

NOTICE OF MEETING
HILLSIDE REVIEW BOARD
CITY OF ST. GEORGE
WASHINGTON COUNTY, UTAH

PRESENT:

James Sullivan
Russ Owens
Dave Black
Jeff Mathis

EXCUSED:

James Dotson

CITY STAFF:

Assistant Public Works Director, Wes Jenkins
Planner III, Mike Hadley
Development Office Supervisor, Brenda Hatch

APPLICANT:

Bob Hermandson
Wayne Rogers

The agenda for the meeting is as follows:

Chair James Sullivan called the meeting to order at 8:34 am.

Consider a request for a Hillside Development Permit on Twin Lakes. The property is located east of Twin Lakes Dr approximately between 700 N and 800 N. The property is currently zoned Open Space & R-3 (Residential multi-family). The owner is Twin Lakes Rhino LLC. Case No. 2021-HS-006

Jeff Mathis – Just so you guys know I’m working on the project with Bob and his group as well doing the preliminary architecture design. I don’t know if that is a problem for anybody, but if you want me to step back, in my mind I can be pretty objective. Any thoughts on that?

Dave Black – I think it’s appropriate that you have at least bring it up in front.

James Sullivan – Yeah, I appreciate that.

Wayne Rogers – I would say it would be a conflict if the design of the buildings affected the hillside, but other than that, no.

Dave Black – Yes, James has had some conflicts like that where he’s been the landscape architect. I think it’s appropriate to declare it.

Jeff Mathis – There would be a quorum without me, so if you want me to step back, then I will.

James Sullivan – I think we're good with it.

Bob Hermandson – So obviously this is the old Twin Lakes golf course. This is what is left of the old golf course. They had three holes right here. This has just been sitting forever. My office did all the work from the beginning, so we have been involved for a long time. Now it is just a remnant parcel that we are trying to clean up. The proposal is to, we looked at several different options, none of them felt great. I feel like in the end this is the right option. The reason that I parked right here is because you can see it really well and this is also the entrance to the road that goes onto these and ties into that intersection. The configuration didn't work to leave it low, so we are just going to fill this whole thing up so that the road is literally draining straight through to here, you can see it's slightly higher than here, about 7 feet higher. You have two constants that are existing here, the upper cut, the old Middleton Drive. If you walk up there, there is existing asphalt still. It's part of the City's master plan for a trail that will be built in the future at some point. Right now, it is just the old asphalt road. The lower cut that is right here, that is just one step down, that is the old highway that goes through the tunnel. The asphalt is still there, it's in much rougher shape, it's much older, but it's still there. Below this is all of the remanent of the golf course. The thought is the existing second cut, the old highway that goes through the tunnel, we would make about a 10-foot bench on the existing road that is there, and then come down at roughly 1.5 to 1 based on Wayne's recommendation. The rest of the site will get infilled to build this whole thing up. There is a ton of fill for a little tiny project. In the end of the day, we end up with a public street here and a public street there. We won't be tucking any of these buildings up against any hillsides, we're not doing that there is plenty of gap, plenty of space. We are basically splitting the difference by bringing this up and bringing that down to make that match this fill. (Bob described where the units will sit and where the roads will be.) The rest of that is all the rocks that are in here, the intent is to use them as retaining walls as we work our way through there. As far as the rock fall goes, I'm happy to provide a bench along there, there is plenty of room. In addition to that the thought was that if there is any rocks that Wayne felt like they might be of risk, we are happy to pick them off one by one, do whatever manually. The intent of this group is to keep this as rentals for eternity, so we want no risk. We want to lower it down as much as possible, even if it's above the exposure limits of what Wayne is recommending. We just want to make it as best we can.

Russ Owens – So on the scaling of the rocks, do you have any authority to do that up above your property?

Bob Hermandson – We do the project above as well, so whatever needs to happen, I have met with them, and they are happy to work with us. However, because of that study, and that these benches exist, it's pure coincidence, right? The two old roads across this hillside are just an anomaly, and Wayne can go deeper into that. The rockfall

never gets down here. If we need to provide an extra 10 feet on the highway, no problem, we're happy to do that too.

Wayne Rogers - Dave and I just discussed it this morning actually, where the second bench came in, we will look at that a little closer, we will do whatever it takes to make that second bench work. The problem with picking rocks is where do you start and stop. If you pick one out then it affects the one above it.

Dave Black – From a hillside aspect too, you might get into the you might get into disturbance, and we like it undisturbed. Ideally if you can come up with an alternative option then it may be the better option.

Wayne Rogers – The other thing too is that the rock fall doesn't encroach into the units until it gets right around this bend over here, and it's actually a splatter over there so we have a lot more options, we can stack a bunch of rock in that or something just as an extra berm. We will make sure that, really it's the two units there and then the three units here, but with the bench it should help tremendously on that side.

Jeff Mathis – It looks like the old highway has already caught a couple of rocks.

Wayne Rogers – Yeah, it has.

Dave Black – The report that was submitted, is a preliminary report so I would think that as a part of our motion we will need to have the final report specifically address the mitigation plan. That way you have identified the concern, and then give a specific mitigation for that concern.

Wayne Rogers – Ok.

Dave Black – And in the final Geotech report, you also address the cut slopes and stuff like that.

Wayne Rogers – Right, the way we're filling this up, these slopes pretty much go away.

James Sullivan – So you won't be touching the existing dirt cut that is above the highway up there?

Bob Hermandson – Correct. We don't want to go there, it just doesn't, it just never ends, right? The further up it just continues to get worse and so you don't gain anything.

Dave Black – They will be using the old highway as a bench, so they won't be disturbing above that.

Bob Hermandson – That's exactly what we want, that's where our slope catches anyway, we will just leave it that bench and then if we need an extra 10 feet so be it.

Wayne Rogers – We really don't want to do Jersey barriers, like they did over there, it doesn't look as good. We will just leave the bench instead.

Dave Black – That lower bench has some rocks on it, so I think it shows the test factor for rocks to come down. Also, that bench seems to be performing well. Sometimes you look at these and say those rocks have been there forever, they won't come down, but they do. After heavy rains and stuff like that.

Russ Owens – So drainage you will have an upper swale that goes at the top of the project and then the roadway will come through?

Bob Hermandson – We will now, because all along this new toe, right, to catch the hillside runoff. Which is another reason why the units on that layout aren't backing up against that hillside. We pulled them off so you can have full access to maintain it. We will have to maintain it forever as well. All of that drainage gets into these roads and then goes down into the system. If we are going to put a bench up there then we could also put one in the corner. The reason that exists is because of the road, the curve ending up there. That's the only reason that depression zone exists, otherwise we would have pushed units up in there. There is a little swale right there that catches it. To make sure it stays there and goes right into the system. Then the overland comes through there then to detention and then straight into the road then into the system, get underground and get out of here. That's the thought to mitigate it.

Discussion on drainage and how it will be mitigated continued.

Jeff Mathis – Aren't you going to have to improve that side of the road?

Bob Hermandson – It will be eventually, but it will not be a part of this project. We worked that out with the City through a whole bunch of discussions over the last year of the improvements of this. As far as that goes. We were designing this entire road, we are doing the fill for the road, we are doing the retaining wall for the road, but then the actual finish improvements will be part of a much larger project which will fix all of this and eventually get to the north corridor. We are doing a portion of it, yes, the grading and the little bit of retaining that will be right here.

Jeff Mathis – You're going to put in this section of sidewalk?

Bob Hermandson – I think we will have to do this section, but not this section.

Discussion continued regarding roads.

James Sullivan – So water was found in the test pit, are you not concerned about that?

Dave Black – How much fill do you put in that area?

Bob Hermandson – If I remember right it's about 10 feet in the hole, where the tree is there.

Wayne Rogers – There is a little down deeper, we are never going to get to it, so I don't worry about it.

Bob Hermandson – I don't have a building or structure on it intentionally, that's where the drainage is going.

Wayne Rogers – There is a reason that tree is there, I most of it is probably trapped water, just run off going down and it's just sitting in there. I don't think there are any springs right through this property.

Bob Hermandson – There is nowhere for any of it to get out of this little basin.

James Sullivan – Does anyone have any other questions, or can we entertain a motion?

MOTION: Dave Black mad a motion to recommend for approval the Twin Lakes Townhomes project as presented to us with the following conditions: 1. The final Geotechnical investigation reports specifically address the rock fall mitigation plan and any stable cut slopes 2. Any retaining walls should be as such to match the esthetics of the basalt boulders will be acceptable, ideal as much as possible 3. In our opinion the proposed grading plan cuts into 40% slopes that are not contiguous and/or were manmade from previous disturbance and we have no concerns with the grading plan.

SECOND: Russ Owens

AYES (4)

James Sullivan

Russ Owens

Dave Black

Jeff Mathis

NAYS (0)

Motion carries.

ADJOURN

MOTION: James Sullivan made a motion to adjourn at 8:57 am

SECOND: Jeff Mathis

AYES (4)

James Sullivan

Russ Owens

Dave Black

Jeff Mathis

NAYS (0)

Motion carries