICINITY PLAN FOR THE WINDMILL PLAZA COMMERCIAL SUBDIVISION – KIT WAREHAM/WINDMILL PLAZA LLC:**

Tim Watson – the Vicinity plan went to Planning Commission the first part of May. We have 9 acres, and are surrounded by Days Inn, I-15 and Main Street. It is a commercial subdivision with 5 lots using the existing driveway access for Comfort Inn and connecting through to Interstate Drive. With these lots we contacted the water and fire departments to determine flow and pressure tests to know what we need to do for water and fire. The water pressure in the residential area can be low at times; connecting that will give it better pressure. The existing road is a 50' we are proposing 55' between the commercial and residential. There has been controversy. There was discussion in Planning Commission for a cul-de-sac instead of a through street, I said we would talk with the developer, and I did, but they felt it was a better option to connect with Interstate Drive. It will provide the residential area more access, the commercial is more of a destination, and will not come through residential. We have contacted UDOT, Jim McConnell is here and we have met with him to address the drainage, we hope to address this to not affect the residential area. To the North we have the high point of UDOT right of way, most will need to flow to the west, we will work with UDOT on that and see what we have to detain on site. There will be a detention basin on site with controlled flow to the north. Rowley – would it be possible to bring it along the backs of lots 1 & 2 to create a green

belt. Tim – the drainage easement will go to the roadway and to the I-15 right-of-way. Cozzens – will that cause problems along I-15? Tim – between the right-of-way fence there is a considerable size of natural channel, we think we can get most there. If we have to detain some on site and use controlled flow, we will. We looked at property by the on ramp. Black – where does it go further north? Tim – Sage Drive crosses to 600 South to the drainage easement that flows behind Crystal Inn. There are drainage culverts they will connect through. Cozzens – Kit does that go to the culvert we just did? Kit – yes, and it goes to the east side of the freeway and then goes back west. Rowley – it will flow? Kit – they will have to do a complete drainage study, there is a lot of drainage. Marchant – where it backs up to the residential and there is some captured in the street, is there a system that will take it somewhere? Kit – some will go down the street, there is not drainage on Interstate. Rowley – the night I met Imlay's there was a big storm, and there was a lot of water in the roads. Kit – most lots will have onsite drainage, they can only release what is released now undeveloped. Rowley – some sort of buffer between the development and homes, can that be incorporated into a detention basin for a more natural drainage? Tim – it is a possibility, but some have dug lower than the natural flow. I don't know about open space.

Rowley – I have seen homes back up against commercial and that is usually where the dumpster is placed, and they dump at 6AM, I would like them be good neighbors? Black – will there be a 15' wall? Tim – the ordinance requires a 6' block wall. At one time the residential was zoned higher density; they came back in and rezoned that to R-2 or R-1 so the natural buffer is not there like it was before. Rowley – I understand the legal right, I would hope you would just be neighborly. Tim – as the developer comes in and sets the individual property, we don't know now what that will be. Black – what is sewer capacity? Tim – 8" down Interstate Drive and another 8". Kit – there is 8" down Interstate Drive at a steep grade, 4% it has capacity for 1,000 dwellings and there are only 80 now. Rowley – a motel would still have capacity? Kit – yes.

Tim – there was discussion about taking a cul-de-sac and vacate a section of Interstate Drive and put a cul-de-sac in. The cul-de-sac is 375'; it creates a non-conforming cul-de-sac on Cedar Knolls South. The better way would be to connect Interstate. Rowley – what are they doing conforming and non-conforming for a cul-de-sac? Kit – mainly to protect the transportation network, it also helps with snow plow. Rowley – can I ask some questions to people that are here now? Mayor – does the council have more questions? Black – can they take the north drainage straight to the freeway and not down Interstate? Tim – with two 24" culverts, they may or may not be able to handle that. With detention basin on site they would be able to do that. Again, we are working with UDOT. Cozzens – is the detention be on the developer or the lot owner? Tim – the developer of the individual lot. Marchant – I am still concerned with the additional water, and we will direct it down Interstate? Tim – we are addressing that as much as possible. We have to hold it in a detention basin. We have one on the east side of town and I have seen it overflow, I don't want to create a bigger problem for the water to go somewhere other than where it should go so we are not encroaching. Tim – a very limited amount that will go down Interstate. Rowley – can't we say to this developer it is your responsibility to handle the water, don't leave it to a piece meal? Tim - how is that

any different to any other commercial area, it is the responsibility to the individual property owner. There are only a couple directions we can go, hold onsite and discharge. Rowley – it comes to the point that we say there is not enough space you have to cut out a chunk to take care of it so there is room. Rick – a lot of that will be addressed with the drainage study which is part of the preliminary plan. Rowley – it seems to me that it should all been handled at the beginning instead of later on. Rick – that is why the preliminary plan is approved. Tim – we use the information based on the Cedar City Engineering Standards to calculate the runoff. We calculate how it would be today, I think you would be surprised how little goes into the ground with junipers and sage brush. This entire 9 acres is fully developed which is about 10% landscaping or xeriscape and we have to determine how the water will go. Rowley – Mr. Bittmenn – we say we don't like this and want a cul-de-sac, can we dictate that? Paul – you are not creating policy, we already have that with our Engineering Standards, Planning and Zoning Ordinances and Subdivision Ordinance, we can't change our regulations in the middle of the process unless we had already change and counter to the community. To say we require the developer more than everyone else with no basis other than public comments, fears and concerns, we can't defend it. Rowley – people don't like it does not hold up in court. Do they have to be amendments that fall into our purview? Paul – we already have a subdivision ordinance to deal with drainage, you can't change that. We have fire codes and codes that connect transportation networks, you can't change that. It is up to the developer to make their plans meet the rules, if they don't we make them change. Rowley – if we don't want them to connect to Interstate? Paul - you need substantial reason to change those. Rowley – Chief Phillips, what are the laws for fire. I keep hearing something dead ends are not good in subdivisions. Mike – ours are codes that are set in place by the State of Utah. The access, the fire code will require different things. If the developer wants to build over 30 feet high there need to be two accesses according to code. Rowley – 1 story we are ok, 3 stories would require two accesses? Mike – yes, but it also depends on square footage, which is 62,000 square feet require two accesses. Marchant – what is the potential of a hotel or something similar being located on this property? Tim – very high, it is prime commercial for on ramp and off ramp. Marchant – then we will need two accesses. Mike – yes, the other benefit for residents is the ease to get into the subdivision, the fastest way to get there would be down I-15 if the proposed road goes in. Marchant – there is potential for a lot of traffic, a right hand turn is not a problem, how about a left hand turn coming out of the property. We have had problems with left-hand turns. Tim – an easy way to control that is islands, I know you don't like them.

Rick – whatever the zone allows is what can go there, anything allowed in a commercial zone, we have use and height requirements. Rowley – it could be a 40' high building. Black – I know the wall only has 6' wall how about 10'? Paul – our ordinance does not allow that. Rowley – as far as neighborhoods having dead-ends, do we have an ordinance that prohibits that, can you design a neighborhood? Kit – that is where the 500' cul-de-sac comes into play. Rick – it was temporary is because Interstate 20 years ago was planned to go to Main Street with Cedar Knolls Heights Phase 2 Subdivision. Rowley – we found the minutes that said it was intended to go through (see Exhibit "A"). Paul – that was in 1994. Black – the signal light coming through, would it be feasible to

take the island out and put a 4 way light there? Jim McConnell, District Engineer for UDOT - yes and no. Yes it would be feasible to do that, the reason I say no is the piece of paper I handed out (see Exhibit "B") says right-of-way n/a (no access) when we purchased the property from Windmill Plaza we did that with the sole purpose of maintaining the right of way to do the reconfiguration. We were required to bring the n/a to the Comfort Inn. When it says n/a it means no access. That precludes us from extending that access to the north. It does to Providence Center Drive as well. Rowley - I can't see why that was decided? Jim - I don't know why. Some of those rules come from Federal Highway Administration so it doesn't affect the interstate to function. I assume that is the reason it was done to maintain access from a certain distance. Kit - also, when UDOT puts the n/a in they pay a price to make that frontage no access. Jim McConnell - that keeps conflicting access from causing function with the interchange.

Jim McConnell - The other issue I want to discuss is the two pipe culverts, one in the lower area, the higher one goes under I-15 to the southbound off ramp on the west side and the south interchange dumps into that pipe, it didn't before. When we put the new storm drain system into the south interchange there are drainage pipes on the east and west sides of the southbound off ramp. On the east side of that we have 2 24" dumping into one 24". I have a request into the designer to give me the drainage calculations, I have a hunch we are to capacity. We could tear the off ramp up to get that across with a bigger pipe. The other pipe only collects on the other side and goes along the west side of I-15, under 600 South and ties into the drainage system. The drainage system on the east side there are two large pipes north of 600 South, a 24 and 54 inch that ties into the drainage, that is the same place all the drainage will get to from this area. Cozzens - what is the grade on the land on the east side of the freeway, does it drain there? Jim - yes, but it goes uphill to a high point, it drains to the south. All the drainage will go through the two pipe culverts. Rowley - does it descend again? Jim - Yes. Rowley - could you punch a culvert in in the middle? Jim - yes, but it all ends up to the same place. If you determine all the drainage needs to go that way instead of down Interstate, you could punch a drainage, but don't flood my freeway. We have right of way up the fence line of the property. Rowley - does it run or soak in? Jim - it depends on the storm. Rowley - have you seen it flow? Jim - not personally. Black - if you find the 24" would it cause it to seal off and not flow? Jim - no. If the pipe is overburdened we wouldn't allow any more and then you are back to a detention basin. Tim - with the new change in the Main Street, there used to be a culvert that took some of the drainage. There may be a little more capacity when that was redirected. Black - will the drainage report take into consideration what might be built there? Tim - yes, fully developed. I would guess 5-10% landscaping. Mayor - when will you have the drainage report? Kit - that comes through with the next step, preliminary plan. You will also see it at final plat. Black - will the ingress from Main street come straight off main? Tim - yes, the Comfort Inn will connect into the drive way. Jim - one other thing, when I met onsite with Councilman Rowley, we were looking at the access and he asked the approximate cost to the developer if he made the access if possible, the rough estimate is about \$50,000, UDOT would do that adjustment to the controller, but they would have to put in the support for the poles and they are large. With the curb and gutter, handicapped access, it would be roughly \$50,000. Rowley - but the no access throws it off? Jim -

yes, and I am not saying it is a deal breaker, but you have to go through the Federal Highway in DC. Rowley – it is easier to see people coming on a curve, but the semaphore poles on the west side are narrower, and the space between is filled with wiring. Jim – yes, that would have to be moved and changed. The other issue with it, it may be, I haven't looked at the design, but the correct radius' you may have to widen which would be considerably more than \$50,000.

Robin Haight – I lived in the neighborhood for 26 years, I read the newspaper, and some of this caught me by surprise. How much was the developer paid for easements that UDOT bought, is it him that controlled the easement? Jim – no, that is controlled by UDOT regulations and Federal Highway regulations, there are regulations on how far you have no access without causing conflicts and it reduces the flow. Robin – how much did the developer get paid for the access? Jim – I don't know, we purchased that on a previous project, the old interchange came to a 90 degree, when we did that in 2012, we purchased from Windmill Plaza. Robin – is that Joe Burgess? Jim – yes. Robin – how much did you pay him \$2 million? Jim – I don't know. Jim – if the access was changed to this point in all probability I would guess you would have two accesses anyway. Robin – why not two off Main Street? Has anyone considered that? Mayor – I don't know.

Jerry Bess – your no access, is there any way possible, we have two bottle necks in the interchange, the lights, and if two people stopped on the diamond interchange you can't get on the interchange. Is there any way to get a right lane onto the freeway only and tie it into the development? Rowley – the way they did the Wal-Mart in Bloomington. Jerry – you would get people on the freeway and create traffic for the businesses. Whether this has to be or not, do I understand the commercial will allow 30' buildings. Paul – they can build up to 50' which is allowed in commercial. Jerry – so this is probably going to have to happen. Paul – that land owner has just as much right to use his property as you do yours. As long as they meet zoning regulations they can do that. Jerry – there is question on when it was zoned commercial and why no cul-de-sac? Rowley – it was zoned in 1982. Rick – Cedar Knolls Heights Subdivision was approved May 4, 1994, the Planning Commission discussed the circulation of the residential area and determined that Main Street would be the access for extended Interstate Drive. That was a part of the subdivision process. Jerry – then it is a done deal, if they get there drainage figured out. Right now they go Cedar Knolls South to 1100 West and left on main is a problem there. My biggest question is there any way we can solve the two flaws in the diamond as far as accessing freeway traffic going north and the access to onramp only and tie it into the commercial development. Rick – I will look over your drawings and if I have questions I will ask before I circulate it.

Guy Gillespie, I live on Interstate Drive. I am a retiree of Clark County and worked 20 years on the sewer system, I heard with the flow and you are lost. If they build a hotel in that area and it exceeds 150 rooms it has to have a 12 inch sewer line, that is code, the Interstate line is 8". You cannot tie a 12" into an 8" without major problems. Everyone on Interstate to where the turn goes to the east will be affected. Where it goes down 1150 is a problem. Everyone along that street, any back-up the houses will get flooded. My

question is, if you take the approach and do that and tie a 12" into an 8" who pays the bill and the City says it is not our responsible I am getting a lawyer and suing the City. Everyone on Interstate Drive will have problems.

Robin Haight – as a resident I have concerns, lived there 26 years. We have noticed things that represent challenge and we should address issues. If you flood interstate with traffic. I appreciate the Council for making us aware. My concern is that if people come up from Main Street, if they only see a motel they are lost and represents a threat to the safety of residents, they still can't see Main Street, you cannot see it until you get past the motel. You take people from Main Street to a maze of streets, it is a mistake out-of-town people into a maze then they find a straight shot, they go by Cedar High and SWTC and then they think they are wrong and go further and come into another residential area and get to the North side of CHS and then hit a church. It creates confusion and a challenge. We have had former Mayor Linford killed in the area. I would hope that the change would make it easier and safer, not a more challenging place if you try and access the freeway from the west side. People backing out of driveways are threatened, people drive fast and people have lived for many years. The surface water will come down and flood people; the water after it is finished will come down and flood people. I have been flooded twice. When Hinton built their house we got flooded and so my foundation is settling. The sewer, Guy Gillespie addresses my concerns of sewage; I have seen this happen in a professional plaza. Protect our people, our homes, kids and grandkids. There are tots where there are bus stops. You are creating a threat to our elderly people, people don't want to move, a threat to people. I love and respect most of you and cooked Dutch oven with kids. As a concerned citizen, I have been on the Board of Adjustments; I think we can address people. We have 154 people on a petition (see Exhibit "C"). We have 4 things we are concerned with. Wade, his mother Barbara Imlay lives on the problem, he has a lot of good information he is provided, and we collected 154 signatures in two days for people in our neighborhood who support good growth and change. I am proud of people in the neighborhood who rally together. Please help us if you can. We think there should be a green belt along the homes. You have to get the water off the property so it doesn't come down and injure the homes.

Cozzens – in regards to the drainage, they do detention basins and don't allow more run off, do you think that will affect you negatively. Robin – I don't think the detention basins will work, they will harvest mosquitos. Cozzens – most I see work, we have one at the north Stake Center, and it allows the water to come out slowly so it doesn't flood people. Robin – I have been to places where people work and can't get to their car because of the detention basin. It was on the front door of the businesses, water runs fast. If we can design or protect or prevent, the best is prevention.

Randy Whitelaw – I have lived here in 33 year, Cedar Knolls and Interstate Drive. If this is open, there are speed issues; you can coast to 40 to the end in neutral. Also, there will be an increase in crime. If you have a big motel or gas station it is inviting crime. It can dead end, behind the old Albertsons it does dead end. If you can do a U-turn it would be enough room for the fire trucks and meet code. If the cost is \$50,000 or \$100,000 plenty

will donate to not have the road go in, I know I would. We could do fund raisers and I would be willing to do that. My biggest concern is speed and crime.

Margaret Blackburn, I have only lived here since September, we bought the house on the corner where everything goes by, we see Days Inn. I don't know anything about regulations, but the Comfort Inn, we don't see it, but there is a big open space with a culvert and one open space for multi-family. Is there a possibility that there could be an access road along Main Street to 1100 and put a traffic light in so people can go left. There is a little access road along Main Street. Rowley – there is a dirt road there now. Wade Grimm – what she is talking about is the corner of Comfort Inn, the traffic comes from the hotel and jumps off the curb to Cedar Knolls.

Rowley – Kit, is the land so situated that we cannot slope the land to the east and drain to Main Street. Kit – if you look at the contours that Tim presented, it is all sloping to the freeway so you would have a lot of fill to do that. Rowley – we can note it and explore it later.

Lisa Blodgett, I live on the next street over from Interstate. I had no idea that our neighborhood had so many sewer problems. We had a problem and then the neighbors down the road. I am one street over and we have 17 kids within 5 houses, I am concerned, they run in the street. There are a lot of kids in the neighborhood.

Brent Spackman – at the Comfort Inn, the entrance, who owns the entrance that goes into the motel? Paul – I think it is a public access. Kit – UDOT. Brent – the developer has access to that now. I have heard they refused them access there. Kit – no, that is a UDOT road. Wade Grimm – that access is 130 something feet to the north and it is an island. Why does their sign have to be moved, take it straight to Main Street and put a stop light there and still do a cul-de-sac and dead end. Rick – that access is one that was granted by UDOT, Comfort Inn probably asked for an access closer to their building and UDOT determined where the access would be. Wade - There sign sets in the island, the driveway is a big distance until you get into their building, is there a reason it is that far south? Jim McConnell – Main Street along there is limited access, certain points set up for access and they can't be moved unless one access is taken out. This is where one access is located. It was left so that it is a dual access to two pieces of property. To move the access you provide non access to the other piece of property. Jerry Bess- there is a second dirt road to Cedar Knolls West. Wade Grimm – They are putting a dog leg in that road, why can't they get a variance and have the road go straight in. It would cut the length of Comfort Inn in half. They want to make it a destination. If they go into the subdivision, they will get mad and that is when they speed, people get confused and lost, it is a serious problem already. Rowley – if this has to happen, we put up two signs that say local access only and a speed bump so strangers know not to venture. Paul, next week we don't like it and vote it down, what happens? Paul – I would hope you give the city some reasons to defend itself in Court. They have 30 days to file in District Court and they will see if the city acted in arbitrary and capricious and legal way. If you do it on public comments you will lose. If you have other reasons why it doesn't meet the land use code then we have a chance to win, which is what it boils down to. Rowley – our

only option is to approve or face a lawsuit we would most likely lose. Marchant – we make viable suggestions from the meeting, Tim take note, set down with your client; they have the prerogative to develop their property. If something comes from the meeting that is viable it should be considered. Legal action should not be talked about. Rowley – we cut the street off, sewage still goes down Interstate, would it be possible to dig back to Main Street line? Kit – we would have to look at it, it would probably be too deep and the sewer on Main is on the other side of the street. Rowley – the developer is paying impact fees for sewage, would it be our burden. Black – is there a code requirement for 3 stories and a 12 inch line. Kit – the code is the number of fixtures. Black – would we be able to say you cannot build anything that exceeds an 8” line. Kit - We could have them do a sewer study to see if it has valid data and results. Black – do we have the legal stability to delay until all studies are done? Paul – that is already built into our process. The studies come in our development process, by our ordinance at the Preliminary plan state. If you say delay vicinity until studies are done, every other developer would work out the studies after vicinity. Cozzens – with the scenario of the 8” sewer, if it is required for a 12” line, can we say you can’t do anything over the 8”. Kit they can upsize, and they would bear that cost. Rick – or they would build to capacity to the line. Wade Grimm – the code also states that all commercial buildings have to have a backflow preventer. If we do that someone should foot the bill to have a backflow on all residential lots. Kit – there is a code for residential property, depending on elevation, to have a backflow. Wade – there is not a backflow on any of those residents.

Tim Watson – if we would consider the items, that is fine, but you need to understand that based on the Planning Commission to look at cul-de-sac, we looked at that. We also looked at a 4 way intersection, we have looked at several option. Mr. Grimm asked about extending this through, it is possible, but we have a minimum radius of 200 feet to make a 4-way intersection. It has to be a 90 degree intersection to Main Street, if we add a 200 foot radius we are cutting two lots out. Please give me a list of options you want me to look at. If I look at every option presented we would be forever. Marchant – you have already addressed some. Tim – can we keep other problems in the subdivision at bay; we are not addressing problems that already exist. Having a second access to another property has nothing to do with this development.

Guy Gillespie – I didn’t mean to be confrontational; I cleaned and maintained sewer lines for 20 years. The sewer system on Interstate Drive can handle what is there, but if you add a motel it would put a maximum amount of sewage that an 8” line won’t handle. If you tie that in it will be a problem. There is a thing called a lift station, is it possible to take the sewer line and tie onto Main Street with a lift station.

Rowley – after the next gentleman speaks, we have several of our employees wasting their time here that would like to go home, can we move on. Mayor – yes.

Kelly Dangerfield – I live on Interstate Drive, I have lived there longer than anyone. It seems to me that your trying to put a road in through a commercial development, why tie into a subdivision, it seems ridiculous. Who will maintain the road? I did the airport for years, who will snow plow? Rick – it would be a city street. Kelly – city employees help

a development? Rick – yes, just like we do for you. We will plow the public street only. Rowley – like by Walmart. Kelly – I know when Smith's came in I have a friend that lived behind there and they put a higher wall. The sewer and wall is ridiculous. I understand the commercial development; block it off from the subdivision. It will be buses, speed. It will be trouble with sewer and flooding. They bought that property, not the houses on Interstate Drive. Tim – anything you want me to discuss? Wall, cul-de-sac, lift station, drainage, green space. Tim – we are doing what the city asks. Rowley – ask the developer to be a nice guy and put a buffer. Tim – we have looked at the cul-de-sac. If we do we will not bring the water through and a lift station and you create a non-conforming area. Kit – we mentioned the drainage and sewer study, we may want those now, usually in preliminary, but we may need this information now. Tim – Is that part of the vicinity requirement? Kit – no, but to get past vicinity plan you may want to address those. Tim – can we not do that at preliminary? Mayor – it would be nice to have those issues addressed. Paul – you are not entitled to get approval in 2 weeks, it would speed up the preliminary plan, to get the information. Tim – we have started the process, we have met with UDOT, we have not started the drainage study, the Council will have to look at and consider seeing if we had put forth a good faith effort. Rowley – it might cut back and forth back if the developer was here. We asked Mr. McConnell to be here and he spoke to us straight. It would be nice if we could talk with the developer straight. Tim – I have reached out to you three times since the last meeting and I take offense to that. It is in our best interest to get this through as quick as possible. Rowley – I thought I would see an alternative plan with a cul-de-sac and it wasted my time. If there were here they could say straight out we don't want to do that. Tim – I did contact Kit Wareham, I found out today. There was discussion about the cul-de-sac, but the Planning Commission sent it through with a positive recommendation. Rowley – it would help if we had the actual guy here. Mayor – thank you for being here and representing your client. Black – the non-conforming cul-de-sac would be non-conforming. Can they go to BOA? Kit – I don't know if it would be non-conforming. The 500 feet is from the center line of the other cul-de-sac, so it would not be 500 feet. Black – what if off Main Street, would that be 500 feet? Kit – we would have to look at it. I don't think it would be an issue. Mayor – if the Council thinks of other questions, let Rick or Paul know and they will make sure it is back to them. Kelly Dangerfield – you will consider the cul-de-sac? Mayor – if Mr. Watson talks to his client, he did once and they were not in favor. He can bring it up one more time with them and let them know of the concerns of the cul-de-sac and he can report one way or another. Tim – I will do that. I would ask that you consider as Chief Phillips said, you are limiting what individual property owners can do with size and height. I will visit and see if they can make it to the meeting. I would hope you would consider what the fire professional said. Adams – in defense of that, Fred's comment, questions are decisions you cannot make here in the meeting, they have to run numbers. It takes time to calculate changes taking land out. I do have a home in the Cedar Knolls area, it is a rental. Action

**PUBLIC HEARING TO CONSIDER A ZONE CHANGE FROM AT TO R-1 ON PROPERTY LOCATED IN THE VICINITY OF 200 SOUTH 3325 WEST – PAUL BITTMENN/PLATT & PLATT ENGINEERING;** Paul – Mr. Platt is the engineer.

This is on Westview Drive by the Nursery, it connects to Chapparal Drive. Bob Platt –

the Allen's own the 2 acre parcel, it is zoned AT when annexed it defaults to that. Paul – R-1 complies with that. This is a public hearing, but I want to bring in the next item. They have gone to the Board of Adjustments to do a cul-de-sac.

Mayor opened the public hearing. There were not any comments. The hearing closed.  
Action

**CONSIDER ACCEPTING A ROAD DEDICATION ON PROPERTY LOCATED IN THE VICINITY OF 200 SOUTH 3325 WEST – PAUL BITTMENN/PLATT & PLATT ENGINEERING:** consent

**CONSIDER SEWER REPAIR BLANKET CONTRACT – DARRELL OLMSTED:**

Darrell – we are asking, in the past we have done sewer repairs as a capital item. If we do a blanket contract a third party will do repairs as we find them. We put out a request and had two contractors reply; one did not bid correctly and pulled their bid, leaving Orton Excavating with the bid. They have done this type of work in the past and understand what we are asking. Their bid is \$360 a linear foot. We are requesting to give the bid to Orton. Engineering estimate is \$340. These are small repairs and there is a mobilization cost in going from one job to another. I think it is a good bid. It is not a big money maker for the bidder. Black – we have a problem with street light repairs, waiting for 20, will we do that. Darrell – we do a quarter of the city a year, if the operator finds sags or defects as they camera, we prioritize on severity and then give them a list. We have 25-30 we have from last year that this will cover. We put some on a watch list if it is hairline crack. Paul – they have a certain amount of money that they will repair what they can. Consent.

**CONSIDER GRANT CONTRACT FOR UDOT FUNDS – TAMMY NAY:** Tammy – we have received a contract for CATS funding for the next year. This will cover operating, project, administration and purchasing of new signs. We need 3 copies signed by the Mayor. I am asking that you approve the Mayor signing. Paul – these are Federal contracts, through the State, there are a long list of rules. Cozzens – that concerns me that strings are attached and what it binds us to down the road, what are our options. Paul – the UDOT grant, while accepting their money and running a bus system we are subject to their strings, if we don't run a bus system then the strings are done with. Some other grants with strings attached are the Airport; they are different that the strings don't go away if we close the Airport. Cozzens – we can cut these strings if we want? Paul – yes. If we wound up the bus system we have to make good with the money that was advanced. Black – does it have a match? Tammy – yes, 50/50 for operating, 80/20 for capital and project administration. Consent.

**CONSIDER ANNUAL BLANKET CONTRACTS FOR: STREET LIGHT MAINTENANCE, PAVEMENT MARKING, SMALL CONCRETE PROJECTS, INSTALLED ASPHALT, STREET MATERIALS SUPPLY, CRACK SEALANT/ASPHALT CHIP SEAL OIL MATERIALS SUPPLY, CHIP SEAL ASPHALT/OIL APPLICATOR, ASPHALT STREET CRACK SEAL PROJECT, TREE TRIMMING, AND TOWING – JEFF HUNTER:** Jeff – each year we send out

request for blanket contracts, this year we had 10. I have reviewed all the contracts, you have a list of all low bidders, I request that we go with low bid on all, I don't always do that, but they are all reputable contractors. Black – how are you doing the oil, do they give you a firm price? Jeff – yes. That is how Mr. Bittmenn makes it clear. Adams – who did striping last year, was it Straight Stripe? Yes. The other contractor is out of Salt Lake. We call these guys on a whim and they will run up and do a job. The one on the crack seal, we purchased our own crack seal material and he applies it, that is why the other contractors, I don't know if they didn't read the contract to know that if that is why they are high. Adams – who did that last year? Jeff – the same contractor, he does it for the Airport and Parks. Rowley – when I see a road with 10,000 cracks, is it cost efficient to have a guy do that? Jeff – you can't slop it on, it will just go down in the cracks. You see a lot of cracks on Leigh Hill, I don't know why. Consent.

**CONSIDER A RESOLUTION AMENDING THE FEE SCHEDULE TO INCLUDE**

**PARK RESERVATION FEES – AUSTIN BINGHAM:** Austin – we are asking to consider amending the fee schedule to include a park reservation fee. Currently when someone applies for a special event a fee is not charge, it incorporates a \$25 fee Renon collects, pavilion and utility fee, power is about \$2 a circuit Jonathan from Engineering worked that up for us. Special events in the past have reserved the park but not the pavilion and someone rents the pavilion for a family reunion and there are 10,000 people at their reunion. This would apply to Main Street, West Canyon and Park Discovery. Adams – the bounce house, the event may have paid a fee for the whole park, I remember before they didn't get charged for power. Austin – that is still the case, the pavilion is \$15 and they contract for a bounce house they are not charged a fee. Rowley –if I rent the pavilion and plug in a boom box is it \$40? No – this is only special events. Black – this is long overdue. Action.

**CONSIDER AN AGREEMENT WITH THE STATE OF UTAH DEPARTMENT OF NATURAL RESOURCES FOR THE DELAYED PAYMENT OF IMPACT FEES FOR ITS FACILITY LOCATED IN THE VICINITY OF 646 NORTH MAIN STREET - PAUL BITTMENN AND KIT WAREHAM:**

Kit – you are aware of the DNR building, impact fees have always been an issue with State buildings. We had discussions with State people on this building and they didn't have money in their capital budget, but feel they will in their operations budget, they want to enter a deferred payment agreement to pay so much a year. Paul – this agreement says a year from when both sign it. Cozzens – if they don't pay in a year we shut off the water. Paul – we would have two causes of action, breach of contract and failure to pay impact fees. Rowley – are they going to move forward with occupancy? Kit – we are waiting for a response from FEMA, we are sending a modified plan that would allow them to occupy the upper floors. Consent.

**CONSIDER DISPOSAL OF CITY PROPERTY – MIKE PHILLIPS:** Paul – the write up wants to dispose of the ladder truck to sell to Kanab City. Our purchasing policy says if it values of \$1,000 you have to ask, it requires a public auction, I would encourage you to put it to auction and let Kanab city bid. Rowley – the tires alone are over \$3,000. Mike – they are rotted out. Rowley – can you set a minimum bid? Yes. Mike – we were

approached by Kanab, they contacted Rick. Cozzens – if you advertise, what are the chances of getting over \$3,000? Mike – the aerial is non-function, he wants to take it apart and use it as a service truck. Rowley – we have an obligation to get as much as possible out of it. Adams – is there a difference if it is a gift? Paul – the policy does not care how we acquired it. We are the manager our property. Mike – we will amend to put it out for public auction. Consent with that change.

**REVISION OF THE 2014-2015 FISCAL YEAR BUDGET – JASON NORRIS:**

Jason – we are going to vote on this next week as a public hearing. 1-25 are carry over from 2014 that were not complete at year end. #26 we talked about the Building Department getting hourly staff, I don't think it will be \$3,500, this will allow them to get going on the hiring process. #27 is the grants on the solar projects for \$47,500, the solar companies pay that. #28 is the police jag grant, #29 is a private grant they have. #30 is reimbursements they receive for overtime and work for various entities. #31 is police grant, #32 is a private grant to animal control. #33 is street reimbursement, majority from URMMA, \$17,000 back to the City and we bought a retro reflect meter. #34, is a private grant to library. #35 additional revenue above anticipated for the half marathon for \$8,000; #36 is something that represents new spending and not outside money, spending inside the money. When we found out we were doing Tour of Utah last fall, we found out a start and finish city we had to get sponsors and fund raise, sponsorships were \$17,250, leaving us with a \$35,000 short of the overage. I propose we take that from TRT fund. Rowley – we have money for Shakespeare? Yes. Cozzens – do you think return on investment was worth it? Jason – I am not going to guess, but it is not free to host larger events and there are expectations from those groups for various levels of support. It is difficult to measure the economic impact. Rowley – we can't pin down the sales tax to one week? Jason – I don't think. Mayor – I would suggest we never do a start/finish ever again; the costs are a lot more. Cozzens – why didn't we know, were we not told? Mayor – we had estimates, I don't know. Jason – the Event Coordinator was going to get sponsors for motels and meals and he didn't secure enough sponsors to cover that. Cozzens – we need to ask more questions next time. #37 – the Aquatic Center was bonded with Build America Bonds and they have reduced their subsidy on those bonds several time, so we are going to transfer \$6,000 to cover the subsidy, that is one of those unique things from the financial crisis. #38 is what needs to cover the general fund. We are at our 25% threshold, we can't put any more in the general fund, it is maxed. #39, the Aquatic Center has done better on the concession sales, we will increase that \$17,000 for revenue to offset the expense. #40, middle of year we had a BLM funded grant at Airport. #41 last year I neglected to put in the State portion of the dial-a-ride, which is an adjustment. Golf Course grant for \$5,900; FAA \$999,368, #44, building permit software we talked about for \$20,000 that is new spending from capital improvement fund. #44 also new spending for legal settlement on the storm drains. Rick – that is the Armbrust agreement. #45-48 the General fund will pay for services in the enterprise funds. Paul – next week for approval there will be RDA and MBA as well. Action.

**SALARY SURVEY PRESENTATION – MIKE SWALLOW:** Mike Swallow – you are all tuned into the process we have gone through over the past several months. We have had a lot of involvement which is fabulous, Administration getting the leadership

team involved. (See Exhibit "D"). Every job has a stand along pay range. There are numerous jobs falling below the minimum range. We explored the consideration as being the trend setter, we chose the average. Rowley – you said the cities were chose by a data point; it is budget, size, commercial, etc.? Mike – some proximity, similar size, population and budget got in some, but budget is hard to nail down. Rick – we looked at the population, budget and number of employees other than the close proximity. Rowley – Washington causes a lot of problem, but they are close and compete. Are people migrating away? In spite of the shortfall what is the attrition? Natasha – no, not a lot. The maintenance is an ongoing process as jobs change. Mayor – I appreciate all the time you Rick and Natasha have gone back and forth to get to the workable data. Rowley – it is good to have actual date to work on. It was very helpful to me. Black – I have been through a number of these and this is probably the best I have seen. Marchant – Natasha does a good job. Rick – we are working on a revised compensation policy. I hope the information show is we have a ways to go to recognize our employees and their values and I hope we will be assertive in addressing this over the next few years. Marchant - it will take a few years to integrate. Paul – if you change the methodology, we bring the salary plan to you to formally adopt. That should be in the next 3-4 weeks.

**ADJOURN:** Councilmember Marchant moved to adjourn at 8:33 p.m.; second by Councilmember Rowley; vote unanimous.

  
Renon Savage, MMC  
City Recorder

Planning Commission Minutes  
January 18, 1994  
page 2

Bob Platt made a motion to amend the subdivision to change the name from Skyline Drive to Round About Way; second by Jolene Goff; vote unanimous.

REQUEST FOR ZONE CHANGE FROM R-1 TO R-2 ON PROPERTY LOCATED AT APPROXIMATELY 200 SOUTH 600 EAST - RICHARD AND PAT CLARK: Richard Clark indicated that the annexation has taken place and now the zone change request is before the Planning Commission again. This is to give two of his children a building lot.

Rich said when originally discussed he had cooperation from property owners west of him for the zone change. That would be three lots. There is a natural barrier of 200 South to separate the R-2 from the R-1

John Westwood made a motion to approve the zone change; second by Larry Daniels; vote unanimous.

REQUEST FOR PRELIMINARY APPROVAL OF PHASE 2 OF CEDAR KNOLLS HEIGHTS SUBDIVISION, 15 LOTS - PARKS INVESTMENT COMPANY: Ken Middleton explained that the reason it did not go to Work meeting is because he thought it had been before work meeting last year.

There are different opinions on the road situation between the City and the State. J.R. Chamberlain does not want another entrance on Main Street.

Larry Daniels would like to see the road stay 66 feet. Eventually there will be a lot of traffic on that road.

Rick Holman explained that this is a complicated circulation item. It borders a State Road and they have regulations for an access. The property South of the Residential is commercial. When Interstate Drive was put in, it was designed to go to Main Street, if that is going to change it needs to be looked at. There are only two remaining locations on Main Street between 1100 South and the Freeway entrance for accesses. The road south of Mr. Middleton's property may not be ideal because of the interchange intersection being so close. The majority of the Planning Commission felt that the 66 foot road was not necessary, and could be reduced to 55 feet. The biggest concern is that if it is stopped short of Main Street, what do we do for circulation in that area.

Kit indicated that there is a 750 foot cul-de-sac which is larger than should be. Bud Rhodes indicated that we have tried in the past to keep the cul-de-sac 400 feet.

Jolene Goff made a motion to come back with a different proposal, and additional options to the property and with a circulation plan

for the property to the south; second by Don Reid; vote AYE 5  
ABSTAINED 1 Bob Platt has conflict of interest.

Glen Miller mentioned some concerns about cul-de-sac's with  
emergency access.

REQUEST FOR ANNEXATION OF PROPERTY LOCATED AT APPROXIMATELY U-56  
AND LUND HIGHWAY - SECURITY TITLE COMPANY OF SOUTHERN UTAH, TRUSTEE  
AND CELESTIA NICHOLS: Rich Gillette indicated that this is for an  
Industrial Development purpose that requires it to be in the City  
Limits. The 8.719 acres is the connect to the 74 acres.

Mark has researched and does not see a problem with this  
configuration.

Rick explained that this property is for industrial use, the  
property across the street that is in the City is industrial. This  
lies within the annexation declaration of the General Plan. It  
also meets the criteria for Industrial Development.

Bud Rhodes indicated that there is a 20" water main on U-56 but  
would have to cross the railroad. The new sewer main, anticipated  
routes would come up Lund Highway, but would still not serve this  
property, so it would have to be routed a different way.

John Westwood feels that we need to take more time, it needs to  
come to a work meeting. There is a problem with the sewer line.

Rick explained that annexations in the past told the proposed uses.

Scott Rasmussen explained that the company cannot be announced  
until the first week in February. He explained the project to the  
Planning Commission. It is a clean industry, wood products.

Don Reid made a motion to recommend this annexation to the City  
Council; second by Bob Platt; vote unanimous.

ROAD RIGHT-OF-WAY MODIFICATIONS: Mark Sorenson SID street, quit-  
claiming to straighten the street. This is 200 West Road between  
200 and 400 north. House keeping.

John Westwood wanted to know why this was not taken care of prior  
to the SID being done.

Mark indicated that these are just right-of-way's .

Bob Platt made a motion to approve; second by Jolene Goff; vote  
unanimous.

Larry Daniels made a motion to approve the subdivision; second by Jolene Goff; vote AYE: 4 ABSTAINED: 1. Bob Platt has a conflict of interest.

June Bishop - Asked if the CC&R's have been filed.

Louis Brown from State Lands indicated that there will be CC&R's, but have not been drafted at this point. They will be available prior to any lots being sold.

REQUEST FOR PRELIMINARY PLAT APPROVAL OF CEDAR KNOLLS HEIGHTS SUBDIVISION, UNIT II - KEN MIDDLETON: Ray Stapley was representing the partnership on this project.

Kit has reviewed it and the concerns from the last meeting have been addressed.

The 66 foot road narrowed to 50 feet and was allowed on phase I. No problem with the cul-de-sac, it was shortened to 450 feet.

Jolene made a motion to approve the Cedar Knolls Heights subdivision as presented; second by Don Reid; vote AYE: 4 ABSTAINED: 1 (Bob Platt has a conflict of interest.)

Rick indicated that the road did continue on to Main Street and was a concern.

REQUEST FOR ZONE CHANGE FROM R-2 TO CC-1 ON PROPERTY LOCATED ON FIR STREET, NEXT TO CHRISTENSEN'S - BARLOW-NIELSON: Lew Nielsen indicated that they manage the shopping center for Utah State Retirement. They are asking for an additional 50 feet of commercial zoning. The reason for the change is to add additional parking. Major stores like to have 5 parking stalls per thousand, in this center there is 3. This is to add sufficient land to maintain the three stalls per 1000. By separating the buildings it will maintain the fire loop which is for safety. It also will not put trucks out to Fir Street. The property has been surveyed.

Larry Daniels made a motion to send to City Council for the public hearing for zone change; second by Bob Platt; vote unanimous.

Walt Mammel - An important objective is to increase the safety of home life in which to raise children. The Master Plan is a legal document which is to be followed. The goals to preserve and strengthen neighborhoods and to be protected from encroachment. This does not meet the requirements. The original request was to straighten out the zone line. It is an unreasonable threat and believe this should not be granted.

John asked if the cost was borne by First Security. The curb, gutter and asphalt will be paid by First Security.

John Westwood made a motion to approve vacating the street and altering Maple Street; second by Bob Platt; vote unanimous.

Mark indicated that the adjoining property owners do need to be notified.

REQUEST FOR FINAL PLAT APPROVAL OF CEDAR KNOLLS HEIGHTS SUBDIVISION, UNIT II - KEN MIDDLETON: Ray Stapley was present for this item. All signatures are on the map. This is one in the transition process.

Kit indicated that the plat and construction drawings were in last Tuesday, and corrections were to him Monday morning. There are some corrections that need to be made, but are minor. Kit recommended that the four items 2, 3, 4 and 9 on agenda be tabled until the corrections are to us and approved to see that they are done properly. Kit recommended that an action meeting be scheduled with the next work meeting to help the developers out on the time line. Some of the modifications are minor and some are not.

John Westwood made a motion to take the recommendation of the City Engineer and table the items until the next meeting and schedule a special action meeting for items 2,3,4 and 9; Second by Larry Daniels; vote unanimous.

Kit - The additional items on this subdivision are minor. Bob Platt has the final plat into the Engineers, but it has not been checked. They are mostly on the construction drawings on the manholes, trench, sign installation. The road to Main Street has been worked out. Addresses also need to be on the final plat.

REQUEST FOR FINAL PLAT APPROVAL OF PHEASANT RUN SUBDIVISION - CEDAR WEST DEVELOPMENT: Marlow indicated that he had engineers working all day to make the changes and are on the final plat.

Kit indicated that there are three issues that need to be addressed. Two deal with irrigation companies. Bulldog irrigation Company on the Southwest corner where there will be a pipe put in. There is a Northfield ditch on the east end of the project where you access in the project. These areas are of concern to the irrigation companies to make sure they get their water. It is important that we have proper details. There will need to be some type of inverted ditch with grates, concrete boxes etc. A lot of detail needs to be in this to make sure it works well for a proper intersection and meets the needs of the irrigation company. On Bulldog ditch was cmp pipe and the irrigation company does not want that type of pipe. They want a concrete pipe with a head

**SPECIAL PLANNING COMMISSION MINUTES**  
**APRIL 5, 1994**

The Cedar City Planning Commission met in a special meeting at 5:15 p.m. on Tuesday, April 5, 1994, in the Council Chambers at the City Office, 110 North Main, Cedar City, Utah.

MEMBERS PRESENT: Chairman Rich Wilson, Bob Platt, John Westwood, Mike Slack, Jolene Goff, Don Reid, Larry Daniels, City Engineer Kit Wareham, Assistant City Manager Rick Holman, City Building Official Bob Behunin and Secretary Renon Savage.

OTHERS PRESENT: Ken Middleton, Glen & Jean Brunson, Marlene & Eddie Evans, Walt & Becky Mammel, Marlow LaFountaine, Antone Thompson and Marlow LaFountaine.

REQUEST FOR FINAL PLAT APPROVAL OF CEDAR KNOLLS HEIGHTS SUBDIVISION, UNIT II - KEN MIDDLETON: Ken Middleton presented the map of Cedar Knolls Heights Subdivision, 14 lots, to the Planning Commission.

Kit indicated that they had few deficiencies at the last meeting, which have all been addressed. They were missing one signature, but it was the Developers, and don't see any reason to hold this up.

John Westwood made a motion to approve the project; second by Jolene Goff; vote AYE:5 ABSTAINED: 1 Bob Platt has a conflict of interest.

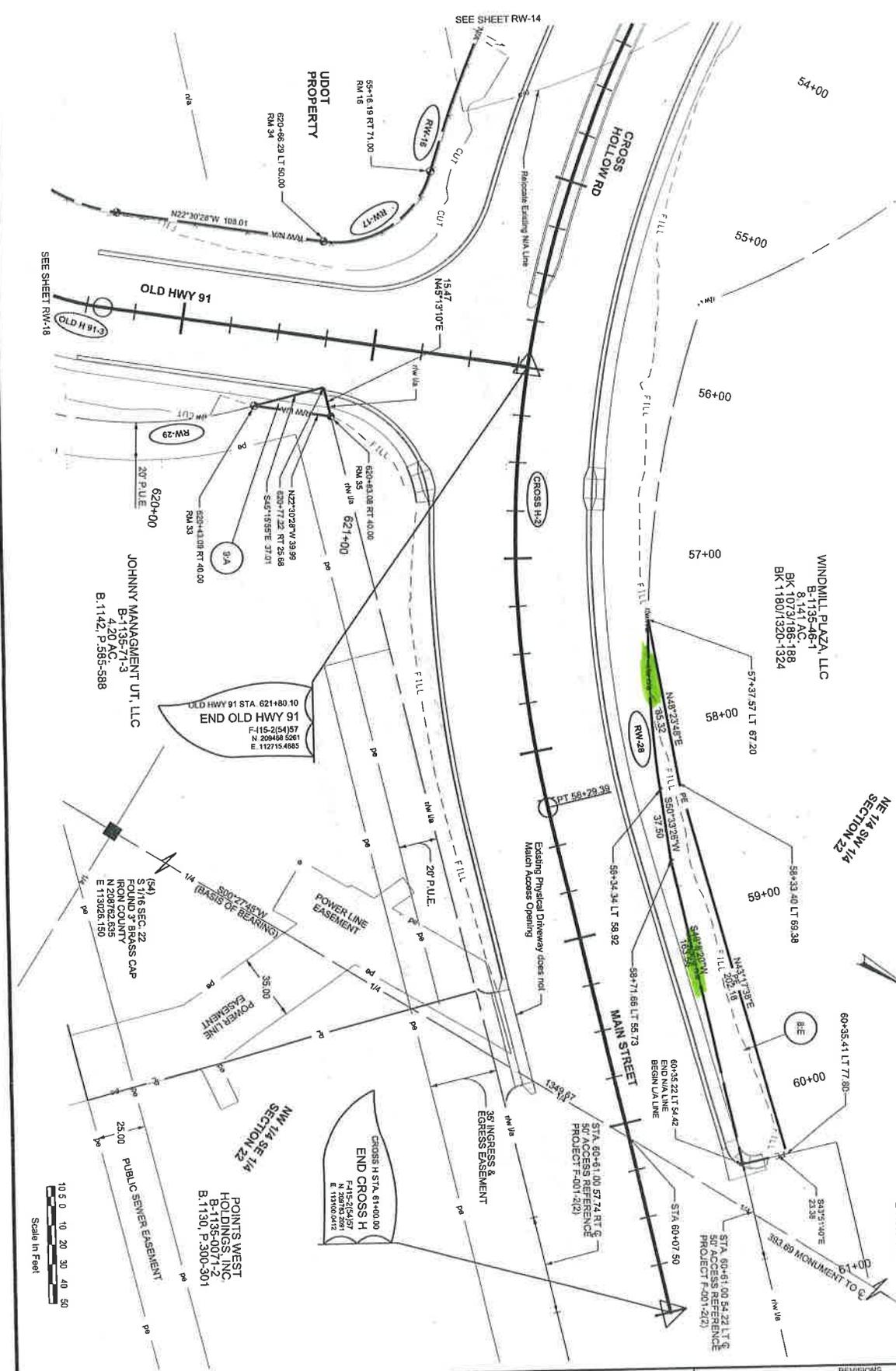
REQUEST FOR FINAL PLAT APPROVAL OF PHEASANT RUN SUBDIVISION - CEDAR WEST DEVELOPMENT: Kit indicated that last time there were 3 major issues that needed to be addressed, one the culvert on the Bulldog irrigation ditch, that has been done, they went from a 3 foot to 4 foot and Kit feels it is adequate. The other issue was approval from the irrigation companies, I would have liked a letter from the companies. Marlow indicated they were having a hard time putting that in writing. Kit asked for a verbal ok. RueGene Rollo indicated that he had not been talked to, but would ok it if everything was ok. Bob Clark said he would not put anything in writing because of liability, Kit feels that we should at least talk to him. There are some complicated issues on the Northfield Ditch that should be approved by the Irrigation Company.

Tony Thompson indicated that he talked with RueGene and indicated it would be designed like Grant Subdivision. Marlow said that he talked to RueGene at 4:30 today and said if the drawings were drawn like he specked them he would sign.

Kit indicated that with the City's concerns it is ok. The other issue was the ingress egress. There was 120 units with only one ingress, egress, and he does not feel that is enough. Kit talked to Provo City and they indicated that they require another ingress,



CURVE ID	ALIGNMENT NAME	HORIZONTAL CURVE DATA				PI COORDINATES			ADDITIONAL DATA		
		RADIUS	LENGTH	TANGENT	STATION	NORTHING	EASTING	CHORD	BEARING		
RM-16	CROSS HOLLOW RD	671	179.41	64.48	200357.7500	112590.8335	126.22	N 80°59'09" E			
RM-17	OLD HWY 91	50	43.30	601.00	200384.2526	112590.2552	65.54	S 63°27'24" E			
RM-28	CROSS HOLLOW RD	50	43.30	57.66	200361.8976	112584.8414					
RM-29	OLD HWY 91	500.7	79.8	40.3	200352.2879	112839.102					



PROJECT: I-15: SOUTH CEDAR INTERCHANGE		UTAH DEPARTMENT OF TRANSPORTATION		REVISIONS	
PROJECT NUMBER: F-115-2(54)57		REGION 4 - WILSON & CO.			
DATE: 01/13/14	DRAWN BY: NTD	APPROVED: [Signature]	DATE: 01/13/14	QC CHECKED BY: WTF	EXHIBIT "B"
SHEET NO: RW-18			DATE: 01/13/14		



# Preserve Our Neighborhood

Help stop commercial expansion through our residential neighborhood.

**URGENT!**

Please join us at the Cedar City Council Meeting on Wednesday May 20<sup>th</sup> at 5:30 p.m. in the council chambers.

Read the attached letter and sign the petition. Any questions call: Robin or Brenda Haight@586-2189 or Barbara Imlay or her son Wade Grimm @586-8480.

*No, it is not a done deal and your signature and representation at the meeting on Wednesday 5-20-15 is crucial.*

**We propose:**

- 1. That there be an entrance and exit created on Main Street for the proposed developments.**
- 2. That the South end of Interstate Drive have no through traffic. It needs to be turned into a dead-end street.**
- 3. That a buffer zone be created between the businesses and the homes with a cinderblock fence and green belt area.**
- 4. That commercial sewage be removed through commercial lines.**

May 20, 2015

Dear Mayor Wilson, Cedar City Councilmen, Planning Commission Members, Cedar City Manager and Staff,

We, the following property owners in the targeted area, oppose the proposed changes to the Cedar City South Interchange commercial property. We understand that these changes would include a large motel and a gas station.

**A. A motel and gas station in our area will greatly impact our neighborhood for the following reasons:**

1. The design proposes that traffic will be directed down Interstate Drive as one of the two access roads to the site.
2. The roads in our neighborhood were not designed for major traffic flow. The flood of increased traffic of heavy trucks and cars will cause damage to the road structure.
3. There are many young children, elderly people and people with disabilities living in this neighborhood who would be in danger with increased traffic.
4. There will be an increase in speeds traveled as cars go straight down Interstate Drive.
5. The roads are too narrow for safe increased traffic flow.
6. The roads, as they are now, are very confusing to find your way in and out of the neighborhood. Adding more traffic will not make that any better.
7. There are many school bus stops in this area which accommodate the children going to and from school.

**B. Where would the additional storm drainage go?** The current system can't handle the water now.

**C. Residential sewage lines are not designed to handle the extra demands of a commercial property – especially a large motel.** Commercial buildings are required to have back-stop valves installed to prevent sewage back-up inside the building. Residential buildings are not. Many basements could be flooded by backed up sewage lines – which is an environmental hazard as many of those germs and bacteria can't be easily killed. The families would be living in unsafe homes and unnecessarily exposed to viruses they can't kill.

**D. Property values would go down and residential neighborhoods would disintegrate over a short time.**

Winora

PETITION TO SAVE OUR NEIGHBORHOOD

We propose:

1. That there be an entrance and exit created on main street for the proposed developments.
2. That the South end of Interstate Drive have no through traffic. It needs to be turned into a dead-end street.
3. That a buffer zone be created between the businesses and the homes with a cinder block fence and green belt area.
4. That commercial sewage be removed through commercial lines.

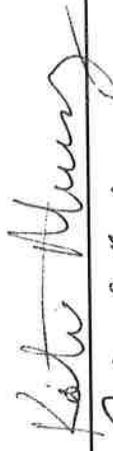
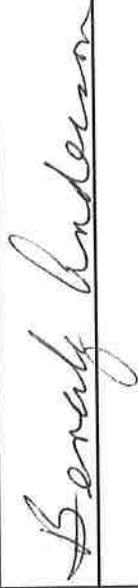
Print name:	Address & Telephone number:	Signature:
GARY K 1109	1327 CEDAR KNOLLS S 865-7765	<i>[Signature]</i>
BRITANNY PIERCE	1279 CEDAR KNOLLS S.	<i>[Signature]</i>
KERRAN GENTRY	1277 CEDAR KNOLLS S	<i>[Signature]</i>
FRANCO FLOWERS	1185 W CEDAR KNOLLS S	<i>[Signature]</i>
Charles Flowers	1185 W Cedar Knolls S	<i>[Signature]</i>
Jake Huntsman	1165 W Cedar Knolls S	<i>[Signature]</i>
Doris Fox	1145 W Cedar Knolls S	<i>[Signature]</i>
Marta Mitchell	1123 W Cedar Knolls S	<i>[Signature]</i>
Margaret Blackburn	1099 Cedar Knls S	<i>[Signature]</i>
Winora Bulloch Bess	1239 Cedar Knls. S. 559-1152	<i>[Signature]</i>

2 copies  
in envelope

### PETITION TO SAVE OUR NEIGHBORHOOD

We propose:

1. That there be an entrance and exit created on main street for the proposed developments.
2. That the South end of Interstate Drive have no through traffic. It needs to be turned into a dead-end street.
3. That a buffer zone be created between the businesses and the homes with a cinder block fence and green belt area.
4. That commercial sewage be removed through commercial lines.

Print name:	Address & Telephone number:	Signature:
WALLY DAVIS	1265 W 1020 St 435-592-9243	
Katie Murray	1242 W 970 S. Circle 4358626771	
Richard Anderson	1265 W 970 So. Cir. 4355272-7528	
Beverly Anderson	1268 W 970 So. Cir. 435 590 9519	

PETITION TO SAVE OUR NEIGHBORHOOD

We propose:

1. That there be an entrance and exit created on main street for the proposed developments.
2. That the South end of Interstate Drive have no through traffic. It needs to be turned into a dead-end street.
3. That a buffer zone be created between the businesses and the homes with a cinder block fence and green belt area.
4. That commercial sewage be removed through commercial lines.

Print name:	Address & Telephone number:	Signature:
Heather Mumford	1075 S 1265 W 865-7937	Heather Mumford
Mark Mumford	1075 S. 1265 W. 865-7937	
Paris Hall	1123 So. 1265 W. 590-6746	Paris Hall
Boyd Hall	1123 So. 1265 W. 590-8448	Boyd Hall
John Reed	1273 W 1120 So 8015737846	John Reed
Brenda Haight	1331 W. 1120 So. 586-2184	Brenda Haight
Robin Haight	1331 W. 1120 S. 586-2189	Robin Haight

Brent  
Spackman

PETITION TO SAVE OUR NEIGHBORHOOD

We propose:

1. That there be an entrance and exit created on main street for the proposed developments.
2. That the South end of Interstate Drive have no through traffic. It needs to be turned into a dead-end street.
3. That a buffer zone be created between the businesses and the homes with a cinder block fence and green belt area.
4. That commercial sewage be removed through commercial lines.

Print name:	Address & Telephone number:	Signature:
Gay H. Gillespie	1107 S. Interstate Dr Cedar City UT	Gay H. Gillespie
Cheryl A. Gillespie	1107 S Interstate Dr Cedar City UT	Cheryl A Gillespie
Connie Kleese	1091 S. 126 S West Cedar City, UT (435) 586-4203	Connie Kleese
Theresa Spackman	1313 W. 1070 S. Cedar City, UT	Theresa Spackman
Brent Spackman	1313 W. 1070 S. Cedar City	Brent Spackman
Sandra Rocha	1067 S. 126 S w Cedar City	Sandra Rocha
Crystal Stott	1276 W. 1070 S. Cedar City	Crystal <del>Stott</del>
Lance Stott	1276 W. 1070 S. Cedar City	Lance Stott
Tim Roberts	1301 W. 1120 S. Cedar City	Tim Roberts
LeAnn Roberts	1301 W. 1120 S. Cedar City	LeAnn Roberts
Doug Brown	1306 W 1070 S Cedar City	Doug Brown

Stacy

### PETITION TO SAVE OUR NEIGHBORHOOD

#### We propose:

1. That there be an entrance and exit created on main street for the proposed developments.
2. That the South end of Interstate Drive have no through traffic. It needs to be turned into a dead-end street.
3. That a buffer zone be created between the businesses and the homes with a cinder block fence and green belt area.
4. That commercial sewage be removed through commercial lines.

Print name:	Address & Telephone number:	Signature:
Stacy Faddis	1207 W. 800 SO (435) 592-1962	Stacy Faddis
LeAnn Smith	980 S Interstate Dr 867-1912	LeAnn Smith
Mary Hedges	818 S. Interstate Dr. 590-0752	Mary Hedges
Donald J. Mc Guckin	827 Interstate Dr 590-4365	Donald J. Mc Guckin
Carol Gray	855 Interstate Dr 586-6473	Carol Gray
Victor E. Gray	855 INTERSTATE DR. 586-6473	Victor E Gray
Terrie Eckman	871 S Interstate Dr	Terrie Eckman
MERRELL W MITCHELL	88250. INTERSTATE DR	Merrill W Mitchell
Warren Ripby	901 S Interstate 8657261	Warren Ripby
Janet Nelson	931 S Interstate Dr	Janet Nelson
Maggie Gillespie	916 S. Interstate Dr.	Maggie Gillespie

PETITION TO SAVE OUR NEIGHBORHOOD

We propose:

1. That there be an entrance and exit created on main street for the proposed developments.
2. That the South end of Interstate Drive have no through traffic. It needs to be turned into a dead-end street.
3. That a buffer zone be created between the businesses and the homes with a cinder block fence and green belt area.
4. That commercial sewage be removed through commercial lines.

Print name:	Address & Telephone number:	Signature:
Ralph Rawlinson	435-669-4867 994 Cedar Knolls, Cedar City, UT	<i>Ralph Rawlinson</i>
CLAYTON PETTY,	435-590-9841 984 Cedar Knolls, Cedar City, UT	<i>Clayton Petty</i>
ZOE LEONE PETTY	435 590 9841 984 Cedar Knolls - Cedar City, UT	<i>Zoe Leone Petty</i>
JAY ADAMS	1068 Cedar Knolls Cedar City	<i>Jay S. Adams</i>
LINDA P. RAWLINSON	435-632-7121 994 S Cedar Knolls, Cedar City, UT	<i>Linda P. Rawlinson</i>

PETITION TO SAVE OUR NEIGHBORHOOD

We propose:

1. That there be an entrance and exit created on main street for the proposed developments.
2. That the South end of Interstate Drive have no through traffic. It needs to be turned into a dead-end street.
3. That a buffer zone be created between the businesses and the homes with a cinder block fence and green belt area.
4. That commercial sewage be removed through commercial lines.

Print name:	Address & Telephone number:	Signature:
JEFF STUCKI	1120 S. INTERSTATE DR. 540 5322	
Stephen Chamberlain	1164 S Interstate Dr 691-1277	
Mindi Chamberlain	1164 S. Interstate Dr. 691-1952	
ANW SCHAMMS	867-8806 1134 S. INTERSTATE	
Carolyn Studi	1104 S. INTERSTATE	
Byron Stuebel	1104 So Interstate	
Kelly DAVENPORT	1072 S INTERSTATE DR	
KATHERINE DAVENPORT	1072 S. INTERSTATE DR	
Shirley Beathy	1042 So Interstate Dr	
ROBERT MORNEY	1026 So INTERSTATE	
Kurt Wilson	994 S Interstate Dr	

King

### PETITION TO SAVE OUR NEIGHBORHOOD

We propose:

1. That there be an entrance and exit created on main street for the proposed developments.
2. That the South end of Interstate Drive have no through traffic. It needs to be turned into a dead-end street.
3. That a buffer zone be created between the businesses and the homes with a cinder block fence and green belt area.
4. That commercial sewage be removed through commercial lines.

Print name:	Address & Telephone number:	Signature:
Cristal Nelson	994 S Interstate Dr	Cristal Nelson
Teresa Williams	946 S Interstate Dr	Teresa Williams
Rick Gillespie	916 Interstate Dr.	Rick Gillespie
Edith Day	1148 Interstate Dr.	Edith Day
Peggy King	1327 Cedar Knolls S	Peggy King
Valene Carlile	1688 S. Interstate Dr.	Valene Carlile

cedar  
knolls

PETITION TO SAVE OUR NEIGHBORHOOD

We propose:

1. That there be an entrance and exit created on main street for the proposed developments.
2. That the South end of Interstate Drive have no through traffic. It needs to be turned into a dead-end street.
3. That a buffer zone be created between the businesses and the homes with a cinder block fence and green belt area.
4. That commercial sewage be removed through commercial lines.

Print name:	Address & Telephone number:	Signature:
J. Arthur Clark	842 Cedar Knolls 592-9060	J. Arthur Clark
Nica Clark	842 Cedar Knolls 592-935	N Clark
Margaret Clark	842 Cedar Knolls 592-0503	Margaret Clark
Nathan Baker	810 Cedar Knolls	Nathan Baker
Chuck Amador	866 Cedar Knolls	Chuck Amador
Ed Chastaine	884 Cedar Knolls	Ed Chastaine
Kristin Daniel	916 S Cedar Knolls	Kristin Daniel
Shelby Daniel	916 S Cedar Knolls	Shelby Daniel
Jan Coser	1070 Cedar Knolls W	Jan Coser

Wade

PETITION TO SAVE OUR NEIGHBORHOOD

We propose:

1. That there be an entrance and exit created on main street for the proposed developments.
2. That the South end of Interstate Drive have no through traffic. It needs to be turned into a dead-end street.
3. That a buffer zone be created between the businesses and the homes with a cinder block fence and green belt area.
4. That commercial sewage be removed through commercial lines.

Print name:	Address & Telephone number:	Signature:
Amy Davis	1331 W. 1225 S. 691-1270	Amy Davis
Paul Matbid	1246 W. 1226 S. 559-0749	Paul Matbid
Laura Dickison	1318 W 1225 S 586-1407	Laura Dickison
Brent Merrell	1178 W. Cedar Knolls. So.	Brent Merrell
Jen Hinton	1314 W Cedar Knolls	Jen Hinton
Ember Meinam	1103 Cedar Knolls S	Ember Meinam
Gary L. Roper	1116 Cedar Knolls S.	Gary L. Roper
Jackie Anderson	1248 Cedar Knolls S	Jackie Anderson
Barbara J Imley	1391 W. 1225 S.	Barbara J Imley
Debbie Terry	1055 Cedar Knolls	Debbie Terry
Sandra Jensen	1037 So Cedar Knolls	Sandra Jensen

PETITION TO SAVE OUR NEIGHBORHOOD

We propose:

1. That there be an entrance and exit created on main street for the proposed developments.
2. That the South end of Interstate Drive have no through traffic. It needs to be turned into a dead-end street.
3. That a buffer zone be created between the businesses and the homes with a cinder block fence and green belt area.
4. That commercial sewage be removed through commercial lines.

Print name:	Address & Telephone number:	Signature:
JAMES Gerald Alger	435-586 4398 991 So Cedar Knolls Cedar-City, UT 84700	
Dawn Huberkorn	963 Cedar Knolls Cedar City 84700	
Tannis Danvers	861 So Cedar Knolls 847220	
Kristen Gee	815 Cedar Knolls "	
Wade Grimm	1391 West 1225 South	

PETITION TO SAVE OUR NEIGHBORHOOD

We propose:

1. That there be an entrance and exit created on main street for the proposed developments.
2. That the South end of Interstate Drive have no through traffic. It needs to be turned into a dead-end street.
3. That a buffer zone be created between the businesses and the homes with a cinder block fence and green belt area.
4. That commercial sewage be removed through commercial lines.

Print name:	Address & Telephone number:	Signature:
Bill Nelson	1084 Cedar Knolls W. Cedar City UT 84720	Bill Nelson
Dylan Debra French	1100 Cedar Knolls W.	Dylan French Debra French
Kristen Miller	1083 Cedar Knolls W	Kristen Miller
Robert Miller	1083 Cedar Knolls W	Robert Miller
Kelli Brown	1073 Cedar Knolls W.	Kelli Brown
Blaine Edwards	936 Cedar Knolls W	Blaine Edwards
Jerry Maxwell	1152 Cedar Knolls N	Jerry K. Maxwell
Jill Maxwell	1152 Cedar Knolls N	Jill Maxwell

Lisa Blodgett

### PETITION TO SAVE OUR NEIGHBORHOOD

#### We propose:

1. That there be an entrance and exit created on main street for the proposed developments.
2. That the South end of Interstate Drive have no through traffic. It needs to be turned into a dead-end street.
3. That a buffer zone be created between the businesses and the homes with a cinder block fence and green belt area.
4. That commercial sewage be removed through commercial lines.

Print name:	Address & Telephone number:	Signature:
Carol Carter	963 Cedar Knolls West 586-8276	Carol Carter
Sue Brower	975 S Cedar Knolls W. 559-3652	Sherril R. Brower
R. Johnson	986 S Cedar Knolls W 586-765	Frezell Robinson
[Signature]	996 Cedar Knolls W	[Signature]
Karen Truman	1010 Cedar Knolls W	[Signature]
Judy Lueman	1010 Cedar Knolls W.	Judy Lueman
David Blodgett	952 Cedar Knolls West	[Signature]
Sam Turner	1024 CEDAR KNOLLS W	Sam Turner
JOER FUNK	1054 CEDAR KNOLLS W.	[Signature]
[Signature]	1054 Cedar Knolls west	[Signature]
Sara Funk	" " "	[Signature]

PETITION TO SAVE OUR NEIGHBORHOOD

We propose:

1. That there be an entrance and exit created on main street for the proposed developments.
2. That the South end of Interstate Drive have no through traffic. It needs to be turned into a dead-end street.
3. That a buffer zone be created between the businesses and the homes with a cinder block fence and green belt area.
4. That commercial sewage be removed through commercial lines.

Print name:	Address & Telephone number:	Signature:
Jeff Oliverson	945 Cedar Knolls W. 435-669-1933	
Kristina Oliverson	945 Cedar Knolls W 435 469-1717	
Jennifer Edwards	930 SO Cedar Knolls W- 425-807-8915	
Shannon Fielding	900 S. Cedar Knolls W. 435-867-5297	
ERIC FIELDING	966 S Cedar Knolls W 435-327-0533	
Paul R. Padmall	1040 So. Cedar Knolls West Cedar City, Utah	
Sherma Padmall	1640 S. Cedar Knolls West Cedar City, Utah 84720 (435) 327-5514	
Lisa Blodgett	952 Cedar Knolls west Cedar City UT 84720	
Mr + Mrs Curtis Berry	945 Interstate Dr. Cedar City Utah	

Vobbie  
Carter

PETITION TO SAVE OUR NEIGHBORHOOD

We propose:

1. That there be an entrance and exit created on main street for the proposed developments.
2. That the South end of Interstate Drive have no through traffic. It needs to be turned into a dead-end street.
3. That a buffer zone be created between the businesses and the homes with a cinder block fence and green belt area.
4. That commercial sewage be removed through commercial lines.

Print name:	Address & Telephone number:	Signature:
Debona Carter	605 S. 1175 W Cedar City, ut 435-5559-1501	Debbie Carter
Craig Carter	605 S. 1175 W Cedar City ut 435-307-2180	Ed Carter
Laurie J. Helet	607 S. 1175 W. Cedar City, Utah 435-590-6796	Laurie J. Helet
Eric Bohman Eric Bohman	610 S 1175W cedar city utah 435-590-6796	Eric Bohman
Aileen FESSIG	608 S. 1175 W. Cedar City, UT 84720	Aileen Fessig
HUGO PROSKAUER	646 S 1175 W Cedar City UT 84720	Hugo Proskauer
Raffy Proskauer	646 S 1175 W Cedar City UT	Raffy Proskauer
Suzette Cardon	601 S 1175 W Cedar City UT 435-590-6046	Suzette Cardon
Jill Savage	643 S. 1175 W Cedar City	Jill Savage
Chair Savage	643 S. 1175 W.	Chair M Savage
Levi Savage	643 S. 1175 W.	Levi Savage

**PETITION TO SAVE OUR NEIGHBORHOOD**

We propose:

1. That there be an entrance and exit created on main street for the proposed developments.
2. That the South end of Interstate Drive have no through traffic. It needs to be turned into a dead-end street.
3. That a buffer zone be created between the businesses and the homes with a cinder block fence and green belt area.
4. That commercial sewage be removed through commercial lines.

Print name:	Address & Telephone number:	Signature:
JOHN SPEVAK	699 So. 1175 West 586-9209	
CHARLIE SPEVAK	699 So. 1175 West 586-9209	
Deanna Judd	775 So. 1175 W. 590 5603	
Darin Judd	1177 Northfield Rd #82 (435) 669-2314	
Craig Fisher	1175 W 750 S.	
Tara Whitehaw	917 S. Interstate Dr 559-5155	
Naren Bryan	1184 Cedar Knolls N. 978-633-5354	
DEREK BRYAN	1184 Cedar Knolls N.	
Susu Young	732 S 1175 S. 586-9209	



## *Cedar City 2014/15 Compensation Study*

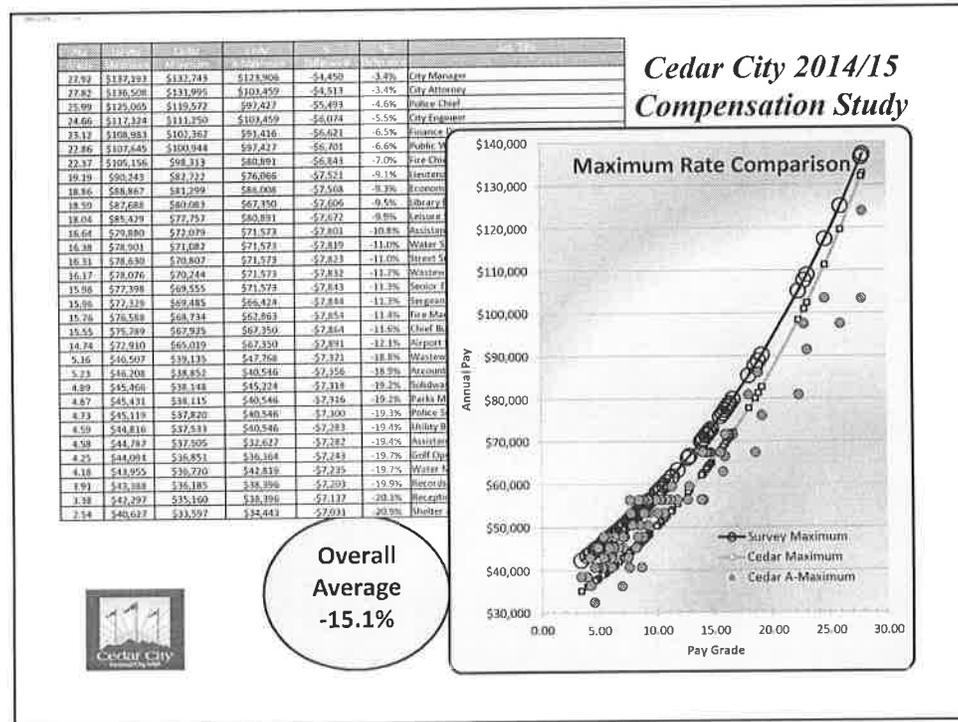
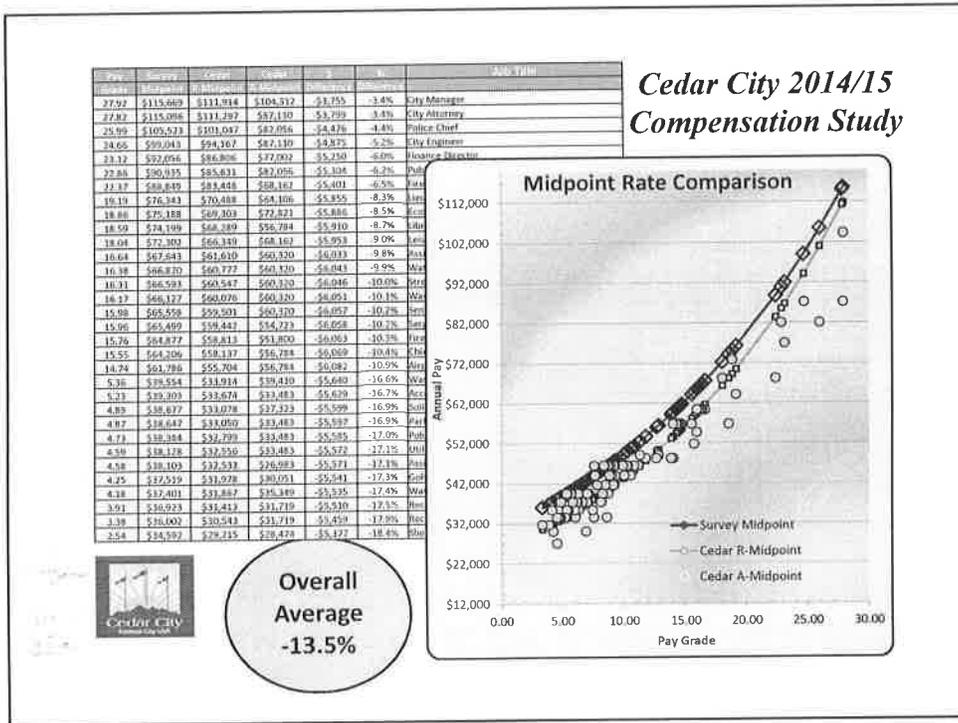


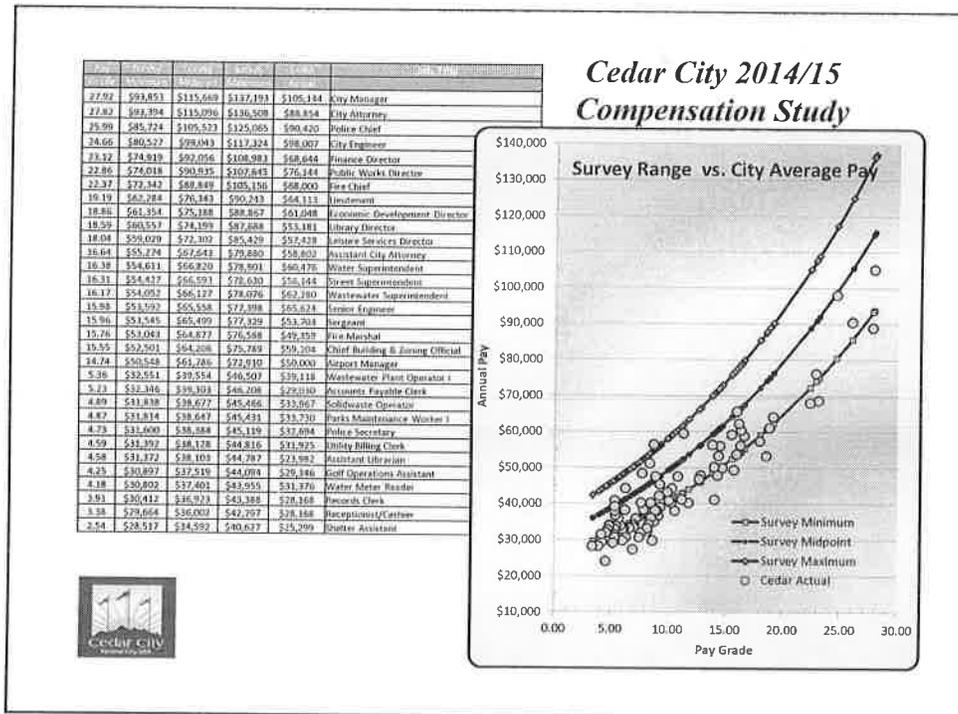
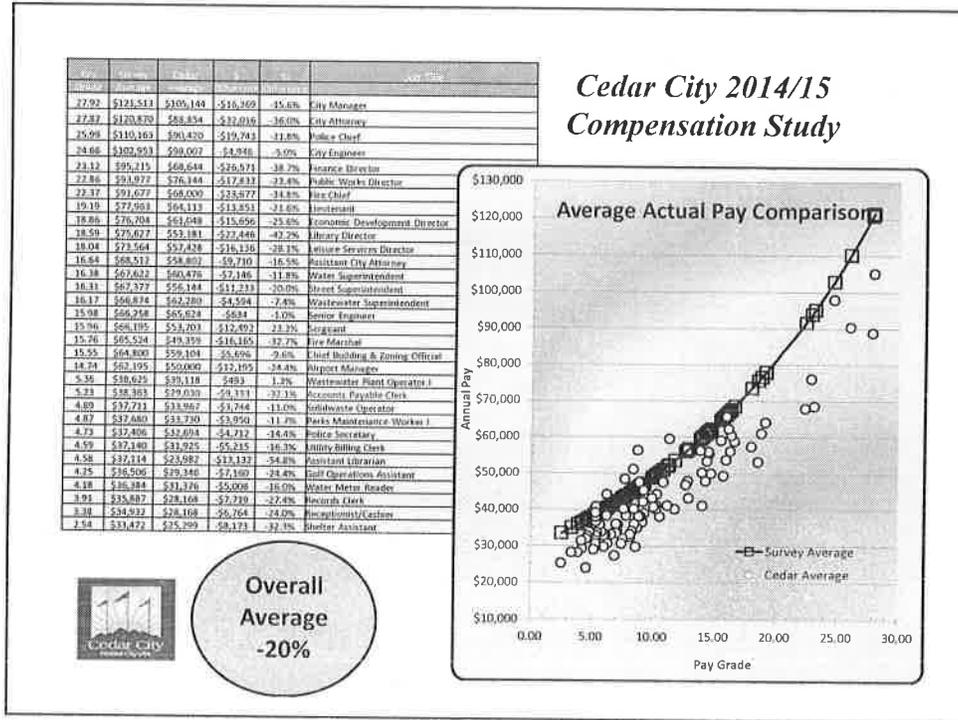
### Project Objectives

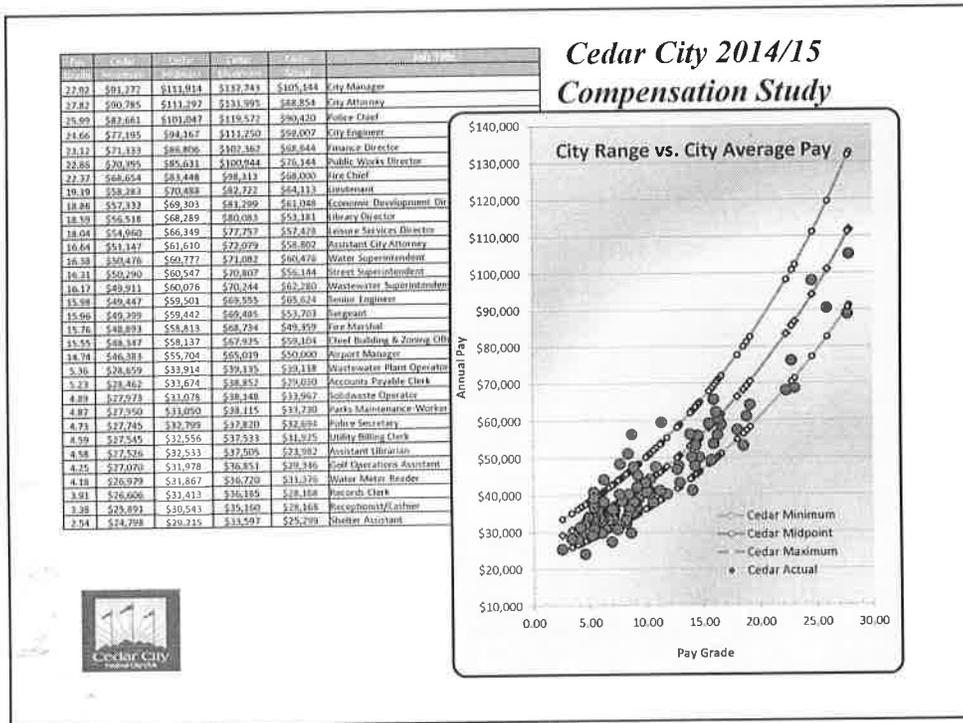
- *Test & Verify Internal Relationships*
- *Conduct market review and analysis to determine the city's competitive relationship with selected public employers.*
- *Install "No Pay Grade" system through job analysis & pay range determination.*
- *Make pay plan recommendations and deliver a "least cost implementation" outcome.*











## Going Forward

- 1 Articulate potential pay progression methods based upon learning curve, merit/performance (individual & work team recognition) and longevity
- 2 Reset organizational culture to expect and deliver excellence, through a re-defined performance evaluation process
- 3 Prepare implementation strategy and timeline for compensation adjustments (e.g. FY 2016 Budget Process, targeted range adjustments)
- 4 Identify features and enhancements to job valuation method that can strengthen internal equity outcomes (e.g. through ongoing examination of job descriptions to monitor and ensure accuracy and consistency)

