

NOTICE OF MEETING  
PLANNING COMMISSION  
CITY OF ST. GEORGE  
WASHINGTON COUNTY, UTAH

**PRESENT:** Chairman Ray Draper  
Commissioner Natalie Larsen  
Commissioner Emily Andrus  
Commissioner Austin Anderson  
Commissioner Nathan Fisher  
Commissioner Steve Kemp

**CITY STAFF:** Assistant Public Works Director Wes Jenkins  
Community Development Director John Willis  
Assistant City Attorney Paula Houston  
Planner III Dan Boles  
Planner III Michael Hadley  
Planner III Carol Davidson  
Development Office Supervisor Brenda Hatch

**EXCUSED:** Commissioner Elise West

**CALL TO ORDER/FLAG SALUTE**

Chair Draper called the meeting to order at 5:04 pm. Commissioner Curtis led the flag salute. Chair Draper indicated that item 1E is postponed.

**1. ZONING CHANGE AMENDMENT (ZCA) (Public Hearing) Legislative**

- A. Consider a request for a zone change amendment for The Tonaquint Center PD-C (Planned Development Commercial) zone in order to review elevations and site layout for Lot 6 of the Tonaquint Center Phase 2 2nd Amendment for the TDC Office Building on approximately 1.13 acres located approximately 1108 W 1600 S. The representative is Kason Traveller/Brandon Hall. The project will be known as TDC Office Building. Case No. 2021-ZCA-056. (Staff – Mike Hadley)

Mike Hadley presented the following:

Mike Hadley – To the east is Dixie Drive. The general plan designation is commercial, zoning is PD-C. The building will be used as offices for call centers that are in the Tonaquint area.

Colby Traveler – This is just additional office for our staff, not a call center.

Chair Draper opened the public hearing.

Chair Draper closed the public hearing.

Commissioner Fisher – It looks like a nice building.

Commissioner Kemp – I think it will be great, I'm glad to see that road dedicated.

MOTION: Commissioner Andrus made a motion to recommend approval to City Council of the PD-C amendment located at 1108 W 1600 S for a building on lot 6 of the Tonaquint Data Center.  
SECOND: Commissioner Larsen  
ROLL CALL VOTE:  
AYES (6)  
Chairman Ray Draper  
Commissioner Steve Kemp  
Commissioner Emily Andrus  
Commissioner Natalie Larsen  
Commissioner Austin Anderson  
Commissioner Nathan Fisher  
NAYS (0)  
Motion Carries unanimous recommend approval

- B. Consider a request for a zone change amendment for The Walmart Bloomington PD-C (Planned Development Commercial) zone in order to review elevations for a paint facelift and an addition to the Online Shopping area of the current building located approximately 2610 Pioneer Road. The representative is Kristen Spillman. The project will be known as Walmart 3220 St George Expansion. Case No. 2021-ZCA-056. (Staff – Mike Hadley)

Mike Hadley presented the following:

Mike Hadley – On the south end of the Walmart they have the online shopping pickup area, they are expanding that from 14 to 33. They will also update the paint, but they will stay with the natural earth tones. They are working on the landscaping on the southern portion, they will replace that with a more xeriscape look.

Zel Cantrell – Mike did a fantastic job on what we are planning on doing. It is about a 5,000 square foot expansion.

Heather Maxwell – The building is ready for a remodel and new paint; Walmart wanted to update the colors and add more branding.

Chair Draper – How much will the colors change?

Heather Maxwell – They will not change the colors.

Chair Draper – So that landscaping that is dead, it's not going to stay what it was, you will go with xeriscape instead?

Zel Cantrell – Yes, we are replacing 25% because of the drought. All of that was dead.

Commissioner Larsen – And are you removing all of that turf?

Zel Cantrell – Yes, most of the turf will be removed.

Chair Draper – And is that ok with the City?

Mike Hadley – Yes, and I have spoken with the landscaper out there to get some water on those trees.

Commissioner Kemp – What size is the store, you said this was a 5,000 sq foot addition.

Heather Maxwell – It is about 20,000 square feet.

Chair Draper opened the public hearing.

Pat Storer – They are increasing the parking space and I have used this quite a bit, exiting this area is hard. I'm wondering what they will do with the traffic. It's dangerous there.

Zel Cantrell – We are not doing any modifications to any of the drive aisles.

Chair Draper closed the public hearing.

Commissioner Anderson – I would like to make sure that the landscaping is done as part of this approval. We don't want to lose trees, especially in this area.

Discussion on the landscape continued.

MOTION: Commissioner Kemp made a motion to recommend for approval Item 1B a zone change amendment to the Walmart PD-C located at 2610 Pioneer Road with the condition that the landscaping improvements be completed in approximately the same amount of time as they make the changes to the property.

SECOND: Commissioner Anderson

ROLL CALL VOTE:

AYES (6)

Chairman Ray Draper

Commissioner Steve Kemp

Commissioner Emily Andrus

Commissioner Natalie Larsen

Commissioner Austin Anderson

Commissioner Nathan Fisher

NAYS (0)

Motion Carries unanimous recommend approval

- C. Consider a request for a zone change amendment to the approved PD-C (Planned Development Commercial) zone to allow some changes to the master sign program on the mall property. The site is approximately 39.37 acres located on the southwest intersection of Red Cliffs Drive and Mall Drive. The applicant is Red Cliffs Mall and the representative

is Ryan Cain. The project will be known as Red Cliffs Mall Master Sign Program Amendment. Case No. 2021-ZCA-058. (Staff – Dan Boles)

Chair Draper – I do work for YESCO sign company, but I don't have anything to do with this project. It will not affect my judgement.

Dan Boles presented the following:

Dan Boles – You saw this back in April, they made some facelifts to the mall and some improvements to the entryway. Part of that was a sign package. As the sign company came to pull the sign permits they realized that it wasn't exactly what it needs to be. There are 3 things they are asking for. This sign nothing is changing, they said it was 30 ft, but it is actually 42 ft not 30. The second is that the signs be spaced 100 ft from the intersection, that being said the entry way to the mall is about 70 feet and they would like to keep it that way.

Commissioner Andrus – When you say entryway is it what is currently existing?

Dan Boles – No it will be new, there will be one entry way instead of the two that are currently there. The last is they were approved for 5 of these signs, but they would like 7.

Commissioner Larsen – How tall are those signs?

Dan Boles – They are 25 sq. ft.

Commissioner Kemp – And are they directional or advertising?

Dan Boles – We don't really control what goes on the signs.

Chair Draper opened the public hearing.

Chair Draper closed the public hearing.

Commissioner Larsen – I feel like that is a lot of signage for that space, for that area.

Commissioner Fisher – I think if it were on the exterior I would have more of an issue, they are interior.

Commissioner Kemp – It is 40 acres.

Commissioner Andrus – The one concern I would have been if we have those big rock signs on either side of the entry we need to make sure they are not blocking people's view and I think the ordinance will do that.

MOTION: Commissioner Fisher made a motion to recommend approval of Item 1C to amend the master sign plan.

SECOND: Commissioner Anderson

ROLL CALL VOTE:

AYES (6)

Chairman Ray Draper  
Commissioner Steve Kemp  
Commissioner Emily Andrus  
Commissioner Natalie Larsen  
Commissioner Austin Anderson  
Commissioner Nathan Fisher  
NAYS (0)  
Motion Carries unanimous recommend approval

- D. Consider a request for a zone change amendment for the Desert Color PD (Planned Development) zone. The zone change amendment would allow the applicant to construct a sixteen (16) residential unit building on the site. The site is approximately 0.47 acres and is located generally west of the lagoon, north of Lagoon Parkway. The applicant is Cole West Development and the representative is Eric Day. The project is known as Desert Color Resort Phase 5 Lot 501. Case No. 2021-ZCA-060. (Staff – Dan Boles)

Dan Boles presented the following:

Dan Boles – This is one of the lots that were left over, the amenity is the lagoon, clubhouse, and pool. They are meeting their parking requirement, not asking for any waiver or deviations on that. It is 16 units on about a half-acre. They are proposing some living space and landscape on top, a space where you can lounge. It is about 42 feet in height. They will use hardy board; stucco and some metal composite accents.

Commissioner Larsen – Where is the civic space, I thought they were supposed to have 5%.

Dan Boles – That is per area, this is not one of them.

Commissioner Larsen – I have a concern with the density going up and them not having a playground or grass to play on.

Dan Boles – This is part of the entire phase 5 and phase 5 is meeting the requirement.

Commissioner Kemp – What about covered parking?

Dan Boles – There is parking beneath the overhang of the building.

Commissioner Kemp – And how many are there?

Dan Boles – There are 8, they will need to put up more covered parking.

Commissioner Larsen – You said proposed for the landscape and living space, so will that be included?

Eric Day – It does include some plantings, a hot tub, and a full kitchen.

Chair Draper – And some more covered parking?

Eric Day – That is the first I’ve heard of that requirement but yes we will put it in.

Chair Draper opened the public hearing.

Chair Draper closed the public hearing.

Commissioner Kemp – Do we have a zone that allows 33 units an acre?

John Willis – Yes, we have mixed use and student housing. Joule Plaza and City View are projects that are approved with the higher density per acre.

Commissioner Kemp – I am concerned, when you think of City View here in town, it’s 4 or 5 stories and I’m concerned about that density out there at Desert Color.

John Willis – This is 40 ft in height, it isn’t the same massing you have seen in Joule Plaza. Joule Plaza is about 65 feet tall. The density is hard to calculate because it is one lot in a larger project.

Commissioner Anderson – I don’t know if there needs to be some screening on that top because the residents on the south will be looking down on it.

Bob Hermandson – The resort is down below; we would be happy to work with some screening there. I know the density sounds high, but if you look overall at phase 5, it’s not. Phase 5 meets the civic space requirement even without the lagoon.

Paula Houston – One way to look at is like clustering. So, the housing is very dense, but they have all those other things going on around it.

MOTION: Commissioner Larsen made a motion to recommend approval of Item 1D with the condition that they will meet the covered parking requirement and they will screen the south and west to the roof top to screen from the neighboring property.

SECOND: Commissioner Anderson

ROLL CALL VOTE:

AYES (6)

Chairman Ray Draper

Commissioner Steve Kemp

Commissioner Emily Andrus

Commissioner Natalie Larsen

Commissioner Austin Anderson

Commissioner Nathan Fisher

NAYS (0)

Motion Carries unanimous recommend approval

- E. Consider a request for a zone change amendment to the Desert Color PD (Planned Development) zone. The application is a request for approval of a zone change amendment in order to construct the next phase of Sage Haven in the Desert Color development. This proposed phase is 4.90 acres. This phase would create 100 new units of multi-family housing. The location of the proposed pod is in the north-east portion of Sage Haven on the north-east corner of Silver Birch Drive and Emerald Point Drive. Case No. 2021-ZCA-061. (Staff – Dan Boles)

**THIS ITEM HAS BEEN POSTPONED**

- F. Consider a request for a zone change amendment the Atkinville Interchange Area Commercial PD (Planned Development) zone. The applicant is seeking approval of a design and site plan for a new 96,158 square foot patio furniture building. The property is approximately 5.06 acres. The project is located on the south side of Nighthawk Drive, Pioneer Road, and Sandpiper Drive. The applicant is Sun River Leasing LLC, and the representative is Christopher Webb. The project will be known as Sun River Patio Furniture. Case No. 2021-ZCA-062. (Staff – Carol Davidson)

Carol Davidson presented the following:

Carol Davidson – This area has one more lot that can be developed but this is only for that portion. The general plan is E which is part of the Atkinville PD. The height of the building will be 35 ft at the highest point. The limit is 35 ft in this area. They do meet the setbacks; they do have sufficient utilities and we do not have any sign requests from the applicant of this time. They will dedicate 5, 411 square feet to office space, the rest will be show room. They are meeting their parking requirement. They will have a dedicated turning lane from Pioneer Rd, they will need to put in the left-hand turning lane if it isn't already there. Street lighting will be provided. Right now, it is not lit on Pioneer or Nighthawk but when they develop they will be required to put in City street lights. We are looking for access from the ROA to these areas, that will be checked during the site plan review. The landscaping does not seem to meet the 15ft foot, but we will verify that with the Site Plan process. They will be required to put in a buffer with a 6-foot wall on Sand Piper Drive. The landscaping will be on the other side of the wall so that the residents along there see the landscaping and not just a 6-foot wall. We will make sure that the lighting plan meets ordinance during the site plan review. The next project after this one is basically a mirror image. Staff does recommend approval with the condition that they meet all of the requirements they are supposed to meet.

Commissioner Kemp – So they are required to put in electric charging stations in the parking lot.

Carol Davidson – Yes, one percent of the required parking is to be electric charging, they don't have to put in the station, they just have to put in the conduit so that a future station could be there.

Chair Draper – I do work with YESCO but have never discussed this project. It will not affect my vote tonight. I just wanted to make that clear.

Matt Loo – What you have before you, with both projects is 12 acres that we are seeking development on. The entire property there is about 77 acres. There are about 65 acres left that we are working through a master plan on. To be honest I think us as the developer that we do a better job of communicating with the residents of Sun River, we propose holding neighborhood meetings before submitting going forward in the future. We see that is an important link. It was a 23–24-year project with over 4,000 residents living there. The success of this project is due to both working together with the good residents as well as the developer team and those that work for us as contractors. We would like to work toward collaborating and working with the residents. We have some interesting anchors that I believe, would be very helpful and positive to the community as far as providing added resources nearby. I have had the opportunity to visit with the home association president, I believe they are having a meeting sometime in the next week or so, we would love to be a part of if we are invited.

Chair Draper – Are both of these lots north of the fire station?

Matt Loo – Yes, we need to be sensitive to the landscaping and we need to make sure these lots look better than they do today.

Commissioner Kemp – I know there is some slope between Pioneer and Sandpiper, how much?

Matt Loo – I don't know that specifically off the top of my head.

Carol Davidson – There isn't too much elevation change with this property, the next one we discuss there is.

Commissioner Larsen – So are you trying to get this to be a gathering spot for this neighborhood?

Matt Loo – This will be retail. It's a service that's needed in this area. We are only talking about 12 acres tonight, but we have the other 65 acres that gives us the flexibility to provide the services needed in that area.

Chair Draper opened the public hearing.

Mike McFarland – I would like to address the C-2 versus C, this is not an appropriate change. These people came to you a few years ago wanting to put car dealerships up there, that would have been C-2. This is a smokescreen; they have been known to break promises for years. I would ask that you please recuse yourself if you do business with them. Secondly, C is adequate for the mall, it's adequate for Walmart, C-2 opens an unlimited door. I cannot believe that anybody looking at this would think for a minute that the patio furniture retailer would be willing to put up a 20-million-dollar building. This is not true, this is a dream and a wish list to open up that lot and those other lots to anything that they want to put in there, which C-2 pretty much does. If this patio furniture building were to be built as it is, they would immediately be violating it because they would be manufacturing that would be an M-1 or M-2. The planning department has not read restrictions on a buffer



zone, because of its height they would need to put in a 33 ft. buffer zone not a 10 ft. I am concerned what the type of things that would be opened up to with a C-2 zoning. Twenty years ago, they were promising a two-story boutique type mall in the open area where the hotel was built and behind it. That is what they promoted, that's what we were going to get. There was going to be retail below and residential above so that people could own a business and live above it. That's what they voted, which is like The District in Las Vegas which has been very successful. They're always talking about the people that want to come there, but never come. This morning they made a release to the news that there would be 200 new jobs created, we don't have people looking for jobs in this town now.

Steve Lindley – I am the president of the Sun River community association. Steve read from a prepared statement. Please see email attached to these minutes for content.

Derek Shubman – Continued to read from the prepared statement attached to these minutes.

Gary Tooms – Continued to read from the prepared statement attached to these minutes.

Douglas Brown – Continued to read from the prepared statement attached to these minutes. I think it is imperative that we look at the traffic study. To make sure traffic from these businesses are not coming through our community. We loved it when we moved in here and we encourage the Planning Commission to stick with the original plan that we had for the development in that area.

Curly Carey – I live far enough away from this development that I can't see it. I ride my bike on Sandpiper quite often and I don't like fighting with semis, garbage trucks and delivery trucks. With both of these we know they are show rooms, but we don't know what they will have deliveries for. They will need deliveries continually. Both of these lots tend to fill with water. I don't see where that water drains now. On a positive note, I will be glad to see the dirt gone.

Sonya Webber – I don't know exactly all the planning. There seemed to be a discrepancy when she said there wasn't an elevation difference between Pioneer and Sandpiper. It appears to me that when they developed SunRiver they put all the extra dirt on these lots and built them way up instead of hauling out that dirt and gravel. So right now, even looking at that development, how are they putting that driveway in there? I want to express that I do not agree when they say the elevations are level or that there isn't a discrepancy between the two of them. I also want to reiterate that Pioneer is the natural road for development and traffic, not Sandpiper for the safety of all the residents of SunRiver.

Chair Draper closed the public hearing.

Bob Hermandson – Thanks for all the comments. Commercial following residential is challenging. Rooftops always come first and then we have commercial rolling in after. On the Patio Furniture, the area is currently zoned C-2, we are presenting an application that meets the current zone. This meets the requirement. The owner has a location on Bluff Street currently. We feel we submitted an application that meets the standard of C-2. We are not asking for a zone change; we are meeting the existing zone.

Commissioner Kemp – So isn't this PD-C, with a C-2 use list?

Carol Davidson – Yes, it is actually the Atkinville PD-C, it's called community commercial, but it is the use list for C-2.

Commissioner Kemp – Why is the access where it is? Are you trying to minimize the access on Pioneer Parkway?

Bob Hermandson – Yes, this was already cut in. It is where it was always intended to be.

Discussion continued regarding access to the property.

Commissioner Larsen – Will this buildings be fitted with equipment for restaurants such as grease traps, those kind of things? It would be nice to have that there.

Bob Hermandson – Currently, no it isn't, because this will be owner occupied.

Discussion continued on being prepared for other uses down the road.

Commissioner Kemp – Has anyone talked about doing the traffic study? I noticed on the next item you have access coming off of Nighthawk.

Matt Loo – The theory on the traffic study is to draw the traffic to Pioneer. We are hoping that a traffic study will help us move traffic away from the private streets to utilize the access on Pioneer.

Bob Hermandson – There is some elevation change, I think it would be challenging grading wise to make that happen.

Discussion continued regarding access and traffic.

Commissioner Anderson – The landscape buffer between the SunRiver residents and the building meet the code?

Carol Davidson – No but it will need to meet the code with 15 feet of landscape.

John Willis – The 33-foot mentioned is a building setback not landscape, if you look at their plan the building is setback 40 feet, and they are meeting the code.

Commissioner Larsen – So there was some concern about manufacturing, they won't be manufacturing here, will they?

John Willis – This is the Atkinville PD, it does have the C-2 use list and it does not include manufacturing.

Commissioner Fisher – To be fair though some assembling can be done in the building, correct?

John Willis – Yes.

Commissioner Anderson – The other concern was the night sky.

John Willis – They will need to meet the night sky ordinance; the Monster Storage was done prior to the night sky ordinance.

Discussion continued on night sky ordinance.

Commissioner Fisher – Was permitted with standards added with the Title 10 changes?

John Willis – It was, we took a lot of those uses that did have impact and we created standards for them and made them a staff administrative item instead of a Conditional Use Permit.

Commissioner Fisher – Would that apply now to this one?

John Willis – This one is a little bit different because it is a PD, so if a use came in later, beyond this building being approved, it would have the permitted with standards.

Commissioner Larsen – I am concerned about the traffic. I know that when we did the grocery store on Snow Canyon Parkway we limited garbage trucks and delivery hours and things like that.

Commissioner Fisher – I would like our local traffic expert Commissioner Andrus's opinion on that.

Commissioner Andrus – I think this is an ideal location for something like this. That frontage road provides access directly to an interchange, so you are not going to have random people winding through the neighborhood unless they're coming from the neighborhood. I would be surprised that something like this would even warrant a traffic study, the uses don't generate a lot of traffic. This type of retail has really low traffic generation. To me, the way that they have its setup so those trucks are coming in the back, and then Sandpiper will be walled on both sides with buffer in between, to me that brings piece to my mind on that subject. I think this really is an ideal location, it is what you would look for in a C-2 zone, it's right on the frontage, blocked by 2 walls, that's exactly what you would look for. It doesn't get better than this.

Chair Draper – And there is a lot less traffic for commercial rather than residential.

Commissioner Fisher – It accomplishes what we struggle with in some of the other areas where we put in so many rooftops. When we talk about traffic, if we don't have things like this out there, then the traffic is coming into town. It serves the area; it lends itself to allow for more neighborhood commercial in that area, so we don't have the traffic from the Southern Parkway area coming all the way into town to be able to get the services they need.

Commissioner Andrus – Yes, I agree, getting commercial started out here would be a huge benefit to everyone. To the community of SunRiver themselves and then also to all of River Road and those interchanges through St. George.

Commissioner Kemp – I want to thank Matt for his willingness to meet with the residents and already having met with them. And looking at the rest of this project and maybe doing a traffic study for more intense uses.

MOTION: Commissioner Fisher made a motion to recommend approval to City Council of item 1F a zone change amendment to the Atkinville interchange area commercial PD as presented, they are required to meet all the standards applicable to them in the ordinance.

SECOND: Commissioner Andrus

Commissioner Kemp - Would

ROLL CALL VOTE:

AYES (6)

Chairman Ray Draper

Commissioner Steve Kemp

Commissioner Emily Andrus

Commissioner Natalie Larsen

Commissioner Austin Anderson

Commissioner Nathan Fisher

NAYS (0)

Motion Carries unanimous recommend approval

- G. Consider a request for a zone change amendment to the Atkinville Interchange Area Commercial PD (Planned Development) zone. The applicant is seeking approval of a design and site plan for a new 79,903 square foot flex commercial building. The property is approximately 6.98 acres. The project is located on the north side of the intersections of Nighthawk Drive, Pioneer Road, and Sandpiper Drive. The applicant is Integra Investment Group, and the representative is Christopher Webb. The project will be known as Sun River Flex Commercial. Case No. 2021-ZCA-063. (Staff – Carol Davidson)

Carol Davidson presented the following:

Carol Davidson – This is the other space just to the north. The general plan use is commercial, and the zoning is PD-C. The site plan does meet the setbacks from all 4 property lines. The height will be 28 feet with a few peaks at 33 feet. They do not have any sign requests with the application. There will not be an entrance off of Pioneer, it is too steep for an entrance. There will be an entrance off of Nighthawk and off of Sandpiper. If there isn't a center turning lane they will be required to put that in. The parking requirement, they are going to split this one up. It will be a mix of showroom and retail. More than half is dedicated for retail. They are only doing the shell; they don't currently have any tenants. About 60% will be retail the rest will be showroom. They will need to meet pedestrian, bike parking and electronic charging requirements. They will be required to put in the 15-foot landscape strip all along the roads. We are asking them to put the buffer wall at the top of the property and then landscape from there down. The residents that I

talked to in that area are most concerned about the dirt. They will need to meet the night sky requirement and we will check that during the site plan review. This looks a lot like the last building. Just like the other item, warehouse is not allowed in C-2, but showroom is. Staff does recommend approval of this project with the condition that they meet all zoning requirements during site plan review.

Commissioner Kemp – Is the plan for these small commercial spaces and then the small interior hallway?

Matt Loo – Yes, that is so we can move product around. The store fronts are on Pioneer, Nighthawk and Sandpiper.

Commissioner Kemp – This is the place where the grease traps and the things Natalie mentioned should be considered.

Commissioner Larsen – Neighborhood friendly, so that residents don't have to travel to pick up a prescription, to get that cup of coffee. Hopefully grocery items here and there.

Matt Loo – I learned in my visit with Mr. Lindley, it's a captive audience for sure. For example, there is a credit union there and the credit union wished that they had met with the residents. If they had they would have known to put safe deposit boxes in. There are no deposit boxes there. It is important to have communication with the four or five thousand folks that reside there.

Chair Draper opened the public hearing.

Mike McFarland – I object to that because you have been double teamed by two representatives and we only get 3 minutes. You should have recused yourself. I have never met with this man, There have been a lot of promises that have not been delivered. This panel did not approve the Hampton Inn, the City Council did with a maximum height. Did anyone check the height? It's above the maximum height. If they are assembling a product, that's manufacturing. C-1 and C-2 ok, we're hearing that this is already approved for C-2. I had to spend 3 days going through your information that didn't tell me anything about this. I had to search and search through City documents. I couldn't find anything saying this was C-1 or C-2, just PD-C. This little piece of property you're talking about now, you'll notice the northern border, the Council required the northern border to be brought down before anything can be put there. That has not been done and is not being done. Who comes back to enforce these things? It was not permitted properly when it was graded.

Steve Lindley – We have a requirement that there be a wall from the commercial property that abuts residential the commercial property, why do we have a gap there? Why is there not a wall there? You as a Planning Commission, it seems like you are overlooking that requirement. That's my concern. Why do we go around things when we say this is a requirement? That's why we have to be clear, we need to know what to expect. I do appreciate some of the other options

Les Trice – In the residential area they are 15 to 20 feet above my house already. The main thing is that they promised they wouldn't use Sandpiper to come down into our area. There is no stop sign, so they come down that hill and they get going pretty fast. The traffic has probably increased 100%, the traffic will increase much more. People will go down that road and deliveries will come in on 4100 or Las Colinas and come up that hill to get into delivering things all hours of the day and night. The lighting, all of our bedrooms are right there in the back. If the light shines down into our houses it will make it difficult to sleep. We would like to have something there that is nice and that we can appreciate and support, but we want it done right.

Douglas Brown – I spoke earlier about my concern about the traffic. Again, there is no access on Pioneer to this property. I think the developer is doing that because they have already raised the elevation of the road and they feel that is kind of a restriction. It brings the elevation of that property a lot higher. I don't have a problem with the type of business that is going in that area, I think it would probably benefit the communities, but I think they should look at doing something with the elevation so that they can actually get some of the traffic access off of Pioneer Road.

Gary Timms – As a physical therapist we stress health and safety. Safety in particular is one of our strongest suits. We have a wonderful community. We appreciate entrepreneurship and I think these businesses could actually probably do a pretty good job too. While I can appreciate double walls and buffers and such, I don't think we are appreciating the amount of traffic that is going to go through that area specifically of the back there. It is a direct access to SunRiver and for traffic to be set on that area, whether it's deliveries, whether it's cars that are just coming on the normal trips. This will be significantly more and that will cause a significant safety issue. I think since this is directly impacting the folks at SunRiver and to the north of us, I think that challenge should be accepted.

Sylvia Webber – My concern is again the elevation issues between Sandpiper and Pioneer. I have a problem with the incongruity of the statements at the very beginning of the meeting and now with multiple people stating that the elevation is a problem but at the beginning the elevation wasn't a problem. This site was basically a dumping ground for the dirt and for the rocks. They didn't haul it out because it was too expensive. To not address the traffic, with a study. With the break in the wall how does that make it a sound barrier how does that make it a buffer that you are trying to create. I understand this will probably move because you've already approved stage number 1. It makes me understand why I hate politics because you don't get listened to.

Irma Torres – There is so much traffic as it is now, I had to relocate my bedroom to the front of the house. I was able to see inspiration point before, but now the wall is 35 ft high. It needs landscaping and less traffic. There's way too much traffic and it's just going to get worse.

Richard Anderson – At the beginning of the whole presentation tonight you showed a slide that showed two pieces of property, there are 3 pieces there. You presented the middle piece of property as the northern piece of property and then made decisions based on that

assumption. One of the things I have not heard spoken about tonight are the roundabouts on Pioneer. Yesterday when I left my home I was car number 12 on the way in line to get on to the roundabout. These two projects are just going to influence that in a worse way.

Curly Carey – My concern with this one is the same as the other, that is the traffic on Sandpiper, specifically the truck traffic. As the trucks come out, if they do it right they will go by the fire station and then go up on Pioneer, but if they do it wrong they will go into Riverstone. There is no real good way out of there, other than through residential streets. I think we need to consider if it's an arterial we need to consider access on both ends. Eventually we will have all the development on Bluegrass. Expressed more concern about trucks on Sandpiper. Expressed concern about drainage. My other concern is that they are going to put street lights on Sandpiper.

Chair Draper closed the public hearing.

Chair Draper – On the north end with the parking lot lights, we do have an ordinance that will make sure it is only 1 foot candle at the property line. We can also shield it to knock that light down much more and maybe we need to do that on Sandpiper also. The other concern is the water, it will be handled through you guys. There are only two lots there, the third one is over by the fire station.

Commissioner Larsen – My thought is on traffic. I live a long way from commercial and I always have to keep coming back to commercial. If you can keep some of the commercial services in your neighborhood then you are keeping traffic out of that roundabout. Then every time you need to go to the dentist or whatever, you are not driving back into town. I don't think I would visit this commercial because I live too far away from it. Unless I was going to go buy a piece of furniture. I do see it as a residential gathering spot. I think it could be very neighborhood friendly because SunRiver is a such a tight neighborhood. I commend you for looking after each other. I've been to a few events with friends out there and the sense of community they have we could learn from to be good neighbors. I think this could be a really good thing if it is done right and if the community is allowed to have a voice in it.

Chair Draper – A wall wouldn't be required at the entrance, right?

Carol Davidson – Correct.

Commissioner Larsen – Is there a way we could limit delivery times, so they're not all night?

Pablo Gotay – We have discussed that with the owner, and they are willing to consider limiting the delivery times to business hours.

Commissioner Larsen – That would be really helpful for the neighbors not to have the lights, not to have the noise in the middle of the night with doors opening and shutting and things like that.

Discussion on delivery time continued.

Commissioner Fisher – As far as the landscaping, from what we are seeing there, that will be landscaping all the way down the slope of that rock?

Carol Davidson – They will have to finish all of that, it is only a 10-foot requirement for the buffer, but they can't leave it unfinished.

Chair Draper – They need to maintain that, correct? When all the weeds fall down there and the junk and the dirt, they have to clean that up, so the neighbors aren't?

Carol Davidson – Correct, yes.

John Willis – Since this is a PD I think it would be beneficial have that as a condition that the landscape sloping be landscaped and the block wall on the top of the slope just as part of the motion if the Planning Commission feels that's important.

Commissioner Anderson – Was there a grading permit?

John Willis – There was a grading permit. When this originally came forward, probably 6 years ago, there was a plat and I know a lot of residents came out at that time. We went out and took a look. It did have a grading permit. We did verify it.

Commissioner Larsen – And the drainage will be addressed like any other development?

John Willis – Yes, so there are certain things we look at with a PD. Other things are just standards, like the lighting is a standard and some of these other requirements are standards. One thing you may want to limit is any light poles 50 ft from the top of this slope. You could also drop the height of the poles to maybe 15 ft just for a portion along this area to help mitigate the lighting.

Commissioner Kemp – How do you feel about that north elevation, there are a couple delivery doors, but no store front? Do we have to have on building lighting?

John Willis – Those are usually for safety. You reduce the height. You could drop the ones on the building to 10 ft. The tradeoff is that might require more lights to light up the same area.

Commissioner Fisher – So by providing those limitations, at the same time we don't want to provide a crime hazard area where somebody can be mugged. They will still be required to meet the certain lighting, lumens in that area, right?

John Willis – Yes, in this instance where you are kind of tolerant of the residential, it is good to drop the lighting down and away from the edge.

Commissioner Andrus – I want to express my confidence in the City's ordinances. I have a lot of confidence in our City ordinances and our City staff.



Commissioner Larsen – I do understand the frustrations, sensitivity to lighting.

Commissioner Fisher – Yes, lighting has been a sensitive subject for several years and I know staff has worked really hard to protect from that.

MOTION: Commissioner Anderson made a motion to recommend approval of Atkinville area zone change amendment for the SunRiver flex commercial project with the conditions outlined in the staff report and also that the slope to the north, that we will have trees and plants and the wall will be at the top of the slope, and the lighting poles restricted to 15 ft on the north side and pulled back at least 50 feet and that deliveries will be made during business hours and landscaping will be on 4 sides of slope.

SECOND: Commissioner Fisher

ROLL CALL VOTE:

AYES (6)

Chairman Ray Draper

Commissioner Steve Kemp

Commissioner Emily Andrus

Commissioner Natalie Larsen

Commissioner Austin Anderson

Commissioner Nathan Fisher

NAYS (0)

Motion Carries unanimous recommend approval

## 2. **ZONING REGULATION AMENDMENT (ZRA) (Public Hearing) Legislative**

Consider a request to amend portions of the City zoning ordinance, Title 10, as it relates to the airport vicinity use list. The applicant is the City of St. George, and the application number is 2021-ZRA-010. (Staff – Carol Davidson)

Carol Davidson presented the following:

Carol Davidson – This application is all about the airport use list. There are 3 zones in the airport area. We felt a strong desire to get a use list that will coincide with the area. As shown in your staff report any addition is in green, any deletion is in red with a strike through. Several uses seemed like they could be combined into one use. We combined several uses under general heading.

Commissioner Fisher – Do we use that term and similar uses?

Paula Houston – That is not an actual use itself, it is a title.

John Willis – I would say let's make it the same as commercial with a heading and then listing the uses.

Carol Davidson – We will have the uses of Manufacturing general and light indoor only and then Manufacturing heavy. All of these fit into the light one or the heavy one.

Commissioner Fisher – So everything but the heavy must be indoors?

Carol Davidson – I think everyone wanted everything to be indoors. We don't list manufacturing heavy as indoor only.

Commissioner Kemp – I propose it stay that way, at some point we need to do something outside. We are dealing with thousands of acres that we need to fill. Is there any use that is being eliminated that isn't being merged into a different category?

Carol Davidson – Yes.

Commissioner Fisher – What is the purpose of indoor only?

Carol Davidson – I'm not sure. Carol described uses and the changes. The entire list is in the staff report.

Commissioner Andrus – What does ancillary mean?

Carol Davidson – Something that goes with the use.

Commissioner Kemp – Why are car washes eliminated?

Shirlyne Quayle – As we looked at the use list we realized when the Airport was created the list was adopted and it wasn't really applicable to what was out there. The goal here was to simplify it and to help us do a better job planning out all those land uses. As we were going through here, car washes, the rental car agencies have a car wash there. I think it will be included with that use. We were trying to package the uses in a way that made more sense. There were 5 or 6 people giving input so there is probably some cleanup.

John Willis – We have the opportunity here to get our airport correct. To use it as an economic driver for the airport. We want to make sure we have the best and highest use around the airport. We want the uses to support our airport and make sure that it's developed in a way that we want it to be developed.

Shirlyne Quayle – Keep in mind that we have 3 different zones.

John Willis – Described the different zones and what they are.

Commissioner Kemp – It gives me concern to eliminate some of these uses at that interchange, the residents will need some of those uses for the residents out there.

Discussion on carwashes and the regulation of them.

John Willis – Showed the map to show the location of the zones.

Commissioner Kemp – What uses have been deleted that have not been combined with other uses besides carwashes?

John Willis – Storage rental units, RV storage.

Commissioner Fisher – I think you will find that when you reduce the use list and condensed it you will probably want to put them back in because you will get tired of being asked about them.

John Willis – The carwash, RV Storage, RV park, and the self-storage were deleted, there were only a handful that were deleted. We were trying to make it as user friendly as we think the commercial zone is. And that was to make it consistent with the other zones. This is actually a very big deal; it is much easier to add uses versus we don't want the use.

Commissioner Kemp – Has truck terminal been included in something else?

John Willis – I recommend we add that back in. We will make sure we add that back in. We want to make sure that those types of uses are located around our airport.

Commissioner Kemp – Have we removed large truck repair? I just think about those guys need to be able to fix their trucks there.

John Willis – Here is freight forwarding service and distribution center, that is the truck right there. We can add specifically into the list. I think we feel comfortable with all the work that has been done, but we can change it in the future.

Chair Draper opened the public hearing.

Chair Draper closed the public hearing.

MOTION: Commissioner Kemp made a motion to recommend to City Council approval of Item 2 a zoning regulation amendment as discussed with the conditions and additions made during the discussion.

SECOND: Commissioner Fisher

ROLL CALL VOTE:

AYES (6)

Chairman Ray Draper

Commissioner Steve Kemp

Commissioner Emily Andrus

Commissioner Natalie Larsen

Commissioner Austin Anderson

Commissioner Nathan Fisher

NAYS (0)

Motion Carries unanimous recommend approval

**3. PRELIMINARY PLAT (PP) Administrative**

Consider a request for a one hundred eighty-nine (189) lot residential subdivision known as Palermo Pass at Divario located within the Divario development along Divario Canyon Drive and the future extension of Allienta Drive. The property is 64.17 acres and is zoned R-1-10. The applicant is L.R. Nelson Consulting Engineers, Inc, representative Clayton Neilsen. Case No. 2021-PP-043. (Staff – Wes Jenkins)

Wes Jenkins presented the following:

Wes Jenkins – This is south of everything that has been developed so far. As part of this project, they will have to build Allienta Drive. It will tie into Divario Canyon Drive. There is a portion in the very southwest corner of the project will need to be the last phase because the water department is unsure if they can meet the state requirement for water pressure.

Commissioner Larsen – So how do we get Allienta to not be a fast track through those neighborhoods?

Wes Jenkins – I don't know right now; we will have to look at it as it develops.

Clayton Nielson – I know you have concerns about Allienta. You only have 7 or 8 lots that front on that road.

Discussion continued on the speed of traffic and how control it.

Rick Rosenberg – The roadway dedications are on their way through to help with some of that north south traffic in there. There was also some discussion with the Burgess properties to the south, so I think we have about 50% of those properties that want to come in with the Annexation and then that right of way will be obtained through that property.

MOTION: Commissioner Fisher made a motion to recommend approval to City Council Item 3 the 189-lot subdivision including staff's comments and conditions.

SECOND: Commissioner Anderson

ROLL CALL VOTE:

AYES (6)

Chairman Ray Draper

Commissioner Steve Kemp

Commissioner Emily Andrus

Commissioner Natalie Larsen

Commissioner Austin Anderson

Commissioner Nathan Fisher

NAYS (0)

Motion Carries unanimous recommend approval

**4. MINUTES**

Consider a request to approve the meeting minutes from the August 10, 2021, meeting.

MOTION: Commissioner Kemp made a motion to approve the minutes from the August 10, 2021, meeting.

SECOND: Commissioner Larsen

ROLL CALL VOTE:

AYES (6)

Chairman Ray Draper

Commissioner Steve Kemp

Commissioner Emily Andrus

Commissioner Natalie Larsen

Commissioner Austin Anderson

Commissioner Nathan Fisher

NAYS (0)

Motion Carries unanimous recommend approval

**5. CITY COUNCIL ACTIONS**

*John Willis the Community Development Director will report on the items heard at City Council from the September 2, 2021, meeting.*

1. 2021-ZCA-053 The Flats at Grand Views at Green Valley
2. 2021-ZC-054 Washington County Parking Garage
3. 2021-HPC-006 Sevy Home 274 S. 200 W
4. PP Southern View Townhomes
5. PP Southern View PD
6. 2021-ZC-035 Desert Garden Cove
7. 2021-HS-003 Desert Garden Cove
8. 2021-PP-039 Knettass Knoll

**6. ADJOURN**

MOTION: Commissioner Fisher made a motion to adjourn.

SECOND: Commissioner Anderson

ROLL CALL VOTE:

AYES (6)

Chairman Ray Draper

Commissioner Steve Kemp

Commissioner Emily Andrus

Commissioner Natalie Larsen

Commissioner Austin Anderson

Commissioner Nathan Fisher

NAYS (0)

Motion Carries unanimous recommend approval



Brenda Hatch &lt;brenda.hatch@sgcity.org&gt;

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## My comment from last night

1 message

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Steve Lindley [REDACTED]  
To: Brenda Hatch <brenda.hatch@sgcity.org>

Wed, Sep 15, 2021 at 11:15 AM

Brenda, here are my comments from last night, thanks for all you do for the City!

### City Planning considerations

As St George has moved south towards the boarder the Bloomington expansion became a good standard to model with homes and businesses near I-15. The layout and design of the businesses enhanced the Bloomington area west of I-15. Today the many businesses are nicely laid out and fit in the community with no over powering structures that detract from the surroundings. The Future of Sunriver could use the Bloomington model to enhance the Sunriver community to the west of I-15. Sunriver is a unique and attractive community that needs to maintain and build upon the needs of the area. Keeping this an attractive community with businesses along the Pioneer frontage road would be a preferred layout to keep traffic out of the private streets and neighborhoods to provide safety and security for the mostly retired residents of Sunriver.

We appreciate the City Planning guidelines developed in 2017 and consider this a key guide, directive and standard for all development in the St George Community. The thought, time, and special considerations this document gives to the members of this community helps everyone to know what is expected of development in St George. I appreciate the work that Carol has done on this project in bringing forth information to the public on what to expect from this development and the review of this project.

The standard of having the businesses put in landscaping, attractive walls and spacing provides a great barrier to the neighborhoods - Carol stated in a note to me "**I do also want to mention that anywhere these properties abut residential zones they will be required to put in a 6' wall and a 10' landscaping strip as a buffer**". This buffer should be as noted in the presentation to provide safety, protection and privacy for the neighborhoods surrounding these businesses - and should be followed in all cases.

The maximum height of the buildings and set backs to be followed is also to be commended - the views neighbors have of the surrounding landscape needs to be protected as stated in our City Planning Documents to not block the rear view of neighborhoods with buildings.

One of the problems for the residents of the Bloomington Community that exists today due to a previously approved plan that was not complete is the night lighting of Monster Storage on Pioneer. This lighting exceeds the city planning documents and blocks the night sky. As our previous Mayor Pike pointed out in 2019 - this extreme lighting slipped by the city Planning / council and should have never been approved because it impedes the night sky for many Bloomington residents.

### Safety & Security of Homeowners and Residents - Traffic Patterns:

The Planners are recommending these plans with some changes as noted in the presentation. However, we feel there has not been adequate review of the impact on the traffic patterns in the Sunriver area that presents a safety, security and welfare concerns for the homeowners / residents.

The two development properties before us include parking for 187 vehicles in each development for close to 400 parking spaces between workers and customers. If the open hours are from 9 am to 9 pm and average time spent in a store is 1 hour, we could experience **300 cars/hour over a 12 hour day for 3,600 cars/day or 25,000 cars/week** - this does not include delivery trucks, semi's or other vehicles that will now utilize the streets.

Which streets are we talking about - We would have hoped it would be Pioneer road which is the natural entrance and exit to these business as seen from I-15. This would prevent unwanted traffic in neighborhoods with easy access from I-15 to Sunriver Parkway or Brigham Rd to Pioneer road.

The plans and designs are NOT what the community or future customers would expect: The plans calls for (or hope for) traffic to use exit 2 to go West on Sunriver Parkway with a traffic light to head North on Pioneer Road, then turn west on

Bluegrass, or Nighthawk, or Los Colinas or W 4100 S Streets to end up on Sandpiper road. Hopefully the customer is the entrance to the back side of the business and has not gotten lost and found themselves taking turns into the neighborhoods with or without private street designation.

Now if the customer sees a new neighborhood and decides to take a drive they will quickly end up on a designated "private" street. Causing increased traffic into neighborhoods where the maintenance and support is paid by Association fees and not city taxes.

Pioneer is the natural entrance and exit to these business. This would minimize unwanted traffic in neighborhoods with easy access from I-15 to Sunriver Parkway or Brigham Rd to Pioneer road (a frontage road).

### **Why is this a concern?**

The concern is for the safety and security of homeowners / residents who are 55 - 96 years old. They have needs for quiet, stable, safe and secure neighborhoods. Many of the residents are single women who are the most vulnerable in our community. When they see someone they do not know on their street or get a knock at their door they unfortunately become fearful. Increased traffic brings solicitors who are not allowed in the Sunriver Community however, they will come anyway once they become exposed to these neighborhoods where the streets are private and over 2,300 homes. It also opens up the community to people looking for a place to burglarize or other things to happen that would concern any senior citizen, grandmother or great grandmother who happens to live alone or lives with an ailing spouse.

If you have ever heard a call from someone who is frightened or scared or concerned with some unknown person on their street, then you need to start answering my phone. I serve on the board of Trustees because I care about my neighbors, their retirement needs and interests - but more importantly their safety and security. We recently had a seminar on how to keep ourselves safe, secure and protected - this was presented by the our local police whom we support and appreciate all they do for us. Our ballroom was packed with people interested in their safety and security - especially with the increase of crime in the City and our nation.

Unfortunately our community was NOT designed to be gated and that's not who we are as a community. We want to make sure businesses, traffic, and access remains safe and secure for this retirement community.

### **Sunriver 55+ Community**

The developer did a great job setting up the Sunriver communities, now the businesses need to help protect the safety and welfare of our Senior Citizens to live productive, active, and peaceful lives. These Residents contribute to Food Banks, volunteer in soup kitchens, schools, for other Seniors who need special assistance and the list goes on...

Today the residents enjoy the peace, quiet, solitude, safety and security of this community. We need to consider the needs of our few remaining years in our lives. These are widows, widowers, couples, veterans, disabled veterans, retired - Police, fire, City workers, Successful business men and women, parents, grandparents, and great grandparents.

Steve's Personal Story and relates to the community we have in Sunriver:

My mom lives in her home where nurses visit every other week, care givers that come in three times a week. I know that she is having a good day when I can see on the camera I have in her home, when she is playing the piano, playing a game with a friend, or talking to a friend who cares about her. She knows to not succumb to solicitors who come to try and take advantage of her because I take care of her bills and finances. She lives about 1,200 miles from where we live today and yet she feels safe and secure because children and friends look out for her. Here in Sunriver we have a number of residents who don't have someone to look out for them and so we as neighbors look out for one another. When a stranger knocks on our door or drives down the street we feel unsafe and less secure for ourselves and our neighbors. We need businesses in our neighborhood who show a little compassion and care for our over 5,000 residents in this small area who want to do business with them and want to feel safe and secure in our neighborhood.

Last Friday afternoon I received a call from Matt Loo who wanted to meet with me as President of our Community Association representing 2,308 homes, over a billion dollars worth of real estate, Generating over \$10M in property tax revenue (supporting schools, library, bonds, etc) and bring over \$11M to the local and area economy. Adding almost \$1M in sales tax to the community.

Matt sat down with me on Monday and we discussed some of these concerns, and he would like to work with the community to bring businesses to this area that will support our local needs and hopefully our goals for safety and welfare

of those who live in Sunriver. Matt sees a need for a traffic study to be done for this area. I look forward to having Matt Represent the development in this area and feel he will work with the community for our good and their profit. I look forward to support local businesses and enjoy being good neighbors. We will work together to keep the vision of Sunriver alive and enjoy the this beautiful part of St George and what the developers put together with their blood, sweat and tears that led to their success and our great community.

Our recommendation is we wait until the traffic engineer looks at how the plans can be adjusted to move the traffic planned from Sandpiper to Pioneer Rd. This will give the Sunriver / Bloomington / Atkinville communities a buffer for all residents in this area.

***Thank you for your time, all you do for this community and listening to our concerns regarding Safety, welfare and security of Sunriver!***