CEDAR CITY PLANNING COMMISSION
MINUTES
January 21, 2020

The Cedar City Planning Commission held a meeting on Tuesday January 21, 2020 at 5:15 p.m., in the Cedar City Council Chambers, 10 North Main, Cedar City, Utah.

Members in attendance: Mary Pearson–Chair, Craig Isom, Jennie Hendricks, Jill Peterson, Ray Gardner

Members absent – Hunter Shaheen-excused, Adam Hahn,

Staff in attendance: City Attorney-Tyler Romeril, City Engineer-Kit Wareham, City Planner-Donald Boudreau, and Michael Adams


The meeting was called to order at 5:15 p.m.

ITEM/REQUESTED MOTION     LOCATION/PROJECT     APPLICANT/PRESENTER

1. Regular Items

1. Approval of Minutes (January 7, 2020) (Approval)
The members did not receive minutes to look over, so they will be approved at the next meeting.


Dave Clarke presented. Jennie needed to recuse herself from voting, as 2 of her agents are working on this transaction. Dave said this is a large piece next to the JR Truck Stop. There is a developer that wants about 3 acres of that. It will be an accessory business to the truck stop. They will just create this 3-acre parcel and the rest will be a remaining parcel.

Craig moved to approve the minor lot, seconded by Jill and the vote was unanimous.

3. PUBLIC HEARING

Ordinance Revision amending Master Transportation Map
To add language that all property for Westview Drive widening will be taken from the west side of road, not the east side. (Recommendation)

Harold Pease/Don B.

Harold Pease presented; he said he will have several people speak and take 3-5 minutes. They are not regular people, they are the ones that will have a highway in their front yard if this is not moved further west. They should be going after the undeveloped property as opposed to the developed property. All the utilities are in. All these individuals are directly affected by any decision. Mary opened the public hearing.
Mark Gunderson talked about buying land. He bought land as his father said because they will not make anymore. In 1999 he bought a house. The bank owned that. Anyone who does not have a house paid off, the bank owns. It took him 18 years to pay that off. That is a huge thing. Anyone who owns their home knows that is a big deal. He got 2.5 acres. He bought that. He has lived there 10-20 years. One day, someone comes, say anyone; County, City, whoever, and say we will widen your road and take 12-15 feet off your side and pay you the going rate. Most of you would say “you are kidding me.” No way! Now imagine for 10-20 years you look out past the street to hundreds of acres of barren land. Coyotes own that land. They don’t have houses on both sides. He has 2.5 acres of land. Everyone in Cross Hollow Hills has 2.5 acres. They are all part of an association. He talked taxes. Pointed out his tax notice from the county (attached.) you go on down, he pays $1704 per year for property taxes. There are concerns. On the bottom, the primary land is worth $84,000- it is non-primary. Then there is primary, $4500. The house is worth 202,000. He was thinking the land is not worth that little bit. He called the auditor, had him explain what non-primary land is, and why only that amount. They get a tax break and they are only assessed the front acre. That is all they assess. It is non-primary land the rest and in back of the house. That is a huge tax break. The front part of his land is worth $84,000 per acre. That is public information. Anyone can get that. You can find out the value of anyone’s property. Just call them up, say here is an address, how much acreage, and look at the one across from Westview on the west. He talked about the little parcel across from them. Call them up, how many acres, that is 135.6 acres. That little L shape the county has assessed at 1.44 million dollars. Divide that out, per his handout and you come up with $10,596 per acre. The annual property tax is $17.00! that is an error. The total is only $17.56 for those property taxes. He pays 1000 times more property tax than the millionaire neighbor. A little off the subject, but something is wrong. Now pretend you are the State, City government, whoever wants this land. All I want is some dirt. Need to fill it all up with houses, just need some dirt. In any business you know a little bit about money. With this side, you average $10,600 per acre. This other side is $84,000 per acre. There is no arguing with the County. You pay your share per acre and they pay theirs. Or you hit a wasp’s nest with a baseball bat. Just don’t upset the rancher. $17.00 per year for that 135 acres. And they want to take my land? Even better, he would not sell 1 foot for $10,000. Across the street; that is all for sale. Look at the property tax, and you can see it is only the front acre they want. It is simple and elementary; this really is.

Steve Carrol said he is the president of the Cross Hollows Hills HOA. He does not have as much in the game. He does represent all of them and the 1.4 acre lot as you enter. This lot with the well house. The issue is if they decide to go on this side, that well house has some State regulations and setbacks dealing with it. They have 8-9 mature trees there now. A block wall, some electric fence, water, etc. These all have concerns. Encroaching on their property makes no sense. It is common sense to not upset the apple cart and go after those that are not developed. Look across to this undeveloped land. He has talked with one of those owners and he is willing to negotiate with the City on that property. They have dealt with Don and Kit and talked about all this professionally. They have been helpful in this process. Just look at this and take a drive through. They all know development will happen, you have to take the road into the future, but not on our side.

Jill Bassett lives on the corner of 1950 South and Westview Drive. This is their retirement home.
They have been here for 24 years. They looked at earlier maps, it showed possibility of losing some on the 1950 South side and now on the Westview Drive side. She is not sure that has been changed. The last letter from Wareham said they would like to do a 4 lane street with a turning lane. That is like having I-15 out our windows. Like Main Street. They can take that off the private or the undeveloped side. It is silly and they do not understand all those that already are in their homes. If there is any other option, they hope that they will consider that. They know growth will come. All are trying to do a good job. They love Cedar City and have enjoyed it. It is a perfect community. To go on this side of the road will have the largest impact. She understands they will sell across from them. There will be homes across there. If you build it, they will come. They know growth will come. She is concerned with Iron County Today, and the talk of water and they all read that. Thinks that the City has secured more water rights than what there actually is. There is power in the word. Do that which is just. She knows that you all will choose that. Consider their request away from already private developed property for those who enjoy the coyotes. It is their retirement. They can’t prevent growth but consider all those that already have their homes there.

Lynn White lives at 1889 South Westview. Just there by 1950 South. She prepared a written statement. As a researcher, has found some things; traffic impacts on local communities. He has the reasons and rationale for expanding the road on the other side. (See the handout-attached). They would have traffic and higher speeds. There would be more accidents. He quoted from his paper. Distance form that road and homes all helps. The larger road brings larger vehicles; larger trucks do vibrate and damage structures. Homes located next to major highways sell for 8-10% less than those on a quiet street. The more distance between them and the road, they will have better value. Locating that road further west will keep the deer population. Not sure why the few extra feet matter. Changing this road will have negative physical, social, and emotional impacts on those that live there. They know that changes to infrastructure need to be made as there is growth. But, make every effort to not harm those that already live there. Move this road as far away as possible from the already existing houses.

Patrick Sawyer lives at 1663 South Westview. He is lot 7 on the map. He is the newest neighbor. He purchased out there for the rural feel. He finds out just 1 year later they want to widen this road and take from homes along that street. You can’t do anything about the home, he has rights too. He understood that to be County property and now it will be City property. They have buried utilities. He does not understand why they don’t just purchase the undeveloped land, as they would have to move all those utilities and the water tanks to widen this road. They will take property that they are all upset about; and wonders if there is any reasoning from the City why they are doing that. Why not just take it from the other side. Not sure why they are opposed to taking the other side. This has been going on for over a year or so. He has not been approached by anyone; he talked to Kit and others that have explained. He understands there will be an elementary further west and is not opposed to having sidewalks. And if he had a child, he would not want them out on a busy street. He now knows that a sidewalk will be there. Be as far as possible from his house. There is no reason why they just can’t take from that other side. Get this expedited, get a decision from those who own over there so they can all move on. This is causing them all anguish from the homeowners. He appreciated the time that Don and Kit have taken to explain all this. They are giving their reasons.

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why this should be moved. It is time to tell them all why it won’t be moved. Consider them all.

Jeff Robeson lives at 1719 South Westview Drive. He used to live by the temple before Cove Drive went in, before things on that road were there. He thought this was rural. He could have had a view of the west side, then it was all developed, so he lost that. People would stop in front of the houses, and traffic was bad. He looked all over, wanted some land, and they wanted to also be close to town. They found Westview Drive and that is about the last place in Cedar you can get some acreage and be close to town. They moved out there. He worked lots and lots moving rocks, trimming trees, and it feels like the country. They really fell in love with it out there. He has worked to keep it nice, aesthetically it is beautiful, they have all the hills on one side, and it is all flat on the other. He can see a bike race coming through there and along that country road. In their case, they are the steepest grade to their house. It is about a 12% grade to get to his house. It is nice, but a problem getting his fifth wheel up there. He has a gravel drive. If they cut into that hill, it will all need to be graded, they can’t have gravel anymore as they will spin out trying to get up there. It is really truly beautiful the empty land views. He can see all the way to Quichap Lake. He is just not sure why they would want to tear up that hillside and need to do sloping to get the water to drain. Please take the west side, not the east side.

BreAn Buckner has that top lot. Just because the letter said a 66’ road, starting at her house, that is an undedicated road. They probably need to buy more from here than you thought. Hers is a little different. She has 5 children. When you widen this road and cut into her front yard, there will be larger, heavier trucks, as now it is super rural. Only those that live there drive on that road now. There is not that much traffic that is scary as far as kids go. If that is wider on their side it will not be safe for the kids to play. The further that road is from her front door, the better. Take them all into consideration when widening this road. There are kids that live on this road. Take it all from the west side, not the east side.

Harold Pease followed up with a short summary of what they all said (see attachment) the lady who just spoke; he pointed out her house. He proceed to point out where each one of them lives per the map. She is the one most affected as #3 because living on that parcel her house is located in such a way that her bedroom is on that side. The lights, the noise, all coming down that road will be to her and her house is the closest to the road. If that ends up with a stop light someday, she will have all that light in her face as well. She did not mention those things. Harold would offer the argument of safety; wanted a home they can have family reunions in; large enough for 7 children and 31 grandchildren and their spouses. That is about 100 people. Most of them are children. The first thing he did was a large playground. They all meet there throughout the year. It will only attract other large families with many kids. Moving Westview Drive 50’ to the west does not change any of the above. It needs to move further from all the kids. Otherwise, it is in the front yard unless you grant their request. There are safety concerns, property value goes down; it becomes difficult to sell to anyone else. Who will purchase 8 beds and 6 baths with kids in mind on a busy highway? Second argument; a big highway in the front yard is ugly. You would not want one in your front yard. The future new homes on the west side all know this and can build their homes to face north or south to avoid the highway view. They can’t they are already built. Nothing you do will eliminate that view.
but 50’ further to the west would be better than 25’ closer and in their front yards. Add those 2 items to all other things they have talked about. He has his summary of all those others that have talked. Wants that added to these minutes.

Paul Roedandt supports his neighbors. They all have talked about the reality of living there. They have an HOA. This helps protect the environment they bought in. Each time these things happen, it degrades things. That is why they have large lots. They really do need some serious planning with the County. He has learned a lot by living in the County. It is the City that has this on the street plan. There are issues with 1950 South and the don’t want them to bring lots of traffic through their community. Other thing; as they move down Westview Drive, it can be a smaller type road, they get extra land, they can accommodate the school and need to think growth in the long term. Take all the traffic out to the beltway and the loop. Have more of a compromise. Don’t take it all thru the community and don’t have this a major artery with trucks, etc. He would encourage all to get involved. They are re-writing the general plan of Cedar City. There is an RFP out now so they can become engaged in that process. That is the time that you have a say. The County and City need to sink up better. He would like them to support the idea of what they are asking for. If you were in the situation, you would want that also.

Alex Meisner said he is actually that coyote that owns the 135 acres across the road from them. No, it is not for sale. The width of the road would be the compromise. There is already a right-of-way there. The words of take all that from the owner on the west, well, the City can’t take. He is not for or against. Westview Drive exists. They will need to compromise and the width is the argument.

Dallas Buckner the engineer for Alex said talking of the west side. There would be lots of impact. As far as the taxes, that land is in greenbelt now, that is why the taxes are different. As far as master planning, they have lots of things in the design too. It is easier to build into that hill than to build off a slope. He pointed out on the map the dark area is a slope from 18-20%. The original design was to take it all on the east side. The water tanks are far enough away that they don’t have to be moved. It is an existing 66’ wide road and the City has a master plan for it to be a 100’ wide road. Currently on the fence line along that west side is three-phase power lines. Any widening to the west will entail relocating that line. As the City develops, someone will pay for that. On that east side, if you measure, almost all those houses and their fences or drive gates are 45-50 feet off that strip. The reason is generally when they do a road dedication, they take half from each side. They have push back now from the east and the west. It should come equally out of both sides. Everything on the east would stay where it is. There are phone lines, fire hydrants, and this is all roughly 40-50’ from the centerline of that road. He talked to Rocky Mt. Power about moving that line, and it would be about $900,000 per half mile. That road is about 1.5 miles. As far as being undeveloped land, he is the engineer for Alex and that is the 4B Ranch Subdivision. It has gone through some of the process for approval and they have a fully developed master plan. If they take out the widening all off the west, Alex would lose about 1.5 acres of land and they would also need to re-design the entire area if they lose 30’ off the entire front.

Patrick Sawyer said he visited with Kit had an aerial and Clay showed him lines where the 100’ road
would be. The measurement they say now is a 66' wide road. He would like to know where this is published with the county. He cannot find it. Where is that stated. He has other issues. They were digging up some and they were in his land. Not any easement. Come to find out, they sent a surveyor, they showed up with stakes, they were on his property; not in an easement. He was given a plat plan when he purchased. They found those stakes. From the center line of that road to that stake that was 26.6 feet. He measured that barely without getting hit by a car. He was told to find the stakes on the property on the other side. There are no stakes there. If this is truly a 66' road, and the county has a 15' easement from the center of that road, then the centerline stripe is off. The other stake is 27' and the other is 26.6'. That should be 33'. There is more involved than what they are saying. They are asking for something. Talked about taking. No one wants it to be taken. They are asking for something. By no means do they want a war with each other. They say 66' road, when others came in and dug they were on his property. They said it was a 66' road. Show where that is a 66' road. No one showed him that. When you have someone on the phone, they will tell you whatever just to get you off the phone. No one showed proof positive of a 66' road. It not documented. He invites all to look at the stakes in the ground. The road is not lined right. He was told by the person who built that home it was just an old dirt road when he purchased.

BrekAn Buckner pointed out her house; the neighborhood above her has a 66' wide road. It stops right there. From that spot of her land, you no longer have a dedicated road, it is a dirt road that they just paved. When a surveyor came out, after an issue with the utility company, they marked all the stakes where property behind them, and all that was there was an easement as they dug clear up and she knows really well to save time and money, the surveyor and engineer was from Watson Engineering. They had already been out. They solved that issue for you. It is a 66' road easement that stops there.

Dallas thinks this road is dedicated – they were on a map, he pointed out the phase boundary. He once did measurements; their fences are some 50' off the road; maybe there was something already dedicated. It is dedicated as a 66' wide road. He is not sure why most improvements are so far off this road. As far as measuring off center line, when that was an old County dirt road, you can measure and not be 33' right of the middle. South Central went out there, and all those lines and stakes are in. There is pink flagging on those so you can see them.

Mary closed the public hearing and went back to the Planning Commission. Craig wanted to hear from staff. Where are they at on this process and is it feasible what they are asking for.

Kit said they are in the middle of right-of-way acquisition for the Westview Drive road. Ultimately it is master planned from U-56 on the north to the south end at Kanarraville. He will explain where master planned roads come from. Usually, you have an engineer, maybe someone from the City Council and you stand in front of a large map and look to see where you need roads. They have major and minor arterial road, and major and minor collector roads. All the way down to local roads that are only 45' wide. You stand in front of this map, you look at the topo, or the contours, and the best place for these planned roads. Sometimes they are in a place that is not a real problem, and sometimes they are in a problem place. That is where they are here. They have looked at lots of
options, in order to make Westview Drive the type of road they want. They are looking at narrowing that from 100’ to a 75’ right-of-way. He thinks that is a good possibility and they may do that. When they do master planned roads, and they get dedicated, that includes a Public Utility Easement or PUE on both sides of the road of 10-20 feet. They are finding out there are some PUE along Westview Drive now. This will make it so they don’t have to acquire some of the PUE along there. Right now, they feel it is the best place to take the road is on the west side, as they don’t run through the developed neighborhoods. They will be looking at that. Another reason to look at the west side vs. the east side, as you drive along from U-56 headed south, you find there is quite a side hill on those developed side. If you want to widen that to 100’ like originally planned, there would be tons of earth work to cut into that hillside and make a flat plane. He does not think that is feasible just to do the cost of all that earth work. This would be clear through all the subdivisions. They are now really considering making this only a 75’ road; feels like the traffic they are anticipating having there, that may be adequate. You can have a turn lane and two travel lanes. There would also be lanes on the outside to make turns off this road. They are looking at that to make it all work. This would go clear up Westview then head further north to developments that Meisner has made and this will be a nice corridor from U-56 clear to Kanarraville.

Ray talked about a possible compromise; take some off one side and more off the other? Kit said that would be a possibility. They are negotiating with that and other things. He feels like with all the development on the east side, they can probably take some more off the west than the east. Narrowing this road to 75’ will not be that large of an impact than what a 100’ wide road would be.

Dallas as far as making that a 75’ road, does that table this discussion? If you take that out of the west, that is 9’ rather than 34’. Especially with the half mile of frontage. They can take 4.5 feet off each side without affecting either side that much. The whole corridor at most should have some off both sides.

Mary said that change would need to go through the process and would be about 1 month to go through City Council in order to make that change on the master plan. If that goes from a 100’ road to a 75’ road and you are taking that all from one side or the other or splitting that, it should all be determined after the road width is in place.

Kit said when making those changes to reflect on the master plan, it will come to this meeting, City Council for approval. Dallas said they are making a recommendation now to take that all off the west side regardless of how wide the road will be. It makes a big difference. Just to take it all off one side, or out of both side. The issue is still with the ordinance rather to take all off the west side or the east side. That has nothing to do with the size of the road.

Jennie said from the conversation, things are still fluid. It has not been locked down. There is lots of work to be done. Kit said that is the way it is when you go through and try to put a master planned road through an area. There are lots of things that have to happen. Obtain the property, design the project, they are working on all that now.

Craig thought it seemed a bit premature to make any recommendation at this time.
Craig would move to table this item until all the issues are resolved.

Jennie asked if they tabled this, would the exact wording come back? Tyler said based on any decision of how wide the road should be, they can amend this wording, or bring back the exact same language.
Craig thought once they determined just what the width of the road will be, they can revisit this proposal. He did not feel good about voting now one way or the other. Too many moving parts.
Jennie agreed; it is still a work in progress with property owners on both sides.
Craig moved to table this until there is an actual width and they can consider this request by the owners on the east side in context of having the defined road width; seconded by Jennie and the vote was unanimous.

Jennie added that she would like to see if this does come back with language, more input from staff and all the property owners if they are making changes to the transportation map.

II. Staff Items
1. PUBLIC HEARING
   Ordinance Revision regarding required parking. Section 26-V
   (Recommendation) Don B.
   Don B. presented and said this is to provide a definition of a bedroom as it ties to parking. This would be in determining parking only. With multi-family developments, they need 1.3 parking stalls per bedroom. They have had at times, had construction plans that appear to have 3 bedrooms. It says 2 bedrooms and a den. He quoted the addition to the ordinance.
   “E- When determining the number of bedrooms for parking calculations only, a bedroom shall be considered as follows: Any separate habitable room providing minimum separation for sleeping purposes regardless of proposed use or designation that is a minimum of 70 square feet and a minimum of 7 feet in any horizontal dimension that is not a bathroom, closet, hall, storage, utility space, kitchen, living room, or dining room. Bedrooms as defined herein include habitable rooms so designated as a den, study, office, exercise room, sewer room, loft, play room and other similar designations. In addition, an unfinished basement shall be counted as at least one additional bedroom.”
   They are trying to make certain they have the parking for multi-unit complexes. If they see a bedroom labeled as a sewing room, they can count that.
   Tyler explained they have had multiple townhome projects dome thru and they have 3 bedrooms. They come back and it is only 2 bedrooms and a den. There is nothing in the ordinance to say they cannot do that. They build them and do the parking for 2 bedrooms, and then they advertise them as 3 bedrooms and this would be to address the parking.

Mary opened the public hearing.
Mary asked what defines a closet. If they are cleaning this up it may be more specific.
Carter Wilkey had a question; at least in the real estate world, the term bedroom is used loosely. It does not mention to be a bedroom it has to have a closet. It does not specify that.
Ray said a bedroom usually addresses the egress issue. It would need a window.
Don said there is no definition of a bedroom in the building code.

Matt Phillips has been managing property for 30 years. He has seen houses and apartments with small rooms, that have to have a window; 4X4 window of a slider, as long as that is a 4X4 he assumes that is code. He thinks this is putting too much stuff in there to say what a bedroom is or is not. When you think bedroom, that is proper egress and maybe a closet. Most apartments around town have no closet and people will put in a wardrobe for a closet. They might specify a 10 X 10 room is the smallest a bedroom can be. Any smaller than that it is hard to put a twin bed in there. Do they need to specify the room size? If parking is the issue, it would be hard to say. The problem is someone else manages all those for someone. He thinks that things go according to HUD guidelines. You can have a place with 2 kids, 2 adults and they only have 2 cars. The residence next to them has parents and all teen kids so they move in and have 5-6 cars. They don’t have to apply in the permit, this is a rental with so many bedrooms. He was not sure of the solution. He thinks that too much can be specified.

Kit thought when putting the SHD zone in place, they specified the area a bedroom has to be. Don said they are not worried about the number of people in a unit, they are just looking to define this so they can accurately assess the number of parking spots needed. This will give them a tool needed.

Liz Filch is also in property management. Thinks this would just overstate and complicate things. There are laws when renting; it has to have egress and a closet to be a bedroom. She has had developers talk with her about the size an area can be used as a den. That affects the quality of life. In the end, if a project is to be viable to sell and sell to renters, they will keep a balance in mind. The language used of 4 or more unrelated is good, and legally what has to be in place to call it a bedroom for renting or for renting income. Most are building to rent them or to sell them to investors. They need to consider the language used here rather than two sentences of what may or may not be a bedroom. Thinks it could be more clarified.

Mary closed the public hearing.

Jennie could see Don’s point; trying to define things so you can address the issues. When they call it 2 bedroom for parking purposes then sell it as a 3 bedroom. She sees the need for this. It is a bit wordy, but maybe that is what they need. If there were any way to streamline the language so it were easier to understand as a member of the public. Tyler said they can go over this wording before it goes to City Council. They all agree with the premise. He and Don will go through this and see if they can streamline the wording a bit.

Craig moved to send a positive recommendation to City Council, seconded by Jennie and the vote was unanimous.

The meeting adjourned at 6:45 p.m.

Michal Adams, Executive Assistant
Property owner west of Westview owns 135.6 acres.

County market rate value = $1,441,176.00

$1,441,176.00 ÷ per acre = $10,596.00

Annual property tax is $17.00

Iron County Treasurer
Nicole Rosenberg
PO Box 369
Parowan, UT 84761
(435) 477-8360

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Forward this notice to new owner if property has been sold

GUNDERSON MARK
491 S MAIN ST STE 1
CEDAR CITY UT 847203477

Property Address/Legal Description

Property Location: 1851 S WEST VIEW DR
ALL OF LOT 3, CROSS HOLLOW HILLS SUBDIVISION; TO G W I SHARE WTR STOCK IN CROSS HOLLOW HILLS WTR USERS ASSOCN.

Taxing Entities

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Special Assessments

Current Tax Totals

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Abatements

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<th>Property Type</th>
<th>Market Value</th>
<th>Taxable Value</th>
</tr>
</thead>
<tbody>
<tr>
<td>Primaryland</td>
<td>$84,000.00</td>
<td>$46,200.00</td>
</tr>
<tr>
<td>Non-Priamryland</td>
<td>$4,500.00</td>
<td>$4,500.00</td>
</tr>
<tr>
<td>Primary Building</td>
<td>$202,017.00</td>
<td>$111,110.00</td>
</tr>
</tbody>
</table>

Less Prepaid Amount

$0.00

2019 Tax Due

$1,704.67

Past Due Taxes

$0.00

* Total Taxes Due *

$1,704.67
Reasons and rationale for expanding the road to the west side of Westview Drive

1. Wider roads are associated with more traffic and higher rates of speed. This increases the risk of vehicular accidents. Putting as much distance as possible between the road and homes gives drivers more opportunity to avoid colliding with said structures should they go off the road. This minimizes the risk of personal injury and property damage.

2. Increasing the distance between the road and homes minimizes the health-damaging effects of vehicle exhaust, fumes, and noise.

3. With a larger road comes larger vehicles. Large trucks produce ground vibrations, which can and do damage nearby structures.

4. “A home located adjacent to a major highway may sell for 8% to 10% less when compared to one located along a quiet neighborhood street.” https://ceds.org/traffic/. It stands to reason that the more distance we can place between the road and homes, the less the road will impact home values.

5. Locating the road further west will help protect the local deer population which primarily congregates in the hills on the east de of Westview Drive.

Closing statement

Many people might think, “it’s just a road”, and “why should a few extra feet matter”. But to us, it is more than just a few extra feet of asphalt and a little less grass. Changes to the existing road will have negative physical, social, and emotional impacts on our community. We understand that changes to the infrastructure need to be made as the population grows. But, we hope and implore you to consider the people and their wellbeing in existing communities – and then make every effort to minimize potential harm to all parties concerned. We believe that widening the road only insofar as to include a turning lane and moving the road as far away as possible from existing structures where this option exists, that these measures would constitute a sincere consideration of our community’s welfare.
SUMMARY ARGUMENTS PRESENTED TO PLANNING COMMISSION FAVORING ANY WIDENING OF WESTVIEW DRIVE FROM UNDEVELOPED PROPERTY OVER DEVELOPED PROPERTY

Presented by Harold Pease
January 21, 2020

Mark Gunderson, Spoke on “Our property is not for sale! Across the street is! And, that property is 10 times cheaper for the city to purchase than ours based upon current property values.”

Steve Carroll, President of Cross Hollow Association. “How our community property, will be negatively effected.” Certainly it significantly reduces its size.

Jill Bassett, lives closest to the enlarged highway with her bedroom specifically effected by its noise and lights—even potentially a stop light. “Having its enlargement fifty feet further from her, instead of 'in her front yard,' is a definite plus for her and the future sell-ability of her home.” She can’t move her house but the highway widening can go further west.

Lynn White spoke primarily “To safety, health and property value sell-ability concerns.” She also noted “Wider roads are associated with more traffic and higher rates of speed...Putting as much distance as possible between the road and homes” helps with noise, safety and resell-ability of our homes—even traffic fumes which impact health. She plead with you to focus on the people in existing communities—we can’t change the structure of our homes. They are where they are.

Pat Sawyer, Spoke to we are county and not city property, “I purchased a home in a rural setting” and although I can not control what happens across the street I wish for my property to stay rural in appearance. I also plan on reminding them that widening the road on the east will require redoing all the existing utilities at great expense whereas widening to the west will require moving electrical poles that will have to be moved either way.

Jeff Robeson, The gravel road up to my house is already 12 % grade and making it even steeper will require re-grading the entire driveway and it will be too steep to bring up my RV. We may have to sell/move due to this since having on site RV parking was a big factor in our purchasing the property. I will also expect the city pave my driveway if it becomes too steep.

BreAn Buckner

Harold Pease, I offer the argument of safety We wanted a family reunion home large enough to accommodate sleeping and eating facilities for seven children and 31 grandchildren and their spouses—potentially 100 people, most of them children. The
first thing we put in was a big playground. My descendants meet there often throughout the year. This home will only attract only other large families with many children.

Moving Westview Drive another 50 feet west will not change any of the above but it will move it 50 feet further from harm to my children. Otherwise it is in my front yard unless you grant our request for an exception.

In addition to safety concerns, I can expect my property value to go down and a much more difficult time selling to another when that time comes. Who today purchases a home with 8 bedrooms and six bathrooms, primarily with children in mind, on a big busy highway?

My second argument is a big highway in my front yard is an ugly view. You would not want one for yourself. Future new homes west of Westview Drive know this and can build their homes to face north or south to avoid this view. We can’t!!!! Our homes already exist where they are. Nothing you do will illuminate this ugly view but moving it 50 feet further west will be infinitely better than moving it 25 feet closer and in my front yard.
Proposed Text Amendment to the Cedar City Transportation Plan Map from Harold Pease:

That all property necessitated by any future widening of Westview Drive to 100 feet be taken from the presently undeveloped land on the West side of Westview Drive rather than presently developed land on the east side.
Parking Facilities:

SECTION 26-V-2. Required Parking; Residential Uses

(A) **One unit dwelling per lot**: Two (2) parking spaces for each dwelling unit. Tandem parking shall be allowed.

(B) **Two unit dwelling per lot**: Two (2) parking spaces for each unit that contains one or two bedrooms. Units that contain three bedrooms and above: one and one third (1.30) parking stalls for each bedroom. Tandem parking shall be allowed.

(C) **Three unit dwellings**: Two (2) parking spaces for each unit that contains one or two bedrooms. Units that contain three bedrooms and above: one and one third (1.30) parking stalls for each bedroom.

(D) **Four unit dwellings, or more**: One and one third (1.30) parking stalls per bedroom.

(E) When determining the number of bedrooms for parking calculations only, a bedroom shall be considered as follows: Any separate habitable room providing minimum separation for sleeping purposes regardless of proposed use or designation that is a minimum of 70 square feet and a minimum of 7 feet in any horizontal dimension that is not a bathroom, closet, hall, storage, utility space, kitchen, living room, or dining room. Bedrooms as defined herein include habitable rooms so designated as a den, study, office, exercise room, sewing room, loft, play room and other similar designations. In addition, an unfinished basement shall be counted as at least one additional bedroom.