
Case No. 2019-CUP-013

1 message

Bruce Doty [REDACTED]

Fri, Jul 5, 2019 at 5:21 PM

To: "ray.snyder@sgcity.org" <ray.snyder@sgcity.org>

Cc: "planningcommission@sgcity.org" <planningcommission@sgcity.org>

I wish to express concern with the staff recommendation for approval of the conditional use permit requested by Steel Yard and to have this concern heard during the Planning Commission Meeting on July 9.

I represent RAM Company, with property adjacent to that of the new Steel Yard property on [260 N 3050 East](#).

I believe you've already spoken to Ray Ganowsky over the phone; I've been asked to attend the planning commission meeting next week to hear the discussion and hopefully add context if needed to our concern, which is primary that of traffic flow and safety for all who travel on 3050 East – a very-heavily traveled, primary route on this side of town.

RAM currently employs 280 people, many of whom travel to-and-from work on 3050 East, past the property in question. Our concern is for their safety, as well as that of anyone travelling that route.

The Steel Yard property is located approximately 500 feet from a rise in the road, coming from the south or west, and within 500 feet south of a busy intersection at Deseret Drive South. All who ever attempt to turn left from Deseret Drive South onto 3050 East can tell you of the peril that is felt, as visibility to the left is always impaired by heavy traffic in the right-hand lane on 3050 East. A quick check of police records will confirm that there are many accidents at this intersection – certainly more than the average for most intersections in St. George.

We at RAM feel that the location of the Steel Yard will have a significant, negative impact on that traffic flow. I read in the Steel Yard narrative that "The proposed use meets the needs and goals of the City of Saint George, in not noticeably affecting the quantity or makeup of the exiting traffic." We disagree with that conclusion! While it may be true that the Steel Yard expects to have "a total of 10 vehicles that may be at the facility in the morning and afternoon," as stated on page 7 of the packet, our greater concern is for the arrival and departure of delivery trucks and the impact each will have on traffic flow and visibility.

At 40 mph – the speed limit on 3050 East – the National Highway Traffic Safety Administration estimates a total stopping distance of 164' – a full third of the distance from the hill coming from the south, when a driver could see a truck turning into the property. And, the narrowing of the traffic flow each time a truck turns into or out of the property will further complicate traffic patterns before the intersection with Deseret Drive South.

While we support and promote business growth in St. George, we do not wish that growth to come at the expense of the safety and welfare of our employees and the citizens of our city. The impact of traffic flow, if the Steel Yard is granted this CUP, *will* compromise safety – and as such, I suspect also the "goals of the City of Saint George."

If this CUP is approved regardless of the safety concern stated, we ask that you stipulate that trucks can never park on 3050 and can never be loaded or unloaded while on that street, but rather in the yard only. Should such a practice be noted, we would request that the conditional use permit be revoked until proper remedy is secured.

We also ask that you enforce the expectation that the yard be screened as required – a 6' solid fence, with no chain-link fencing permitted along the 3050 E side. (Such screening is a secondary concern for RAM, but one of importance, none-the-less.)

Thank you for considering these concerns! I hope these are given careful and deliberate review by you and the planning commission.

Should you have any questions or wish to discuss this prior to Tuesday night, I can be reached at RAM Company (435-673-4603) or on my cell [REDACTED]. Of course, you we can also discuss before the planning commission on Tuesday.

Regards,

Bruce Doty

Bruce Doty

VP Operations



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Proposed Zone Change for Jones Hill

To Whom It May Concern,

The neighborhoods surrounding Jones Hill would like the St. George Planning (zoning) Commission to be aware of their objection to a proposed zone change for the "Jones Hill" property.

We are disappointed that we did not get proper notification of this meeting. Policy requires notification a minimum of ten days prior to the meeting. We received notification by mail, late in the day (5:00 PM) on Tuesday July 1, 2019, for a meeting to be held at 5:00 PM July 9, 2019. Admittedly this is better than last time a zone change for this property was being considered when we were informed just four days prior to the meeting, but it is still not in compliance with St. George City policy.

Perhaps a policy of posting a sign on the property announcing the proposed zone change for 30 days would serve the community better. That would allow the commission to receive a community wide response and better inform the decision making process.

Our concerns include, but are not limited to the following:

- Safety concerns with regard to the incredible traffic congestion in this area is one major concern for current residents. Because of a curve in river road visibility is severely restricted when trying to exit 1850 south onto River Road. Cars are required to nose out into River Road to observe northbound traffic before accessing River Road in either direction. Adding commercial and medium density property here would exacerbate that problem. Police records will show a number of accidents on River Road at 1850 south, some quite serious.
- The City has already zoned property immediately across River Road from 1850 south for high density housing in anticipation of an 80+unit development. This development alone will overwhelm the ability of River Road to accommodate the traffic. A new traffic light at 1800 south and River Road is not possible due to its proximity to existing lights at Fort Pierce Drive and St. James Lane. There have been a number of significant traffic accidents at these two lights as is, a decision to do anything that would increase traffic in this area would not be prudent.
- If the removal of "Jones Hill" is a consideration, it raises a whole new level of concern. Dust and debris in yards, pools and homes that have been in existence since the mid 1980's is troubling, but the necessary blasting is of greater concern. The sandstone infrastructure that supports this prominent sandstone hill runs under the Quail Valley Subdivision. Basements and pools in this subdivision required blasting of solid sandstone. The shock waves from the required blasting for removal of the hill is certain to adversely effect homes in the Quail Valley subdivision.
- The potential for loss of privacy affecting homes on the South side of 1850 south is a real concern. The property proposed for the zone change will inevitably sit much higher even if the hill is leveled out. Apartments (which would be allowed by proposed change) would look directly down into the back yards of existing homes eliminating any personal privacy in these large .5-acre lots.
- Data available in our own community indicates that where apartments and commercial (depending on the type) development occur together, crime rates go up and property values go down. This proposed zone change has the potential to do exactly that to a neighborhood that has existed for over 30 years and has recently been revitalized with a number of new families with young children.

- Depending on the type of commercial development there could be a number of other concerns such as noise pollution (service station), odor pollution (fast food outlet), water and soil contamination (gas or lube facility), etc. These are real concerns for neighborhoods, especially when there is no information regarding what type of commercial or medium residential will actually occupy the property.
- Some time ago a comprehensive plan was developed for the area. It is our understanding that the plan included the subject property as low density residential (R 1-10). We don't believe there was an error in the plan that needs to be corrected. We don't see how the proposed changing in zoning corrects an error or benefit the original plan.
- We would ask the planning commission the following questions:
 - What is the compelling need for this zone change?
 - Why is this proposed change necessary?
 - How does it improve upon the original master plan?
 - Is there a need for more commercial development in this portion of River Road?
 - There is already significant commercial property in the immediate area.
 - A total of five separate commercially zoned properties within a one-mile stretch of River Road going both directions form "Jones Hill"
 - North 0.3 mi – massive commercial both sides of River Road (Tag and Go)
 - Immediately across the street (Mr. Dees) and vacant lot
 - South 0.5 mi East side (Fizz Dominos, Pharmacy)
 - 0.6 mi West side (office buildings) –
 - 0.7 mi East side (Undeveloped commercial)
- It seems clear to us, that **one party/group** stand to benefit financially from the proposed change at the expense of **many other individuals/families** who could see their safety, quality of life and property values reduced?

We implore the Planning Commission to deny this request in the best interest of the greater community.

Sincerely,

Neighbors of "Jones Hill"

Marshall Tophan
Nancy Tophan


St. George Utah