



Agenda

Town of Leeds Planning Commission

Wednesday, August 7, 2024

PUBLIC NOTICE is hereby given that the Town of Leeds Planning Commission will hold a **PUBLIC MEETING** on Wednesday, August 7, 2024, at 7:00 PM at the Leeds Town Hall, 218 N. Main Street, Leeds, UT 84746.

If you are interested in participating remotely via Zoom, please contact Town Hall at 435-879-2447 or email the clerk@leedstown.org for Zoom details.

Regular Meeting 7:00 pm

1. Call to Order/Roll Call
2. Invocation
3. Pledge of Allegiance
4. Oath of Office for new Planning Commissioners
5. Declaration of Abstentions or Conflicts
6. Agenda:
 - a. Tonight's Agenda of August 7, 2024
 - b. Meeting Minutes of June 5, 2024
 - c. Meeting Minutes of June 5, 2024 Work Session
7. Announcements:
8. Public Hearing:
 - a. Zone Change Application for Grapevine Development
9. Discussion and Possible Action Items:
 - a. Zone Change Application for Grapevine Development
 - b. Subdivision Preliminary Plan Application for Grapevine Development
 - c. Conditional Use Permit Application – WCWCD Pump Station and Storage Tank
 - d. Feasibility for Conditional Use Permit – Canyonside Construction
 - e. Hillside Ordinance – update from Work Session discussion
 - f. Short-Term Rental Ordinance – update from Work Session discussion
10. Staff Reports
11. Adjournment

The Town of Leeds will provide reasonable accommodations for persons needing assistance to participate in this public meeting. Persons requesting assistance are asked to call the Leeds Town Hall at 435-879-2447 at least 24 hours prior to the meeting. The Town of Leeds is an equal opportunity provider and employer.

Certificate of Posting: The undersigned Clerk/Recorder does hereby certify that the above notice was posted August 5, 2024, at these public places: **Leeds Town Hall, Leeds Post Office**, the **Utah Public Meeting Notice website** at <https://www.utah.gov/pmn/>, and the **Town of Leeds website** at <http://www.leedstown.org>.

Michelle Rutherford, Town Clerk/Recorder

Town of Leeds

Planning Commission Meeting for Wednesday, August 7, 2024

1. **Call To Order/Roll Call:** 7:06pm

ROLL CALL:	<u>Present</u>	<u>Absent</u>
CHAIR: DANNY SWENSON	<u>X</u>	<u> </u>
COMMISSIONER: KEN HADLEY	<u>X</u>	<u> </u>
COMMISSIONER: LAURIE SULLIVAN	<u>X</u>	<u> </u>
COMMISSIONER: ALAN ROBERTS	<u>X</u>	<u> </u>
COMMISSIONER: CHUCK BENTLEY	<u>X</u>	<u> </u>
TOWN PLANNER: SCOTT MESSEL	<u>X</u>	<u> </u>

2. **Invocation:** Commissioner Roberts

3. **Pledge of Allegiance**

4. **Oath of Office for new Planning Commissioners**

Chuck Bentley was sworn in as Planning Commissioner. His Term of Office is July 1, 2024 through June 30, 2029.

Ken Hadley was sworn in as an Alternate Planning Commissioner. His Term of Office is from August 1, 2024 through June 30, 2029.

5. **Declaration of Abstentions or Conflicts:** None

6. **Agenda:**

a. Tonight's Agenda of August 7, 2024

Motion to approve made by Commissioner Roberts, 2nd by Commissioner Sullivan.

ROLL CALL VOTE:	Yes	No	Abstain	Absent
CHAIR: DANNY SWENSON	<u>X</u>	<u> </u>	<u> </u>	<u> </u>
COMMISSIONER: CHUCK BENTLEY	<u>X</u>	<u> </u>	<u> </u>	<u> </u>
COMMISSIONER: KEN HADLEY	<u> </u>	<u> </u>	<u>X</u>	<u> </u>
COMMISSIONER: LAURIE SULLIVAN	<u>X</u>	<u> </u>	<u> </u>	<u> </u>
COMMISSIONER: ALAN ROBERTS	<u>X</u>	<u> </u>	<u> </u>	<u> </u>

b. Meeting Minutes of June 5, 2024

Motion to approve made by Commissioner Roberts, 2nd by Commissioner Bentley.

ROLL CALL VOTE:	Yes	No	Abstain	Absent
CHAIR: DANNY SWENSON	<u>X</u>	<u> </u>	<u> </u>	<u> </u>
COMMISSIONER: CHUCK BENTLEY	<u>X</u>	<u> </u>	<u> </u>	<u> </u>
COMMISSIONER: KEN HADLEY	<u>X</u>	<u> </u>	<u> </u>	<u> </u>
COMMISSIONER: LAURIE SULLIVAN	<u>X</u>	<u> </u>	<u> </u>	<u> </u>
COMMISSIONER: ALAN ROBERTS	<u>X</u>	<u> </u>	<u> </u>	<u> </u>

c. Meeting Minutes of June 5, 2024 Work Session

Motion to approve made by Commissioner Roberts, 2nd by Commissioner Sullivan.

ROLL CALL VOTE:	Yes	No	Abstain	Absent
CHAIR: DANNY SWENSON	X			
COMMISSIONER: CHUCK BENTLEY	X			
COMMISSIONER: KEN HADLEY	X			
COMMISSIONER: LAURIE SULLIVAN	X			
COMMISSIONER: ALAN ROBERTS	X			

7. Announcements:

Chairman Swenson thanked Rochelle Gardner for her time as an Alternate Planning Commissioner for the past four years. He also thanked Ken Hadley for many years of service and for agreeing to be an Alternate Planning Commissioner moving forward. He welcomed our new Commissioner Chuck Bentley.

Scott Messel was having trouble getting the presentation to load so that the developers could present over Zoom. Chairman Swenson moved forward on the Agenda to 9c. Conditional Use Permit Application – WCWCD Pump Station and Storage Tank

8. Public Hearing:

a. Zone Change Application for Grapevine Development

A presentation was made by Paul Morris of Grapevine Development LLC and Bob Hermandson of Bush & Gudgell. Mr Morris used the attached PowerPoint presentation to explain their plans and wishes for rezoning. He explained that in 2008, Grapevine Development Annexed into Leeds

The plan for the Dixie community was based on the Vision Dixie 2030 plan, which aimed to create a walkable community. The plan was supported by the community, and it included a mixed-use ordinance and annexed land. The plan allowed for 2500 residential units, and 300,500 square feet of commercial space. However, due to changes in leadership and philosophy, the plan became contentious. We are currently under a 2016 zone, and the mixed-use ordinance was repealed and replaced with a residential focus. The plan now consists of 1033 units, 2.8 units per acre, with the remaining land divided into quarter acre, half acre, and one acre. The plan allows for administrative approval to move forward with preliminary plats and final plats. We would have been in months ago, but in discussions with the town's mayor, we explored potential commercial uses that would reduce density and impact and increase revenue to the town. We found an amazing organization with a high revenue potential, a dispersed hotel, a low-impact restaurant, a spa, and single-story cabins nestled in cliffs. However, this high-end use requires rezoning and site plan approval. The hotel group wants to know if they will receive the 35-acre lot for rezoning, which is the only zone that allows for a hotel and to provide single-family residences, eliminating the M-R-7 zone completely. The Planning Commission raised concerns about people who cannot afford single-family homes. We are working with a nonprofit, Utah Community Land Trust and decided to spread out the cost and take twenty nice lots to implement the missing middle program. This program aims to help people with jobs, government employees, managers afford a single-family house.

The concept of the Community Land Trust involves giving the land to the Trust, which leases it to the homeowner for \$60.00 a month. The homeowner can fix, change, and add things to the property, but when they want to sell the home, they cannot take all the equity. However, they receive 3% a year of equity, so they can still move on and sell it.

This program is brilliant as it allows the next person who is the missing middle to buy it at an affordable rate. We have decided to do this independently and will choose 20 lots that fit the missing middle, interspersed along the project.

He pointed out the existing zone map and then what they are applying for, adding 35 acres of commercial for the hotel and eliminating all Multi-Family zoning, leaving only Single Family Residential in the

remaining acreage. He expressed that in the past several years working on this project, he is no longer working on behalf of the owners, he is now a majority owner and has fallen in love with the land. He will be moving into this community himself. He has no desire for a golf course community. He wants to leave it very natural and livable.

He then showed the Preliminary Plat, pointing out that the road going through Toquerville will be the main access point for the hotel and those coming from Cedar City, not Main Street.

Bob then spoke about the plan for the roads coming into the development. He also explained the plan for sewage and storm water. He expressed that they feel the sloped areas should not be developed at all, they feel those a key features they'd like to keep natural.

Commissioner Roberts asked Bob about the single access point going into the development.

Bob explained that Babylon Road is already existing. They will have additional access going up through Toquerville Bypass as well. There is also a planned 66' road going north into Firelite already on Leeds Master Plan right now.

Don Fawson asked if they will have Emergency Exit signage since the roads in there are so convoluted?

Bob explained that once it is built, it will be a lot easier to navigate than what it looks like now. They wouldn't be against putting in signage to help people. He also explained that the reason why they have Flag Lots is because he was being ultra conservative because it was not clear whether he could front onto the 66' roadway, so if the Planning Commission would like to make it a condition of approval, the Flag Lots could be removed and some of the homes would then safely front to the 66' road.

Or presented over ZOOM, So as Paul I believe mentioned, our hotel is geared towards visitors to the National Park and the Leeds area and we would like to propose a 100 cabin Hotel that is fully vertical. Only single floors with cabins that are focused on emerging with the surrounding landscape. So as you can see in the pictures, the colors, the materials that we use, it's all focused on blending with the surrounding landscape. The hotel will have a restaurant that is also open to the public, a spa that will be open to the public, and indoor and outdoor pool. We're focusing on luxury clientele with ADR's ranging between \$600 to \$1000 during high season. And this hotel can potentially generate property taxes, sales taxes and transient taxes for the Town of Leeds.

Paul Morris spoke again, summarizing the presentation. He added that the Community Center will be high end and the park will include six pickleball courts. He said that the Grapevine Wash District will own the Community Center, Parks, and the Cliffsidles. No one will be permitted to own or build on any of the hillsides. Once there are residents there, they will elect the Board of trustees to govern over the District. There will be no HOA, because of the trust. Their property taxes pay into the trust and that pays for maintenance of the Community Center and Pocket Parks. We will also have in our CC&Rs, no Short-Term Rentals are permitted. We have committed to our Hotel partners, that we will not complete with them. They have asked that they may be able to purchase a few of the acre lots up by the Commercial zone to build homes and rent out through the Hotel. The District is the financing entity, but everything will be built according to Leeds standards, the county standards, Toquerville standards. It will be those inspectors that sign off on those roads, and then we will be dedicating those to the Town at no cost to the Town. We met with the Fire Marshall and they would like to build a new Fire Station somewhere in this area. We plan on naming the road going into the hotel Iconic Way.

Motion to Open Public Hearing for a Zone Change Application for Silver Cliffs was made by Commissioner Roberts, 2nd by Commissioner Sullivan. Public Hearing was Opened at 8:35pm

ROLL CALL VOTE:	Yes	No	Abstain	Absent
CHAIR: DANNY SWENSON	X			
COMMISSIONER: CHUCK BENTLEY	X			
COMMISSIONER: KEN HADLEY	X			
COMMISSIONER: LAURIE SULLIVAN	X			
COMMISSIONER: ALAN ROBERTS	X			

Name's Alan Howard, adjacent property owner to this project. Very concerned about it all. I assume that the Water Conservancy District is providing all the water is. That so? You got that all worked out OK. We have a water business called Crystal Springs. It depends on spring water flowing out of our spring. It's an ancient spring. It's been there for centuries and in artifacts found all around. We depend on that spring for our own home. And our business and we sell spring water, they're into Las Vegas and North and everywhere we can. So we people look at us and say why do you have all this land is just going to waste. Of sacred it. Is spring preservation property we have to prove? To the Department of Agriculture, Government and state that we have that spring protected. So we're always concerned about any development roads or anything all around us. So this project is going immediately on our South property line. And so I have another concern. If you would look at this map, that white line is my runway that has been there 50 some years. It is recognized by the FAA. It is on the charts as an official runway. I report on that every year on the conditions. It has been used emergency by the military. We've had emergency landings there, helicopters and whatever. It's essential. And so I'm always wondering, are we going to have power lines down Babylon Road and how high and where is that power coming from? For how many 700 homes? 700 has a lot of power. I just want to know how is that power going to get there? Are we going to have great big poles carrying that. The average line down our frontage road is like 72,000 volts and I don't think that will carry a whole lot of that. There's going to have to be some power considerations. Is that taken care of and can you tell me? What it is? I have nightmares about being caught in power lines when I take off there. We had the power lines buried that came into our place, so all of our house and home, it's all underground because power lines snag airplanes all the time, so that's some of my concerns, and I hope they're being taken care of.

Chairman Swenson asked if he flies over Babylon?

I fly everywhere. I'll be buzzing those guys in the new hotel, they're going to complain because I may be coming in for a landing. If you look at Ogden, they're complaining about how all these airplanes are dropping in around the homes while the airport was their first. And then the homes came later. And so that's always concerned. So even Hurricane has a caution sign to pilots. Noise abatement, be quiet as we can because there's homes developing around every small little airport I go into has some kind of noise abatement, care. I try not to annoy my neighbors, but some people are really annoyed by anything overhead that might fall on top of them. I think about it every time I go. I don't plan on going down and so we take care of our planes and our machines very carefully.

I'm Roger New, also adjacent the development, while you have that screen up there. That white spot. That was Michael Lee's property and Roger New also. When they split up that property, they found Native American habitation that they did an Anthropological study on and someone Howard mentioned, there's some evidence that there was Native American habitation this area when they're doing this development. Are they just going to plow through that regard? I mean, if they find evidence of habitations, are they going to allow the studies to be made on that? That's one question I have another concern is on the water. We have a private well that we've been using for going on 40 years. If the Washington County Conservancy District is providing the water, are they going to be pumping in from the wells just South of that development or are they going to be piping it in from elsewhere? That's heavy pumping for 700 and something more properties or could have an impact on our water. It looks like the sewer is going to be carried off site, so I'm pleased to see that. There are areas over to the South side of our property, butting up against them where they're zoned for quarter acre or 10,000 square foot lots where the topography, I think, is not conducive for that kind of density without just leveling that. There's a ravine that they would have to do extensive excavation to put nice, neatly rectangular lots on it. So if I think they need to walk that property they could have some nice terrace spots if they do that. Just, hate to see the terrain destroyed to put in what looks like a nice even package. When I saw the hotel, I thought, oh

great, there's another ugly hotel going to go in like all the hotels in Saint George, I think correctly. But I was involved in a project that where they had this concept of dispersed cabins and I think that's great. You know, I'd love to see that kind of development there. One quick question, someone said they were going to put in a new Town Hall down there? *Just a rumor.* Sidewalks? *Yes.* You mentioned that you have to deal with four different entities and there different standards. Who has the best? *None of them.*

Chairman Swenson advised that they aren't going to hodge podge where the jurisdictions end and go from really wide and then drop it down 20 feet. I am assuming all of the utilities are going to underground? *Yes.*

Michelle Peot. OK. I have a few questions here. Quick clarification. I actually spoke to the Fire Chief today and he said realistically, if there's going to be a new fire station that he would want that to go up near Anderson Junction, so. That's a slight modification to what you guys have stated. OK. So Allen provided some really interesting information about a drinking water protection zone. I personally think it's questionable that you can get away without an environmental assessment because it's there's that drink water protection zone, there's a sensitive groundwater resource area. You've got a floodplain there. There's potential increased wildfire risk or artifacts and then proximity to the conservation area. I strongly feel that there is justification here for environmental impact statement. I'm assuming that was for the interchange. Regarding the interchange, I have some concerns about that. I've heard that the developers are pushing for potentially a \$14 million bond. So that's, you know, a lot of taxpayer funding would go into that. And I feel like that was kind of glossed over in saying, oh, the developers are going to, you know, pitch in money for that. And then what I would want to see as a taxpayer is where's the return on investment of putting it near the Grapevine/Silver cliffs versus up at the Toquerville Bypass. And then how does that impact traffic flow and whatnot? And then probably more importantly, what's going to happen to people's property that might be at risk for eminent domain like Susan Savage and her family and Allen's property? Another question I had is how recently was the traffic impact analysis done and does that consider all of the new growth that's happening in Toquerville, the new Toquerville bypass and whatnot? And I agree with Chuck, and that should be considered in approving any plat maps. Then last thing was realistically what we've seen with Toquerville is there's, you know, developers kind of say, oh, we're ready to hit the ground running. This is going to, you know, we're going to phase this out. It's going to be done in five years kind of thing and then funding runs out or people weren't up front about funding, and it turns into this extended thing. So one of the concerns you would have if you're going to go and put all the infrastructure in, what happens with those vacant lots? Are they going to be excavated? So then we need to worry about fugitive dust. I think those are things that need to be considered.

Hi, I'm David Brown and I'm a fairly new resident here in Leeds full time now. Concerns I have. Obviously I love the way this is being phrased is low density. I don't see low density here. I see very high density by Leeds standards and I find that very alarming. I would also like to know what is the intended main egress ingress for this property. Is it going to be 900 going on to the old highway or are they going to be relying more on the Toquerville bypass and the connection to the other side? And then underground utilities, that's good. And I also saw that there's going to be fiber run to these neighborhoods. I would like that to be conditional, that fiber will also be run to the other side of the freeway over in Silver Reef so that we can have Internet. We were here first. It would be nice to have that luxury, finally, instead of relying on info worst. Those are essentially my concerns, and I would also like to know during construction phase where will construction traffic be routed, will it be restricted? Limited not coming through town. Will they be coming in the backside? You know we've already been impacted with the water district authorities running through our just beautifully redone street, it's now torn up again. It seems like government agencies just don't really communicate well with each other in terms of projects. That said, I think I'm done. Thank you. And by the way, very good presentation, everybody, thank you.

Good evening, Bill Hoster. Just a couple of questions so. This emergency access runs through the commercial zoned area out to the Toquerville bypass, is that correct? *That is correct.* And is it going to continue to be an emergency access? *50 foot public road, full public roads.* Full public road. OK, I heard some confusion on that and I wanted to clarify. I thought your comment about the construction traffic is very pertinent to this. There was comment just made about the interchange. We've been involved with conversations with UDOT and identified that the Solera complex may not be wanting to participate in an interchange fund of which UDOT has

said this has to be developer funded. And so yes, there's been options identified with bonds and with other resources available through the state. What do you anticipate as far as being able to implement that on a timeline with the construction of the project? Lastly, there was discussion about another access coming down to the very South end of this map going across into Hurricane. It's been my understanding that is not ever going to occur. Yes, there's turtles there, but also with regard to the MPO, 5 counties and our county commissioners, that is never going to occur. Have you heard something different to that effect?

Bob responded: The only thing that I can speak to on that, as I said, I'm doing the development that goes through on the Hurricane City side. Hurricane City is having us design that up to the water, right up to the Cliff edge. And so that's where my information is coming from directly from the city and we currently have plans into the city to reflect.

Lynn Potter: Mayor may have covered this already regarding the interchange. In another place where I lived, they have a problem with the interchange and development and the developer, and they want an interchange put in now and I know Danny that you want some kind of guarantees about this and so a solution that they came up with was like with the bonds. They used, I can't remember what the term is, because it's different than what it is in this state, this state, they may call it a PID, I don't know, but they made the developer and then I know this is painful. I don't like this, made the developer pony up funds to begin the project and had a start date and an end date when it was before the rest of the project even got going on the development, so it was definitely in the works concurrently with the rest of the development. The developer got their money back out of it through the PID and the property and but then everything is guaranteed with the contract at beginning and end date and let's see. There was supposed to be a pool in everybody's backyard and stuff like that, you know.

Chairman Swenson: Well, thanks, Lynn. We've addressed that. I think you guys get an idea that that's kind of my requirement to some degree. I don't know what we call it who's engaged but from the beginning there's got to be a contract of some sort, right? We need to address it somehow or another.

Anita Eaton. I live in the adjacent town I pointed out in the work meeting that there is a parcel that is under contract. Plus in this Northeastern Rd. would go through the BLM, I'm concerned that that hasn't been narrowed down in a timely matter. They're expecting to start turning dirt for infrastructure. I'm talking about the road going into Toquerville.

Chairman Swenson: Time period that's going to be at the very beginning that was talked about during the initial facility groundwork. To go into Toquerville.

Anita Eaton: So no, he just said in September they're wanting to start infrastructure.

Chairman Swenson: Yeah, my understanding is it's going to be done during that infrastructure that they're going to put it all in at the same time. Part of the initial building.

Manuel Goy I live out here in Leeds. My concern is about you're talking about 700 plus homes. What about the traffic here on Main Street? Either they build another off ramp or on ramp on the freeway here. That means all the traffic is going to come up here to go to the development area. Think about it.

Chairman Swenson: And that's what they've been discussing. That's where the interchange to bypass the town in all traffic. So that traffic would get on the freeway or off the freeway out of town. Along with that other street.

Manuel Goy: Don't have to come in here from Main St. *The interchange would be up above.*

Commissioner Sullivan: But they're saying that they would keep the South one for people in town to go South, but to go north we would have to go up to the interchange and the people coming to do the construction would get off the interchange and not come through town.

Manuel Goy: Is that before you get to Toquerville offramp there, so about two miles down.

Chairman Swenson: Yes, somewhere in between. You know, close to the entrance of the facility.

Manuel Goy: Cause from here to the Toquerville 4 miles. *Yeah, that's correct.*

Another thing too with the proposal on the hotel, they want all these little cabins out there. I think it's kind of ugly looking. You know you putting on all these shoe box places all over the desert land. It's just going to ruin it aesthetically. If you want to put that little cabinet, make it look like a hoodoo or something. You know at least it will blend into the environment. Rather than all these shoe boxes, you know here it's looks modern and contemporary. As a designer, I don't think that's pleasant to look at. Think about it.

What they told us is they didn't want to do a high rise.

No, of course. Yeah. But you can make it one big giant hotel. At least it's controlled under one unit rather than all spread out. If you want to see those ugly things, you go up to the Road to Cottam Mountain. They put all these dozens and hundreds of these, permanent. Then it looks ugly. You know, it looks like what the heck is going on over there? Looks like a new construction going on or something? *Those are FEMA sheds.* Think about it, you know. It's just that it doesn't look good. So anyway, that's my complaint. At least now we don't have a traffic light on Main Street.

Angela Rohr, I made a big list, but a lot of it's been pared down because the first discussion left a lot of things that by this second time you came out and it helped me think that was a little better. First I've heard it was 800, but now 700 residences. 761 761, OK. So which would more than double residences. Be a big change, but it probably won't all happen very fast. With 761 residences, I would think there would be a need for a school, somewhere in there, because currently our kids get bused all the way to the other end of Saint George. Parks? I didn't hear it at first, but you mentioned a Community Center, but will there be any smaller parks, like ¼ or ½ acre? I heard that original owners still own the property and it hasn't been sold. Is that true?

Paul Morris: I'm not sure when to answer. We own part of it and are under contract for the rest of it.

Angela Rohr: That's good. The hotel I thought was going to be multi story. The cabins sound nice because our maximum is 35 feet. I think that would hold true for the builders. *They took that into consideration.* And then the fire station, I didn't think would be adequate, but it sounds like maybe something will be happening, although Anderson Junctions still a good ways for fire station. The secondary exit, it's going to be going through the hotel it looks like on the map up here, I think that would be the public road. It just seems like it would be rather disruptive for the hotel resort. And then the I-15 interchange? Those are very expensive. It needs to be north of 900 N. so that Grapevine Wash isn't involved in the interchange. And the developers would be responsible financially. We were originally looking at this, the sewage was going to be downhill because there's quite a slope going from the top down towards the river. So this means that the sewage is all going to be pumped up to the road. *That is correct. They have pump stations going up to the road and then over to Toquerville.* So, then what happens when the electricity goes off?

Susan savage. I had the opportunity to attend the DTAC meeting today. Since I didn't know where I was going, I got there half an hour early, had a chance to visit, going to setting up the room with the director of the NPO and the representative from UDOT. So I'll just convey some things that they shared. Bill has said part of this. The interchange will have to be developer funded. They said you know, the county, doesn't have money for it and probably Leeds, doesn't have money for it. The person from UDOT said traffic on Main Street, it's a state road and so we don't concern ourselves with the load of traffic. We just have to get traffic from one place to another. And he said, we can give the town the option of putting in speed bumps or adjusting the speed limit for the traffic to go through, so I just wanted to say about the hotel plan. That, the plan stated, is for people, these people who are interested in Zion National Park. So, one of the impacts we have right now on our roads going out of the public lands is that Zion National Park has had such a high such high visitation numbers that they've been redirecting people out into other areas. So I shared some things with those people today too. We had an interesting discussion, had some ideas that they said they haven't thought of. But I just said, the big picture to some of us, this conversation in Leeds area, feels a little bit like the blind man and the elephant. Like each entity, the transportation, the water, and all the different entities are looking at a different part of the elephant. The elephant, I guess is the County Commission that brings it together, or maybe we as citizens going to meetings and sharing things. I spoke with one of the county commissioners about some of our issues and the developers had met with them, but they hadn't heard anything from developers about some of the concerns that we have in Leeds. For example, the Grapevine wash and the Leeds Creek, which is the original Quail Creek, are there two main drainages coming off of Pine Valley Mountain and huge floods come through there. We had a man who was killed in Harrisburg in the flood and when the freeway was being built, the flood came down the Grapevine wash and cleaned all the Cottonwood trees out and blocked the tunnel under the freeway. And UDOT was getting ready to dynamite that section of the freeway so that the flood didn't tear out more. We've had floods come down that area, a gravel pit that the gravel was taken out for all the I-15 from Anderson Junction to Harrisburg, supposed to be gravel pit that's been a reservoir sometimes as debris blocked the tunnel, which is a 12 foot square tunnel and the mud line goes right along the top of it right now. So the debris backed up the water and filled the gravel pit so that is, if you look on the FEMA maps, that's a

FEMA major flood hazard zone right there. So one of the things that we talked about was, and we feel like the interchange, you know, they're saying OK, exit 23 at the North End of Leeds isn't sufficient, there's not enough room to make it into a full interchange. So, they're thinking about milepost 25, which is just that would be the center of it much of the Grapevine Wash. So we just said that area is problematic because of the Grapevine wash and the gravel pit, the FEMA flood hazard zone it's problematic because there are private land owners on both sides. So, we have an Ag protection area on one side. The Wrights have an agricultural area above us on the West side of the freeway. Then you have Allen Howard with his source protection area around the springs on the East side and above that, as the director of the NPO drew out the diagram of what the interchange would be, and we've heard that in some of our meetings from Scott, I think, 1000 feet out from the freeway to the frontage road. That frontage road goes clear over to Allen Howard's house and his landing strip. That's where that goes. So the top of that interchange, as he drew it out for me, also comes into the area where there are homes in Homespun. It comes that far up. Some people kind of smile at this, and we had an opportunity to share this in their meeting as well, but I said all my life this area out there has been the place where people stopped to take pictures. On one side you have the world's largest laccolith and on the other side, you have the Colorado Plateau. It's this gorgeous area and the little hills around Leeds that help to keep us from looking like Sprawl, I hope they can do that. It's beautiful. So, an interchange right there just carves out part of the landscape, the hills. We just had an idea for locating the interchange, a little differently, a little farther North so that it doesn't impact private property owners on both sides of the freeway, homes and agriculture and whatever. The Commissioner that I spoke with didn't have, didn't know that there were properties that have been brought up to them, that there were other properties to be impacted. So anyway, they talked about some of the kinds of standards that they plan for in interchanges and so on. I was going to say about the hotel and Zion redirecting people. I don't think we can decide which direction people are going to go when they have two roads, talking about maybe they'll mostly go to Cedar. So that's kind of hopeful for people who are concerned about traffic coming this way. In Cedar, what do you have, you have the Shakespearean festival this time of year, you have skiing in the winter, but in the winter you also have a Black Ridge that's where a lot of accidents happen, but it's a terrible place to get up the Black Ridge. Saint George has Saint George Regional Hospital and they also have the university and they have golf courses and they have Tuacahn. People who are out here go South, they have the airport down here and people come from Las Vegas, Mesquite. There's lots of traffic. To me, the bulk of the traffic goes South. And so whatever happens as you have people come into a hotel or even the people in the homes. And this is not something to say, let's not have development. That's something to say, traffic is a part of the discussion. It's a big part, so you have people who move into this area. They move because of the scenic land. So Pine Valley Mountain, the Colorado Plateau and Leeds is surrounded by public land. The roads that go up to the West are white. You've seen that the vegetation along the roads are white. Four or five years ago, when I could work out there and not see a vehicle all day now I've counted 35 within 20 minutes when I sat down to eat my orange. While I was resting from working, so there's a huge amount of traffic. Those little wide places in the road up there. Sometimes they're all full of campers, so people who move into this area where the summer sun spends the winter and where there's Zion. When there's a lot of scenic public land, they're out on the public land and Leeds is the only place that has access to those places. That traffic goes through all of that, so it is a big deal. And so when people say there are big developments coming, then we say there's another part of the elephant and that is, water. So, we have studies now and we have documentation that show that things that the Conservancy district does, impact the water. I have shared this in a couple of the water meetings and probably in the town council meeting. We went to a hearing in February where the water engineer was talking about the numbers that we have on our own irrigation well, what was happening with it, and Allen Howard was in the hearing, he was talking about his springs because he's lost one of his main springs, he lost 20 years ago and the trees died. And in the Summer of '22, an area where there used to be a spring on our place and it hasn't been there for years, but all of a sudden those big cottonwoods dropped their leaves. You know that summer. So, so anyway, the engineer said, do you have documentation on anything else that's happening around Leeds, so I didn't, but I said I'll see what I can do to get it. We have about 30 well sites in the Leeds area and many springs that people are depending on and so most of those people did not have a way to measure their well levels, but the ones who did, have seen them go down, and some of those wells over in Hidden Valley have totally disappeared.

Chairman Swenson: I think they'll talk about their water source too, because they've talked about that with us.

Susan Savage: OK, but here's what we've seen recently with the Conservancy District. So here's my prediction. I don't think the Lake Powell pipeline is ever going through. I don't think it is what people say the water's coming back into Lake Powell, that's far off. You've got all the lower basin states with their Issues and their power issues and you also have the Native American Reservation who are no longer saying you can cross a reservation. They're saying you have to go around. So, there are just lots of things and I said to someone at the Conservancy District once, where do you get your population projections? And they said from the amount of private property. So, guess where that comes from? The private property in this area came from homesteading back in the 1800's. It came from homesteading and people staking out big pieces of property for grazing and that didn't ever have any water. And so, if we look at that private property now and say somehow we've got to come up with water for it. People have been depending on the Lake Powell pipeline for the developments and I just don't see how it's coming through. Not for long.

Chairman Swenson: They haven't talked about the Lake Powell pipeline, but they've addressed, you know, their water plan and so on and so forth. So we'll hear about that here in a second.

Susan Savage: Yeah. So, what we're saying is then, let's do all this development in the Leeds area, but in the Leeds area from our studies, we're seeing our water table drop significantly and we've had in our own well this spring, we've had three events when the level dropped, and we haven't even used it yet. You're supposed to be recovering during that nonuse time, so we're being affected, we're being affected by something. The engineers in the Cedar City office have said to me, Leeds is the most difficult area we have to figure out for water because there are so many low fault lines and we can't tell with our tracers where the water is coming or going.

Daniel Brown: Sorry to speak twice, but I want to remind everybody in this room that our previous mayor, who did listen to the people of the community, sent out a survey and asked the people's opinion about growth and the future of Leeds. That was very contrary to what we're discussing here and I hope you remember what the people of this Community voted for and expressed and wanted, and I would pray that you follow with their wishes, or you don't need to be here. Thank you very much.

Motion to Open Public Hearing was made by Commissioner Roberts, 2nd by Commissioner Bentley. Public Hearing was Closed at 9:18pm

ROLL CALL VOTE:	Yes	No	Abstain	Absent
CHAIR: DANNY SWENSON	X	_____	_____	_____
COMMISSIONER: CHUCK BENTLEY	X	_____	_____	_____
COMMISSIONER: KEN HADLEY	X	_____	_____	_____
COMMISSIONER: LAURIE SULLIVAN	X	_____	_____	_____
COMMISSIONER: ALAN ROBERTS	X	_____	_____	_____

9. Discussion and Possible Action Items:

a. Zone Change Application for Grapevine Development

Bob Hermandson of Bush & Gudgell: I did my best to jot down some notes and I will try to answer all of your questions. All very good questions. As for the water, we will not be using the wells just South of the property. The wells are owned by the Water Conservancy and we don't have any say as to how they use their wells. We have offered to help get power to them, but that really has nothing to do with us. As for the power, we are working with Rocky Mountain Power and have every intention to have everything underground. Again, it is up to Rocky Mountain Power ultimately to make that decision. Grading, there were comments about my spiderweb of roads. The intent with that those roads and why they're not all completely boxed up like you would see in some other areas is that I'm trying to negate that grading item, I'm trying to follow the ebb and flow the lots with the roads. The interchange location is not nailed down. My opinion is that in the future it will be needed, but at this point it's really just a discussion between UDOT, Leeds Town, and the entire group. It's a much larger question as I think people have stated here above and beyond this project. It's a much larger question as I think people have stated here above and beyond this project. I mean it's a much bigger

discussion of where it goes and how it goes and when it comes online. It is a much bigger topic that has not been finalized to be very fair.

Chairman Swenson: I had a question on that though because until an interchange is put in, with the growth, it's going to be an increase in traffic through town.

Bob: Yeah, I don't think there's any way around that.

Chairman Swenson: There is no, until the interchange gets put in.

Bob: Yeah, you're going to have traffic like we talked about, some comments about it rolling South towards Saint George generally, that's the population center, right? That's an easy assumption. There are other access points you can go to the North through the Cedar direction. You can go towards the park, no question. Will that reduce that traffic through Main Street? For sure. To what extent, I don't have those exact numbers, but you can kind of logically think through that. I would also point out that currently, so currently today and Paul's mentioned this a couple of times, we have 1033 units that are zoned right now. That we could, we have another plan, another plan that we don't like as much. That has all those units piled in there that we could. We've done no zone change, no public hearing. There's pre plat construction drawings and building. This is a 25% reduction. Which means the 25% reduction in everything, utilities, traffic, the lots are all larger. Paul's done a good job of illustrating not only are we over the lot sizes but we're over the lot sizes that we're making larger. Because currently today they're smaller like we're asking for them to be larger. And then on top of that, we're making them larger on that. So there's a 25% reduction that we're asking for, but that today we already have entitled. So, I just want to be really clear about that if we don't do this then, I can't speak for Paul, but I would assume we probably do something similar to that, like it would probably be more than what we're proposing, so that we're proposing a reduction. Timing on BLM, I think there was just a little bit of confusing on that is that it is in our phase one that we will be constructing and need the exit out to the East just to be very clear like that will be in place right off the bat. Yeah just to I think it was some discussion I think we're on the same page but just to just to say it again. Schools? We rely heavily on the Washington County School District and their pyramid system for high school and where those are needed. The school district has nothing to do with us. We did this and then made people come and then they make those decisions or whatever those need to be strategically, similar to the fire department and where they go and their insurance maps and why they get placed where they are is a very in depth discussion that I do commonly, but they have their own metrics, we don't decide that. Pocket Parks, we do have pocket parks throughout the project. In the center of the project is our Clubhouse and then the pocket parks are disbursed throughout the project. There will be sidewalks throughout the project as well as several amenities. Sewage Pumps: They are designed with a holding tank that accounts for anomalies such as power going out, issues with one of the pumps. They have a backup pump system that's installed with them. So if those things happen, they alternate so that they have the ability to run whenever there might be an issue. In addition to that they have some tanks that are sized accordingly with some analytical data that shows the possibility of a power outage, or something of that nature, for a certain amount of time. Obviously it's not set up to run forever without any power, but that is factored in the design in Ash Creek, again Ash Creek Third District is giving that guidance to us about what that needs to be and we will comply with whatever Ash Creek would like that to be. The flood area along Babylon Rd. is actually up here. All of the project, everything out here is outside of the 100 year floodplain area. We have no area within any lot that is within the 100 year floodplain. Just to be clear, it is near the entrance of Babylon Rd., down on the bottom. We've all seen it. It's existing today. There is the gravel pit that's there as well. And if there were development there, you would follow the FEMA guidelines to either develop or not develop. You would just go through that process.

Chairman Swenson: In relation to that, I did see that there was quite an extensive study by an engineering firm that came out there, not only geological, but talked about the floodplain and matched that all up. I mean, you've gone through that granted, a 500 year flood's going to affect everybody, but I know you've addressed that too.

Bob: At some point, if it's a catastrophic event, it's a catastrophic event. Generally, development is driven by the 100 year floodplain. That's what the design center is for everywhere that I'm aware of. And so that's what it's been designed for.

Chairman Swenson: Air Traffic?

Bob: So when they've come in and do developments like this the biggest issue that we have is that in the future or when an infill scenario, so you have development around an area and we carve up and we do a

subdivision and lots and things like that. That you have people that have lived there for a long time and then to show up and say, man, I didn't know that was going to. Be there like geez. Like how you know that this situation right here you have a public hearing. You have an opportunity to listen to it. You're mailing label or mailing come out and you have opportunity to go and listen to make sure that you're informed, but that scenario is when you have the issue. In this case we actually have the opposite. In this case, it's very clear that there's a runway. It's not a secret. I mean, I have before you know that I can remember looking at this as I knew that there was a wrong way there cause you can see it right. You can see it over here is the point is that as far as the air traffic goes, that's it's a known entity, hopefully people coming and buying a lot like anybody else would just generally look around. We hope they do. It's fantastic out here and you will see that there's an airstrip literally right off the side of the project.

Allen Howard: On the North end of my runway, at Homespun Rd. If you look through my fence, you will see a yellow sign and you see that it says, "no trespassing caution, low flying aircraft." And I did that on purpose. So that whoever buys in there won't be surprised, but you'd be surprised how many emergency landings I have made where they call the police. They see a plane go down and they report it. Not one of them has stopped to help me. They just see it go down in the trees and the dust, and then they're gone. So I'm going to put up another sign along Babylon on my property. So, your people will know. Because I don't want any trouble. OK, and but when you take off the land, you are low and it makes noise.

Michelle Peot: Can you address the question about the traffic impact analysis and whether that took into consideration the neighboring developments as well, like how recent was that and the new bypass?

Bob: The interchange design and updated traffic study related to the interchange has not been completed. All of that, again, is in conceptual, everybody's meeting to discuss the big items; where, why, private land access, is the comment about Grapevine Wash, and staying to the north. All those comments and that brainstorming is happening now. But again it's going to be a minute for any of that and for it to evolve and whatever environmental process needs to be gone through and all of those things is still in the future.

Michelle Peot: There wasn't one done specifically, just say, in the absence of the interchange.

Bob: There was originally. For this, and Paul can speak more to that. I believe it was based on 2500 units.

Michelle Peot: There's not a current one, based on this configuration and all of the you know impact from the other developments are going in bypasses?

Bob: That is correct. The densities have been dramatically reduced since then. But we have been contemplating having an updated one as well, as needed.

Chairman Swenson: Who's the managing entity to manage the conversation and bringing the entities together for the traffic?

Bob: The governing body, since it's in Leeds Town, I would assume you'd be the starting point. *No, it's State property.*

Paul Morris: Our development at 1300 units would not require it and when you hit, I forget what the number then you need the interchange first that we're having that updated. It is not going to show that we create that need, the traffic study you're talking about. UDOT runs that and the lead right now is the mayor, he has been the one who is pulling us all together and making it happen. I've been in two meetings with them and I have seen more progress with UDOT. That is who will control the environmental study and the traffic study from all the developments that justify the interchange and also what type of interchange. There's different kinds and how it has to go. I thought Susan Savage made really good points. Some people thought it would be more already, you could go north, but that doesn't make sense when we look at it because the Grapevine wash. Where it goes and how you configure it will be based on both not just environmental but also a different kind of traffic study that takes into account all of the development.

Chairman Swenson: There's going to be there's going to be construction traffic that's going to impact this town before that's done.

Paul Morris: There is no question and we are sensitive to that, *so are they* and we plan to be here. I don't want you people to not like me when I'm walking around in my neighborhood, since I live here, but we have tried so hard to both lower it down and add the commercial to it. We know by right we can come in on our own plan and you can't make us do the interchange first. I mean, I know the impact fee law really well in Utah as part of the negotiating on behalf of cities years ago with the legislature.

Chairman Swenson: It'd be nice to know there's buy in from legislature and UDOT.

Paul Morris: In no city can you say, you can't build until the interchange is done. That is illegal. What I'm telling you is just like I want to do the missing middle, we're going to do it without a government telling us to do it because it's the right thing to do.

We have decreased the density, added commercial, and we are working with the mayor and UDOT, our group is going to help fund, probably all of it, I'm not sure what the final number is, but we're talking \$50 to \$100 thousand dollars on our nickel, even though you can't make us do it.

The group recognizes that traffic will be reduced by adding the public road out that way and reducing the number of residential lots. They are committed to participating with UDOT and the Town, proposing an Interlocal cooperation agreement to work together with the town council.

The mayor has expressed concerns about the potential impact of the roads on the area and he doubts that the bridge to Hurricane will ever be built, and the developer has heard the same. They are preparing for it nonetheless. Just as Myron assures them that the road will pass through Silver Cliffs into Firelite, a 66-foot road that comes right through the center of the development, and is a crucial part of the plan.

Chairman Swenson asked the Mayor if we can say that as long as he's mayor, he's representing the town through UDOT legislature for the continuing committee planning for our traffic plan?

Mayor Hoster: So it was brought up earlier that we have a general plan and by law we have those and we do surveys on those and they also did ask for reasonable growth to any contrary believe or statement. Now with that, there is a traffic plan that's associated with it. What that traffic plan included, did not include the Grapevine wash development, nor the Solara development or any of the others that were brought up in question here and so you know, I haven't seen a new traffic study that relates to this. In answering your question Chair, you know, yes, there's great cooperation from this group and all of the other developers to try and motive economical motivation to try and get an interchange. That doesn't affect downtown Leeds with any of this development. It is pertinent to your position right now in allowing a zone change. I realize that I can only attest to the fact that yes, we've had multiple conversations with UDOT. I don't believe we're going to get anywhere there. I believe we have to talk to the House of Representatives, the Senate and the Governor with regard to facilitating this. I think it's been wisely said before that Leeds was kind of screwed out of effective interchange access. We're the only one that got nailed with, you know, and on and off in different areas. And it's not fair to the Town of Leeds to continue to have all this traffic down Main Street, so every effort is being leaned into that all the way up to the top. And Paul's been in most of those meetings, but our county commissioners are behind us on this all the way and I won't stop until we have some sort of solution.

Paul Morris: I've been at this for a while, and it sounds like I'm buttering this up. I've seen more progress from his meetings with UDOT. Actually get in, writing step 12345, the environmental assessment and that progress. I haven't seen that where they actually mined it out and we know the path. The first step is doing the studies according to UDOT standards. They are very specific on what you have to do. This is the first time I have seen, this is the path forward.

Paul also spoke to Allen Howard on his runway. He said they will be putting into their CC&Rs that there is an existing runway and there will be noise. Anyone that buys a home there will be aware of its pre-existence.

He also touched on a possible Public Charter School. Although the School District does make the decision on where schools are built based on need, the developers are very much interested in having a Public Charter School. There are State programs to help fund the school and Paul has experience with the process.

He also touched on the soil testing. They had an extensive study done on the property and there are no artifacts and the soil is great.

The question about Fiber was answered by Paul Morris. He agrees that once Fiber is brought into the area, everyone wants and should have access to that service. He said they are in talks with several different companies and does not want to get into specifics at this time. He feels we will all like what they bring in.

The mayor and Paul gave a little of Paul's background in government.

Paul answered a question about Section 8. He reassured the Town that they will not have any Short-Term Rentals at all. He was asked a follow up question about the Hotel possibly purchasing 6-10 lots and building homes that the Hotel would be able to rent out on a conditional basis.

Chairman Swenson gave clarification that all the roads leaving the development are full access roads, not emergency exits. There have been a lot of comments using the words "Emergency Exits" and they are not.

Paul was asked if they are the sole builder on the project. He explained that they are not builders. They will be hiring a variety of builders to promote diversity in the homes but the designs will be controlled by the CC&Rs.

Chairman Swenson explained to the audience and the Commission that we are here to review the Zone Change for Grapvine Development. He reminds the Commission that they are already pre-approved for the current zoning and 1/3 more lots. The Zone Change would be to add Commercial for the hotel and eliminate the Multi-family Zone.

Motion to recommend the Zone Change Application according to the updated zoning map that has been presented with a reversion clause if the Hotel does not come through with Conditional Use and Site Plan, the commercial zone will revert back to current zone made by Commissioner Bentley, 2nd by Commissioner Sullivan. Motion carries.

ROLL CALL VOTE:	Yes	No	Abstain	Absent
CHAIR: DANNY SWENSON	X	_____	_____	_____
COMMISSIONER: CHUCK BENTLEY	X	_____	_____	_____
COMMISSIONER: KEN HADLEY	X	_____	_____	_____
COMMISSIONER: LAURIE SULLIVAN	X	_____	_____	_____
COMMISSIONER: ALAN ROBERTS	X	_____	_____	_____

A SHORT BREAK WAS TAKEN Called back to order at 10:10pm

b. Subdivision Preliminary Plan Application for Silver Cliffs

Commissioner Roberts repeated what the Developer has already stated. The development is already vested at a higher density. This Preliminary Plat lowers the density and conforms better than the current zest plan.

Chairman Swenson added to that. I agree with those comments for sure. I think there's been more consideration in the town of Leeds, far more than when I first moved here and attended those first couple meetings. By far. I know progress is happening all around us. There's no question in my mind that when my house went in, the people above me didn't want it. It's down in the middle of somebody's view and the property between my house and the silver reef, we didn't want that. You know, and so we just don't want that stuff. My big concern isn't for those people up there. Sure, it's our view. I'm really concerned more with the impact on this side of those that have been here for 2-3 generations of those that can't do anything about it, can't move if they don't like the area and the growth is too fast. I have concern about that. We've talked about the traffic plan, we talked about the need to try to mitigate more traffic. You've done that by putting another road in that will help. There's going to be construction traffic, and I know you're addressing it. And so I definitely want to reaffirm that we've talked about the reasons why Flag lots aren't favorable, not just the fact that it's a flag lot and we don't want a flag lot, but on the emergency end, and I think you're taking that into account. I'm glad you talked about the aircraft. I'm glad you helped validate your water source, and that you feel it'll be a minimal impact, if anything for the surrounding water supplies. You've addressed the Fire Station, the artifacts, Fiber optics, I don't see any super conditions that I want to be on here, but I just want the public to know, if it all happens the way they're talking about, they've tried to address everything that I've heard in this open meeting.

Commissioner Bentley: Yeah, I think everyone in here except the developers wished we weren't getting 750 more houses because we've kind of had our own wine made for almost 30 years and it's really been special, especially being in Washington County to avoid the growth pot. With that said, the plan they presented, the way they were presented by both the engineer and Paul, they're very concerned with being good neighbors. They want to do something nice, I mean just lowering the amount of houses by 25% is huge. That's 25 out of 100 cars that won't be driving up Main Street, so you know the growth is something we need to embrace. I'm really encouraged by the developers because I think they have our best interest as well as theirs at heart, and that's not often found. So hopefully you'll be able to fulfill everything you've told us because it's pretty promising. So thank you.

Motion was made to approve the Subdivision Preliminary Plan for Silver Cliffs with conditions, #1 No Flag Lots shall be created #2 No short-term properties outside of commercial zone made by Commissioner Sullivan, 2nd by Commissioner Roberts. Motion Carries.

ROLL CALL VOTE:	Yes	No	Abstain	Absent
CHAIR: DANNY SWENSON	X	_____	_____	_____
COMMISSIONER: CHUCK BENTLEY	X	_____	_____	_____
COMMISSIONER: KEN HADLEY	X	_____	_____	_____
COMMISSIONER: LAURIE SULLIVAN	X	_____	_____	_____
COMMISSIONER: ALAN ROBERTS	X	_____	_____	_____

c. Conditional Use Permit Application – WCWCD Pump Station and Storage Tank

Aaron Anderson presented a Plat Map to the Commission. This will be a Split Face block building, a concrete tank, surrounded by a block wall. The building will have skylights, incase any piece of equipment ever needs to be lifted out of the building for repairs. Our drawings show mature trees, obviously, they will not be this big when they are planted. The change from the last time we met would be that we do not have the rights to put trees along Northwest side of the property because of the road right-a-way. There will be a cattle fence up during construction along the property line . Once built, the block wall will be six feet off the property line.

Commissioner Roberts: In our previous conversations, we said we would want the bricks to conform to the natural colors of the area.

Mr. Anderson referred to drawings on the projection screen and answered additional questions from the Commission.

Scott explained that a conditional use is set by the State as an Administrative decision.

Aaron Anderson asked when would be a good time to bring in samples?

The Commission advised that they would like to see samples at the time of construction, before the purchase is made.

Motion to approve the Conditional Use Permit Application for the WCWCD Pump Station and Storage Tank with the conditions in Attachment A, made by Commissioner Roberts, 2nd by Commissioner Sullivan. Motion Carries.

ROLL CALL VOTE:	Yes	No	Abstain	Absent
CHAIR: DANNY SWENSON	X	_____	_____	_____
COMMISSIONER: CHUCK BENTLEY	X	_____	_____	_____
COMMISSIONER: KEN HADLEY	X	_____	_____	_____
COMMISSIONER: LAURIE SULLIVAN	X	_____	_____	_____
COMMISSIONER: ALAN ROBERTS	X	_____	_____	_____

d. Feasibility for Conditional Use Permit – Canyonside Construction

Representatives from Canyonside Construction are not present.

There's a piece of property located just off freeway exit 22, Parcel L-92-A. This property is Zoned Residential. Canyonside Construction would like to apply for a Conditional Use Permit for a storage complex or an above ground pool storage facility. The applicants are currently under contract to purchase the property. Commissioner Roberts shared that the current owners have come to the Town numerous times requesting permission to build a fuel stop/convenience store and they have been shot down. The current owners have put a condition on the property where for 10 years from purchase, no fuel station can be built on the property. He explained that as an adjacent property owner, he is going to have some bias, but I'm not sure that is the first thing you want to see coming into Leeds.

The Commission unanimously decided that there's no feasibility because the application is not complete. A Zone Change application would need to be submitted, but is unlikely to be approved.

e. Hillside Ordinance – update from Work Session discussion

This item was Tabled

f. Short-Term Rental Ordinance – update from Work Session discussion

This item was Tabled

10. Staff Reports

Scott Messel gave the Commission a Home Occupation Ordinance and I feel it could be updated. Please review it and we can discuss it further at a later date.

11. Adjournment: 10:33pm

Approved this 2nd Day of October, 2024.



Alan Roberts, Planning Commission Chairman Pro Tem

ATTEST:



Michelle Rutherford, Clerk/Recorder