

Cedar City

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www.cedarcity.org

Mayor
Maile Wilson-Edwards

Council Members
Ronald R. Adams
Terri W. Hartley
Craig E. Isom
W. Tyler Melling
R. Scott Phillips

City Manager
Paul Bittmenn

CITY COUNCIL WORK MEETING
JULY 21, 2021
5:30 P.M.

The City Council meeting will be held in the Council Chambers at the City Office, 10 North Main Street. The agenda will consist of the following items:

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

Business Agenda

Public

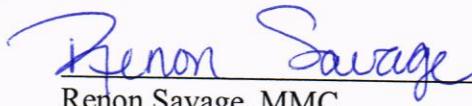
1. Historical Marker Program presentation. Aleese Cardon, Historic Preservation Commission
2. Consider vicinity plan for Liberty Cove PUD. Platt & Platt/Donald Boudreau
3. Consider vicinity plan for Rose Village PUD. Go Civil/Donald Boudreau
4. Public hearing to consider an ordinance amending lots 23 and 24 in the final plat of the Canyon at Eagle Ridge Subdivision Phase 1. Go Civil/Tyler Romeril
5. Public hearing to consider an ordinance amending the City's Road Master Plan at Benson Way and Westview Drive. Watson Eng./Jonathan Stathis
6. Public hearing to consider an ordinance amending the City's Road Master Plan in the Tipple Road Area. Platt & Platt/Tyler Romeril
7. Public hearing to consider an ordinance amending the General Land Use Plan from Low Density Residential to Medium Density Residential and Central Commercial for property located at 2901 S. Tipple Road. Plat & Plat/Tyler Romeril
8. Public hearing to consider an ordinance amending the Zone from Annex Transition (AT) to Central Commercial (CC) and Dwelling Single Unit (R-2-1) for property located at 2901 S. Tipple Road. Plat & Plat/Tyler Romeril
9. Public hearing to consider an ordinance amending the General Land Use Plan from Central Commercial and Open Space to High Density Residential for property located at 1500 N. Main St. Plat & Plat/Tyler Romeril

10. Public hearing to consider an ordinance amending the Zone from Central Commercial (CC) to Dwelling Multiple Unit (R-3-M) for property located at 1500 N. Main St. Plat & Plat/Tyler Romeril
11. Public hearing to consider an ordinance amending the Zone from Central Commercial (CC) to Residential Multiple Dwelling (R-3-M) for property located at 298 E. Fiddlers Canyon Road. Plat & Plat/Tyler Romeril
12. Public hearing to consider a resolution amending the City's General Land Use plan and an ordinance creating the Residential Neighborhood Zone (RNZ). Councilman Tyler Melling

Staff

13. Approve the City Council Chambers as the polling location for the 2021 Primary and General Elections. Renon Savage
14. Appoint poll workers for the 2021 Primary Elections. Renon Savage
15. Consider an ordinance amending Chapter 32 of the City's ordinances related to grading permits. Jonathan Stathis/Tyler Romeril
16. Consider an ordinance amending Chapter 38 of the City's ordinances related to retention and detention basins. Jonathan Stathis/Tyler Romeril
17. Consider an ordinance amending Chapter 23 of the City's ordinances related to single event permits. Tyler Romeril
18. Consider an ordinance amending Chapters 11, 23, 27, and 27a of the City's ordinances related to the proper classification of criminal charge for a public offense. Tyler Romeril
19. Consider modification to the Ordinance for Traffic & Travel on Streets, Section 35-2 to reduce the speed limit from 50 to 45 mph on Bulldog Road between Kitty Hawk Drive and 3000 North. Jonathan Stathis
20. Consider a betterment agreement with UDOT for the SR-130/Nichols Canyon Road traffic signal project. Jonathan Stathis
21. Consider a resolution for the Cedar City Engineering Standards Update 2021. Jonathan Stathis
22. Committee Appointments. Mayor Edwards

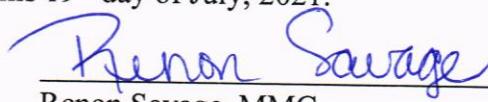
Dated this 19th day of July, 2021.



Renon Savage, MMC
Cedar City Recorder

CERTIFICATE OF DELIVERY:

The undersigned duly appointed and acting recorder for the municipality of Cedar City, Utah, hereby certifies that a copy of the foregoing Notice of Agenda was delivered to the Daily News, and each member of the governing body this 19th day of July, 2021.



Renon Savage, MMC
Cedar City Recorder

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

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

CEDAR CITY
COUNCIL AGENDA ITEM 2
STAFF INFORMATION SHEET

TO: Mayor and Council

FROM: Donald Boudreau

DATE: July 16, 2021

SUBJECT: Consideration of a Vicinity Plan for the Liberty Cove PUD located at Interstate Drive and 800 South.

Discussion: The subject PUD vicinity plan has been recommended for approval by the Cedar City Planning Commission. A copy of the Planning Commission's minutes is attached. Also attached is a copy of the PUD's Vicinity Plan. As required in the City's subdivision ordinance once the Planning Commission recommends a PUD subdivision vicinity plan for approval, the plan shall then be presented to City Council for your review and approval, or approval subject to alterations, or disapproval. The following is some general information concerning the subject PUD:

Developer/ Engineer-	Jesse Carter/ Plat
PUD General Location-	Interstate Drive and 800 South
Land Use/ Zone-	Medium Density/ Residential R2-2
Number of Units-	14 Twin Homes/ 28 Units

4- PUBLIC HEARING

**PUD- Vicinity
Carter/Platt & Platt
(Recommendation)**

800 S & Interstate Dr.

Liberty Cove PUD

Jesse Carter said they started this out as a 32 unit development. With the new PUD ordinance and making sure they are in conformance; they will not be doing only 28 units. They will all be twin-homes, there will be a 30' wide asphalt road, they will have the roll curb and gutter then a hammer head at the north end for emergency vehicles to turn around on. They are in line with the hammer head requirement. From the front at Interstate Drive to his hammer head they are about 650' to the middle.

Jill asked if this goes up to 600 South. Jesse said 800 South is the only entrance and there are 2 vacant lot areas to the north, so they don't reach 600 South.

Jesse said that the PUD allows for 26' wide roads, and they are doing 30'. It is a very unique parcel of land as it narrows as you go north. They felt it would just be better to have that street 30' wide. If they are less than 30', you have to indicate in your CC&R's that there is no parking along the street. He also pointed out the parking spaces and the open space. They will have 6000 square feet of open space. That is a little more than what is required. Jennie asked what that open space would be. Jesse said they plan for a pavilion and some grass. It is not too large, and won't be huge, but just a place to gather.

Mary opened the public hearing.

LeAnn Leavitt said this will impact her more than any other home. When she originally looked to build a home, she was vigilant about being in an R-1 zone. As they looked at lots in Cedar City that was a large concern to her, being in R-1. On the very end on 800 South this home was built by her ex-father-in-law who was a Cedar City building inspector. He told her if this ever were to develop, they would only have enough room to do 1 side of lots along a street down thru there. Now they are cramming them in. It just does not look right. She has a large ¼ acre lot, then you jam all these in by these homes. They went from 32 down to 28 and that is good, but they will probably all be two story as well. They will look into her back yard. That corner is super busy. With only 1 entrance, how would you like to have 64 cars coming by your house every day. She did not think anyone here would like that. When another one proposed a development in here, they had 2 accesses. She really feels like 1 entrance will be bad. That lot where they are doing a pavilion was to be a nice single house. Now they have to have open space. Originally, when another development was proposed here, that was going to be a nice entrance so there would be 2. She really feels that with only the 1 entrance, she can not have her grandkids play in her front yard. They have lots of people who don't stop at that stop sign now. This will be most dangerous for kids. They get out and ride bikes. People don't stop there. If you have 50 cars there, where will they all park. In front of her house. She specifically built in an R-1 zone and just does not understand when the Master plan changed from 25 years ago. If you want to build there, you could have just 1 street with 1 row of houses. She has seen the Carter's work, and they do good work. She just feels this will be too many. It does not go with the community of all R-1 all the way around. There is so much traffic up Interstate now. She would like to see more entrances into this, fewer units and have some nice yards so they are not so jam packed in there. She is glad it is

only R-2 and not R-3. But feels it is still too many for this area. no one wants that many cars in front of their house each day. She will be affected more than anyone else. They are not thinking of the neighborhood and the traffic.

Mary said for the history of this zoning; it was RA and was rezoned in conformance with the General Plan to R-2-2. When the Leavitt's were looking at this, they were trying to do R-3. They never actually did get to that point, so it never became R-3.

Jesse said the Leavitt's plan was for 70 units.

Mary said this General Plan they have now was updated in 2012. They are doing a revision to it now. In 2021 it will be changing again. now they have open forum for those who want to give their thoughts on what will happen in the next 5-10 years and what they are proposing. What is being looked at in different areas of town has changed in the past 25 years. Right now and going forward if you have some contributions of how you feel the City is built, you should be involved in this update to the Master Plan. This Master Plan will designate where those type of units can be put. Hopefully, that gives a little background as to how they got to this point here today.

LeAnn said she just wants less units in there. Just think about how YOU would like it. She asked about an HOA. Was told they will have to have an HOA as they are a PUD.

Blaine Nay said he lives on 1175 West on the west side. if this goes through, those will be back up against his yard. He sees there will be 4 dwellings there. There will be 4 more families he can annoy and visa versa. He has looked at others they have built, and they are nice for the first few years. they do get run down and only after they are a few years old. In a couple of years this will be trash. Like the rest of the neighbors, they are opposed to this.

Mary closed the public hearing.

Adam said this is a PUD so will have a private street. What all will the HOA pay for. Jesse said each home will have its own water meter so they will get the water & sewer bill from the City. Garbage pick up will be done by the HOA and all the maintenance of the street and park. He was asked what the cost per family might be? He thinks that will run around \$50 per month. That will climb if you make less units as there would not be less street to maintain. Jesse also said they plan to keep this in the higher range, as people not only have to qualify to afford the payment, but they add those HOA costs in too. This will keep the value of the homes up.

Adam wondered just how they maintain all the streets. Jesse said that 30' of asphalt is not a whole lot. There is sidewalk only on 1 side. between that and the open space, there is not a lot to maintain. The fence would also be maintained by the HOA.

Jennie said that the State also requires a minimum reserve for any HOA. If there were only 3 houses, that would not work. They need a minimum number of houses in order to be affective.

Jesse said just so they all know, there will be 20' setbacks in the rear yard so not like other PUD's that only have 10'. That was recently adjusted to be in conformance with the underlying zone. In the R-2 that is 20' in the rear. Even if they have 2 story homes, that 20' will then buffer them from the other homes in this area. they should not feel like they

are right on top of each other.

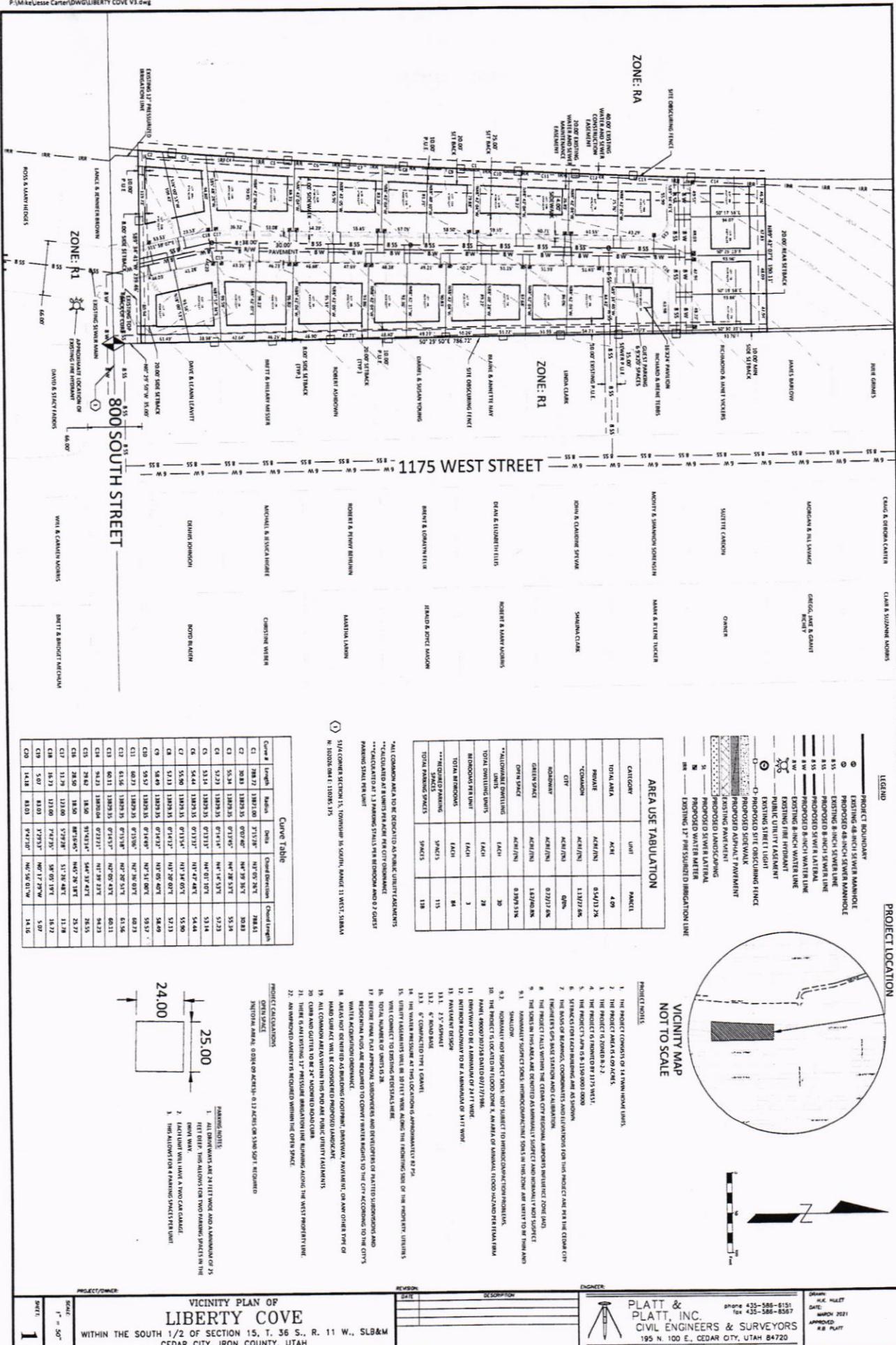
Adam said the land also slopes in elevation. Jesse said it does drop as much as 6-7' from the back foundation wall to the other side.

Jill said so there is sidewalk only on the 1 side? is that in accordance with the PUD ordinance as well? Yes, the pedestrian access is only required on 1 side.

Hunter said he did not read anything in the Sketch meeting regarding fire and if they are OK with this hammer head. Don said he has worked with the fire department on the new PUD ordinance that was recently changed. Don feels they are OK, but they do get another shot at reviewing this. Jesse thinks that the length of the double-sided hammer head is like 180'.

Jill said in the sketch notes they were to address fire hydrants and the drainage. Jesse said the will work with the City on containing the drainage coming off Interstate that will all be picked up at the bottom, send through this development in underground piping, and empty down in the other corner. That drainage has been a problem for the City for a long time. It will be nice to have that piped.

Adam moved to send a positive recommendation to the City Council for this PUD; seconded by Jennie and the vote was unanimous.



CEDAR CITY
COUNCIL AGENDA ITEM 3
STAFF INFORMATION SHEET

TO: Mayor and Council

FROM: Donald Boudreau

DATE: July 16, 2021

SUBJECT: Consideration of a Vicinity Plan for the Rose Village PUD located at

Discussion: The subject PUD vicinity plan has been recommended for approval by the Cedar City Planning Commission. A copy of the Planning Commission's minutes is attached. Also attached is a copy of the PUD's Vicinity Plan. As required in the City's subdivision ordinance once the Planning Commission recommends a PUD subdivision vicinity plan for approval, the plan shall then be presented to City Council for your review and approval, or approval subject to alterations, or disapproval. The following is some general information concerning the subject PUD:

Developer/ Engineer-	Rose Bradley Homes /Go Civil
PUD General Location-	2775 N. Northfield
Land Use/ Zone-	Medium Density/ R2-2
Number of Units-	40 Twin Home Lots

3- PUBLIC HEARING

PUD- Vicinity

Civil

(Recommendation)

2775 N Northfield Rd.

Nielson/GO

Rose Village PUD

Dallas Buckner said about 1 year ago, this came through as a minor lot to make this 2 pieces. It is near the Airport Approach Zone. All outside that will be zoned R-2-2 and will then be a PUD with twin-home lots. They have 1 access and there are 5 lots or spaces that are not buildable. One portion will be a park, some will be open space, and some will have parking on them.

Mary opened the public hearing.

Houston Blair said he lives in Old Farm. He would like answers to some questions. He is new to Cedar City and wonders what type of dust control plans they will have for this project.

Dallas said this is only at vicinity; they will then move on to construction drawings, the design, then Cedar City is not like other places, as far as dust control, they have no control permit. There is no mitigation plan, nothing is reviewed by the Engineering. The contractors here are conscious of the issue.

Trevor stated they have to water, and he was not sure it was in the Standards or an ordinance. The contractors usually take care of it, there are no specific plans.

Houston Blair asked what hours they work. Tyler said today they are looking at the vicinity plan. It is just drawings on a map. There is nothing in construction. They are looking at density or the setbacks. That is the purpose of this discussion today. these are all good questions. It is probably unfair to throw these questions at Dallas now. He can get contact information for Dallas and when they get that far, he can get all his questions answered. The next step that the City will see if final plat. That will be a few months away. After that, they can start construction.

Houston asked about the parking, the site plan, and the approval process. Dallas said this is a PUD and not a regular City subdivision. they will have an HOA as it will be private ownership. As part of the new PUD ordinance, they have to have parking for guests.

These are twin-homes and are set back far enough for 2 parking spaces outside a 2-car garage. They are also required to have .2 parking spaces per unit for guests. Dallas said they will have 40 buildings, or 80 units on this vicinity. This will then go on to the construction drawings then final plat. With parcels 41-45 being open space, they will need 16 spaces for guest parking, and they show 17.

Houston brought up Cedar Bend and how those people all park out on 3000 North as there is not enough room inside that development. He does not want to see all these people parking out on North Field Road.

Tyler said that Cedar City has amended the PUD ordinance to address this parking. They hope to not have those negative things again like the one just mentioned. This ordinance was changed to include guest parking and that is above and beyond as that one has no guest parking. So, for this they have 4 parking spaces per unit so 80 spots on site then this

additional 17 spaces.

Jennie said the depth of driveways also changed from 18-22 feet.

There is no street parking allowed. A feature of a PUD is they have private roads, they are narrower, and maintained by the HOA.

Houston asked what happens when they can't park on the street and the garage turns into a storage unit. He has also looked at the Cedar City master trail map. There is proposed to be a trail between this PUD and his lot. What is the plan to have that completed? Dallas said that the City master plan is just lines. It shows where they would like to have a trail and they have parcel 47 in this PUD deeded to the City at final plat for these.

Kent Adams has the same concerns. He owns the hay field to the north. Will they build a wall? Will that be built before all the construction debris is blown into his fields? Dallas said as part of this PUD it will require them to put up a 6' block wall around the phases. They usually go in later and are not the first thing. There will be a perimeter wall around the whole thing.

Martha Blair lives in Old Farm. Is this a for sure thing? Will they have condos? Is it possible that this can change? What if there are enough people who do not want this? Mary said that the zoning allows this type of housing in this area. the property was purchased with that intention. Don said they would need to change the zone in order to do townhomes.

Martha said that zone has changed since they moved in.

Mary said yes, the zoning changed from AT to the R-2-2 for this area. they did this according to the General Plan. That give you a little history. When they moved in, the General Plan was for this area to be medium density residential.

Martha was thinking about the flight path. As a resident they get the noise, and all those people will have that overhead noise more than she does. She felt it was not in the best interest of Cedar City to keep building condos, townhomes, and the like. There is less housing available to transition into for smaller homes. She thinks that a lot of people feel this way. Lots of people want a home with a yard, garage, and there are not any available. She was not sure why they keep building these.

Dallas said they could be single story or 2 story. They are only defining the area at this time.

Mary closed the public hearing.

Jill moved to send a positive recommendation for this PUD to the City Council seconded by Ray and the vote was unanimous.

CEDAR CITY COUNCIL
AGENDA ITEMS - *4*
DECISION PAPER

TO: Mayor and City Council
FROM: City Attorney
DATE: July 9, 2021
SUBJECT: The Owner is seeking to have the final plat of the Canyon at Eagle Ridge Subdivision amended by combining lots 23 and 24 located at 2131 and 2145 on Eagle Ridge Drive.

DISCUSSION:

This project is located in the vicinity of 2131 and 2145 Eagle Ridge Drive. The Owner of lots 23 and 24 would like to amend the final plat so that these 2 lots are combined to one larger lot.

In order to accomplish this, these two lots will need to be amended in the final plat. The Planning Commission gave this request a positive recommendation (see attached minutes).

Please consider approval of the ordinance to combine lots 23 and 24 in the Canyon at Eagle Ridge Subdivision.

2- PUBLIC HEARING
Subd.- Amended Plat
Ideker/GO Civil
(Recommendation)

2131 W Eagle Ridge Loop

Gray &

Dallas Buckner said the same person owns these 2 lots. As there have been some changes to laws on the state level, in order to combine the lots, they now have to amend the subdivision plat. They would like to merge these 2 lots and put the house in the middle. Mary opened the public hearing. Seeing no comments, Mary closed the public hearing. **Jill moved to send a positive recommendation for this amendment to the City Council; seconded by Adam and the vote was unanimous.**

CEDAR CITY ORDINANCE NO. _____

AN ORDINANCE COMBINING LOT 24 INTO LOT 23 IN THE CANYON AT EAGLE RIDGE SUBDIVISION (2131 AND 2145 EAGLE RIDGE DRIVE)

WHEREAS, the Owner of the Canyon at Eagle Ridge Subdivision came before the City Council and was granted approval of its Final Plat, and

WHEREAS, since receiving Final Plat approval, the Owner of Lots 23 and 24 within the Canyon at Eagle Ridge Subdivision would like to amend the final plat by combining lot 24 into lot 23, and

WHEREAS, the proposed amendment complies with the planning and zoning requirements that the City has designated on this piece of property, and

WHEREAS, after providing public notice as required by City ordinance the Cedar City Planning Commission considered the proposed subdivision amendment and gave a positive recommendation toward the proposed amendment and found the amendment to be in the best interest of the public, and in harmony with the objectives and purposes of Cedar City's planning and zoning ordinances; and

WHEREAS, the City Council after duly publishing and holding a public meeting to consider the proposed final plat amendment finds that the proposed amendment furthers the City's policy of establishing and maintaining sound, stable, and desirable development within the City, promoting more fully the objectives and purposes of the City's General Land Use Plan and Zoning ordinances, or correcting manifest errors; and

NOW BE IT FURTHER ORDAINED by the City Council of Cedar City, State of Utah, that Lots 23 and 24 in the Canyon at Eagle Ridge Subdivision is hereby amended as more particularly described herein, City staff is hereby directed to accept the amended plat.

This ordinance, Cedar City Ordinance No. _____, shall become effective immediately upon publication as required by State Law.

Council Vote:

Ayes: _____ Nays: _____ Abstained: _____

Dated this _____ day of July, 2021.

MAILE L. WILSON-EDWARDS, MAYOR

[SEAL]

ATTEST:

RENON SAVAGE, RECORDER

CEDAR CITY COUNCIL

AGENDA ITEM -5

TO: Mayor and City Council
FROM: Tyler Romeril
DATE: July 9, 2021
SUBJECT: Vacate a Master Planned Road at Benson Way and Westview Drive.

DISCUSSION:

The owner of Old Sorrell Ranch would like to vacate of portion of the City's Transportation Master Plan. The portion of master planned road that they would like vacated is at Benson Way and Westview Drive. Tim Watson's argument for vacating the master planned road is that the master planned road is excessive and serves Iron County residents more than Cedar City residents.

At the Planning Commission meeting, City staff were not comfortable with vacating this road. The Planning Commission considered the matter and provided a positive recommendation. Attached is a copy of their minutes.

Please consider whether or not to vacate this portion of the City's master planned road system.

8- PUBLIC HEARING

Amend Street Master plan
Armbrust/Watson Eng.
Relocate or Vacate a road
(Recommendation)

at Benson Way & Westview Dr.

Tim Watson said they are requesting that a master planned road be vacated. He had several handouts. (see attached 4 pages of maps) He will try and coordinate this the best way he can. He will hold each one up, so they are on the same page. Out on Westview Drive by the College farm, they have Old Sorrel ranch phase 2 & 3 under construction. They have a master plan of Old Sorrel all along Westview Drive. The black & white page he pointed out the observatory, and the open space. Next one is the overall master plan of Old Sorrel Ranch, it shows you all that is going on along the west side of that road and what they are looking at now. The map on the screen is modified a little bit. This was a photo on a conversation he had with Jonathan. He pointed out the Old Sorrel ranch site. It is the road that is outlined in orange on the last map. He tried to draw in purple and yellow all the roads that apply. That area in the cloud is a 66' wide road that is the one they would like to vacate. On the agenda it says to vacate or relocate, but they just want to vacate that. He will explain why. On that same map there are 2 parcels outlined in green owned by the same owners that did Northridge at Cross Hollow.

Jennie said but Old Sorrel is in the City and Cross Hollows and Northridge at Cross Hollow is all county.

Tim had them go to the last sheet; that is the easiest to discuss. It is a little closer view of this. The area to the west is the Northridge at Cross Hollow and the Cross Hollow Hills. All those are county roads, and they are all 66' wide. All those you see there are 66' wide roads. He thinks that the justification and Jonathan supports them in vacating as there are existing county roads that serve the same purpose. The concern is they have an intersection in the lower corner of the color map, and they want to vacate just the northern portion that goes thru the Old Sorrel from that intersection.

The item that the City will bring up is they want Old Sorrel to have access to those 2 green parcels. They are in the county and owned by the same developer. His client, the Armbrust Family wants to eliminate that master planned road from that intersection north. They can vacate that road, and no southern access will be required by Old Sorrel Ranch. Go back to the black map, it shows just a U-shaped road, and not going into that southern property. They were only at vicinity a couple of weeks ago. This is part of that vicinity. They have to work through this master planned road.

Tim said that the City would support them in vacating that portion north of that intersection that they just looked at.

Jennie asked so how do the others get access to those 2 parcels that are to the south in the County. It looks like there is no access to that portion. Tim said they are owned by the same; if they were to take roads out to the south, or tie to Cross Hollow subdivision, that will work for them.

Mary felt they would all be annexed to the City at some point.

There would be no access to that second parcel. If that were the City responsibility or not

was discussed.

Jill said so your client owns all that. Tim said only the Old Sorrel Ranch area. Hunter said so from that intersection all the way north to Old Sorrel is what they are asking to vacate.

Trevor said what is on the screen is the current master planned street map. The attachment on the paper is this one; it is what the consultant is recommending. They can look at that again and see if there is a better place for a road or if they feel that roads needs to be left, it can maybe be a 45' wide road rather than a 66' wide one.

Mary said so the consultant is prosing that they leave that road. Trevor said they can look at this again, and see if we get rid of that road, what would they recommend. Watson's request is to get rid of that. What will that cause. Will they need a road somewhere else? If a master planned road is not needed in this area, but a connection is. A 45' road or some way to get back to Westview Drive.

Mary said so there does need to be a road there, if not 66' wide at least a road.

Jennie talked about the other access going east? That other one was further north and was pointed out. Mary said traffic is a hot item. Roads and traffic. For years people have been complaining there is no access. They need some ways to get off Westview Drive. They are all aware of this.

Tim said they are fully aware; people are complaining about this, and they want access through City streets, but only in that area, not in the County. The only City subdivisions in the area here are South Mountain and 4B Ranch.

Mary said explain to her why it matters; they are County, and we are City. You just say too bad for them? We are the City, and we don't worry about those residents? We are here to master plan the city to serve the residents whether they are in the City or the county.

Tim said those most vocal are in the County. For the last 2 years they have had heated discussions and if you ask where they live, they are all over the county. Mary said these things have been brought to their attention many times over the past several years.

Tyler said so the consultant is recommending that they keep but the size can be different. Hunter said the plan they show would bring all that through Cross Hollow Drive then into this is showing that to be outside of those Northridge parcels.

Trevor said they are not just looking for access to this property but looking for all those 1200 units in Iron Horse.

Different roads in different areas and their sizes was further discussed.

Jonathan said in talking with Avenue Consultants they have looked at both Westview Drive and the yellow 55' road based on those models, those 2 can handle all the area traffic so that one road going thru there will not be needed at 66' wide but they do need connectivity through there. It could be less than a 66' road, and if there is no connection, residents will find another way out. They have certain connection points. Tim said old Sorrel does have the 2 outlets that are required based on the over 80 units.

Hunter; wondered just how they can require a developer to pay for all that road. He is hung up on that. He does not see where that is their responsibility. Adam said there are other 66' wide roads all over the County.

Trevor looking back on this and looking at the current master plan on the screen, the consultant has looked at that and said there is not lots of connectivity. You go all the way down or all the way up. Currently, you have 200 North the more connectivity the less congestion you will see. You will spread all that out. If you have more connections, the less problems.

Adam said what Avenue does not show is that road will be from Westview Drive to Cross Hollow Road. It does not show some of them.

Tim said the master plan of roads is just a concept. The current master plan and what is proposed now, they are not that different. Terrains can also be a determining factor. You can go up that small valley to get a road up through there. That would connect Old Sorrel Ranch to the parcel to the south. They are not to worry about the location, just getting from A to B and it is not a big deal exactly where that goes.

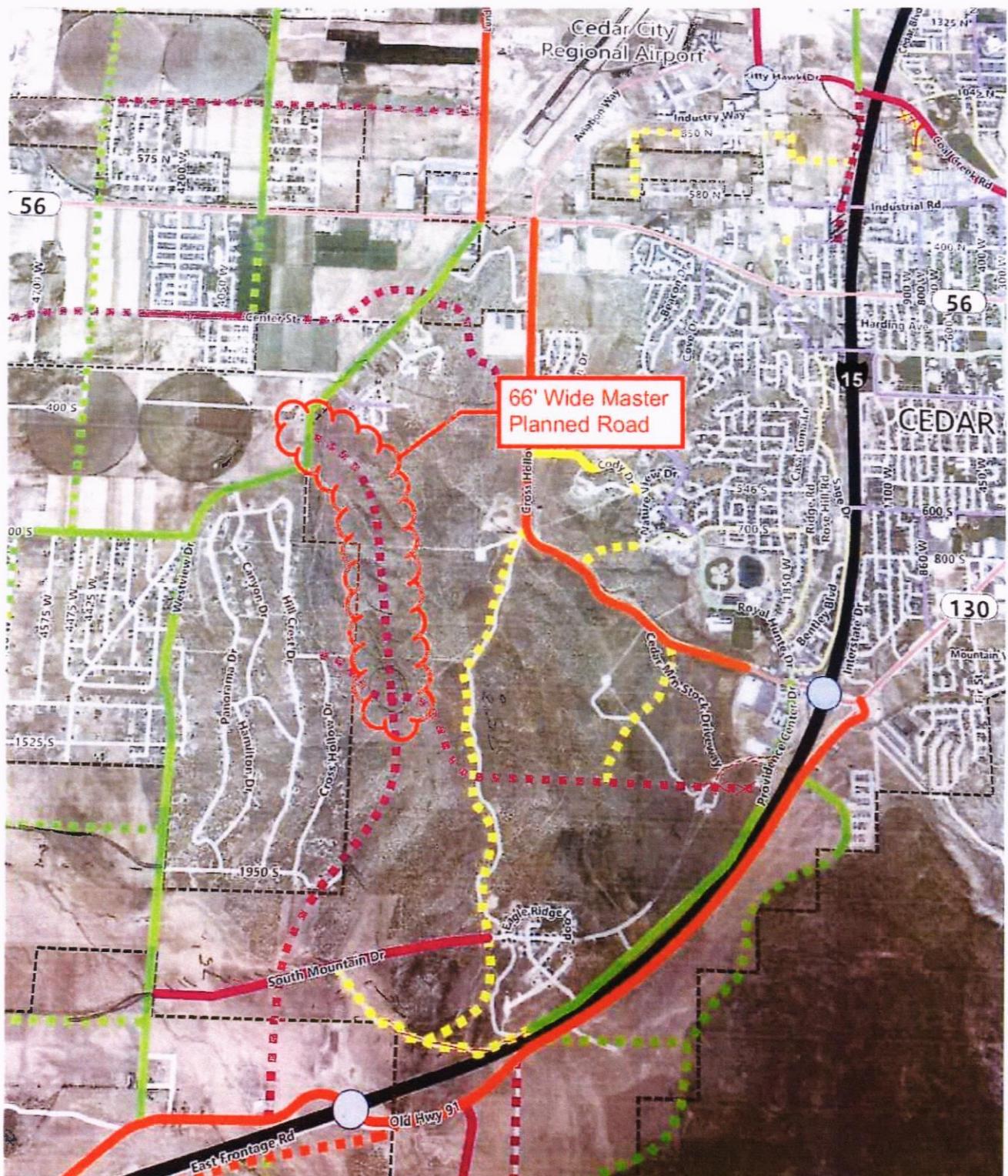
Jennie said but their preference is to vacate. That is second to moving it. They can relocate that road up there in the County subdivision. that is already a 66' wide road. If you are trying to provide overall traffic flow, or connections, the County already has roads in that will work. If and when they annex, they can provide their own connection. That line can move to the west and connect over there.

They went over some maps again.

Tim talked about roads in this area. they want to soften that turn along Westview Drive and flatten it out a little.

Mary opened the public hearing. Seeing no comments, Mary closed the public hearing.

Adam made a motion to give a positive recommendation on the vacating of this portion of this master planned road.



CEDAR CITY ORDINANCE NO. _____

AN ORDINANCE OF THE CEDAR CITY COUNCIL AMENDING CEDAR CITY'S STREET MASTER PLAN BY VACATING A 66-FOOT MASTER PLANNED ROAD IN THE AREA OF BENSON WAY AND WESTVIEW DRIVE.

WHEREAS, Watson Engineering, on behalf of the property owner, have petitioned the City Council to change the current Street Master Plan by vacating a 66-foot master planned road from the area of Benson Way and Westview Drive; and

WHEREAS, after providing public notice as required by City ordinance the Cedar City Planning Commission considered the proposed Street Master Plan amendment and found that the amendment is reasonably necessary, in the best interest of the public, and in harmony with the objectives and purposes of Cedar City's General Land Use Plan and therefore gave the proposal a positive recommendation; and

WHEREAS, the City Council after duly publishing and holding a public hearing to consider the proposed Street Master Plan amendment finds the proposed change furthers the City's policy of establishing and maintaining sound, stable, and desirable development within the City, promoting more fully the objectives and purposes of the City's General Land Use Plan, or correcting manifest errors.

NOW THEREFORE BE IT ORDAINED by the City Council of Cedar City, State of Utah, that the City's Street Master Plan is amended by vacating a 66-foot master planned road from the area of Benson Way and Westview Drive, as more particularly described in Exhibit A, and City staff is hereby directed to make the necessary changes to the City's Street Master Plan.

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

Council Vote:

Ayes: _____ Nays: _____ Abstained: _____

Dated this _____ day of July 2021.

MAILE L. WILSON-EDWARDS, MAYOR

[SEAL]

ATTEST:

RENON SAVAGE, RECORDER

EXHIBIT A - CITY OF CEDAR CITY

Exhibit A

Cedar City Ordinance _____.

CEDAR CITY COUNCIL

AGENDA ITEM - 6

TO: Mayor and City Council
FROM: Tyler Romeril
DATE: June 30, 2021
SUBJECT: Vacating a Master Planned Road in the Tipple Road Area.

DISCUSSION:

The owner of 90 acres of property located adjacent to this master planned road would like to vacate it from the City's master plan. Platt and Platt's argument for vacating the master planned road is that master planned roads lie on each side of this road, so it becomes excessive to have three master planned roads within such a short distance. Platt and Platt believe two master planned roads are sufficient so this middle road should be vacated.

At the Planning Commission meeting, City staff were not comfortable with vacating this road. The Planning Commission considered the matter and provided a negative recommendation. Attached is a copy of their minutes.

Please consider whether or not to vacate this portion of the City's master planned road system.

2- PUBLIC HEARING

Master Planned Road Amend Tipple Road Area
& Platt

Luxury Homes/Platt

(Recommendation)

Before beginning all the public hearings, Tyler R. wanted to explain this process. There are several General Land amendments and zone changes on this agenda. These are recommendations. The Planning Commission will give their recommendation then these items will still go on to the City Council. You will need to follow the process; no other notices will be sent; just expect to check on the Council agenda to see to see when your item comes through.

Dave Clarke with Platt & Platt presented and said they are trying to develop 90 acres along Tipple Road. This area was annexed into the City back in 2006. It is still Zoned AT at this time. He pointed out the map, and the 66' wide planned Tipple Road. Less than 1000 feet away, there is another 66' wide master-planned road then along the foothills, another 75' master-planned road. They would like to get rid of that road in the middle. It seems like in some other places that master planned road was just thrown in there. They did not think it through when they did this. When this current master plan was adopted, it has been some 10-12 years back. As part of the development, they will improve Tipple Road, they just don't want to have to do the east side. That is not justified; where does that road go anyway. Up that steep canyon? Dave feels there is no justification to have 3 roads in that canyon. Then you have that 75' wide road along the bottom of his map, that piece is not in the City, has not been annexed, and that will cut through the property. He is not sure of the intent. There is also another 66' wide road that runs diagonally, it is deeded, so is on the books. They can make that a 75' road or leave it at a 66' wide road.

Craig talked all the roads in the area, and had Dave point out which road; the second green one that comes off the frontage road. He pointed out the road that goes up the canyon; the county has chip sealed a little bit of that. Craig wondered again, the distance between these 2 roads. Dave said at the top around 800' and at the bottom around 1200'so an average of 1000' apart.

Trevor said he and Jonathan have looked at this area. depending on the zoning, if they go denser in this area, they estimate about 7000 cars per day. With that in mind, they feel they need to keep that second road in there, if not at 66' wide, then maybe just a 55' wide connector. They are recommending to Avenue Consultants doing the master plan now, that they look at this area and see what they determine. Under that road is a waterline so if they do away with the road, they would still need an easement for that waterline. They prefer to have those waterlines in a road.

Dave said if they develop all this area, they will have several roads within it. If that waterline gets shifter over that will not change the water model any. If they move it or put it down some other road then at least they don't have that other master-planned road right on the other side of the development.

Jill said they determine around 7000 cars per day. Trevor said the study came up with

7360 cars per day.

Adam asked at what point. When this is all built out? They are only looking today at these 2 properties. The 75 acres on one side and this side. Trevor said they have come up with 765 units, and at 10 trips per day.

Dave said they are thinking commercial on that north end, and the 75 acres at about 4 units per acre is only 300 units. There is no way they would be near that many trips. He would question that number.

Mary opened the public hearing as there are so many items, she will limit each one to 15 minutes. Respect your neighbors, keep in mind the time limit but express your concerns or support- either way. Please state your name for public record.

Tyler McCurdy said he lives on Tipple Road where the V is. The traffic has been a hundred-fold since the campground went in. There is a trail head there now with lots of traffic, dust and they did chip seal a portion, so the dust is down a little bit. He sees no reason to put in more density than they have out there now. If you maximize the density, that will kill this area. There is not enough egress from this area now. That second road is very valuable if this area develops. He read quotes from neighbors (see attached letters). They are all opposed to the zone change; this area will become a bottleneck of traffic. It will affect their property and the rights of all property owners in this area. It is open to hiking and biking. They utilize this road now and there is an incredible amount of traffic on this road now. 7000 cars per day is accurate. If this will be high density to low density as a buffer that is not with the General Plan. The zone change will be negative on the community.

Tyler M. said he feels the same way. They have traffic there now. There are fire and safety issues, they will have a bottleneck of traffic. The master plan addresses all these issues. They are all super concerned if they put lots of people in the small amount of area.

Mary closed the public hearing.

Dave said their number of 7000 trips per day is 583 per hour for a straight 12 hours. He feels there are very few roads that have that many per hour. He still feels that is exaggerated.

Craig said as they reach so many units, they will need a second access per ordinance. There needs to be a second access when they reach 80 units.

Adam asked again about the size. This parcel is 90 acres. That is from the highway down then a chunk on that upper portion is owned by SITLA.

Adam said as they are only working on the development of this parcel, is there a way for them to not eliminate this road until after the design is all done? Just so they can all be comfortable with where you put other roads and as they will need a second access, to see just how that will all work. Dave said the City would pay to oversize a road and then it is kind of economics. They become bound to that alignment. If they can move that, if the Council would be open to that, they just don't want to spend all the money on design and then have this denied. He said they want to eliminate that one master-planned road, so they don't have 2 roads that close together. That other road is on a section line where

most master-planned roads are placed.

Craig wondered just how they plan to access water and sewer down here? Dave said they are working that out now. They will need to bring that across the freeway from Talon Pointe area. The capacity of that waterline was designed to go over here. Craig wondered then, is that a natural route for that water?

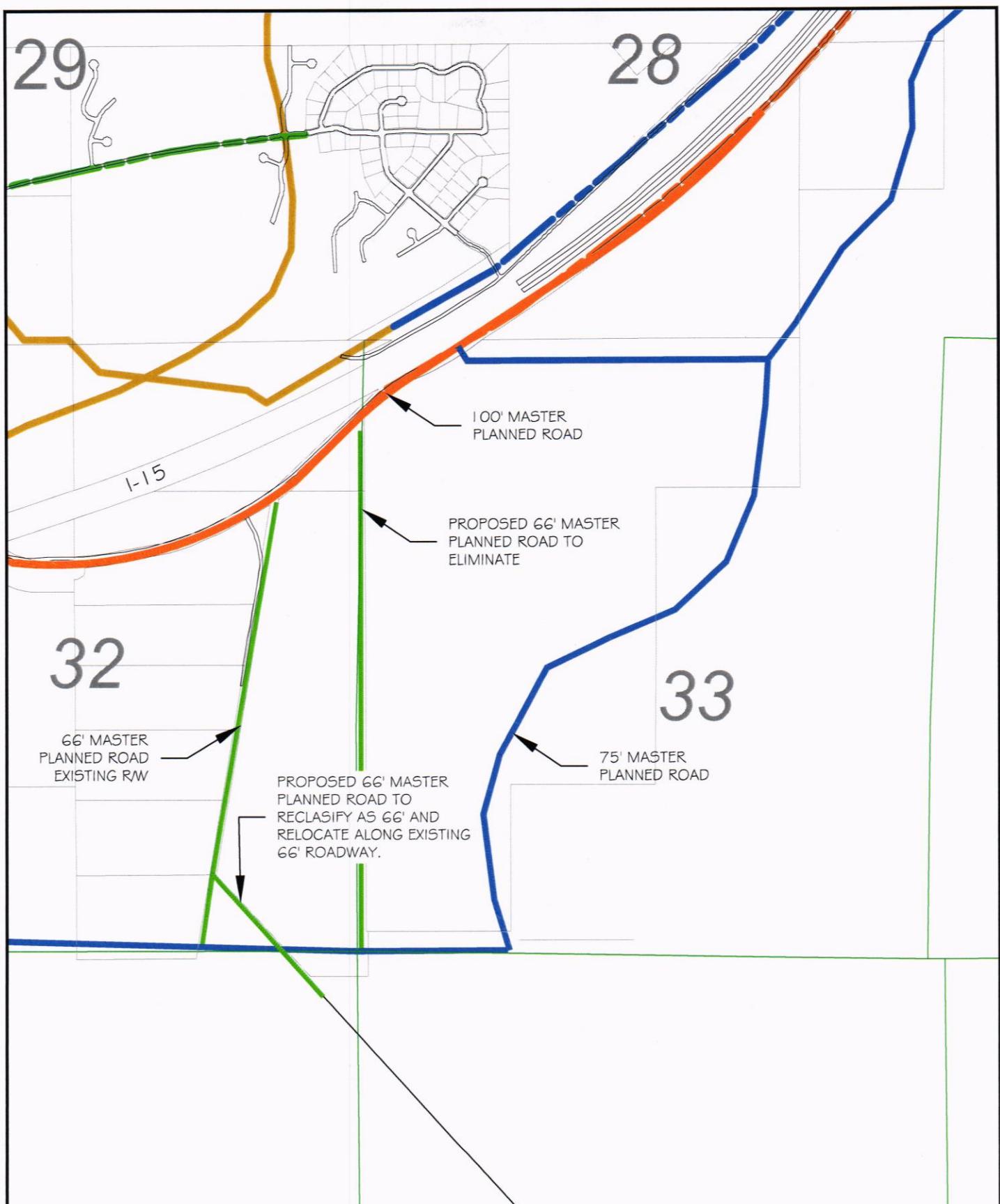
Trevor said that engineering will need to look at the topo on the sewer for this area. they are not sure of any master planned line that goes through there. Dave pointed out the culvert that it may go through.

Jill asked if this property line was on those 2 roads? Dave said that 33' of that road is on their side. Dave said to have only half the road is a hassle. Even if they only make that a 55' wide road that would benefit them. If they moved it over a little, they could develop the whole road and have lots on both sides. If you have that on the boundary and only develop the 1 side, that could be only half a road for how long.

Mary said the problem is that they did not bring a solution. If they eliminate that road here, where should it go. Just to eliminate it, is not the right answer. Where would a new road be proposed if it were not at this location. Dave said anywhere that makes more sense. They all know they will need a second access.

Dave said the whole point is there is no need for that second master-planned road so close. It does not need to be 66' wide and can be anywhere. That is the request. Craig said he was not sure he was comfortable with this. Adam also was not comfortable with just eliminating that road.

Adam made a motion to send a negative recommendation to the City Council of the elimination of this master-planned road. Seconded by Craig and the vote was unanimous.



DRAWN BY: DMC
 DATE: 6-3-2021
 SCALE:
 APPROVED BY: R.B. PLATT

 PLATT &
 PLATT, INC.
 CIVIL ENGINEERS & SURVEYORS
 435-586-6151
 fax 435-586-8567
 P:\Dave\2021\Projects\SOUTH CEDAR\Sec32_89 acres.dwg

EXHIBIT
 PROPOSED MASTER PLANNED ROAD
 ELIMINATION
 WITHIN SECTIONS
 32 & 33 T.36S., R. 11W., SLB&M
 CEDAR CITY UTAH

CEDAR CITY ORDINANCE NO. _____

**AN ORDINANCE OF THE CEDAR CITY COUNCIL AMENDING CEDAR CITY'S STREET MASTER PLAN BY
VACATING A 66-FOOT MASTER PLANNED ROAD IN THE TIPPLE ROAD AREA.**

WHEREAS, Platt & Platt, on behalf of the property owner, have petitioned the City Council to change the current Street Master Plan by vacating a 66-foot master planned road from the Tipple Road area; and

WHEREAS, after providing public notice as required by City ordinance the Cedar City Planning Commission considered the proposed Street Master Plan amendment and found that the amendment is not reasonably necessary, in the best interest of the public, and in harmony with the objectives and purposes of Cedar City's General Land Use Plan and therefore gave the proposal a negative recommendation; and

WHEREAS, the City Council after duly publishing and holding a public hearing to consider the proposed Street Master Plan amendment finds the proposed change furthers the City's policy of establishing and maintaining sound, stable, and desirable development within the City, promoting more fully the objectives and purposes of the City's General Land Use Plan, or correcting manifest errors.

NOW THEREFORE BE IT ORDAINED by the City Council of Cedar City, State of Utah, that the City's Street Master Plan is amended by vacating a 66-foot master planned road from the Tipple Road area, as more particularly described in Exhibit A, and City staff is hereby directed to make the necessary changes to the City's Street Master Plan.

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

Council Vote:

Ayes: _____ Nays: _____ Abstained: _____

Dated this _____ day of July 2021.

MAILE L. WILSON-EDWARDS, MAYOR

[SEAL]

ATTEST:

RENON SAVAGE, RECORDER

Exhibit A

Cedar City Ordinance _____.

CEDAR CITY COUNCIL

AGENDA ITEM - 7 + 8

TO: Mayor and City Council
FROM: City Attorney
DATE: June 30, 2021
SUBJECT: Requested General Land Use Amendment from Low Density Residential to Medium Density Residential and Zone change from Annex Transition (AT) to Central Commercial (CC) and Dwelling Single Unit (R-2-1) for property located at 2901 S. Tipple Road.

DISCUSSION:

Pursuant to the Planning Commission's discussion regarding a general land use amendment and zone change for property located at 2901 S. Tipple Road, two proposed ordinances were prepared. The requested change would amend the General Land Use Plan from Low Density Residential to Medium Density Residential; and the Zone from AT to CC and R-2-1. These proposed changes are consistent with the desires of the property owner. The Planning Commission gave a **negative** recommendation on the requested changes (see the attached minutes).

Please consider whether or not to pass these two ordinances amending the general land use plan and zoning for this area.

3- PUBLIC HEARING

General Land Use Amend
& Platt

approx. 2901 S Tipple Road Luxury Homes/Platt

**Low Density to Medium & Commercial
(Recommendation)**

Dave Clarke with Platt & Platt said this is the land use and zone change for the property. The master plan has this all to be R-1. It was annexed in back in 2006 and is still zoned AT. Across the road there is some HS then R-1. That is the General Plan. They propose to do this as R-2-1- all single-family homes, just a little more flexible. If you look at the numbers, the R-2-1 is 7000 square foot lots with 70' frontage. You can get 4-6 single family home with the roads per acre. Their intention is for some lots to be 12,000 and 13,000 with the flexibility to go down to the 7,000 square foot lots. The overall density will turn out to be the R-1 density. They want to put in a park. They are willing to do a park but go a little smaller on some of the lots. If you look at the 75 acres at R-1, you can get 3.6 units per acre or about 270 homes. Their plan is to put between 265 and 275 homes. With the R-2-1 you could go up to 370 units. The intent is to basically meet the density of the R-1 but have some smaller and some larger lots, then a park. They just want the flexibility. That is the proposal.

Craig wondered what type of documentation they can get on that park.

Jill said earlier he said this was 90 acres, now they are talking 75 acres, what is it. Dave said there is a 15-acre piece up at the frontage road to be commercial which leave 75 acres for the residential.

Mary opened the public hearing.

Mike McNett said he lives in Shurtz Canyon about $\frac{1}{4}$ mile away from this land. He has talked to others. He read a letter that was sent from Ann Welsh. (see attached letters) they all want the R-1 zoning. There are several commitments that need to be honored. This is the way they move the sheep from the mountain to the valley. The medium density with 6 homes and possible tri-plexes will destroy their way of life. They need good planning which requires buffer zones. They need to protect that land. It is planned to all be the R-1 zone. Especially near all those 20-acre parcels.

He quoted the letter from Ann Welsh. He agrees with what they say. They moved out there to get away, it is nice and peaceful. That is why they bought property out there. The developers want to buy cheap land, sell it off for more, and this area is miles away from normal developments. They have to deal with the sewer and water. They have taken lots of the water out of those creeks and those have run dry. They will now take even more with hundreds of homes and residents. He is not a builder, planner, or developer. He is just a resident. They are talking more traffic; they just barely put a bike trail out there and brought in a campground that they have talked about. This is kind of a big thing; it is attracting lots of people. Not to build housing all around this recreation and campground

will log jam up the traffic at the front. It will completely change this area. He disagrees with it and agrees with the Welch letter.

Trevor with engineering said they would appreciate the average density more like the R-1. They are concerned with all the higher density. Putting those utilities under I-15 they will only have 1 shot at that. They want to make sure they are all sized right. With higher density, they would need to see an analysis on what that pipe size would need to be. Just to be able to stick to an average density and hold this area to 250-270 homes would be good. It is hard to be comfortable with any higher density as they must see the intent and use the higher density to size the pipes accordingly.

Craig said as this has been represented, it would be equal to or right around the density of the R-1. That is what has been presented here.

Don B. said they need to remember that if the zone is changed, they can build to what that zone allows. The City has no control to require larger lots size in the medium density zone.

Alan Miller said he just bought 40 acres next to some of the others. He sold a house in Cross Hollow Hills to be out and away. His concern is about traffic. There is already lots of dust. He has spent his life; built and sold 3 houses to get to this area with lots of space, and he would like to see it stay that way.

Mike McNett said this area is now a wintering range for deer and turkeys. They have worked with DWR on this. The place they live is crowded with deer. They have lots of deer in this area. Then you have people that buy some land, they want to profit, and all those deer will have no place to go to winter. It will change the way the turkeys migrate. Feels they should talk with the DWR on this. The turkeys have made a comeback and it is nice to see them. They have been trying to make this area a refuge for these animals. It will impact them.

Mary closed the public hearing.
They are doing both items 3 & 4 together.

Jill asked if this were all in the City? Yes, it is in the City limits, just not zoned yet.

Craig will take them at their word of what they are proposing do develop here and would move to send a positive recommendation to the City Council for items 3 & 4 seconded by Adam – the vote was 2 for, Ray and Jill against, and Mary voted nay so this motion did not pass.

Adam asked what were the concerns Ray has. His concern was with the traffic; they say they don't need that other road? It makes a big difference on how this is all planned out. He was not sure they could plan that without another road. Like the chicken and the egg thing. He feels that engineering needs to come in on

this and say why they need that road, where they need it, etc. If they change all this to the R-2, and then you get a new owner, that is the old story again.

Adam said that frontage road is master planned as a 100' right-of-way and Tipple is a 66' wide road. So, this area is bordered by a 100' and a 66' road. There should be no issues.

Jill said it was a big jump from 20-acre parcels to the R-2-1. Adam said that is because you are going from the City to the County which has 20-acre parcels. Once they get into the City, they can only go by City rules. The largest we have is the RE.

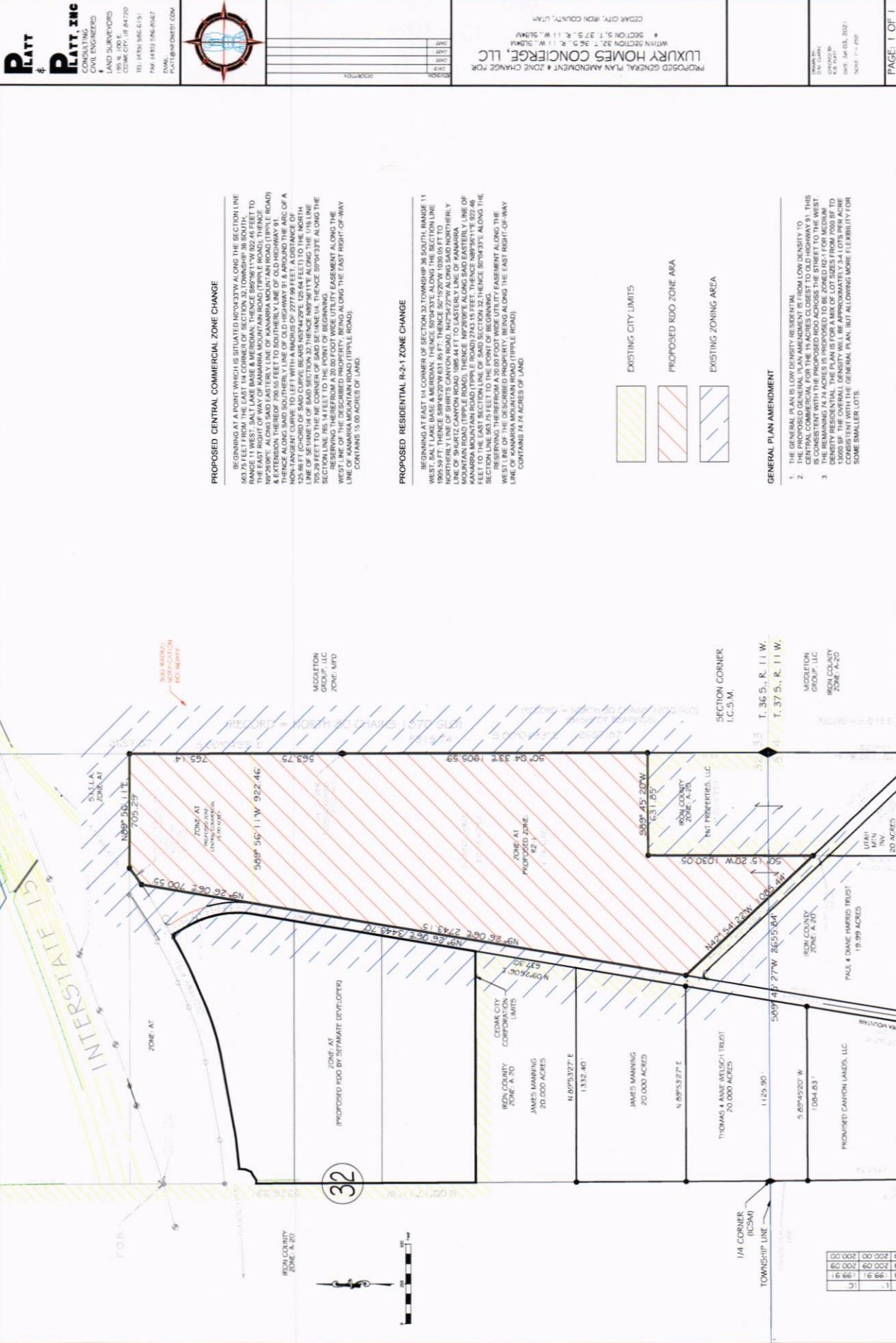
Craig would look at the 20-acres and transition from I-15 then move on down. He feels comfortable with the commercial and then single family out there. Adam said it is important to remember that R-2-1 is only single-family homes. There are no duplexes and twin homes, just smaller lots.

Dave said as far as lot width, they are talking 70' or 90' minimum. That makes a big difference when you have 3000 feet along that road. That is where extra units come in.

Adam said he likes the R-2-1 and usually nothing is built to capacity. They can do a nice job regarding the space and have a very nice subdivision. The idea here is to use the R-2-1 so they can allow all different sizes of lots and keep within the density of the R-1 standard. That can be beneficial. This is right next to the freeway, and you can have the higher density then move to the lower density. It is a natural progression.

Adam made a motion to send a positive recommendation to the City council for items 3 & 4; seconded by Craig and the vote was 2 for and 2 against. Mary voted against, so this motion did not pass.

Jill made a motion to send a negative recommendation to the City Council for items 3 & 4; seconded by Ray and the vote again was 2 for and 2 against so Mary voted for this negative recommendation which passed.



CEDAR CITY ORDINANCE NO. _____

**AN ORDINANCE OF THE CEDAR CITY COUNCIL AMENDING CEDAR CITY'S
GENERAL LAND USE PLAN FROM LOW DENSITY RESIDENTIAL
TO MEDIUM DENSITY RESIDENTIAL AND CENTRAL COMMERCIAL FOR
PROPERTY LOCATED AT APPROXIMATELY 2901 SOUTH TIPPLE ROAD**

WHEREAS, the owners of property located at 2901 South Tipple Road have petitioned Cedar City to change the current General Land Use Plan from Low Density Residential to Medium Density Residential and Central Commercial, the property is more particularly described as follows:

**GENERAL PLAN AMENDMENT FROM LOW DENSITY RESIDENTIAL TO
MEDIUM DENSITY RESIDENTIAL
PROPOSED ZONE CHANGE FROM AT TO R-2-1**

BEGINNING AT EAST 1/4 CORNER OF SECTION 32, TOWNSHIP 36 SOUTH, RANGE 11 WEST, SALT LAKE BASE & MERIDIAN; THENCE S0*04'33"E ALONG THE SECTION LINE 1905.59 FT; THENCE S89*45'20"W 631.85 FT; THENCE S0*15'20"W 1030.05 FT TO NORTHERLY LINE OF SHIRTS CANYON ROAD, N42*54'22"W ALONG SAID NORTHERLY LINE OF SHURTZ CANYON ROAD 1085.44 FT TO EASTERLY LINE OF KANARRA MOUNTAIN ROAD (TIPPLE ROAD), THENCE N9*26'06"E ALONG SAID EASTERLY LINE OF KANARRA MOUNTAIN ROAD (TIPPLE ROAD) 2743.15 FEET, THENCE N89*56'11"E 922.46 FEET TO THE EAST SECTION LINE OF SAID SECTION 32, THENCE S0*04'33"E ALONG THE SECTION LINE 563.75 FEET TO THE POINT OF BEGINNING.

CONTAINS 74.74 ACRES OF LAND.

**GENERAL PLAN AMENDMENT FROM LOW DENSITY RESIDENTIAL TO
CENTRAL COMMERCIAL
PROPOSED ZONE CHANGE FROM AT TO CENTRAL COMMERCIAL**

BEGINNING AT A POINT WHICH IS SITUATED N0*04'33"W ALONG THE SECTION LINE 563.75 FEET FROM THE EAST 1/4 CORNER OF SECTION 32, TOWNSHIP 36 SOUTH, RANGE 11 WEST, SALT LAKE BASE & MERIDIAN; THENCE S89*56'11"W 922.46 FEET TO THE EAST RIGHT OF WAY OF KANARRA MOUNTAIN ROAD (TIPPLE ROAD); THENCE N9*26'06"E ALONG SAID EASTERLY LINE OF KANARRA MOUNTAIN ROAD (TIPPLE ROAD) & EXTENSION THEREOF 700.55 FEET TO SOUTHERLY LINE OF OLD HIGHWAY 91, THENCE ALONG SAID SOUTHERLY LINE OF OLD HIGHWAY 91 & AROUND THE ARC OF A NON-TANGENT CURVE TO LEFT WITH A RADIUS OF 2277.99 FEET, A DISTANCE OF 125.66 FT (CHORD OF SAID CURVE BEARS N53*44'29"E 125.64 FEET) TO THE NORTH LINE OF SE1/4NE1/4 OF SAID SECTION 32, THENCE N89*56'11"E ALONG THE 1/16 LINE 705.29 FEET TO THE NE CORNER OF SAID SE1/4NE1/4, THENCE S0*04'33"E ALONG THE SECTION LINE 765.14 FEET TO THE POINT OF BEGINNING.

CONTAINS 15.00 ACRES OF LAND.

WHEREAS, after providing public notice as required by City ordinance the Cedar City Planning Commission considered the proposed general land use amendment and gave the proposal a negative recommendation; and

WHEREAS, the City Council after duly publishing and holding a public hearing to consider the proposed general land use change finds the proposed change furthers the City's policy of establishing and maintaining sound, stable, and desirable development within the City, promoting more fully the objectives and purposes of the City's General Land Use Plan, or correcting manifest errors.

NOW THEREFORE BE IT ORDAINED by the City Council of Cedar City, State of Utah, that the City's General Land Use Plan is amended from Low Density Residential to Medium Density Residential and Central Commercial for the property located at 2901 South Tipple Road, and more particularly described herein, and City staff is hereby directed to make the necessary changes to the City's General Land Use Plan.

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

Council Vote:

Ayes: _____ Nays: _____ Abstained: _____

Dated this _____ day of July 2021.

MAILE L. WILSON-EDWARDS, MAYOR

[SEAL]

ATTEST:

RENON SAVAGE, RECORDER

CEDAR CITY ORDINANCE NO. _____

**AN ORDINANCE OF THE CEDAR CITY COUNCIL AMENDING CEDAR CITY'S
ZONING DESIGNATION FROM ANNEX TRANSITION (AT) TO CENTRAL
COMMERCIAL (CC) AND DWELLING SINGLE UNIT (R-2-1) FOR PROPERTY
LOCATED AT APPROXIMATELY 2901 SOUTH TIPPLE ROAD**

WHEREAS, the owners of property located at 2901 South Tipple Road have petitioned Cedar City to change the current zoning designation from AT to CC and R-2-1, the property is more particularly described as follows:

**GENERAL PLAN AMENDMENT FROM LOW DENSITY RESIDENTIAL TO
MEDIUM DENSITY RESIDENTIAL
PROPOSED ZONE CHANGE FROM AT TO R-2-1**

BEGINNING AT EAST 1/4 CORNER OF SECTION 32, TOWNSHIP 36 SOUTH, RANGE 11 WEST, SALT LAKE BASE & MERIDIAN; THENCE S0*04'33"E ALONG THE SECTION LINE 1905.59 FT; THENCE S89*45'20"W 631.85 FT; THENCE S0*15'20"W 1030.05 FT TO NORTHERLY LINE OF SHIRTS CANYON ROAD, N42*54'22"W ALONG SAID NORTHERLY LINE OF SHURTZ CANYON ROAD 1085.44 FT TO EASTERLY LINE OF KANARRA MOUNTAIN ROAD (TIPPLE ROAD), THENCE N9*26'06"E ALONG SAID EASTERLY LINE OF KANARRA MOUNTAIN ROAD (TIPPLE ROAD) 2743.15 FEET, THENCE N89*56'11"E 922.46 FEET TO THE EAST SECTION LINE OF SAID SECTION 32, THENCE S0*04'33"E ALONG THE SECTION LINE 563.75 FEET TO THE POINT OF BEGINNING.

CONTAINS 74.74 ACRES OF LAND.

**GENERAL PLAN AMENDMENT FROM LOW DENSITY RESIDENTIAL TO
CENTRAL COMMERCIAL
PROPOSED ZONE CHANGE FROM AT TO CENTRAL COMMERCIAL**

BEGINNING AT A POINT WHICH IS SITUATED N0*04'33"W ALONG THE SECTION LINE 563.75 FEET FROM THE EAST 1/4 CORNER OF SECTION 32, TOWNSHIP 36 SOUTH, RANGE 11 WEST, SALT LAKE BASE & MERIDIAN; THENCE S89*56'11"W 922.46 FEET TO THE EAST RIGHT OF WAY OF KANARRA MOUNTAIN ROAD (TIPPLE ROAD); THENCE N9*26'06"E ALONG SAID EASTERLY LINE OF KANARRA MOUNTAIN ROAD (TIPPLE ROAD) & EXTENSION THEREOF 700.55 FEET TO SOUTHERLY LINE OF OLD HIGHWAY 91, THENCE ALONG SAID SOUTHERLY LINE OF OLD HIGHWAY 91 & AROUND THE ARC OF A NON-TANGENT CURVE TO LEFT WITH A RADIUS OF 2277.99 FEET, A DISTANCE OF 125.66 FT (CHORD OF SAID CURVE BEARS N53*44'29"E 125.64 FEET) TO THE NORTH LINE OF SE1/4NE1/4 OF SAID SECTION 32, THENCE N89*56'11"E ALONG THE 1/16 LINE 705.29 FEET TO THE NE CORNER OF SAID SE1/4NE1/4, THENCE S0*04'33"E ALONG THE SECTION LINE 765.14 FEET TO THE POINT OF BEGINNING.

CONTAINS 15.00 ACRES OF LAND.

WHEREAS, after providing public notice as required by City ordinance the Cedar City Planning Commission considered the proposed zoning amendments and gave a negative recommendation to the proposals; and

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

NOW THEREFORE BE IT ORDAINED by the City Council of Cedar City, State of Utah, that the City's zoning designation is amended from AT to CC and R-2-1, for property located at 2901 South Tipple Road, and more particularly described herein, and City staff is hereby directed to make the necessary changes to the City's zoning map.

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

Council Vote:

Ayes: _____ Nays: _____ Abstained: _____

Dated this _____ day of July, 2021.

MAILE L. WILSON-EDWARDS, MAYOR

[SEAL]

ATTEST:

RENON SAVAGE, RECORDER

CEDAR CITY COUNCIL

AGENDA ITEM - *9 + 10*

TO: Mayor and City Council

FROM: City Attorney

DATE: July 9, 2021

SUBJECT: Requested General Land Use Amendment from Central Commercial and Open Space to High Density Residential and Zone change from Central Commercial (CC) to Dwelling Multiple Unit (R-3-M) for property located at 1500 N. Main Street.

DISCUSSION:

Pursuant to the Planning Commission's discussion regarding a general land use amendment and zone change for property located at 1500 N. Main Street, two proposed ordinances were prepared. The requested change would amend the General Land Use Plan from Central Commercial and Open Space to High Density Residential; and the Zone from CC to R-3-M. These proposed changes are consistent with the desires of the property owner. The Planning Commission gave a **positive** recommendation on the requested changes east of the rear lot line of the adjacent lots on Main Street, and a **negative** recommendation was given on the property fronting Main Street. The Planning Commission wanted to keep this property fronting Main Street commercial (see the attached minutes).

Please consider whether or not to pass these two ordinances amending the general land use plan and zoning for this area.

6- PUBLIC HEARING- Carry Over Item

General Land Use Amend approx. 1500 N Main. Entrada

Homes/Platt & Platt

CC & Open To High Density

(Recommendation)

Dave Clarke said they were here at the last meeting. There was some concern about an easement. The City has land to the east; that easement he pointed out that was on the map was to be a street of 1500 North that was vacated. The easement to the north is for drainage and utilities. There is nothing that would have them put a road in. They propose that will be the drive access in, and Dave thinks it is interesting there is no R-3 remaining in the City. No one wants to have R-3 in their back yard. This piece is a good one, as it is not in any back yard. There is R-3 to the north, there is a trailer park, there are a couple of businesses on the west and the City has a large detention pond on the east. They are proposing to change this to R-3 and put in two story townhomes, consistent with the others that Entrada is building now.

Jennie asked if their access would be directly off Main Street? Dave showed how that part adjacent to Main is a shared easement with the Jones and Steve Bartholomew. They would not develop within that easement but push all the buildings to the east. The second access would be on the east of that access easement.

Adam asked about putting R-3 along Main Street. It looks like on the drawing they have 50' then parking, then a road, then buildings. How far are the buildings from Main Street? Dave thought roughly 110'. That is 4 units and will be in line with the other businesses along there. Jill asked if that building would face Main Street or within this development. Dave said they have drawn this to have the garages face Main Street then back of that is a block wall. Jennie asked if this would be rentals or sold. Dave said this will be a PUD so they will be sold individually. Jill wondered if that wall was on that 50' mark? Dave said then the parking will be back of the wall.

Mary opened the public hearing.

Steve Ashworth said he thinks this looks like a great project. There is no R-3. His comment is just about Main Street which is typically commercial. To change that – draw your straight line and leave that commercial would then let them still put residential in that commercial, but what would change is you would not be giving precedence to put R-3 along Main Street. You set a precedence then others will want to do the same. He feels that little piece along Main should remain Commercial.

Mary closed the public hearing.

Mary felt that was a good comment. Once you change the zoning, they don't have to follow the plan.

Jennie said you can also put some residential in the commercial zone, just not like this. You would need to have the commercial on the main level.

Jill wondered what type of precedence they are doing. Jennie said the General plan is the General plan. In that plan, there is a sort of wish to preserve some sort of commercial corridor along that area.

Dave said if they want them to keep a front piece as commercial and zone that back, that is fine. They will accept that, but that front piece could stay vacant for 20 or more years like across the street. Maybe keep that front 100' commercial then they would need to set the building back far enough and not on Main. He is not sure how they want to make their recommendation, but if they want that changed, they would be good with that.

Jill said that staff had some concerns when this was last discussed.

Trevor said that as you go to higher density that does have a ripple effect and can affect things when it is out of the General Plan which is what they plan water systems for. He was not sure what this density would take into account with the commercial changing to R-3. It is night and day between that and the R-1. From Cc to R-3 may not be that much different.

Jennie asked if this was all 1 parcel. It is. So, they cannot sell separate unless they did a minor lot or something there.

Tyler said as far as setting precedence, that is nothing binding. You can do something on this day, then others may come in later and say that you let them, so you need to let the others also. It is nothing binding.

Adam said it was a weird piece of land. Jennie said so as a PUD all units would be sold separately. Then would the HOA be left with that commercial piece? Dave said it would be like Meadow Crest those are separate lots, and they had to be that way but are separately owned and have separate CC&R's from the residential.

Jennie said so that front piece can't be sold separately if made part of the PUD. If you have to make a separate lot, and if they designate that to be 100' deep, they can use that for parking. They can put the building in back of that. If they do more like 200' would they lose that 4-plex and then try and sell off that lot? Jennie does not mind the idea of commercial on Main, but how much do you designate. Dave said they can put some open space in there also. He said the main thing is they want R-3 on the bulk of this property. It is a very odd shape, and if they left a vacant lot, that would have no Main Street appeal.

Dave said no one wants to have these things in their backyard. This is a good use for this odd shape, it is not on Main other than that 1 parcel.

Mary said they have a quandary; that front piece; do they come back and try and keep that parcel commercial. Jennie said these will be PUD lots, so each one can have its own owner.

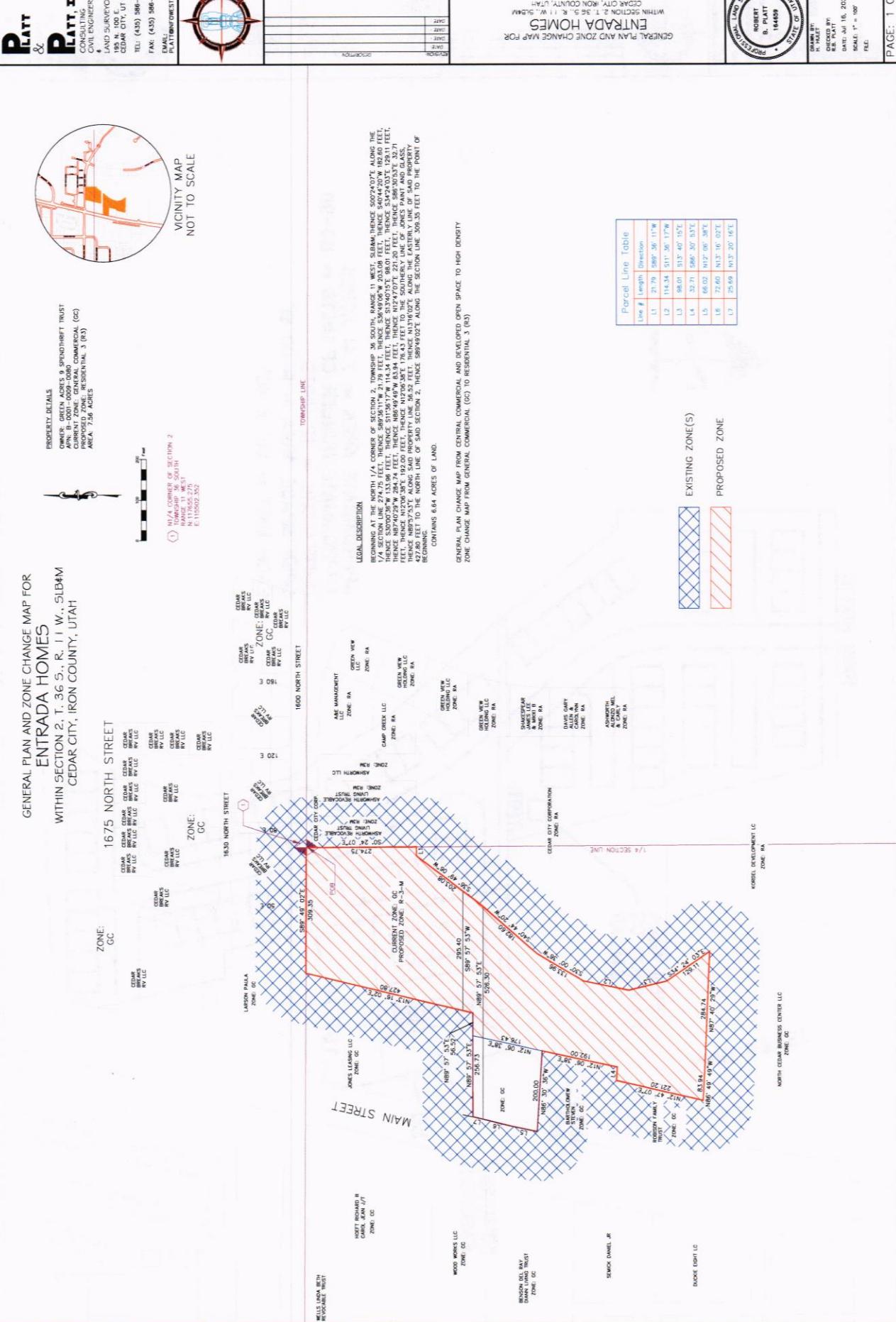
Jennie made a motion to give a positive recommendation for the R-3 with the caveat that they explore the portion remaining commercial along Main Street and not designate the whole amount. Others wanted that to be designated as 200'. That portion to be commercial and the remainder they can change to the R-3. Jennie asked if they do 200' back, do they lose that 4-plex.

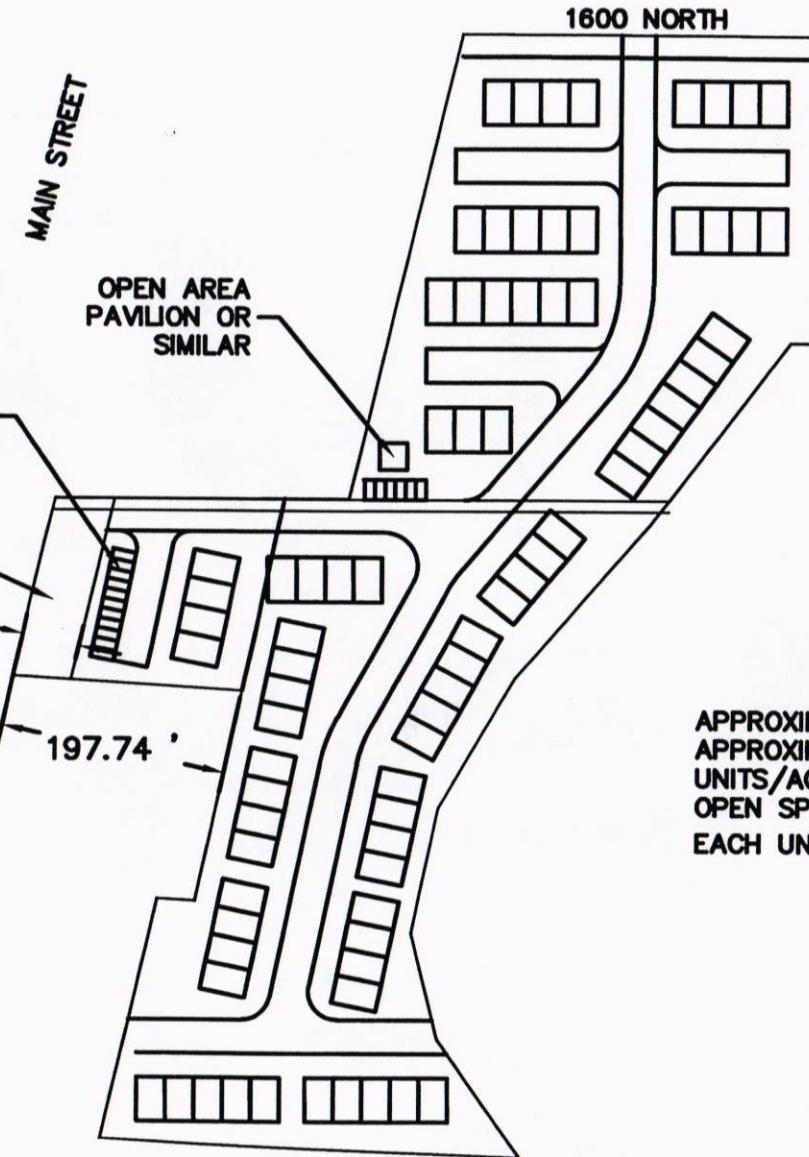
Jennie will withdraw her motion.

Don said as they look at the other lot on the south, it seems to be about 200'. Hunter asked then, if they just make them follow that line, that is there would that work. Tyler said they can change the zone east of that line shown by those 2 existing businesses.

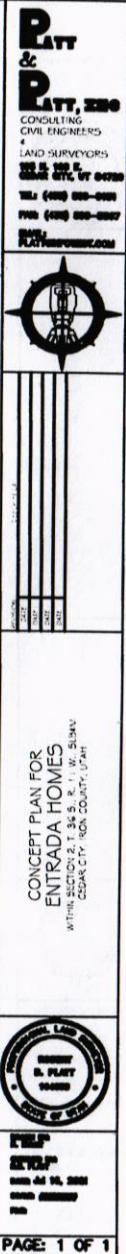
Dave pointed out the commercial property and would hate to see this come back any further than that 200' deep. Hunter said so what if they just have to match the depth of that parcel on the South side and not the Jones one.

Hunter moved to send a positive recommendation to the City Council for the R-3-M east of the south property line of the adjacent property and leave that front parcel as commercial. Seconded by Jennie and the vote was unanimous.





APPROXIMATE AREA = 7.41 ACRES
 APPROXIMATE NUMBER OF UNITS = 80-90
 UNITS/ACRE = 12 UNITS
 OPEN SPACE AREA = 9700 SF
 EACH UNIT = 25' X 40'



CEDAR CITY ORDINANCE NO. _____

**AN ORDINANCE OF THE CEDAR CITY COUNCIL AMENDING CEDAR CITY'S
GENERAL LAND USE PLAN FROM CENTRAL COMMERCIAL AND OPEN SPACE
TO HIGH DENSITY RESIDENTIAL FOR PROPERTY LOCATED AT
APPROXIMATELY 1500 NORTH MAIN STREET**

WHEREAS, the owners of property located at 1500 North Main Street have petitioned Cedar City to change the current General Land Use Plan from Central Commercial and Open Space to High Density Residential, the property is more particularly described as follows:

BEGINNING AT THE NORTH 1/4 CORNER OF SECTION 2, TOWNSHIP 36 SOUTH, RANGE 11 WEST, SLB&M; THENCE S00°24'07"E ALONG THE 1/4 SECTION LINE 274.75 FEET, THENCE S89°36'11"W 21.79 FEET, THENCE S36°49'06"W 143.99 FEET, THENCE S36°49'06"W 59.09 FEET, THENCE S40°44'20"W 182.60 FEET, THENCE S30°00'36"W 133.96 FEET, THENCE S11°36'17"W 114.34 FEET, THENCE S13°40'15"E 98.01 FEET, THENCE S34°24'03"E 129.11 FEET, THENCE N87°40'29"W 284.74 FEET, THENCE N86°49'49"W 83.94 FEET, THENCE N12°47'07"E 221.20 FEET, THENCE S86°30'53"E 32.71 FEET, THENCE N12°06'38"E 192.00 FEET, N12°06'38"E 176.43 FEET TO THE SOUTH LINE OF JONES PAINT AND GLASS, THENCE N89°57'53"E ALONG SAID PROPERTY LINE 56.52 FEET, THENCE N13°16'02"E ALONG THE EASTERLY LINE OF SAID PROPERTY 427.80 FEET TO THE NORTH LINE OF SAID SECTION 2, THENCE S89°49'02"E ALONG THE SECTION LINE 309.35 FEET TO THE POINT OF BEGINNING.

CONTAINS 6.64 ACRES OF LAND.

WHEREAS, after providing public notice as required by City ordinance the Cedar City Planning Commission considered the proposed general land use amendment and gave the proposal a positive recommendation; and

WHEREAS, the City Council after duly publishing and holding a public hearing to consider the proposed general land use change finds the proposed change furthers the City's policy of establishing and maintaining sound, stable, and desirable development within the City, promoting more fully the objectives and purposes of the City's General Land Use Plan, or correcting manifest errors.

NOW THEREFORE BE IT ORDAINED by the City Council of Cedar City, State of Utah, that the City's General Land Use Plan is amended from Central Commercial and Open Space to High Density Residential for the property located at 1500 North Main Street, and more particularly described herein, and City staff is hereby directed to make the necessary changes to the City's General Land Use Plan.

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

Council Vote:

Ayes: Nays: Abstained:

Dated this _____ day of July 2021.

MAILE L. WILSON-EDWARDS, MAYOR

[SEAL]

ATTEST:

RENON SAVAGE, RECORDER

CEDAR CITY ORDINANCE NO. _____

**AN ORDINANCE OF THE CEDAR CITY COUNCIL AMENDING CEDAR CITY'S
ZONING DESIGNATION FROM CENTRAL COMMERCIAL (CC) TO DWELLING
MULTIPLE UNIT (R-3-M) FOR PROPERTY LOCATED AT APPROXIMATELY
1500 NORTH MAIN STREET**

WHEREAS, the owners of property located at 1500 North Main Street have petitioned Cedar City to change the current zoning designation from CC to R-3-M, the property is more particularly described as follows:

BEGINNING AT THE NORTH 1/4 CORNER OF SECTION 2, TOWNSHIP 36 SOUTH, RANGE 11 WEST, SLB&M; THENCE S00°24'07"E ALONG THE 1/4 SECTION LINE 274.75 FEET, THENCE S89°36'11"W 21.79 FEET, THENCE S36°49'06"W 143.99 FEET, THENCE S36°49'06"W 59.09 FEET, THENCE S40°44'20"W 182.60 FEET, THENCE S30°00'36"W 133.96 FEET, THENCE S11°36'17"W 114.34 FEET, THENCE S13°40'15"E 98.01 FEET, THENCE S34°24'03"E 129.11 FEET, THENCE N87°40'29"W 284.74 FEET, THENCE N86°49'49"W 83.94 FEET, THENCE N12°47'07"E 221.20 FEET, THENCE S86°30'53"E 32.71 FEET, THENCE N12°06'38"E 192.00 FEET, N12°06'38"E 176.43 FEET TO THE SOUTH LINE OF JONES PAINT AND GLASS, THENCE N89°57'53"E ALONG SAID PROPERTY LINE 56.52 FEET, THENCE N13°16'02"E ALONG THE EASTERLY LINE OF SAID PROPERTY 427.80 FEET TO THE NORTH LINE OF SAID SECTION 2, THENCE S89°49'02"E ALONG THE SECTION LINE 309.35 FEET TO THE POINT OF BEGINNING.

CONTAINS 6.64 ACRES OF LAND.

WHEREAS, after providing public notice as required by City ordinance the Cedar City Planning Commission considered the proposed zoning amendments and gave a positive recommendation to the proposals; and

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

NOW THEREFORE BE IT ORDAINED by the City Council of Cedar City, State of Utah, that the City's zoning designation is amended from CC to R-3-M, for property located at 1500 North Main Street, and more particularly described herein, and City staff is hereby directed to make the necessary changes to the City's zoning map.

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

Council Vote:

Ayes: ____ Nays: ____ Abstained: ____

Dated this _____ day of July, 2021.

MAILE L. WILSON-EDWARDS, MAYOR

[SEAL]

ATTEST:

RENON SAVAGE, RECORDER

CEDAR CITY COUNCIL

AGENDA ITEM -

TO: Mayor and City Council
FROM: City Attorney
DATE: July 9, 2021
SUBJECT: Requested zone change from Central Commercial (CC) to Dwelling Multiple Unit (R-3-M) for property located at 298 E. Fiddlers Canyon Road.

DISCUSSION:

Pursuant to the Planning Commission's discussion regarding a zone change for property located at 298 E. Fiddlers Canyon Road, a proposed ordinance was prepared. The requested change would amend the zone from CC to R-3-M. This proposed change is consistent with the desires of the property owner and is in conformity with the City's general land use plan. The Planning Commission gave this proposal a **positive** recommendation (see the attached minutes).

Please consider whether or not to pass this ordinance amending the zone for this area.

5- PUBLIC HEARING

Zone Change from CC to R-3-M

298 E Fiddler's Canyon Rd. Canyon Park

Apts.

(Recommendation)

Richard Nearman

Richard Nearman said he is the architect working with the owner on this project. It is an existing apartment complex of 24 units. It was built in the 1990's. They are rehabbing and remodeling some things in order to meet current codes and energy conservation, etc. as part of the financing, the firm is required to have the proper zoning. That zone was Central Commercial when it was built, and not R-3. On the north and east is R-3 and on the west and south it is all CC. they want to re-zone this so they can maintain the existing use and meet the financial standards.

If they left this zoned commercial, the ground floor would then all need to be commercial. That is not what exists there now, and they want to maintain the existing housing.

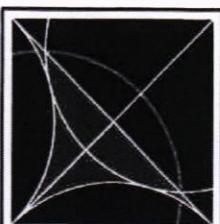
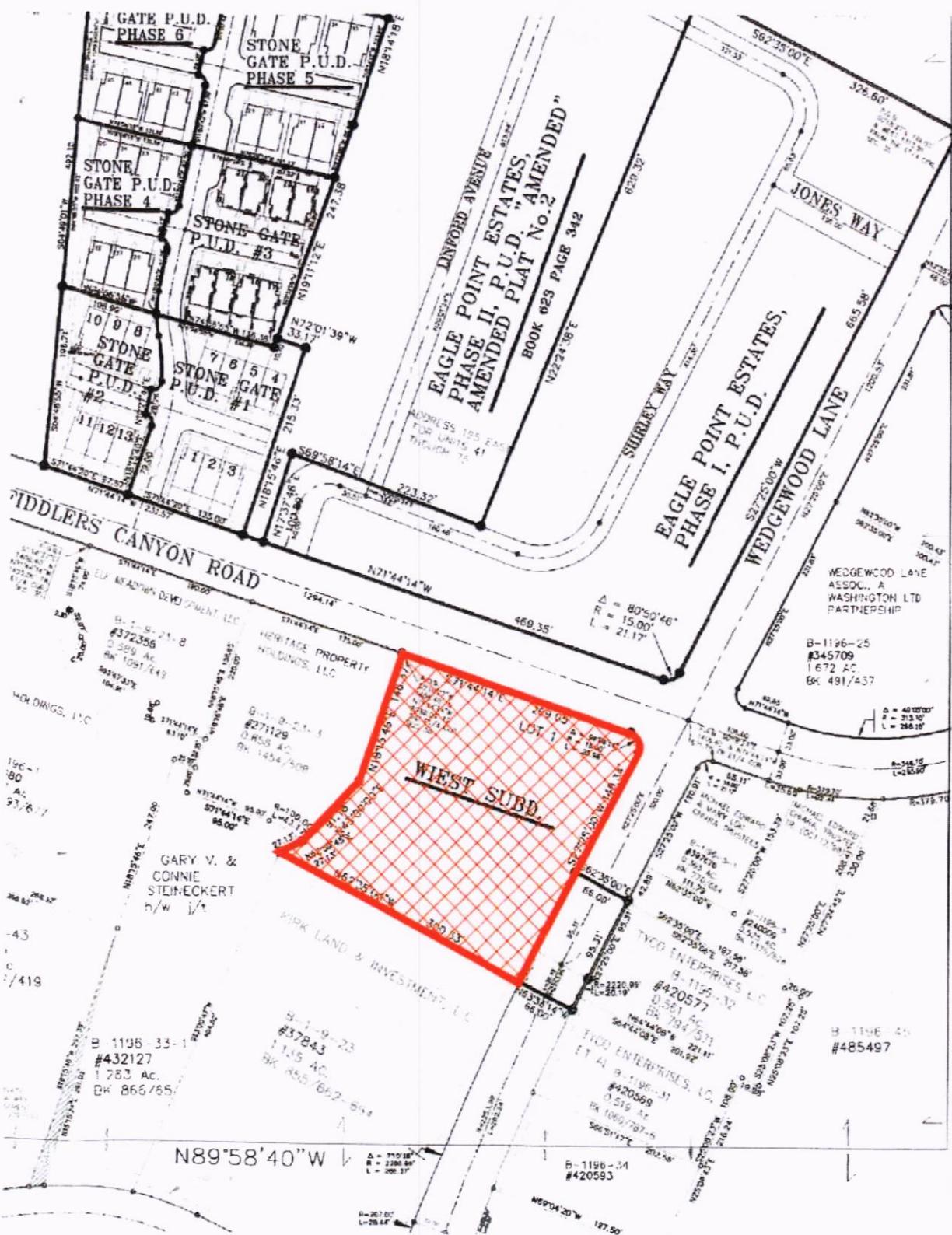
Don B. said this would be consistent with the General Plan as they are all existing.

Mary this is so they can do the construction that they want.

Jill asked if they were adding on? Richard said they will make 2 units into 5 bedroom rather than 3 bedroom and they are also adding 11 parking spaces. Jill asked about the footprint of the buildings. Richard said they will have to add 2 small additions to the 2 units.

Mary opened public hearing – seeing no comments, Mary closed the public hearing.

Jennie moved to send a positive recommendation to the City Council for this zone change; seconded by Hunter and the vote was unanimous.



Eidos
ARCHITECTS

5400 Greenwood Plaza Blvd.
Greenwood Village, CO 80111
Phone: 720-200-0630
Fax: 720-200-0631

© 2021

CONSULTANTS:

PROJECT TITLE:

Canyon Park Apartments
Cedar City, Utah

05.25.21 Zoning Submittal
MARK DATE DESCRIPTION

PROJECT NUMBER: 20040

CAD FILE: A0.0.DWG

DRAWN BY: EL

CHECK BY: RN

SHEET TITLE:

Existing and Proposed
Zoning

0 35° 70° 140°
SCALE: 1' - 0" = 70' - 0"

A0.0

CEDAR CITY ORDINANCE NO. _____

**AN ORDINANCE OF THE CEDAR CITY COUNCIL AMENDING CEDAR CITY'S
ZONING DESIGNATION FROM CENTRAL COMMERCIAL (CC) TO DWELLING
MULTIPLE UNIT (R-3-M) FOR PROPERTY LOCATED AT
298 EAST FIDDLERS CANYON ROAD**

WHEREAS, the owners of property located at 298 E. Fiddlers Canyon Road have petitioned Cedar City to change the current zoning designation from CC to R-3-M, the property is more particularly described as follows:

ALL OF LOT 1, WEIST SUBDIVISION, ACCORDING TO THE OFFICIAL PLAT THEREOF, RECORDED IN THE OFFICE OF THE IRON COUNTY RECORDER ON AUGUST 31, 1995 AS ENTRY NO. 354494 IN BOOK 540 AT PAGE 890.

WHEREAS, after providing public notice as required by City ordinance the Cedar City Planning Commission considered the proposed zoning amendments and gave a positive recommendation; and

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

NOW THEREFORE BE IT ORDAINED by the City Council of Cedar City, State of Utah, that the City's zoning designation is amended from CC to R-3-M, for property located at 298 E. Fiddlers Canyon Road, and more particularly described herein, and City staff is hereby directed to make the necessary changes to the City's zoning map.

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

Council Vote:

Ayes: _____ Nays: _____ Abstained: _____

Dated this _____ day of July, 2021.

MAILE L. WILSON-EDWARDS, MAYOR

[SEAL]

ATTEST:

RENON SAVAGE, RECORDER

CEDAR CITY
COUNCIL AGENDA ITEM 12
STAFF INFORMATION SHEET

TO: City Council

FROM: Donald Boudreau

DATE: July 19, 2021

SUBJECT: Consideration of a General Plan Amendment and a Zoning Text Amendment
Creating the Residential Neighborhood Zone.

SUMMARY:

The subject proposals will add language to the City's current General Plan to support a new Zoning designation called the Residential Neighborhood Zone (RN).

PROPOSAL:

General Plan Amendment

Currently the City's General Plan adopted in 2012 breaks the City's residential Land Use Categories into Rural Estate, Low Density, Medium Density, and High Density Residential. A brief summary of these General Plan Land Use categories is as follows:

Rural Estate Residential (2 Units/Acre Maximum): This area is comprised of single family dwellings in a rural setting. Maximum density is 2 units per acre.

Low Density Residential (3 Units/Acre Maximum): Residential Neighborhood development composed of detached single-family homes and supporting community uses such as churches, schools, and parks.

Medium Density Residential (8 Units/Acre Maximum) Residential Neighborhood development composed of both separate zones for detached and attached single-family homes.

High Density (24 Units/Acre Maximum) Development areas composed of separate zones for detached single family homes and multifamily developments consisting of town homes and/or stacked.

The proposal presents additional language to be added to the Cedar City General Plan related to the residential areas which provides support for a new zoning designation that would be allowed

in all residential land use categories with exception of the Rural Estate land use category. The proposed General Plan Amendment is as follows:

SECTION VII-2-B Residential Land Use Classifications – notwithstanding the maximum densities for each residential land use classification, owner-occupied detached single-family housing at all densities is an asset to our community. Therefore, regardless of traditional density standards, a Residential Neighborhood Zone which is characterized by residential subdivisions of detached single-family housing and which zone uses owner-occupancy covenants and transitional standards when bordering lower-density residential subdivisions shall be considered in agreement with this general plan for all residential land use classifications except for land designated as Rural Estate Residential. Restrictions on a Residential Neighborhood Zone shall also apply to areas designated as Low Density Residential to limit the density of a subdivision in that zone to 8 units per acre in Low Density Residential areas, and the subdivision shall either: (1) be comprised of at least 40 acres in area including public dedicated roads; or (2) serve as a transition between a high-density and a low-density zone by sharing a boundary with: (a) a parcel which is zoned under the R-1 Residential or RE Residential Estate Zone; and (b) A parcel which is zoned under the R-2 Residential Zone (Dwelling, Two Unit), any R-3 Residential zone, the MU Mixed Use Zone, or any industrial zone or commercial zone.

As proposed the new language would support a new zone that matches the intent of the new language. In summary, should a Zoning Map amendment be proposed for the new RN Zone, it would be considered consistent with all residential land use categories of the City's General Plan Map as listed above with exception of the Rural Estate land use category and subject to limitations within the Low Density land use category. An amendment to the City's General Plan Land Use Map would not be required to change an area to this new zone.

Zoning Ordinance Amendment:

Objectives and Characteristics of Zone:

The objectives and characteristics of the RN- Zone are very similar to the existing R-1 with noted exceptions related to proximity to other zones and the use of mandatory covenants. The previous version of this ordinance included varying housing types which have now been removed to allow for only single-family detached housing. The objective of the zone per the subject proposal is as follows:

The objective in establishing the RN Residential Neighborhood Zone is to encourage the creation and maintenance of new subdivisions within the City which allow for smaller, more narrow building lots for owner-occupants. The standards of this zone are suitable for all residential areas of Cedar City, except for Rural Estate Residential areas, through the use of varied standards for new subdivisions which border low-density residential subdivisions. The RN Residential Neighborhood Zone is characterized by single-family, detached dwellings which are distanced from other dwellings based upon their proximity to existing subdivisions of low-density zones and upon building height. Representative uses of this zone are one-family dwellings, parks, playgrounds, schools, churches, and other community facilities designed in harmony with the characteristics of the zone. An essential element of this zone is its use of mandatory covenants which place limits on non-owner-occupied uses to prioritize

sustainability, affordability, and permanency. In order to accomplish the objectives and purposes of this ordinance, and to promote the characteristics of this zone, the following precise regulations shall apply in the RN Residential Neighborhood Zone.

Permitted Uses- Any Area of the Zone:

The permitted uses as listed in the attached ordinance within any area of the proposed zone essentially are the same as those associated with the R-1 (Single-Family Residential) Zone.

Site Constraints- Any Area of the Zone:

Lot Size:

The minimum lot size unless otherwise provided in the zone is 5,000 square feet, except when a lot is within 300 feet of a subdivision zoned RE, R-1, R2-1 where a minimum lot area of 7,000 square feet (Same as R-2 for single family) shall be provided. It should be noted that the 7,000 square foot lot size and proximity requirements were added at the recommendation of the City Planning Commission. The ordinance also proposes a maximum of 8 units per acre within the 300-foot area.

Lot Width Requirements:

There are no minimum lot width requirements in this zone but may be impacted by other design criteria as follows:

This zone shall not require any minimum lot width. However, garage and carport openings shall not comprise more than one-half of the width of a one-story structure or more than 2/3 of the width of a two-story structure. Landscaping, parking, setbacks, and covenants required in this zone and under this ordinance may impact lot width and still apply.

Setbacks

The minimum side setback is proposed at 5 feet for a single-story structure. If a two-story structure is proposed, then a minimum of 8 feet is required with a total of the two sides equaling 20 feet. A second floor may be added to the first floor of an existing dwelling at the reduced 5-foot setback after one year from a certificate of occupancy. This was changed from 3 years in the previous version of this ordinance.

Side Setback: A minimum side yard of any building shall be five (5) feet for structures not exceeding one floor above grade. For structures exceeding one floor above grade, the minimum side yard for any building shall be eight (8) feet and the total width of the two required side yards shall be not less than twenty (20) feet. The minimum side yard for a private garage shall be eight (8) feet, except that private garages and other accessory buildings, located at least six (6) feet in the rear of the main building may have a minimum side yard of one (1) foot, provided that no private garage or other accessory building shall be located closer than six (6) feet to a dwelling on an adjacent lot. On corner lots, the side yard which faces on a street, shall be not less than twenty (20) feet for main buildings and not less than twenty (20) feet for accessory buildings. A carport

may be built within one (1) foot of the property line, except on the street side of corner lots. However, all walls must comply with side yard regulations for buildings. Mechanical equipment including air compressors, control boxes, and similar equipment shall not be located in the required side setback. Nothing in this section shall prohibit a second floor from matching the setbacks of the first floor of a structure if all or part of the second floor is added to the structure more than 1 years after a certificate of occupancy is issued.

The front setback in this zone is proposed at a minimum of 10 feet from the public utility easement (PUE). City Engineering Standards require a 10-foot easement from the front property line to facilitate public infrastructure. As proposed, the front setback would essentially be 20-feet (10' from the PUE) from the front property line except for parking which is required to be a minimum depth of 25 feet, or a 25-foot setback which is the same setback as other residential zones.

Front Setback: The minimum depth of the front yard for any main building shall be ten (10) feet from the required Public Utility Easement. The minimum depth of the front yard for projections, porches, or other permitted structures shall be five (5) feet from the required Public Utility Easement. The minimum depth of the front yard for required driveway access to a garage, carport, or parking pad shall be twenty-five (25) feet. Other private garages and all accessory buildings other than private garages shall be located at least six (6) feet in the rear of the main building. No structure, fence, or barrier, shall be constructed in a front yard where said structure, fence or barrier would be perpendicular to the street which the front yard faces, so as to divide the front yard into two different yards. If private alleys in the rear of the lot are governed by covenants, provide access to a carport, garage, or parking pad as required for each lot, and are otherwise compliant with this ordinance and fire and building code, then no front yard driveway is required.

The minimum rear setback is proposed at 10 feet for a single-story structure, and 20 feet for two-story structures. A second floor may be added to the first floor of an existing dwelling at the 10-foot setback after one year from a certificate of occupancy. This was changed from 3 years in the previous version of this ordinance.

Rear Setback: The minimum rear yard for any main building shall be ten (10) feet for structures not exceeding one floor above grade, and twenty (20) feet for structures exceeding one floor above grade; however, minimum rear yard for main buildings on corner lots may be reduced to eight (8) feet. For accessory buildings the minimum rear yard shall be one (1) foot, provided that on corner lots, accessory buildings shall be set back from the rear lot line a distance of at least eight (8) feet. Nothing in this section shall prohibit a second floor from matching the setbacks of the first floor of a structure if all or part of the second floor is added to the structure more than 1 year after a certificate of occupancy is issued.

The ordinance also proposes other minimum setbacks creating a larger buffer between a RN Zone, and existing adjacent subdivisions as follows:

Setbacks at subdivision boundaries: Notwithstanding all other side, front, and rear minimum setbacks, those parts of new subdivisions in this zone which are located within 300 feet of an existing residential subdivision which is zoned under the RE Residential Estate Zone, R-1 Residential Zone, or R-2 Residential Zone (Dwelling, Single Unit) shall use the side, front, and rear minimum setbacks of the R-2 Residential Zone (Dwelling, Single Unit).

The R2-1 Setbacks are as follows:

Front: 25

Side : Minimum of six feet with a minimum total of the two setbacks of 16 Feet.

Rear: 20 Feet.

Special Provisions-Covenants

There are numerous covenants required by this section as indicated below. It should be noted that there are no longer any specific monetary penalties as recommended by the City Planning Commission. Many of the previous provisions have been eliminated in this proposal with the following a summary of what is required:

1. A statement limiting non-owner-occupied rental uses to thirty-precent (30%) or fewer of the units in the subdivision. Exceptions are allowed for up to years to account for sickness, military leave, and other factors.
2. A statement of maintenance responsibilities.

Landscaping and Open Space:

As part of the proposed RN- Zone there are numerous provisions related to open space. The open space may be maintained by the required Homeowners association or may become public subject to the discretion of the City Council. A summary of the provisions are as follows:

1. Common open space is required to be provided at 250 square feet per unit exclusive of setback areas with a maximum of 3 percent of the total subdivision acreage, with a required amenity for every two acres of open space.
2. A minimum of one tree for each residential lot.
3. A minimum of one open space area shall be required to be within 1,000 feet traveled by foot from all residential lots that are smaller than 10,000 square feet in size.
4. Open space areas shall be fully developed prior to the last phase of a development, with at least one-half of required areas completed upon completion of 60% of the subdivision.
5. Dimensional requirements which require a minimum of a fifty-foot dimension unless considered a landscaped trail or pathway, constitutes no more than 20 percent of the required area, and the subdivision is less than 5 acres.

Limitations applicable to RN Zoning-Low Density Areas:

The ordinance will allow for the establishment of a Residential Neighborhood Zone within a Low Density Land Use area as shown on the General Plan only under the following conditions:

1. The subdivision encompasses 40 acres or more,
2. or when the subdivision serves as a transitional area between an R-1 zone and a R2-2, any R-3, CC, MU, and/or industrial zones Industrial Zones.

Lot Size and associated General Plan Designation:

The previous draft of this ordinance contained numerous proximity requirements for other uses, and smaller lot sizes which have been eliminated in this proposal. The ordinance provides for smaller lot sizes in association with the underlying General Plan Designations as follows:

Lot Area Medium Density Residential: In areas of this zone which are designated as Medium Density Residential in the City General Land Use Plan, an area of not less than three thousand five hundred (3,500) square feet shall be provided and maintained for each dwelling and uses accessory thereto. For any area of a subdivision within this zone within 300 feet of an existing subdivision boundary which is zoned under the RE Residential Estate Zone, R-1 Residential Zone, or R-2 Residential Zone (Dwelling, Single Unit) an area of not less than 7,000 square feet shall be maintained.

Lot Area High Density Residential: In areas of this zone which are designated as High Density Residential in the City General Land Use Plan, an area of not less than two thousand five hundred (2,500) square feet shall be provided and maintained for each dwelling and uses accessory thereto. For any area of a subdivision within this zone within 300 feet of an existing subdivision boundary which is zoned under the RE Residential Estate Zone, R-1 Residential Zone, or R-2 Residential Zone (Dwelling, Single Unit) an area of not less than 7,000 square feet shall be maintained.

Non-Severability:

As indicated above, the RN-Zone contains a provision requiring owner occupancy covenants. The ordinance proposes that should the provisions related to owner-occupancy ever be found to be unconstitutional, or for any reason unenforceable, the proposed zone would no longer be allowed to be utilized for future land uses purposes. Subdivisions that have been previously platted would be allowed to continue under the provisions of the ordinance.

RECOMMENDATION

Minutes from the City Council Meeting of June 2, 2021 are attached below for reference. Staff recommends that the City Council consider the proposed General Plan Amendment and Ordinance Changes and direct Staff accordingly.

PUBLIC HEARING TO CONSIDER A RESOLUTION AMENDING THE GENERAL LAND USE PLAN AND AN ORDINANCE CREATING THE FAMILY NEIGHBORHOOD ZONE (FNZ). COUNCILMAN TYLER MELLING:

Tyler Melling – I will go over the nuts and bolts and then Don will go over things. We called it the Family Neighborhood Zone, now the Residential Neighborhood Zone. Melling presented the attached Exhibit "A".

Don Boudreau, City Planner – the setback would be at 20 feet, if 10 feet from the PUE. If engineering standards change that could change. It is 25 feet to the garage portion of the house. The General Plan (GP) amendment is to support the potential zone change. If someone wants to change the zone it would be considered consistent with the General Plan.

Phillips – General land use section, residential application, the zone is characterized where single family is characterized by 50%. I am afraid of what will happen, I do not want duplexes and apartments in what could be smaller single detached homes. More than half is too vague for me. Don – the GP is designed to be general in nature. In the ordinance primary interior is 20% max. the secondary interior is 15% max. Melling - if the underlying GP matches perfectly. We limited uses in the zone realizing they will not hit the max; I don't know if we would run into trouble if it was 65%. Don – it could be reduced. Phillips – representative uses of the zone, why agricultural? Don – it is a copy and paste from the R-1 zone and it still contains the agricultural language, it can be cleaned up. Phillips – I had a conversation with Councilmember Melling, we talked with lot widths, garage openings and carports, more than one half with one story structure or 2/3 with a 2-story structure. I do not want garage doors across the entire front of a house. If we are creating a neighborhood, it needs to be that, not a storage unit. I am confused in the setback when a second floor can be added after 3 years of occupancy. Melling – there was a concern, we are matching R-1 except it can be closer, unless the covenants prohibit it. What happens if you want to add a story to your home later. In going back and forth we felt this would be a better option. If we allow the same smaller side setbacks to apply, 1 story, or 2 story, any time after construction a developer can add it on after a short period of time. We can adjust that. Mayor – why three years? Melling – pinning the tail on the donkey, it was long enough after construction, not a way of skirting the ordinance. We can increase, decrease, or get rid of it altogether. Phillips – on front setbacks, if private alleys are governed by covenants to provide access to carports, etc. I grew up in a very small town, there were alleys everywhere and they were filled with weeds, garbage cans, and power lines, and I don't want that in our neighborhoods. What we mean by an alley, how is it defined? How will that be for our fire department and public safety to utilize the alleys? I have concerns about alleys. Melling – one of the goals is to dedicate less of the front of the lot to concrete, especially if there is no driveway and they will have to meet fore code. Mayor – how do you define alleys? Everyone has a different version of what alley means. Don – it is defined in Chapter 26-1, any public place or thoroughfare which affords generally a secondary means of vehicular access to abutting lots and is not intended for general traffic circulation. Isom – no width definition? No. I grew up with an alley and I lived back there shooting hoops, and riding bikes, it was actually very functional. Phillips – I want clarification, setbacks generally, in the land use #1 a minimum of 30 feet when a rear lot line abuts a

rear lot line of an adjacent zone, then a minimum of 10 feet when a side lot line abuts the side lot line or the rear lot line of an adjacent zone. Can you explain that to me.? Don – it is designed with smaller lots, the rear set back of a R1Z it would be on a corner, when the lot abuts the side of the R-1 the setback would be 10 feet as written. The setbacks were designed to be larger than we typically have only when you abut that zone. The R-1 guy has a 30' setback, then they go 30 feet also. Phillips – in general terms, a question about the covenants themselves, if it passes becomes City ordinance, can we legally require the covenants? Tyler – we do that with narrow streets, we restricted rentals with more than 30% at one time, it has been struck out by a previous council. When they do a PUD, I get a copy of the covenants and they are recorded. In the past they could change them, in this case we are restricting it on certain requirements. The only way they get changed is by an ordinance change. Mayor – do you know any other city that requires an occupancy in 2 years? Tyler – that is common in CC&R's. Melling – that is one in the discussions, owner occupancy is critical. The two year was raised time and time again since people are sick of living in HOA's and cannot pay for things. Some community stakeholders would be frustrated if that came out. Phillips – under accepted uses, permitted uses in the zone, 1D, what is the definition of Public Utility building and structures? Don – we don't have a definition of that. Paul – fiber optic switch buildings, a municipal well, municipal pump lift station. South Central needed buildings to accommodate their switch stations. Our lift stations are probably the biggest buildings. It would not be restricted to those; the universe is not frozen for public utility buildings. Phillips – it does say not for storage.

Hartley – a few general comments, I spoke with Melling about the HOA being required by ordinance, a lot of people ask us to get involved in neighborhood squabbles. I worry about the neighborhood zone being qualified on low density; you have not sold me completely on that. Melling – when it comes to the covenants, I don't like it either. I was talking about this with my kids, a place with a lot of rules. A lot of people do not like HOA's. with additional flexibility, housing type millennials like, allowing the option without the HOA I don't know how we will get there. A lot of people would rather have an HOA and get the housing they want than an artificially oversized lot. The low density, it is important to say it is not low density, if it is low density it must be a larger subdivision or transitional from low density. If only allowed in medium density I don't know how much it would be used other than for twin homes. If we have a low density between an R-1 and high density, instead of twin homes we could have this zone. It has to be a transitional area. As drafted, the component adjacent to R-1 is a better transition than R-2-1.

Isom – one general comment. I understand why we want to impose restrictions, but I don't feel comfortable doing it. It must be less than 30% rental property, that would help sustain property values, but I don't feel comfortable. I would prefer to make the market drive that. I am concerned about the regulation of the zone relative to other zones. I don't view my role as government in dictating how they use their property; it is an over reach. Hartley – that was my final comment, it seems overly restrictive and complex, and I think it would be a burden for staff to review these, one story, two story, setbacks etc. Don – I don't speak for all staff, but it is complicated. It will have to really be looked at closely in the planning process and there will have to be tracking. We will have to look at the use, proximity, adjacent to what zone, a lot of things to look for. Phillips – can we do that? Don – we can try. Phillips – I think the premise is that the intent is to find a way to get some single detached homes, dense in nature, smaller

lots and walkable, that was the intent when started. I appreciate Mr. Melling, Don and staff putting it together. We do not want unintended consequences. We want to build the community to a higher level, not bring it down. It has the potential, but also the potential to allow developers to squeeze more and more in. How do we control with the limits of staff and ability of people to follow through? Mayor – the one tree per residential lot, who will count that and track if someone, takes one out? Melling – we always talk out both sides of the mouth, we want to protect people, enhance the quality, and find the balance that is why the ordinance is so complicated. If we took out quality control elements, then the Council would not want it near R-1 and if not there it is not useable. We have heard from some organizations, we need balance. This opens a new type of housing option to enhance the community. There is more than enough quality control to make sure it is not something horrible. We will need adjustments over time. The goal is to add a different type and style in the community.

Phillips – under the minimum subdivision size, no subdivision smaller than 40 acres including streets unless it shares a border with R-1, RE, R-2, R-3, MU or Industrial or Commercial zone. Melling – only if in a low-density GP area. Either larger subdivision over 40 acres, or transitional. Touch a low density and high-density zone. RE or R-1 is low R-2-2 + is more. Don – it can be highly likely. Melling – it will not be in outlying areas without density near them.

Tyler – Don touched on this, nothing more frustrating than for a public to go against a zone change and I say it matches the general plan, unless we don't have services or water other than the neighbors don't like it. The RNZ fits under low, medium or high, so if it passes, they rezone and fit under the general plan, and I say it matches the GP and you need to approve it. Melling – in low density they have to meet the other requirements. Phillips – that is the fear I have heard, the reasons Mr. Romeril stated.

Mayor Edwards opened the public hearing.

Carter Wilkey – where is the parking requirements, R-1 or R-3? Melling – in all residential zones it is parking requirements. The same as R-1 for parking. Carter – in R-3 it is 1 per bedroom. Don – it depends on the use, 2 for single family or 1.3 per bedroom. Carter – all will fall under R-2. It seems like if you built a 3 bedroom in R-3 you need 5 parking spaces, in this zone you will need two. If you build a 3-bedroom townhome in an R-3-3, you must have 5 parking stalls, 1.3 per bedroom, but I can do it in this zone and have 2 parking stalls. Melling – unless you are renting. Carter – so in that situation you minimized the parking requirement? Minimum lot size in this subdivision, no minimum in the transitional area if it is smashed between an R-1 and R-3? Melling – there is no minimum subdivision size in the transitional area. Paul – you would still have to meet separation sizes and setbacks. Melling – yes, and the minimum lot size. If not within 1,000 feet of a common area your minimum lot size is 10,000 if square feet, if you are within 300 feet of an R-1 then the lot size is 7,000 square feet otherwise it is 5,000 unless you qualify in one of the other areas. Carter – if you are touching an R-1 on one side you have a minimum lot size of 7,000 not 5,000 square feet. Carter – in the slides, the mock subdivision, those are all 5,000 square foot lots? Melling – correct. Carter – so that showing 26 acres so it technically is a transitional area which means there is R-1 on one side so some of them should show 7,000 square foot lots, not 5,000. Melling – yes, staff made this before Planning Commission made that change. Carter

- I have sat on HOA boards before and served as an HOA vice president and to me it makes an HOA job real easy when they say it's not my rule, that is the city rule. Some people are concerned about it, I tell them not to buy in that subdivision. Section 3G, if the HOA has \$100 fine if you didn't comply, is that paragraph saying if I am the lot owner and go to the HOA to go after my neighbor and they don't then I can go after the HOA? Melling – some HOA's are active, some are not, we are saying if defunct and unable to enforce you have a private cause of action against the violating property owner if the covenants provide that cause of action. Carter – I think there are a lot of great things, we have an affordable housing problem, from HOA they will say the rules were forced by the City, so what keeps them from going to the City. Melling – I am open to alternatives. To allow the flexibility it is the flexibility we found.

Rich Wilson – I was in the Planning Commission of Cedar City for 12 years and then to the County for 8 years. I have never seen anything that could disgrace a community at the level this proposal can. I have looked at you, your grandfather was one of my closest friends, we spent hours, months and years to build this community something to be proud of. This is for mobile homes and modular homes. As an individual who has a home in an R-1 zone, and I had something like this come along I would be so upset that it was discussed at a level you have. You should recuse yourself from voting, you have a vested interest in something more than a councilmember or staff have. Something you haven't talked about, you have utility and public service needs, where do you envision with setbacks, front and back, where do you put snow, the garbage trucks, they can't make turns on what is proposed, nor can fire, ambulance and police. I have built enough so I grasp this better than most. We are a community that thrives to set ourselves apart to have a reason to want to live in our city and spirit of influence. We never talked about trailer, modular home parks and call it an art zone at 5,000 feet, this is no Daybreak scenario, I drive through there several times a year, my son lives by them. They are surrounded by green and lakes, they have density, but this didn't show 3 units away a lake and green belt and you can run and walk. I find this more than repulsive. I find a City Councilman charged with helping solve the community affordable housing say this would be a solution to that unique subdivision. 5,000 is a travesty, you are creating a ghetto. I heard a profound statement that a councilman enjoyed the alley, but today an alley is not an asset, it is for drugs, sex offenses, etc. I plead with the Council to not get slicked into a presentation that this will not solve. Go to a place you can put trailers, modular homes and take the wheels off, add a roof. This is not good for our community, please do not follow through to vote and support this.

Ron Riddle – I have an opinion; I appreciate what councilman Melling has done. I also know we should not vote on emotion. We need to vote on substance on what was presented and what will happen. I have looked through the proposal, there are some good things, and some things that can change. I talked with millennials, I don't think it should be a trailer park or a place for modular homes. I know 3 families that grew up here, each have 2 children that now have families, I talked with them extensively and they love it. They have more green space, and we have millions of acres of green space in Iron, Beaver, Kane and Washington Counties. There are good things we can pull from this, go to Lehi and they are nice areas and the young families like this type of place. Most of the ones I have looked at are two story, they are too close for me. Three families are not a great percentage, but they say people enjoy living in these areas.

Cindy Laffoon – one issue I have, have you looked at traffic studies? If you have higher density, you will have traffic issues. There has been higher density around the area I live and it has dramatically increased traffic. I have not seen traffic devices or patrolling, so that issue has not been addressed. Phillips – I don't know what the studies would do since we don't know where this would be, but there would be more traffic. It would be a neighborhood designed for more walking. Melling – if there was, and Trevor McDonald touched on that, we would have to look at the master plan where it is only R-1 and rural estate.

Melling – the intention is not to allow mobile or modular units; the uses are straight from R-1 I don't believe it is allowed. Don Boudreau – they are permitted in mobile home parks and or RV parks, but it does allow modular units. Melling - the intention is not for trailer parks, only allow what was allowed in R-1. Mayor – if it was R-2 would it only be R-1 uses? Melling – in those situations where R-2-2, it is to R-2-2 specs. Same thing in an area where R-3 or mixed uses are permitted, it allows the underlying general plan and the specs of that zone. Paul – it does not preclude that issue. Mayor – if it was in any other area with the new tool, you could have the smaller lot sizes, but the other uses are allowed. Melling – yes, but it has to match the underlying general plan area to employ those uses, it does count against the occupancy. Don – is it more a proximity issue? The proximity slide, if in low density area and change to RNZ you could have 7,000 lots for the first 300 feet adjacent to R-1 then after that the 5,000 single family lots. The 20% cap you could do an R-2-2. If 300 feet away, you could do twin homes or duplexes. Also, beyond the 300 feet the lot size can drop in the interior area and the lot size is 3,500 square feet. The same size lot as an R-2-1. Where it changes again, if you are 1,000 feet away from RE, R-1 or R-2-1 the lot size drops to 2,500 square feet, or 15% in R-3 type subdivision, townhomes, etc., in R-2 it is 300-foot buffer until a higher density.

Melling – a little over 2 years ago I decided to run for council because I was frustrated from things in the city and wondered what the council members did. I sat out to address a few things, I told Scott this, I have two goals as a member of the council, close the gap between our wages and job opportunities and housing opportunity. I have dedicated a lot of time to speak with public and council members. I am also very weary of conflicts of interest; if I have a client that has a real estate case, I refer them outside my office. If there is an apparent conflict of interest, please let me know. I want to be here one term and do what I sat out to do and be done, I miss a lot of things with my family. I feel if I work hard. If it looks bad, let me know. I am weary of appearance of conflict, and I will address that.

Laura Henderson – I wanted to say I appreciate the time you devoted to this; the motivation is clear. Early on you talked about accessory buildings on property, I am hoping those have restrictions and not become little rentals, that may help people feel more comfortable about not being ghetto. Maybe build in the ordinance that modular, tiny homes, etc. are not permitted in the zone. People who know you realize you devoted hours of your life to this to find a solution to a problem. Melling - we will look into the modular and accessory dwelling issue. This comes out of the R-1 requirements.

Carter Wilkey – if we touch an R-1 we have a larger lot size. Say neither are developed and it is R-1, zoned and MP, then can you do the smaller lots since the subdivision is not developed? Does it have to be finished subdivision? Tyler – yes it has to be a subdivision, it is to protect existing investment. There are a lot of parcels zoned one way but general planned another. Carter – what about my investment as a property owner, I bought as R-1 and plan to develop as R-1 in the future. If zoned and MP R-1, look at that.

The hearing closed.

Mayor – this will either go on the action agenda for a vote or we can bring it back to the next work meeting. Phillips – there are things that need to be changed, can it be done in one week. Melling – the revisions need to be held in a public meeting. Based on one-on-one discussion I think we are close. Phillips – I think it would be better in two weeks.

New Zone Revisions since 6/2/21 City Council Version:

1. General plan and ordinance amendments reflecting uses restricted to single-family residential uses.
2. Substitution of subdivision border setbacks for R-2-1 lot size and setbacks near low-density subdivisions.
3. Primary and Secondary Interior Areas removed in favor of simplified lot area requirements subject to low-density buffer.
4. Removal of “agriculture” from zone characteristics
5. Minimum lot area corrected to 300-foot distance instead of using ‘adjacent’ standard to reflect Planning Commission input.
6. Setback language for adding a top floor adjusted from 3-year timeline to 1-year timeline
7. Added reference to zoning ordinance in front setback/alley language

General Plan Amendment:

SECTION VII-2-B Residential Land Use Classifications – notwithstanding the maximum densities for each residential land use classification, owner-occupied detached single-family housing at all densities is an asset to our community. Therefore, regardless of traditional density standards, a Residential Neighborhood Zone which is characterized by residential subdivisions of detached single-family housing and which zone uses owner-occupancy covenants and transitional standards when bordering lower-density residential subdivisions shall be considered in agreement with this general plan for all residential land use classifications except for land designated as Rural Estate Residential. Restrictions on a Residential Neighborhood Zone shall also apply to areas designated as Low Density Residential to limit the density of a subdivision in that zone to 8 units per acre in Low Density Residential areas, and the subdivision shall either: (1) be comprised of at least 40 acres in area including public dedicated roads; or (2) serve as a transition between a high-density and a low-density zone by sharing a boundary with: (a) a parcel which is zoned under the R-1 Residential or RE Residential Estate Zone; and (b) A parcel which is zoned under the R-2 Residential Zone (Dwelling, Two Unit), any R-3 Residential zone, the MU Mixed Use Zone, or any industrial zone or commercial zone.

New Zone Creation:

SECTION 26-III-23. RN Residential Neighborhood Zone.

Objectives and Characteristics of Zone: The objective in establishing the RN Residential Neighborhood Zone is to encourage the creation and maintenance of new subdivisions within the City which allow for smaller, more narrow building lots for owner-occupants. The standards of this zone are suitable for all residential areas of Cedar City, except for Rural Estate Residential areas, through the use of varied standards for new subdivisions which border low-density residential subdivisions. The RN Residential Neighborhood Zone is characterized by single-family, detached dwellings which are distanced from other dwellings based upon their proximity to existing subdivisions of low-density zones and upon building height. Representative uses of this zone are one-family dwellings, parks, playgrounds, schools, churches, and other community facilities

designed in harmony with the characteristics of the zone. An essential element of this zone is its use of mandatory covenants which place limits on non-owner-occupied uses to prioritize sustainability, affordability, and permanency. In order to accomplish the objectives and purposes of this ordinance, and to promote the characteristics of this zone, the following precise regulations shall apply in the RN Residential Neighborhood Zone.

Permitted Uses: The following uses shall be permitted in the RN Residential Neighborhood Zone:

- 1) One-family dwellings and the following accessory buildings and structures; guest house not to exceed 800 square feet and subject to the setbacks of a one-family dwelling, private garage and/or carport for the storage of automobiles owned by persons residing on the premises, greenhouse for private use only, private swimming pools, pergolas, arbors;
- 2) Bulletin boards not exceeding eight (8) square feet in area pertaining to the lease or sale of property; also name plates in connection with dwellings not exceeding one and one half (1 1/2) square feet in area and constructed and maintained in harmony with the residential character of the zone.
- 3) Fences, walls, and hedges. (See 26-IV-4);
- 4) Public schools, public libraries, public recreation buildings and similar public buildings and grounds, churches, but not including temporary revival tents or buildings. Public utility buildings and structures, providing that no storage yard shall be maintained on the premises;
- 5) A temporary building or yard storage of construction materials and equipment incidental and necessary to construction of a house development, utilities, or other community facilities, provided such temporary building or yard is located on the same tract of land on which the houses, utilities or other community facilities are constructed. A permit therefor shall be issued only to the contractor or builder and shall be valid for not more than two (2) years, at the expiration of which time the said building or yard shall be removed from the premises and said use discontinued;
- 6) A temporary office building used as an office in connection with the sale of property within a subdivision under construction provided that the temporary office is located on the same part of land as the subdivision. A permit therefor shall be valid for no more than two (2) years, at the expiration of which time said use shall be discontinued;
- 7) Customary household pets, including, but not limited to dogs, cats, and canaries, but not including the breeding of dogs and cats for sale;
- 8) Home occupations when approved by the Board of Adjustment;
- 9) Residential facility for persons with a disability, not to exceed four (4) residents (see Article XVI);
- 10) Public and private parks, playgrounds, green ways, trails, and open space;
- 11) Public and private golf courses; and
- 12) Public and private recreation centers.
- 13) Raising and keeping chickens for non-commercial purposes and subject to Article IV - Supplementary Regulations
- 14) Planned Unit Developments (PUD's) approved per this ordinance so long as Cedar City has determined that city-standard residential subdivision infrastructure is unsuitable for

the subdivision due to soils conditions. For such uses, all provisions relating to setbacks and lot sizes are as required in this Zone and not as permitted in the PUD ordinance.

Conditional Uses: There are no conditional uses for this zone.

Lot Area Requirements: Except as permitted in the Special Provisions of this zone, lots within this zone may be subdivided as follows:

- 1) **Lot Area Low Density:** An area of not less than seven thousand (7,000) square feet shall be provided and maintained for each dwelling and uses accessory thereto. For any part of a subdivision in this zone which is located more than 300 feet from an existing subdivision boundary which is zoned under the RE Residential Estate Zone, R-1 Residential Zone, or R-2 Residential Zone (Dwelling, Single Unit), an area of not less than five thousand (5,000) square feet shall be provided and maintained for each dwelling and uses accessory thereto, so long as the area of a subdivision in this zone which is designated as Low Density Residential in the general plan does not exceed an average of eight (8) units per acre
- 2) **Lot Area Medium Density:** Medium Density Residential standards: In areas of this zone which are designated as Medium Density Residential in the City General Land Use Plan, an area of not less than three thousand five hundred (3,500) square feet shall be provided and maintained for each dwelling and uses accessory thereto. For any area of a subdivision within this zone within 300 feet of an existing subdivision boundary which is zoned under the RE Residential Estate Zone, R-1 Residential Zone, or R-2 Residential Zone (Dwelling, Single Unit) an area of not less than 7,000 square feet shall be maintained.
- 3) **Lot Area High Density Residential standards:** In areas of this zone which are designated as High Density Residential in the City General Land Use Plan, an area of not less than two thousand five hundred (2,500) square feet shall be provided and maintained for each dwelling and uses accessory thereto. For any area of a subdivision within this zone within 300 feet of an existing subdivision boundary which is zoned under the RE Residential Estate Zone, R-1 Residential Zone, or R-2 Residential Zone (Dwelling, Single Unit) an area of not less than 7,000 square feet shall be maintained.

Lot Width Requirements: This zone shall not require any minimum lot width. However, garage and carport openings shall not comprise more than one-half of the width of a one-story structure or more than 2/3 of the width of a two-story structure. Landscaping, parking, setbacks, and covenants required in this zone and under this ordinance may impact lot width and still apply.

Building Setback Requirements:

- 1) **Setbacks at subdivision boundaries:** Notwithstanding all other side, front, and rear minimum setbacks, those parts of new subdivisions in this zone which are located within 300 feet of an existing residential subdivision which is zoned under the RE Residential Estate Zone, R-1 Residential Zone, or R-2 Residential Zone (Dwelling, Single Unit) shall

use the side, front, and rear minimum setbacks of the R-2 Residential Zone (Dwelling, Single Unit),

- 2) **Side Setback:** A minimum side yard of any building shall be five (5) feet for structures not exceeding one floor above grade. For structures exceeding one floor above grade, the minimum side yard for any building shall be eight (8) feet and the total width of the two required side yards shall be not less than twenty (20) feet. The minimum side yard for a private garage shall be eight (8) feet, except that private garages and other accessory buildings, located at least six (6) feet in the rear of the main building may have a minimum side yard of one (1) foot, provided that no private garage or other accessory building shall be located closer than six (6) feet to a dwelling on an adjacent lot. On corner lots, the side yard which faces on a street, shall be not less than twenty (20) feet for main buildings and not less than twenty (20) feet for accessory buildings. A carport may be built within one (1) foot of the property line, except on the street side of corner lots. However, all walls must comply with side yard regulations for buildings. Mechanical equipment including air compressors, control boxes, and similar equipment shall not be located in the required side setback. Nothing in this section shall prohibit a second floor from matching the setbacks of the first floor of a structure if all or part of the second floor is added to the structure more than 1 year after a certificate of occupancy is issued.
- 3) **Front Setback:** The minimum depth of the front yard for any main building shall be ten (10) feet from the required Public Utility Easement. The minimum depth of the front yard for projections, porches, or other permitted structures shall be five (5) feet from the required Public Utility Easement. The minimum depth of the front yard for required driveway access to a garage, carport, or parking pad shall be twenty-five (25) feet. Other private garages and all accessory buildings other than private garages shall be located at least six (6) feet in the rear of the main building. No structure, fence, or barrier, shall be constructed in a front yard where said structure, fence or barrier would be perpendicular to the street which the front yard faces, so as to divide the front yard into two different yards. If private alleys in the rear of the lot are governed by covenants, provide access to a carport, garage, or parking pad as required for each lot, and are otherwise compliant with this ordinance and with fire and building code, then no front yard driveway is required.
- 4) **Rear Setback:** The minimum rear yard for any main building shall be ten (10) feet for structures not exceeding one floor above grade, and twenty (20) feet for structures exceeding one floor above grade; however, minimum rear yard for main buildings on corner lots may be reduced to eight (8) feet. For accessory buildings the minimum rear yard shall be one (1) foot, provided that on corner lots, accessory buildings shall be set back from the rear lot line a distance of at least eight (8) feet. Nothing in this section shall prohibit a second floor from matching the setbacks of the first floor of a structure if all or part of the second floor is added to the structure more than 1 year after a certificate of occupancy is issued.

Building Height Requirements: The maximum height of any building shall be two (2) stories, not to exceed twenty (20) feet.

Building Size Requirements: There is no minimum dwelling size requirement in this zone subject to the building code.

Special Provisions:

- 1) **Definition of Existing Subdivision:** For purposes of this Zone, “existing subdivision” and “existing residential subdivision” is any subdivision which has obtained final plat approval before the submission of the applicant’s vicinity plan under the requirements of this zone. For adjacent subdivisions which obtained final plat approval after the submission of the applicant’s vicinity plan under the requirements of this zone, the applicant’s plan, plat approval, and any subsequent building and use permits in conformity of the applicant’s final plat shall be evaluated as if the new adjacent subdivision does not exist. However, any subsequent revisions of the final plat established as part of this zone shall be evaluated based on the existence of the new adjacent subdivision.
- 2) **Minimum Subdivision Size:** for new subdivisions in this zone which are located in an area designated as Low Density Residential in the general plan, no subdivisions shall be permitted which are smaller than forty (40) acres in total subdivision acreage, including public dedicated roads, unless the subdivision shares a boundary with:
 - a) **A parcel which is zoned under the R-1 Residential or RE Residential Estate Zone;** and
 - b) A parcel which is zoned under the R-2 Residential Zone (Dwelling, Two Unit), any R-3 Residential zone, the MU Mixed Use Zone, or any industrial zone or commercial zone.
- 3) **Required Covenants:** All subdivisions in this zone must have Covenants, Conditions, and Restrictions which must include the provisions specified below, which specified provisions may not be subject to change except by a change in this ordinance. Provisions not required or specified in this section may be amended as permitted by the Covenants, Conditions, and Restrictions and by applicable law. Such required provisions shall include:
 - a) A statement limiting non-owner-occupied rental uses, whether short-term rentals or long-term rentals, to thirty-percent (30%) or fewer units in the subdivision. This statement may allow rental exceptions on an individual basis for up to two (2) years to account for sickness, military leave, and other factors, which exemptions must be counted toward the rental limit;
 - b) A statement of maintenance responsibilities and estimated maintenance budget for all private common areas;

- 4) Open Space: All subdivisions in this zone must comply with the following requirements regarding Open Space:
 - a) Open Space Defined: Common Useable Open Space shall be defined as planned common outdoor improved landscaped areas suitable for relaxation and recreation. Open space areas shall include one improved amenity per required 2 acres of open space, to include but not be limited to patios, gazebos, picnic pavilions, pools, and other amenities suitable for appropriate public or private gatherings. Open space does not include roads, driveways, parking areas or linear sidewalk adjacent to vehicular access roads.
 - (1) Common open space shall be provided at a minimum of 250 square feet per residential unit with a maximum requirement of 3% of the total subdivision acreage. No requirement in this section shall preclude open space in excess of the minimum requirements. Open space shall be exclusive of any required setback areas.
 - (2) Thirty-percent (30%) of all open space area shall be within 30 feet of a shade tree, defined as a tree which would be expected in our climate with modest irrigation to exceed at maturity a height of 30 feet and a canopy width of 20 feet.
 - (3) At least one open space area shall be accessible within 1,000 feet by foot by public right of way from all residential lots smaller than 10,000 square feet in size which are located within the subdivision.
 - (4) Open space areas shall be fully developed prior to the last phase of a development, with at least one-half of required areas completed upon completion of 60% of the subdivision.
 - (5) The minimum amount of open space shall be provided in the master plan of the development.
 - (6) No dimension of a common open space area used to satisfy the minimum square footage requirement shall be less than 50 feet wide unless:
 - (a) The dimension is part of a landscaped pathway or trail, so long as no more than 20% of required open space area falls under this exception; or
 - (b) the subdivision is less than 5 acres in size.
 - (7) Open space shall be separated from streets, service and parking areas by landscaping, low level walls, or other decorative treatments.
 - (8) Detention areas may be counted as common open space when designed for open space purposes.
 - (9) A developer may approach Cedar City to determine if common open space, once developed, should be owned and maintained by the city, dependent upon the amenities provided, number of residences served, access, parking, and other factors subject to the discretion of the City Council.
- 5) Non-Severability: If Subsection 26-III-23I(3)(a) of this ordinance pertaining to owner-occupancy covenants is ever found to be unconstitutional, unlawful, or otherwise void or unenforceable for any reason, then, unless modified by the City Council, then this zone shall become unavailable to new subdivisions that have not received final plat approval. Any subdivision platted under the standards of the RN Residential Neighborhood Zone may continue to use the provisions of the zone for future development.

**CEDAR CITY COUNCIL
AGENDA ITEM 13 44**

INFORMATION SHEET

TO: Mayor and City Council

FROM: Renon Savage

DATE: July 19, 2021

SUBJECT: Polling Location for 2021 Elections and Poll Workers for 2021 Primary Election

DISCUSSION:

The City Council Chambers will be used as the only polling location in Cedar City for the 2021 Elections.

The following is a list of poll workers for the 2021 Primary elections:

Marie Thurston – Manager
Rhea Church – Judge (fill in if needed)
Cindy Davidson - Judge
Cathy Bryant - Judge

CEDAR CITY
CITY COUNCIL AGENDA ITEM 15
STAFF INFORMATION SHEET

To: Mayor and City Council
From: Jonathan Stathis
Council Meeting Date: July 21, 2021
Subject: **Consider an ordinance amending Chapter 32 of the City's ordinances related to grading permits.**

Discussion: This ordinance revision is being proposed in response to requests from the public to allow construction work to begin on new subdivisions and residential PUD's prior to Final Plat approval. City Ordinance Section 32-9-1.M.1 currently requires Final Plat approval by the City Council before any construction work can begin, including clearing and grubbing.

This proposed ordinance change would allow construction work to begin on a limited basis prior to Final Plat approval. By obtaining a grading permit from the City and abiding by the terms of the permit, then the developer would not be subject to the pre-plat approval penalty fee.

This ordinance revision was presented to the Planning Commission on July 6, 2021 and received a positive recommendation. This item is now being presented to the City Council for consideration.

3- PUBLIC HEARING

Ordinance Text Change regarding pre-plat construction penalty
to allow for Grading permits.

Staff-

Jonathan

(Recommendation)

Jonathan said currently if a developer starts clearing, or any type of earth work they incur a penalty of \$500 per lot. There has been the request to relax that a little and allow some grading, clearing, and grubbing prior to final plat approval. Most cities will issue a grading permit. Then the developer can do some grading. There are limits on that. They would not be able to put in any utilities, asphalt, concrete, and are limited to just dirt.

Mary opened public hearing. Seeing no comments, Mary closed the public hearing.

CEDAR CITY ORDINANCE NO. _____

**AN ORDINANCE AMENDING CHAPTER 32 SECTION 9 OF THE ORDINANCE OF
CEDAR CITY, UTAH, TO ALLOW FOR GRADING PERMITS DURING THE
PRE-PLAT CONSTRUCTION PERIOD.**

WHEREAS, Cedar City has adopted Chapter 32, Section 9, of the ordinance of Cedar City, Utah, and said provisions contain specific Subdivision and PUD development standards and requirements; and

WHEREAS, the Cedar City Council desires to update and amend Chapter 32, Section 9, of the Cedar City Ordinances entitled "Subdivision and PUD General Requirements"; and

WHEREAS, this ordinance amendment adds language to allow for grading permits during the pre-plat construction period; 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 amend Chapter 32 Section 9.

NOW THEREFORE BE IT ORDAINED by the City Council of Cedar City, State of Utah that Chapter 32, Section 9 of the ordinance of Cedar City, Utah, is hereby amended to include the below underlined red text and exclude all crossed out text:

SECTION 32-9 Subdivision and PUD General Requirements.

1. The following are the General Requirements for the development of subdivisions and/or PUDs as indicated:

M. Improvement Schedule.

1. After the completed application and filing fees have been submitted to the City and No improvement construction shall begin in a platted subdivision, detailed minor lot subdivision or residential PUD, including clearing and grubbing, before the Final Plat or Plan is approved unless a Grading Permit is obtained from the City. After the proposed project has been presented to the City's Staff Sketch Review Committee, the subdivider or developer may apply for a Grading Permit. An approved Grading Permit will allow the subdivider or developer to do clearing, grubbing, and rough grading work prior to Final Plat approval. Rough grading is defined as site work that involves the following: by the City. If the subdivider or developer begins construction on the subdivision or PUD improvements before Final Plat approval by the City Council a pre-plat construction fee as set in the City's Fee Schedule will also be assessed and collected before Final Plat approval by the City Council.

- a. Excavations and fills that are less than 5 feet in height;
- b. Excavation, fill, or grading whose combined volume is less than 1,000 cubic yards;
- c. Grading work that results in vertical elevations +/- 1 foot of finished grades for the project; and
- d. Ensuring proper dust control, drainage, and erosion control measures are in place.

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Any work done in excess of clearing, grubbing, and rough grading (i.e., utility installation, subgrade preparation, curb & gutter, asphalt, etc.) will cause the subdivider or developer to be assessed a pre-plat construction fee as set forth in the City's Fee Schedule. Also, if any clearing, grubbing, or rough grading work is done prior to Final Plat approval without an approved Grading Permit, then the subdivider or developer will be assessed a pre-plat construction fee as set forth in the City's Fee Schedule. If applicable, the pre-plat construction fee will be collected before Final Plat approval by the City Council.

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NOW BE IT FURTHER ORDAINED by the City Council of Cedar City, State of Utah that City staff is authorized to make such non-substantive changes to the format and table of contents of Chapter 32 as are reasonably necessary to facilitate this amendment.

This ordinance, Cedar City Ordinance No. _____, shall become effective immediately upon passage and publication as required by State Law.

Council Vote:

Ayes: _____ Nays: _____ Abstained: _____

Dated this _____ day of July, 2021

MAILE L. WILSON-EDWARDS
MAYOR

[SEAL]

ATTEST:

RENON SAVAGE, RECORDER

CEDAR CITY
CITY COUNCIL AGENDA ITEM 16
STAFF INFORMATION SHEET

To: Mayor and City Council

From: Jonathan Stathis

Council Meeting Date: July 21, 2021

Subject: **Consider an ordinance amending Chapter 38 of the City's ordinances related to retention and detention basins.**

Discussion: This ordinance revision is being proposed in response to requests from the public to allow retention basins in new developments. Development is extending out further into the valley where the grades are much flatter, and it is more difficult to daylight storm drain infrastructure into existing downstream conveyances.

City ordinance currently allows detention basins with a controlled release. This proposed ordinance change would allow for full retention of drainage without a controlled release on new land use projects.

This ordinance revision was presented to the Planning Commission on July 6, 2021 and received a positive recommendation. This item is now being presented to the City Council for consideration.

4- PUBLIC HEARING

**Ordinance Text change regarding on-site drainage/retention
to allow retention ponds under certain guidelines.**

Staff-

Jonathan

(Recommendation)

Jonathan said currently they only allow detention or storage then a controlled release of the water and a retention allows them to percolate into the ground. As development goes out into flatter areas, it is difficult to get that water to flow out. So, this will now be an option to allow retention. The pond would need to be able to drain within 48 hours so there are no mosquitoes. Also, they can landscape and use that area as open space. They would only be allowed to make them a certain depth for safety reasons.

Mary opened public hearing. Seeing no comments, Mary closed the public hearing.

CEDAR CITY ORDINANCE NO. _____

**AN ORDINANCE AMENDING CHAPTER 38 SECTIONS 2 AND 3 OF THE
ORDINANCE OF CEDAR CITY, UTAH, DEFINING RETENTION BASINS AND
ALLOWING FOR DETENTION BASINS**

WHEREAS, Cedar City has adopted Chapter 38 of the ordinance of Cedar City, Utah, and said provisions contain specific draining standards and requirements; and

WHEREAS, the Cedar City Council desires to update and amend Chapter 38, Sections 2 Storm Drainage, and Section 3 On-Site Drainage Control, of the Cedar City Ordinances; and

WHEREAS, this ordinance amendment adds language in Chapter 38 Section 2 to define "retention basin"; and

WHEREAS, this ordinance amendment adds language in Chapter 38 Section 3 to provide regulations for detention basins; 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 amend Chapter 38 Sections 2 and 3.

NOW THEREFORE BE IT ORDAINED by the City Council of Cedar City, State of Utah that Chapter 33, Sections 2 and 3 of the ordinance of Cedar City, Utah, is hereby amended to include the below underlined red text and exclude all crossed out text:

38-2. STORM DRAINAGE

Section 38-2-1 Definitions

Section 38-2-2 Development Improvements

Section 38-2-2a Storm Drains and Channels

Section 38-2-3 Obstruction

Section 38-2-4 Dumping

Section 38-2-5 Damage

Section 38-2-6 Violation and Penalty

SECTION 38-2-1 DEFINITIONS.

For the purpose of this Article, the following terms, phrases, words, and their derivations shall have the meaning given herein.

- A. **Sump** shall mean a formalized structure underground surrounded by drain rock, that acts as a detention basin to allow the slow release of water into the surrounding sub-soil. Sumps usually receive storm water runoff from paved areas such as streets, parking lots, building roofs, etc.

- B. **Detention Basin** shall mean a depression designed with an inlet and outlet that regulates water flow and allows debris to settle out, that is capable of detaining storm and flood water until it can be released without causing damage downstream.
- C. **Storm and Flood Water** is defined as precipitation such as rain, snow, hail, or other natural occurrence.
- D. **Storm Water Runoff** is water that is generated by storm water flows overland.
- E. **Non-Storm Water Runoff** is defined as any runoff other than storm water.
- F. **Storm Drain** shall mean a closed conduit for conducting storm water that has been collected by inlets or collected by other means.
- G. **Drain Inlet** shall mean a point of entry into a sump, detention basin, or storm drain system.
- H. **Catch Basin** is a basin combined with a storm drain inlet to trap solids.
- I. **Debris** shall mean any dirt, rock, sand, tree, or other rubbish, litter, etc.
- H. **Retention Basin** shall mean an engineered stormwater pond that is constructed to capture and retain the design storm on-site and dispose of the water through infiltration and evaporation.

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38-3 ON-SITE DRAINAGE CONTROL

- Section 38-3-1 Ordinance Purpose
- Section 38-3-2 Definitions
- Section 38-3-3 Drainage Impact Fees
- Section 38-3-4 Design and Installation Standards
- Section 38-3-5 Improvement Maintenance
- Section 38-3-6 Oversized Improvements
- Section 38-3-7 Review Criteria

SECTION 38-3-1 PURPOSE OF ORDINANCE

The underlying purpose and intent of this Ordinance is to minimize storm water flooding to the extent possible for frequent storm events. This Ordinance is enacted for the further purpose of protecting human life and property, minimizing flood damage, protecting water quality and minimizing the need for public capital facilities for storm water management. Additionally, this Ordinance will provide a defined alternative to paying Drainage Impact Fees for commercial and industrial developments.

SECTION 38-3-2 DEFINITIONS

For the purpose of this Ordinance, the following definitions shall apply:

- A. **CFS** Storm water flow rate measured in cubic feet per second.
- B. **Impact-Fee-Assessed Development** Any construction or expansion of a residential building or structure or other building or structure that is not included in the definition of an Impact-Fee-Exempt Development; or any change in the use of land that creates additional demand and need for public facilities.
- C. **Impact-Fee-Exempt Development** Any construction or expansion of a commercial or industrial building where the builder or developer chooses to install required on-site storm water improvements as defined herein.
- D. **Miscellaneous Development** The Subdivision of any land, the construction of roads or bridges, and the filling, grading, clearing, excavation or paving of any site or parcel of land.
- E. **Drainage Improvements** When required, the minimum drainage improvements installed in a development shall be detention basins, detention basin controlled outlet structures, detention basin overflow spillways and drainage systems. Other improvements may be required as determined by the City Engineer. On-site improvements are defined as improvements on private property; off-site improvements are defined as improvements on dedicated public rights-of-way.

SECTION 38-3-3 DRAINAGE IMPACT FEES

Drainage impact fees have been established by the Cedar City Council and adopted in the form of an Ordinance duly approved by said Council. Impact fees shall be paid in the amount and at the time designated in the impact fee Ordinance. The impact fees are used to install capital improvements as defined in the City's drainage capital facilities plan. Under no condition shall it be interpreted that the payment of impact fees is permission to drain storm water onto another private property owner. As an alternative to paying established impact fees, a commercial or industrial development can install on-site improvements as defined by this Ordinance.

SECTION 38-3-4 IMPROVEMENT DESIGN AND INSTALLATION STANDARDS

- A. **Impact-Fee Assessed Development.** Developments assessed drainage impact fees will not be required to install storm water improvements unless the storm water from the development flows to an adjoining private property owner; any

development creating such conditions will be required to install necessary improvements to prevent such flows or obtain appropriate drainage easements.

B. Impact-Fee-Exempt Development. Drainage improvements for impact-fee-exempt development, or any other development as defined herein requiring drainage improvements, shall be designed and installed according to the following minimum standards:

1. A comprehensive drainage study shall be performed for the development by a licensed Professional Engineer. The drainage study shall provide all necessary data required by this Ordinance or the City Engineer.
2. Detention basins shall be sized to detain a 25-year, 24-hour post development rainfall event.
3. Detention basin outlet structures shall be designed to restrict flows to a predevelopment 2-year, 24-hour rainfall event or 0.2 CFS/acre, whichever is less.
4. Detention basins shall be constructed with emergency overflow spillways with a post development 100-year rainfall peak capacity.
5. Storm water drainage systems, including pipes, streets and gutters, must be designed to effectively convey flows to and from the detention basin for all storm events up to and including the 100-year rainfall event.
6. Flows from detention basin outlet structures and emergency overflow spillways shall be conveyed directly to a City designated storm drain system or street right-of-way without impacting other private property. This standard can be waived if a private property owner gives permission to receive the flow through a deeded drainage easement.
7. All required improvements shall be designed and installed according to City Engineering Standards.

8) Retention basins shall be an approved method of Impact-Fee-Exempt development under the following conditions:

- a) Retention basins shall be sized to retain at a minimum the 100-year, 24-hour post-development rainfall event. Retention basin sizing calculations must be included in a drainage study prepared by a licensed professional engineer in the state of Utah.
- b) Retention basins shall be sized to retain at a minimum the 100-year, 24-hour post-development rainfall event. Retention basin sizing calculations must be included in a drainage study prepared by a licensed professional engineer in the state of Utah.
- c) Retention basins shall be designed and constructed according to recommendations from a licensed profession engineer in the state of Utah specializing in geotechnical engineering. The retention basin design recommendations must be included in the soils report for the development.

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- d) Retention basins will not be allowed in highly susceptible soil or susceptible soil areas, or in other poor soils areas as recommended by the geotechnical engineer. Refer to the "Relative Hydrocompaction Susceptibility" map.
- e) The side slopes of retention basins shall not be steeper than 3:1 (H:V).
- f) The maximum depth of retention basins shall be three (3) feet plus one (1) foot of freeboard above the emergency overflow and a maximum water depth of three feet below the emergency overflow.
- g) Fencing that will prevent entry is required around retention ponds if the maximum water depth below the emergency overflow is greater than 12 inches in depth. Fence minimum height is to be 42 inches.
- h) Retention basins with a maximum water depth below the emergency overflow of 12 inches or less can be landscaped and used as open space for the development.
- i) Retention basins shall be designed to drain out completely within 2 days (48 hours) from the end of the storm event. This is to be documented with a certified percolation test of the native sub-grade material and the material to be placed during construction. The percolation rate must be documented in the soils report.
- j) The emergency overflow shall be designed to pass the full 100-year event.
- k) Underground utilities (i.e., water lines, sewer lines, gas lines, power lines, telecommunication lines, etc.) shall not be allowed through the retention basin or within 5 feet of the pond side-slopes.
- l) All retention ponds must be privately maintained and operated.

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C. Miscellaneous Development. Miscellaneous developments shall install off-site or on-site drainage improvements if required by the City Engineer.

NOW BE IT FURTHER ORDAINED by the City Council of Cedar City, State of Utah that City staff is authorized to make such non-substantive changes to the format and table of contents of Chapter 38 as are reasonably necessary to facilitate this amendment.

This ordinance, Cedar City Ordinance No. _____, shall become effective immediately upon passage and publication as required by State Law.

Council Vote:

Ayes: _____ Nays: _____ Abstained: _____

Dated this ____ day of July, 2021

MAILE L. WILSON-EDWARDS
MAYOR

[SEAL]

ATTEST:

RENON SAVAGE, RECORDER

CEDAR CITY COUNCIL

AGENDA ITEM – 17

TO: Mayor and City Council
FROM: Tyler Romeril
DATE: July 12, 2021
SUBJECT: Amending City Ordinance 23-12-A Single Event Permits.

DISCUSSION:

Originally, per Utah state law, the Council had the ability to issue no more than four 72-hour DABC single event permits to any organization within a calendar year. The State recently increased the number of permits allowed to twelve. The proposed ordinance amendment aligns the City ordinance with current state law.

The State also added language granting the Council the ability to issue no more than four 73-120-hour DABC single event permits in a calendar year, so this language was added as well.

Please consider whether or not to amend this ordinance.

CEDAR CITY ORDINANCE NO. _____

**AN ORDINANCE AMENDING CHAPTER 23 SECTION 12 OF THE ORDINANCE OF
CEDAR CITY, UTAH, RELATED TO DABC SINGLE EVENT PERMITS.**

WHEREAS, Cedar City has adopted Chapter 23 of the ordinances of Cedar City, Utah, and said provision contain specific requirements governing business regulations and licenses in Cedar City; and

WHEREAS, the Cedar City Council desires to update and amend Chapter 23 Section 12 of the Cedar City Ordinances entitled "Beer Licenses"; and

WHEREAS, the Utah State Department of Alcoholic Beverage Control (DABC) regulates how many Single Event Permits within a calendar year may be issued by the City Council; and

WHEREAS, Cedar City desires to amend its ordinance in conformity with state law to have the ability to grant up to twelve 72-hour single event permits within a calendar year to the same organization; and

WHEREAS, Cedar City desires to amend its ordinance in conformity with state law to have the ability to grant up to four 73-120-hour single event permits within a calendar year to the same organization; 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 amend Chapter 23 Section 12 of the City's ordinance; and

NOW THEREFORE BE IT ORDAINED by the City Council of Cedar City, State of Utah that Chapter 23 of the ordinance of Cedar City, Utah, is hereby amended to include the below underlined red text and exclude all crossed out text:

SECTION 23-12-A. Single Event Permits.

(A) Council's Power to Grant Permits.

- (1) The Council may issue a single event permit to a bonafide corporation, church, political organization, incorporated association, State agency, or Iron County, or to a recognized subordinate lodge, chapter or other local unit thereof that is conducting a convention, civic, or community enterprise.

- (2) The single event permit shall authorize, for a period not to exceed one hundred twenty (120) consecutive hours, the storage, sale, service and consumption of beer at an event at which this would otherwise be prohibited.
- (3) The Council may not issue more than ~~four (4)~~ twelve (12) 72-hour single event permits in any one calendar year to the same organization. The Council may not issue more than four (4) 73-120-hour single event permits in any one calendar year to the same organization.
- (4) The six hundred foot and two-hundred-foot proximity limitations to educational, religious, and recreational facilities that are applicable to state stores, package agencies, and licensees, do not apply to single event permits. Nothing in this Section however prevents the council from considering the proximity of any such facility, or any other relevant factor in deciding whether to grant a single event permit.

NOW BE IT FURTHER ORDAINED by the City Council of Cedar City, State of Utah that City staff is authorized to make such non-substantive changes to the format and table of contents of Chapter 23 as are reasonably necessary to facilitate this amendment.

This ordinance, Cedar City Ordinance No. _____, shall become effective immediately upon passage and publication as required by State Law.

Council Vote:

Ayes: _____ Nays: _____ Abstained: _____

Dated this _____ day of July, 2021

MAILE L. WILSON-EDWARDS
MAYOR

[SEAL]

ATTEST:

RENON SAVAGE, RECORDER

CEDAR CITY COUNCIL

AGENDA ITEM – 18

TO: Mayor and City Council

FROM: Tyler Romeril

DATE: July 12, 2021

SUBJECT: Amending City Ordinances:

- Chapter 11 – Animal Control
- Chapter 23 – Business Regulations and Licenses
- Chapter 27 – Public Offenses
- Chapter 27a – Public Parks and Grounds

DISCUSSION:

Over the past several years the State of Utah has taken a different stance on several criminal laws and amended their level of offense. Recently, the State has come out and said that unless a crime has a “public safety component” it should be charged as an infraction. Many of the crimes that the City specifies in city ordinance are labeled as misdemeanors. Several of these crimes do not possess a “public safety component” and therefore should be charged as infractions.

In order for our City ordinances to comply with current state law, I have gone through Chapters 11, 23, 27, and 27a and propose that many of the crimes listed as misdemeanors be amended to infractions. Please consider whether or not to amend these ordinances.

CEDAR CITY ORDINANCE NO. _____

**AN ORDINANCE AMENDING CHAPTERS 11, 23, 27, AND 27a OF THE
ORDINANCES OF CEDAR CITY, UTAH, RELATED TO THE APPROPRIATE
CLASSIFICATION OF CRIMINAL OFFENSE.**

WHEREAS, Cedar City has adopted Chapter 11 of the ordinances of Cedar City, Utah, and said provisions contain specific requirements governing animal control in Cedar City; and

WHEREAS, Cedar City has adopted Chapter 23 of the ordinances of Cedar City, Utah, and said provisions contain specific requirements governing business regulations and licenses in Cedar City; and

WHEREAS, Cedar City has adopted Chapter 27 of the ordinances of Cedar City, Utah, and said provisions contain specific requirements governing public offenses in Cedar City; and

WHEREAS, Cedar City has adopted Chapter 27a of the ordinances of Cedar City, Utah, and said provisions contain specific requirements governing public parks and grounds in Cedar City; and

WHEREAS, the State of Utah has amended various criminal offenses to classify those offenses that do not concern a public safety element as infractions; and

WHEREAS, Cedar City desires to amend Chapters 11, 23, 27, and 27a in conformity with Utah state law to charge the appropriate classification for a criminal offense; 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 amend Chapters 11, 23, 27, and 27a of the City's ordinances; and

NOW THEREFORE BE IT ORDAINED by the City Council of Cedar City, State of Utah that Chapters 11, 23, 27, and 27a of the ordinances of Cedar City, Utah, is hereby amended to include the below underlined red text and exclude all crossed out text:

Chapter 11

ANIMAL CONTROL

**ARTICLE II
LICENSING OF DOGS AND CATS**

SECTION 11-III-3 Vaccinations.

- A) Rabies vaccination is required for dogs, cats and ferrets. The owner or custodian of a dog, cat, or ferret shall have said animal vaccinated within thirty (30) days after it reaches the age of four (4) months. Unvaccinated dogs, cats, or ferrets over four (4) months of age acquired by the owner or brought into Cedar City must be vaccinated within thirty (30) days. Every dog, cat or ferret shall be revaccinated thereafter to remain current. This provision shall not apply to veterinarian or kennel operators temporarily maintaining on their premises animals owned by others. Each veterinarian, when vaccinating any animal for rabies, shall complete a certificate of rabies vaccination (in duplicate) which includes the following information:
 - 1) owner's name and address;
 - 2) a description of animal (breed, sex, markings, age, name);
 - 3) the date of vaccination;
 - 4) the rabies vaccination tag number;
 - 5) the type of rabies vaccine administered; and
 - 6) the manufacturer's serial number of vaccine.
- B) A copy of the certificate shall be distributed to the owner and original retained by the issuing veterinarian. Unless otherwise provided in this Chapter, any unvaccinated animal that is impounded may be reclaimed prior to disposition by payment of impound fees and by obtaining a rabies vaccination within fourteen (14) days of release. Any adoptable animal not reclaimed within the minimum impound period shall be adopted, placed with a qualified rescue group or into foster care, or may be destroyed if reasonable attempts to adopt or place the animal have failed.
- C) Dogs and cats shall not be licensed unless they have met the requirements of this Section. Violation of this Section shall be treated as a failure to vaccinate, an infraction ~~a class B misdemeanor~~.

Amended by Cedar City Ordinance No. 0525-16

ARTICLE XI

PENALTIES

Section 11-XI-2	Specific Penalties
Section 11-XI-3	Loss of Privilege

SECTION 11-XI-1 GENERAL.

- A) Any person violating the provisions of this Chapter, either by failing to do those acts required herein or by doing any act prohibited herein, shall be subject to the following:
 - 1) A Class C misdemeanor An infraction, unless expressly stated otherwise herein;
 - 2) Restitution of the cost of all damages incurred by anyone whose person, property, or animal has been injured or destroyed by a dog or other animal; and
 - 3) Restitution of the reasonable costs or expenses of the Animal Shelter caused by the person's violation of this Chapter or other law.
- B) In addition to any other remedies available at law or equity, penalties for violations of this Chapter may be pursued under the City's Administrative Code Enforcement program.
- C) Each day any violation of this Chapter is committed or permitted to continue shall constitute a separate offense.
- D) Surrender or transfer of an animal does not avoid the consequences of past actions, including any violations of this Chapter or State law.

SECTION 11-XI-2 Specific Penalties.

Violations of the following Sections and Subsections of this Chapter shall be punishable as follows:

- 1) Subsection 11-II-2(A) Improper Display of Tag: Minimum \$50 fine per offense.
- 2) Subsection 11-II-2(B) Attempted Improper Transfer of License or Tag: Minimum \$100 fine per offense.
- 3) Section 11-III-1 Failure to Report Bite: an infraction ~~Class C misdemeanor~~.
- 4) Section 11-III-2 Failure to Comply with Quarantine Provisions: Class B misdemeanor.
- 5) Section 11-III-3 Failure to Vaccinate: Treated as a failure to license under Subsection (1) above.
- 6) Subsection 11-IV-2(A) Failure to Obtain Kennel Permit or exceeding the number of animals allowed under a Kennel Permit; Operating with Expired, Suspended, or Revoked Permit:
 - a. First offense is a \$50 fine.
 - b. Second offense within one (1) year of the first offense is a \$100 fine.
 - c. Third offense within one (1) year of the first offense results in all animals over the numerical limit adopted in ordinance being declared a nuisance. The City is authorized to seek a court order requiring the responsible party to abate the nuisance. The party harboring the nuisance animals shall select which animals are to be adopted out, put down, or otherwise removed from their property. Failure of the party harboring the nuisance animals to designate which animals are to be adopted, put down, or otherwise removed from the property shall result in City seeking within the Court's abatement order an order designating which animals shall be deemed a nuisance and abated.
 - d. All fine amounts are total amounts and are not to be imposed per animal above the designated animal limit.
- 7) Subsection 11-IV-3 Breeding without a Permit; Improper Breeding: Minimum \$150 fine per animal, per violation.
- 8) Section 11-IV-4 Improper Display of License or Permit; Failure to Notify of Change: Minimum \$100 fine per offense.

9) Section 11-V-1 Harboring Stray Animal: Minimum \$50 fine per animal.

10) Section 11-V-2 Animals Running at Large:

a. For sterilized animals:

- i. First offense: Minimum \$50 fine per animal.
- ii. Second offense: Minimum \$100 fine per animal.
- iii. Third or subsequent offense: Minimum \$200 fine per animal.

b. For unsterilized animals:

- i. First offense: Minimum \$100 fine per animal.
- ii. Second offense: Minimum \$200 fine per animal.
- iii. Third or subsequent offense: Minimum \$300 fine per animal.

11) Section 11-V-3 Abandonment of Animals: ~~an infraction~~ ~~Class B misdemeanor~~.

12) Section 11-V-4 Unsafe Tethering: Minimum \$100 fine per offense.

13) Section 11-V-5 Failure to Confine Female in Heat:

- a. First offense: Minimum \$100 fine per animal.
- b. Second offense: Minimum \$200 fine per animal.
- c. Third or subsequent offense: Minimum \$300 fine per animal.

14) Section 11-V-6 Failure to Properly Dispose of Animal Waste:

- a. First offense: Minimum \$50 fine.
- b. Second offense: Minimum \$100 fine.
- c. Third or subsequent offense: Minimum \$200 fine.

15) Section 11-V-7 Improper Disposal of Carcass: Minimum \$50 fine per offense.

16) Section 11-V-9 Failure to Stop and Provide Notice: Minimum \$50 fine per offense.

17) Section 11-V-10 Provoking:

- a. If the provoked animal does not bite a person or bites only the person provoking the animal:
 - i. First offense: Minimum \$50 fine per animal.
 - ii. Second offense Minimum \$100 fine per animal.
 - iii. Third or subsequent offense: Minimum \$200 fine per animal.
- b. If the provoked animal bites another person:
 - i. First offense: Minimum \$100 fine per animal.
 - ii. Second offense: Minimum \$200 fine per animal.
 - iii. Third or subsequent offense: Minimum \$300 fine per animal.
- c. Any offense under Subsection (a) shall be treated as a previous offense for any later committed or convicted offense under Subsection (b), and any offense under Subsection (b) shall be treated as a previous offense for any later committed or convicted offense under Subsection (a).

18) Section 11-V-11 Animals Disturbing Neighborhood:

- a. First offense: warning.
- b. Second offense: Minimum \$100 fine per offense.

19) Section 11-VI-2 Aggressive Animal at Large: Class C misdemeanor. Minimum \$300 fine per animal.

20) Section 11-VI-3 Dangerous Animal at Large: Class C misdemeanor. Minimum \$700 fine per animal.

21) Section 11-VI-4 Vicious Animal at Large; Keeping Vicious Animal in City: Class B misdemeanor with a recommended minimum penalty of a \$1,000 fine and destruction of the animal.

22) Section 11-VI-5 Failure to Properly Maintain Dangerous Animal: Class C misdemeanor.

23) Article 11-VIII Failure to Comply with Sterilization Requirements:

- a. First offense: Minimum \$250.00 fine.
- b. Second or subsequent offense: Minimum \$500.00 fine.

24) Section 11-IX-1 Possession of Prohibited Domestic Livestock:

- a. First offense: Minimum \$50 fine for first head plus minimum \$10 per head thereafter.
- b. Second or subsequent offense: Minimum \$100 fine for first head plus minimum \$10 per head thereafter.

25) Section 11-IX-2 Possession of Prohibited Domestic Fowl: Minimum \$20 fine per animal, not to exceed \$200 per incident.

26) Section 11-IX-3 Domestic Livestock or Fowl at Large: Treated as Possession of Prohibited Domestic Livestock or Fowl under Subsections (26) and (27) above.

27) Section 11-IX-4 Possession of Exotic Animal: an infraction Class C misdemeanor.

28) Section 11-IX-5 Selling Diseased Animal: an infraction Class C misdemeanor.

29) Section 11-X-4 Interfering with Officer: Class B misdemeanor.

Amended by Cedar City Ordinance No. 0525-16.

SECTION 11-XI-3 Loss of Privilege.

A) Any person who is convicted of excessive violations of any section(s) of this ordinance may be prohibited by the court from owning, keeping or maintaining any domestic animals within the limits of Cedar City for a period of two (2) years. Any animal found in possession of such person during the term of probation shall be confiscated and such person will be charged with a class B Misdemeanor.

B) The City deems the following to constitute a nonexclusive list of excessive violations:

- 1) ~~Four (4) or more violations of Animals, Domestic Animals, or Fowls at large within any twelve (12) month period;~~
- 2) ~~Three (3) or more violations of Animals Disturbing the Neighborhood within any twelve (12) month period;~~
- 3) ~~Two (2) or more violations of failing to obtain a Breeder's Permit within any two (2) year period; or~~
- 4) ~~Two (2) or more violations for Cruelty to Animals at any time.~~

~~C) Nothing in this Section shall be interpreted as an attempt by the City to limit a court's discretion in determining appropriate situations to prohibit a defendant from owning, keeping, or maintaining any domestic animals.~~

~~D) For the purpose of counting multiple violations and subsequent offenses, previous convictions shall be counted as previous violations and/or offenses if each of the previous convictions occurred within the specified enhancement period from the date of the current conviction or from the date of the commission of the offense upon which the current conviction is based.~~

CHAPTER 23

BUSINESS REGULATIONS AND LICENSES

SECTION 23-19. Penalty.

(A) Except as otherwise provided in this Chapter, any violations of this Chapter shall be a class B misdemeanor unless said classification is prohibited by state law in which case it shall be an infraction. Where applicable, each day of non-compliance shall constitute a separate violation.

(B) Additional Penalty for Doing Business Previously Without a License. In addition to the above, in the event that it is discovered that any person or applicant for a business license or permit has done business in the City during a previous year or years without a valid license or permit as required by this Chapter, the City shall not issue a license or permit to such person or applicant for the current year until said applicant pays to the City the license or permit fee which

would have been applicable for the business during the preceding years, together with a penalty fee of \$25.00 for each year assessed.

CHAPTER 27

PUBLIC OFFENSES

SECTION 27-12. Hotel Registration Must Be Kept.

It shall be unlawful for the keeper of any hotel, boarding house or rooming house, auto court, motel, tourist home, within this City to fail to keep a register, in which such keeper shall require each guest to write his or her name and place of residence, before occupying any sleeping room in any such hotel, boarding or rooming house; or to fail to keep such register open to inspection at all times. Any owner, or clerk or any other person, having regular or temporary charge of any hotel, boarding house, or rooming house who shall violate any provisions of this Section shall be deemed guilty of an infraction a misdemeanor.

SECTION 27-13. Dropping Refuse in Street.

Every person who shall haul or transport through any of the streets, alleys or public grounds of this City, any coal, gravel, stone, offal, manure, rubbish, ashes, or stumps in any vehicle or other conveyance so constructed that such coal, stone, gravel, offal, manure, rubbish, brush, ashes or stumps drop, or in any other manner is strewn, or deposited on any of said streets, alleys, or public grounds is guilty of an infraction a misdemeanor.

SECTION 27-14. Moving Buildings.

Before any person, firm, or corporation shall move any building or structure into Cedar City or from one place of location within the City to another place or location within the City, they shall first obtain a permit from the Inspector, authorizing them to do so. If the Inspector shall determine that such structure and/or building shall constitute a nuisance, create a fire hazard, a source of contamination, be unsightly or deleterious to their surroundings or otherwise violate this Ordinance, he shall refuse to issue a permit to move an/or locate said building and/or structure. The applicant shall have the right of appeal directly to the City Council as hereinafter provided and the decision of the City Council shall be final. Any person, firm, or corporation who moves any such building and/or structure without a permit is guilty of an infraction a misdemeanor.

SECTION 27-18. Flooding Streets and Sidewalks.

Every person who willfully, carelessly, or negligently obstructs, injures or floods any street or sidewalk by the flow or seepage of water, or who willfully, carelessly, or negligently

permits water under his control to escape in any manner so as to obstruct, injure or flood any street or sidewalk, within the limits of this City, is guilty of an infraction a ~~misdemeanor~~.

CHAPTER 27a

PUBLIC PARKS AND GROUNDS

SECTION 27a-12. Enforcement and Penalties.

Any person, firm or corporation violating any provisions of this Chapter shall be deemed guilty of an infraction a ~~misdemeanor~~, and upon conviction thereof, shall be fined in an amount not to exceed \$750.00 ~~1,000.00, or by imprisonment for a period not exceeding six months, or by both such fine and imprisonment.~~ Each day such violation is committed or permitted to continue shall constitute a separate offense and shall be punishable as such hereunder.

NOW BE IT FURTHER ORDAINED by the City Council of Cedar City, State of Utah that City staff is authorized to make such non-substantive changes to the format and table of contents of Chapters 11, 23, 27, and 27a as are reasonably necessary to facilitate this amendment.

This ordinance, Cedar City Ordinance No. _____, shall become effective immediately upon passage and publication as required by State Law.

Council Vote:

Ayes: _____ Nays: _____ Abstained: _____

Dated this _____ day of July, 2021

MAILE L. WILSON-EDWARDS
MAYOR

[SEAL]

ATTEST:

RENON SAVAGE, RECORDER

CEDAR CITY
CITY COUNCIL AGENDA ITEM 19
STAFF INFORMATION SHEET

To: Mayor and City Council

From: Jonathan Stathis

Council Meeting Date: July 21, 2021

Subject: **Consider modification to the Ordinance for Traffic and Travel on Streets, Section 35-2 to reduce the speed limit from 50 to 45 mph on Bulldog Road between Kitty Hawk Drive and 3000 North.**

Discussion: In non-residential areas the ordinance for Traffic and Travel on Streets, Section 35-2, allows for speed limits on City streets to be higher than 25 miles per hour (mph) if the higher speed limit is posted, reasonable, and prudent. The speed limit on Bulldog Road from Kitty Hawk Drive to 3000 North is currently set at 50 mph.

The City Engineering Department has performed a speed study on Bulldog Road. This study was requested by the business owners along Bulldog Road who are having difficulty getting large trucks out into the flow of traffic. The large trucks take a while to get up to speed and this causes a conflict with the normal vehicle traffic. The business owners have requested that the speed limit be reduced from 50 to 40 mph.

Speed data was gathered at two locations on Bulldog Road:

1. At 1635 N. Bulldog Road located south of Western Rock.
2. At 1900 N. Bulldog Road located between Western Rock and Sunroc.

If we look at the lowest numbers which are from 1635 North, the 85th-percentile speed is 52.3 mph and the 10 mph pace speed range is from 42.3 to 52.2 mph.

Guidance in the Manual on Uniform Traffic Control Devices (MUTCD) allows consideration for setting the speed limit based on the pace speed. Also, MUTCD recommends setting the speed limit within 5 mph of the 85th-percentile speed. A reasonable and prudent speed is the speed where 85 percent of the vehicles

traveling the road are traveling at that speed or less; which is the 85th percentile speed.

Based on this information, it is recommended that the speed limit on Bulldog Road be lowered from 50 to 45 mph. The proposed 45 mph speed limit is within the pace speed range and 7.3 mph below the 85th-percentile (which is within 5 mph if rounded to the nearest 5).

A copy of the speed study data is attached. Also, please refer to the attached ordinance proposal.

CEDAR CITY ORDINANCE NO. _____

**AN ORDINANCE AMENDING CHAPTER 35, SECTION 2 OF THE ORDINANCE OF
CEDAR CITY, UTAH, RELATED TO SPEED LIMITS.**

WHEREAS, Cedar City has adopted Chapter 35, Section 2 of the ordinance of Cedar City, Utah, and said provisions contain specific speed limitations; 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 amend the speed limit from 50 mph to 45 mph on Bulldog Road between Kitty Hawk Drive and 3000 North.

NOW THEREFORE BE IT ORDAINED by the City Council of Cedar City, State of Utah that Chapter 35, Section 2 of the ordinance of Cedar City, Utah, is hereby amended to include the below underlined red text and exclude all crossed out text:

SECTION 35-2. Speeding and Establishing Speed Limits.

a. It shall be unlawful for any person to drive a vehicle upon any street in the City at a speed greater than is safe, reasonable and prudent, having due regard to the traffic, surface and width of the highway and the hazard at intersections and any other conditions then existing.

b. Nor shall any person drive at a speed which is greater than will permit the driver to exercise proper control of the vehicle and to decrease speed or to stop as may be necessary, to avoid colliding with any person, vehicle or other conveyance upon or entering the highway in compliance with legal requirements and with the duty of drivers and other persons using the highways to exercise due care.

c. Where no special hazard exists and a speed limit is not clearly posted, any speed in excess of twenty-five (25) miles per hour in a residential zone and all arterial streets in Cedar City, shall be *prima facie* evidence that the speed is not reasonable or prudent and that it is unlawful.

d. Upon posting speed limit signs in the following areas, the below listed speeds shall be the maximum speeds:

1. 45 miles per hour on 2400 North and the 2400 North Parkway, between

State Road 130 and 2100 West;

2. 40 miles per hour on Airport Road between 200 North and 2000 North;

3. ~~50~~ 45 miles per hour on Bulldog Road between Kitty Hawk Drive and 3000 North;
4. 35 miles per hour on Industrial Road between 400 West and Airport Road;
5. 50 miles per hour on Lund Highway between State Road 56 and 1600 North;
6. 35 miles per hour on Sage Drive between 600 South and Royal Hunt Drive; **(amended 12/04)**
7. 40 miles per hour on Aviation Way between Highway 56 and Aviation Way Circle;
8. 45 miles per hour on Cross Hollows Road from 2052 West to Highway fifty six (56);
9. 45 miles per hour on Providence Center Drive between 1600 South and 2400 South;
10. 40 miles per hour on Kitty Hawk from Airport Road to Bulldog Road.
11. 35 miles per hour on Providence Center Drive from Cross Hollows Road to 1600 South;
12. 40 miles per hour on Old Highway 91 from Green's Lake Drive to 1600 South, and;
13. 50 miles per hour on Old Highway 91 from 1600 South to 3300 West.
14. 45 miles per hour on Westview Drive from State Highway - 56 to 900 South.
15. 45 miles per hour on South Mountain Drive from 3000 W to West View Drive.
16. 40 miles per hour on Coal Creek Road between Main Street and Kitty Hawk Drive.
17. 45 miles per hour on 5300 West between Iron Springs Road and the railroad crossing.

Amended by Cedar City Ordinance No. 1015-08.

Amended by Cedar City Ordinance No. 0609-10.

Amended by Cedar City Ordinance No. 0623-10.

Amended by Cedar City Ordinance No. 0114-15.
Amended by Cedar City Ordinance No. 0422-15-2
Amended by Cedar City Ordinance No. 1030-16-1
Amended by Cedar City Ordinance No. 0208-17-1
Amended by Cedar City Ordinance No. 0127-21
Amended by Cedar City Ordinance No. _____.

NOW BE IT FURTHER ORDAINED by the City Council of Cedar City, State of Utah that City staff is authorized to make such non substantive changes to the format and table of contents of Chapter 35 as are reasonably necessary to facilitate this amendment.

This ordinance, Cedar City Ordinance No. _____, shall become effective immediately upon passage and publication as required by State Law.

Dated this _____ day of July, 2021.

MAILE L. WILSON-EDWARDS, MAYOR

[SEAL]

ATTEST:

RENON SAVAGE, RECORDER

Vehicle General Flow Report - Grand Totals

Note: ADT and Average are based on total value of all lanes printed (Together Print).

Average Daily Traffic (ADT)

<u>Weekday</u>			<u>Weekend</u>			<u>Total ADT</u>		
Cars :	3050	(84%)	Cars :			Cars :	3050	(84%)
Trucks :	547	(16%)	Trucks :			Trucks :	547	(16%)
Total :	3597		Total :			Total :	3597	

Speed Totals

50 % : 46.0 mph	Top Speed : 101.9 mph	Average Truck Speed : 38.5 mph
85 % : 52.3 mph	Low Speed : 3.7 mph	Average Car Speed : 45.4 mph
Avg : 44.4 mph	10mph Pace Speed: 42.3 - 52.2 (55.9%)	

Peak Hour Totals

AM Peak Hour (Volume)

Weekday : 06:45 - 07:45 (Avg 231)
Weekend :

AM Peak Hour (Speed)

05:15 - 06:15 (48.0 mph)

PM Peak Hour (Volume)

Weekday : 15:45 - 16:45 (Avg 291)
Weekend :

PM Peak Hour (Speed)

18:30 - 19:30 (48.0 mph)

Grand Totals

Total Cars :	6482 (	3050 ADT)	Average Length :	14.6 ft	Average Headway :	23.6 sec
Total Trucks :	1163 (	547 ADT)	Average Axles :	2.4	Average Gap :	23.3 sec
Total Volume :	7645 (	3597 ADT)				

Vehicle General Flow Report - Grand Totals

Average Daily Traffic (ADT)

Weekday			Weekend			Total ADT		
Cars :	1559	(85%)	Cars :			Cars :	1559	(85%)
Trucks :	270	(15%)	Trucks :			Trucks :	270	(15%)
Total :	1829		Total :			Total :	1829	

Speed Totals

50 % :	44.8 mph	Top Speed :	101.9 mph	Average Truck Speed :	37.9 mph
85 % :	50.4 mph	Low Speed :	3.7 mph	Average Car Speed :	43.7 mph
Avg :	42.9 mph	10mph Pace Speed:	40.4 - 50.3 (61.5%)		

Peak Hour Totals

AM Peak Hour (Volume)

Weekday : 11:00 - 12:00 (Avg 100)
Weekend :

AM Peak Hour (Speed)

01:15 - 02:15 (45.2 mph)

PM Peak Hour (Volume)

Weekday : 17:00 - 18:00 (Avg 173)
Weekend :

PM Peak Hour (Speed)

22:30 - 23:30 (47.0 mph)

Grand Totals

Total Cars :	3313 (	1559 ADT)	Average Length :	14.3 ft	Average Headway :	46.3 sec
Total Trucks :	575 (	270 ADT)	Average Axles :	2.4	Average Gap :	46.0 sec
Total Volume :	3888 (	1829 ADT)				

Vehicle General Flow Report - Grand Totals

Average Daily Traffic (ADT)

	<u>Weekday</u>	<u>Weekend</u>	<u>Total ADT</u>
Cars :	1491 (84%)	Cars :	Cars : 1491 (84%)
Trucks :	276 (16%)	Trucks :	Trucks : 276 (16%)
Total :	1768	Total :	Total : 1768

Speed Totals

50 % : 47.9 mph	Top Speed : 94.4 mph	Average Truck Speed : 39.1 mph
85 % : 54.1 mph	Low Speed : 7.5 mph	Average Car Speed : 47.2 mph
Avg : 45.9 mph	10mph Pace Speed: 44.1 - 54.0 (54.8%)	

Peak Hour Totals

AM Peak Hour (Volume)

Weekday : 06:30 - 07:30 (Avg 147)
Weekend :

AM Peak Hour (Speed)

05:15 - 06:15 (50.6 mph)

PM Peak Hour (Volume)

Weekday : 16:15 - 17:15 (Avg 132)
Weekend :

PM Peak Hour (Speed)

18:15 - 19:15 (50.0 mph)

Grand Totals

Total Cars :	3169 (1491 ADT)	Average Length : 15.0 ft	Average Headway : 47.9 sec
Total Trucks :	588 (276 ADT)	Average Axles : 2.4	Average Gap : 47.6 sec
Total Volume :	3757 (1768 ADT)		

Vehicle General Flow Report - Grand Totals

Note: ADT and Average are based on total value of all lanes printed (Together Print).

Average Daily Traffic (ADT)

Weekday		Weekend		Total ADT	
Cars :	2681 (84%)	Cars :		Cars :	2681 (84%)
Trucks :	500 (16%)	Trucks :		Trucks :	500 (16%)
Total :	3181	Total :		Total :	3181

Speed Totals

50 % : 47.9 mph	Top Speed : 115.0 mph	Average Truck Speed : 40.3 mph
85 % : 53.5 mph	Low Speed : 3.1 mph	Average Car Speed : 47.5 mph
Avg : 46.4 mph	10mph Pace Speed: 44.1 - 54.0 (59.7%)	

Peak Hour Totals

AM Peak Hour (Volume)

Weekday : 08:30 - 09:30 (Avg 181)
Weekend :

AM Peak Hour (Speed)

03:15 - 04:15 (47.5 mph)

PM Peak Hour (Volume)

Weekday : 15:45 - 16:45 (Avg 273)
Weekend :

PM Peak Hour (Speed)

17:45 - 18:45 (49.7 mph)

Grand Totals

Total Cars :	5809 (2681 ADT)	Average Length : 15.1 ft	Average Headway : 26.8 sec
Total Trucks :	1084 (500 ADT)	Average Axles : 2.5	Average Gap : 26.5 sec
Total Volume :	6893 (3181 ADT)		

Vehicle General Flow Report - Grand Totals

Average Daily Traffic (ADT)

<u>Weekday</u>			<u>Weekend</u>			<u>Total ADT</u>		
Cars :	1604	(85%)	Cars :			Cars :	1604	(85%)
Trucks :	274	(15%)	Trucks :			Trucks :	274	(15%)
Total :	1878		Total :			Total :	1878	

Speed Totals

50 % : 48.5 mph	Top Speed : 115.0 mph	Average Truck Speed : 41.2 mph
85 % : 54.1 mph	Low Speed : 3.1 mph	Average Car Speed : 48.0 mph
Avg : 47.0 mph	10mph Pace Speed: 44.1 - 54.0 (60.7%)	

Peak Hour Totals

AM Peak Hour (Volume)

Weekday : 10:45 - 11:45 (Avg 101)
 Weekend :

AM Peak Hour (Speed)

00:00 - 01:00 (47.9 mph)

PM Peak Hour (Volume)

Weekday : 15:45 - 16:45 (Avg 183)
 Weekend :

PM Peak Hour (Speed)

19:15 - 20:15 (50.1 mph)

Grand Totals

Total Cars :	3477 (	1604 ADT)	Average Length :	14.5 ft	Average Headway :	45.3 sec
Total Trucks :	594 (	274 ADT)	Average Axles :	2.4	Average Gap :	45.1 sec
Total Volume :	4071 (	1878 ADT)				

Vehicle General Flow Report - Grand Totals

Average Daily Traffic (ADT)

Weekday		Weekend		Total ADT	
Cars :	1076 (82%)	Cars :		Cars :	1076 (82%)
Trucks :	226 (18%)	Trucks :		Trucks :	226 (18%)
Total :	1302	Total :		Total :	1302

Speed Totals

50 % :	46.7 mph	Top Speed :	105.0 mph	Average Truck Speed :	39.2 mph
85 % :	52.9 mph	Low Speed :	15.5 mph	Average Car Speed :	46.9 mph
Avg :	45.5 mph	10mph Pace Speed:	42.9 - 52.8 (59.1%)		

Peak Hour Totals

AM Peak Hour (Volume)

Weekday : 08:30 - 09:30 (Avg 84)
Weekend :

AM Peak Hour (Speed)

03:15 - 04:15 (49.6 mph)

PM Peak Hour (Volume)

Weekday : 12:15 - 13:15 (Avg 127)
Weekend :

PM Peak Hour (Speed)

17:45 - 18:45 (49.3 mph)

Grand Totals

Total Cars :	2332 (	1076 ADT)	Average Length :	15.9 ft	Average Headway :	64.3 sec
Total Trucks :	490 (	226 ADT)	Average Axles :	2.5	Average Gap :	64.0 sec
Total Volume :	2822 (	1302 ADT)				

CEDAR CITY
CITY COUNCIL AGENDA ITEM *20*
STAFF INFORMATION SHEET

To: Mayor and City Council

From: Jonathan Stathis

Council Meeting Date: July 21, 2021

Subject: **Consider a betterment agreement with UDOT for the SR-130/Nichols Canyon Road traffic signal project.**

Discussion: UDOT is currently working on the design of a new traffic signal at the intersection of SR-130 (Main Street) and Nichols Canyon Road. The proposed design includes improvements to the pedestrian access ramps on all four corners of the intersection.

Cedar City has a master-planned trail that is proposed to pass through this intersection. The City has requested that UDOT incorporate widened pedestrian access ramps in order to accommodate the future trail. It is proposed that the access ramps be widened to 10 feet in the sections where the trail will pass through.

UDOT is requesting that Cedar City pay for the additional width of the pedestrian access ramps to increase from 6 to 10 feet. The cost estimate for the additional width is \$3,510 as shown in the attached cost estimate. UDOT has drafted a betterment agreement for the City Council to consider. The City Attorney, Tyler Romeril, has reviewed the agreement and finds it to be acceptable. One change that will need to be made is that the signature line will be changed for the Mayor to sign.

The dollar amount contemplated in the betterment agreement is relatively small (\$3,510). However, the proposed funds to be used to pay for this project are not currently in this fiscal year's budget. The funds will need to be carried over from a capital project in the previous fiscal year in Account #26-40-730. The funds would come from Parks & Rec Impact Fees for trail upsizing. I have discussed this with the Finance Director, Jason Norris, and he is alright moving forward with the understanding that the funds will need to be carried forward into the current year's budget.

The following items are attached to this information sheet for the City Council's consideration:

1. Betterment agreement between UDOT and Cedar City.
2. Betterment cost estimate prepared by UDOT.
3. Proposed SR-130/Nichols Canyon Road intersection design showing the widened pedestrian access ramps.
4. Master-planned trail alignment for the extension of the Fiddlers Canyon Trail to Canyon View High School.

If this agreement is approved, it would be on the condition that the Mayor be authorized to sign the betterment agreement with UDOT.



**State of Utah
Department of Transportation**

Cooperative Agreement UDOT Performing Work for Local Agency (Betterment Agreement)	Project Description: New Signal Construction Local Agency: Cedar City	Estimated value of scope of work \$ 3,510.00
Pin# 19113	Project #: S-0130(30)5	
Job/Project: 73825	Project Name: SR-130 & Nichols Canyon Rd (MP 5.334) Cedar City	

THIS AGREEMENT, made and entered into executed date, by and between the **UTAH DEPARTMENT OF TRANSPORTATION**, hereinafter referred to as "**UDOT**", and Cedar City, a political subdivision of the State of Utah, hereinafter referred to as the "**Local Agency**".

Local Agency has requested that the Work be included in **UDOT**'s Project. Subject to the attached provisions, **UDOT** will include the following items into the above referenced Project. Upon signing this Agreement, **Local Agency** agrees that the costs shown are estimates and that the **Local Agency** will be responsible for paying the actual costs associated with these items included in the Project. If a lump sum payment is specified, **Local Agency** will not pay for any additional costs beyond the lump sum payment amount.

Description of Work: The purpose of this project is to install a new traffic signal on SR-130 & Nichols Canyon Rd. in Cedar City. **UDOT** planned to construct 6-ft wide pedestrian access ramps on the East and West sides of Nichols Canyon Rd.

The local agency plans to construct a trail on the West side of SR-130 & Nichols Canyon Road per the Trails Master Plan, and has requested 10-ft. pedestrian access ramps to meet the ADA requirements. Three pedestrian access ramps will be widened an additional 4-ft to accommodate tying into the future trail. The additional cost associated with this work is estimated at \$3,510.00. Upon signing this Agreement, **Local Agency** agrees that the costs shown are estimates and that the **Local Agency** will be responsible for paying the actual costs associated with these items included in the Project.

List or Description of Items

Item #	Item Description	Estimated Quantity	Unit Price	Estimated Cost
#1	<i>Additional concrete required to construct 10-ft pedestrian access ramps (3 ramps - widened an additional 4-ft)</i>			\$3,510.00
#2				
Estimated Total Cost				\$3,510.00

The total estimated cost or lump sum is due within 30 days of receiving the invoice from **UDOT**. The **Local Agency** shall submit payment of said amounts with **UDOT**'s Comptroller's Office located at **UDOT/COMPTRROLLER**, 4501 South 2700 West, Box 141500, Salt Lake City 84119-1500.

Total Estimated Reimbursement to **UDOT** is \$3,510.00

Provisions

UDOT will include the Local Agency's requested Work provided that the Local Agency pays the actual costs UDOT incurs or a lump sum. The Local Agency agrees that UDOT's Project will not be delayed as a result of adding the Work and the Work will not be added to the bid package until this Agreement has been signed by both parties.

The Local Agency, at no cost to the Project, shall provide on-call support from Local Agency's Design Engineer to correct or clarify issues during construction and perform the necessary inspection for the Work installed by UDOT's Contractor. The Local Agency engineer and/or inspector shall work with and through UDOT's Resident Engineer and shall give no orders directly to UDOT's Contractor unless authorized in writing to do so. UDOT will require its Contractor will perform the described Work in accordance with the plans and specifications approved by the parties. The Local Agency, through its inspection of said Work, will provide UDOT's Resident Engineer with information covering any problems or concerns with acceptance of the Work upon completion of construction.

Access for maintenance and servicing of the Local Agency property located within state right-of-way will be by permit issued by UDOT to the Local Agency, and that the Local Agency will obtain a permit and abide by the conditions of the permit in accordance with Utah Administrative Code R930-7 and R930-6.

I. Liability:

UDOT and the Local Agency are both governmental entities subject to the Governmental Immunity Act. Each party agrees to indemnify, defend and save harmless the other party from any and all damages, claims, suits, costs, attorney's fees and actions arising from or related to its actions or omissions or the acts or omissions of its officers, agents, or employees in connection with the performance and/or subject matter of this Agreement. The obligation to indemnify is limited to the dollar amounts set forth in the Governmental Immunity Act, provided said Act applies to the action or omission giving rise to the protections of this paragraph. This paragraph shall not be construed as a waiver of the protections of the Governmental Immunity Act. The indemnification in this paragraph shall

survive the expiration or termination of this Agreement.

To the extent it may be lawfully do so, the Local Agency releases UDOT from any responsibility or liability that may result from the Local Agency's operation or maintenance activities.

UDOT's periodic plan and specification review or construction inspection arising out of the performance of the Project does not relieve the Local Agency of its duty concerning the performance of the Work or to ensure compliance with acceptable standards.

II. Termination:

This Agreement may be terminated as follows:

- a. By mutual agreement of the parties, in writing;
- b. By either UDOT or the Local Agency for failure of the other party to fulfill their obligations as set forth in the provisions of this Agreement. Reasonable allowances will be made for circumstances beyond the control of the parties. Thirty days' written notice of intent to terminate is required and shall specify the reasons for termination. If the party does not remedy the breach within the reasonable time period, the other party may terminate the Agreement. If Local Agency terminates the Agreement, the Local Agency shall be responsible for all the costs UDOT incurs for the Work prior to the termination; or
- c. By UDOT for the convenience of the State upon written notice to the Local Agency.

III. Maintenance:

Division of jurisdiction and responsibilities of state highways shall be in accordance with Utah State Code Section 72-3-109 and applicable rules.

IV. Payment and Reimbursement to UDOT:

The Local Agency agrees that if it modifies or cancels this Agreement at any time after it has been signed, the Local Agency agrees to pay any cancellation penalties or costs incurred by UDOT as a result of the work scope being modified or cancelled. In the event the Local Agency fails to reimburse UDOT for the costs included in this Agreement, funding for other Local Agency

projects or B&C road funds may be withheld until the entire payment is made.

V. Change in Scope and Schedule:

If the Local Agency's project scope or schedule changes from the original Agreement, the Local Agency shall notify the UDOT Project Manager before any changes are made. Any costs incurred by UDOT, as a result of the scope or schedule changes, will be the responsibility of the Local Agency.

Any modification to this Agreement must be approved in writing by the parties is required prior to the start of work on any changes or additions.

VI. Miscellaneous:

Each party agrees to undertake and perform all further acts that are reasonably necessary to carry out the intent and purposes of the Agreement at the request of the other party.

The failure of either party to insist upon strict compliance of any of the terms and conditions, or failure or delay by either party to exercise any rights or remedies provided in this Agreement, or by law, will not release either party from any obligations arising under this Agreement.

This Agreement does not create any type of agency relationship, joint venture or partnership between the parties.

Each party represents that it has the authority to enter into this Agreement.

The parties may execute this Agreement in counterparts.

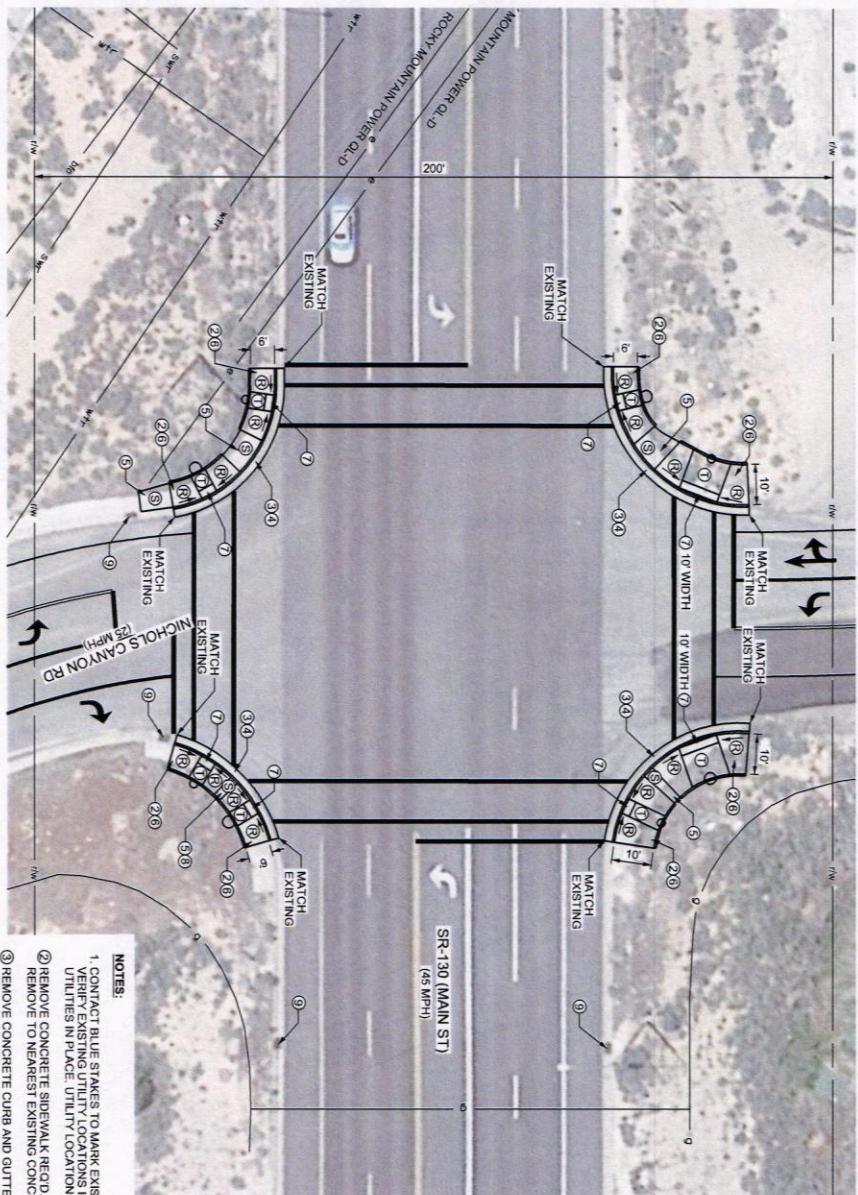
VII. Content Review:

Language content was reviewed and approved by the Utah AG's office on February 11, 2015.

Local Agency – Cedar City				Utah Department of Transportation			
By		Date		By		Date	
Jonathan Stathis/City Engineer				Donna Beagley, Project Manager			
By		Date		By		Date	
Title/Signature of additional official if required				Rick Torgerson, Region 4 Director			
By		Date		By		Date	
Title/Signature of additional official if required				Contract Administrator,			

10 Foot Ramps vs. 6 Foot Ramps Cost Comparison							
DESCRIPTION	Unit	Unit Price	6' Ramp		10' Ramp		Difference
			Qty	Cost	Qty	Cost	
Concrete Curb & Gutter- Greater than 50 feet	Foot	\$30.00	177	\$5,310.00	181	\$5,430.00	\$120.00
Concrete Sidewalk	Sq Ft	\$7.25	198	\$1,435.50	181	\$1,312.25	-\$123.25
Pedestrian Access Ramp	Sq Ft	\$9.50	869	\$8,255.50	1163	\$11,048.50	\$2,793.00
Detectable Warning Surface	Sq Ft	\$30.00	64	\$1,920.00	88	\$2,640.00	\$720.00
Total				\$16,921.00		\$20,430.75	\$3,509.75

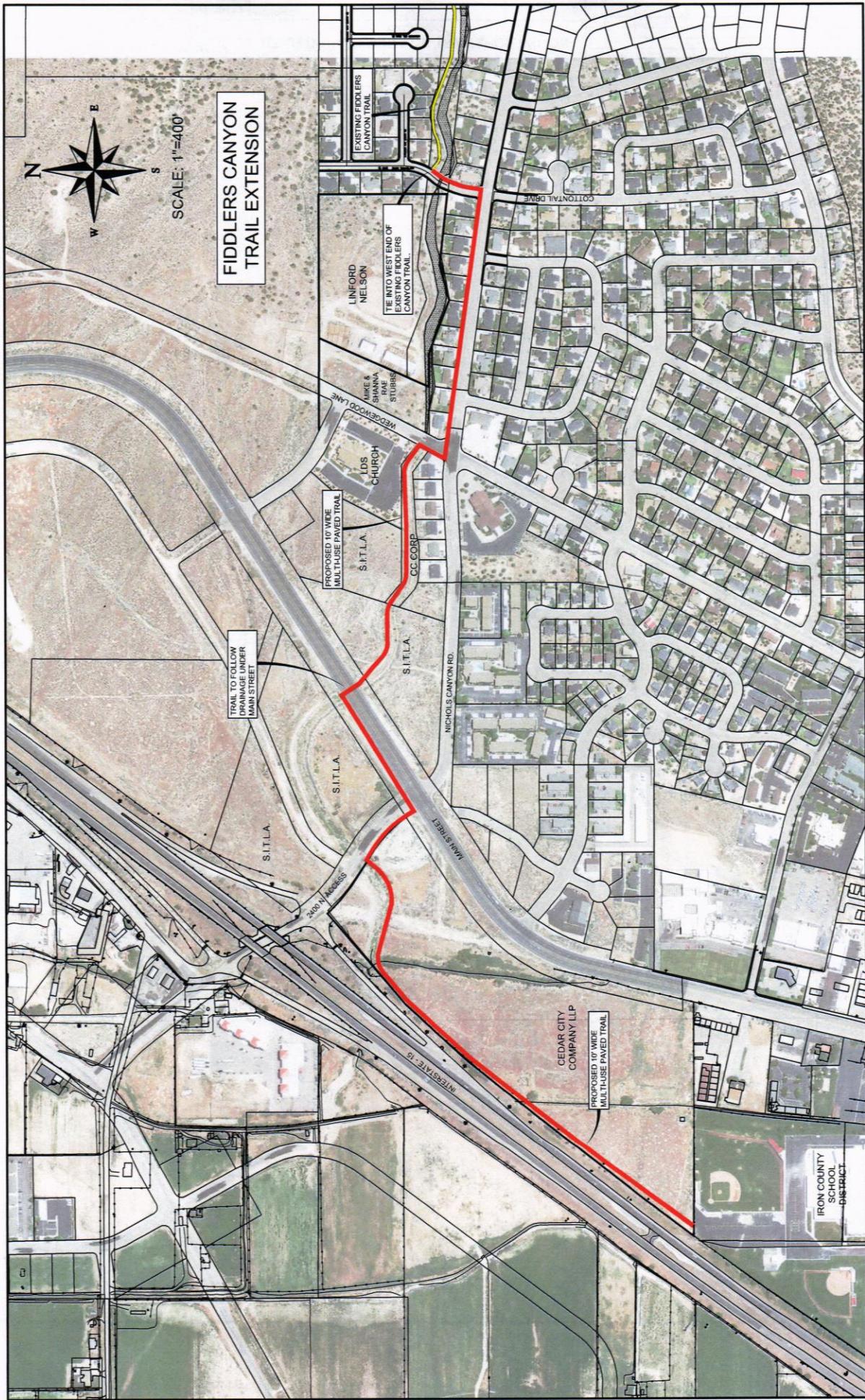
PAY ITEM	QUANTITY	UNIT
REMOVE CONCRETE SIDEWALK	889	SQ FT
REMOVE CONCRETE CURB & GUTTER	180	FOOT
CONCRETE CURB & GUTTER GREATER THAN 50 FEET	181	FOOT
CONCRETE SIDEWALK	181	SQ FT
PEDESTRIAN ACCESS RAMP	163	SQ FT
DETECTABLE WARNING SURFACE	88	SQ FT



NOTE

- ② CONTRACT BLUE STAKES TO MARK EXISTING UTILITIES IN THE FIELD AND PROTECT BEING UTILITIES IN PLACE. UTILITY LOCATIONS SHOWN ARE APPROXIMATE.
- ③ REMOVE TO NEAREST EXISTING CONCRETE JOINT.
- ④ CONCRETE CURB AND GUTTER TYPE B1 GREATER THAN 50 FEET REQD.
- ⑤ CONCRETE SIDEWALK REQD.
- ⑥ REMOVE TO NEAREST EXISTING CONCRETE JOINT.
- ⑦ DETECTABLE WARNING SURFACE REQD. REQD. IN COLOR.
- ⑧ TWO FOOT MINIMUM SPACE BETWEEN RAMPS, CURB HEIGHT OF SPACE IS MINIMUM 4 INCHES TALL. SEE STANDARD DRAWING PA.5.
- ⑨ PROTECT EXISTING DROP INLET'S FROM CONSTRUCTION GENERATED DISTURBANCE.

SHEET NO. RD-01	SR-130 & NICHOLS CANYON RD (MP 5.334), CEDAR CITY		UTAH DEPARTMENT OF TRANSPORTATION CIVIL SCIENCE				REVISIONS				
	PROJECT NUMBER	S-0130(30)5	PIN	19113	APPROVED	DRAWN BY DCV	QC	BTW	NO.	DATE	APPROVED BY	REMARKS
ROADWAY				7/9/2021		CHECKED BY					
				PROFESSIONAL ENGINEER		DATE					



**CEDAR CITY
CITY COUNCIL AGENDA ITEM 21
STAFF INFORMATION SHEET**

To: Mayor and City Council

From: Jonathan Stathis

Council Meeting Date: July 21, 2021

Subject: **Consider a resolution for the Cedar City Engineering Standards Update 2021.**

Discussion: Every two or three years the City Engineering Department recommends some modifications to the City's Engineering Standards. The standards exist to ensure that a consistent level of quality is obtained for City infrastructure that is installed either by a developer or City contractor.

Modifications are occasionally necessary to keep the standards current with the latest technology or design standards and/or to correct deficiencies that have become evident. The modifications that are proposed are summarized in the attached update. The proposed modifications have been reviewed at the City's Project Review meeting and Planning Commission meeting (refer to the attached minutes).

The following are some of the significant changes being proposed in this update:

1. Low-profile curb & gutter: Detail C1A is being proposed to add as an option that will allow for a low-profile curb and gutter. This type of curb and gutter will allow for driveway to be installed at residences without cutting out the curb, gutter, and sidewalk.
2. 5' x 5' passing spaces: Detail C6 is proposed to be modified to require a 5-foot by 5-foot passing space on City sidewalks. This will bring the City into compliance with ADA requirements that call out a passing zone at 200-foot intervals.
3. Flowable fill deleted: The flowable fill requirement is proposed to be deleted on Detail R1. It is proposed to return to regular backfill in the pipe zone on larger pipe sizes.

4. RE Zone Road Section widened: The road section for the Residential Estates (RE) zone on Detail R4A is proposed to be widened to accommodate borrow ditches and culverts at driveway entrances. The current road section is too narrow and does not provide adequate width for drainage improvements. A request in Project Review meeting requested that future phases of existing subdivisions in the RE zone would vest under the current detail.
5. Road Section with Planter Strips: Detail R4D is being proposed as an option for a local road section with planter strips. The planter strips would increase the right-of-way width from 45 feet to 55 feet.
6. Replace Submersible Lift Station with a Flooded Suction Lift Station: Detail S6 is proposed to be changed to a flooded suction lift station.
7. Allow PVC waterlines: It is proposed to allow PVC C-900 waterlines as an option for pipe sizes over 2" to 12". Also, poly pipe will be allowed for sizes $\frac{3}{4}$ " to 2". Tracer wire will be required.
8. Water meter location relaxed: Detail W5 is proposed to be revised to allow water meters at any location along the lot frontage as long as the proper separations are met from sewer laterals and other utilities.
9. Decrease minimum curb & gutter slope: The minimum curb and gutter slope is proposed to be changed from 0.5% to 0.4% slope. This will allow for development in flatter areas.
10. Sewer lift station text changes: The sewer lift station text is proposed to be updated to bring it in line with State requirements.

The following items are attached to this information sheet:

- Resolution amending the City's engineering standards.
- Exhibit A to the resolution which provides a summary of all the proposed changes.
- Detail drawings that are proposed to be changed.
- Text changes to the sewer lift station specifications.
- Project Review minutes.
- Planning Commission minutes.

CEDAR CITY RESOLUTION NO. _____
A RESOLUTION AMENDING THE CITY's ENGINEERING STANDARDS

WHEREAS, beginning in 1995 the City adopted engineering standards for all work to be located within public streets, rights-of-way, and easement within the City; and

WHEREAS, these engineering standards also contain specifications for infrastructure items that are connected to or impact the City's facilities; and

WHEREAS, from time to time the engineering standards have been updated or modified; and

WHEREAS, attached hereto and incorporated herein as Exhibit A there are a set of proposed amendments to the City's engineering standards; and

WHEREAS, the proposed amendments have been reviewed by the City's Planning Commission.

NOW THEREFORE be it resolved by the City Council of Cedar City, Iron County, State of Utah, that the amendments to the City's engineering standards contained in Exhibit A are hereby adopted.

This resolution shall take effect immediately upon passage.

Council Vote:

Ayes _____ Nays _____ Abstained _____

Dated this _____ day of July 2021.

MAILE L. WILSON-EDWARDS
MAYOR

[SEAL]
ATTEST:

RENON SAVAGE
RECORDER

EXHIBIT A

Resolution No. _____
Amendments to the City's engineering standards

EXHIBIT A

Cedar City - Engineering Standards Update 2021 Revision Summary

Item #	Section/ Drawing Sheet	Description	Requested or Recommended By:	Cost Change
1	All Details	Added a "Revisions" table in the title block on all detail drawings.	Engineering	No change
2	Detail C1A	A new detail is being added for a 30-inch Type D "Low-profile Curb and Gutter." The Type D low-profile curb and gutter will only be allowed on Local (45') wide streets in R-1, R-2-1, R-2-2, and R-3-1 residential zones. The sidewalk behind a Type D low-profile curb and gutter will remain as 4 inches thick, except at driveway approaches where the required sidewalk thickness will be 6 inches thick with reinforcement.	Public	Decrease
3	Detail C2	<p>Note added stating that the minimum flowline grade through a cross-gutter is 0.5% minimum slope. In talking to concrete contractors, it is difficult to hand work a cross-gutter at a flatter slope than 0.5%.</p> <p>Deleted the requirement for steel rebar chairs.</p> <p>Note added to clarify that 5,000 psi mix Class A concrete is required for cross-gutters.</p>	Engineering	No change
4	Detail C3	<p>Notes added to clarify the required driveway widths for Residential and Commercial/Industrial driveways per City Ordinance. Residential is 10' min. and 34' max. Commercial/Industrial is 12' min. and 50' max.</p> <p>Clarified that all driveway approaches are required to be reinforced.</p> <p>Note added stating the minimum landing area between driveways is 4 feet.</p> <p>Changed the required concrete from Class A to Class B (4,000 psi).</p>	Engineering	No change
5	Detail C4	<p>Notes added to clarify the driveway taper lengths in order to meet the City ordinance of 12 feet between driveways.</p> <p>Clarified that all driveway approaches are required to be reinforced.</p> <p>Changed the required concrete from Class A to Class B (4,000 psi).</p>	Engineering	No change

6	Detail C5	Added a note stating that UDOT Standard Detail PA 1 can be substituted for this detail. Some of the concrete contractors have requested to use the UDOT standard detail for ADA accessible ramps.	Public	No change
		Changed the required concrete from Class A to Class B (4,000 psi).	Engineering	Decrease
7	Detail C6	Note added regarding 5' x 5' passing spaces at 200' max intervals. Driveways can be used as a passing space while maintaining a 5' wide area and 2% cross-slope. This is necessary to meet ADA requirements. The passing space is required in all zones where sidewalk is located.	Engineering	Increase
		Note added stating that where sidewalks cross driveway approaches behind a Type D low-profile curb and gutter, then the minimum sidewalk thickness is 6 inches thick (reinforced).	Public	Decrease
8	Detail D1	Note added clarifying that the curb inlet box can be used as a manhole for pipe sizes 12" – 18" and refer to Detail D5 for larger pipe sizes.	Engineering	No change
9	Details LS1 and LS2	Note added regarding tree pruning for trees near an asphalt trail. This detail is added for City maintenance of trails.	Engineering	Increase (City)
10	Detail R1	The flowable fill requirement in the pipe zone has been removed from this detail.	Public	Decrease
		Note added to clarify that the 2-inch spare conduit is only required on City capital projects.	Engineering	No change
		Note added stating that 2-inch spare conduits must terminate in a junction box located outside the roadway.	Engineering	Increase (City)
		Note added stating that minimum sewer manhole depth is 48 inches to top of pipe.	Engineering	Increase
		Note added to clarify that trench side-slopes shall comply with OSHA standards.	Engineering	No change
11	Detail R2	Note added to clarify that trench side-slopes shall comply with OSHA standards. Note added stating that the 2-inch spare conduit is only required on City capital projects.	Engineering	No change
12	Detail R3	Note added to clarify that the 2-inch spare conduit is only required on City capital projects.	Engineering	No change
		Note added stating that 2-inch spare conduits must terminate in a junction box outside the roadway.	Engineering	Increase (City)
		Note added to clarify that the minimum separation between water and sewer lines is 10 feet.	Engineering	No change
		Deleted a note regarding preparing the utility easements that was redundant.	Engineering	No change

		Note added requiring a 15' PUE in the RE zone. Additional PUE width is needed for the water meters and fire hydrants in order to avoid conflicts with the private utilities.	Public	No change
		Added information in Notes 2 & 3 for planter strips.	Engineering	No change
13	Detail R4	Note added stating that the sidewalk must be 6 inches thick (reinforced) through the driveway approaches if a Type D low-profile curb and gutter is used on a 45-foot ROW.	Public	Decrease
		Asphalt trail was changed to a 10-foot wide concrete trail. City pays for additional sidewalk trail width from impact fees.	Engineering	Increase (City)
14	Detail R4A	The road section for the RE zone was changed to widen out the borrow ditches on both sides. The borrow ditches were deepened to 30 inches in order to accommodate 15-inch diameter culverts at driveways. The ditch area was also widened so that the road side was not as steep (4:1 slope) and it also needed to be widened in order to accommodate the 30-inch deep ditch. The paved travel lanes were decreased from 15' to 14' width. The total ROW width in RE zones was changed from 45' to 66' width. Also, the PUE was widened from 10' to 15'.	Engineering	Increase
15	Detail R4B	This detail is being added to show road sections for rural master-planned roads located in the RE zone. This detail is not included in this update yet. This detail will be provided at the time the updated Transportation Master Plan is presented.	Engineering	Decrease
16	Detail R4C	This detail is being added to show how drainage culverts at driveway entrances need to be installed in areas with no curb and gutter, specifically in the RE zone.	Engineering	Increase
17	Detail R4D	This detail is being added to show an option for a Local road section with 5-foot wide planter strips (55' ROW width). Tree root barrier is required. Landscape strip is maintained by the property owner. Landscaping to be installed and maintained per City ordinance.	Engineering	No change
18	Detail R5	The road section for the RE zone was removed from this detail because it is already shown on Detail R4A.	Engineering	No change
19	Detail R6	The maximum dead-end length without a temporary cul-de-sac was reduced from 100 feet to 30 feet.	Public Works	Increase

20	Detail R10	The formula for calculating taper length was revised to make the taper length reasonable and comply with MUTCD. The previous formula gave a result that was way too long. Also, notes were added stating that tapers are only required if the offset width is greater than 8 feet (width of a perceived travel lane). Chevron sign spacing was also changed to minimize the number of signs.	Public	Decrease
21	Detail R11	No changes.	N/A	N/A
22	Detail S1	Changed the concrete encasement at obstructions to crushed stone. Note added stating that insertable tees shall not be used in pipe less than 12" diameter.	Sewer	Decrease Increase
23	Detail S2	Changed the note pointing to the new sewer manhole to state that pre-cast concrete bases are required. Cast-in-place concrete bases will only be allowed if approved by the City Sewer Collections Division. Clarified Note 3 to say that 5' diameter manholes are required for sewer lines over 12-inch diameter. This was already required in the text of the specifications in Section 3.4.5. Note added calling out Sprayroq, or approved equal, as field-applied product to use for spray lining the interior of sewer manholes. Note 7 was deleted about traffic lids. Note added to clarify that when a smaller sewer main joins a larger sewer main in a manhole, the top of pipe elevations shall match. This was already in the written standard on page 3-8.	Sewer	Increase No change No change No change No change
		Removed the notes showing a 2-inch conduit going into the manhole. Conduits need to terminate behind sidewalk in a junction box.	Sewer	Increase (City)
24	Detail S3	Changed the concrete encasement to crushed stone encasement. Deleted the brick dam in the shallow drop. Added a note that the maximum pipe intrusion into the manhole is 6 inches. Also, added a note that the minimum opening width inside the manhole is 32 inches.	Sewer	Decrease Decrease No change

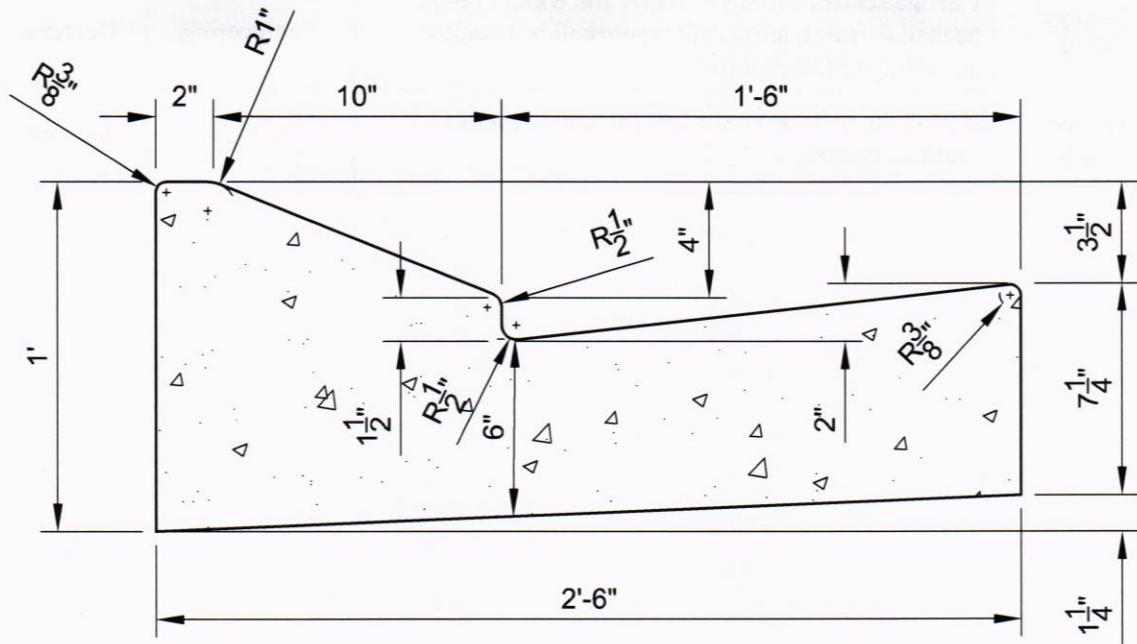
		Note added calling out Sprayroq, or approved equal, as field-applied product to use for spray lining the interior of sewer manholes.	Sewer	No change
		Changed the clarify that the top of pipes need to match. This was already in the written standard on page 3-8.	Sewer	No change
25	Detail S5	Changed several items to correspond with current technology. Changed the manhole access to a safety access hatch. Changed the standby gas engine to a natural gas generator.	Sewer	Increase
26	Detail S6	This detail is changed from a Submersible Lift Station to a "Flooded Suction Lift Station."	Sewer	Increase
27	Detail S7	Changed the setbacks and changed driveway location to be centered on the wetwell. Changed telephone to fiber internet, if available.	Sewer	Increase
28	Detail S11	Notes changed to show the sanitary tank hatch flush with the base of the containment area.	Pre-treatment	No change
		Note 3 added regarding proximity to a storm drain catch basin.	Pre-treatment	No change
29	Detail W1A	This detail was added to show the details for tracer wire that needs to be used with PVC waterlines.	Public	Decrease (PVC pipe)
30	Detail W2	Note added to install tracer wire into the hydrant valve can and show tracer wire along the hydrant line.	Public	Decrease (PVC pipe)
		Note added regarding fire hydrant location with a planter strip.	Engineering	No change
31	Detail W3	Added a note stating that proper mega-lugs must be used to prevent damage to PVC pipe.	Public	Decrease (PVC pipe)
32	Detail W4	Mega-lugs added on outside of vault at pipe penetrations in order to prevent pipe movement. Ductile iron pipe required to 10 feet outside vault.	Water	Increase
		Pressure relief pipe added. This will allow PVC water mains to be installed downstream of PRV's.	Water	Increase
		Added 2 additional leveling jacks to support the pipe.	Water	Increase
		Added a note clarifying that all pipe materials need to be rated for water system pressure.	Water	No change
33	Detail W5	Note added to allow water meters anywhere along the lot frontage while maintaining 10 feet of separation from sewer laterals and 2 feet of separation from other utilities.	Public	No change
		Composite plastic lid option is being added for 1-inch meters.	Water	Decrease
		Tracer wire added.	Public	Decrease (PVC pipe)

		Note added regarding water meter location with a planter strip. Water meter must be located behind sidewalk.	Engineering	No change
34	Detail W6	The title of this detail has been changed to include lateral sizes 1.5-inch through 4-inch that have combined culinary and fire sprinkler flows.	Water	No change
		Mega-lugs added on outside of vault at pipe penetrations in order to prevent pipe movement. Ductile iron pipe required to 10 feet outside of vault.	Water	Increase
		Strainer added downstream of the PRV (if a PRV is required). The strainer will be purchased from the City. Valve added downstream of the backflow assembly.	Water	Increase
		Added 3 additional leveling jacks to support the pipe.	Water	Increase
		Added a note clarifying that all pipe materials need to be rated for water system pressure. Note added that only NFPA 13R fire sprinkler systems are allowed with this detail. Note added that fire sprinkler systems should be designed according to reduced pressure when using a PRV in the vault.	Water	No change
35	Detail W7	Mega-lugs added on outside of vault at pipe penetrations in order to prevent pipe movement. Ductile iron pipe required to 10 feet outside of vault.	Water	Increase
		Strainer added downstream of the PRV (if a PRV is required). The strainer will be purchased from the City. Valve added downstream of the backflow assembly.	Water	Increase
		Added 3 additional leveling jacks to support the pipe.	Water	Increase
		Added a note clarifying that all pipe materials need to be rated for water system pressure. Note added that only NFPA 13R fire sprinkler systems are allowed with this detail. Note added that fire sprinkler systems should be designed according to reduced pressure when using a PRV in the vault.	Water	No change
36	Detail W8	Mega-lugs added on outside of vault at pipe penetrations in order to prevent pipe movement. Ductile iron pipe required to 10 feet outside of vault.	Water	Increase
		Added a note clarifying that all pipe materials need to be rated for water system pressure.	Water	No change
37	Detail W9	Mega-lugs added on outside of vault at pipe penetrations in order to prevent pipe movement. Ductile iron pipe required to 10 feet outside of vault.	Water	Increase
		Strainer added downstream of the PRV (if a PRV is required). The strainer will be purchased from the City. Valve added downstream of the backflow assembly.	Water	Increase

		Added 3 additional leveling jacks to support the pipe.	Water	Increase
		Added a note clarifying that all pipe materials need to be rated for water system pressure.	Water	No change
38	Detail W11 & Detail W11A	Vault changed to a concrete manhole with ring and lid that is traffic rated. This detail will be used for air vac vaults in roadways.	Water	Increase
		Detail W11A added for air vac outside of roadways.	Public	No change
39	Section 3.2 – Note (1) for Table 3.1 (p. 3-1) and Section 3.3.3 (p. 3-4)	The minimum longitudinal street grade and curb & gutter grade is proposed to change from 0.50% to 0.40% slope . Cedar City is starting to see more development in flatter areas of the valley where it is difficult to achieve 0.50% slope. Pages 391 and 394 of AASHTO allow for a 0.30% minimum curb and gutter grade.	Public	Decrease
40	Section 4.2.1.III.A (p. 4-8)	Changed a sentence to only allow pre-cast manhole bases. Added a sentence stating that cast-in-place concrete bases will only be allowed if approved by the City Sewer Collections Division.	Sewer	Increase
41	Section 4.2.1.IV (p. 4-10)	Changed a sentence to remove the phrase: “unless instructed otherwise by the City Inspector or Engineer.”	Public	Decrease
42	Section 4.2.1.IV.A	<p>In the General Pipe Requirements, add the following:</p> <p>$\frac{3}{4}$” – 1”: Add Polyethylene Pipe SDR-7, ASTM D2239 as an approved pipe material. Copper Type ‘K’ is still an approved material.</p> <p>1-1/2” – 2”: Add Polyethylene Pipe SDR-7, ASTM D2239 as an approved pipe material. Rigid Copper Type ‘K’ is still an approved material.</p> <p>Over 2” – 12”: Add Polyvinyl Chloride (PVC) Pressure Pipe AWWA C900, Pressure Class 235 psi, DR18 as an approved pipe material. Ductile Iron Class 50 is still an approved material.</p> <p>Over 12”: Ductile Iron Class 50 required above 12” pipe size.</p> <p>Note added stating that any area with system pressure higher than 200 psi requires Copper Type ‘K’ and Ductile Iron Class 50 pipe.</p>	Public	Decrease (PVC pipe)
43	Section 4.2.1.IV.4.C.7 (p. 4-14)	Changed a sentence to remove the phrase: “or where directed by the City Engineer.”	Public	Decrease

44	Section 4.2.1.IV.4.H.2 (p. 4-18)	Change a sentence to remove the phrase: "shall conform to the several designations shown in the table below for the various sizes:"	Public	Decrease
45	Section 4.2.1.IV.4.I (p. 4-19)	Add "American AVK" has an approved fire hydrant manufacturer.	Public	Decrease
46	Section 3.5.8.XII	A new section is proposed to be added as follows: No water connections will be allowed off City's transmission lines, unless there are no other alternatives and the connection is approved in writing by the City Water Superintendent.	Water	Increase
47	Section 2.9 and 3.6.1	The word "telephone" is changed to "telecommunications". The word "phone" is changed to "telecommunications."	Engineering	No change
48	Section 2.2.8	Sewer outfall line needs to be changed to be defined as 15-inch diameter or greater. Refer to Table 3.2 in Section 3.4.1.	Engineering	No change
49	Section 4.2.IV.A	<p>Sections added for:</p> <p>Polyethylene (PE) Pressure Pipe (3/4-inch to 2-inch): All polyethylene pressure pipe shall be SIDR-7, ASTM D2239, with 250 psi working pressure.</p> <p>Polyvinyl Chloride (PVC) Pressure Pipe (Over 2-inch to 12-inch): All polyvinyl chloride (PVC) pressure pipe shall be pressure class 235 psi, DR18, conforming to the latest edition of AWWA Specification C-900. Unless otherwise specified, all PVC pipe furnished under these specifications shall be constructed in accordance with ASTM D-1784.</p> <ul style="list-style-type: none"> - All fittings used on rigid PVC pipe shall be ductile iron and conform with AWWA Specification C110. - Couplings used on rigid PVC pipe shall be solid sleeve or transition type with mechanical joints complying with Specification C110. 	Public	Decrease (PVC pipe)
50	Page 4-15	Change description of meter lid to refer to Detail W5.	Engineering	Decrease
51	Section 2.5	Change sentence to say the as-builts need to be provided in digital format in both AutoCAD .dwg format and PDF format.	Engineering	No change

52	Section 3.2.9	Change sentence to say: "Where the width of road asphalt narrows, an asphalt taper shall be installed according to Detail R10."	Engineering	Decrease
53	Section 3.4.6	Revise the text for Sewer Lift Stations. Refer to redlined document.	Sewer	Increase



**LOW PROFILE
30" CURB & GUTTER
TYPE D**

N.T.S.

NOTES:

1. TYPE D CURB AND GUTTER IS ONLY ALLOWED AS AN OPTION ON LOCAL (45' R.O.W.) STREETS IN THE R-1, R-2-1, R-2-2, & R-3-1 RESIDENTIAL ZONES.
2. WHERE SIDEWALKS CROSS DRIVEWAY APPROACHES BEHIND A TYPE D CURB & GUTTER, MINIMUM SIDEWALK THICKNESS SHALL BE 6" THICK REINFORCED WITH #4 BARS @ 16" O.C. BOTH WAYS. SIDEWALKS IN OTHER AREAS SHALL BE A MINIMUM OF 4" THICK..

NOTE:

ALL CURB AND GUTTER TYPES SHALL HAVE:

1. CONSTRUCTION JOINTS EVERY 10' O.C. 1/2" DEEP.
2. EXPANSION JOINTS AT THE P.C. AND P.T. OF A STREET INTERSECTION CURB RADIUS RETURN.

DRAFT

SHEET NO.
C1A
FILE: CO1A

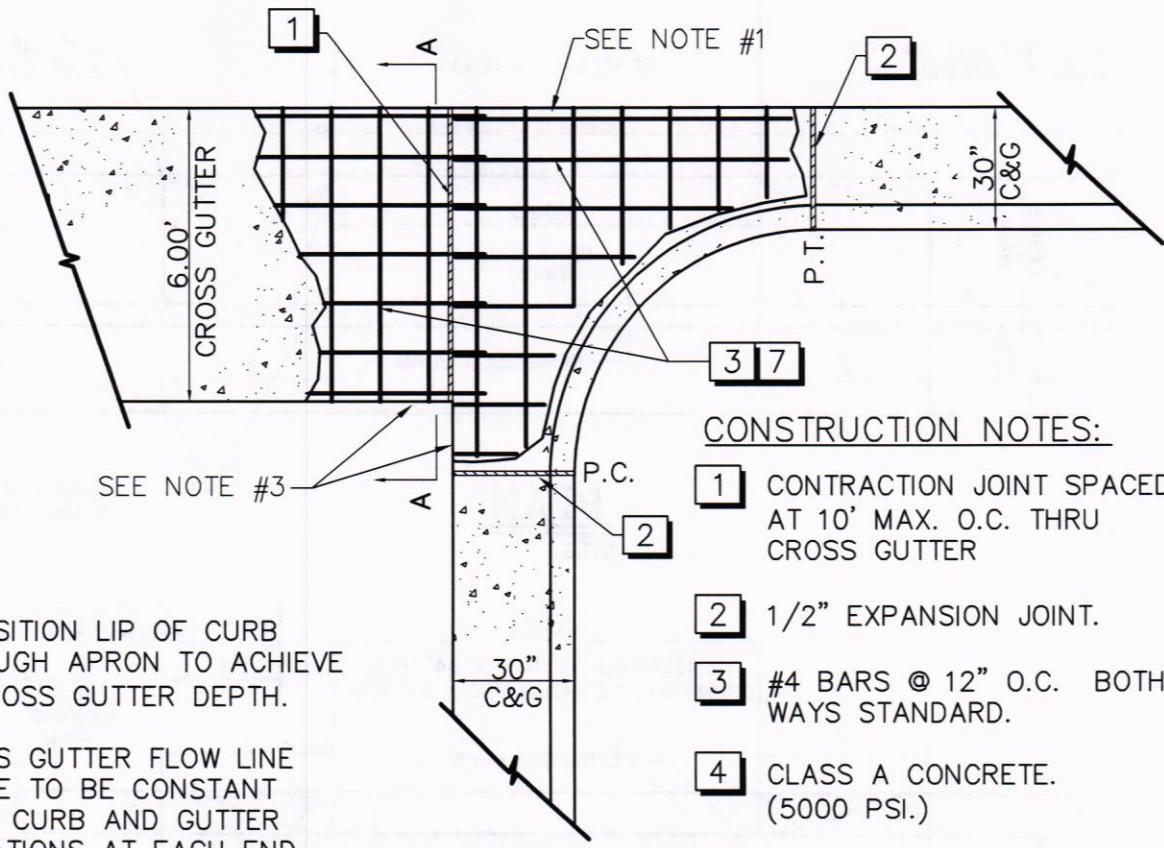
LOW PROFILE
CURB & GUTTER (TYPE D)

REVISIONS	
DATE	DESCRIPTION
7/2021	DETAIL CIA ADDED TO STANDARDS
	J.A.S.

CEDAR CITY
10 NORTH MAIN STREET
CEDAR CITY, UTAH 84720
PH. (435) 586-2963

SCALE:
N.T.S.
DRAWN:
T.B.M.

DATE:
7/2021
CHECKED:
J.A.S.

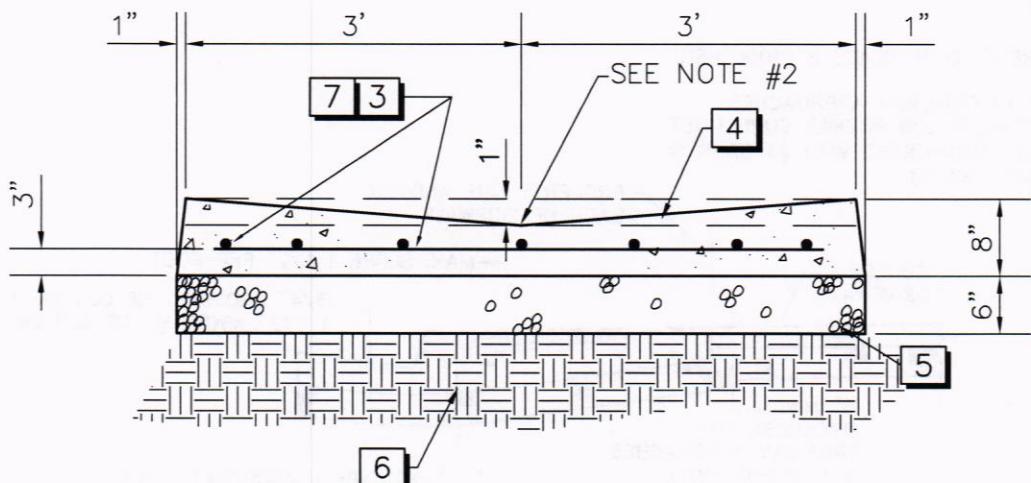


NOTES:

1. TRANSITION LIP OF CURB THROUGH APRON TO ACHIEVE 1" CROSS GUTTER DEPTH.
2. CROSS GUTTER FLOW LINE GRADE TO BE CONSTANT FROM CURB AND GUTTER ELEVATIONS AT EACH END. MINIMUM CROSS-GUTTER FLOWLINE GRADE IS 0.5% SLOPE.
3. ONLY 90° CORNERS WILL BE ALLOWED WHERE ASPHALT CONNECTS TO CROSS GUTTER. CONCRETE APRONS MAY BE REQUIRED.

CONSTRUCTION NOTES:

- 1 CONTRACTION JOINT SPACED AT 10' MAX. O.C. THRU CROSS GUTTER
- 2 1/2" EXPANSION JOINT.
- 3 #4 BARS @ 12" O.C. BOTH WAYS STANDARD.
- 4 CLASS A CONCRETE. (5000 PSI.)
- 5 AGGREGATE BASE.
- 6 COMPACTED SUBGRADE.
- 7 REBAR MATS TO BE SUPPORTED ON DOBIE BLOCKS OR REBAR CHAIRS SPACED 4 FEET O.C. EACH WAY.



DRAFT

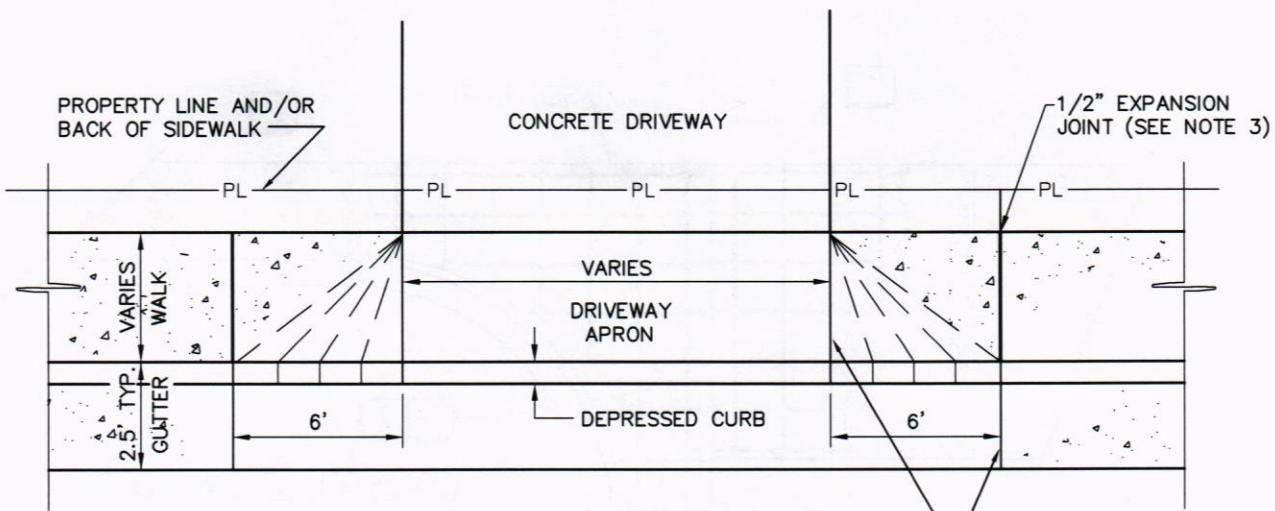
SHEET NO.
C2
FILE: CO2

6'-0" CROSS GUTTER

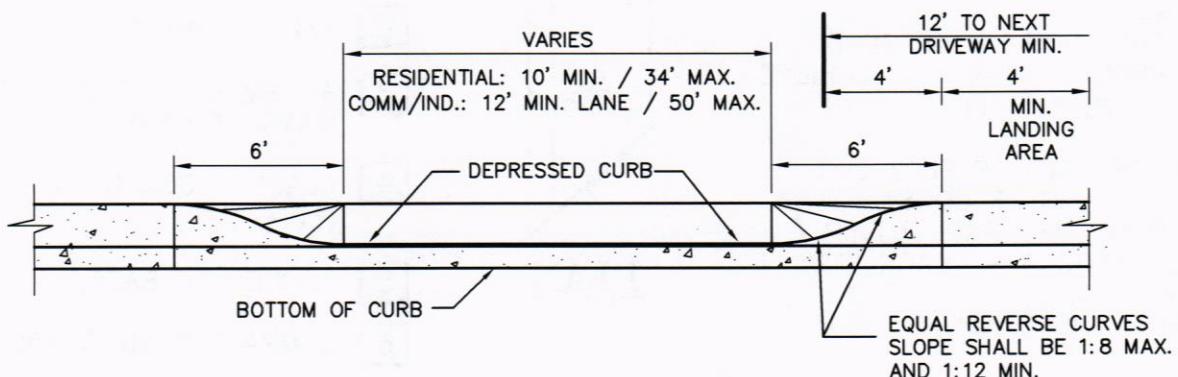
REVISIONS		
DATE	DESCRIPTION	BY
7/2021	ADDED 0.5% MIN. SLOPE, DELETED STEEL CHAIRS	J.A.S.

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SCALE: N.T.S. DATE: 7/2021
DRAWN: T.B.M. CHECKED: J.A.S.



PLAN
N.T.S.

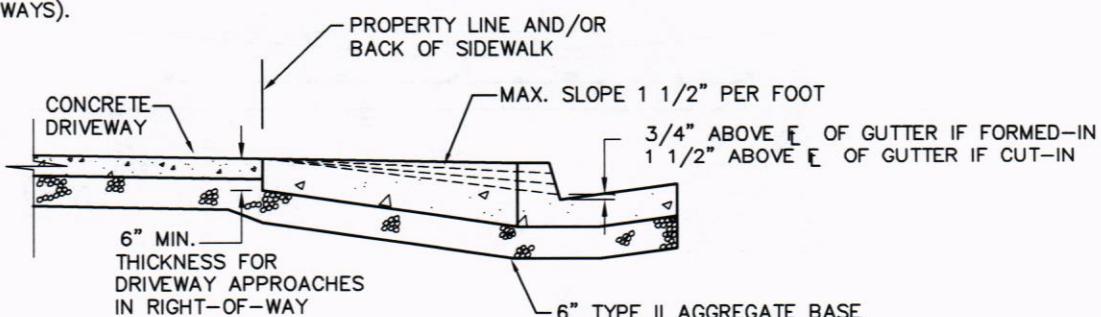


NOTES:

1. #4 BARS @ 16" O.C. BOTH WAYS REQ'D.
2. DRIVEWAY CUTS IN EXISTING CURBS SHALL BE SAW CUT TO DIMENSIONS SHOWN, BREAKING-OFF OF CURB BACKS WILL NOT BE PERMITTED.
3. 40' EXPANSION JOINT SPACING IN SIDEWALKS TO CONTINUE THROUGH DRIVEWAYS.
4. ALL CONCRETE TO BE CLASS B (4000 PSI).
5. SIDEWALKS AT DRIVEWAY APPROACHES BEHIND A TYPE D LOW PROFILE CURB MUST BE 6" THICK (REINFORCED WITH #4 BARS @ 16" O.C. BOTH WAYS).

ELEVATION

N.T.S.



SECTION
N.T.S.

DRAFT

Sheet No.	C3
FILE	C03

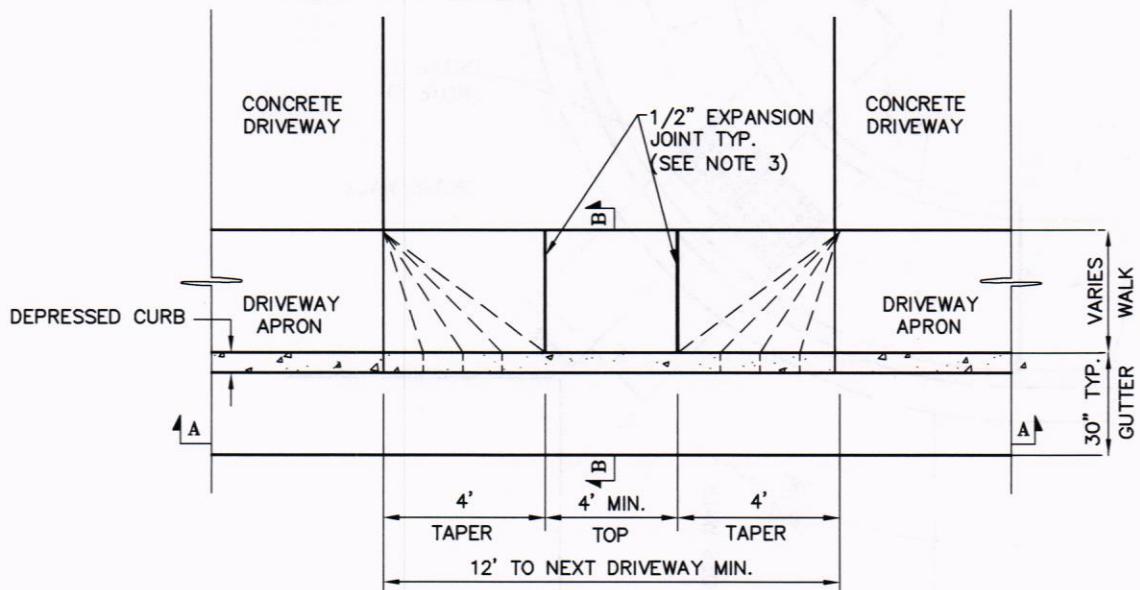
DRIVEWAYS

REVISIONS		BY
DATE	DESCRIPTION	
7/2021	CLARIFIED DRIVEWAY WIDTHS, UPDATED NOTES	J.A.S.

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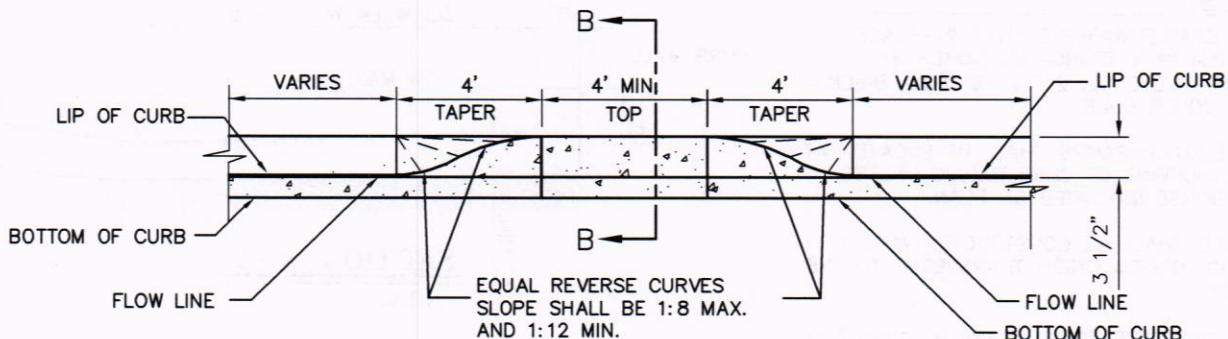
SCALE: N.T.S.
DRAWN: T.B.M.
CHECKED: J.A.S.

DATE: 7/2021



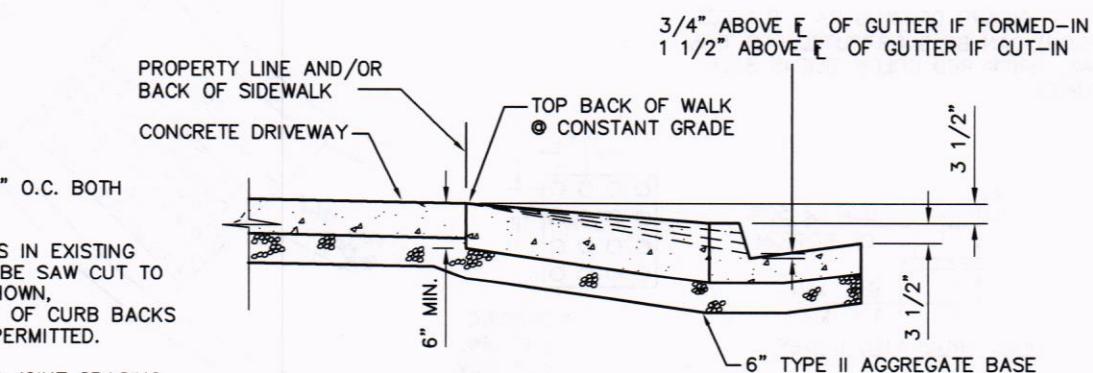
PLAN

N.T.S.



SECTION A-A

N.T.S.



SECTION B-B

N.T.S.

DRAFT

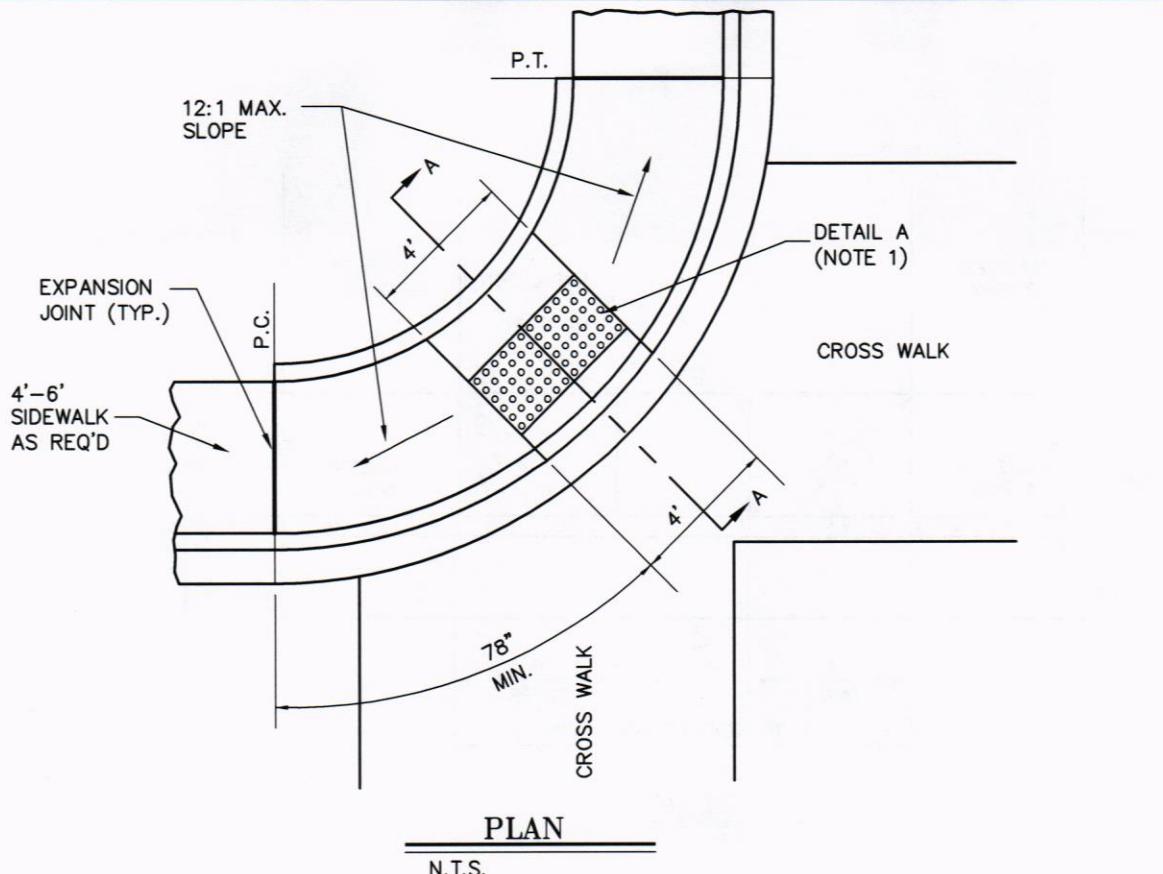
SHEET NO.
C4
FILE
CO4

COMMERCIAL/INDUSTRIAL/RESIDENTIAL
& PUD'S DRIVEWAY BREAKS

REVISIONS
DATE
7/2021
DESCRIPTION
UPDATED TAPER & TOP WIDTHS
BY
J.A.S.

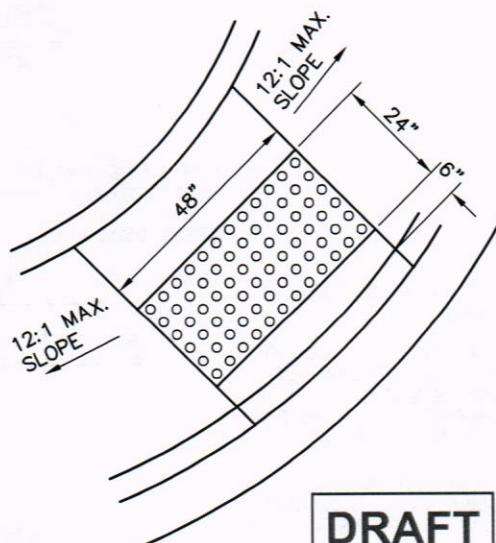
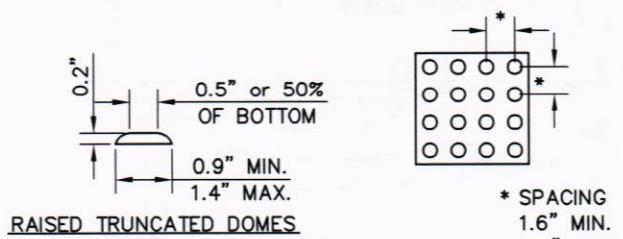
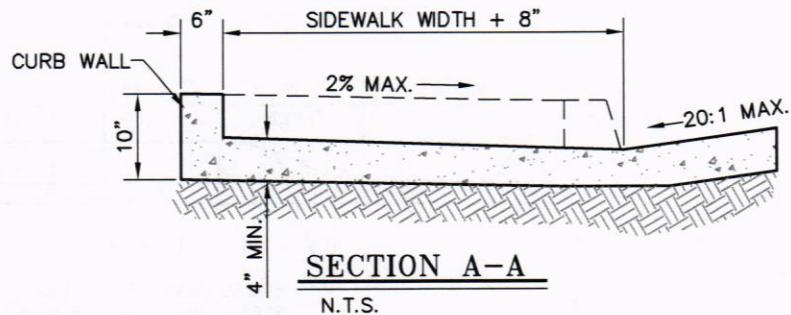
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SCALE
N.T.S.
DRAWN:
T.B.M.
DATE
7/2021
CHECKED:
J.A.S.



NOTES:

1. DETECTABLE WARNING CAST-IN-PLACE SYSTEM WITH TRUNCATED DOMES BY AMOR-TILE O.A.E. 24" x 48" SIZE, BRICK RED COLOR O.A.E.
2. WHEELCHAIR RAMPS SHALL BE LOCATED AT THE MIDPOINT OF CURB RADIUS UNLESS OTHERWISE INDICATED ON PLAN.
3. RAMPS SHALL BE CONSTRUCTED WITH A ROUGH BROOM FINISH TRANSVERSE TO THE SLOPE.
4. ALL CONCRETE TO BE CLASS B (4000 PSI).
5. BACK OF WALK AND CURB WALL TO BE 1 INCH ABOVE TOP BACK OF CURB AT P.C. AND P.T.
6. UDOT STANDARD DRAWING PA 1 (LATEST VERSION) CAN BE SUBSTITUTED FOR THIS DETAIL. BRICK RED COLOR TILE IS STILL REQUIRED.



DETAIL A
N.T.S.

DRAFT

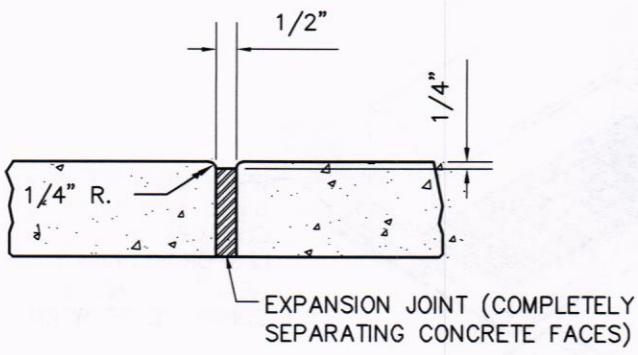
SECT NO.	C5
PLR:	C05

ACCESSIBLE RAMP		
DATE	DESCRIPTION	BY
7/2021	NOTE 6 ADDED, UPDATED NOTES	J.A.S.

REVISIONS		
DATE	DESCRIPTION	BY
7/2021	NOTE 6 ADDED, UPDATED NOTES	J.A.S.

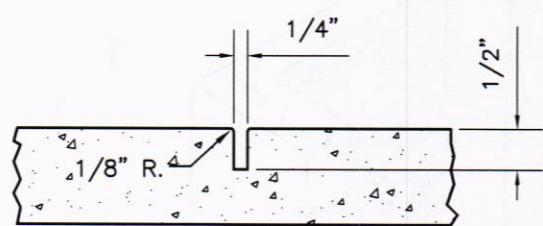
CEDAR CITY 10 NORTH MAIN STREET CEDAR CITY, UTAH 84720 PH. (435) 586-2963

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EXPANSION JOINT

N.T.S.

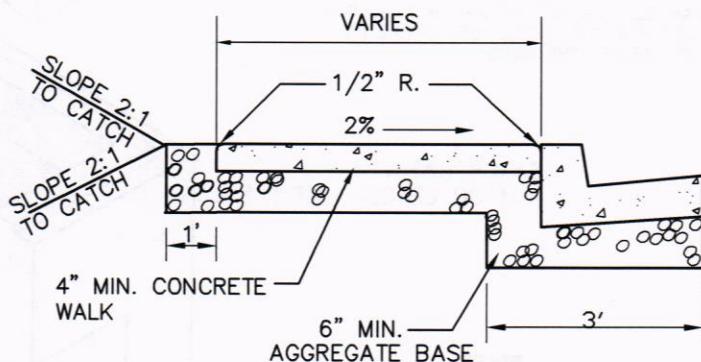


CONTRACTION JOINT

N.T.S.

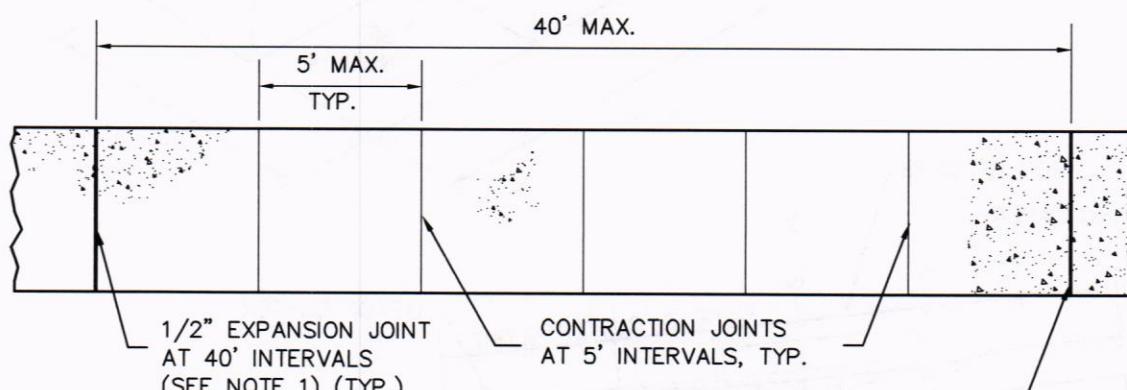
NOTE:

1. ON ALL CURB RETURNS EXPANSION JOINTS SHALL BE PLACED AT P.C. AND P.T. OF THE SIDEWALK.
2. ANY REPLACED SECTIONS OF SIDEWALK SHALL HAVE AN EXPANSION JOINT INSTALLED TO MAINTAIN THE 40' MAX. SPACING.
3. PROVIDE 5'x5' PASSING SPACES AT 200' MAX. INTERVALS WHERE SIDEWALK WIDTH IS LESS THAN 5'. DRIVEWAYS & OTHER PAVED AREAS MAY BE USED AS A PASSING SPACE WHERE A MINIMUM 5' WIDE AREA IS PROVIDED, & 2% CROSS-SLOPE REQUIREMENT IS MET.
4. THE 5'x5' PASSING SPACE IS REQUIRED IN ALL ZONES WHERE SIDEWALK IS LOCATED.
5. WHERE SIDEWALKS CROSS DRIVEWAY APPROACHES BEHIND A TYPE D CURB & GUTTER, MINIMUM SIDEWALK THICKNESS SHALL BE 6" THICK REINFORCED WITH #4 BARS @ 16" O.C. BOTH WAYS.



TYPICAL SECTION

N.T.S.



PLAN

N.T.S.

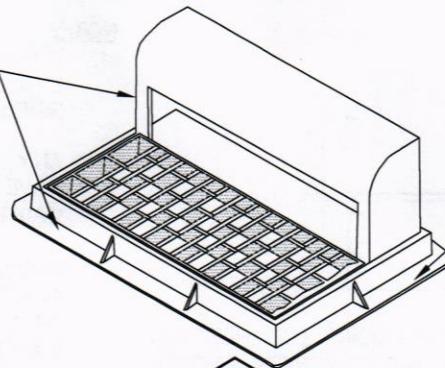
1/2" EXPANSION JOINT AT 40' INTERVALS (SEE NOTE 1) (TYP.)

DRAFT

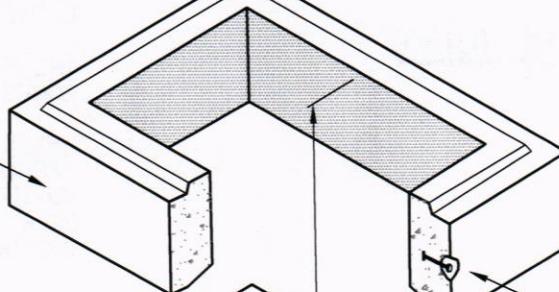
FRAME & GRATE
(D&L SUPPLY I-3517 O.A.E.)

NOTES:

1. WHEN REQUIRED MULTIPLE UNIT ASSEMBLIES SHALL BE INSTALLED WITH A SINGLE CATCH BASIN ENLARGED ACCORDINGLY.
2. CAST IN PLACE BOXES MAY BE USED WHEN APPROVED BY THE CITY ENGINEER.
3. TOP OF INLET BOX GRATE TO BE RECESSED 2" LOWER THAN FLOWLINE OF GUTTER AS SHOWN IN DETAIL BELOW.
4. CONCRETE TROUGH FLOWLINE REQUIRED PER DETAIL D5 ON IN-LINE/FLOW THRU BOXES.
5. BOX & GRATE GRADE TO MATCH GRADE OF CURB AND GUTTER GRADE.
6. GRATE FRAME TO BE SET DIRECTLY ON TOP OF BOX OR TOP OF PRECAST CONCRETE GRADE RING AT THE ELEVATION RISER 2" LOWER THAN FLOWLINE OF THE CURB AND GUTTER PER THE INLET RECESS DETAIL BELOW.
7. CURB INLET BOX CAN BE USED AS A MANHOLE FOR 12"-18" PIPE IF PLACED IN CURB PER THIS DETAIL. USE DETAIL D5 FOR LARGER PIPE SIZES.



WHEN MULTIPLE GRATE UNITS ARE INSTALLED CUT-OFF HORIZONTAL LEG OR SEPERATE GRATE FRAMES 6" w/ CONCRETE BETWEEN.



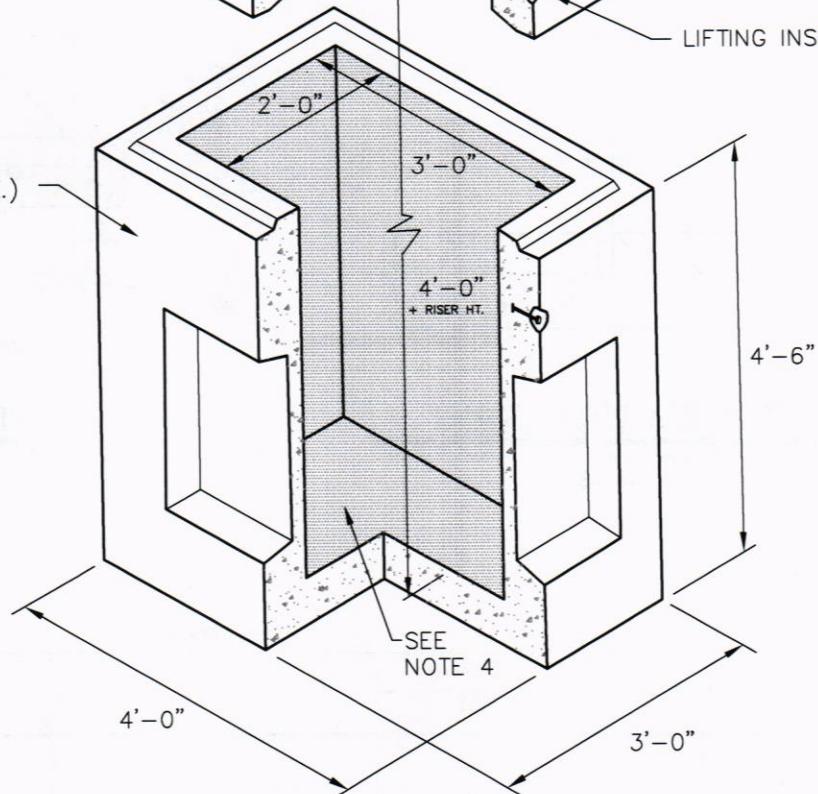
* SEE RISER TABLE

LIFTING INSERTS

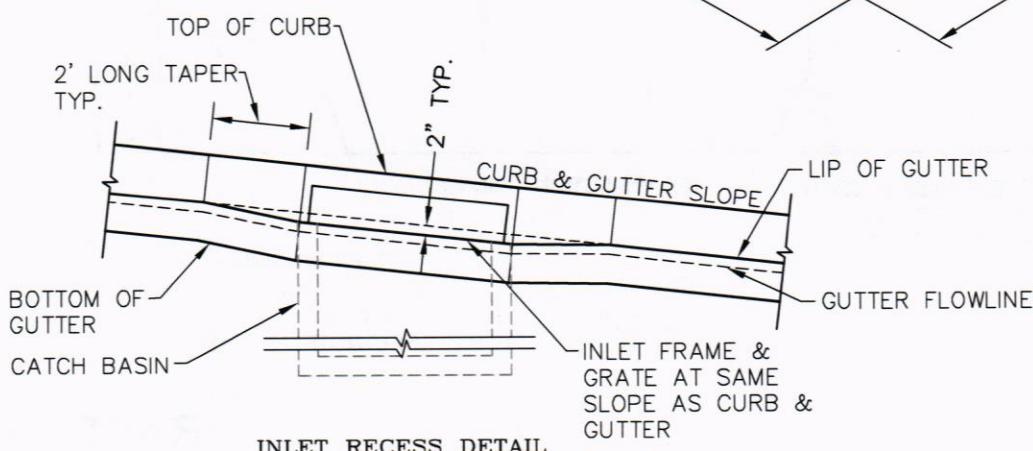
CATCH BASIN
(AMCOR CB125 O.A.E.)

RISER

HEIGHT	CODE	WEIGHT
1'	CB231R	930#
2'	CB232R	1860#
3'	CB233R	2790#



SEE
NOTE 4



INLET RECESS DETAIL

DRAFT

SHEET NO.

D1

FILE:

D01

CURB INLET BOX

REVISIONS		
DATE	DESCRIPTION	BY
7/2021	NOTE 7 ADDED	J.A.S.

CEDAR CITY

10 NORTHE MAIN STREET
CEDAR CITY, UTAH 84720
PH. (435) 586-2963

SCALE:
N.T.S.

DATE:
7/2021

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T.B.M.

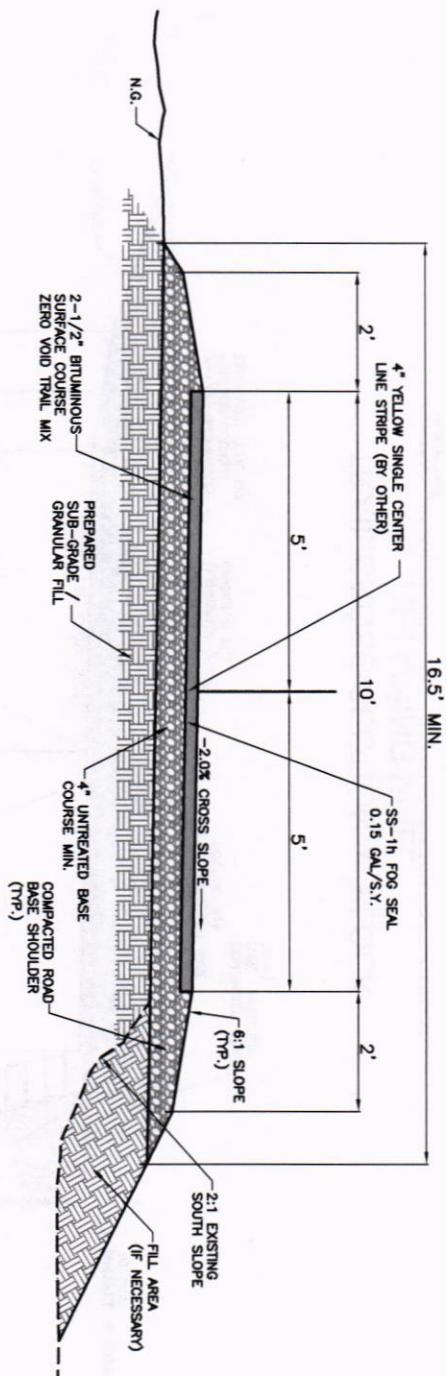
CHECKED:
J.A.S.

NOTE:

1. WHEN ASPHALT IS CLOSER THAN 8' TO A TREE, ROOTS TO BE PRUNED BACK 3' DEEP UNDER ASPHALT. INSTALL ROOT BLOCK (MIN. 30° DEEP AND 15' LONG CENTERED ON TREE) AT EDGE OF ASPHALT ACCORDING TO MANUFACTURER'S RECOMMENDATIONS (THIS MAY INCLUDE GRAVEL TRENCHING).

TRAIL TYPICAL CROSS SECTION

SCALE: 1"=2'



DRAFT

SHEET NO.
LS1
FILE: LS1

TRAIL TYPICAL CROSS SECTION DETAIL

DATE	DESCRIPTION	BY
7/2021	ADDED NOTE 1	J.A.S.

CEDAR CITY
10 NORTH MAIN STREET
CEDAR CITY, UTAH 84720
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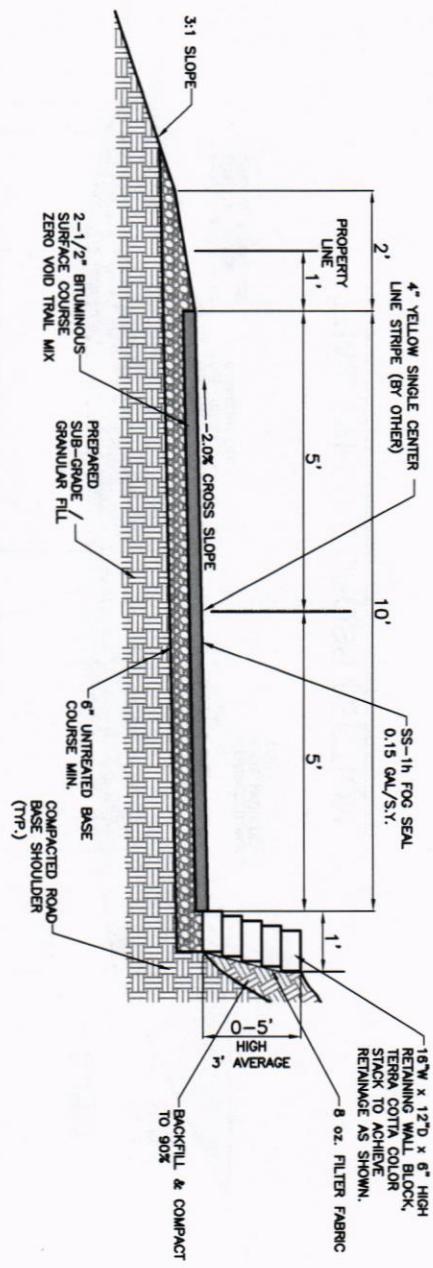
SCALE: N.T.S. DATE: 7/2021
DRAWN: T.B.M. CHECKED: J.A.S.

NOTE:

1. WHEN ASPHALT IS CLOSER THAN 8' TO A TREE, ROOTS TO BE PRUNED BACK 3' DEEP UNDER ASPHALT. INSTALL ROOT BLOCK (MIN. 30" DEEP AND 15' LONG CENTERED ON TREE) AT EDGE OF ASPHALT ACCORDING TO MANUFACTURER'S RECOMMENDATIONS (THIS MAY INCLUDE GRAVEL TRENCHING).

TRAIL CROSS SECTION w/ BLOCK
RETAINING WALL

SCALE: 1=2'



DRAFT

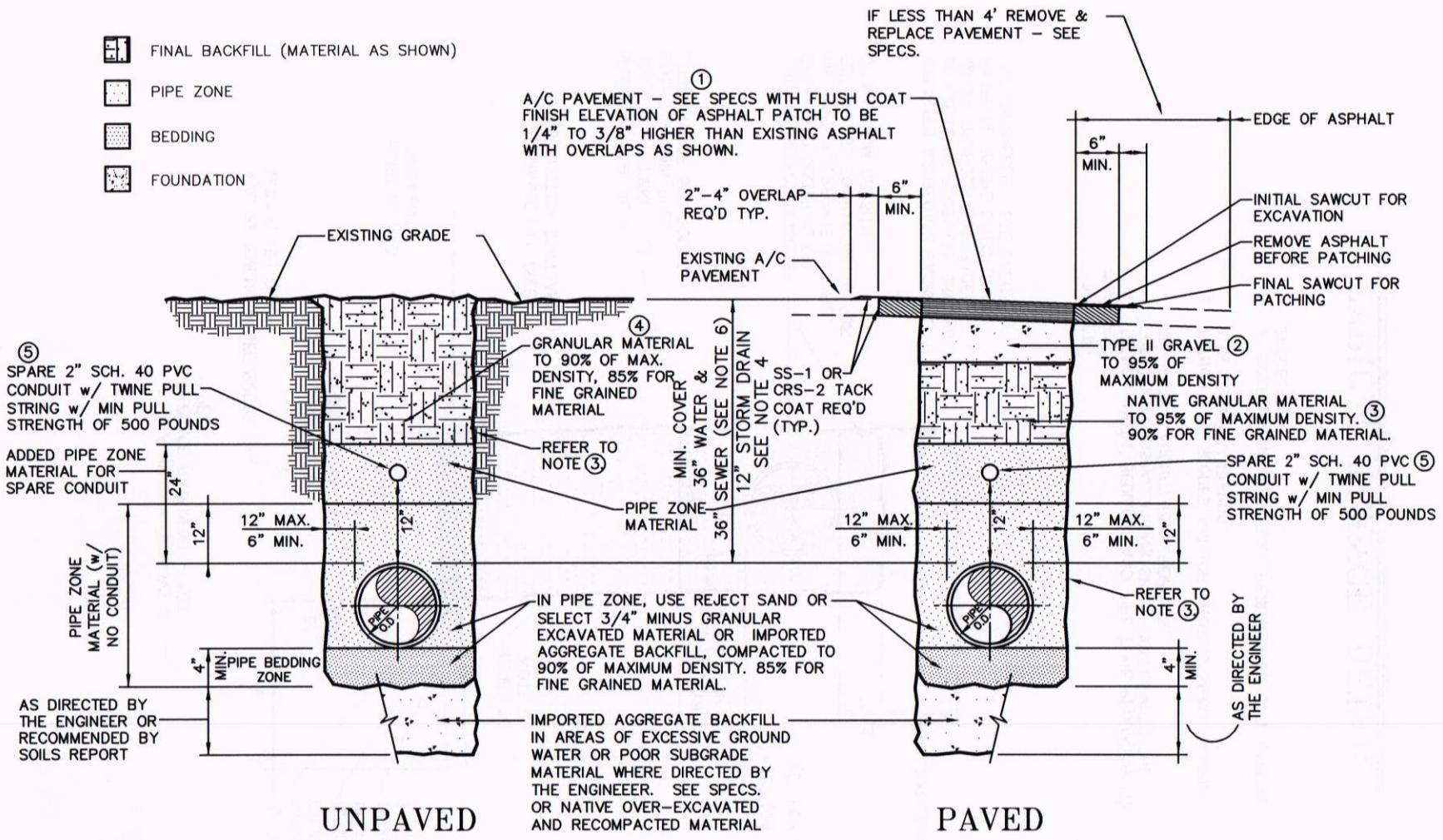
SHEET NO.
LS2
FILE: LS2

TRAIL CROSS SECTION w/ BLOCK
RETAINING WALL DETAIL

REVISIONS	
DATE	BY
7/2021	J.A.S.

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CEDAR CITY, UTAH 84720
PH. (435) 586-2963

SCALE: N.T.S.	DATE: 7/2021
DRAWN: T.B.M.	CHECKED: J.A.S.



NOTE:

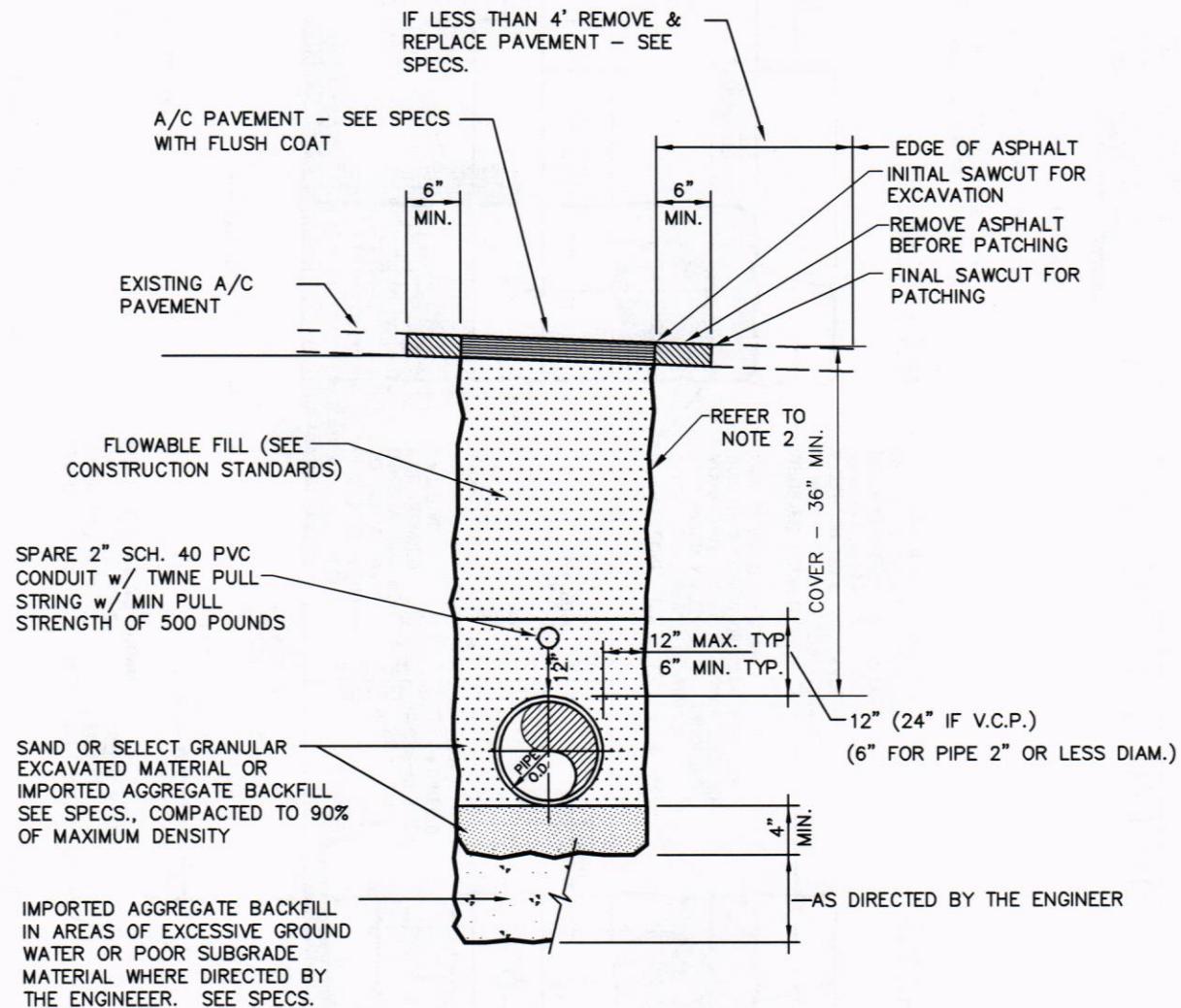
1. THIS PLATE APPLIES TO THE INSTALLATION OF ALL SERVICE LATERALS. TRENCH WIDTH MINIMUMS DO NOT APPLY TO LATERALS LESS THAN 4".
2. IF PROFILE DRAWING OF THE PIPE IS PROVIDED, THE COVER SHALL BE AS SHOWN ON PROFILE SHEET.
3. TRENCH SIDE SLOPES AND/OR SHORING SHALL COMPLY w/ OSHA STANDARDS.
4. FOR HDPE PIPE WITH LESS THAN 12" COVER USE FLOWABLE FILL TO BOTTOM OF ASPHALT FROM BOTTOM OF PIPE.
5. 2" SPARE CONDUIT IS ONLY REQUIRED ON CITY CAPITAL PROJECTS. 2" SPARE CONDUIT MUST TERMINATE IN A JUNCTION BOX LOCATED OUTSIDE THE ROADWAY.
6. MINIMUM DEPTH OF SEWER MANHOLES IS 48" OF COVER OVER TOP OF PIPE.

TYPICAL TRENCH DETAILS

N.T.S.

DRAFT

SHEET NO.		EARTH FILLED TRENCH SECTION		DATE 7/2021		DATE 7/2021	
R1				REVISIONS		REVISIONS	
PAGE R01				DATE 7/2021 REMOVED FLAMMABLE FILL, ADDED NOTES 5 & 6		DATE 7/2021 N.T.S.	
				BY J.A.S.		BY T.B.M.	
				10 NORTHEAST CEDAR CITY UTAH 84720 PH. (435) 548-2043		DRAWN T.B.M.	
						CHECKED J.A.S.	



NOTE:

1. TRENCH WIDTH, BEDDING, AND PIPE ZONE REQUIREMENTS FOR UTILITY INSTALLATIONS SHALL CONFORM TO THE RESPECTIVE AGENCY REQUIREMENTS.
2. TRENCH SIDE SLOPES AND/OR SHORING SHALL COMPLY WITH OSHA STANDARDS.
3. 2" SPARE CONDUIT IS ONLY REQUIRED ON CITY CAPITAL PROJECTS.

TYPICAL TRENCH DETAIL

DRAFT

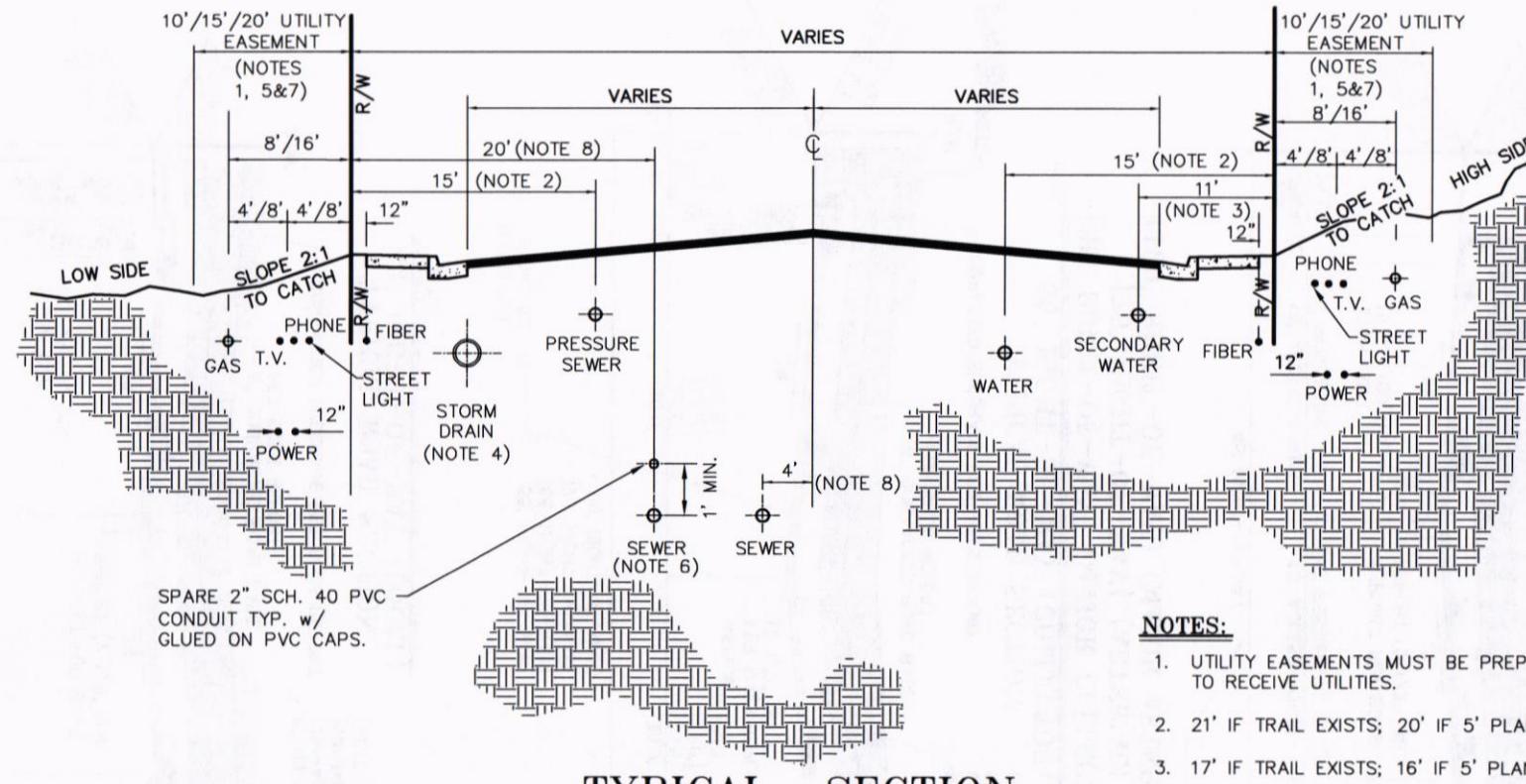
SECRET NO.	R2
FILE:	R02

SLURRY FILLED
TRENCH SECTION

REVISIONS		
DATE	DESCRIPTION	BY
7/2021	ADDED NOTE 2	J.A.S.

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10 NORTH MAIN STREET
CEDAR CITY, UTAH 84720
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SCALE:	N.T.S.	DATE:	7/2021
DRAWN:	T.B.M.	CHECKED:	J.A.S.



TYPICAL SECTION

N.T.S.

MINIMUM DEPTHS	
WATER	36"
TELEPHONE	30"
POWER	40"
GAS	30"
SEC. WATER	24"
SAN. SEWER	9'
STORM DRAIN	-
TELEVISION	30"
FIBER	30"

NOTES:

1. UTILITY EASEMENTS MUST BE PREPARED BY DEVELOPER TO RECEIVE UTILITIES.
2. 21' IF TRAIL EXISTS; 20' IF 5' PLANTER STRIP EXISTS.
3. 17' IF TRAIL EXISTS; 16' IF 5' PLANTER STRIP EXISTS.
4. LOCATE STORM DRAIN UNDER LIP OF CURB.
5. 10' IN RESIDENTIAL AREAS/ 15' IN RE ZONE / 20' IN INDUSTRIAL & COMMERCIAL AREAS.
6. OPTIONAL FOR ARTERIALS AND MAJOR COLLECTORS ONLY.
7. ALL UTILITIES HAVE THE OPTION OF USING THE REAR LOT EASEMENT.
8. MEASURED AT CENTER OF MANHOLES.
9. MINIMUM REQUIRED SEPARATION BETWEEN WATER AND SEWER LINES IS 10 FEET.
10. 2" SPARE CONDUIT IS ONLY REQUIRED ON CITY CAPITAL PROJECTS. THE SPARE CONDUIT CAN BE INSTALLED WITH WATER, SEWER, OR STORM DRAIN PROJECTS. THE CONDUITS MUST TERMINATE IN A JUNCTION BOX. LOCATED OUTSIDE THE ROADWAY. DO NOT TERMINATE THE CONDUIT IN SEWER OR STORM DRAIN MANHOLES.

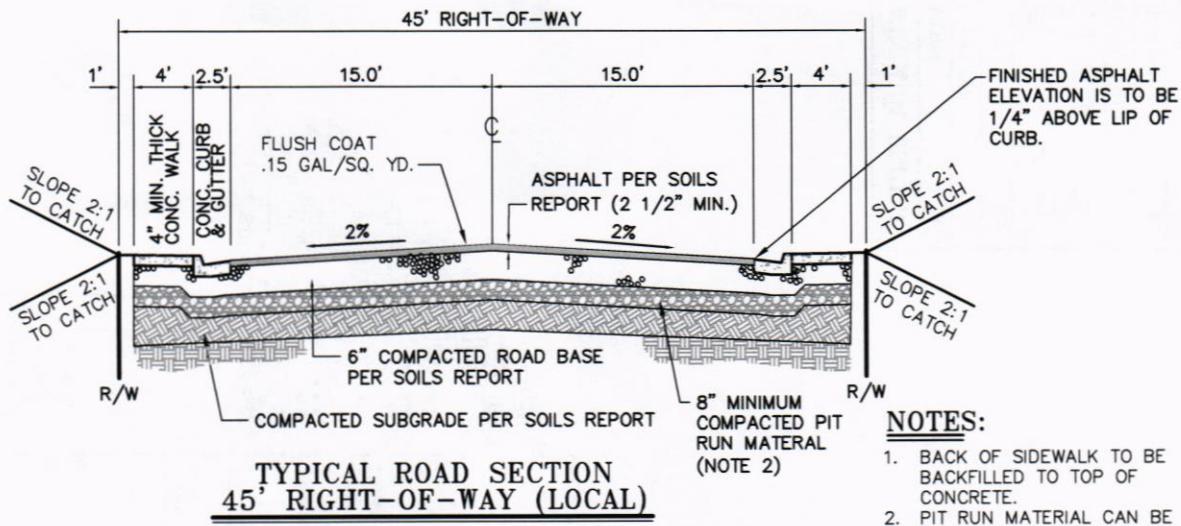
DRAFT

SCALE	N.T.S.
DATE	7/7/2021
DRAWN	T.B.M.
CHECKED	J.A.S.
CEDAR CITY 10 NORTH MAIN STREET CEDAR CITY, UTAH 84720 TEL. (435) 588-2885	

UTILITY LOCATION

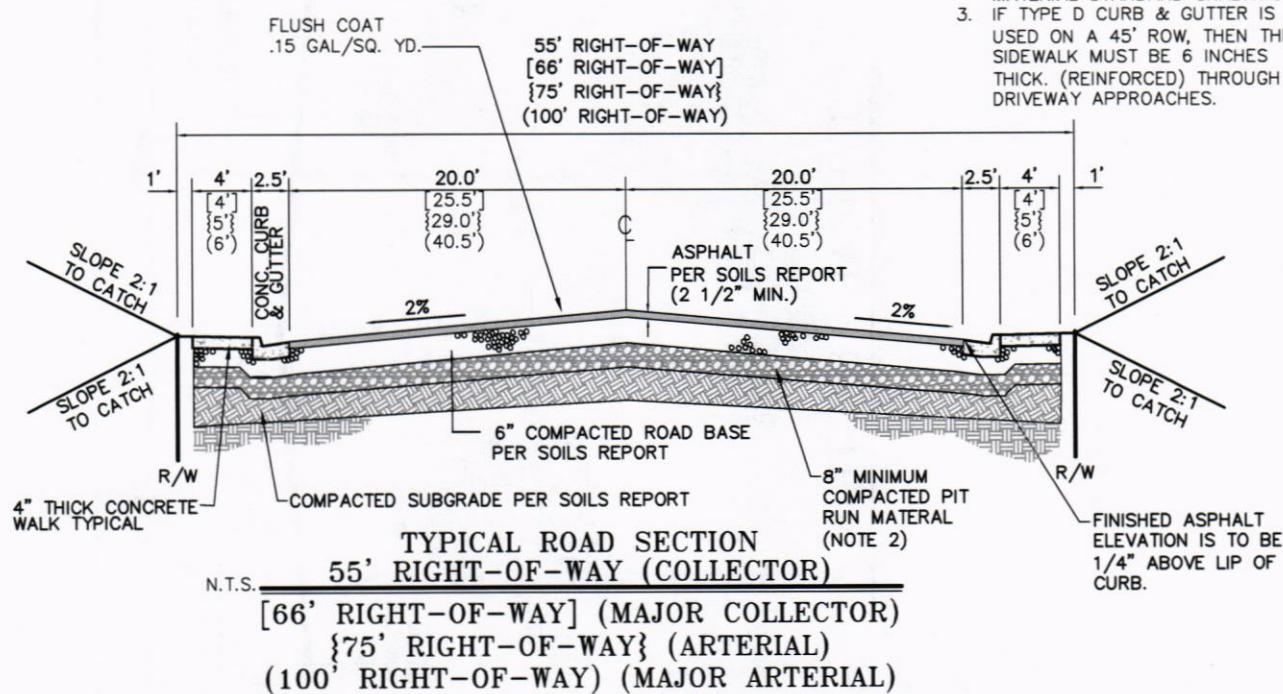
R3

R03



NOTES:

1. BACK OF SIDEWALK TO BE BACKFILLED TO TOP OF CONCRETE.
2. PIT RUN MATERIAL CAN BE ELIMINATED IF NATIVE MATERIAL MEETS OR EXCEEDS PIT RUN MATERIAL STANDARD GRADATION.
3. IF TYPE D CURB & GUTTER IS USED ON A 45' ROW, THEN THE SIDEWALK MUST BE 6 INCHES THICK. (REINFORCED) THROUGH DRIVEWAY APPROACHES.

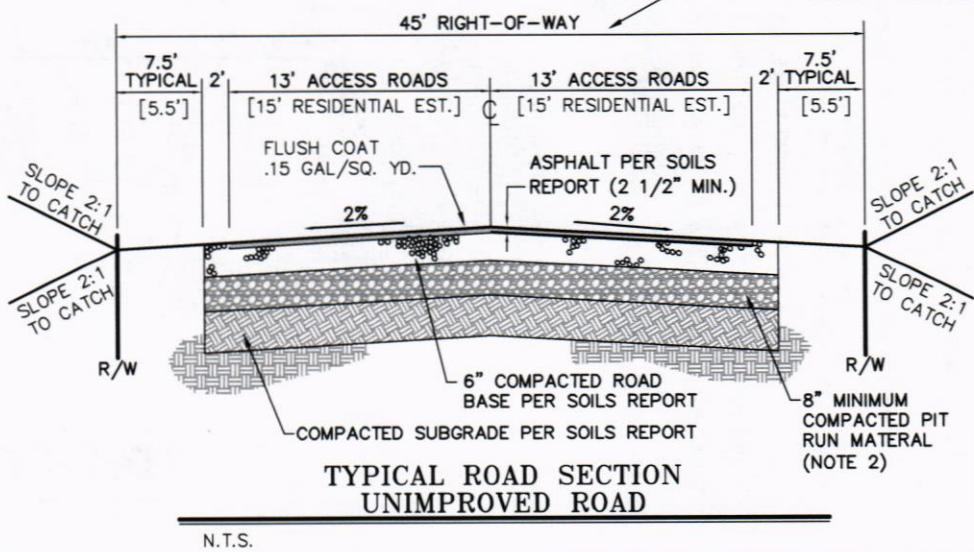


[66' RIGHT-OF-WAY] (MAJOR COLLECTOR)

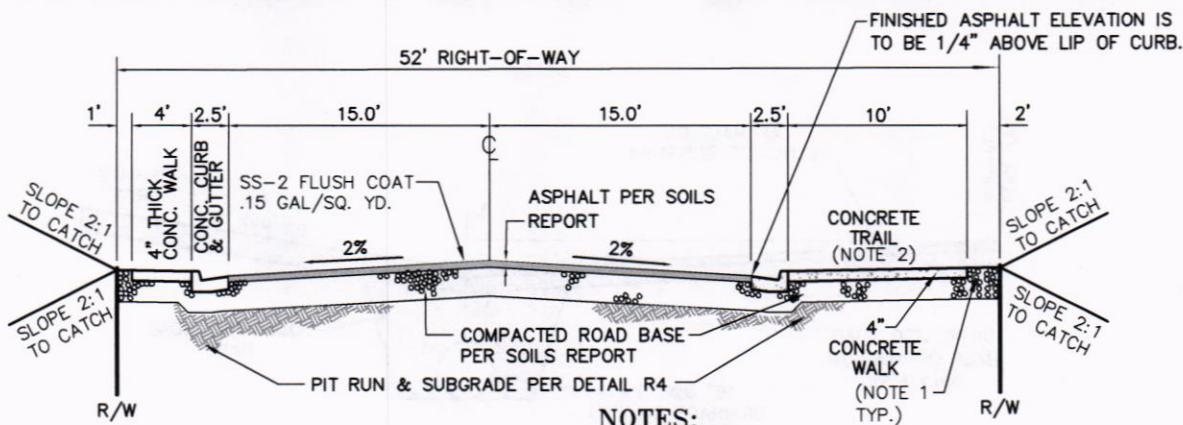
{75' RIGHT-OF-WAY} (ARTERIAL)

(100' RIGHT-OF-WAY) (MAJOR ARTERIAL)

45' MIN. RIGHT OF WAY (COULD BE WIDER IF ROAD IS FULLY IMPROVED)



DRAFT



TYPICAL ROAD SECTION 52' RIGHT-OF-WAY (LOCAL)

N.T.S.

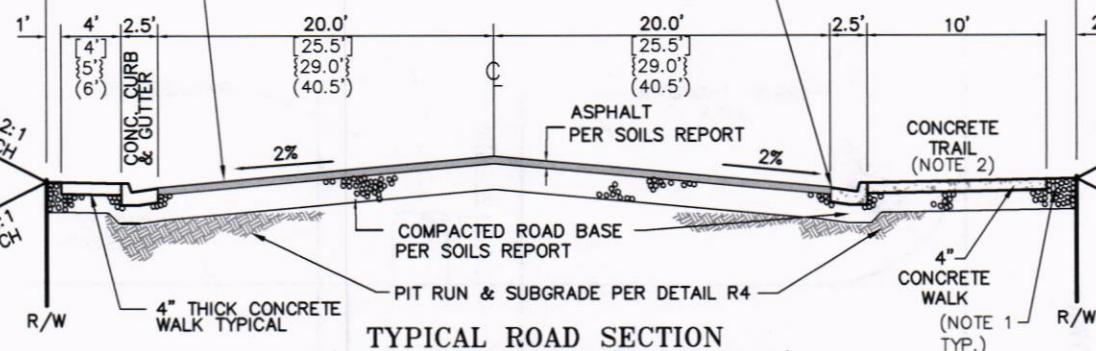
NOTES:

1. BACK OF SIDEWALK TO BE BACKFILLED TO TOP OF CONCRETE.
2. 10' CONCRETE TRAIL CAN BE LOCATED ON EITHER OR BOTH SIDES OF ROAD WITH RIGHT-OF-WAY WIDTH INCREASED ACCORDINGLY.
3. AS AN ALTERNATIVE TO THESE ROW WIDTHS, A PORTION OF THE 10' CONCRETE TRAIL CAN BE INCLUDED IN A COMBINED PUE/TRAIL EASEMENT WITHOUT WIDENING THE STANDARD ROW.
4. TYPE A, B OR C CURB AND GUTTER SECTION MUST BE USED ON STREETS WITH MASTER PLANNED TRAILS. TYPE D CURB AND GUTTER IS NOT ALLOWED ON STREETS WITH MASTER PLANNED TRAILS.

62' RIGHT-OF-WAY
[73' RIGHT-OF-WAY]
{81' RIGHT-OF-WAY}
(105' RIGHT-OF-WAY)

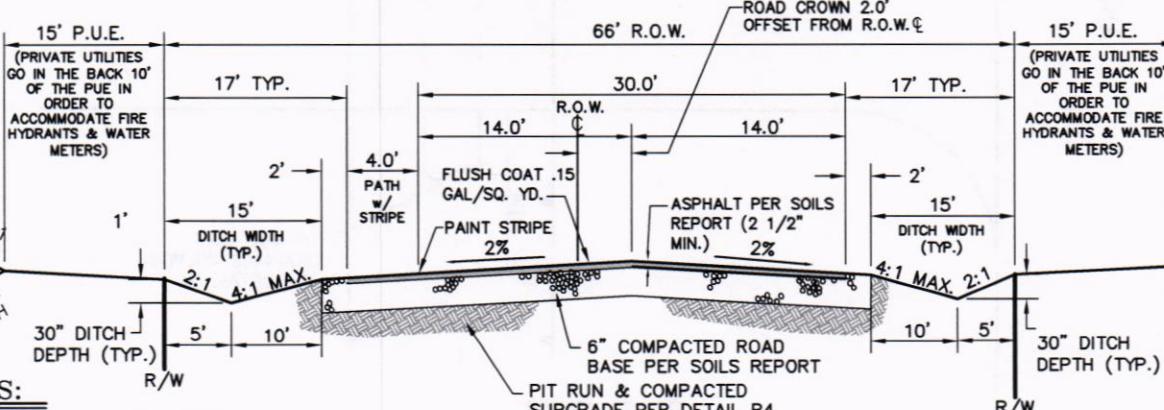
SS-2 FLUSH COAT .15 GAL/SQ. YD.

FINISHED ASPHALT ELEVATION IS TO BE 1/4" ABOVE LIP OF CURB.



TYPICAL ROAD SECTION 62' RIGHT-OF-WAY (COLLECTOR)

[73' RIGHT-OF-WAY] (MAJOR COLLECTOR)
{81' RIGHT-OF-WAY} (ARTERIAL)
(105' RIGHT-OF-WAY) (MAJOR ARTERIAL)



NOTES:

1. RIPRAP IS REQUIRED IN DITCH FLOWLINE IF FLOW IS GREATER THAN 2 CFS OR IF CALCULATIONS SHOW SCOUR POTENTIAL.
2. REFER TO DETAIL R4C FOR DRIVEWAY ACCESS.

TYPICAL LOCAL ROAD SECTION FOR RESIDENTIAL ESTATES ZONE w/ SLOPES < 5%

N.T.S.

DRAFT

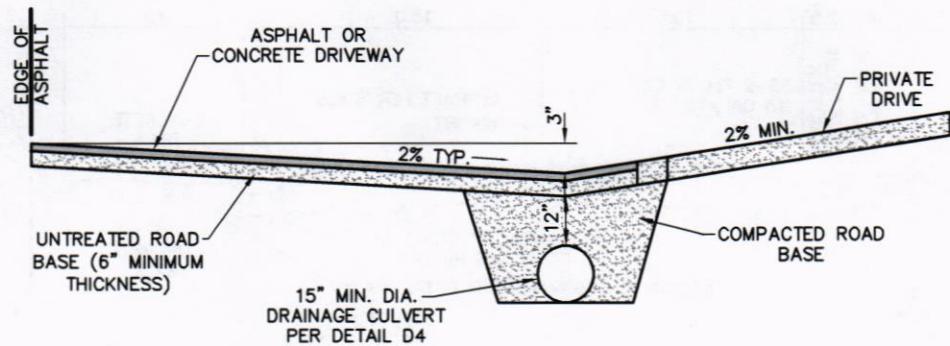
SECTION NO.
R4A
FILE: R04A

TYPICAL ROAD SECTIONS w/ TRAIL &
TYPICAL LOCAL ROAD SECTION FOR RE
ZONE

REVISIONS		
DATE	DESCRIPTION	BY
7/2021	CONCRETE TRAIL RE ZONE UPDATE	J.A.S.

CEDAR CITY
10 NORTH MAIN STREET
CEDAR CITY, UTAH 84720
PH. (435) 586-2983

SCALE: N.T.S.	DATE: 7/2021
DRAWN: T.B.M.	CHECKED: J.A.S.

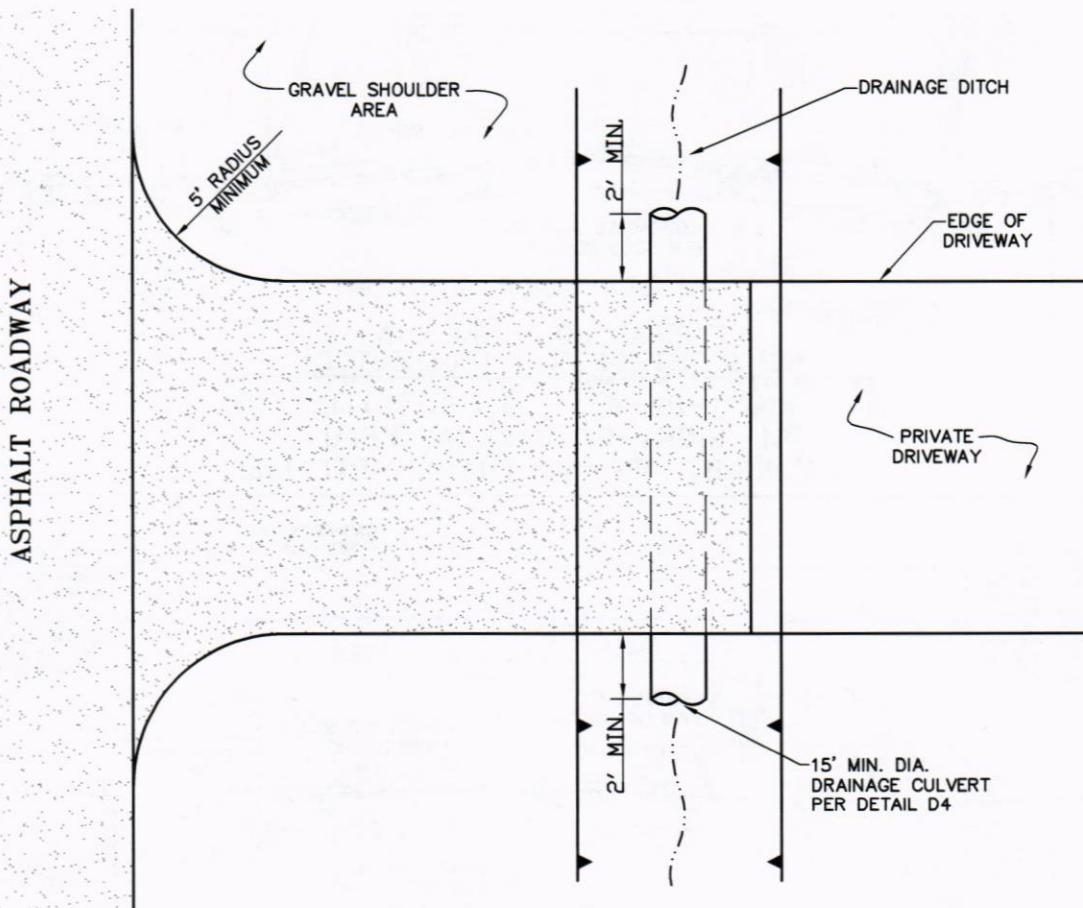


SECTION AT DRIVEWAY C

N.T.S.

NOTES:

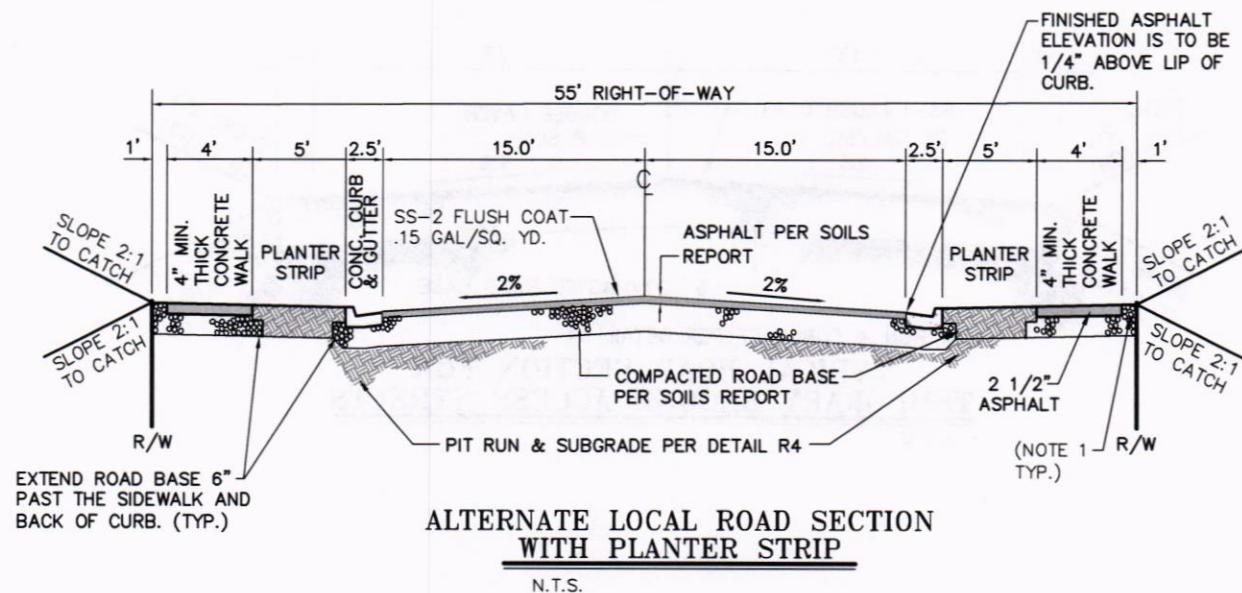
1. ALL PIPE AND INSTALLATION TO MEET CITY STANDARDS.
2. CULVERT TO HAVE A MINIMUM SLOPE OF 0.30%
3. DO NOT PAVE BETWEEN EDGE OF ASPHALT AND DRAINAGE DITCH EXCEPT AT DRIVEWAY.



PLAN VIEW

N.T.S.

DRAFT



DRAFT

NOTES:

1. BACK OF SIDEWALK TO BE BACKFILLED TO TOP OF CONCRETE.
2. THIS ROAD SECTION CAN BE USED AS AN ALTERNATE TO A 45' ROW (LOCAL) ROAD.
3. TYPE D LOW-PROFILE CURB & GUTTER IS ALLOWED. THE ENTIRE DRIVEWAY APPROACH WITHIN THE ROW MUST BE 6" THICK REINFORCED.
4. THE PUE IS LOCATED BEHIND THE ROW LINE.
5. SETBACKS PER ZONING ORDINANCE.
6. PLANTER STRIP MAINTAINED BY PROPERTY OWNER.
7. 24-INCH DEPTH ROOT BARRIER IS REQUIRED FOR ALL TREES PLANTED IN THE PLANTER STRIP. THE ROOT BARRIER MUST BE AT LEAST 20 FEET LONG CENTERED ON THE TREE TRUNK AND BE INSTALLED ADJACENT TO THE SIDEWALK AND THE BACK OF CURB.
8. LANDSCAPING IN THE PLANTER STRIP SHALL BE INSTALLED AND MAINTAINED PER CITY ORDINANCE.
9. PLANTER STRIPS WILL BE ALLOWED ON WIDER ROADS WITH APPROVAL OF THE CITY COUNCIL.

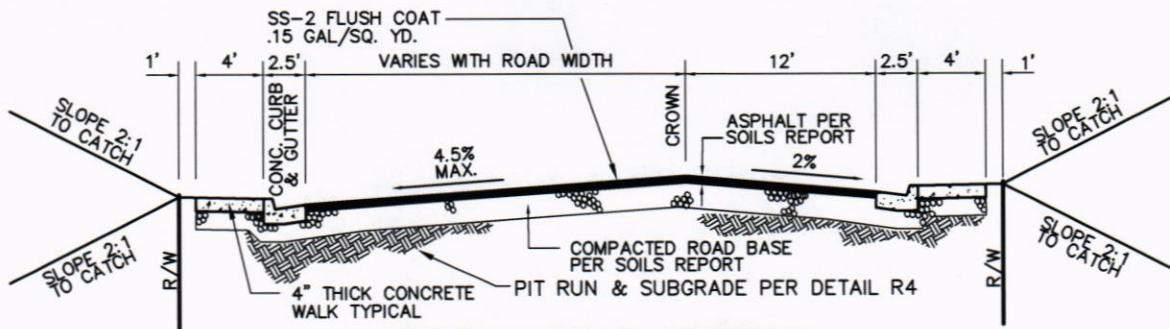
SECRET NO.
R4D
FILE: R04D

TYPICAL ROAD SECTION
w/ PLANTER STRIP

REVISIONS		
DATE	DESCRIPTION	BY
7/2021	DETAIL R4D ADDED TO STANDARDS	J.A.S.

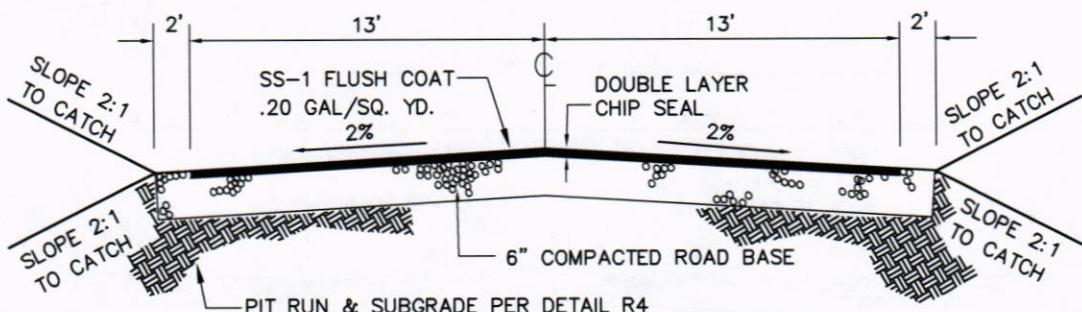
CEDAR CITY
10 NORTH MAIN STREET
CEDAR CITY, UTAH 84720
PH. (435) 586-2963

SCALE: N.T.S. DATE: 7/2021
DRAWN: T.B.M. CHECKED: J.A.S.



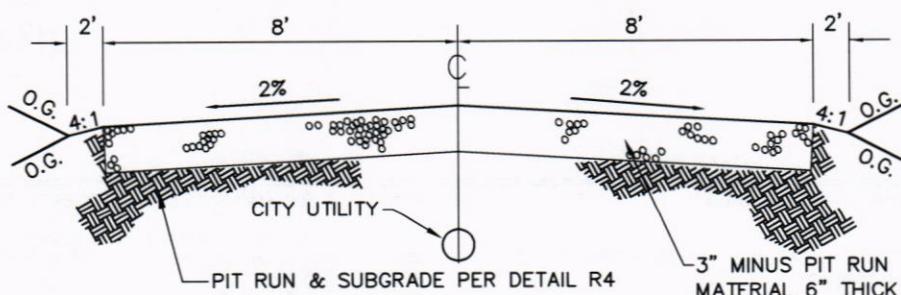
**TYPICAL ROAD SECTION
WITH CROSS-SLOPE**

N.T.S.



**TYPICAL ROAD SECTION FOR
TEMPORARY SECOND ACCESS STREETS**

N.T.S.



**TYPICAL ROAD SECTION FOR TEMPORARY
CITY UTILITY MAINTENANCE ACCESS ROADS**

N.T.S.

DRAFT

SECRET NO.	R5
FILE	R05

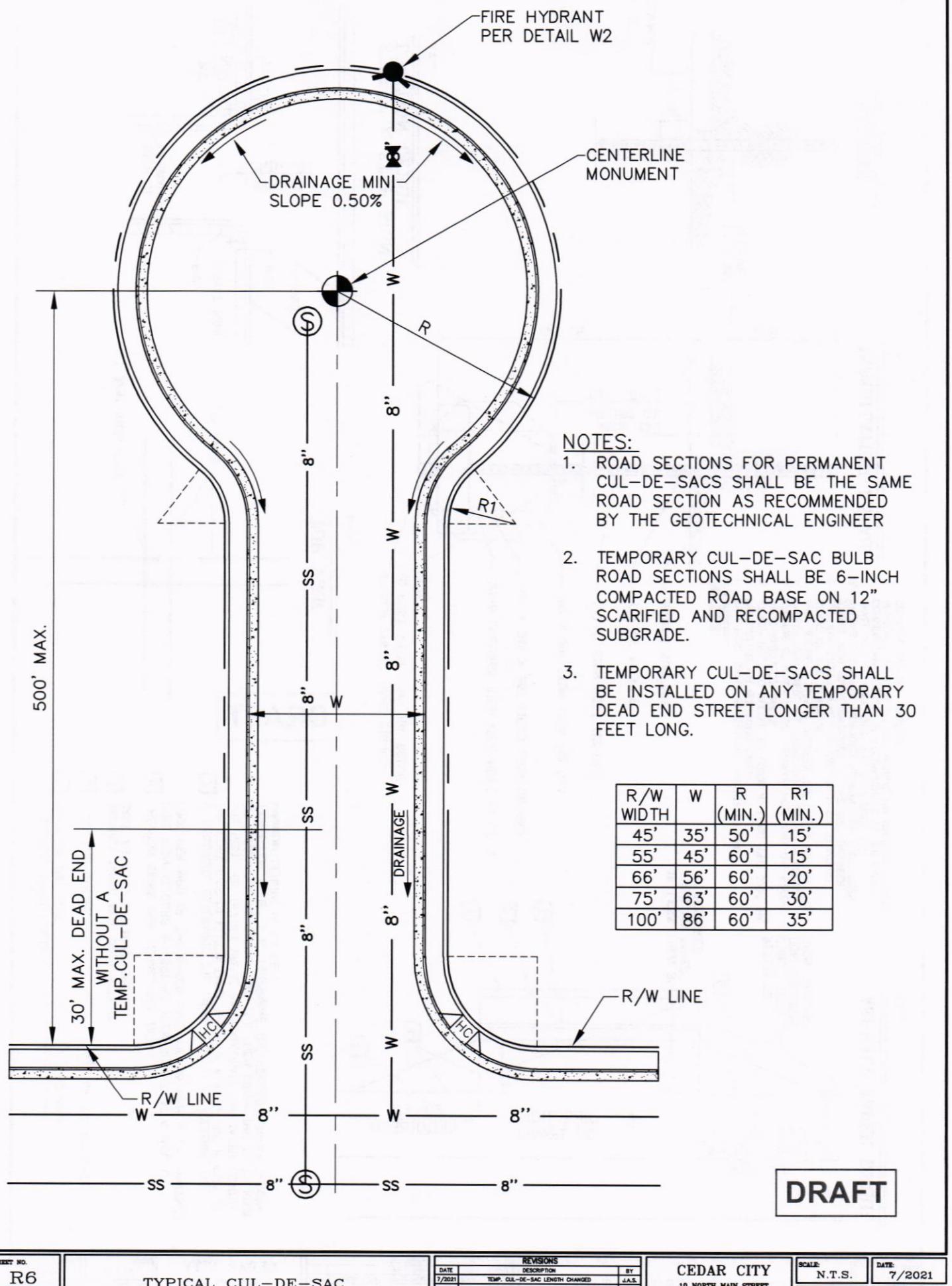
SPECIAL ROAD SECTIONS

REVISIONS		
DATE	DESCRIPTION	BY
7/2021	DELETED RE ROAD SECTION	J.A.S.

CEDAR CITY
10 NORTH MAIN STREET
CEDAR CITY, UTAH 84720
PH. (436) 586-2963

SCALE
N.T.S.
DRAWN
T.B.M.

DATE
7/2021
CHECKED
J.A.S.



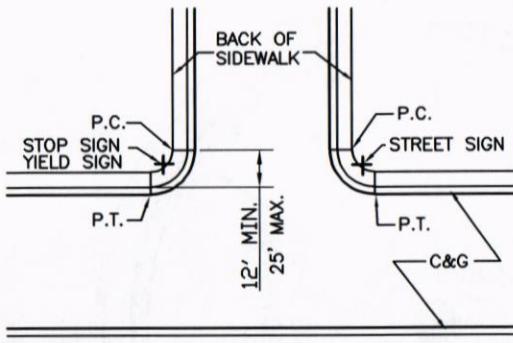
SHED NO.
R6
FILE
R06

TYPICAL CUL-DE-SAC

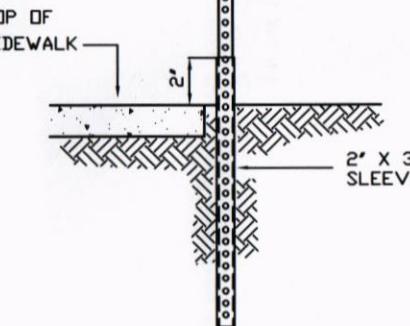
REVISIONS
DATE 7/2021
DESCRIPTION TEMP. CUL-DE-SAC LENGTH CHANGED
BY J.A.S.

CEDAR CITY
10 NORTH MAIN STREET
CEDAR CITY, UTAH 84720
PH. (435) 586-2963

SCALE: N.T.S.
DRAWN: T.B.M.
DATE: 7/2021
CHECKED: J.A.S.

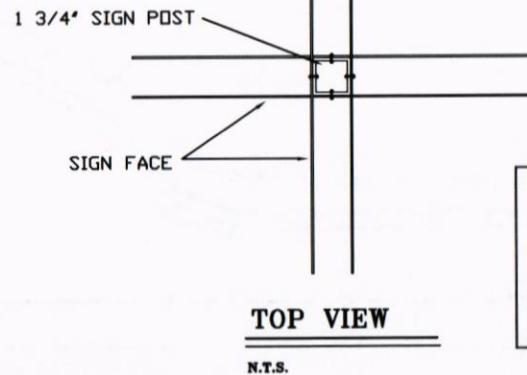


**STREET & STOP SIGN
LOCATION DETAIL**

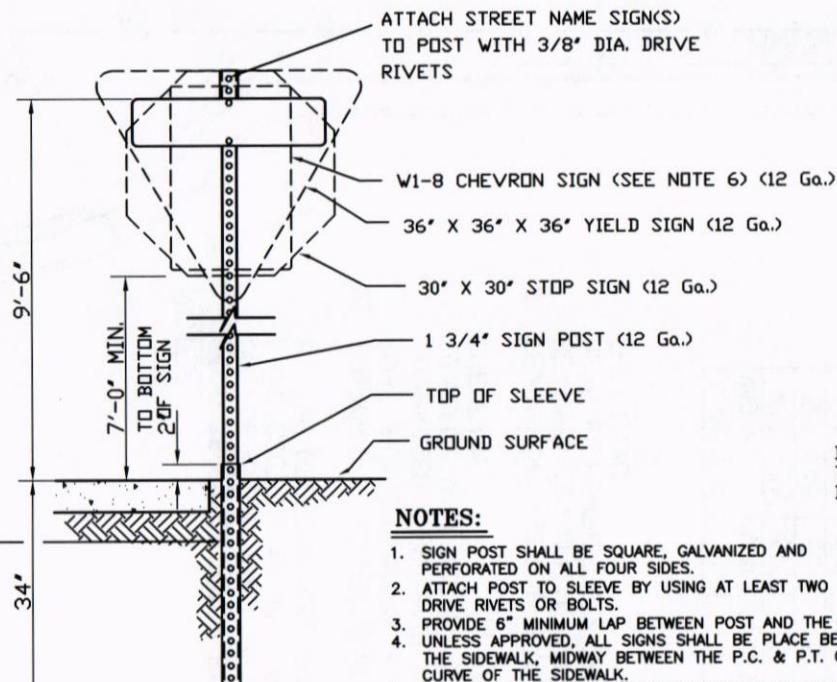


SECTION

N.T.S.



DRAFT

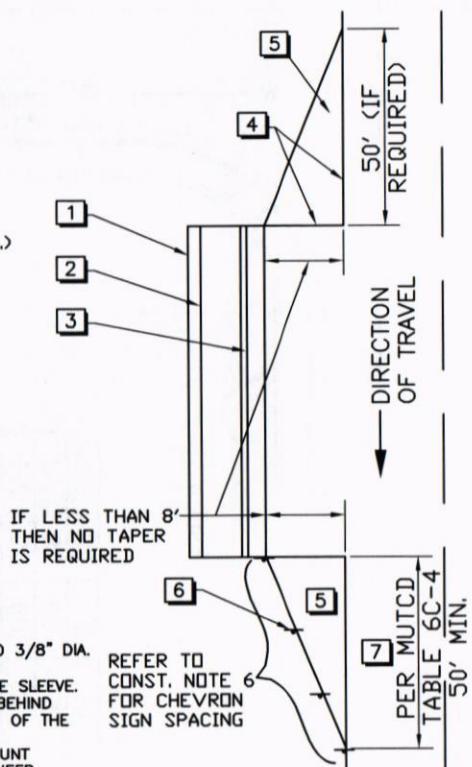


INSTALLATION DETAIL

N.T.S.

CONSTRUCTION NOTES:

- 1 RIGHT OF WAY LINE
- 2 SIDEWALK
- 3 CURB AND GUTTER
- 4 SAW CUT REQUIRED
- 5 ASPHALT TAPER PER SOILS REPORT SAME AS ROAD PAVEMENT SECTION.
- 6 CHEVRON SIGNS PER INSTALLATION DETAIL (ONE SIGN AT CURB & ASPHALT THEN SPACED AT A MAX. OF 1 FOOT PER MPH OF THE SPEED LIMIT, I.E. 25 MPH = 25' SPACING)
- 7 IF REQUIRED, DETERMINE THE TAPER LENGTH AS FOLLOWS: USE THE FORMULAS IN MUTCD TABLE 6C-4 & ALWAYS USE 8 FEET AS THE WIDTH OF OFFSET VALUE (W). CALCULATE THE TAPER LENGTH (T) BASED ON THE SPEED LIMIT (S). THEN DIVIDE THE CALCULATED TAPER LENGTH BY 3 TO DETERMINE THE REQUIRED TAPER LENGTH. MINIMUM LENGTH IS 50 FEET.



ASPHALT TAPER DETAIL

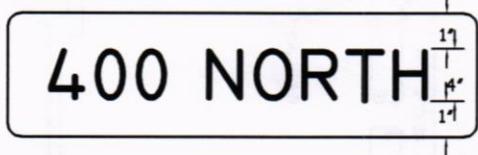
N.T.S.

SIGNS AND ASPHALT TAPERS

R10

R10

DATE	7/2021
CHIEF CIVIL	J.A.S.
TRIMMING	T.B.M.
SCALE	N.T.S.
REVISIONS	
DATE	
DESCRIPTION	
7/2021	CHEVRON SIGN SPACING & ROAD TAPER LENGTHS
	J.A.S.
	CLAR. 44170
	CDR. (656-2685)
STREET NO.	CEDAR CITY
	10 NORTH MAIN STREET
	CLARK CITY, OREGON 97426
	TEL. (503) 928-2685

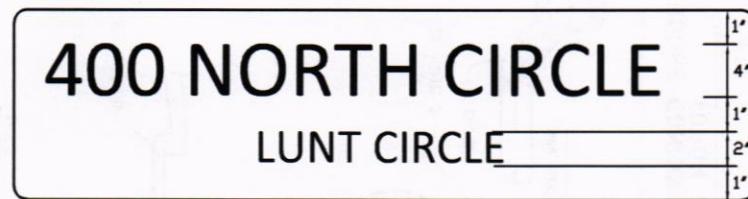


SINGLE LINE SIGN 6"

N.T.S.

NOTES:

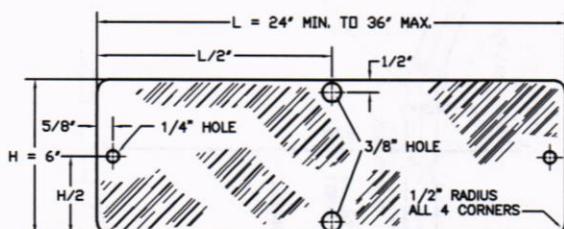
1. SIGN FACE SHALL BE WHITE LETTERS ON GREEN (RED FOR STOP SIGNS) BACKGROUND 100% HIGH INTENSITY GRADE REFLECTIVE SHEETING BOTH LETTERS AND BACKGROUND
2. ALL LETTERS SHALL BE UPPER CASE. ALL LETTERS AND NUMBERS SHALL CONFORM TO THE HEIGHT, WIDTH AND STROKE WIDTH, AND SPACING, AS PER U.S. DEPARTMENT OF TRANSPORTATION PUBLICATION "STANDARD ALPHABETS FOR HIGHWAY SIGNS".
3. SERIES LETTERS SHALL CONFORM TO THE FOLLOWING REQUIREMENTS AS DETERMINED BY CLASS OF SIGN CALLED FOR.
4. DOUBLE LINED SIGNS ARE USED FOR STREETS HAVING BOTH NUMBERS AND NAMES. THE STREET NUMBER SHALL BE THE PRIMARY COPY.



DOUBLE LINE SIGN 9"

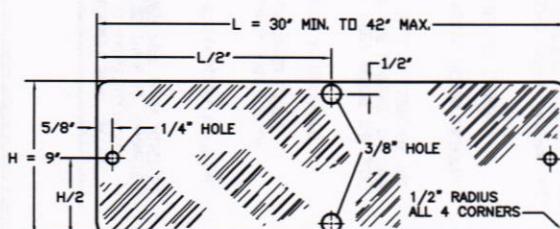
N.T.S.

SIGN CLASS	SIGN LENGTH	PRIMARY COPY	SUFFIX COPY
SINGLE LINE 6"	24"	4" C, D SERIES	
	30"	4" C, D SERIES	
	36"	4" A, B, C, D SERIES	
DOUBLE LINE 9"	30"	4" C, D SERIES	2" C SERIES
	36"	4" C, D SERIES	2" C SERIES
	42"	4" A, B, C, D SERIES	2" C SERIES



SINGLE LINE SIGN 6" ALUMINUM BLANK

N.T.S.



DOUBLE LINE SIGN 9" ALUMINUM BLANK

N.T.S.

NOTE:

1. 6061 - T6 HEAT TREATED HIGH TENSILE DEGREASED AND ALODINE 1200 FINISH. THICKNESS TO BE 12 Ga. FOR 6" BLADE AND 10 Ga. FOR 9" BLADE.

DRAFT

SEERK NO.
R11
FILE: R11

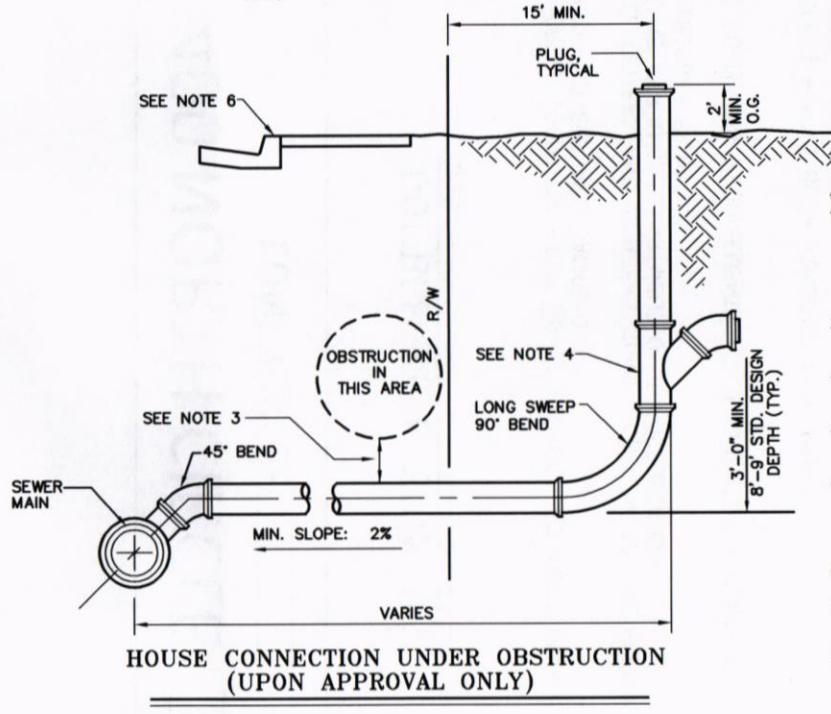
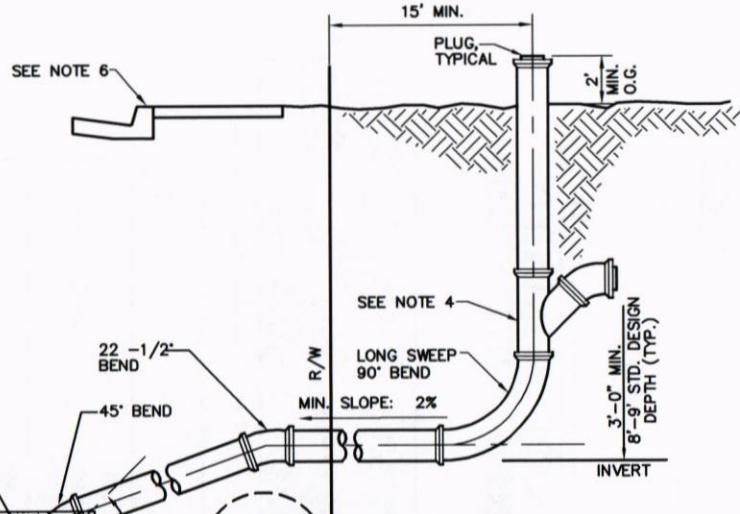
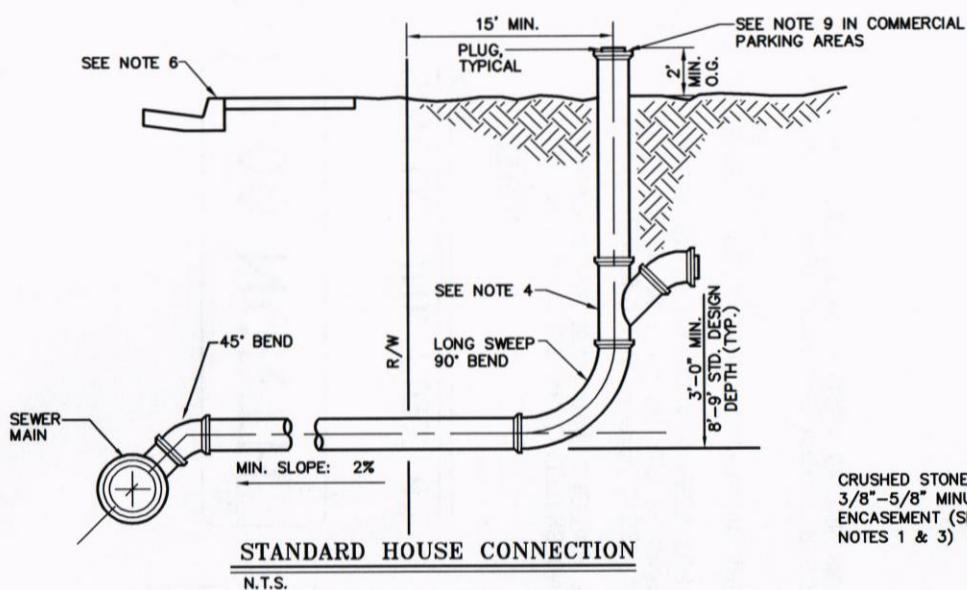
STREET SIGN FACE

REVISIONS
DATE: _____
DESCRIPTION: _____
BY: _____

CEDAR CITY
10 NORTH MAIN STREET
CEDAR CITY, UTAH 84720
PH. (435) 586-2983

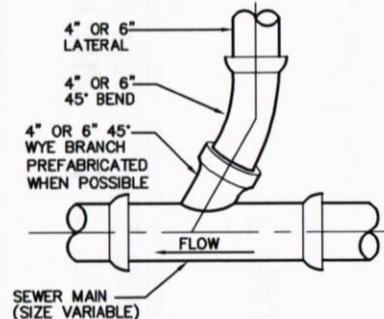
SCALE: N.T.S.
DRAWN: T.B.M.

DATE: 7/2021
CHECKED: J.A.S.



NOTES:

- ONLY APPROVED INSERTABLE TEES w/ RUBBER GROMMET SEAL OR PVC SADDLE WYES GLUED & STRAPPED TO EXISTING PVC MAINS ALLOWED. INSERTABLE TEES SHALL NOT BE USED IN PIPE LESS THAN 12" DIAMETER. SADDLE WYES CONNECTING TO VITRIFIED CLAY SEWER PIPE MAIN MUST BE ENCASED IN CRUSHED STONE AS SHOWN.
- ALL SEWER LATERALS TO BE ABS OR PVC 4" OR 6" DIAMETER MATERIAL SDR-35.
- WHERE CLEARANCE BETWEEN BOTTOM OF OBSTRUCTION AND TOP OF LATERAL IS LESS THAN 12", ENCASE LATERAL IN CRUSHED STONE.
- 4" OR 6" PVC WYE INSTALLED BY BUILDING PLUMBER AT REQUIRED ELEVATIONS.
- SEWER LATERALS SHALL NORMALLY BE PLACED 10 FEET INSIDE THE SIDE LOT LINE ON THE SIDE WHERE THE SEWER MAIN IS THE LOWEST. ON TWIN HOME LOTS SEWER LATERAL SHALL BE PLACED 1' ON EACH SIDE OF THE LINE DIVIDING THE HOMES.
- 4" HIGH LETTER "S" ETCHED IN CONCRETE CURB ABOVE SEWER LATERAL.
- NO SEWER LATERALS SHALL BE CONNECTED DIRECTLY TO SEWER MANHOLES.
- WHEN A NEW SEWER LATERAL REPLACES AN EXISTING SEWER LATERAL AT A DIFFERENT LOCATION ON THE SEWER MAIN, THE EXISTING SEWER LATERAL SHALL BE CAPPED AT THE SEWER MAIN.
- SEWER LATERALS IN COMMERCIAL PARKING LOTS REQUIRE A COLLAR AROUND THE CLEAN-OUT CAP SIMILAR TO WATER VALVE BOX COLLARS PER DETAIL W1.



STANDARD WYE
N.T.S.

DATE: 7/2021
DRAWN: T.B.M.
CHECKED: J.A.S.

SCALE: N.T.S.
CITY: CEDAR CITY
STREET: 10 NORTH MAIN STREET
CITY: CEDAR CITY, UTAH 84720
PHONE: (435) 586-2963

REVISIONS: 0
DATE: 0
DRAWN: 0
CHECKED: 0

SEWER LATERAL

SEWER NO: S1
FILE: S01

DRAFT

4' Ø CONCRETE COLLAR w/ (4) #4 BARS AND REINF. FIBERS, CONCRETE COLLAR THICKNESS 8" MINIMUM BUT THICK ENOUGH TO ENCASE GRADE RINGS (SEE NOTES 1, 2 & 7)

D & L MANHOLE RING AND COVER NO. A-1180 (RIBLESS) CROSS HATCH DESIGN (O.A.E.) w/ "SEWER" LETTERING. NO LOW PROFILE LIDS WILL BE ALLOWED.

PRECAST CONCRETE GRADE RINGS OR 30" I.D. CORRUGATED POLYETHYLENE PIPE ENCASED IN CONCRETE COLLAR (12" MAX. HEIGHT)

PRECAST ECCENTRIC CONE W/30" OPENING OR REGULAR MANHOLE SECTION w/ TRAFFIC LID.

M.A. MANHOLE STEP (M.A. INDUSTRIES INC.) OR APPROVED EQUAL
4' MIN. 4' DIA. M.H. 4' MIN. MINIMUM

SEAL ALL JOINTS W/ "RAM-NEK" OR NON-SHRINK GROUT OR ASPHALTIC SEALER AND GASKET INCLUDING JOINTS BETWEEN GRADE ADJUSTING RINGS AND JOINT BETWEEN MANHOLE RING AND CONCRETE ON MANHOLES WITH NO CONCRETE COLLAR. SEALER TO BE PLACED ON INSIDE OF MANHOLE JOINT AND VISIBLE FROM INSIDE MANHOLE.

8" MIN Ø SEWER PIPE (SHOWN)
6" MIN.

PRECAST CONCRETE BASE & FOOTING SLOPE INSIDE TO PIPE ALL AROUND

NOTE:
CAST-IN-PLACE CONCRETE BASES WILL ONLY BE ALLOWED IF APPROVED BY THE CITY SEWER COLLECTIONS DIVISION.

FORM CHANNEL IN CONCRETE BASE OPENING MUST BE AT LEAST AS WIDE AS THE PIPE INSIDE DIAMETER.

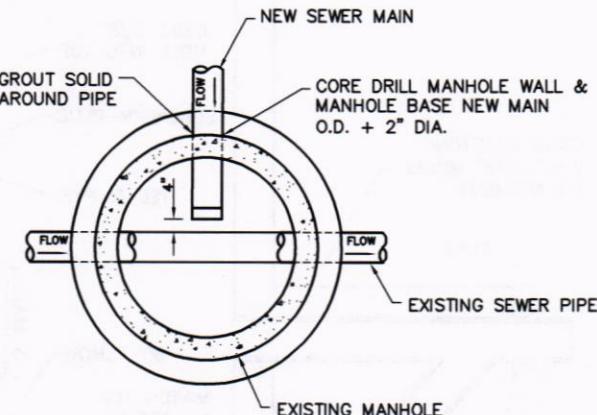
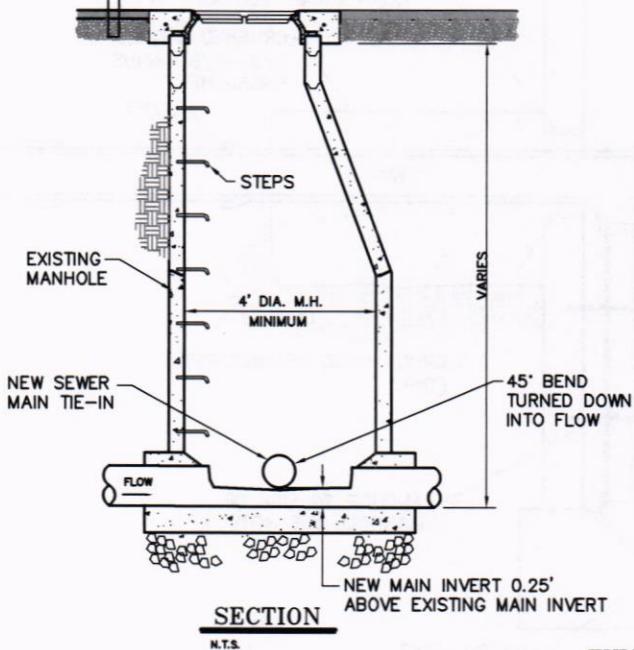
BASE TO REST ON UNDISTURBED EARTH OR 12" MIN. OF 1" MAX. GRADED ROCK

SEE NOTE 8

SECTION
TYPICAL MANHOLE FOR SANITARY SEWER

N.T.S.

DRAFT



EXISTING SEWER MANHOLE CONNECTION

N.T.S.

NOTE:
WHEN A SMALLER SEWER MAIN JOINS A LARGER SEWER MAIN IN A MANHOLE, THE TOP OF PIPE ELEVATIONS SHALL MATCH.

NOTES:

1. MANHOLES IN ROADWAYS REQUIRE CONC. COLLAR. TOP OF MANHOLE CONE IN UNIMPROVED AREAS SHALL BE SET 6 TO 12 INCHES ABOVE FINISH GRADE WITH NO GRADE RINGS. (NO CONC. COLLAR REQ'D)
2. MANHOLE LID, RING AND CONCRETE COLLAR TO BE CENTERED ON MANHOLE OPENING AND SET 1/4 INCH BELOW TOP OF ASPHALT.
3. 5' DIA. MANHOLES REQUIRED FOR ALL SEWER LINES OVER 12" DIA. OVER 12' DEEP MANHOLE OR 3 OR MORE IN COMING LINES.
4. NO SEWER LATERALS SHALL BE INSTALLED IN MANHOLES.
5. OUTLET PIPE INVERT TO BE 0.05 FEET (MINIMUM) LOWER THAN INLET PIPES IN ALL MANHOLES.
6. NO WOOD OR PVC SHIMS WILL BE ALLOWED BETWEEN LID RING AND ADJUSTING RINGS OR MANHOLE.
7. NOT USED.
8. MANHOLES IN UNIMPROVED AREAS REQUIRE AN ORANGE CARONITE CRM 66 INCH UTILITY MARKER BE PLACED WITHIN 4 FEET OF THE MANHOLE WITH A STICKER INDICATING SEWER MANHOLE.
9. DROP MANHOLES AND ALL OTHER MANHOLES WITH PRESSURE LINE OF ANY SIZE OR GRAVITY LINES 15 INCH DIAMETER AND ABOVE SHALL BE CORROSION RESISTANT, ARMOR ROCK (PRE-CAST), OR SPRAYROQ (FIELD-APPLIED), 125 MILS THICK, O.A.E.

NOTE NO.	S2
FILE	S02

NEW SEWER MANHOLE & EXISTING CONNECTION

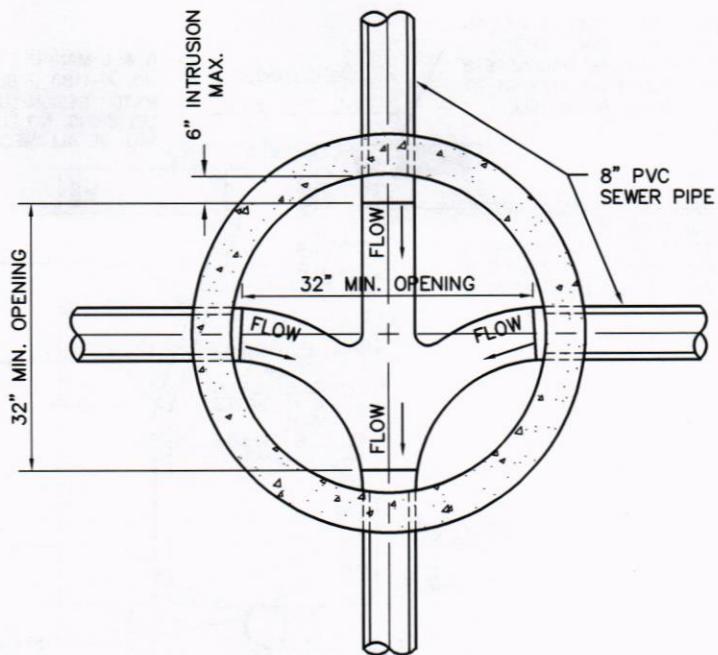
REVISIONS		
DATE	DESCRIPTION	BY
7/2021	NOTE ADDED ABOUT CAST-IN-PLACE BASES	J.A.S.

CEDAR CITY
10 NORTH MAIN STREET
CEDAR CITY, UTAH 84720
PH. (435) 686-2863

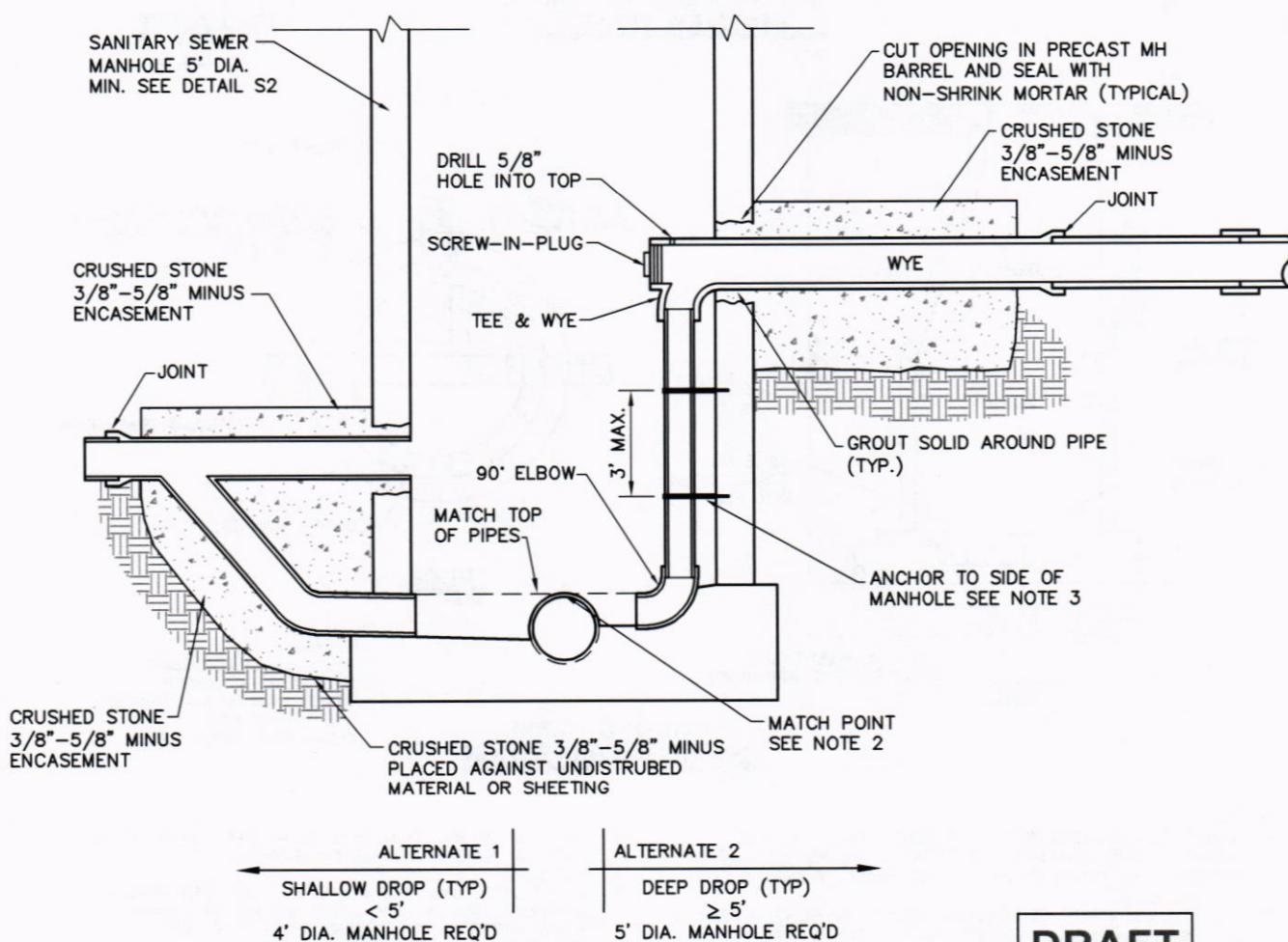
SCALE: N.T.S.	DATE: 7/2021
DRAWN: T.B.M.	CHECKED: J.A.S.

NOTES:

1. PIPE DROPS: ONLY ONE DROP PIPE IS ALLOWED INSIDE THE MANHOLE. SIZE THE DROP PIPE TO BE SAME DIAMETER AS SEWER PIPE DISCHARGING INTO MANHOLE.
2. MATCH POINT: MATCH THE TOP OF THE PIPES.
3. ANCHOR: IF THE DROP IS MORE THAN 18 INCHES, ANCHOR THE RISER TO THE WALL EVERY 36 INCHES. USE CONCRETE ANCHORS 1-1/2" THREADED RODS, AWI PIPE HANGERS w/ 1/2" COUPLING & POLY PROYLENE COLLAR. ALL STEEL SHALL BE 304 STAINLESS.
4. NOT USED.
5. ALL MANHOLES WITH SEWER LINES 15" DIAMETER OR GREATER NEED TO HAVE CONCRETE ACID RESISTANT COATING ARMOR ROCK (PRE-CAST), OR SPRAYROQ (FIELD-APPLIED) 125 MILS. THICK, O.A.E.



PLAN



SECTION

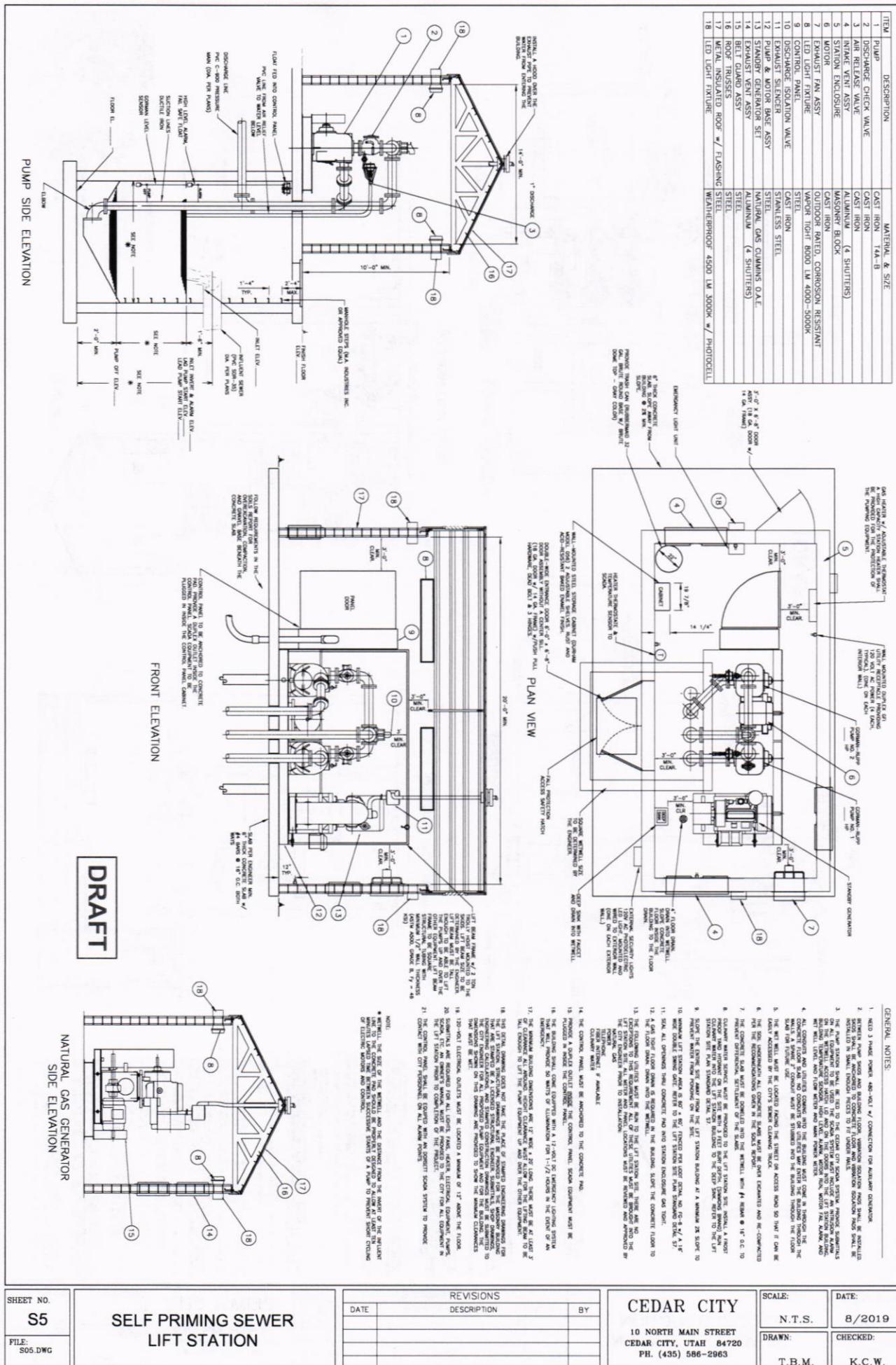
SHET NO.
S3
FILE: S03

DROP MANHOLE

REVISIONS		
DATE	DESCRIPTION	BY
7/2021	SLURRY, MATCH TOP OF PIPES	J.A.S.

CEDAR CITY
10 NORTH MAIN STREET
CEDAR CITY, UTAH 84720
PH. (435) 586-2963

SCALE: N.T.S.
DRAWN: T.B.M.
CHECKED: J.A.S.
DATE: 7/2021



GENERAL NOTES:

CEDAR CITY
10 NORTH MAIN STREET
CEDAR CITY, UTAH 84720
PH. (435) 586-2963

REVISIONS		
DATE	DESCRIPTION	BY

SET NO.
S6
E:
606.DWG

FLOODED SUCTION SEWER LIFT STATION

WET & DRY WELL PLAN VIEW

ALLIED

**NATURAL GAS GENERATOR
SIDE ELEVATION**

LIFT STATION CROSS SECTION

Technical drawing of a ship's deck layout, showing a pump room, a deck hatch, and a ladder system. The drawing includes various dimensions and callouts for equipment and structures.

NOTES:

- RETAIN THE SIZE OF THE MERRILL AND THE DISTANCE FROM THE MERRILL TO THE WATERTIGHT DOOR. THE MERRILL IS ARMED AND READY FOR SUCCESSION SPANNING.
- ALL PUMPS, SCAMPS, ETC. IN OWNER'S MANUAL MUST BE PROVIDED TO THE PROPRIETOR OF THE VESSEL.
- PROPRIETOR CONTRACT WITH PROPRIETOR ON ALL ALARM NOTICES. SYSTEM

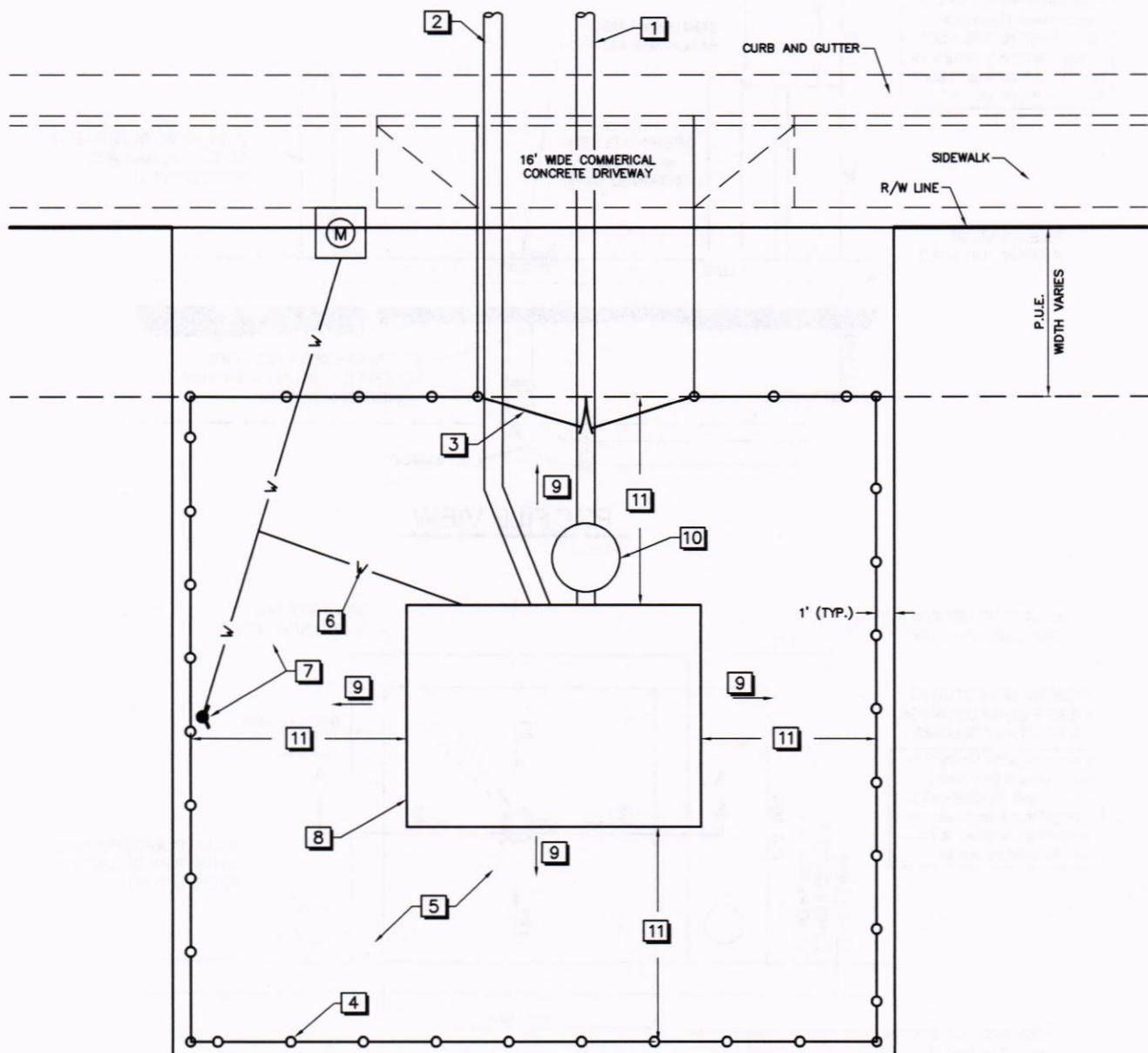
RECOMMENDED: ADD A CHECK VALVE TO THE INFLUENT LINE TO THE CONCRETE PRO. IT SHOULD BE PROPERLY DESIGNED TO ALLOW AT LEAST TEN MINUTES LAPSED TIME BETWEEN SUCCESSIVE STARTS OF A PUMP TO PREVENT SHORT CYCLING OF ELECTRIC MOTORS AND CONTROL.

CONSTRUCTION NOTES:

- [1] NEW PVC SDR-35 GRAVITY SEWER LINE GOING INTO LIFT STATION. (LINE SIZE PER PLANS)
- [2] NEW PVC C900 PRESSURE SEWER PUMPBACK LINE GOING FROM LIFT STATION. (LINE SIZE PER PLANS)
- [3] INSTALL 16' WIDE x 6' HIGH DOUBLE SWING GATE WITH 3 STRANDS OF BARBED WIRE PER UDOT STANDARD DRAWING FG-6.
- [4] INSTALL 6' TALL CHAIN LINK FENCE WITH 3 STRANDS OF BARBED WIRE ON ARMS PER UDOT STANDARD DRAWING FG-6.
- [5] INSTALL 3" MINUS DRAIN ROCK 6" THICK IN THE ENTIRE FENCED IN AREA.
- [6] INSTALL 1" WATER LINE INTO BUILDING PER ADOPTED PLUMBING CODE.
- [7] INSTALL NEW FROST FREE HYDRANT AND DRAIN ROCK INCLUDING 1" COPPER WATER LINE FROM METER BOX.
- [8] LIFT STATION ENVELOPE PER ENGINEERED CONSTRUCTION PLANS FOR ALL BUILDINGS, CONCRETE, UTILITY METERS, ELECTRICAL EQUIPMENT, WETWELL, ETC.
- [9] 2% MIN. SLOPE FROM TOP OF SLAB DOWN TO SURROUNDING GRADE.
- [10] LIFT STATION WET WELL.
- [11] SETBACKS PER ZONING ORDINANCE, 20' MIN. CLEARANCE FROM FENCE.

NOTES:

- 1. THIS DETAIL DRAWING DOES NOT TAKE THE PLACE OF STAMPED ENGINEERING DRAWINGS FOR THE LIFT STATION SITE PLAN. THE DIMENSIONS SHOWN ON THIS DRAWING ARE PROVIDED ONLY TO SHOW THE MINIMUM CLEARANCES THAT MUST BE MET.
- 2. THE FOLLOWING UTILITIES MUST BE INSTALLED TO THE LIFT STATION SITE: CULINARY WATER, FIBER INTERNET, IF AVAILABLE, POWER, GAS
- 3. DORSETT SCADA SYSTEM IS REQUIRED FOR REMOTE MONITORING OF THE LIFT STATION.



PLAN VIEW

N.T.S.

DRAFT

SECRET NO.

S7

FILE:

S07

SEWER LIFT STATION
SITE PLAN

DATE	DESCRIPTION	BY

CEDAR CITY
10 NORTH MAIN STREET
CEDAR CITY, UTAH 84720
PH. (435) 586-2963

SCALE:
N.T.S.
DRAWN:
T.B.M.

DATE:
7/2021
CHECKED:
J.A.S.

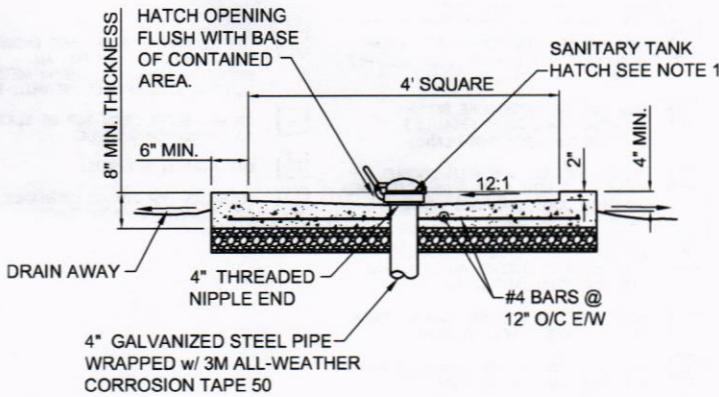
NOTES:

1. SANITARY TANK HATCH SHALL BE OPW 269 4" DIA. SELF-CLOSING, FOOT OPERATIONAL AND/OR SPRING/WEIGHTED COVER. OR APPROVED EQUAL. OPENING SHALL BE FLUSH WITH TO BASE/GRADE OF CONTAINED AREA.
2. IF WATER SERVICE IS TO BE PROVIDED ALL STEPS SHALL BE TAKEN TO FOLLOW STATE & FEDERAL LAWS FOR PROPER USE OF CULINARY WATER AROUND OPEN WASTE RV DUMP STATIONS.
3. THE CITY RESERVES THE RIGHT TO VERIFY, APPROVE, OR DENY THE LOCATION OF ANY PROPOSED RV DUMP STATION DUE TO PROXIMITY TO A STORM WATER CATCH BASIN.

MIN. 12"x18" MOUNTED 3' ABOVE ISLAND SLAB

SIGN TO BE POSTED AT SEWER DUMP LOCATION TO READ AS FOLLOWS:

"Pursuant to the Cedar City Pretreatment Ordinance 30a-2.1 and 40 CFR 403.5, it is illegal to cause hazardous or harmful materials to enter the city sanitary sewer."

**SECTION A-A**

N.T.S.

FL ELEVATION IN FRONT OF CURB

CURB

FROST LINE

4" GALVANIZED STEEL PIPE WRAPPED w/ 3M ALL-WEATHER CORROSION TAPE 50

90° ELBOW

HATCH OPENING FLUSH w/ BASE OF CONTAINED AREA

6" DIA. CONCRETE FILLED STEEL PIPE BALLARD REQ'D (2 TYP.)

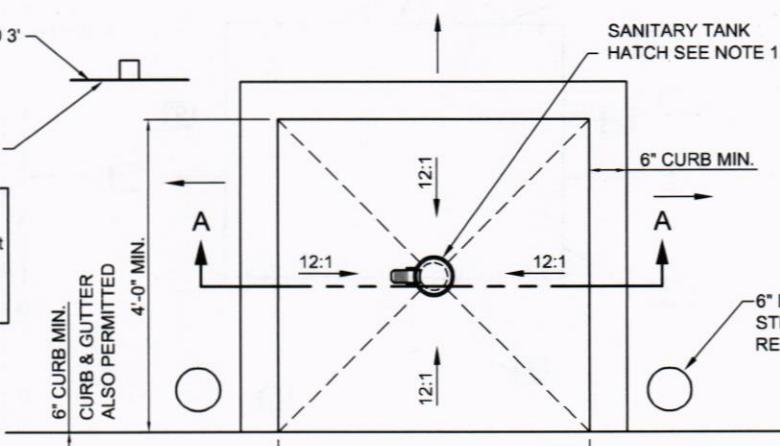
PROFILE VIEW

N.T.S.

MIN. 12"x18" MOUNTED 3' ABOVE ISLAND SLAB

SIGN TO BE POSTED AT SEWER DUMP LOCATION TO READ AS FOLLOWS:

"Pursuant to the Cedar City Pretreatment Ordinance 30a-2.1 and 40 CFR 403.5, it is illegal to cause hazardous or harmful materials to enter the city sanitary sewer."



SANITARY TANK HATCH SEE NOTE 1

6" CURB MIN.

6" DIA. CONCRETE FILLED STEEL PIPE BALLARD REQ'D (2 TYP.)

DRAINAGE OF SURFACE WATER MUST BE SLOPED TO DRAIN AWAY FROM RV DUMP AREA (TYP.)

PLAN VIEW

N.T.S.

RV DUMP STATION DETAIL

N.T.S.

DRAFT

SECRET NO.
S11
FILE: S11

RV DUMP STATION DETAIL

REVISIONS		
DATE	DESCRIPTION	BY
7/2021	OPENING FLUSH w/ BASE, ADDED NOTE 3	J.A.S.

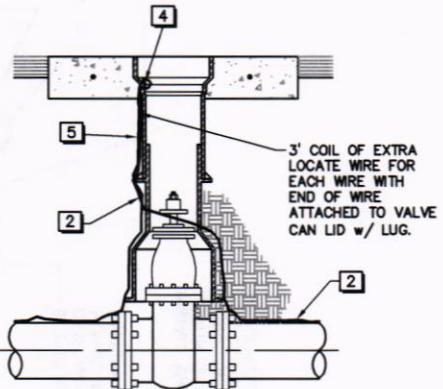
CEDAR CITY
10 NORTH MAIN STREET
CEDAR CITY, UTAH 84720
PH. (435) 566-2963

SCALE:
N.T.S.
DRAWN:
T.B.M.

DATE:
7/2021
CHECKED:
J.A.S.

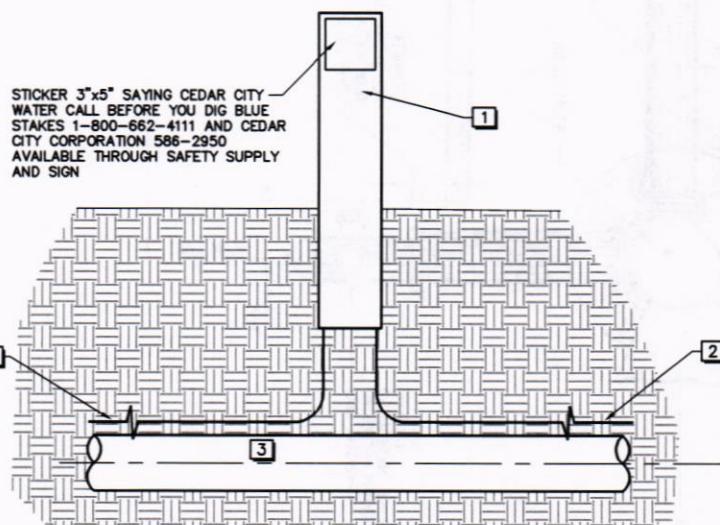
CONSTRUCTION NOTES:

- 1 TRACE-O-FLEX MARKER w/ TERMINAL POINTS BY CARSONITE - (ORANGE COLOR)
- 2 12 GAUGE TYPE UF INSULATED COPPER LOCATE WIRE DUCT TAPE TO TOP OF PIPE AT 10' INTERVALS
- 3 PVC WATER MAIN.
- 4 INSTALL ENDS OF TRACER WIRE INTO VALVE CAN.
- 5 RUN TRACER WIRE UP THE OUTSIDE OF VALVE BOX.



PAVED AREA LOCATE WIRE TERMINATION

N.T.S.



UNPAVED AREA LOCATOR POST DETAIL

N.T.S.

NOTES:

1. LOCATOR POSTS TO BE PLACED AT 1000' MAX. SPACING NEXT TO IN-LINE VALVES AND BENDS ON WATER MAIN.
2. IN PAVED AREAS LOCATE WIRE SHALL BE TERMINATED IN THE VALVE CANS OF THE IN-LINE VALVES PER DETAIL.
3. TRACER WIRE IS NOT REQUIRED FOR DUCTILE IRON OR COPPER PIPE.
4. AT ANY TRANSITION FROM DUCTILE IRON TO PLASTIC PIPE, THE TRACER WIRE MUST BE FUSED TO THE DUCTILE IRON PIPE.

DRAFT

SHEET NO.
W1A
FILE: W01

WATER LOCATE
WIRE TERMINATION

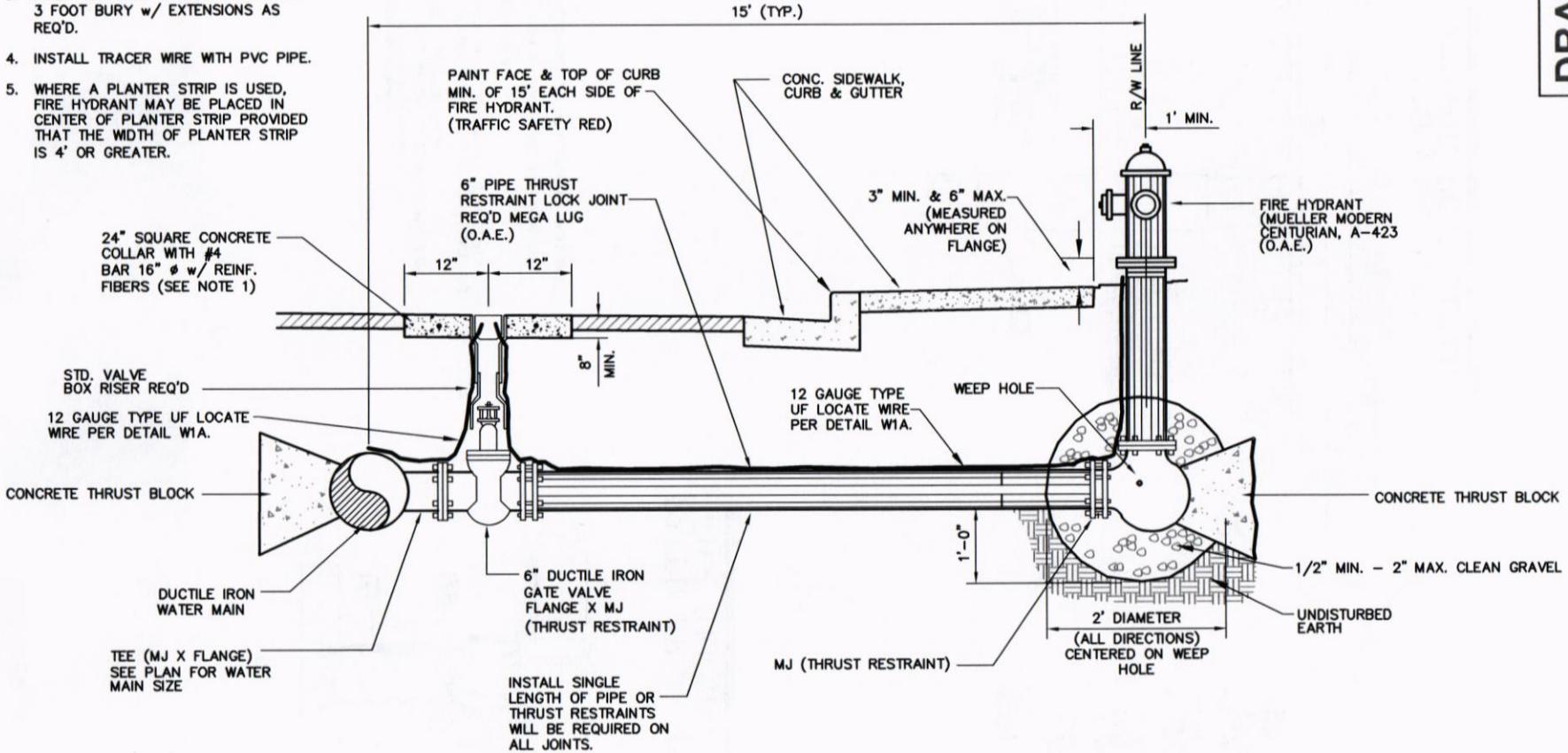
REVISIONS
DATE: 7/2021
DESCRIPTION: ADDED DETAIL W1A
BY: J.A.S.

CEDAR CITY
10 NORTH MAIN STREET
CEDAR CITY, UTAH 84720
TEL (435) 686-2963

SCALE: N.T.S.
DRAWN: T.B.M.
CHECKED: J.A.S.
DATE: 7/2021

NOTES:

1. TOP OF VALVE BOX AND CONCRETE COLLAR TO BE 1/4" BELOW FINAL STREET GRADE.
2. DO NOT BLOW OFF WATER LINES THRU FIRE HYDRANTS.
3. FIRE HYDRANTS TO HAVE A MINIMUM 3 FOOT BURY w/ EXTENSIONS AS REQ'D.
4. INSTALL TRACER WIRE WITH PVC PIPE.
5. WHERE A PLANTER STRIP IS USED, FIRE HYDRANT MAY BE PLACED IN CENTER OF PLANTER STRIP PROVIDED THAT THE WIDTH OF PLANTER STRIP IS 4' OR GREATER.

**DRAFT**

SCALE:	N.T.S.	DATE:	7/2021
REVISIONS:	BY:	ADDED NOTES & S-3	J.A.S.
DATE:	7/2021	REVIEWED:	T.B.M.
CEDAR CITY			
10 INCH MAIN STREET CURB CUT, VALVE ACTIVATION FIG. (W6) 800-5000			
FIRE HYDRANT			
SHEET NO. W2			
PAGE NO. W02			

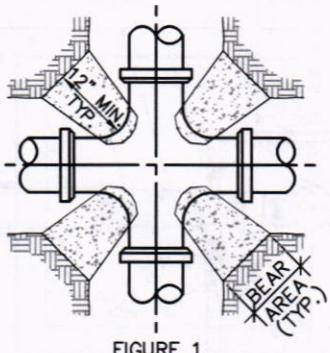


FIGURE 1
CROSS

(ONLY REQ'D IF ANY LEG
IS LESS THAN 60 FT. LONG)

NOTE:

MECHANICAL JOINTS AT
ALL FITTINGS IE:
BENDS, TEES, CROSSES,
AND VALVES SHALL HAVE
THRUST BLOCKS AND
THRUST RESTRAINT.

(MEGA-LUG OR APPROVED
EQUAL). PROPER
MEGA-LUG THRUST
RESTRAINTS MUST BE USED
WITH PVC TO PREVENT
DAMAGING THE PIPE.

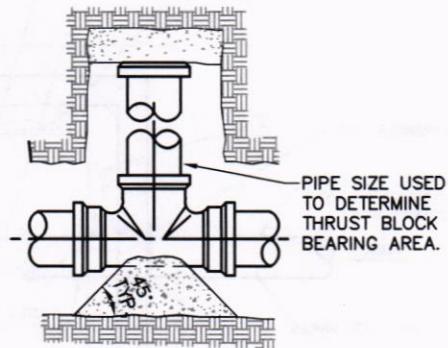


FIGURE 2
TEE, PLUG OR CAP

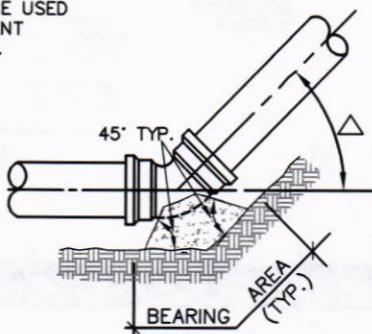


FIGURE 3
HORIZONTAL OR
UPWARD VERTICAL BEND

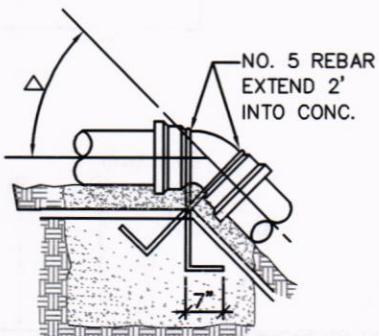


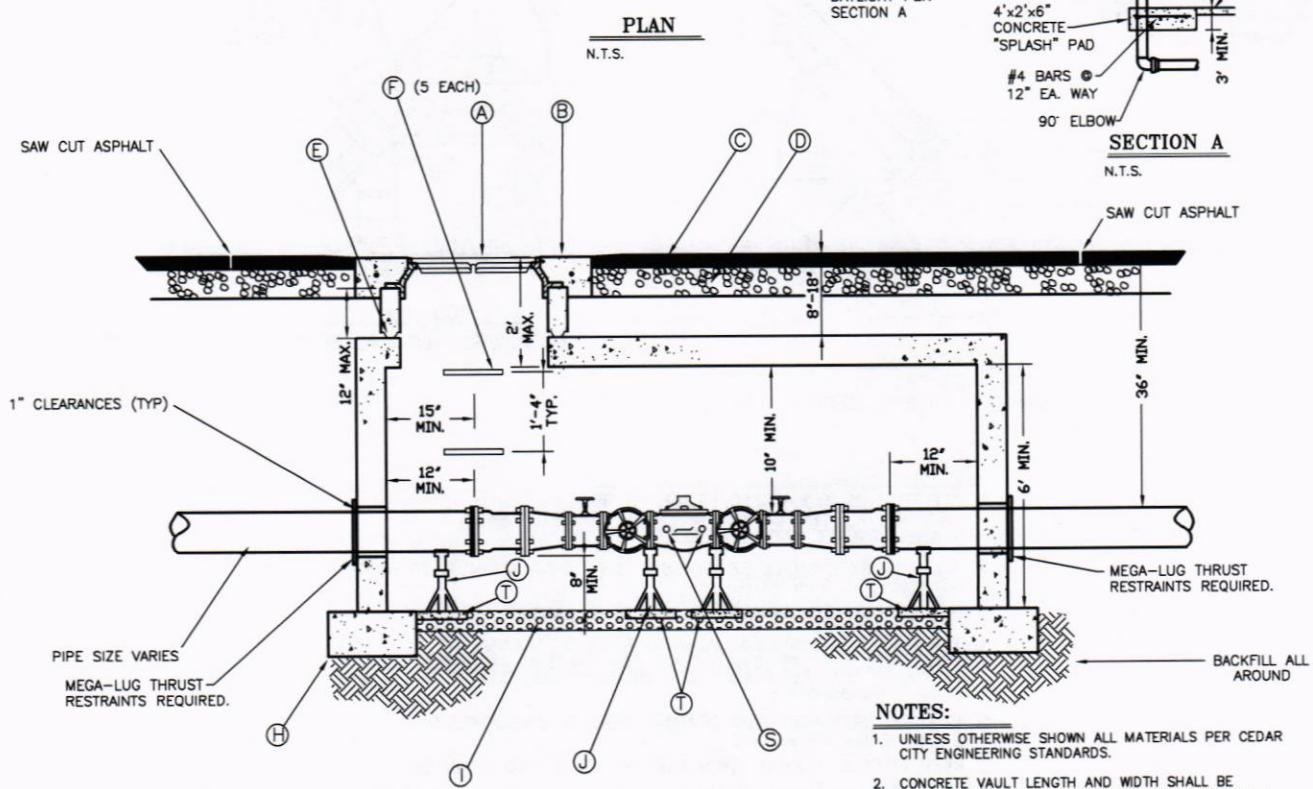
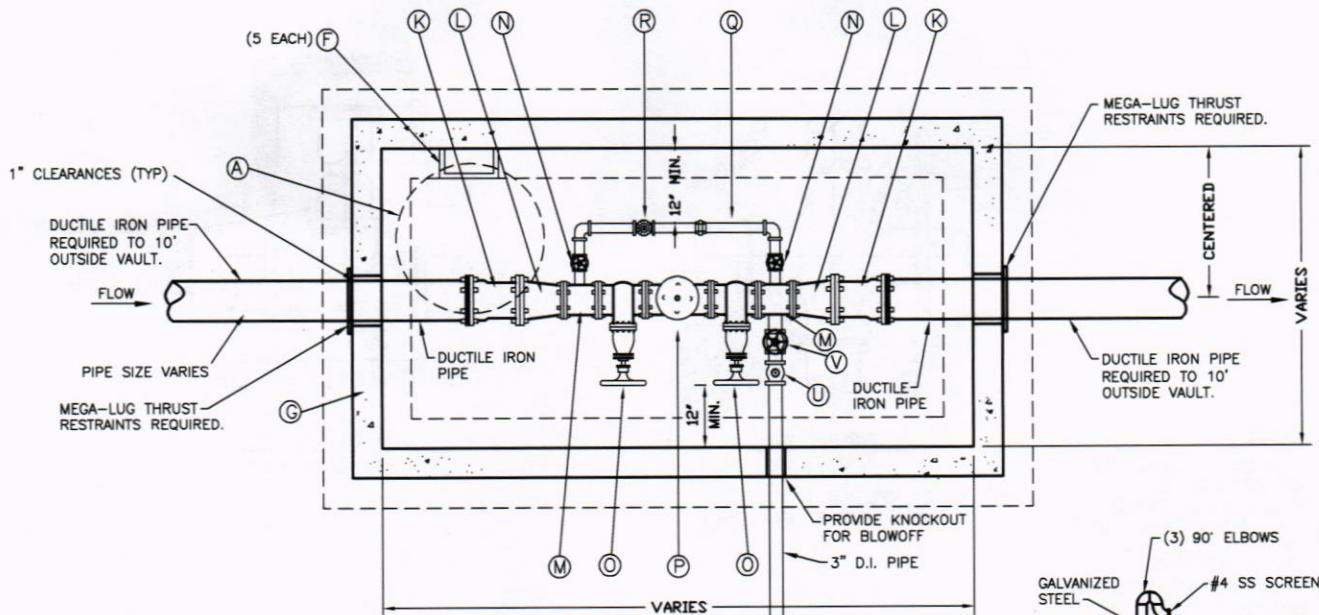
FIGURE 4
DOWNWARD VERTICAL BEND

GENERAL NOTES:

1. ALL FITTINGS & EXPOSED REBAR TO BE WRAPPED W/ TWO LAYERS OF 6 MIL. POLYETHYLENE WHERE COVERED WITH CONCRETE.
2. ALL CONCRETE SHALL BE CLASS C 3000 P.S.I. MINIMUM 28 DAYS COMPRESSIVE STRENGTH.
3. PLACE CONCRETE AGAINST UNDISTURBED EARTH.
4. TABLE DENOTES MINIMUM BEARING AREA OR VOLUME OF THRUST BLOCK. SPECIAL DESIGN FOR EACH INSTALLATION IS REQUIRED IF ALLOWABLE SOIL BEARING CAPACITY IS LESS THAN 3000 P.S.F.
5. VERTICAL SURFACES NOT BEARING AGAINST UNDISTURBED EARTH SHALL BE FORMED.
6. KEEP CONCRETE AWAY FROM FLANGE BOLTS AND FITTINGS.
7. 90° ELBOWS IN WATER MAINS ARE ONLY ALLOWED AS APPROVED BY THE WATER SUPERINTENDENT.
8. THRUST BLOCK BEARING AREA BASED ON LARGEST PIPE I.D. THAT THRUST BLOCK IS SUPPORTING.

PIPE I.D.	BEARING AREA, SQUARE FEET				VOLUME OF CONC. CU.YD		
	FIGURE 1	FIGURE 2	FIGURE 3, △	FIGURE 4, △	45°	22-1/2"	11-1/4"
4"	2	2	2 1 1	1	1.0	.5	.5
6"	2	3	3 2 1	1	1.5	1.0	.5
8"	2	5	6 3 2	1	2.0	1.0	.5
10"	3	7	10 5 3	1	4.0	2.0	1.0
12"	3	10	14 8 4	2			
14"	4	14	20 10 5	3			
16"	4	20	24 12 7	4			
18"	5	24	30 16 10	5			
20"	5	28	40 20 12	6			

DRAFT



DRAFT

ELEVATION

N.T.S.

LEGEND

NO.	ITEM	DESCRIPTION	NO.	ITEM	DESCRIPTION
(A)	MANHOLE RING AND COVER (RIBLESS)	D&L A-1180 O.A.E.	(L)	" X 6" FLANGED REDUCER (IF REQ'D)	CEMENT LINED
(B)	4' Ø X 8" THICK CONCRETE COLLAR	W/ 40" Ø #4 BARS & FIBERS	(M)	6" FLANGED STEEL SPOOL WITH 2" OUTLET	EPOXY COATED AND LINED
(C)	3" ASPHALT MAT		(N)	2" GATE VALVE WITH HANDWHEEL	
(D)	8" COMPACTED UNTREATED BASE		(O)	6" GATE VALVE WITH HANDWHEEL	NON-RISING STEM
(E)	GRADE RING(S)	MUST BE SEALED	(P)	6" PRESSURE REDUCING VALVE	AWWA APPROVED (WATTS, O.A.E.)
(F)	MANHOLE STEP	(M.A. INDUSTRIES INC. O.A.E.)	(Q)	2" K-COPPER PIPE AND FITTINGS AS SHOWN	
(G)	CONCRETE VAULT TOP	AMCOR UV5127T O.A.E.	(R)	2" PRESSURE REDUCING VALVE	AWWA APPROVED (WATTS, O.A.E.)
(H)	9" X 18" FOOTING W/ 3-#4 BARS		(S)	3/4" TAPS W/ PRESSURE GAUGE	2 1/2", 0-300 PSI, GLYCERIN FILLED
(I)	4" THICK DRAIN GRAVEL		(T)	12" X 12" X 2" CONCRETE BLOCK	
(J)	(4) LEVELING JACKS (LENGTH VARIES)	SLIDEWINDER PART #23535 BY BARKER MANUF. CO.	(U)	BLOW OFF PRV	AWWA APPROVED (WATTS, O.A.E.)
(K)	" M.J. X FLANGE ADAPTOR	CEMENT LINED	(V)	3" GATE VALVE w/ HANDWHEEL	

SHEET NO.
W4
FILE: W04

6" PRESSURE REDUCING VALVE
W/ 2" BYPASS

REVISIONS		
DATE	DESCRIPTION	BY
7/2021	ADDED ITEMS U & V, CHANGED ITEM J, P & R	J.A.S.

CEDAR CITY
10 NORTH MAIN STREET
CEDAR CITY, UTAH 84720
PH. (436) 586-2963

SCALE: N.T.S.
DRAWN: T.B.M.
DATE: 7/2021
CHECKED: J.A.S.

WATER METER CAN BE PLACED ANYWHERE ALONG THE LOT FRONTRAGE WHILE MAINTAINING 10' SEPARATION FROM SEWER LATERALS & 2' SEPARATION FROM OTHER UTILITIES, BEHIND SIDEWALK. (NOT IN DRIVEWAY OR SIDEWALK)

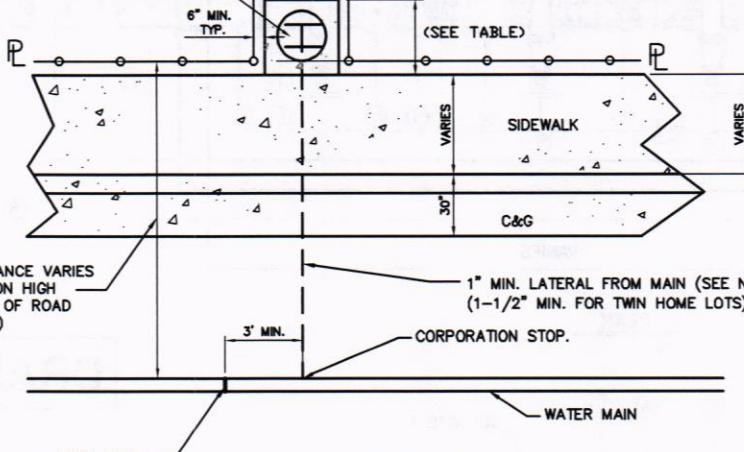
METER SIZE	BOX DIAMETER	BOX COLOR	D&L RING & COVER, OAE	FORD SETTER, OAE	APRON SIZE
1"	18"	WHITE	L-2240 - R450	VBHC 74-18W-44-44-G or Q	30"X30"
1 1/2"	24"	WHITE	B-5074	VBHH 76-18-44-66-G or Q	36"X36"
2"	30"	BLACK	B-5076	VBHH 77-18-44-77-G or Q	42"X42"

CONCRETE PAD
8" THICK AROUND
METER LIDS

CAST IRON METER
RING & LID.
(SEE TABLE)

(SEE TABLE)

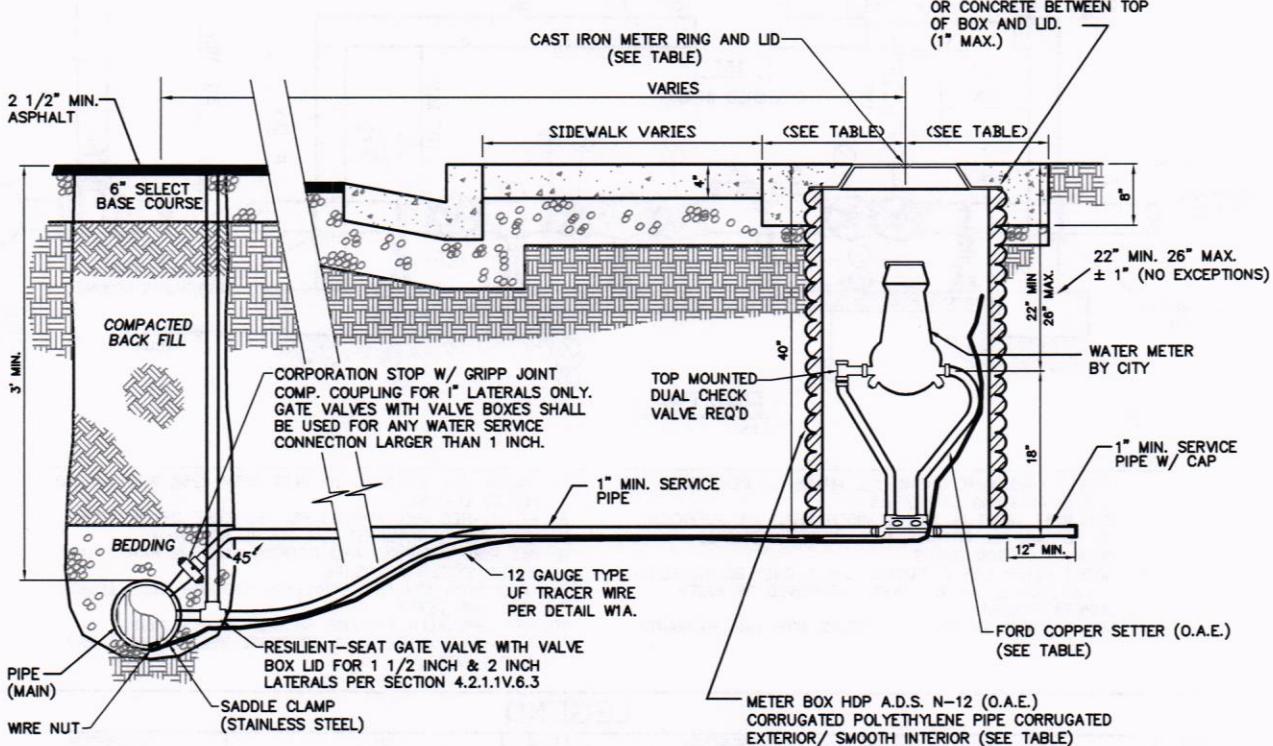
FENCES INSTALLED
AROUND METER



NOTE:
ALTERNATE 1-INCH
COVER IS DFW12FDA
AS MANUFACTURED
BY DFW.

DRAFT

PLAN



SECTION

NOTES:

- 3/4" LATERAL ALLOWED ONLY BY APPROVAL OF THE CITY ENGINEER
- TWIN HOME LOTS REQUIRE A WATER METER ON EACH SIDE OF THE TWIN HOME DIVIDING LOT LINE. REFER TO THE REQUIRED CLEARANCES CALLED OUT ON THIS DETAIL.
- ON INDUSTRIAL ZONED ROADS WHERE SIDEWALKS ARE NOT REQUIRED OR INSTALLED THE WATER METERS SHALL BE INSTALLED BEHIND THE CURB & GUTTER.
- WATER SERVICES w/ GREATER THAN 80 PSI REQUIRE A PRV UP STREAM OF THE METER BOX IN A SEPERATE 18" DIA. METER BOX.
- TRACER WIRE MUST BE DUCT TAPE TO PIPE AT 10' INTERVALS.
- TRACER WIRE IS NOT REQUIRED ON COPPER PIPE.
- A STIFFENER IS REQUIRED AT THE LATERAL CONNECTION FOR POLY PIPE.
- WHERE A PLANTER STRIP IS USED, WATER METER MUST BE LOCATED BEHIND SIDEWALK.

SHEET NO.
W5
FILE NO.
W05

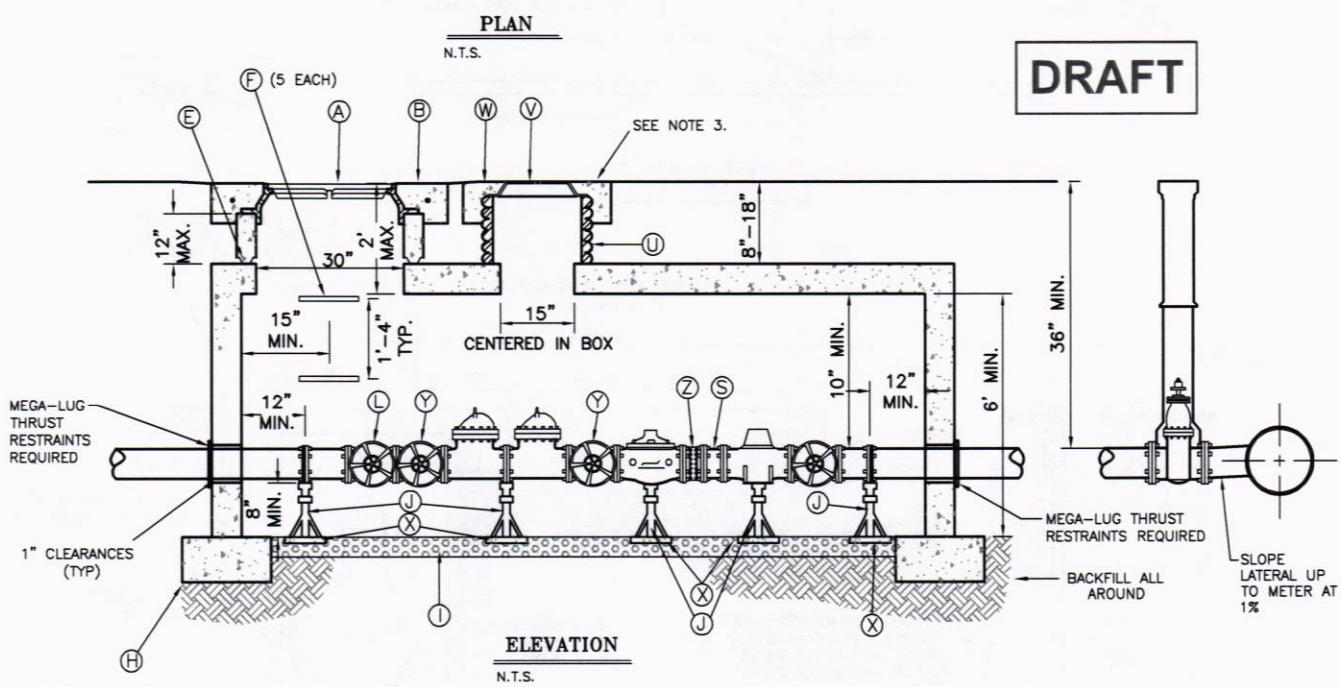
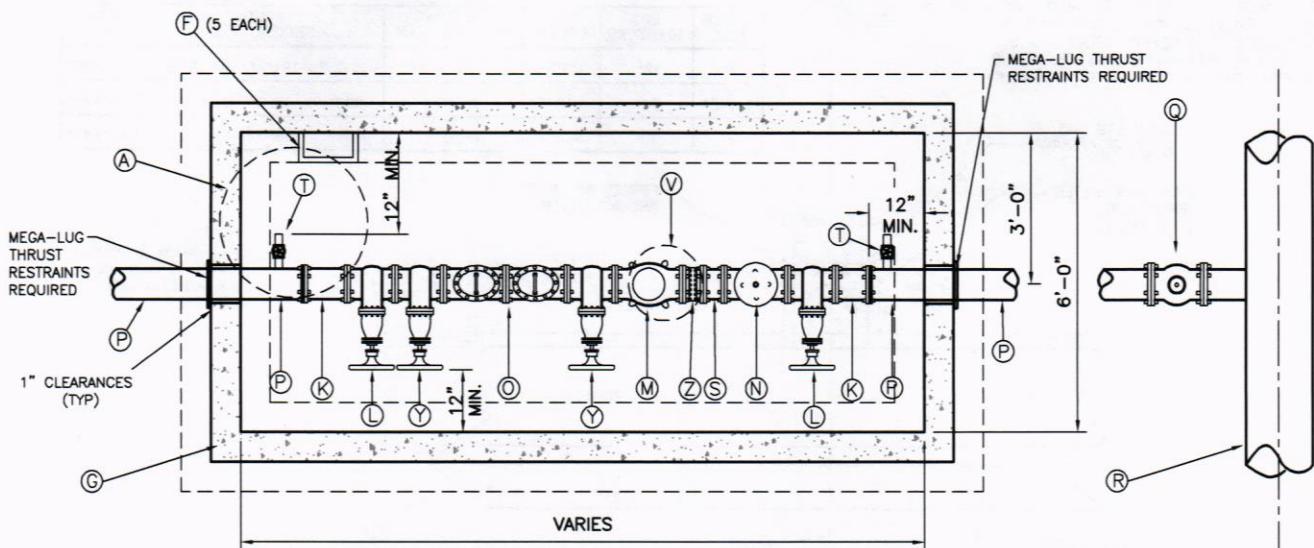
1" - 2" WATER METER

REVISIONS		
DATE	DESCRIPTION	BY
7/2021	ADDED NOTES 5, 6, 7 & 8	J.A.S.

CEDAR CITY
10 NORTH MAIN STREET
CEDAR CITY, UTAH 84720
PH. (435) 586-2963

SCALE:
N.T.S.
DRAWN:
T.B.M.
CHECKED:
J.A.S.

DATE:
7/2021



NOTES:

1. UNLESS OTHERWISE SHOWN ALL MATERIALS PER CEDAR CITY ENGINEERING STANDARDS.
2. CONCRETE VAULT LENGTH & WIDTH SHALL BE SUFFICIENT TO CONTAIN ALL FITTINGS AND MAINTAIN INDICATED CLEARANCE FROM WALLS.
3. WATER METER LIDS & COVERS SHALL ONLY BE INSTALLED IN LANDSCAPED AREAS UNLESS APPROVED BY WATER SUPERINTENDENT.
4. NOT ALLOWED ON PRIVATE SYSTEMS WITH FIRE HYDRANTS.
5. VAULTS ARE DESIGNED TO MEET ASTM C858 WITH AASHTO HS-20 LOADING.
6. PRV IS REQUIRED FOR 80 PSI PRESSURE OR GREATER.
7. STRAINER IS REQUIRED IF A PRV IS REQUIRED.
8. ALL PIPE MATERIALS AND FITTINGS MUST BE RATED FOR WATER SYSTEM PRESSURE.
9. ONLY NFPA 13R FIRE SPRINKLER SYSTEMS ARE ALLOWED WITH THIS DETAIL.
10. FIRE SPRINKLER SYSTEMS SHOULD BE DESIGNED ACCORDING TO REDUCED PRESSURE WHEN USING A PRV IN THE VAULT.

LEGEND

NO.	ITEM	DESCRIPTION	NO.	ITEM	DESCRIPTION
(A)	MANHOLE RING AND COVER (RIBLESS)	D&L A-1180 O.A.E.	(P)	DUCTILE IRON PIPE (TO 10" OUTSIDE OF VAULT)	CEMENT LINED
(B)	4" Ø x 8" THICK CONCRETE COLLAR	W/ 40" Ø #4 BARS & FIBERS	(Q)	GATE VALVE WITH BOX	SEE W1
(C)	NOT USED		(R)	FIRE LOOP OR CITY WATER MAIN	
(D)	NOT USED		(S)	FLANGED SPOOL 12" LONG	
(E)	GRADE RING(S)	MUST BE SEALED	(T)	1 1/2" PIPE TAP WITH GATE VALVE & 4" NIPPLE	
(F)	MANHOLE STEP	(M.A. INDUSTRIES INC. O.A.E.)	(U)	18" DIA. HOPE PIPE	PER PIPE SPEC
(G)	CONCRETE VAULT TOP	AMCOR UN6127T O.A.E.	(V)	RING & LID W/ 2" PUNCHOUT	D&L-2241 O.A.E.
(H)	9" X 18" FOOTING W/ 3-#4 BARS		(W)	30"X30"X8" THICK CONCRETE COLLAR	
(I)	4" THICK DRAIN GRAVEL		(X)	12" X 12" X 2" CONCRETE BLOCK	
(J)	(5) LEVELING JACKS (LENGTH VARIES)	SLIDEWINDER PART #23535 BY BARKER MANUF. CO.	(Y)	BACKFLOW ASSEMBLY VALVE	
(K)	6" MIN. FLANGE ADAPTOR	CEMENT LINED	(Z)	STRAINER (IF REQUIRED)	PURCHASED FROM CITY
(L)	GATE VALVE WITH HANDWHEEL	NON-RISING STEM			
(M)	FLOW METER (PURCHASED FROM CITY)	MACH 10			
(N)	PRESSURE REDUCING VALVE (IF REQ'D)	AWWA APPROVED			
(O)	DOUBLE CHECK DETECTOR VALVE (DCDA)	AWWA APPROVED			

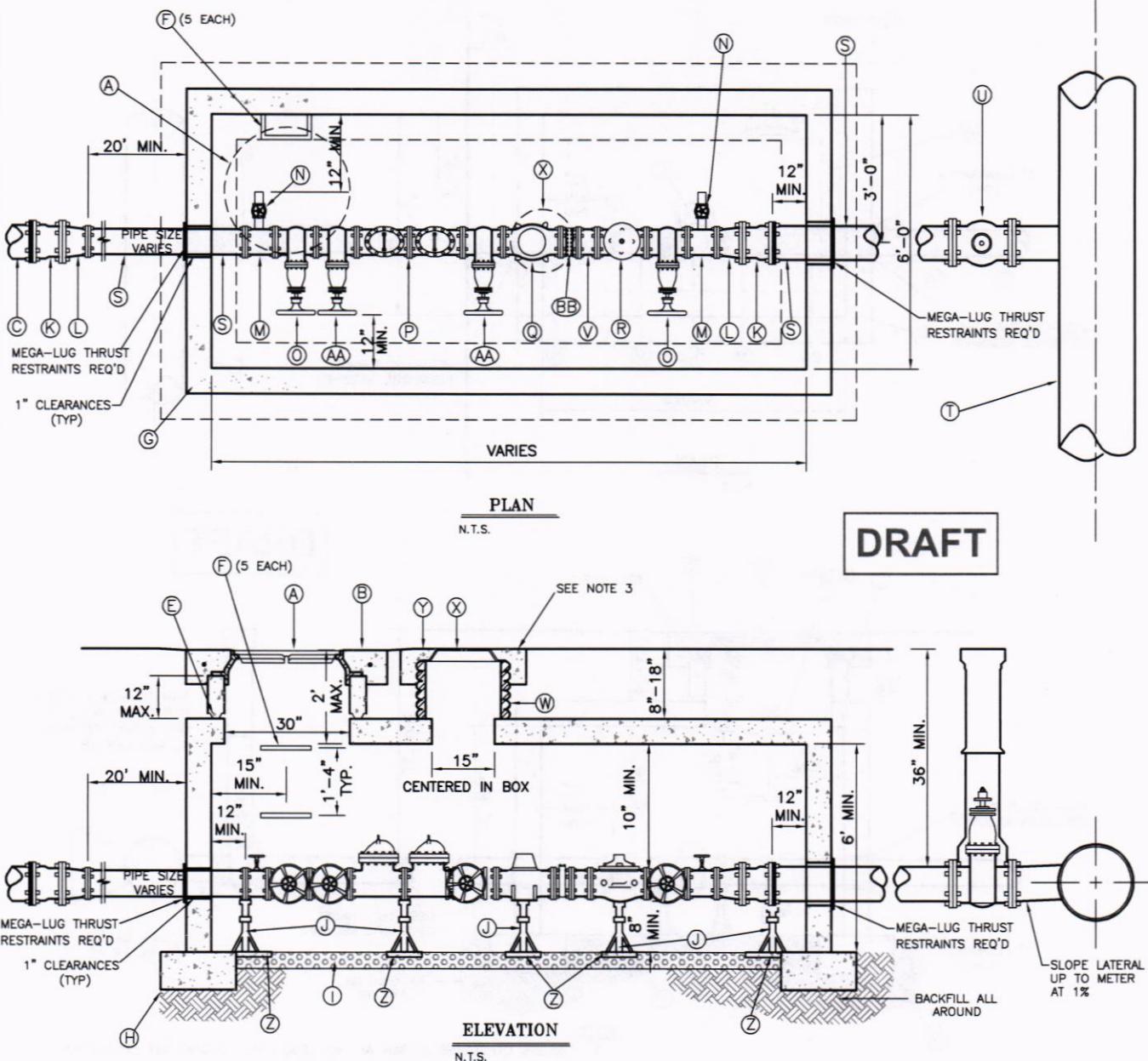
SHEET NO.
W6
FILE: W06

1 1/2"-4" WATER METER
(COMBINED CULINARY & FIRE SPRINKLER FLOWS)

REVISIONS		
DATE	DESCRIPTION	BY
7/2021	CHANGED ITEM 4, M & O ADDED NOTES Y & Z	J.A.S.

CEDAR CITY
10 NORTH MAIN STREET
CEDAR CITY, UTAH 84720
PH. (436) 586-2963

SCALE: N.T.S.
DATE: 7/2021
DRAWN: T.B.M.
CHECKED: J.A.S.



NOTES:

1. UNLESS OTHERWISE SHOWN ALL MATERIALS PER CEDAR CITY ENGINEERING STANDARDS.
2. CONCRETE VAULT LENGTH & WIDTH SHALL BE SUFFICIENT TO CONTAIN ALL FITTINGS AND MAINTAIN INDICATED CLEARANCE FROM WALLS.
3. WATER METER LIDS & COVERS SHALL ONLY BE INSTALLED IN LANDSCAPED AREAS UNLESS APPROVED BY WATER SUPERINTENDENT.
4. REQUIRED ON PRIVATE WATER SYSTEMS WITH FIRE HYDRANTS.
5. VAULTS ARE DESIGNED TO MEET ASTM C858 WITH AASHTO HS-20 LOADING.
6. PRV IS REQUIRED FOR 80 PSI PRESSURE OR GREATER.
7. STRAINER IS REQUIRED IF PRV IS REQUIRED.
8. ALL PIPE MATERIALS AND FITTINGS MUST BE RATED FOR WATER SYSTEM PRESSURE.
9. ONLY NEPA 13R FIRE SPRINKLER SYSTEMS ARE ALLOWED WITH THIS DETAIL.
10. FIRE SPRINKLER SYSTEMS SHOULD BE DESIGNED ACCORDING TO REDUCED PRESSURE WHEN USING A PRV INSIDE THE VAULT.

LEGEND

NO.	ITEM	DESCRIPTION	NO.	ITEM	DESCRIPTION
(A)	MANHOLE RING AND COVER (RIBLESS)	D&L A-11B0 O.A.E.	(P)	6" DOUBLE CHECK DETECTOR VALVE (DCDA)	AWWA APPROVED
(B)	4' Ø X 8" THICK CONCRETE COLLAR	W/ 40" Ø #4 BARS & FIBERS	(Q)	FLOW METER (PURCHASED FROM CITY)	
(C)	PIPE MATERIAL PER PLUMBING CODE		(R)	6" PRESSURE REDUCING VALVE (IF REQ'D)	AWWA APPROVED
(D)	NOT USED		(S)	6" MIN. D.J. PIPE (TO 10' OUTSIDE OF VAULT)	CEMENT LINED
(E)	GRADE RING(S)	MUST BE SEALED	(T)	CITY WATER MAIN	
(F)	MANHOLE STEP	(M.A. INDUSTRIES INC. O.A.E.)	(U)	GATE VALVE WITH BOX	SEE W1
(G)	CONCRETE VAULT TOP	AMCOR UV61271 O.A.E.	(V)	6" FLANGED SPOOL 12" LONG	CEMENT LINED
(H)	9" X 18" FOOTING W/ 3-#4 BARS		(W)	18" DIA. HDPE PIPE	PER PIPE SPEC.
(I)	4" THICK DRAIN GRAVEL		(X)	RING & LID w/ 2" PUNCHOUT	D&L-2241 O.A.E.
(J)	(2) LEVELING JACKS (LENGTH VARIES)	SLIDEWINDER PART #2353 BY BARKER MANUF. CO.	(Y)	30" X 30" X 8" THICK CONCRETE COLLAR	
(K)	6" MIN. FLANGE ADAPTOR	CEMENT LINED	(Z)	12" X 12" X 2" CONCRETE BLOCK	
(L)	6" X 6" FLANGED REDUCER (IF REQ'D)	CEMENT LINED	(AA)	BACKFLOW ASSEMBLY VALVE	
(M)	6" FLANGED STEEL SPOOL WITH 2" OUTLET	EPOXY COATED AND LINED	(BB)	STRAINER (IF REQUIRED)	PURCHASED FROM CITY
(N)	2" GATE VALVE WITH 4" NIPPLE				
(O)	8" GATE VALVE WITH HANDWHEEL	NON-RISING STEM			

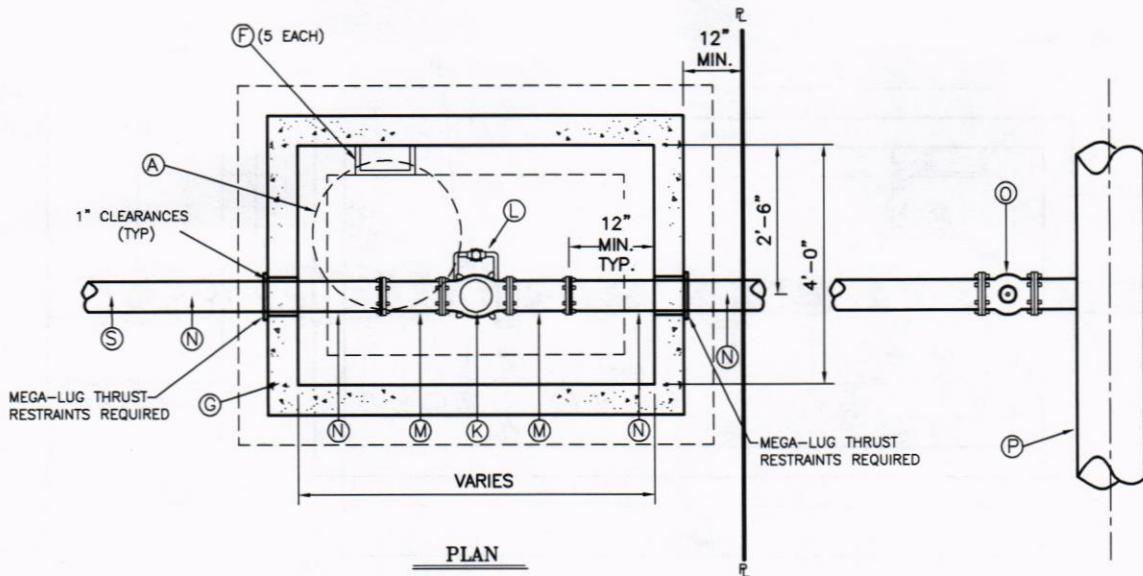
SECTION NO.
W7
FILE: W07

WATER METER WITH FIRE FLOW
(COMBINED CULINARY & PRIVATE FIRE
HYDRANT FLOWS)

REVISIONS
DATE: 7/2021
DESCRIPTION: ADDED AA & BB, ADDED A VALVE
BY: J.A.S.

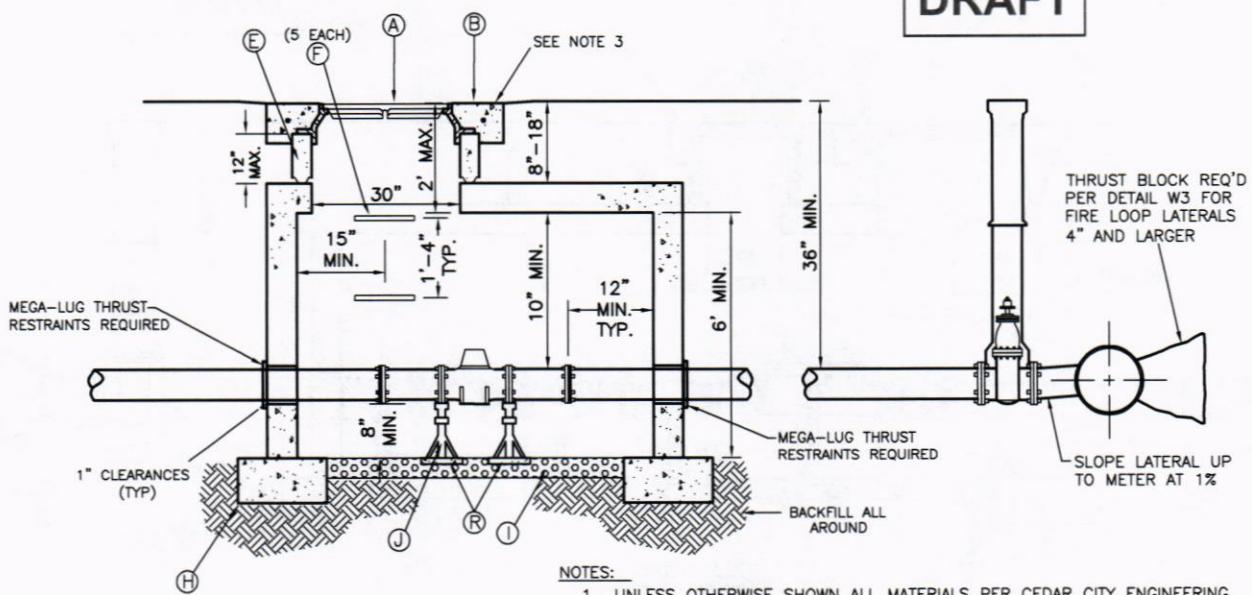
CEDAR CITY
10 NORTH MAIN STREET
CEDAR CITY, UTAH 84720
PH. (435) 586-2963

SCALE: N.T.S.
DRAWN: T.B.M.
DATE: 7/2021
CHECKED: J.A.S.



PLAN
N.T.S.

DRAFT



NOTE: ALL VALVES AND FITTINGS
TO BE SAME SIZE AS PIPE.

ELEVATION
N.T.S.

NOTES:

1. UNLESS OTHERWISE SHOWN ALL MATERIALS PER CEDAR CITY ENGINEERING STANDARDS.
2. CONCRETE VAULT LENGTH & WIDTH SHALL BE SUFFICIENT TO CONTAIN ALL FITTINGS AND MAINTAIN INDICATED CLEARANCE FROM WALLS.
3. WATER METER LIDS & COVERS SHALL ONLY BE INSTALLED IN LANDSCAPED AREAS UNLESS APPROVED BY WATER SUPERINTENDENT.
4. VAULTS ARE DESIGNED TO MEET ASTM C858 WITH AASHTO HS-20 LOADING.
5. NO CULINARY WATER CONNECTION TO FIRE SPRINKLER SUPPLY LINES.
6. ALL PIPE MATERIALS AND FITTINGS MUST BE RATED FOR WATER SYSTEM PRESSURE.

LEGEND

NO.	ITEM	DESCRIPTION	NO.	ITEM	DESCRIPTION
(A)	MANHOLE RING AND COVER (RIBLESS)	D&L A-1180 O.A.E.	(P)	CITY WATER MAIN	
(B)	4' Ø x 8" THICK CONCRETE COLLAR	W/ 40" Ø #4 BARS & FIBERS	(Q)	NOT USED	
(C)	NOT USED		(R)	12" x 12" x 2" CONCRETE BLOCK	
(D)	NOT USED		(S)	PIPE MATERIAL TO BUILDING PER PLUMBING CODE	
(E)	GRADE RING(S)	MUST BE SEALED			
(F)	MANHOLE STEP	(M.A. INDUSTRIES INC. O.A.E.)			
(G)	CONCRETE VAULT TOP (4'x 6')	AMCOR UV46T O.A.E.			
(H)	9" x 18" FOOTING W/ 3-#4 BARS				
(I)	4" THICK DRAIN GRAVEL				
(J)	(4) LEVELING JACKS (LENGTH VARIES)	SLIDEWINDER PART #23535 BY BARKER MANUF. CO.			
(K)	SINGLE LEAK DETECTOR CHECK	WATTS SERIES SS07F O.A.E.			
(L)	3/4-INCH BY-PASS KIT	WITH METER AND VALVES			
(M)	FLANGE ADAPTER	CEMENT LINED			
(N)	DUCTILE IRON PIPE (TO 10' OUTSIDE OF VAULT)	CEMENT LINED			
(O)	GATE VALVE WITH BOX				

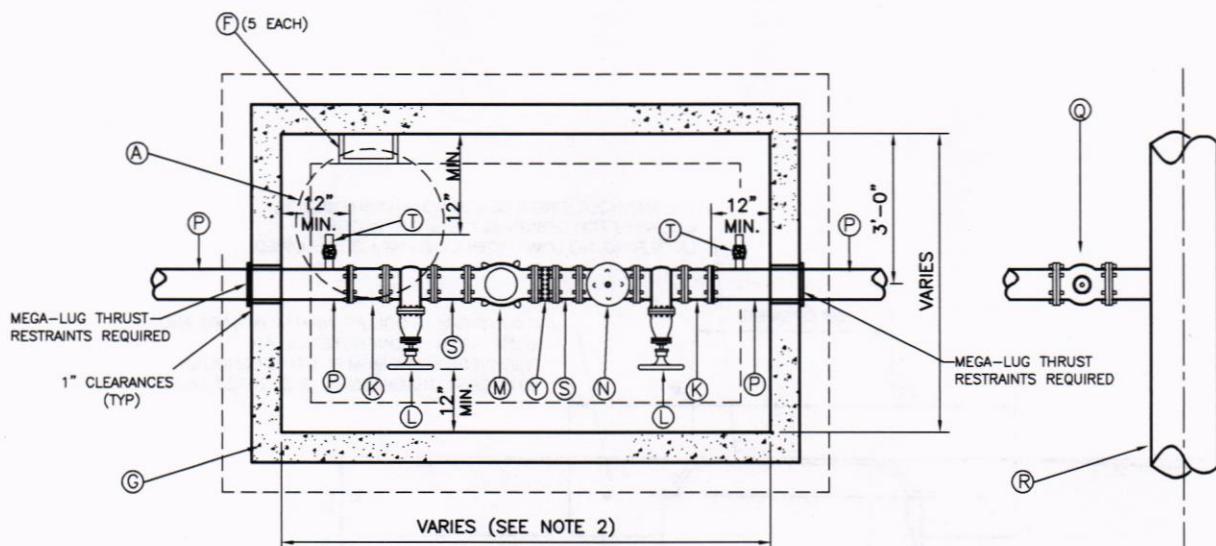
SECRET NO.
W8
FILE: W06

FIRE LOOP
DETECTOR CHECK VALVE
(FIRE FLOWS ONLY)

REVISIONS
DATE: 7/2021
DESCRIPTION: ADDED MEGA-LUGS
BY: J.A.S.

CEDAR CITY
10 NORTH MAIN STREET
CEDAR CITY, UTAH 84720
PH. (435) 586-2963

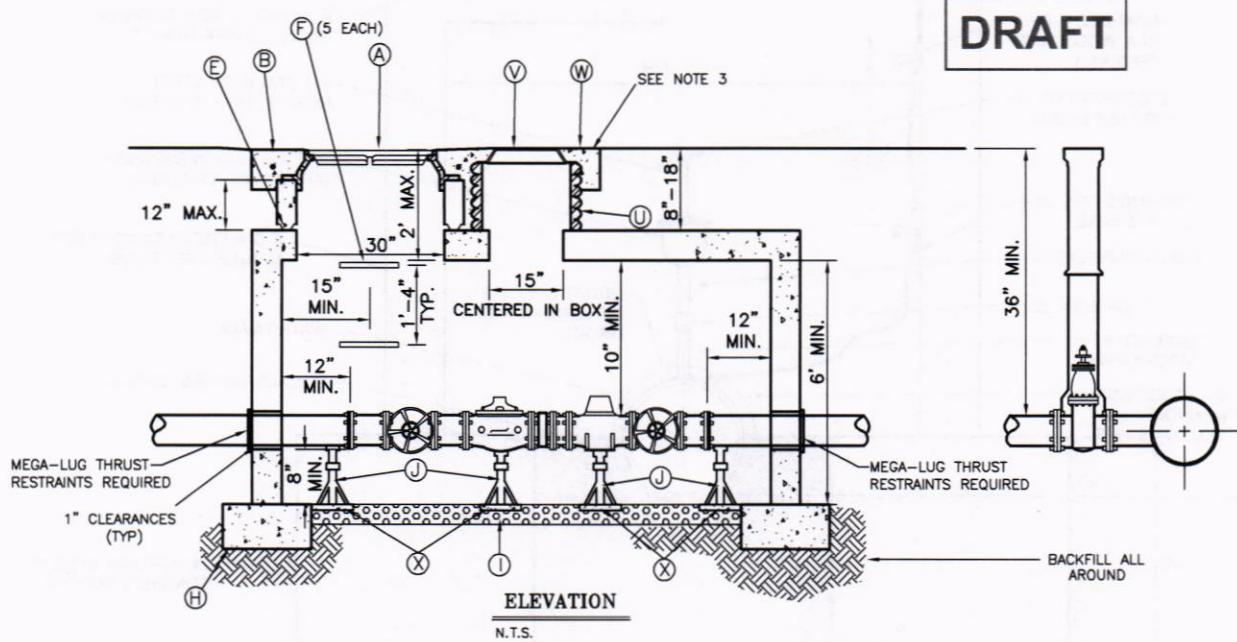
SCALE: N.T.S.
DRAWN: T.B.M.
DATE: 7/2021
CHECKED: J.A.S.



PLAN

N.T.S.

DRAFT



N.T.S.

NOTES:

1. UNLESS OTHERWISE SHOWN ALL MATERIALS PER CEDAR CITY ENGINEERING STANDARDS.
2. CONCRETE VAULT LENGTH & WIDTH SHALL BE SUFFICIENT TO CONTAIN ALL FITTINGS AND MAINTAIN INDICATED CLEARANCE FROM WALLS.
3. WATER METER LIDS & COVERS SHALL ONLY BE INSTALLED IN LANDSCAPED AREAS UNLESS APPROVED BY WATER
4. VAULTS ARE DESIGNED TO MEET ASTM C858 WITH AASHTO HS-20 LOADING.
5. PRV IS REQUIRED FOR 80 PSI PRESSURE OR GREATER.
6. STRAINER IS REQUIRED IF PRV IS REQUIRED.
7. ALL PIPE MATERIALS AND FITTINGS MUST BE RATED FOR WATER SYSTEM PRESSURE.

LEGEND

NO.	ITEM	DESCRIPTION	NO.	ITEM	DESCRIPTION
(A)	MANHOLE RING AND COVER (RIBLESS)	D&L A-1180 O.A.E.	(P)	DUCTILE IRON PIPE (TO 10' OUTSIDE OF VAULT)	CEMENT LINED
(B)	4' Ø X 8" THICK CONCRETE COLLAR	W/ 40" Ø #4 BARS & FIBERS	(Q)	GATE VALVE WITH BOX	SEE W1
(C)	NOT USED		(R)	IRRIGATION MAIN	
(D)	NOT USED		(S)	FLANGED SPOUT 12" LONG	
(E)	GRADE RING(S)	MUST BE SEALED	(T)	PIPE TAP (SIZE VARIES) WITH GATE VALVE AND 4" NIPPLE	
(F)	MANHOLE STEP	(M.A. INDUSTRIES INC. O.A.E.)	(U)	18" DIA. HOSE PIPE	PER PIPE SPEC.
(G)	CONCRETE VAULT TOP	AMCOR OR APPROVED EQUAL	(V)	RING & LID w/ 2" PUNCHOUT	D&L-2241 O.A.E.
(H)	9" X 18" FOOTING W/ 3-#4 BARS		(W)	30"X30"X8" THICK CONCRETE COLLAR	
(I)	4" THICK DRAIN GRAVEL		(X)	12" X 12" X 2" CONCRETE BLOCK	
(J)	(4) LEVELING JACKS (LENGTH VARIES)	SLIDEWINDER PART #23535 BY BARKER MANUF. CO.	(Y)	STRAINER (IF REQUIRED)	PURCHASED FROM CITY
(K)	FLANGE ADAPTOR	CEMENT LINED			
(L)	GATE VALVE WITH HANDWHEEL	NON-RISING STEM			
(M)	FLOW METER (PURCHASED FROM CITY)	MACH 10			
(N)	PRESSURE REDUCING VALVE (IF REQ'D)				
(O)					

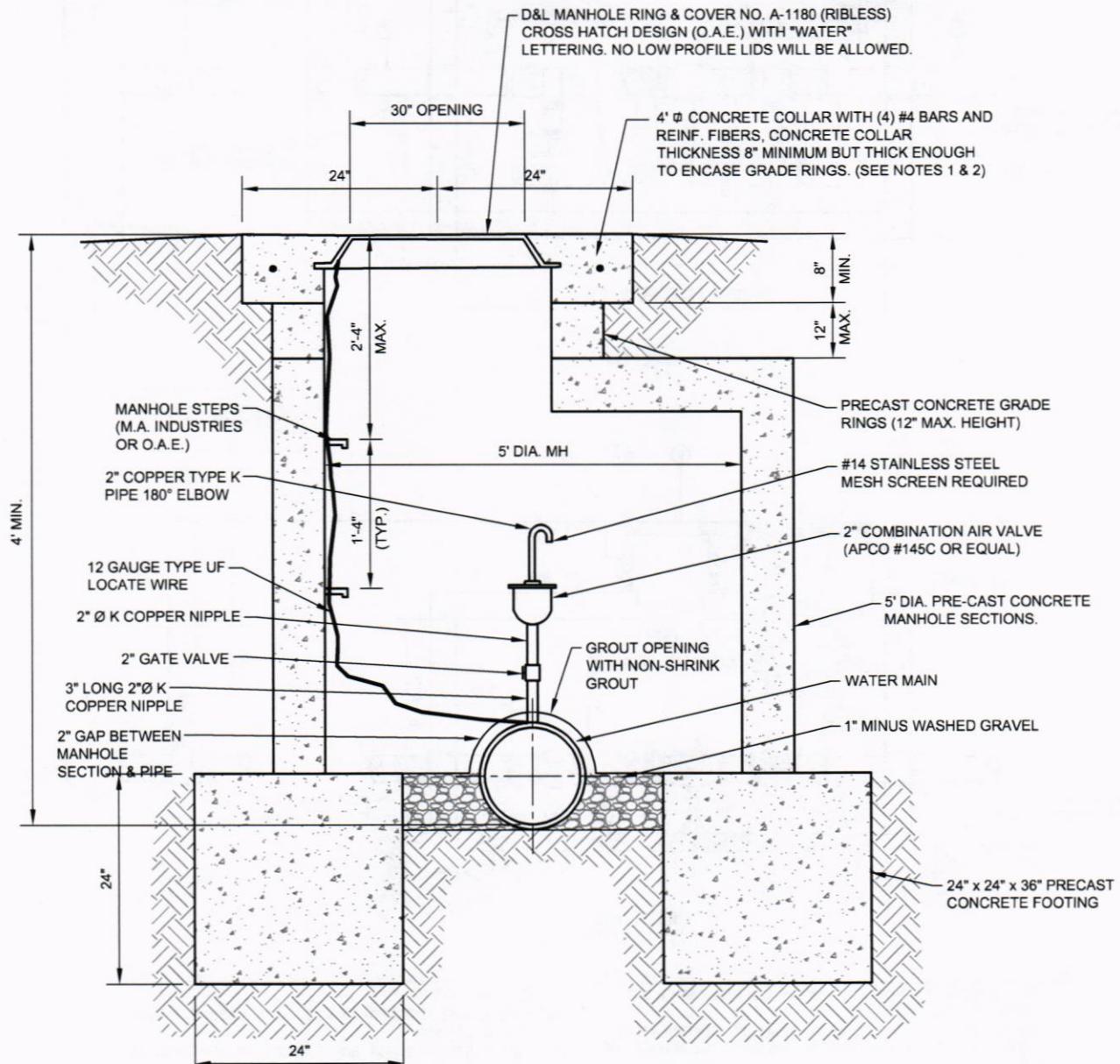
SHKT. NO.	W9
FILE NO.	W09

IRRIGATION METER

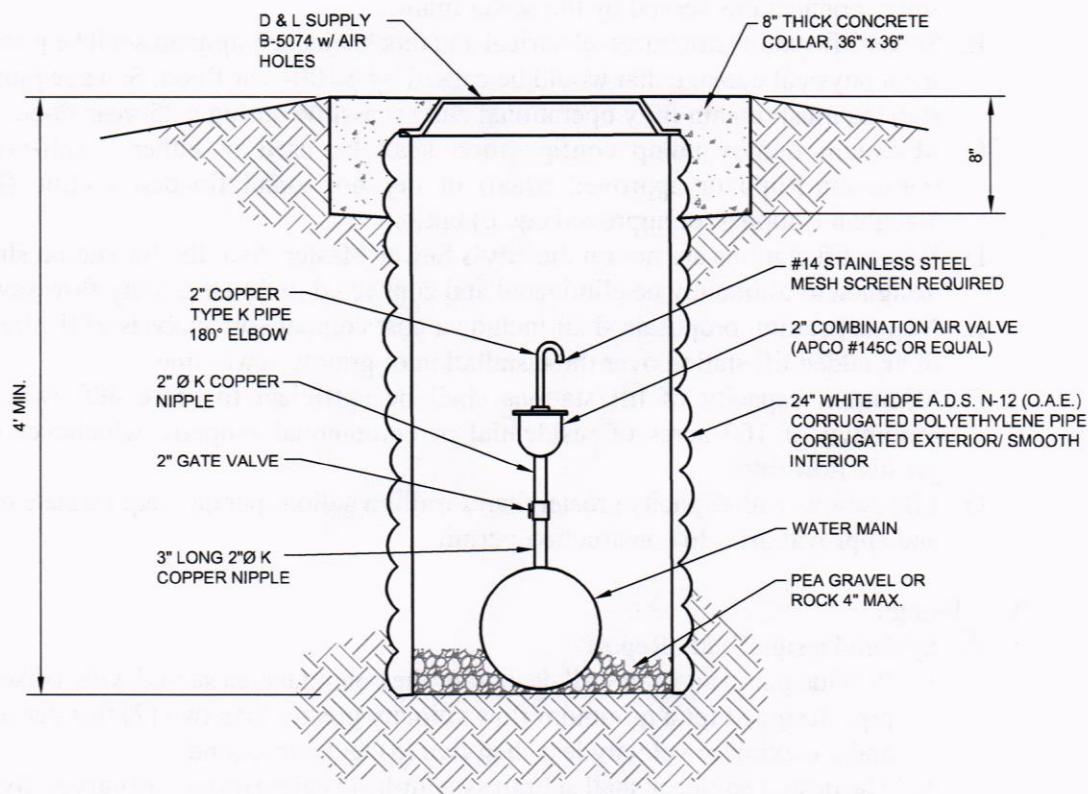
REVISIONS		
DATE	DESCRIPTION	BY
7/2022	ADDED MEGA-LUGS & INCREASED ITEMS J & R ADDED NOTES 5, 6 & 7	J.A.S.

CEDAR CITY
10 NORTH MAIN STREET
CEDAR CITY, UTAH 84720
PH. (435) 586-2963

SCALE: N.T.S.
DRAWN: T.B.M.
DATE: 7/2021
CHECKED: J.A.S.



DRAFT



COMBINATION AIR VALVE DETAIL OUTSIDE ROADWAY

N.T.S.

DRAFT

FILE: W11A

COMBINATION AIR VALVE
DETAIL OUTSIDE ROADWAY

REVISIONS		
DATE	DESCRIPTION	BY
7/2021	ADDED DETAIL W11A	J.A.S.

CEDAR CITY
10 NORTH MAIN STREET
CEDAR CITY, UTAH 84720
PH. (435) 586-2983

SCALE: N.T.S.
DRAWN: T.B.M.

DATE: 7/2021
CHECKED: J.A.S.

3.4.6 SEWER LIFT STATIONS Normally all City sanitary sewer mains shall be gravity flow type. Sewer lift stations shall only be permitted and designed in accordance to local, state, and federal requirements, including City adopted fire code, building code, electric code, and State Administrative Code R317-3-3. Additionally, the following criteria and design standards shall be met. Where there is a conflict, the more stringent requirement shall apply.

I. General

- A. Lift stations are allowed when a gravity flow sewer main would have a depth in excess of 25 feet for 10% or more of the sewer main length or the gravity flow sewer main would be longer than 300 feet multiplied by the potential number of sewer connections served by the sewer main.
- B. Sewer lift station structures, electrical and mechanical equipment shall be protected from physical damage that would be caused by a 100-year flood. Sewage pumping stations must remain fully operational and accessible during a 25-year flood.
- C. Minimum duplex pump configuration shall be used in either a self-priming (Gormann-Rupp or approved equal) or dry horizontal flooded suction (Flygt, Vaughan Chopper, or approved equal) option.
- D. Where lift stations are not on the city's Sewer Master Plan, the lift station shall be designed to ultimately be eliminated and connected to future gravity flow sewer.
- E. New lift station proposals shall include a cost comparison analysis of the benefits of an added lift station over the installation of gravity sewer line.
- F. Minimum capacity of lift stations shall be sufficient to serve 400 D.U. or a minimum of 160 acres of residential or commercial property whichever is the greater flow rate.
- G. Lift stations with capacity greater than 1 million gallons per day require state review and approval prior to construction permit.

II. Design

- A. System Design Study Report
 1. Provide pump and wet well design for the potential area served with a discharge pipe designed for a minimum flow velocity greater than two (2) feet per second and a maximum velocity less than five (5) feet per second.
 2. The design engineer shall submit system-head calculations and curves. System-head curves for C values of 100, 120 and 140 in the Hazen William's equation for calculating head loss corresponding to minimum, median and maximum water levels shall be developed.
 3. A system-head curve for C value of 120 corresponding to median (normal operating) water level shall be used to make preliminary selection of motor and pump. The pump and motor must operate satisfactorily over the entire range of system-head curves for C values of 100 and 140 corresponding to minimum and maximum water levels intersected by the head-discharge relationship of a given pump.
 4. The system shall be designed and constructed for peak flow at full buildout. If more than 2 pumps are required for full buildout, phased construction may be permitted with development. Future pumps shall be triggered by pre-determined Equivalent Domestic Unit limits analyzed in an approved sewer

study.

B. Accessibility

1. The lift station shall be readily accessible by maintenance vehicles during all weather conditions which shall include a minimum 12' wide road to all off site sewer lift stations.
2. Dirt, access roads shall have a finish grade of 6" minimum of compacted road base. Dirt access roads shall be crowned at the center line of right-of-way and 2% slope away from crown.
3. The facilities shall be located off the traffic way of streets and alleys. Lift station facilities shall have a clearance area no less than 20' from exterior of any building, wet well, valve pit, etc.
4. Access gate shall be a minimum of 16' in width, and in line with wet-well manhole/grate, to provide access to specialty cleaning/maintenance vehicles.

C. Grit: Where it is necessary to pump sewage before grit removal, the design of the wet well and pump station piping shall be such that operational problems from the accumulation of grit are avoided.

D. Odor and Corrosion Control: The pumping station design should incorporate measures for mitigating the effects of sulfide corrosion to structure and equipment; and excessive odor control when a populated area is within close proximity.

E. Structures

1. Pump and motor enclosures and facilities, including their superstructure, shall be completely separated from the wet well.
2. Provision shall be made to facilitate maintenance and removal of pumps, motors, and other mechanical and electrical equipment including, but not limited to, 3' of clearance around any interior wall and/or wall mounted equipment in excess of control panel door's opening tolerances, and 7' minimum height for all overhead conduits, piping, gas lines and any other obstructions.
3. Safe means of access and proper ventilation shall be provided to all facilities and wells containing mechanical equipment requiring inspection or maintenance.
 - a. For recessed dry wells, a stairway with rest landings shall be provided at vertical intervals not to exceed 12 feet (3.7 meters). Where a landing is used, a suitable and rigidly fixed barrier shall be provided to prevent an individual from falling past the intermediate landing to a lower level.
 - b. Where space requirements are insufficient; the design may provide for a man-lift or elevator in lieu of landings in a factory-built station if the design includes an emergency access or exit and shall not be classified as "confined space".
4. The materials selected in construction and installation must be safe and able to withstand adverse operating environmental conditions caused by presence of hydrogen sulfide and other corrosive gases, greases, oils, and other constituents frequently present in sewage.
5. Lift stations shall have walk-in pump enclosures with masonry walls, metal roof, interior/exterior lights, heat, vent fans, 15-gallon trash can, storage cabinet, wash down sink, faucet and floor drain (or submersible pump, if

required), dry well water spigot (hose bib), 120 volt electrical outlets and service water per building code.

6. No wet well shall be deeper than 25' below finish grade, and shall be accessible via City maintenance and cleaning equipment.
7. Site Plan and grading plan per Standard Drawing S7 showing fenced yard with 6-foot chain link fence, 16-foot gate, 3-inch drain rock ground cover, sloped at 2% from wet well to the fence, set-backs per zoning ordinance, 20-foot minimum from the fence to the enclosure and/or lift station equipment, a SCADA system and panel with internet communications (fiber or broadband), and alarm notifications. Also included in the lift station design package shall be a design for the pressure discharge pipe (green or purple PVC C-900 DR-18) with thrust blocks, restraint joints, clean-outs, blow-offs, and in-line gate valves spaced at 1000 feet maximum, pipe locate wire (12-gage solid copper with terminal boxes), locate posts, pressure line/manhole connection detail. All installation and testing shall comply with the requirements of the equipment manufacture and City Engineering Standards. Refer to Standard Drawings S5 for additional requirements and specifications for sewer lift stations.

III. Pumps

A. Multiple Units

1. A minimum of two pumps shall be provided for all sewer lift stations and shall have the same capacity. Each shall be capable of handling flows in excess of the expected maximum flow.
2. A minimum of three pumps shall be provided for lift stations where design peak-flows will be 1 million gallons per day (3,785 cubic meters per day) or greater. Where three or more units are provided, they shall be designed to fit actual flow conditions and must be of such capacity that with any one of the units out of service, the remaining units shall have capacity to handle flows in excess of the expected maximum flow.
3. All pumps shall be 480 volt, 3-phase with auxiliary power connections and gas driven stand by generators or motors. See emergency operations for additional information.

B. Protection Against Clogging

1. All lift station designs shall take precaution to provide protection against clogging.
2. Non-mechanically cleaned bar screens will NOT be acceptable.
3. Mechanically cleaned and duplicate bar screens or grinders shall be installed in lift stations handling estimated peak flows of 1 million gallons per day or greater.
4. For lift stations less than 1 million gallons per day, grinders may be considered, at the discretion of the Wastewater Collections Department Head.

C. Pump Openings: Except where grinder pumps are used, pumps shall be capable of passing spheres of at least 3 inches (7.6 centimeters) in diameter, and pump suction and discharge piping shall be at least 4 inches (10.2 centimeters) in diameter.

D. Priming: The pump shall be so placed that it will operate under a positive suction head under normal operating conditions.

- E. Electrical Equipment: Electrical systems and components (e.g., motors, lights, cables, conduits, switchboxes, and control circuits) in raw sewage wet wells, or in enclosed or partially enclosed spaces where hazardous concentrations of flammable gases or vapors may be present, shall comply with the National Electrical Code requirements for Class 1 Group D, Division 1 locations. In addition, equipment located in the wet well shall be suitable for use under corrosive conditions. Each flexible cable shall be provided with watertight seal and separate strain relief. A fused disconnect switch located above ground shall be provided for all pumping stations. When such equipment is exposed to weather, it shall as a minimum, meet the requirements of weatherproof equipment (NEMA 3R). All electrical equipment and clearance requirements shall comply with latest National Electrical Code standards.
- F. Intake: Each pump should have an individual intake. Turbulence shall be avoided near the intake in wet wells. Intake piping shall be as straight and short as possible.
- G. Dry Well Dewatering: A separate sump pump equipped with dual check valves shall be provided in dry wells to remove leakage or drainage. Discharge shall be located as high as possible. A connection to the pump suction is also recommended as an auxiliary feature. Water ejectors connected to a potable water supply will not be approved. All floor and walkway surfaces should have an adequate slope to a point of drainage. Pump seal water shall be piped to the sump.
- H. Controls
 - 1. Controls and alarms shall be compatible with City proprietary SCADA system. SCADA control panels shall be wall mounted per specification requirements and accessible, including 3' minimum clearance.
 - 2. MODBUS controls shall be provided in pump panels.
 - 3. Control systems for liquid level monitoring shall be of the air bubbler type or level transducer type, and shall also include a single, high level, fail-safe float. All electrical equipment shall comply with all National Electrical Code requirements.
 - 4. The level control system shall be located away from the turbulence of incoming flow and pump suction.
 - 5. The design engineer must consider automatic alternation of the sequencing of pumps in use.
 - 6. Incoming power from the main feed shall have a power meter sensor.
- I. Valves
 - 1. Check valves shall be placed on the suction line of each self priming pump.
 - 2. Isolation valves shall be placed on the suction line of each flooded suction pump.
 - 3. Discharge Line
 - a. Isolation and check valves shall be placed on the discharge line of each pump. The check valve shall be located between the isolation valve and the pump.
 - b. Check valves shall not be placed in the vertical run of discharge lines after the primary isolation valve.
 - c. Within the building or fenced perimeter, and after the isolation valve shall be a force main shut off valve.

- d. All valves shall be suitable for the material being handled, and capable of withstanding normal operating pressure and water hammer.
- e. Where limited pump backspin will not damage the pump and low discharge head conditions exist, a short individual force main for each pump, may be approved by the Wastewater Collections Department Head in lieu of a discharge manifold.

J. Wet Wells

- 1. Size. The wet well size and level control settings shall be appropriate to avoid heat buildup in the pump motor due to frequent starting (short cycling), and septic conditions due to excessive detention time, and shall be sized for a minimum 10-year peak flows, preferably 20 year peak flow requirements.
- 2. Floor Slope. The wet well floor shall have a minimum slope of one to one to the hopper bottom. The horizontal area of the hopper bottom shall be not greater than necessary for proper installation and function of the pump inlet.
- 3. Discharge lines shall NOT pass through wet wells.
- 4. Wet wells shall be of non-corrosive construction (Armorock or equal), or spray lined with chemical-resistant polyurethane coatings (Sprayroq or equal), and finished before placed into service.
- 5. Wet well design shall provide sufficient storage capacity to allow for detection of and response to lift station failure.
- 6. Access to wet well will be a dual hatch door with safety grates. Material will be constructed of non corrosive material. All mounting hardware including, but not limited to, bolts, anchors, brackets and hangers will be stainless steel.

K. Ventilation

- 1. All pump stations must be ventilated to maintain a safe operating environment. Where the pump pit is below the ground surface, mechanical ventilation is required, so arranged as to independently ventilate the dry well and the wet well if screens or mechanical equipment requiring maintenance or inspection are located in the wet well. There shall be no interconnection between the wet well and dry well ventilation systems. In pits over 15 feet (4.6 meters) deep, multiple inlets and outlets are recommended. Dampers should not be used on exhaust or fresh air ducts. Fine screens or other obstructions in air ducts should be avoided to prevent clogging. Switches for operation of ventilation equipment should be marked and located for convenient operation from outside of the enclosed environment. All intermittently operated ventilating equipment shall be interconnected with the respective pit lighting system. Automatic controls are recommended for intermittently ventilated pump stations. Fan parts should be of non-corrosive material. All parts adjacent to moving ones should be of non-sparking materials. Consideration should be given to installation of automatic heating and dehumidification equipment.
- 2. Wet Wells. Ventilation may be either continuous or intermittent. Ventilation, if continuous, shall provide at least 12 complete air changes per hour; if intermittent, at least 30 complete air changes per hour. Ventilating equipment should force air into wet well rather than exhaust it from wet well.
- 3. Dry Wells. Ventilation may be either continuous or intermittent. Ventilation, if continuous, shall provide at least 6 complete air changes per hour; if

intermittent, at least 30 complete air changes per hour.

- L. Flow Measurement. Continuous measuring and recording of sewage flow shall be provided at all pumping stations with a design pumping capacity greater than one million gallons per day (3,785 cubic meters per day).
- M. Water Supply. There shall be no physical connection between any potable water supply and a sewage pumping station which under any condition might cause contamination of the potable water supply. The potable water supply to a pumping station shall be protected against cross connection or backflow.
- N. Self-priming pumps shall be capable of rapid priming and repriming at the lead pump on elevation. Such self-priming and repriming shall be accomplished automatically under design operating conditions. Suction piping should not exceed the size of the pump suction and shall not exceed 25 feet (7.6 meters) in total length. Priming lift at the lead pump on elevation shall include a safety factor of at least 4 feet (1.2 meters) from the maximum allowable priming lift for the specific equipment at design operating conditions. The combined total of dynamic suction lift at the pump off elevation and required net positive suction head at design operating conditions shall not exceed 22 feet (6.7 meters).

IV. Alarm Systems

- A. Alarm systems shall be provided for lift stations. The alarm shall be activated in cases of power failure, high water level in dry or wet well, pump failure, use of the lag pump, air compressor failure, or any other pump malfunction.
- B. Lift station alarm systems shall be compatible with current SCADA program in use by Cedar City Wastewater Collections.

V. Emergency Operation

- A. Pumping stations and collection systems shall be designed to prevent bypassing of raw sewage and backup into the sewer system. For use during possible periods of extensive power outages, mandatory power reductions, or uncontrolled storm events, a controlled emergency power generator shall be provided.
- B. The generator shall have auto-start and fueled by natural gas, supplied by a utility line coming into the site. The generator shall be rated to provide sufficient output power to run all pumps, ventilation, lighting, and auxiliary loads continuously. If a stand-alone external generator is used, it must be in an appropriate, weather rated enclosure.
- C. Engine Protection. The engine must be protected from damaging operating conditions. Protective equipment shall shut down the engine and activating an alarm. Protective equipment shall monitor for conditions of low oil pressure and overheating. Oil pressure monitoring is not required for engines with splash lubrication.
- D. Engine Ventilation. The engine shall be located above grade with adequate ventilation of fuel vapors and exhaust gases.
- E. Routine Start-up. All emergency equipment shall be provided with instructions indicating the need for regular starting and running of such units at full loads.
- F. Protection of Equipment. Emergency equipment shall be protected from damage at the restoration of regular electrical power.

VI. Instructions and Equipment

- A. Sewage pumping stations and their operators must be supplied with a complete set of operational instructions, including emergency procedures, maintenance schedules, special tools, and necessary spare parts.

VII. Force Main

- A. Velocity. A velocity of not less than 2 feet per second (0.61 meter per second) shall be maintained at the average design flow, to avoid septic sewage and resulting odors.
- B. Air Relief Valve. An automatic air relief valve may be requested at high points in the force main to prevent air locking.
- C. Termination. Force mains should enter the gravity sewer system at a point not more than 2 feet (30 centimeters) above the flow line of the receiving manhole.
- D. Design Pressure. The force main and fittings, including reaction blocking, shall be designed to withstand normal pressure and pressure surges (water hammer).
- E. Special Construction. Force main construction near streams or used for aerial crossings shall meet all National and State code requirements.
- F. Design Friction Losses
 1. Friction losses through force mains shall be based on the Hazen-Williams formula or other hydrodraulic analysis that may be justified to determine friction losses. When the Hazen-Williams formula is used, the design shall be based on the value of C equal to 120; for unlined iron or steel pipe, the value of C equal to 100 shall be used.
 2. When initially installed, force mains will have a significantly higher C factor. A changing C factor over the life of the system must be considered when calculating friction loss, capacity, and power requirements.
- G. Separation from Water Main. The applicant or the design engineer must review the requirements stated in State Code R309-112.2 - Distribution System rules, Drinking Water and Sanitation Rules, to assure compliance.
- H. Identification. A clearly labeled tracer location tape shall be placed two feet above the top of force mains along its entire length.

on the east and west sides of the property so they have access to that line. His line goes through and crosses that drainage so if it is all brought up to grade, they will need the ring when they bring them up to grade. That is why that road there is so nice. It is to access a sewer line along there. It needs to go on through and a manhole set up before it crosses that drainage.

Robbie said there are 6" water stubs out on Aviation Way. If they are lucky, one may fall in their 30' frontage.

Matt with UDOT said he has no issues as long as all the drainage can go into that channel.

South Central said they have lines in there if they need any security stuff.

Jonathan said this may be in a flood zone A. he was not sure how that will impact them. Dallas said according to the City's GIS flood map, all the flooding was contained within that easement of the channel.

CITY ITEMS

1- Engineering Standards Update-including Details & Sewer Lift Stations	Staff
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See attached document.

Jonathan said that Engineering tries to do Engineering Standards update about every 2 years. they have done quite a bit of work to reach out to all in the industry and see what changes need to be made. He has a list of all these proposed changes. This is only step one. This will also be presented to the Planning Commission and then on to the City Council who has the final vote on any changes made. As he is going through, he would welcome any comments. He will only hit the highlights of these changes.

Detail C-1A: is a new detail about low profile curb called also mountable curb. The 30" matches the width of the current detail. The advantage is that you can drive over this curb. These are standards that could be used on City subdivisions. These don't necessarily only apply to the PUD but can also be used in any PUD. The advantage is that the drive approach would not need to be cut out at each home. The developer and builders have been asking for this and he feels it is a good option. If they want to use the standard high back curb, they are also welcomed to do that; this is just another option. He looked at this one as it is drivable. That sidewalk right behind that approach would need to be thickened so would be 6" reinforced next to that drive. The rest would not need to be reinforced only the drive approach area. this can be done at development, or if they choose, leave this for each homeowner. He is proposing to allow this on the typical 45' wide streets in all residential areas. Then they get into the R-3-M zone, this is not a good choice as they are spaced to not that good of an advantage. They will discourage those, so they don't pull over the sidewalk to park.

Detail C-2: is the cross gutter. They will clarify that the minimum a flow line can be is $\frac{1}{2}$ %. That is the bare minimum. He will talk more later about making changes of lowering the grade of curb and gutter. They will leave this at $\frac{1}{2}$ % and they debated about chairs or go back to adobe block then they clarify that 5,000 psi is needed. This will extend the life of the cross gutters. This higher strength mix will be required.

Detail C-5: this is the ADA accessible ramps. They will add a note that they will need to allow UDOT PA-1 ramp. He will add that they can use that one. The only thing will be that the City will still require that red color, so they are standard throughout the City. This will clarify that only 4,000 psi concrete is required.

Detail C-6: is the sidewalk detail; one item that has come up with ADA is the need to have a 5' X 5' passing space at intervals. They will continue with only the 4' sidewalk but would need to be this passing space at 200' intervals. In the code it does allow driveways to be used as those passing spaces so this would only be if a long stretch with no driveways were there. Where the sidewalk crossing is, those need to be 6" thick.

Tim Watson asked if these 5X5 spaces need to be when they build the subdivision or with each home. Jonathan felt they could be installed at each home and only in areas where they don't have a drive less than 200' away. Tim then asked if those driveways exceed a 2% slope, how would that work. Jonathan was not certain, will need to look into that if that would meet ADA or not. Tim asked if this would be all sidewalk or just commercial. Is this 5X5 only for commercial? Jonathan anticipates this would be for both commercial and residential.

Mary would also like to know this.

Jonathan said he was certainly not an ADA expert, and said that was a good question. He will look into that.

Matt said that is supposed to be 2% and he knows if they don't meet that, they have written variances in some instances. He talked about the cost and how UDOT will handle those situations.

Detail R-1: is the standard trench. This is a major change; they currently require flowable fill in the pipe zone for pipe larger than 12" diameter. The concern of contractors is #1, the cost, and also it fills up the pipes. They are proposing to remove that and go back to the standard trench backfill. They will clarify 2" conduit shown and clarify that is only required on City projects. Also, a note of the minimum sewer manhole depth of 48" to the top of pipe. In order to get a manhole depth that is useable, that needs to be 48" in the valley and some are typically 9' and the City does allow less than that in certain circumstances, but they will require that to be 48" to the top of pipe.

Tim asked if that is measured from finish grade to the rim of the top of pipe. To the bottom of the pipe would be 5'. Tim wondered why so deep. Jonathan said the City does not allow the low-profile lid, so they need the standard ring and lid and have found it difficult to get less than that and get the manhole to work. Jonathan can do some work researching with pipe and see if there is any way to reduce that, but they get one that is traffic rated, it is 8" thick then the ring and the lid, it gets very tight in there.

Randy said if you put the lateral at 2% you have a wide street, that 48" depth is not a bad depth. They also take care of Iron County and have run into water problems and have to sleeve those over. The 48" is a good minimum. Tim said there are very few areas within Cedar City with

streets much wider than 45'. Randy said to get the equipment into there it is tight. Many times, it becomes a safety issue if they are any shallower.

Detail R4-A – is more for the road cross section. One main change shows a 6' wide asphalt trail. They will clarify that the master planned trail of 10' wide is a concrete trail. There are 2 situations with trails. 1 where they are not following a roadway, they are out away from the road where the 10' wide asphalt is the preferred type of trail. The City also has where you master planned trail runs along the roadway. They try and do this for short distances to connect those asphalt trails. This shows to be a 10' wide concrete trail. The additional width of these sidewalks is paid for with impact fees. The concrete trail is better, it is low maintenance, and they seem to have good luck with that so they will change that all to be concrete along roads. The road sections in the RE zone is difficult one. They have looked at that closely. The main problem is that is difficult to get the culvert crossings at driveways as they have to mound up the dirt to get over those culverts. That is not working well. From 45' to 66' rights-of-way so with the borrow ditches it adds width to those rights-of-way. He would welcome any comments on this one. In order to get the culvert to work at those driveways he feels this is a good way to go in order to prevent those problems in the RE zone. This is just the first proposal. He knows there are some that have worked in the RE zone and he is looking for comments. When working with curb and gutter that allows that to be narrowed, but when working with a borrow ditch, that takes travel land from 15' to 14'. Tim said that 15' PUE is only for the RE zone.

Dallas said if this is adopted, do those in the RE zone area already going need to do this? Or only in any new phases like in 4B ranch. Jonathan said yes, they are looking to put something like this in the subdivisions. If they are already started, they can continue under the current standards. Basically, once the Engineering Standards are approved, they go into effect. He will need to look at those already under way.

Spencer said as far as vesting; would the new Engineering Standards apply, or would that application be vested. Jonathan said they are working on a vesting ordinance right now, so he would defer this question to the City Attorney who is not present today.

Detail R4-C: is a new one being added. In looking at R-4B, that would be road cross sections for the master planned roads in the RE zone. In working through issues with the transportation master plan, that is being updated now. He will wait and propose those after this master road plan comes through. They have talked about rural road cross sections. They will hold on this one a little bit until that transportation master plan gets to go before the City Council.

Detail R4-C: would be driveway entrance into homes that don't have curb and gutter. There is no detail that shows those types, this will be similar to what Washington County is showing for a culvert crossing. There is a little bit of drainage back towards the drainage ditch.

Detail R4-C: also, will also add a new 45' local road with a planter strips. They don't have that now and would allow for planter strips. It is an alternative to other 45' roads that have an additional 10' to place a 5' strip of both sides.

Tim asked where would the water meter go? Jonathan said the water meter would go mid-way in this planter strip or back of the sidewalk like it is now. Robbie said in the older parts of town they are in the planter. He also sees the problem if they plant trees then when they grow, they

move those water meter barrels and break lines, they really should have something specifying the distance that plants and water meters can be. They only cause problems.

Tim said maybe the City needs to see what they can put in that planter strip other than grass. That way, they clear what type of tree, how far from driveways water meters they need to be and be very clear.

Jonathan thought that Jeff would also have comments so he will look into that for what type of plants or trees can go in there.

Spencer said they could also put in any type of tree barrier for the root system. Jonathan said currently there is nothing like that specified, but he can look into it.

Tim wondered if this would be an option for any wider streets than just the 45'. Maybe a wider entrance into a subdivision they should be able to include that 5' planter strip in there as additional road. Jonathan said he has specified only 45' but can look at that. Tim just wondered if they would want that as an option on the 55' wide or others. Jonathan said if this is approved, these are just minimums. If they choose to go wider than that, it will need to be dedicated that way.

Detail R-6: on the cul-de-sac detail there is 1 change; they currently require if the length of the dead end is longer than 100' that they have a temporary cul-de-sac. They have run into issues with drive locations on these and they have no where to turn the plow around. They propose to shorten that distance of a dead-end to 30' and then they make sure they have a way to turn those plows and emergency vehicles around. For temporary, it only needs to be gravel.

Mary asked if those big rigs could get around in those. Probably not.

Detail S1: is the standard sewer lateral. The sewer department wanted to delete the concrete encasement around those. That concrete tends to settle the pipe. The proposal is to add a note that no tee is to be sued on pipe less than 12". Randy said in pipes less than that size, the camera just can't get thru there.

Detail S-2: is the sewer manhole detail. The sewer division only wants pre-cast bases. The cast-in-place was allowed if approved by the sewer division. 5' manhole over a 12" diameter pipe. They deleted one note and clarified if a smaller joins a larger pipe, the top of the pipe needs to match. Then a few other changes to clean up the conduit detail.

Spencer the first item: precast vs. pour in place. On the private side, is that just for obvious grade changes. As you can't get delivery now, what is further restricting the cast in place. Randy said all have been really busy. Most subdivisions drop the ball to order cast-in-place. The problem is when you do the pour ones, you end up with a huge amount of concrete. It is not as clean, the others have boots on, you can pull those in place. Especially when you have 15 pour-in-place manholes you are dealing with.

Spencer talked about having something already in the works. You have a base sitting there, then they change stuff up. How does that work. Randy said they can get permission to use the others if need be. But inspection also takes a lot of time on the poured ones. They are out there each day inspecting some pour.

Tim asked what about if they are ding the required pre-cast and there are safety issues for the

shallower ones. What if they do 5' diameter. There is enough room to get in that is just for an option. They need 12" to get in there. They would need pumps or something. Randy said they have looked at that – maybe 1 run of pipe. If they get away with that but will need to look at those. 48" if you have to get in there, is really tight. Tim said so the 5' diameter would be better. Some will see this as the only option. Randy said they left it open; and they can advise. Randy things that 4' is a good number. He has to leave that open, then they all jump on board.

Detail S-3: the concrete drop manhole detail. There are a few changes: 1 is to delete the concrete encasement around the manhole and now calls out as sand slurry. The sewer division prefers crushed stone and that is a change. currently brick dam they are showing and are planning to delete that. The pipe intrusion showing 6" and the minimum width opening of 32" is for the camera.

They also added a note calking out spray rock and for spray and the top of pipes need to match. Tim said so spray rock would be applied to each manhole. Randy said that the sewer lift station dumps need to be anything larger than 12".

Detail S-5: is the self-priming sewer lift station. There are a few items to be changed here. Randy said all this is trying to do is bring them up to more modern standards. They have lots of old stuff. He went to Dorsett, they used to have auto dialers, they have gone in and want to bring this up to current standards with these things.

Detail S-6: is to do with submersible lift station there is changes to this he will have Randy explain.

Randy said that they have many that do temporary lift stations. They are not safe to work on, they are good in the private sector, and they laugh on the state level when they learn they are allowed. These temporary ones of 5 years become 15-20 years and they are still dealing with these. Some are deep in the ground; you can't deal with those pumps. They cannot be permanent, and they have some safety concerns.

Detail S-7: is mainly just to maintain setbacks to buildings and driveways to the center of a lot.

Detail S-11: is proposed by the pre-treatment division. A change to RV dumps, changing sanitary hatch to be flat with the area. Also, not in a proximity to any catch basin.

W-1A: is being added to show tracer wire proposed on all PCV pipe for waterlines, so along with that there will be a tracer wire on those water lines.

In roads, the tracer wire can be terminated inside the boxes.

Tim: what is the tracer pedestal? Jonathan said just a locate post. The hard plastic that comes up to the surface. It is used on sewer manholes outside these but are different. They have things on them where the tracer wire can be found.

Randy explained they are hollow in the middle so if they are hit, they just bend over and the tracer wire is up inside that and has a sticker in with the phone number, details, etc.

Detail W-4: the pressure reducing station. They will improve safety by adding mega lug on the outside of the vault. Another item they are adding is a pressure relief pipe. This would be if pressure builds up, that relief valve would open, come up to the surface, and be in a candy cane shape so the PVC- 900 pipe can be installed downstream and lots of the areas in the City where high pressure would be better. If the high-pressure pipe down street, then this PRV failed, and that full pressure relief would then be relieved before that could cause any damage downstream. The location would be back of the utility easement. Robbi said it will come back to the side then flows and runs down the ditch.

They will add leveling jacks to give support to all those pipes rated for water system pressure.

Detail W-5: water meter detail; 1" and 2" meters. They will change the note to give flexibility on where to locate. Currently it says center of lot or within 10' of the high lot line.

Spencer asked if it was possible to also allow that on the low side of the lot. Add language so if horizontal with the sewer it still has to be maintained? Just like power boxes and things like that. That may be better and more flexible on this water meter location if you can go on either side. Jonathan said the low side is typical for the sewer. Rob said as long as they keep that separation. Spencer said 90% of the time it is opposite of the sewer but in conflict with the power so the developer does now have to put it more on the power side and this would give them better flexibility. Robbie said just make sure they are 10' from the sewer.

Jonathan said they just want to give them flexibility to put the water meter where they want. They should be able to do this as long as they keep the required separation.

Jonathan said they will add a composite plastic lid. It is difficult to get the metal lids. Robbie was able to find a composite lid that will work and can be added as an option. Also, the tracer wire to poly pipe servicer laterals. And meter locations in the planter strips.

Robbie said they will supply these, he finally found 1 manufacturer out there; that will mold them to our size, the ring has to be cast, and ones that fit those existing lids have to fit. This manufacturer took 1 of their lids to match the size. When they get those, go through Robbie. Tim asked so they will be purchased by the City. No, you get them from this one supplier. Rob said there are some, this gives you other options. That manufacturer information is on this detail. that part number is on the detail. They are the right size then they come in.

Tim said on the water meter in the planter; do they have the collar on them? Rob said yes, that is still required. It will be up to the developer/contractor to pour a 30" X 30" or they just put that back of the sidewalk.

Detail W-6: is a meter vault to combine culinary with fire and required from 1 ½" meter to the 4" meter and have some come in where they have fire sprinkler flows, and those coming in to satisfy those. This is a simple requirement of the State for backflow.

Robbie said a backflow device spec used to say 3-4" meters and lots are putting in 2" and the minimum they can use is the same on the larger meters. This is an EPA standard to have a back flow in that vault for 1 ½ and 2" meters.

Jonathan said they are adding mega lugs on the back of the vault; one thing that Rob said was now required is a strainer. If that does not go in, then the added pipe for the meter will not work properly. This shortens the length of pipe, and that strainer is directed by the City. When you

pick up a compound meter, you pick up that strainer also.
Adding additional jacks and other things are similar.

Detail W-11 & W-11A: for air vacs. Currently, this detail only shows the standard meter barrel. They are getting lots in the roads. That barrel is not traffic rated, and they are proposing a concrete vault if in the road. If outside the road, they can still use the old detail. There are some text changes they are listed on here.

Less slope in flatter areas.

Poly pipe for sewer laterals of certain sizes.

PVC 900 is also allowed for waterlines over 2" through 12". These are just options. DI and Iron pipe are also still allowed. Over 12" they will require DI pipe. Sizes above 12" master planned and under higher pressure. Will stay with DI pipe on those larger pipes. They can use Poly and PVC in areas with less than 2100 psi pressure.

There will be no connections without the water supervising.

Robbie talked about those tracer lines. Will they make them similar to the gas lines? Jonathan said they have duct tape every 10' so it will be similar to others.

2- Ordinance text change regarding pre-plat construction penalty Staff
To allow for Grading Permits.
Jonathan said along with the standards, they have other things come up. One request is to allow grading permits for subdivisions and PUD to let them begin work on the grading. Prior to final plat approval. This will be similar to what others allow. Cedar city only allows any work to begin after the final plat approval from City Council. The grading permit would allow certain things: clearing, grubbing, and grading work. Will give some flexibility. That would be at the risk of the developer to begin work before that final plat is approved.

3- Ordinance text change regarding on-site drainage/retention to Staff
allow Retention Ponds under certain guidelines.
Jonathan said this has come out of state requirements on subdivisions. And PUD they have the detention type where there is a controlled release. Retention basin allows for full retention of storm water. When you get into the flatter areas, it is more difficult to daylight that drainage. This would be another option. It is not in the writeup, but they are looking to allow shallow basins that could also be parks or open space.

If you do not vacate but move it, where would you move that to. Jonathan said this master planned road could go through the existing County subdivision. they have some open houses with Avenue Consultants. On the other hand, having the consultants say you don't really need that road to carry all the traffic, as there are 2 others major roads to handle all the traffic.

Trevor said they are saying a connection should be there, it does not need to be 66' wide, and the master plan does not cover 45' wide roads. They recommend, but it is not a requirement to connect communities. There is no connection requirement, you have the master planned road, and anything larger than 45' you want to put 1 in this area.

Jennie said they would presumably be vacating this from that intersection north. Who is that serving and who would be negatively affected by vacating that?

Jonathan said those in Cross Hollow Hills, Iron Horse and even Old Sorrel Ranch; if they want to travel south can't within that area total would be about 2000 residents.

Mary said she has a motion on the table and a second; the vote was 4 aye, and 1 opposed so the motion passed.

Jennie said they should look at some sort of connectivity ordinance or something for the future.

Tyler said that is why we have a master plan. Jonathan said if you don't have anything with a 45' local road you can't designate that as a master planned road.

Staff Items

1- General Plan Review Update

Staff-Don B.

Don B. said he reached out to Mike, has seen some things today; the steering committee should have a link to that draft to look over. On those goals and policy, they should have a map within a few days. They will advertise the draft plan and have the open house on July 23 and get that to a public open house by August 11 and get that to this body by August 17th. That is the goal. Those on the steering committee need to look at that draft plan, they will want to be there, and it will be tough to get that ordinance written to implement those.

2- Standards Update 2021

Staff-Jonathan

Jonathan said they have tried to update these standards every 2 years. It is time again. He prepared a presentation to go thru the details of the proposed changes. As a step in the process, this was discussed in sketch last week. They will go to City Council for final approval.

These are all related to City improvements. All things inside a PUD are not. Just all City improvements. These changes came from discussions they have had with the industry. They have looked at various things, and just want to make sure they will work and stand up over time.

See the attached presentation sheets (35 pages)

Detail C-1A: is a new detail about low profile curb called also mountable curb. The 30" matches the width of the current detail. The advantage is that you can drive over this curb. These are standards that could be used on City subdivisions. These don't necessarily only apply to the PUD but can also be used in any PUD. The advantage is that the drive approach would not need to be cut out at each home. The

developer and builders have been asking for this and he feels it is a good option. If they want to use the standard high back curb, they are also welcomed to do that; this is just another option. He looked at this one as it is drivable. That sidewalk right behind that approach would need to be thickened so would be 6" reinforced next to that drive. The rest would not need to be reinforced only the drive approach area. this can be done at development, or if they choose, leave this for each homeowner. He is proposing to allow this on the typical 45' wide streets in all residential areas. Then they get into the R-3-M zone, this is not a good choice as they are spaced to not that good of an advantage. They will discourage those, so they don't pull over the sidewalk to park.

Detail C-2: is the cross gutter. They will clarify that the minimum a flow line can be is 1/2 %. That is the bare minimum. He will talk more later about making changes of lowering the grade of curb and gutter. They will leave this at 1/2 % and they debated about chairs or go back to adobe block then they clarify that 5,000 psi is needed. This will extend the life of the cross gutters. This higher strength mix will be required.

Detail C-3 driveway; clarify width between residential and commercial.

Detail C4- clarify area between drive, 4' between.

Hunter; still requiring rebar reinforcement. All driveways need to be reinforced. Jonathan said they just never know what will be driving over that area. .

Detail C-5: this is the ADA accessible ramps. They will add a note that they will need to allow UDOT PA-1 ramp. He will add that they can use that one. The only thing will be that the City will still require that red color, so they are standard throughout the City.
This will clarify that only 4,000 psi concrete is required.

Detail C-6: is the sidewalk detail; one item that has come up with ADA is the need to have a 5' X 5' passing space at intervals. They will continue with only the 4' sidewalk but would need to be this passing space at 200' intervals. In the code it does allow drivw3aays to be used as those passing spaces so this would only be if a long stretch with no driveways were there. Where the sidewalk crossing is, those need to be 6" thick.

D1:

LAS1 & LS2 - note for tree pruning on trails.

Detail R-1: is the standard trench. This is a major change; they currently require flowable fill in the pipe zone for pipe larger than 12" diameter. The concern of contractors is #1, the cost, and also it fills up the pipes. They are proposing to remove that and go back to the standard trench backfill. They will clarify 2" conduit shown and clarify that is only required on City projects. Also, a note of the minimum sewer manhole depth of 48" to the top of pipe. In order to get a manhole depth that is useable, that needs to be 48" in the valley and some are typically 9' and the City does allow less than that in certain circumstances, but they will require that to be 48" to the top of pipe.

R2-

Detail R-3; shows locations for utilizes. Changed that in RE to 15'. Provide more room for water meter and fire hydrants.

R4-

Detail R4-A – is more for the road cross section. One main change shows a 6' wide asphalt trail. They will clarify that the master planned trail of 10' wide is a concrete trail. There are 2 situations with trails. 1 where they are not following a roadway, they are out away from the road where the 10' wide asphalt is the preferred type of trail. The City also has where you master planned trail runs along the roadway. They try and do this for short distances to connect those asphalt trails. This shows to be a 10' wide concrete trail. The additional width of these sidewalks is paid for with impact fees. The concrete trail is better, it is low maintenance, and they seem to have good luck with that so they will change that all to be concrete along roads. The road sections in the RE zone is difficult one. They have looked at that closely. The main problem is that is difficult to get the culvert crossings at driveways as they have to mound up the dirt to get over those culverts. That is not working well. From 45' to 66' rights-of-way so with the borrow ditches it adds width to those rights-of-way.

Adam; asked why 1 side is painted with line. Jonathan said that would be for the pedestrian walkway and the trail.

Detail R4B looking to add road sections along master planned roads. Not being presented yet but will when transportation master plan comes thru.

Detail R4D- is a new detail for roads with planter strip. It was discussed in Project Review last week; there were lots of questions. This would be an option in a subdivision instead of 45' wide road, they would go to 55' wide with a 5' planter strip on each side. the City has none currently. Jonathan said the main questions were what type of shrubs, trees, etc. what root barrier needed, so the roots don't take up the sidewalk. then the question of who fixes all this. Usually, it is the City. If they do a planter strip, they would like to minimize those problems.

He needs to do research like how far down to you need those root barriers.

Hunter asked if turf would be allowed? It is hard to irrigate that there.

Jennie asked the benefit of a strip? Just that some people like them. Jonathan said it was just a proposal and an option for a developer. He was not sure anyone would use it.

Trevor said it allows for trees in the right-of-way and would provide shade, noise reduction, temperature, aesthetics, the biggest would be in the new RN zone they want this in that zone, but the Engineering Standards restrict what they can do.

Jennie said if they were making a recommendation, they would not want any water usage. Jonathan said they could also recommend water wise things also. She also wondered how staff feels about telling residents what type of trees and shrubs they can use. There are lots of things in this little detail.

Detail R5- was removed in a section for RE Zone as this was a duplicate.

Detail R-6: on the cul-de-sac detail there is 1 change; they currently require if the length of the dead end is longer than 100' that they have a temporary cul-de-sac. They have run into issues with drive locations on these and they have nowhere to turn the plow around. They propose to shorten that distance of a dead-end to 30' and then they make sure they have a way to turn those plows and emergency vehicles around. For temporary, it only needs to be gravel.

Detail R10; deals with when a taper is required.

Detail S1- the concrete encasement.

Detail S2- the main precast bases will be required rather than the pour in place type. It is difficult to get those pre-cast ones, but they will want the option to pour in place.

Randy said the concern is that contractors are not getting in time to order them up. They pour 9 manholes. For them to inspect it takes about 15-20 minutes each. They can go out when the pre-cast ones are delivered and inspect them all. The flow lines have arrows, and they have their own way of doing things. they can't get the camera through, and they are just not as clean. It is work if they leave them open and when they do existing tie in, it just makes sense to do this with the pre-cast bases. This will protect the City as they are not the norm. to do a whole subdivision that way is not good practice. Jennie wondered if there were issues in acquiring these. No, the developer just needs to plan ahead. Randy said most of these changes are per State standards.

Mary said so they are improving things to get up to par.

Randy said they went to Salt Lake and did a tour of all the safety things. they told them what they were doing, and they are doing all these changes for State standards and safety.

Adam pointed out that most of these changes are done with a decrease in cost, and only a few of an increase.

Detail S6 is the biggest change for safety and bringing things up to State standards.

Detail S11 will eliminate the use of submersible lift stations.

Detail W1A- is the last one; this is to allow the PVC 900 water line pipe. They only allowed DI pipe and he did research to allow them to use the PVC and this will decrease costs.

Jonathan said there are a few text changes also.

3- PUBLIC HEARING

**Ordinance Text Change regarding pre-plat construction penalty
to allow for Grading permits.
(Recommendation)**

Staff-Jonathan

Jonathan said currently if a developer starts clearing, or any type of earth work they incur a penalty of \$500 per lot. There has been the request to relax that a little and allow some grading, clearing, and grubbing prior to final plat approval. Most cities will issue a grading permit. Then the developer can do