



HURRICANE CITY UTAH

Mayor

Nanette Billings

City Manager

Kaden DeMille

City Council

*Joseph Prete
Dave Sanders
David Hirschi
Kevin Thomas
Doug Heideman*

Hurricane City Council Meeting Agenda

August 17, 2023

4:00 PM

City Council Chambers 147 N 870 W, Hurricane

Notice is hereby given that the City Council will hold a Regular Meeting in the City Council Chambers 147 N 870 W, Hurricane, UT. [Meeting Link on Webex](#) Meeting number: 2630 456 5376 Meeting password: HCcouncil Join from a video or application Dial 26304565376@cityofhurricane.webex.com. You can also dial 173.243.2.68 and enter your meeting number. Join by phone +1-415-655-0001 US Toll Access code:26304565376. A silent roll call will be taken, followed by the Pledge of Allegiance and prayer by invitation. **THOSE WISHING TO SPEAK DURING PUBLIC FORUM MUST SIGN IN WITH THE RECORDER BY 6:00 P.M.**

4:00 Work Meeting regarding the Downtown Master Plan

5:00 p.m. Pre-meeting

1. Agenda Summary

6:00 p.m. - Call to Order

Prayer

Thought

Pledge of Allegiance

Declaration of any conflicts of interest

Minutes of the Regular City Council Meeting for July 20, 2023 and August 3, 2023

Annual update from Intermountain Health

LIHTC presentation by Nate Houston and Bill Raymond

Public Forum – Comments from Public

Please Note: In order to be considerate of everyone attending the meeting and to more closely follow the published agenda, public comments will be limited to 3 minutes per person per item. A spokesperson representing a group to summarize their concerns will be allowed 5 minutes to speak. Repetitious commentary will not be allowed. If you need additional time, please request agenda time with Cindy Beteag in writing before 5:00 p.m. the Wednesday one week before the Council meeting.

OLD BUSINESS

1. Resolution 2023-30: Consideration and possible approval of a **General Plan Amendment to adopt a Downtown Master Plan.**

2. Ordinance 2023-12: Consideration and possible approval of a **Land Use Code Amendment to adopt Title 10 Chapter 52 and amend Title 1 Chapter 4 with regards to affordable housing.** Hurricane City Planning.
3. Consideration and possible approval of a **disconnection request for parcels H-3403-C-2, H-3403-B-2, and adjacent roads**-Sky Ranch Ph 6 L.C. applicant, Doug Durbano agent

NEW BUSINESS

1. Consideration and possible approval of **awarding the bid for the Sand Hollow Road Waterline** project-Ken Richins
2. Consideration and possible approval of **Resolution 2023-31 Proclaiming Hurricane City** as America's City
3. Consideration and possible approval of a **proclamation designating September 17 through 23 as Constitution Week**- Karen Shuman, Daughters of American Revolution
4. Consideration and possible decision to open or continue with the **closure of 100 West** between SR9 and 100 South
5. Consideration and possible approval of directing the **Zoning Administrator to issue a grading permit** for Hurricane Cliffs
6. Consideration and possible approval of **Ordinance 2023-15 updating Title 3 Chapter 1 and Title 10 Chapter 15** regarding mobile businesses and vendor carts
7. Consideration and possible approval of **Resolution 2023-36 approving an Interlocal Agreement with Washington County** regarding a ballot box location
8. Closed Meeting held pursuant to Utah Code section 52-4-205, upon request

Adjournment

I hereby certify that the above notice was posted to the city website, (www.cityofhurricane.com) posted to the state public notice website, and at the following locations:

1. City office – 147 North 870 West, Hurricane, UT
2. The Post Office – 1075 West 100 North, Hurricane, UT
3. The library – 36 South 300 West, Hurricane, UT

_____ for the City Recorder

Agenda Summary for Hurricane City Council August 17, 2023

4:00 p.m. Work Meeting regarding the Downtown Master Plan

5:00 p.m. Pre-Meeting

6:00 p.m. Call to Order

Annual update from Intermountain Health

LIHTC presentation by Nate Houston and Bill Raymond

Old Business

1. This item was continued at the last meeting and a work meeting was scheduled for August 29th. However, at the request of Mayor Billings, David Hirschi, Joseph Prete and Kevin Thomas that work meeting was canceled and this item was added to this agenda.
2. At the request of the City Council this item was continued at the last Council meeting. The item was amended to reflect the requested changes from the Council. Affordable ownership units has been removed from the ordinance and the name has been changed to just "affordable housing".
3. The applicant made a verbal request to table this item to staff before the last meeting. However, State Code requires Council to make a decision within 45 days of the public hearing. The applicant has not provided a written request to table this item so Council needs to make a formal decision on whether to approve or deny this request.

New Business

1. Discussion and possible contract award to replace 12" HDPE Pipe with 12" Ductile Iron Pipe. Project location: Sand Hollow Road from Dixie Springs Drive to the Sand Hollow booster station.

The City Water Department has been repairing this section of HDPE pipe quite a bit. On our last repair it was determined that the HDPE Pipe is failing and needs to be replaced. On 8/10/23 a bid opening was held. A letter of recommendation with the bid tabulation from Alpha Engineering is in the packet.

This is a very critical waterline; it is the main feed water line to the Sand Hollow Resort area water tank.

2. The Washington County Commissioners passed a resolution partnering with United We Pledge making Washington County "America's County". Mayor Billings asked staff to prepare a resolution proclaiming Hurricane City as "America's City" since United We Pledge will be the HOME of Liberty Village teaching American History.

3. Constitution Week proclamation
4. On May 18, 2023, Council voted to temporarily close 100 W. between State Street and 100 S. to vehicle traffic from Memorial Day to Labor Day, with a review in August to decide if it should remain closed or be reopened after Peach Days.
5. The applicant has requested a grading permit for Hurricane Cliffs. This development is a 30-lot single family subdivision north of the Copper Rock Golf Course. The preliminary plat was approved in May of this year and the applicant has submitted construction drawings. The City Council may authorize the Zoning Administrator to issue a grading permit for property that is "not scheduled for immediate or reasonably imminent development". The Power Department has not been signing construction drawings in this area due to a lack of power capacity. However, the Power Department is currently forming agreements that would allow them to sign the applicant's construction drawings for this project and allow them to move forward with grading through the standard process. Staff also have concerns that their grading plan shows retaining walls and grading of building lots that is not typically approved as part of a grading permit. Since the applicants have an approved Preliminary Plat, and agreements for power are forthcoming that will allow approval of their construction drawings, development is considered to be reasonably imminent. Thus, it is recommended that a grading permit not be issued at this time.
6. Utah State House Bill 408, passed in 2023, changes the State law with regards to mobile businesses like food trucks, vendor carts, and other types of businesses conducted in nonstationary enclosures.

The full state law can be found at: <https://le.utah.gov/~2023/bills/static/HB0408.html>

HB408 defines mobile businesses and states that municipalities must accept business licenses for mobile businesses issued by other municipalities. For example, a food truck that obtains a business license in St. George could not also be required to obtain a business license in Hurricane even if they do business in Hurricane from time to time, the majority of time, or even all the time. There are exceptions for health department and fire department permits. The proposed changes removed vendor carts completely from Title 10 but then Title 3 defines mobile businesses in identical ways to the state code and requires that mobile businesses operating within city limits either obtain a business license from the City or present a copy of their business license in another city or county for record keeping purposes.

7. Historically, there has always been a ballot box located at the Hurricane City Office when there is a municipal election. Since this election is no longer just a municipal election, this interlocal agreement is required before the County can put one of its ballot boxes in our office. The County has this agreement with approximately 10 other cities and towns in the County. State code requires each legislative body to approve the interlocal agreement by resolution. The County will have this item on its August 15th agenda.
8. There is a closed meeting planned to discuss pending or reasonably imminent litigation.

1 Minutes of the Hurricane City Council meeting held on July 20, 2023, in the Council Chambers at
2 147 North 870 West, Hurricane, Utah, at 2:30 p.m.

3 **Members Present:** Mayor Nanette Billings and **Council Members:** Joseph Prete, Dave Sanders,
4 Kevin Thomas, and David Hirschi (online). Doug Heideman excused.

5 **Also Present:** City Manager Kaden DeMille, City Attorney Dayton Hall, Police Chief Lynn Excell,
6 Power Superintendent Scott Hughes, Public Works Director Mike Vercimak, Planning Assistant
7 Fred Resch III, Street Superintendent Weston Walker, Recreation Director Tiffani Wright, City
8 Engineer Arthur LeBaron, City Recorder Cindy Beteag, Water Superintendent Ken Richins,
9 Building Official Larry Palmer, and Human Resource Director Sel Levell.

10 **AGENDA**

11 **2:30 p.m. Eminent Domain Training**

12 Dayton Hall provided a slideshow presentation explaining eminent domain and the process for
13 eminent domain. Eminent domain is the inherent power of the government to take property
14 with the caveat that reasonable compensation must be made for the taking. The U.S.
15 Constitution states that private property will not be taken for public use without just
16 compensation. Mr. Hall reviewed the types of uses authorized by law for eminent domain. The
17 following three things are considered when calculating just compensation: the value of the land
18 plus the value of improvements, adding severance damages. After adding the severance
19 damages, any increased value due to the City improvement is subtracted. Mr. Hall explained
20 that the value is based on fair market value and provided examples of calculating
21 compensation. The City is statutorily required to make a reasonable effort to negotiate. If
22 reasonable negotiations are unsuccessful, the City has to provide written disclosures explaining
23 the property owner's rights; thirty days after the disclosure is made, the City can file a court
24 action to initiate the process. After the lawsuit is filed, the City is entitled to seek an order
25 permitting the City to occupy the property and begin construction. Mr. Hall summarized by
26 stating that constitutionally eminent domain is a recognized power of the government to
27 benefit the public while making the property owner whole.

28 Councilman Prete appreciates the information from this training. It was enlightening for him to
29 recognize why eminent domain is necessary. Utilities and roadways must cross private property
30 from point A to B. Without this power reserved to the government, the system could not
31 function.

32 **3:00 p.m. Work Meeting regarding 1150 West and 1100 West corridors.**

33 Glen Carnahan and Brent Gardner with Alpha Engineering are present. Mayor Billings reported
34 that the City Council asked Alpha Engineer to examine the difference between the 1150 West

1 and 1100 West corridors. She explained that several corridors were analyzed to determine the
2 best route for the power line. Glen Carnahan reviewed the exhibit Alpha Engineering prepared.
3 There are two sections dedicated to 1150 West. There are several scattered dedicated pieces
4 from 650 South to 900 South. From 900 South to Mulberry Fields, thirty-two feet are dedicated
5 on the road's east side. He reported that per city standards, the power line should be on the
6 west side of the right of way, and it would be necessary to acquire property on the west side.

7 Mayor Billings mentioned Mr. Heaton suggested property on 1400 West. Scott Hughes reported
8 that the substation is designed for the power going to the west side. He provided a map
9 detailing the analyzed routes and a spreadsheet with estimated costs for each route. 1400 West
10 is less impactful to the current homes but is the second highest cost. His recommendation is the
11 straight line down 1150 West. This route impacts more people but is a straight route and is the
12 least expensive route. Paul Fathering commented that property owners are paying for this
13 because it will destroy their neighborhood. Mr. Hughes explained that impact fees pay for
14 transmission lines, and developers pay for distribution lines. Impact fees would be increased to
15 cover the cost of the more expensive route. Kaden DeMille reported that the inflation cost of
16 the substation drained the Power Department's impact fees and reserves, and the department
17 does not have any bonding capacity at this time. Mayor Billings reported that development has
18 stopped in this area, and the City has only received a quarter of the estimated impact fees.

19 Kenneth Heaton asked what the current impact fees are. Mr. Hughes reported for the average-
20 size home, the impact fee is \$2600. Mr. Heaton thinks developers need to take some
21 responsibility for transmission. If the road comes through his property, it will narrow his
22 property and limit his future options.

23 **3:30 p.m. Closed Meeting regarding purchases of real property**

24 Joseph Prete motioned to go into closed session to discuss the purchase of real property at 3:40
25 p.m. Seconded by Dave Sanders. The motion carried unanimously.

26
27 Kevin Thomas motioned to go out of a closed session at 5:00 p.m. Seconded by Joseph Prete.
28 The motion carried unanimously.

29 **5:00 p.m. Pre-meeting - Discussion of Agenda Items, Department Reports**

30 Fred Resch III reported that the open house on the downtown property was on July 7th. He
31 received an updated rendering for the Downtown Master Plan and provided the concept staff is
32 recommending. Mayor Billings is not in favor of this plan. There was no plan for commercial
33 buildings on the property. Mr. Resch III reported that this drawing represents the community's
34 preference. Councilman Prete's recollection of the public feedback from that meeting was that
35 the community wants to keep the Family History Center, not affect Peach Days, and have new
36 Pickle Ball courts. Mayor Billing explained that the City bought the buildings and property for

1 parking. Mr. Resch III reported that the Utah League of Cities and Towns Conference is in
2 September. The deadline for registration is in August. The Beautification Committee is
3 revamping the welcome sign by the fairgrounds. The Appeals Board denied an applicant's
4 variance request to encroach on their front setback. Two lawsuits were filed on unlicensed
5 short-term rentals. The Planning Commission is working on updating the Subdivision Ordinance
6 to comply with State Law.

7 Arthur LeBaron reported that the project on 700 West is moving forward. The intersection will
8 be open when school starts. Sandy Porter told him that he has permission to access his
9 property through City property. Mr. LeBaron advised Mr. Porter that this may change as the
10 City develops the property. Mr. LeBaron applied for corridor preservation funds, and that
11 applicant will be on the next Council of Governments agenda. There was a meeting with the
12 School District regarding the campus in Dixie Springs. He is confident that the district is
13 progressing with the project, and access could be an issue. He and Mayor Billings met with the
14 Utah Department of Transportation (UDOT) to discuss issues on SR-9 and SR-59. The
15 northbound left turn queue on SR-59 is causing traffic to back up through the intersection.
16 UDOT is discussing installing a dual left turn there. However, this will impact the parking on that
17 block. Hurricane City and UDOT are discussing a development solution study on widening SR-9
18 to three lanes. This addition will affect existing homes and businesses from 300 West to 800
19 North. UDOT has asked the City to contribute \$5000 to the study. The 24th of July parade starts
20 at 8:30 a.m. He reported that the 4th of July events went smoothly. Staff will meet to discuss
21 ways to improve the fireworks show. The safety chalk line for the parade was helpful but could
22 be improved.

23 Weston Walker explained that the loose gravel on 3400 West is due to the chip seal. The
24 increased temperature is causing the oil to rise to the roadways. He reported that many
25 sidewalks are buckling from the heat. The paving to repair the sewer and storm drain work area
26 on 650 South will take place on Tuesday. Signage and striping on the 700 West corridor will be
27 completed before the start of the school year.

28 Mike Vercimack reported that the department is making provisions to open 2800 West. There
29 will be falling rocks signs and a six-foot fence to catch debris.

30 Tiffani Wright reported that the Newsies opens on August 4th. The shows for next spring and
31 summer have been approved. The spring show is Joseph and the Amazing Technicolor
32 Dreamcoat, and the summer show is Peter Pan. The back-to-school bash will be combined with
33 the neon run.

34 Sel Lovell reported that there is an open position for a Police Officer. The new Planning Director
35 will start August 1st.

1 Scott Hughes reported that one generator failed and will be sent out to be rewound. Natural
2 gas prices are down compared to the winter season. The substation is on schedule for
3 completion within 1-3 months.

4 Larry Palmer reviewed the approved permits within the past month.

5 Chief Excell provided a picture of the new flood trailer and reported that it is ready for the
6 monsoon season. Two cooling tents will be onsite for Peach Days, and several cooling fans to
7 help with the heat wave. The front and back car cameras have been installed and can be
8 watched live. The safety fair held in conjunction with Walmart went well. Mr. Excell reported
9 that The Drug Task Force and SWAT Team served a warrant this morning as part of an ongoing
10 investigation. One officer is at the Police Academy, and one officer is in the hiring process. The
11 department has two positions to fill between now and January.

12 Mayor Billings reported that the meet the candidates is being held on July 26th at the Chamber
13 of Commerce, August 1st at Sky Mountain Clubhouse, and August 8th at the Community Center.

14 **6:00 p.m. - Call to Order –**

15 Mayor Nanette Billings welcomed everyone and called the meeting order.

16 **Prayer, Thought, and Pledge:** Willie Billings

17 Declaration of any conflicts of interest

18 Councilman Prete spoke with Mayor Billings to confirm that he has no conflict with Old Business
19 item 1 because 1400 West merges further south from his home.

20 Minutes of the Regular City Council Meeting for June 1, 2023, June 15, 2023, and Special City
21 Council Meeting June 6, 2023

22 Joseph Prete motioned to approve the minutes with changing the wording on the June 1, 2023,
23 minutes to clarify that Joseph Prete is concerned about the catalyst project but is not against
24 the project. Seconded by Dave Sanders. The motion carried unanimously.

25 **Recognition of Life Saving Awards**

26 Councilman Sanders reported that St. George Communications Center received a 911 on
27 4/19/23 at 14:04. Mrs. Druding lives in Hurricane City and called 911 to report that her husband
28 had collapsed and was not breathing. Dispatcher Savanna Bird, who is currently in training,
29 answered the call, obtained the address, and forwarded the information to dispatch within
30 sixteen seconds. With the cooperation and determination of Mrs. Druding, Ms. Bird was able to
31 give direct and concise CPR instructions while responders were en route. Officer Todd O'Bray

1 was the first on the scene with his AED and delivered one shock to the patient. Hurricane Valley
2 Fire District EMTs arrived on the scene and delivered a second shock resulting in the patient
3 regaining a pulse. The patient was transported to St. George Regional Medical Center and was
4 awake and talking to the transporting crew before arrival at the hospital. Today, Mr. Druding is
5 alive and present in the City Council meeting.

6 The community is grateful to have well-trained Dispatchers and Police Officers. He awarded the
7 Life Saving Medal to Savanna Bird and Officer Todd O'Bray.

8 **Presentation from Washington County School District regarding a tax initiative**

9 Steven Dunham and Brent Bills with Washington County School District are present. Mr.
10 Dunham reported that the School District wants to level out its property taxes. As the area
11 experiences growth, the district has to raise taxes and take out bonds to accommodate that
12 growth. As the bonds are paid off, the property taxes go down. He reported that a significant
13 amount of debt was repaid this year, and the goal is to recapture that through leveling the
14 property taxes. The amount will remain unchanged over the next ten years to let the funds
15 grow. Kaden DeMille asked what assurance the residents have that the funds will go to
16 projects, not operation costs. Mr. Dunham reported that money put into a capital fund can only
17 be used for capital expenses by law. Mayor Billings asked if this has to go through a
18 constitutional change. Mr. Bills explained that the School District Board sets the levies. Mr.
19 Dunham explained that the district is trying to eliminate the need to bond.

20 Mr. DeMille asked if any new schools would be in Hurricane City. Mr. Bills reported that the
21 next project is an elementary school in Hurricane City. Mr. DeMille asked if the district
22 anticipates bonding in the future if the costs increase. Mr. Dunham stated that the district does
23 not anticipate bonding ever again. Mayor Billings asked if the district could function without
24 Federal Funding. Mr. Bills reported that the largest amount of federal dollars goes to the school
25 lunch program. Mr. Dunham asked the City to consider writing a letter of support.

26 **Public Forum – Comments From Public**

27 **OLD BUSINESS**

28 **1. Discussion and decision regarding the alignment and width of real property to** 29 **purchase along the 1150 West and 1100 West corridors. - Mayor Billings**

30 Seth Needs is an attorney representing Richard Call. Mr. Call's property will be affected by the
31 powerlines going down 1100 West. He is more than willing to dedicate property but asks the
32 City to build the powerline along the west side of the property.

1 Paul Fathering thinks separating the power line and the roadway is fundamentally wrong. He
2 questions why 1150 West and 1400 West are so close together. Moving the line to 1400 West
3 eliminates 1150 West and the expense of the road.

4 Howard Woods is disappointed because he only gets information from the Power Department.
5 The person who met with him has not followed up regarding his property. Mr. Woods explained
6 that he bought his property because of the property's isolation. He wants someone to meet
7 with him and give him direction on what he is expected to do.

8 Gene Morris feels the previous meeting was very disappointing. Eminent domain creates
9 significant problems. He has built miles of telecommunications, and the cheapest route is not
10 always the best. It is a mistake to take traffic and funnel it through subdivisions. He encouraged
11 the Council to consider that.

12 Mayor Billings explained that this decision is challenging and understands that every route will
13 affect a property owner. She reminded those in attendance that their homes have utility
14 services because the services came across someone's property. The 1150 West is a corridor
15 that has been planned for many years, and the roadway will be built regardless of the power.
16 The City Council must determine the alignment and the width of the route. Mayor Billings met
17 with the Utah Department of Transportation and Alpha Engineering to review every option.

18 Councilman Thomas stated that the City Council does not take these decisions lightly. This is
19 one of the most challenging decisions he has had to make, and it will affect the City for years to
20 come. He reviewed the Master Plan. 1150 West is the only road that goes from 600 N to 3000
21 South and has been on the Master Plan for many years. The Power Department planned and
22 bought property based on this Master Plan. Councilman Thomas provided drone images of the
23 proposed routes. He explained that every bend in infrastructure costs money. The previous City
24 Council approved subdivisions in the southern area without proper capacity, and now the City is
25 taxed to get power to that location. 1150 West is the only straight shot, and moving the line
26 would show favoritism to specific community members. How is this fair to the community as a
27 whole? The roadway on 1400 West is not built, and the City has no money to build it.

28 Councilman Hirschi agrees with Councilman Thomas in many ways. This is a difficult decision.
29 He acknowledges that 1150 West is a straight shot that will link 600 North to 3000 South, and
30 he recognizes the money it saves. However, moving the power lines west of the homes is a
31 viable solution.

32 Councilman Prete reiterated that this is a challenging issue and greatly affects him. He loves
33 many people along 1100 West, but he is an elected official and is tasked to do what is best for
34 the City as a whole. He is passionate that his duty to taxpayers trumps his feelings about friends
35 and family. The City desperately needs a transmission line out south. There are approved
36 developments expecting services, and the City has to provide the infrastructure. He believes

1 that not all costs are financial and wants harmony within the community. The cheapest and
2 easiest way is not always the correct answer, but doubling the cost is not the best solution
3 either. He does not see an overwhelming cause to justify moving the Master Planned road.

4 Councilman Sanders stated that the primary issue is getting power to the south of town. If
5 community members want to pay the difference to go a different route, he would consider it;
6 otherwise, stick to the master plan.

7 Mayor Billings reported that they did evaluate 1100 West. Scott Hughes provided the cost
8 estimates for the proposed routes. Councilman Thomas explained that the most significant
9 impact of his decision is that 1150 West is a Master Planned road and will not change even if
10 they move the power line.

11 Kevin Thomas motioned to approve the 1150 West alignment and pursue the entire ninety-foot
12 easement from 1500 South to 3000 South Master Planned cross-section. Motion died for lack of
13 a second.

14 Councilman Sanders stated that many owners in this area purchased their property before this
15 Master Planned roadway.

16 Joseph Prete motioned to approve the alignment along the 1150 West corridor with the
17 flexibility to work with property owners regarding potential power line diversion if there is no
18 added cost to the City and the neighboring property is amicable. The motion includes a thirty-
19 day timeline. Dayton Hall clarified that the property owner has thirty days to propose different
20 options that would not add cost to the City. Dayton Hall confirmed that the whole cross-section
21 of the Master Plan should be sought in the acquisitions.

22 Howard Woods appreciates what Joseph Prete is saying, but it is incorrect, and a decision must
23 be made. He is frustrated because he was never provided a map detailing the location of the
24 roadway. Seconded by Dave Sanders. David Hirschi reiterated that these two homes existed
25 before they were annexed into the City. David Hirschi, Dave Sanders, and Joseph Prete – aye.
26 Kevin Thomas – nay. Motion carries.

27 Gene Morris feels the City's willingness to compromise is admirable.

28 Councilman Thomas asked if this will be extended if a decision is not made in thirty days and if
29 this option applies to all property owners.

30 **2. Consideration and possible approval of updates to lease templates for leasing City**
31 **hangar pads at the City Airport. - Dave Houston**

Dave Houston reported that the airport got high marks on the annual Federal Aviation Association inspection. He reviewed the previous hangar lease revisions and discussion. The Airport Board recommends approval of the lease on the agenda. Mr. Houston feels there should be more specific language in the lease that will allow the owner to move the hangar at the end of the lease. Dayton Hall explained that tenants are given the first right of refusal after the lease ends. However, if the City decides to discontinue the lease, the City would assume the hangar. Councilman Prete thought this was a ground lease and nothing could be moved in a ground lease. Dayton Hall reported that this was on the previous version of the lease. The City Council did not adopt that lease, and per his understanding that the lease presented represents the City Council's direction. Councilman Prete reported that technologies are rapidly changing and questioned whether the City is limiting itself. Mr. Hall reported that the first draft gave more flexibility to the City. However, the airport tenants were not in agreeance with that draft. He thought he was adhering to the City Council's direction, noting that this is not his first proposed variation.

Kevin Thomas motioned to approve updates to lease templates for leasing City hangar pads at the City Airport. Seconded by Dave Sanders. David Hirschi, Dave Sanders, and Kevin Thomas – aye. Joseph Prete – nay. Motion carries.

3. Resolution 2023-30: Consideration and possible approval of a General Plan Amendment to adopt a Downtown Master Plan.

Fred Resch III reported that he is waiting for updates from the consultant.

Joseph Prete motioned to continue the consideration and possible approval of a General Plan Amendment to adopt a Downtown Master Plan. Seconded by Dave Sanders. Kevin Thomas, David Hirschi, Joseph Prete, and Dave Sanders – aye. The motion carried unanimously.

4. Consideration and possible approval of Ordinance 2023-APA-01 approving an agriculture protection zone for parcels H-3-2-3-44, H-3-1-4-21011, H-3-1-10-4471, and H-3-2-3-3315. - Kenneth Heaton

Mayor Billing reported that the land is currently being used for agriculture, and approving the agricultural protection is consistent with the current expectation. The Planning Commission recommended approval, and Staff recommended approval excluding the Master Planned roadways.

Kevin Thomas motioned to approve ordinance 2023-APA-01 approving an agriculture protection zone for parcels H-3-2-3-44, H-3-1-4-21011, H-3-1-10-4471, and H-3-2-3-3315 excluding the Master Planned roadways as they may be amended. Seconded by David Hirschi. David Sanders, Doug Heideman, Joseph Prete, Kevin Thomas, and David Hirschi – aye. The motion carried unanimously.

NEW BUSINESS

1. Consideration and possible approval of amending the airport noise policies and procedures.

Mayor Billings reported that the addition restricts aircraft from landing at night. Mayor Billings would like to change the wording to state that no planned landings are allowed. Dave Houston reported that the Airport Board recommended denial. Councilman Prete agrees that excluding that the City should not encourage flying in and out of the airport in the dark. Councilman Prete suggests that the section reads, "Due to the absence of airport lighting systems, it is the City's policy for safety considerations that no landing shall occur in the nighttime hours except in the case of an emergency." Mr. Houston explained that the Federal Aviation Association requires night flying in flight schools. He explained that the airport is officially named the General Dick Stout Field Airport. He recommended changing the policy to reflect that. The City Council agreed to eliminate the first sentence and change the name to General Dick Stout Field Airport.

Joseph Prete motioned to approve amending the airport noise policies and procedures as revised. Seconded by Dave Sanders. David Hirschi, Doug Heideman, Kevin Thomas, Joseph Prete, and Dave Sanders – aye. The motion carried unanimously.

2. Ordinance ZC23-14: Consideration and possible approval of a Zone Change Amendment request located at 800 W 100 N from H.C., highway commercial, to P.C., planned commercial. Parcel number H-3-1-34-31401. Aaron Beard Applicant. Mike Beard Agent.

Mayor Billings reviewed the summary provided in the packet. The Planning Commission recommended approval. She noted that the access would be off 100 North, not State Street. Councilman Prete stated that the City Council has opposed dense zoning and three-story buildings. Fred Resch III reported that the applicant is not asking for a density bonus. Mayor Billings struggles with losing commercial zoning. Mr. Resch III reported that they are showing a commercial building along SR-9, and that the building at its tallest point is thirty-seven feet.

Dave Sanders motioned to approve ordinance ZC23-14 a Zone Change Amendment request located at 800 W 100 N from H.C., highway commercial, to P.C., planned commercial, subject to staff and JUC comments. Dayton Hall noted that if the zone is changed, the applicant can do what is permitted in the zone. Mr. Hall would be less concerned about this scenario if the applicant provided a development agreement. He suggested changing the allowed height within the ordinance. David Hirschi noted that many City Council members are against three stories buildings. David Hirschi expressed concern about the density. Motion died for lack of a second.

Kevin Thomas motioned to deny ordinance ZC23-14 a Zone Change Amendment request located at 800 W 100 N from H.C., highway commercial, to P.C., planned commercial, based on it is not an appropriate fit with surrounding property owners. Seconded by David Hirschi. Joseph Prete clarified that Planning Commission and Staff recommended approval. Kevin Thomas and David Hirschi – aye. Dave Sanders and Joseph Prete – nay. Mayor Billing – aye. Motion carried.

3. Ordinance ZC23-16: Consideration and possible approval of a Zone Change Amendment request located at 2095 S 700 W from R1-6, residential one unit per 6,000 square feet, to M-1, light industrial. Parcel number H-3-2-10-232. Julie Iverson Trust Applicant. Karl Rasmussen Agent.

Mayor Billing reviewed the summary provided in the packet and explained that this is across the street from Animal Control and the Airport. The developer does not want to build residential because of the collapsible soil. The Planning Commission recommended denial because of surrounding properties. Councilman Prete spoke to attendees who are now in favor of the zone change during the break. Colton Iverson thinks the Planning Commission recommended denial due to the neighboring property owner's feedback. However, after learning the developer would build manufactured homes, they have decided they would prefer storage units.

Kevin Thomas motioned to approve Ordinance ZC23-16 a Zone Change Amendment request located at 2095 S 700 W from R1-6, residential one unit per 6,000 square feet, to M-1, light industrial. Seconded by David Hirschi. Joseph Prete is concerned about the additional uses allowed in M-1 zoning and thinks the City should require tall block walls between residential and commercial developments. Julie Iverson reported they plan to do vinyl fencing because block walls will settle. Eight-foot vinyl fencing is a stipulation of the sale. Dave Sanders, Doug Heideman, Kevin Thomas, and David Hirschi – aye. Joseph Prete – nay. Joseph Prete would like a development agreement that limits the use. The motion carried.

4. Ordinance ZC23-17: Consideration and possible approval of a Zone Change Amendment request located at 2250 S 5140 W from R1-10, residential one unit per 10,000 square feet, to P.F., public facility. Parcel number H-4-2-11-320112. Russ Condie Applicant. Alliance Consulting Agent.

Mayor Billings explained that Dixie Power is building a substation east of Pecan Valley. Craig Cotes representing Dixie Power reported that the plan is to build the site and block the wall now and the substation in the future.

Dave Sanders motioned to approve Ordinance ZC23-17 a Zone Change Amendment request located at 2250 S 5140 W from R1-10, residential one unit per 10,000 square feet, to P.F., public

facility, subject to Staff and JUC comments. Seconded by Kevin Thomas. Joseph Prete, David Hirschi, Dave Sander, and Kevin Thomas – aye. The motion carried unanimously.

5. Consideration and possible approval on an amended final plat for Pecan Valley Resort Phase 1 located at 5210 W 2400 S. Chris Wyler Applicant.

Mayor Billings summarized the application. She explained that plans had been submitted for two units, and the Planning Commission recommended approval. She asked why the application decreased the size of the clubhouse and amenities. Chris Wyler reported that they reduced the size to add backyards to the townhomes around the clubhouse.

Kevin Thomas motioned to approve the amended final plat for Pecan Valley Resort Phase 1, located at 5210 W 2400 S, subject to staff and JUC comments. Seconded by David Hirschi. Joseph Prete, Dave Sanders, Kevin Thomas, and David Hirschi – aye. The motion carried unanimously.

6. Consideration and possible approval on an amended final plat for Dixie Springs Phase E Lots 92 & 93 located at 3640 W and Dixie Springs Drive. Brett Kee Applicant. Brandee Walker-Civil Science Agent.

Mayor Billing reported that the applicant is combining two lots. The Planning Commission recommended approval, and the utilities will only be to one lot.

Kevin Thomas motioned to approve the amended final plat for Dixie Springs Phase E Lots 92 & 93 located at 3640 W and Dixie Springs Drive, subject to Staff and JUC comments. Seconded by Dave Sanders. Joseph Prete, David Hirschi, Kevin Thomas, and Dave Sanders – aye. The motion carried unanimously.

7. Public Hearing to take comments on the following:

A. Petition to Disconnect parcels H-3403-C-2, H-3403-B-2, and adjacent roads 1200 W and 4500 South

No comments.

B. ~~Ag protection overlay on parcels H-3-2-3-440 and H-3-2-3-345~~ This public hearing has been moved to the August 3, 2023, agenda.

8. Consideration and possible approval of a disconnection request for parcels H-3403-C-2, H-3403-B-2, and adjacent roads-Sky Ranch Ph 6 L.C. applicant, Doug Durbano agent

1 Mayor Billings reviewed the summary provided in the packet. Staff recommended denial of the
2 petition for the reasons listed in the staff comments. Dayton Hall reported that Washington
3 County did not address this specific property. However, in 2022 the County passed a resolution
4 requesting the City to annex the entire area. Mr. Hall drafted a proposed recommendation for
5 the City Council to consider.

6 Doug Durbano reported that these twenty acres are part of the City. It is not served by any
7 infrastructure, and they are asking to have the property placed out of the peninsula. Mr.
8 Durbano read a letter from the property owner Sallee Orr. She hoped that the annexation of
9 her property into Hurricane Valley would provide her with better services, although it has not.
10 Mr. Durbano reported that the Supreme Court issued a statement of dissociation of a property.
11 If a City has not provided services, the Supreme Court has declared that the City only annexing
12 the property for revenue purposes is not allowed. He can not see how disconnecting the
13 property is a hardship to Hurricane City. This disconnection would favor the surrounding
14 properties because they are already in the County, and it strongly recommends the Council
15 approves the disconnect.

16 Councilman Hirschi asked if the staff comments have been resolved. Dayton Hall reported that
17 State Code does not allow a disconnect that creates or leaves a peninsula of unincorporated
18 area, and disconnecting this property will leave a peninsula. The City is close to finalizing an
19 agreement with Rocky Mountain to purchase the assets in this area, allowing Hurricane City to
20 service power to the area. Washington County Water Conservancy District services water in this
21 area. However, the district does not have enough water to service the area. Therefore,
22 Hurricane City sells water to the district to support that supply. Mr. Hall reported that the
23 property owner and Washington County can challenge the City Council's decision. Washington
24 County has stated through a resolution that they want the City to annex everything in this area.
25 Utah State code asks if the disconnection is viable, and Staff does not think it would be viable
26 based on the services. The County has also raised concerns about its capacity to provide
27 services. Mr. Durbano has a preliminary will-serve letter from Washington County Water
28 Conservancy District for phase 6-B. He agrees that the whole section should be in the City, but it
29 is not, and until it is let, Sky Ranch develop its subdivision in this area. He also has a contract
30 from Rocky Mountain Power stating they will provide power to this development. There would
31 be no impact on the City to disconnect this parcel.

32 Councilman Sanders reported that twenty years ago, the property owners voted down the offer
33 to annex into the City. Mr. Durbano reported that the annexation offer affected the residents
34 financially, so they voted down the offer. Councilman Prete would like to confirm the County's
35 position on this request. Mr. Hall reported that the City Council has forty-five days from the
36 hearing date to make a decision. They can direct Staff to contact the County to explore options.
37 Councilman Prete does not think this will accomplish what the developers want; he is not set
38 either way on what side of the line the property is annexed into. However, he does not want
39 lawsuits due to the City's decision. Mayor Billings reported that this would impact Hurricane

1 City roads. Mr. Hall explained that the contract to purchase assets from Rocky Mountain Power
2 is on the next Council agenda. Scott Hughes reported that annexing this property will harm the
3 City because it requires the Power Department to provide additional capacity to Rocky
4 Mountain Power that it does not have.

5 Dave Sanders motioned to continue the possible approval of a disconnection request for
6 parcels H-3403-C-2, H-3403-B-2, and adjacent roads-Sky Ranch Ph 6 L.C. Seconded by Joseph
7 Prete. David Hirschi, Dave Sanders, and Joseph Prete – aye. Kevin Thomas – nay. Motion
8 carried.

9 **9. Consideration and possible approval of Resolution 2023-32 adopting a policy**
10 **governing commercial electric vehicle charging stations. -Scott Hughes**

11 Scott Hughes apologized for the last-minute changes. This resolution has been before the
12 Power Board in a rushed manner, and they are okay with continuing the item. However, two
13 customers are waiting for this resolution. Councilman Thomas reported that he did not have
14 time to read the resolution.

15 Kevin Thomas motioned to continue the consideration and possible approval of Resolution
16 2023-32 adopting a policy governing commercial electric vehicle charging stations. Seconded by
17 Dave Sanders. Joseph Prete, David Hirschi, Kevin Thomas, and Dave Sanders – aye. The motion
18 carried unanimously.

19 **10. Consideration and possible approval of Resolution 2023-33 adopting a new rate for**
20 **commercial electric vehicle charging stations. -Scott Hughes**

21 Kevin Thomas motioned to continue the consideration and possible approval of Resolution
22 2023-33 adopting a new rate for commercial electric vehicle charging stations. Seconded by
23 Dave Sanders. David Hirschi, Kevin Thomas, and Dave Sanders – aye. Joseph Prete – nay. The
24 motion carried.

25 **11. Consideration and possible approval of awarding a contract for the 600 North Trail-**
26 **Arthur LeBaron**

27 Mayor Billing reviewed the bids received. Arthur LeBaron reported that this is for the segment
28 of the trail that goes from the Gould's Wash to the ball fields.

29 Joseph Prete motioned to approve awarding a contract for the 600 North Trail to Royal T
30 Enterprises for \$484,179.10. Seconded by David Hirschi. Roll call vote. David Hirschi, Joseph
31 Prete, Dave Sanders, and Kevin Thomas – aye. The motion carried unanimously.

**12. Consideration and possible approval on cost adjustments for the 2800 West project-
Arthur LeBaron**

Joseph Prete motioned to continue the consideration and possible approval of cost adjustments for the 2800 West project. Seconded by Kevin Thomas. Dave Sanders, David Hirschi, Joseph Prete, and Kevin Thomas – aye. The motion carried unanimously.

**13. Discussion and decision on 300 West improvements for the Lone Pine subdivision –
Brent Nelson and Brad Winder**

Mayor Billings read the summary provided in the packet. Brent Nelson believes the 300 West exaction is illegal. The Ombudsman Office has found that similar cases are unjust. No development exists in this area, and it directly violates the Hurricane City code. They recognize that 400 West meets the requirements and is a legal exaction. The property owner's attorney sent a letter to Dayton Hall informing him that the exaction violated Utah State law and requested a response within ten days. They did not get a response from City Attorney other than acknowledgment confirming receipt of the letter. Mayor Billings confirmed receipt of the letter on May 9th. However, their attorney cannot require a response within ten days because it is not a state requirement.

Dayton Hall referenced the minutes of the May 19th, 2022, City Council meeting in which the City Council awarded the zone change. The zoning was approved because of the road improvements, and the City Council approved a preliminary plat in October, subject to Staff and JUC comments which included the improvements on 300 West. Mr. Hall reported that he responded to the letter on May 12th, 2023. After several hours of review, Mr. Hall strongly disagrees with the position of the applicant's attorney. Ash Creek plans to install a sewer line down 300 West this year on an existing easement. Mike Chandler shared with him that developments are planned in this area, and this is not a tenuous development. The City spoke to the Property Rights Ombudsman, who does not think the exaction is illegal and encouraged them to continue working with the property owners.

Councilman Hirschi asked if the preliminary plat approval vote was unanimous. Mayor Billings read minutes from the October 22, 2022, meeting, including the Staff and JUC comments, noting that the motion passed unanimously. Councilman Hirschi asked what the Master Plan Road is for 300 West. Mayor Billing reported 300 West goes from 100 N to 1300 South and confirmed it crosses over behind two property owners' homes. Mr. Hall reported that Ash Creek plans to install the sewer line from 650 North to 1000 North. They believe that development with a start after the sewer line is complete. Councilman Prete feels the motion and Staff and JUC comments were very clear, and the applicant had no objections. Mayor Billings reported that Ron Campbell asked if 300 West could be excluded after the motion was made, and Councilman Prete stated no. Councilman Prete pointed out the plat was approved

1 because of the conditions. The City has been willing to make concessions on the required
2 improvements.

3 Mr. Nelson stated that it is unlawful for the City to require an owner to dedicate property that
4 is not part of the subdivision. Mayor Billings reported that the City is not taking the land; they
5 require the developer to dedicate the portion of 300 West to offset the development's impact
6 on the community. Brad Winders asked how many properties were purchased as part of County
7 of Government (COG) funds. Arthur LeBaron reported COG funds were used to purchase a
8 portion of 1400 West. Councilman Prete asked if it is possible to change the conditions of the
9 preliminary plat approval. Mr. Hall reported that the applicant is asking for a reconsideration of
10 the previous approval, which is permissible. If the applicants do not agree to the conditions of
11 the plat, the City will not process the final plat application.

12 Mr. Winder referenced section 10-2-3, which states that the official City map shall not
13 unconstitutionally prohibit the development of property designated for eventual use as a public
14 street. Mr. Hall referenced subsection 10-2-3 subsection C-2, which states that this section shall
15 not prohibit the City from requiring the dedication and improvement of a street if the street is
16 found necessary by the City because of a proposed development. Mr. Hall believes the City's
17 requirement is lawful and constitutional. Councilman Prete reiterated that approval was given
18 based on the conditions and he is open to denying the preliminary plat. Mr. Winders is willing
19 to dedicate the property but not do the curb gutter and sidewalk. Mr. Hall explained that the
20 Hurricane City Code states that the developer will bare the cost of the curb, gutter, sidewalk,
21 and asphalt, and Staff has backed off on requiring asphalt. Councilman Thomas was the one
22 that initiated the vote to approve the zoning based on the conditions that the applicant would
23 dedicate the property and install a curb gutter, sidewalk, and road. He is willing to back off the
24 curb, gutter, and sidewalk if the applicant is willing to place the money in reserve for when the
25 time comes to put it in. Mayor Billings reported that if this is not done now, then it will not get
26 done until the City does it, and then all the taxpayers will pay for it. Mr. Hall reported that the
27 City has required a cash bond equal to an engineer estimate in the past. Mr. Nelson stated they
28 are willing to sign an agreement to pay for the improvements when the road is built. Mr. Hall
29 explained that this is already governed by City ordinance. He verifies that all the improvements
30 are constructed and accepted by the City or that subdivider has provided cash or bonding to
31 ensure that the improvements will be completed before the plat is recorded.

32 Councilman Thomas stated there was a lot of opposition to approving this subdivision. He never
33 anticipated they would return, stating this is an illegal exaction. He feels it would be a mistake
34 to change the approval now.

35 Kevin Thomas motioned to maintain the previous approval of the preliminary plat, except that
36 no asphalt bond is required. David Hirschi agrees with Kevin Thomas. Seconded by David
37 Hirschi. Joseph Prete, Dave Sanders, Kevin Thomas, and David Hirschi – aye. The motion carried
38 unanimously.

14. Ordinance ZC23-15: Consideration and possible approval of a Zone Change Amendment request located at 1300 W 3000 S from RA-1, residential agriculture one unit per acre, to P.F., public facility. This change will affect a portion of parcel number H-3394-B-1. John Bramall Applicant. JJ Allred/Lance Hutchings Agent

Mayor Billings reviewed the summary provided in the packet. JJ Allred is not opposed to Public Facility zoning. Councilman Thomas asked if they would be willing to sign a development agreement. Mr. Allred reported that the applicant would sign a development agreement. Mayor Billings reviewed Public Facility zoning uses. Councilman Prete feels this is a great project. Mr. Allred reported that the facility will be operated as a nonprofit.

Kevin Thomas motioned to approve Ordinance ZC23-15 a Zone Change Amendment request located at 1300 W 3000 S from RA-1, residential agriculture one unit per acre, to P.F., public facility. Seconded by Dave Sanders. David Hirschi, Kevin Thomas, and Dave Sanders – aye. Joseph Prete – nay. Motion carried.

15. Ordinance ZC23-18: Consideration and possible approval of a Zone Change Amendment request located at 1147 W 400 S from RA-1, residential agricultural one unit per acre, to RA-0.5, residential agricultural one unit per half acre. Parcel number H-3-2-3-4443. Ellen and Matthew Bentley Applicant. Buy Sell Build STG Construction Agent.

Mayor Billings reviewed the summary provided in the packet, noting that the Planning Commission recommended approval. Ellen Bentley explained that they are seeking a zone change and lot split to allow them to build a larger family home. They intend to keep the current home they are living in as a long-term rental.

Kevin Thomas motioned to approve Ordinance ZC23-18 a Zone Change Amendment request located at 1147 W 400 S from RA-1, residential agricultural one unit per acre, to RA-0.5, residential agricultural one unit per half acre, stipulating that the lots are split into .5 acres. Seconded by Dave Sanders. Joseph Prete, David Hirschi, Kevin Thomas, and Dave Sanders – aye. The motion carried unanimously.

16. Ordinance ZC23-19: Consideration and possible approval of a Zone Change Amendment request located at approximately 1000 W 3100 S from RA-0.5, residential agriculture, one unit per half acre, to M-1, light industrial. Parcel number H-3396-E. Scott Stratton Applicant. Karl Rasmussen Agent.

Mayor Billings reviewed the summary provided in the packet. Scott Stratton stated that this piece was on their original application, but the legal description was incorrect. Fred Resch III confirmed that the legal description did not match their map.

1 Dave Sanders motioned to approve the Zone Change Amendment request located at
2 approximately 1000 W 3100 S from RA-0.5, residential agriculture, one unit per half acre, to M-
3 1, light industrial. Seconded by Kevin Thomas. Joseph Prete, David Hirschi, Dave Sanders, and
4 Kevin Thomas – aye. The motion carried unanimously.

5 **17. Resolution 2023-34: Consideration and possible approval of A General Plan**
6 **Amendment to amend the 2022 Moderate-Income Housing Plan**

7 Fred Resch III explained that the State requires the City to adopt a Moderate Income Housing
8 Plan. The State rejected two of the options the City chose because the City was already doing
9 those options. He reviewed the changes made to the plan and reported that the deadline is
10 August 1, 2023.

11 Kevin Thomas motioned to approve the General Plan Amendment to amend the 2022
12 Moderate-Income Housing Plan. Joseph Prete wants to make it abundantly clear that he does
13 not support two ADUs on property smaller than .8 acres. He does not favor allowing a nightly
14 rental on every ADU in the City and feels it undermines the concept of single-family residents.
15 Mr. Resch III reported that the agenda item only proposes to reevaluate the policy, not make
16 changes to the policy. Seconded by Dave Sanders. Joseph Prete and David Hirschi – nay.
17 Nanette Billings, Dave Sanders, and Kevin Thomas – aye. Motion carried.

18 **18. Closed Meeting held pursuant to Utah Code section 52-4-205, upon request.**

19 Joseph Prete motioned to go into closed for the purchase of property and litigation. Seconded
20 by Kevin Thomas. The motion carried unanimously.

21 **Adjournment: 11:53 p.m.**

Minutes of the Hurricane City Council meeting held on August 3, 2023, in the Council Chambers at 147 North 870 West, Hurricane, Utah, at 3:30 p.m.

Members Present: Mayor Nanette Billings and **Council Members:** Joseph Prete, Dave Sanders, David Hirschi, Doug Heideman, and Kevin Thomas

Also Present: City Manager Kaden DeMille, City Attorney Dayton Hall, Police Assistant Chief Kurt Yates, Chief Excell, Power Superintendent Scott Hughes, Water Superintendent Ken Richins, Sewer Superintendent Mike Chandler, Public Works Director Mike Vercimack, Planning Director Gary Cupp, Planning Assistant Fred Resch III, Street Superintendent Weston Walker, Recreation Director Tiffani Wright, City Engineer Arthur LeBaron, City Recorder Cindy Beteag, Building Official Larry Palmer, Finance Manager Paige Chapmen, and Human Resource Director Sel Lovell

AGENDA

3:30 p.m. Closed Meeting

Kevin Thomas motioned to go into a closed meeting. Seconded by Doug Heideman. Motion carried unanimously.

Adjournment: 4:35 p.m. without a motion by unanimous consent.

4:30 p.m. Training regarding budget/fiscal year

Mayor Billings provided a document on infrastructure replacement planning. She asked the City Council and Staff to provide input.

Paige Chapman explained that the primary responsibility of local elected officials is to appropriate funds. She reviewed the four budget funds. Every City maintains a General fund in which all revenues belong to the general fund unless marked explicitly for another fund. Enterprise funds are used for services that are charged for a fee, such as power, water, and golf. Capital project funds are temporary funds that should be eliminated when the capital project is completed. Special revenue accounts for resources legally restricted for specific expenses. Mrs. Chapman reviewed the budget process. The majority of revenues come from sales tax, property tax, franchise tax, and other taxes. Other tax pertains to grants and fees. Kaden DeMille expressed his concerns when the fund is heavily dependent on sales tax. Property tax is a more reliable tax. Sales tax has increased twenty-five percent in the last several years, and property tax is only three to five percent. Mrs. Chapman reported that the impact fee fund is less than expected due to the lack of building this year. She discussed impact fees and how often they should be reviewed. The City's most significant expense in the general fund is public safety, followed by public works. Overall, sixty-four percent of the City budget is dedicated to salaries. Thirty-two percent is operating costs, and the remaining percentage is capital improvements. The City Council's job in the budget process is reviewing financial statements, providing Staff with a vision of priorities and focus, and ensuring that the City's limited resources can be used to cover needs.

1 Mayor Billings asked Mrs. Chapman to review the progress of specific items in the budget.

2 **5:00 p.m. Pre-meeting** - Discussion of Agenda Items, Department Reports

3 Weston Walker reported that the project on 650 South is finished, and the road is open. 2800
4 West is open, but rocks are trickling down, and the fencing will not go in until September. There
5 was some flooding this week due to the wash overflowing and a drainage plug in the downtown
6 area. The Jiffy Lube oil spill was cleaned up today. The crosswalks were striped on 700 West and
7 1300 South, and they hope to have the pavement and striping completed on 100 North before
8 the start of the school year. He expressed gratitude for the other departments that helped with
9 the storm drain problems.

10 Larry Palmer reviewed the twenty-two building permits submitted.

11 Mayor Billings reported that the City Council meeting is canceled for September 7, 2023, while
12 the Council attends a conference.

13 Mike Chandler reported that the biggest project is 2800 West. They are working in coordination
14 with four property owners. They signed off on Quail Lake Industrial Park phase five. They have
15 passed their sixty percent deadline for the Confluence Park Treatment Plant. They are
16 submitting an applicant for reuse water with the Water Conservancy District and St. George
17 City.

18 Chief Excell commented there is a lot of movement in the department. Kurt Yates was
19 promoted to Deputy Chief, and they are working to replace his patrol position. The department
20 has an open position and they received forty-five applications for the last opening. The current
21 officer in Policy Academy is graduating in October, and a fully certified Officer was recently
22 hired. There was a tragic drowning at Sand Hollow today. He thanked the Streets Department
23 for their quick response and cleanup of the oil spill.

24 Scott Hughes stated the crews are working very hard on the substation, and the department
25 received a letter of resignation effective tomorrow.

26 Ken Richins reported that the bid for the waterline replacement on Dixie Springs Drive opens on
27 August 10th. The irrigation expansion project is moving well, and plans will be submitted to the
28 JUC next week.

29 Tiffani Wright reported that the department has an open position for a custodian. Most
30 programs started this week, and sports programs start the week before Peach Days. She
31 received a call from Drew Durrant seeking permission to host his show in the cafeteria. He
32 wants to run every night except Sunday from late November to December 23rd.

33 Mike Vercimack reported that the department is staying very busy.

34 Arthur LeBaron reported that several parcels were closed on the 1100 West corridor. Meetings
35 were held to discuss improving the parade and fireworks. Parking for the equestrian park is

1 staked and will be delineated for the Peach Days Rodeo. Mike Vercimack set up meetings to
2 streamline the parking process and handling of stock trailers and stock. Mr. LeBaron reported
3 that there is a service project to revamp the H on the hill. They have received strong
4 encouragement to light the H. Dayton Hall advised the Staff to ensure the lights meet the
5 lighting ordinance. Councilman Prete asked if this would replace the fire and if it would be
6 bright enough. Mr. LeBaron reported that solar with a battery will be used to light the H. He is
7 unsure if the lighting project will be ready for homecoming. Mayor Billings reported that clean
8 up along SR-7 and SR-9 starts September 11th, at 10:00 a.m.

9 Gary Cupp introduced himself as the new Planning Director.

10 Fred Resch III is happy to have a new Planning Director. Short-term rental fines were sent out
11 last week. He submitted the Moderate Income Housing Plan report, and the State has ninety
12 days to review the report.

13 Dayton Hall explained that the City provides a monthly report to the Water District on the
14 number of buildable lots. There are 7,000 households in Hurricane City. 2,100 approved lots in
15 subdivision have not pulled a building permit. There were 5,800 approved preliminary plats in
16 the last year. There are 9,000 areas subject to a development agreement. 7,627 lots are not
17 platted within a PID annexation area.

18 Kaden DeMille reported that gym buildings are moving quickly. Construction drawings are
19 underway, and bidding should be open by the end of the month. Work is scheduled to start on
20 September 29th.

21 Cindy Beteag reported that early voting in person will be held at the community center on
22 August 22nd through August 24th. The Dixie Convention Center August 29th through September
23 1st. Election Day is September 5th.

24 **6:00 p.m. - Call to Order –**

25 Mayor Nanette Billings welcomed everyone and called the meeting to order.

26 **Prayer, Thought, and Pledge** led by Ben Holmes.

27 Arthur LeBaron introduced Ben Holmes as the new GIS coordinator.

28 Mayor Billings met with citizens to start the Veteran's Memorial Park by January 1st. She
29 encouraged everyone in the community to vote.

30 Chief Excell introduced Kurt Yate as the new Deputy Chief. He was an excellent Sargent and will
31 lead the department into the future.

32 Declaration of any conflicts of interest

33 Joseph Prete declared a conflict on New Business item 10 and will not be voting. He also
34 declared a conflict on New Business item 7.

1 Presentation of Washington County Water Conservancy District's 20-year water supply plan

2 Zach Renstrom provided a presentation of the twenty-year water supply plan. He explained
3 that the Conservancy District has been placing a lot of focus on the Lake Powell Pipeline.
4 However, due to the extreme drought and unresolved agreements on the Colorado River, they
5 are now focusing on other projects. They are focused on a twenty-year plan because bonding
6 agencies look at the water viability to ensure economic growth. They analyzed the growth and
7 water supplies and reported that between all the communities in Washington County, there are
8 approximately 72,000 approved planned units. The proposed new water sources are water
9 conservation, reuse water, new water projects, and utilizing municipal groundwater. Water
10 conservation is an effort to reach out to existing users to reduce water usage. The grass rebate
11 and the use of AMI meters are a big part of the conservation effort, and lawn removal is an
12 incentive, not mandatory. There are multiple different areas used for groundwater. The
13 agriculture conversion will continue. He stated that if this plan is done correctly, there will be a
14 safe, viable water supply for twenty years. However, a steep spike in growth will exceed the
15 limit. The cost to implement this plan is 1.8 billion dollars.

16 Councilman Thomas commented that Hurricane is one of the first Cities to use AMI meters.
17 However, the residents cannot qualify for the rebate program. Mr. Renstrom reported that
18 State funding guidelines are stringent. However, they made some changes in the last legislation
19 to give more power back to the Counties. Mr. Hall reported that the issues were discussed in
20 multiple meetings, and they are working to close the gap.

21 Minutes of special meeting July 25, 2023

22 Joseph Prete motioned to approve the July 25, 2023, minutes with a correction to add the
23 motion to go into the closed session. Seconded by Dave Sanders. Motion carried unanimously.

24 **Public Forum – Comments From Public**

25 **OLD BUSINESS**

26 **1. Consideration and possible approval or denial of a proposed letter of support to**
27 **Washington County School District regarding a tax initiative**

28 Mayor Billings presented the letter supporting the Washington County School District tax
29 initiative. Councilman Prete asked if anyone had concerns about giving the power to the
30 District. Mayor Billings feels it takes power from the taxpayers and gives it to the board to
31 decide. Councilman Thomas disagrees with a letter because it takes away from the truth and
32 taxation process. On those grounds, he completely disagrees with the letter. Dayton Hall
33 explained that the School District asked for the City's support. However, this letter is not
34 necessary for approval. Kaden DeMille reported that the Geo Bond was voted down by the
35 citizens a few years ago because it would have increased taxes. This tax initiative is similar, and
36 he is not comfortable with the proposed initiative.

Councilman Thomas reported that property taxes will drop this year because a bond is being paid off. He also noted that implementing this change will not immediately fund a new school. He feels the School District should have to ask for approval when it needs to borrow money. Councilman Heideman initially felt this was a great initiative. It is the same principle as paying off a car loan early, and he likes saving the citizens money. However, an extensive account of money creates a burden. He questioned who would decide what the funds are used for. He feels a vote is a way to protect the Superintendent and Staff. Mayor Billings reported that the School Board will vote on this on August 7th. Councilman Sanders understands that people are worried about the check and balances, but we can elect good leaders to monitor them. This saves the taxpayers money, and he supports the initiative. Councilman Prete believes in efficiency and is against other people managing things without accountability and transparency. Mayor Billings is concerned because they can use the money for administration instead of saving it for buildings. Councilman Heideman reported that State law would not allow that. Councilman Prete's understanding was that the funds would be restricted.

Kevin Thomas motioned to deny sending a letter of support to Washington County School District regarding a tax initiative. Seconded by Doug Heideman. Joseph Prete, Kevin Thomas, and Doug Heideman – aye. Dave Sanders – nay. Motion carried.

2. Resolution 2023-30: Consideration and possible approval of a General Plan Amendment to adopt a Downtown Master Plan.

Councilman Thomas has not reviewed this amendment and is not ready to make a decision.

Kevin Thomas motioned to continue Resolution 2023-30: Consideration and possible approval of a General Plan Amendment to adopt a Downtown Master Plan. Seconded by Doug Heideman.

Fred Resch III reported that the consultant's contract has ended, and he asked for direction from the City Council. Councilman Thomas does not think there is enough support for mixed-use zoning downtown. He would like that to be excluded. Mayor Billings reported that Councilman Hirschi also asked for the item to be continued. Councilman Thomas suggested holding a work meeting. The City Council scheduled a work meeting on August 29th at 7 p.m. Joseph Prete, David Hirschi, Dave Sanders, Kevin Thomas, and Doug Heideman – aye. Motion carried unanimously.

3. Consideration and possible approval of an Asset Purchase Agreement Between Rocky Mountain Power and Hurricane City. -Scott Hughes

Mayor Billings reviewed the summary provided in the packet. Dayton Hall reported that Rocky Mountain Power modified the dates to November 1st. Councilman Prete explained that in his profession as an attorney, liability is always a question. This is an old system, and the contract is as is. He asked if the Power Department was confident in this purchase. Mr. Hall reported that the depreciation had been factored into the purchase price. Councilman Prete asked if there were any existing claims or litigation. Mr. Hall reported that it is listed in the agreement that

1 there are no claims or litigation. Kaden DeMille asked if discussions have taken place for
2 residents who need to sign up for utilities through Hurricane City and if solar systems have been
3 considered. Scott Hughes confirmed that there is a plan in place. He reported that Hurricane
4 City Solar Policy is less beneficial to customers than Rocky Mountain Powers policy. Councilman
5 Prete asked how this is beneficial to the City. Mr. Hughes explained that this would better
6 define service territory and billing points. Mr. Hall reported that it provides the City control of
7 demand on circuit one. Mayor Billings reported that she was contacted by citizens reporting
8 that Sky Ranch was not notified, and they are worried they will be required to annex. Mr.
9 Hughes stated that he had not received direction to take over the power for the purpose of
10 requiring annexation. Councilman Prete asked if the City has complied with notification
11 requirements. Mr. Hall explained that Rocky Mountain must notify them, and they will work
12 with them to ensure proper notification. Councilman Prete asked if the department would
13 utilize this infrastructure for future buildout. Mr. Hughes confirmed that Councilman Prete is
14 correct. Kaden DeMille reported finances have been complicated for the Power Department in
15 the past few years. However, this is a good opportunity for the City.

16 Doug Heideman motioned to approve the Asset Purchase Agreement Between Rocky Mountain
17 Power and Hurricane City contract. Seconded by Kevin Thomas. Roll call vote. Dave Sanders,
18 Joseph Prete, David Hirschi, Doug Heideman, and Kevin Thomas – aye. Motion carried
19 unanimously.

20 **4. Consideration and possible approval of a disconnection request for parcels H-3403-C-**
21 **2, H-3403-B-2, and adjacent roads-Sky Ranch Ph 6 L.C. applicant, Doug Durbano agent**

22 Mayor Billings reported that the applicant has asked for the item to be tabled.

23 Dave Sanders motioned to table the consideration and possible approval of a disconnection
24 request for parcels H-3403-C-2, H-3403-B-2, and adjacent roads-Sky Ranch Ph 6 L.C. Seconded
25 by Kevin Thomas. Joseph Prete, David Hirschi, Doug Heideman, Dave Sanders, and Kevin
26 Thomas – aye. Motion carried unanimously.

27 **5. Consideration and possible approval of Resolution 2023-32 adopting a policy**
28 **governing commercial electric vehicle charging stations. -Scott Hughes**

29 Mayor Billings reviewed the summary provided in the packet. The City needs a policy for
30 companies that want to install charging stations. Hurricane City is proposing the same base rate
31 as St. George City. However, the demand and kilowatt-hour charges are higher. Dayton Hall has
32 reviewed and approved the document. Councilman Prete stated that the City needs to decide
33 how to move forward with EV charging stations. Is the plan to encourage or discourage them?
34 He is concerned about large power grabs and can see ways to manipulate the policy. Scott
35 Hughes reported that a specific percentage per circuit could be added to the policy. Councilman
36 Thomas would prefer that the charging stations use wind or solar power.

37 Joseph Prete motioned to approve resolution 2023-32 adopting a policy governing commercial
38 electric vehicle charging stations. Seconded by Doug Heideman. Dave Sanders, Kevin Thomas,

David Hirschi, Joseph Prete, and Doug Heideman – aye. Joseph Prete would like to revisit this to ensure the policy properly governs the EV charging stations.

6. Consideration and possible approval of Resolution 2023-33 adopting a new rate for commercial electric vehicle charging stations. -Scott Hughes

Joseph Prete motioned to approve resolution 2023-33 adopting a new rate for commercial electric vehicle charging stations. Seconded by Dave Sanders. Roll call vote. Kevin Thomas, Doug Heideman, David Hirschi, Joseph Prete, and Dave Sanders – aye. Motion carried unanimously.

7. Consideration and possible approval on cost adjustments for the 2800 West project- Arthur LeBaron

Kevin Thomas motioned to table consideration and possible approval on cost adjustments for the 2800 West project due to a lack of information from the property owners. Seconded by Doug Heideman. Joseph Prete, David Hirschi, Dave Sanders, Kevin Thomas, and Doug Heideman – aye. Motion carried unanimously.

NEW BUSINESS

1. Consideration and possible approval of a local match for a Development Solutions Study on SR-9 with UDOT and DMPO.

Arthur Lebaron reported that the modeling for the region shows SR-9 being widened to three lanes. This is very problematic between 300 W and LaVerkin. The group wants to do more studies to see other options. He reported that the Utah Department of Transportation (UDOT) had pledged substantial funds, and Dixie Metropolitan Planning Organization approved \$40,000 for the study. UDOT has requested that the City provides \$5,000 for the study. Chris Hansen reported that UDOT focuses on solution development by reviewing the community's vision and proposing solutions to meet those needs. They will look to SR-7, but they have more concerns with the downtown area because the buildings are closer to the road.

Kevin Thomas motioned to approve a local match for a Development Solutions Study on SR-9 with UDOT and DMPO in the amount of \$5,000. Seconded by Joseph Prete. Roll call vote. Doug Heideman, David Hirschi, Dave Sanders, Kevin Thomas, and Joseph Prete – aye. Motion carried unanimously.

2. Consideration and possible approval of Resolution 2023-26 updating Hurricane City power standards and specifications. -Scott Hughes

Scott Hughes reported that the Power Department has been operating under the belief that they could make minor changes to the standards without City Council approval. He was unable to find a resolution confirming that permission. The presented resolution includes the changes made to the standards over the past ten years and permission for the Power Board to approve future changes. Dayton Hall noted that these are minor changes to keep up with the industry standards. Councilman Prete reported that language was added to require reporting the

1 changes to the City Council. Mayor Billings reviewed portions of the standards and
2 specifications. Mayor Billings would like a report emailed to the City Council so the Council can
3 add any concerns to the agenda.

4 Joseph Prete motioned to approve Resolution 2023-26 updating Hurricane City power
5 standards and specifications, subject to an amendment requiring all perspective changes to be
6 reported to the City Council within thirty days. Seconded by Dave Sanders. Kevin Thomas, Doug
7 Heideman, David Hirschi, Joseph Prete, and Dave Sanders – aye.

8 **3. Consideration and possible approval of Resolution 2023-35 in opposition to EMS sales**
9 **tax**

10 Mayor Billings reviewed the summary provided in the packet. Dayton Hall explained that this is
11 a proposed resolution opposing enacting the one percent sales tax to provide emergency
12 medical services (EMS) for the Hurricane Valley Fire District Special Services District. Mr. Hall
13 read the proposed resolution. Councilman Thomas read the letter he drafted today, which he
14 intend to send privately. However, he feels the Council might want to sign the letter.

15 Councilman Sanders reported that the funding is restricted to emergency medical services.
16 Mayor Billings reported that the funds could not be used for fire supplies per the resolution.
17 Councilman Prete feels part of the challenge is due to the overlap of fire personnel who are also
18 EMTs. Councilman Prete asked why Hurricane City only has one vote. Mayor Billings reported
19 that Hurricane City had three votes until other cities were added to the agreement. Bill Hoster
20 reported that he was not part of the board when that decision was made and is unsure how
21 that took place. He explained that it is supposed to be fair and balanced. Chief Joe Decker is
22 also unsure how that took place. Mr. Decker reported that based on call volume Hurricane
23 Valley populous uses much of the funding. Based on the studies conducted, this will decrease
24 the taxes citizens pay. Councilman Thomas reported that only a tiny populous was present
25 during the meeting when this was voted on. Mr. Hoster reported that St. George and
26 Washington are not interested in this, but all other communities have provided letters of
27 recommendation.

28 Mayor Billings reported that the County Commission opposed the District's proposed eighty-
29 nine-cent tax increase. The board then approved a budget for one-time use of money. She
30 voiced her concerns regarding the use of savings for one-time use. She reviewed her property
31 taxes versus what she would pay on sales tax, noting that this would affect all families. Mr.
32 Hoster reviewed the current budget and explained that the District is trying to facilitate the
33 budget they need to function.

34 Councilman Prete asked if this tax could be used for more than EMS. Mr. Hoster reported that a
35 fire truck being used for EMS purposes is supported by this tax. Councilman Prete is concerned
36 because the questions of what is needed are subjective. Mayor Billings asked Joe Decker what
37 would occur if this tax was not approved. He explained that they would have to cut their
38 budget. Mr. Hoster reported that he researched every department throughout Utah to

1 determine whether the District is overstaffed. Every department he spoke to confirmed that
2 they are adequately staffed. However, it is essential not to be understaffed. Councilman Prete
3 feels that Hurricane City residents do not want to pay for a station in Kolob. Mr. Hoster
4 explained that the services need to be equal, and they need to share resources.

5 Councilman Thomas stated that other jurisdictions in the county are pushing for this, and the
6 amount Hurricane City will pay is more than one percent. He reported that two fire trucks, an
7 ambulance, and three police officers responded to an overdose, and the citizen ultimately
8 refused service. He feels that the service is being heavily overused. Councilman Prete feels
9 Hurricane City would currently have a recreation center if the City had been more modest in
10 the bonding request. He believes asking for one percent versus asking for additional increases
11 over time will be voted down.

12 Kevin Thomas motioned to approve Resolution 2023-35 in opposition to EMS sales tax,
13 including his letter. Councilman Heideman has asked the fire district to meet twice for a work
14 meeting, which has not happened. The City is a large enough entity that a work meeting should
15 be granted. He noted that he was unable to review the information he received. Mayor Billings
16 feels this has been pushed to the last minute. This was approved in April, but the data has not
17 been available until now. She analyzed the information and could not find where it is a
18 decrease for anyone. Councilman Prete does not like the one percent increase but wants to find
19 a solution. Motioned died for lack of a second.

20 Dave Sanders motioned to deny Resolution 2023-35 in opposition to the EMS sales tax. Motion
21 died for lack of a second.

22 Joseph Prete can support a motion to approve the resolution, recommending that they
23 reconsider the increase. The safety of the citizens is more important than infrastructure. Mayor
24 Billings reported that forty-six percent of the City's budget goes to the police department. She
25 feels the District should live within its budget. Mr. Decker reported that if they eliminated three
26 million from their budget, they would have to cut twenty-eight employees. He reported that
27 they are updating the dispatch protocol to eliminate unnecessary vehicles responding to calls.
28 They are working diligently to save money, but he does not want to lower the level of service.

29 Kevin Thomas motioned to approve Resolution 2023-35 in opposition to EMS sales tax, along
30 with his letter and whoever wants to sign it. Seconded by Joseph Prete. Dave Sanders and Doug
31 Heideman – nay. Mayor Billings, Joseph Prete, and Kevin Thomas – aye. Motion carried.

32 **4. Ordinance ZC23-20: Consideration and possible approval of a Zone Change**
33 **Amendment request located at 560 N 1380 W from R1-10, residential one unit per**
34 **10,000 square feet, to NC, neighborhood commercial. Parcel number H-3-1-33-1142.**
35 **Roger and Leslie Coleman Applicant. April Gates and Marcia Pierce Rasmussen Agent.**

36 Mayor Billings reviewed the summary provided in the packet, noting that the Planning
37 Commission recommended approval. April Gates reported that the applicant is not proposing a
38 development. They are just trying to sell the property. It is currently zoned residential but

1 shows general commercial on the General Plan. The applicant feels neighborhood commercial
2 is a better fit.

3 Councilman Thomas is not in favor of changing a zone to increase the value of a property.
4 Councilman Prete agrees with Councilman Thomas. Ms. Gates noted that the General Plan
5 shows General Commercial; therefore, they are asking for less, they already gave up land for
6 the road, and residential is not a good fit. Fred Resch III explained that neighborhood
7 commercial is designed for compatibility with neighboring residential uses. Councilman Prete
8 reviewed the allowed uses in neighborhood commercial. Councilman Heideman noted that
9 those uses match the surrounding uses. Dayton Hall explained that the general plan is advisory
10 only.

11 Kevin Thomas motioned to deny the Zone Change Amendment request located at 560 N 1380
12 W from R1-10, residential one unit per 10,000 square feet, to NC, neighborhood commercial
13 explaining that the surrounding properties are not commercial. Seconded by Joseph Prete.
14 Dave Sanders, David Hirschi, Kevin Thomas, and Joseph Prete – aye. Doug Heideman – nay.
15 Motion carried.

16 **5. Consideration and possible approval of a final site plan for Coral Junction RV Resort,**
17 **an RV park with 120 RV spots and 51 trailer spots located at 201 N Foothills Canyon**
18 **Dr. Derek Rowley Applicant. Deloss Hammon Agent.**

19 Mayor Billings reviewed the summary provided in the packet, noting that the Planning
20 Commission recommended approval subject to Staff and JUC comments and an application
21 with a new landscape plan. Derek Rowley explained that this project was approved in 2020. The
22 only changes to the site plan were the width of the interior roads. They have been working with
23 a landscaper to submit an updated plan. Landscaping is important to their development and
24 will exceed the landscape requirements. Mr. Rowley reported that there will be no interior
25 lawn, trees, or green space. The landscaping is primarily outside of the development for sound
26 barriers and beautification. Fred Resch III reported that RV Parks must have ten percent open
27 space, and each pad must have room for one parking space. He believes they meet those
28 requirements. Staff is okay with approving the site plan with the condition that there will be no
29 construction meeting or notice to proceed until a landscaping plan is approved.

30 Kevin Thomas motioned to approve the final site plan for Coral Junction RV Resort, an RV park
31 with 120 RV spots and 51 trailer spots located at 201 N Foothills Canyon Dr, subject to Staff and
32 JUC comments, including a new landscape plan is provided before notice to proceed is given.
33 Seconded by Dave Sanders. Joseph Prete, David Hirschi, Doug Heideman, Kevin Thomas and
34 Dave Sanders – aye. Motion carried unanimously.

35 **6. Ordinance 2023-12: Consideration and possible approval of a Land Use Code**
36 **Amendment to adopt Title 10 Chapter 52 and amend Title 1 Chapter 4 with regards to**
37 **inclusionary zoning and affordable housing. Hurricane City Planning.**

1 Mayor Billings summarized the new chapter. She explained that the City Attorney made
2 significant changes to the draft. The changes were primarily rewording the draft to clarify and
3 reorganize the proposed code section without changing the intent of the code. Fred Resch III
4 wants the City Council to review this further and does not expect it to be approved tonight. Mr.
5 Resch III explained that inclusionary zoning refers to a series of incentives that allow for units to
6 be built by developers that meet affordable goals and requirements. Inclusionary zoning also
7 disperses affordable housing throughout the community. Home prices in Hurricane City have
8 risen dramatically, and studies have shown that a well-designed inclusionary zoning policy can
9 decrease housing prices. He reviewed the definition of affordable housing, housing
10 development, the median area income, and what is considered affordable for each median
11 income level. He reported that the density bonus provided in the incentive counters the loss
12 that developers incur from affordable units. This proposal includes changes to the setbacks and
13 a discount on impact fees for affordable units. The minimum lot size for affordable units in
14 single-family zones has been lowered in the proposal. Rental units and owned units must be
15 affordable for twenty-five years. Managers and landowners are required to submit annual
16 reports. He reiterated that the Planning Commission recommended approval and the City
17 Attorney has reviewed the proposal.

18 Councilman Thomas feels deed-restricted homes prevent owners from selling the home for
19 profit like other property owners. This restricts them from improving their situations. He feels
20 deed restrictions are too strict and creates unsightly homes. Mayor Billings agrees with
21 Councilman Thomas, but she likes the deed-restricted rentals. Councilman Prete asked how
22 these deed-restricted rentals compare to section eight vouchers. Mr. Resch III reported that
23 section eight is a voucher program, and property owners can decide whether to accept it.

24 Kevin Thomas motioned to continue consideration and possible approval of a Land Use Code
25 Amendment to adopt Title 10 Chapter 52 and amend Title 1 Chapter 4 with regards to
26 inclusionary zoning and affordable housing. Seconded by Doug Heideman. Joseph Prete would
27 like to change the terms to have a higher deed restriction percentage and a lower density
28 bonus percentage. Dayton Hall asked if the Council likes the name “Inclusionary Zoning” The
29 City Council would prefer to change the name to “Affordability Options” or something similar.
30 Dave Sanders, David Hirschi, Joseph Prete, Kevin Thomas, and Doug Heideman – aye. Motion
31 carried unanimously.

32 **7. Consideration and possible approval for 501C3 Ignite Volleyball Club (Club) located in**
33 **Hurricane to access school and (future) City facilities for club activities (practices, etc.)**

34 Mayor Billings reviewed the summary provided in the packet. Haylee Prete reported that the
35 club runs from 6th grade to seniors. They were working out of the Stouts Gym, which is in high
36 demand, and they need to expand to other facilities. Mayor Billings reported that St. George
37 does not limit club teams from using the high school gym. The high school in Hurricane will not
38 allow the club to use the space without an MOU with the City. Councilman Prete explains that
39 the MOU is between the School District and the City. The MOU allows the City to use the
40 school's gym space for City use.

1 Dave Sanders motioned to approve 501C3 Ignite Volleyball Club (Club) located in Hurricane to
2 access school and (future) City facilities for club activities (practices, etc.) Seconded by Doug
3 Heideman. Kevin Thomas, David Hirschi, Dave Sanders, and Doug Heideman – aye. Joseph Prete
4 – abstained. Motion carried.

5 **8. Consideration and possible approval of Road Dedication Plats for 2100 West, 2400**
6 **West, 2500 South, 2900 South, and 3000 South.**

7 Mayor Billings reviewed the summary provided in the packet, noting that Staff recommends
8 approval. Councilman Prete asked if this is consistent with the Conservancy District's and
9 Balance of Nature's agreement. Arthur LeBaron reported that road dedication plats do not
10 speak to the agreements, but he believes this is consistent with the prior agreement. Mayor
11 Billings asked if this encompasses the power poles. Mr. LeBaron reported that one guy wire
12 extending to the west is not in this dedication.

13 Dave Sanders motioned to approve the Road Dedication Plats for 2100 West, 2400 West, 2500
14 South, 2900 South, and 3000 South. Seconded by Kevin Thomas. Joseph Prete, David Hirschi,
15 Doug Heideman, Dave Sanders, and Kevin Thomas – aye. Motion carried unanimously.

16 **9. Consideration and possible approval of directing the Zoning Administrator to issue a**
17 **grading permit for Black Ridge-Mark Horton**

18 Mayor Billings reviewed the summary provided in the packet. Fred Resch III reported that this
19 meets the conditions for a grading permit. Mayor Billing confirmed that the reclamation bond is
20 ten percent of the project. Mr. Resch III reported that per the ordinance, the City Council must
21 direct the zoning administrator to issue a grading permit on a property not slated for imminent
22 or reasonably imminent development. The applicant has not submitted a subdivision proposal.
23 Mayor Billings asked Dayton Hall to update the ordinance. She does not think applicants would
24 grade the property if they did not plan to develop it. Mike Vercimack reported that this
25 ordinance occurred due to large projects operating under grading permits that failed during the
26 recession. The previous City Council adopted this to prevent future problems. Mr. Vercimack
27 feels this should be done on the staff level. Councilman Prete clarified that a grading permit
28 only allows developers to move dirt. However, a developer can dig big holes and change the
29 drainage when moving dirt. Mr. Vercimack reported that this is the reason for the bond.
30 Councilman Prete feels being more restrictive on grading permits protects the City. Dayton Hall
31 explained that this ordinance is generic. He would like to codify what Staff has found to be
32 adequate and clarify what is allowed in the permit.

33 Joseph Prete motioned to approve directing the Zoning Administrator to issue a grading permit
34 for Black Ridge, subject to reclamation bond and other City Staff requirements. Seconded by
35 Dave Sanders. Kevin Thomas, Doug Heideman, David Hirschi, Joseph Prete, and Dave Sanders –
36 aye. Motion carried unanimously.

10. Consideration and possible approval of a preliminary plat for The Adventus Phase 1, a mixed-use development consisting of hotel condominiums, apartments, commercial, and restaurant space located at the corner of Abbey Road and Sand Hollow Road. Brent Moser Applicant. Karl Rasmussen Agent

Councilman Heideman confirmed that the project has three four-story buildings and asked what the height of the building is. Karl Rasmussen reported that the hotel's height is forty-five feet, and the condominiums are similar. Fred Resch III reported that most surrounding areas are resort or commercial.

Doug Heideman motioned to approve the preliminary plat for The Adventus Phase 1, a mixed-use development consisting of hotel condominiums, apartments, commercial, and restaurant space located at the corner of Abbey Road and Sand Hollow Road, subject to staff and JUC comments. Seconded by Dave Sanders. Kevin Thomas, David Hirschi, Doug Heideman, and Dave Sanders – aye. Joseph Prete – abstained. Motion carried.

11. Public Hearing to take comments on the following:

a. Ag protection overlay on parcels H-3-2-3-440 and H-3-2-3-345.

Kelby Iverson asked the City Council to review the motion from the Planning Commission while discussing this item. Mayor Billings read the Planning Commission motion. Mr. Iverson reported that agricultural protection zones had been approved with smaller than five contiguous acres and without exempting master planned roads.

12. Consideration and possible approval on an Agricultural Protection Area for Donald Stratton located at 900 S 1100 W. Donald Stratton Applicant.

Donald Stratton reported that he is here to help the Zimmermans obtain agricultural protection. He understands that most of the property, at some point, will be a roadway. He asked why a road going through an agricultural zone prevents the property from being considered contiguous. They plan to develop property adjacent to Interstate Rock and do not want future owners to stop them from their agriculture activities. He reiterated that the Zimmermans could not obtain this protection without the Stratton's property. Mayor Billings reported that the Dixie Conservation District denied both applications because they were incomplete, and the properties were not zoned for agriculture. Fred Resch III clarified that the applications were insufficient to meet the standards, not incomplete. Mayor Billings asked if the agriculture protection zone could be granted if the current zoning was changed. Dayton Hall explained that the purpose of an agriculture protection zone is to protect and preserve the agricultural areas within the City to allow the ongoing agricultural operations to proceed without unreasonable restrictions. When considering the parcel, the Council needs to consider the criteria. Is there a minimum area of five contiguous areas included in the agriculture protection area? Is the land currently being used for agricultural production? Mr. Hall reviewed the definition of agriculture production. Is the land zoned for agricultural use, and is the land viable for agricultural production?

1 The Council's job is to decide whether this meets all four criteria. He advised that there is safety
2 in applying the law as it is written. Councilman Thomas reported that the Planning Commission
3 discussed this application at length. He recommends denying the request because it does not
4 meet the criteria. He recommends that the Zimmermans apply for a zone change. His second
5 recommendation is to amend the ordinance to clarify that roads through agriculture zoning do
6 not disqualify the contiguous acreage. His third recommendation is to amend the ordinance to
7 clarify that an adjacent parcel can be included in the contiguous zone. Councilman Prete feels it
8 is vital to follow the ordinance. Past deviations should not dictate the future course.

9 Mr. Stratton explained that they were unaware that their property was R1-10. He explained
10 that a property owner cannot have a rooster in R1-10 zoning. As this is zoned, the Zimmermans
11 are not compliant with the code. Mayor Billings feels the zoning should be reverted to RA-1,
12 noting that RA-1 zoning will allow the Zimmermans to continue with their agricultural use.
13 Councilman Prete agrees with Mayor Billings. The City Council is willing to waive the application
14 fee for this zone change. Councilman Prete feels small parcels with agriculture protection are
15 problematic. If one owner pulls their property out of the protection, it affects the parcels
16 included. Councilman Heideman does not think making money should determine commercial
17 agricultural use. Kelby Iverson agrees it is important to follow the ordinance. He explained that
18 the agricultural protection zones have been approved without exempting roadways, and small
19 parcels that have not been contiguous with the five base acres have been approved. He
20 referenced the recently approved agricultural protection.

21 Kevin Thomas motioned to deny the Agricultural Protection Area for Donald Stratton located at
22 900 S 1100 W because it does not comply with the code requirements. Seconded by Joseph
23 Prete. Dave Sanders, David Hirschi, Doug Heideman, Kevin Thomas, and Joseph Prete – aye.
24 Motion carried unanimously.

25 **13. Consideration and possible approval on an Agricultural Protection Overlay for Bruce**
26 **and Linda Zimmerman located at 890 S 1100 W. Bruce and Linda Zimmerman**
27 **Applicant.**

28 Kevin Thomas motioned to deny Agricultural Protection Overlay for Bruce and Linda
29 Zimmerman, located at 890 S 1100 W., because it does not comply with the code requirements,
30 and the fee will be waived if the applicant chooses to apply for a zone change to RA-1. The fee
31 waiver expires after sixty days. Seconded by Joseph Prete. Dave Sanders, David Hirschi, Doug
32 Heideman, Kevin Thomas, and Joseph Prete – aye. Motion carried unanimously.

33 Bruce Zimmerman thought contiguous applies to five separate acres. He pointed out that the
34 recently approved property was not contiguous. Dayton Hall explained that Master Planned
35 roadways were excluded from that property. Dayton Hall reported that if the applicant started
36 agricultural activities prior to the rezoning of the property to R1-10, they could continue that
37 use forever or until the use has stopped for more than one year. Mr. Hall recommends applying
38 for a zone change to RA-1 for additional protections.

14. Ordinance 2023-13: Consideration and possible approval of a Land Use Code Amendment to Title 10 Chapter 3 and Chapter 43 regarding Park Model Developments and MH/RV zoning standards.

Fred Resch III reported that the City Council directed Staff to update the Park Model and Park Model Development Standards in June. He could not find another city that defined a park model differently than a park model development. The Planning Commission recommended removing park models entirely, and they determined that the code already meets the affordable housing needs. Mr. Resch III read the proposed changes. Councilman Sanders asked if shipping containers applied to this code. Mr. Resch III reported that a shipping container can be used if modified to meet the building code. Dayton Hall asked what the difference is between RV Parks designed for long-term versus short-term use. Mr. Resch III feels that is a matter of the overall site design. Councilman Prete does not like that change and feels the vague language encourages a mix of concepts.

Dave Sanders motioned to approve the Land Use Code Amendment to Title 10 Chapter 3 and Chapter 43 regarding Park Model Developments and MH/RV zoning standards. Seconded by Kevin Thomas. Joseph Prete, Doug Heideman, David Hirschi, Dave Sanders, and Kevin Thomas – aye. Motion carried unanimously.

15. Ordinance 2023-14: Consideration and possible approval on a Land Use Code Amendment to Title 10 Chapter 7 regarding accessory dwelling units.

Mayor Billings reviewed the summary provided in the packet. The change will lower the lot size required for a second ADU to .5 areas. Only one ADU can be used as a short-term rental, and one ADU must be attached. She reviewed the Planning Commissioner's votes and reported that the Commission recommended approval. During the last meeting, Fred Resch III reported that the City Council voted to evaluate the Moderate Income Housing Plan code. Even if nothing is passed, reviewing the plan meets Utah State requirements. Councilman Heideman pointed out that this increases density. Councilman Thomas feels the City is oversaturated with short-term rentals, many of which are declining in occupancy. He feels many short-term rentals will be changed to long-term rentals on their own. Councilman Prete stated that .8 was a tough-fought battle. He does not feel that the decision should be disregarded. Councilman Heideman would like to revisit the short-term rental ordinance in single family zones.

Joseph Prete motioned to deny the Land Use Code Amendment to Title 10 Chapter 7 regarding accessory dwelling units. Seconded by Doug Heideman. Kevin Thomas, David Hirschi, Dave Sanders, Joseph Prete, and Doug Heideman – aye. Motion carried unanimously.

16. Consideration and possible approval on a preliminary plat for Buck's Ace Hardware, a four lot commercial subdivision located at 1447 W State St. Buck Hurst Applicant. Jared Bates Agent.

Mayor Billings reviewed the summary provided in the packet, noting that the Planning Commission recommended approval subject to Staff and JUC comments.

1 Doug Heideman motioned to approve the preliminary plat for Buck's Ace Hardware, a four lot
2 commercial subdivision located at 1447 W State St, subject to staff and JUC comments.
3 Seconded by Kevin Thomas. Joseph Prete, Dave Sanders, David Hirschi, Doug Heideman, and
4 Kevin Thomas – aye. Motion carried unanimously.

5 **17. Consideration and possible approval of an amended final plat for Quail Creek**
6 **Industrial Park Phase 5 located at 1100 S Regional Park Road. Doug Dennett Applicant.**
7 **Brandee Walker Agent.**

8 Mayor Billing reviewed the summary provided in the packet, noting that the Planning
9 Commission recommended approval subject to Staff and JUC comments.

10 Dave Sanders motioned to approve the amended final plat for Quail Creek Industrial Park Phase
11 5 located at 1100 S Regional Park Road, subject to staff and JUC comments. Seconded by Doug
12 Heideman. Joseph Prete, David Hirschi, Kevin Thomas, Dave Sanders, and Doug Heideman –
13 aye. Motion carried unanimously.

14 Joseph Prete motioned to adjourn the meeting. Seconded by Dave Sanders. Motion carried
15 unanimously.

16
17 **Adjournment: 11:40 p.m.**



STAFF COMMENTS

Resolution 2023-30: Consideration and possible approval of a **General Plan Amendment to adopt a Downtown Master Plan.**

Discussion:

Findings:

Recommendation:

Attachments:

1. Resolution 2022-30 Downtown Master Plan
2. Downtown Summary CC 8.17.2023
3. PC Draft - HDTP-compressed
4. Downtown Master Plan Report
5. Hurricane PI Synopsis - Complete
6. 23 0712_Commercial Development
7. 23 0705_Commercial Ideation Boards

A RESOLUTION BY THE HURRICANE CITY COUNCIL
ADOPTING AN UPDATE TO THE GENERAL PLAN ADOPTING A DOWNTOWN MASTER
PLAN

WHEREAS Hurricane City desires to protect the health, safety, and welfare of its citizens;
and

WHEREAS the state gives Cities authority to control land uses within their borders; and

WHEREAS Hurricane City has a desire to revitalize and protect our historic downtown; and

WHEREAS the Planning Commission gave a unanimous recommendation of approval; and

BE IT HEREBY RESOLVED BY THE CITY COUNCIL OF HURRICANE, UTAH that
the attached downtown master plan be adopted by as part of Hurricane City's General Plan.

PASSED AND APPROVED this _____ day of _____, 2023

Nanette Billings, Mayor

ATTEST:

Cindy Beteag, City Recorder

The foregoing Resolution was presented at a regular meeting of the Hurricane City Council held at the Hurricane City Office Building on the 15th day of June 2023. Whereupon a motion to adopt and approve said Resolution was made by _____ and seconded by _____
_____. A roll call vote was then taken with the following results:

	Yea	Nay	Abstain	Absent
Joseph Prete	___	___	___	___
Dave Sanders	___	___	___	___
David Hirschi	___	___	___	___
Kevin Thomas	___	___	___	___
Doug Heideman	___	___	___	___

Cindy Beteag



STAFF COMMENTS

Agenda Date:	08/17/2023
Application Number:	
Type of Application:	City Master Plan
Action Type:	Legislative
Applicant:	Hurricane City Planning
Agent:	Ben Levenger w/ Downtown Redevelopment
Request:	Review and make a recommendation on an updated Downtown Master Plan

Discussion: This is the proposed draft for the Downtown Master Plan. The City was able to fund this plan with a 90% match grant from UDOT. The planning process started in October of 2022 and has gone through several steps as shown on the graphic on the next page. The General Plan recommends that the City create a downtown master plan to help create a “vibrant downtown”. This plan seeks to help achieve this goal and accomplish others sets out in the General Plan as follows:

HURRICANE CITY GENERAL PLAN

HERITAGE AND CULTURE GOAL 3: PROTECT AND REVITALIZE DOWNTOWN HURRICANE

In its historical center, downtown Hurricane is both an iconic rural Utah town that gives Hurricane its unique character and is an economic engine for the City of Hurricane, drawing visitors from all over.

POLICIES

3.1. Hurricane will strive to preserve the small town feel and rural character of its historic Downtown area.

3.2. Hurricane supports infill development and redevelopment in the Downtown.

3.3. New development and redevelopment in the Downtown should be planned and designed to be compatible with the character of the historic period architecture and should be landscaped to enhance the pedestrian experience and overall look of the area.

3.4. Downtown Hurricane is intended to function as a mixed use village with effective pedestrian and bicycle connectivity to the surrounding neighborhoods.



Downtown Master Plan Project Schedule

3.5. Hurricane supports the development of unique shops, restaurants, professional offices, financial institutions in the Downtown, and supports additional residential options, including lofts, apartments, and townhouses.

3.6. The City encourages and sponsors occasional promotional activities (e.g. farmer's market, Peach Days) to bring people downtown.

3.7. The City encourages interim uses of vacant lots and buildings Downtown (i.e. holiday markets) to draw people to the area.

STRATEGIES

3.1. Develop a Downtown/historic main street master plan and accompanying zoning or overlay development standards to address:

a. Mixed Uses;

b. Design Standards;

c. Infill Standards;

d. Building Facades;

e. Public Realm Enhancements;

f. Gathering Places

3.2. Explore the redevelopment of the community center area as a catalyst project to revitalize the downtown area. Conduct a fiscal impact study to understand the amount of tax revenue, jobs, and other benefits such a project could provide while considering the cost of service.

3.3. Beautify Downtown's public spaces by enhancing landscaping, updating public furnishings, and establishing a façade improvement program to incentivize business owners to update their storefronts.

3.4. Explore funding grants such as CDBG Block Grants to accomplish downtown vibrancy goals.

3.5. Develop a Downtown community arts program and district to display public art.

3.6. Create a Parking Plan for the Downtown area.

3.7. Review City codes to identify possible regulatory barriers to Downtown development and identify possible incentives to support the types of development that the City supports. Options could include:

a. Consider a Downtown District form-based code

b. Evaluate parking requirements

c. Waive or reduce local development fees

d. Review project permitting processes for redundancies/inefficiencies

e. Consider a grant program to help local businesses update facades on buildings or provide for additional updates.

(Hurricane City 2021 General Plan, pp 28)

Key Inputs and Creation Process

The proposed Master Plan had a variety of input from several stakeholders.

- **Steering Committee:** Planning staff, a member of the Planning Commission (Rebecca Bronemann), a member of the City Council (Kevin Thomas), a representative from the Hurricane Valley Chamber of Commerce, a representative from UDOT, the consultant team, and the City Manager met once a month to provide guidance and direction on each step of the plan. This committee made recommendations on public input, draft details, and recommendations within the plan.
- **Public Input:** During the process, the plan aimed at gathering a variety of input stakeholders. This included two online surveys, three public input open houses, and invited key stakeholders to smaller workshops and stakeholder meetings. These inputs can be found on page 39 and the appendix.
- **Analysis:** The consultant team performed economic research, walking surveys, gathered and reviewed public data, and reviewed traffic data from UDOT to help make recommendations within the plan. Generally, these recommendations have been reviewed by staff, the steering committee, and the public.

Key Sections

The following are key parts of the plan:

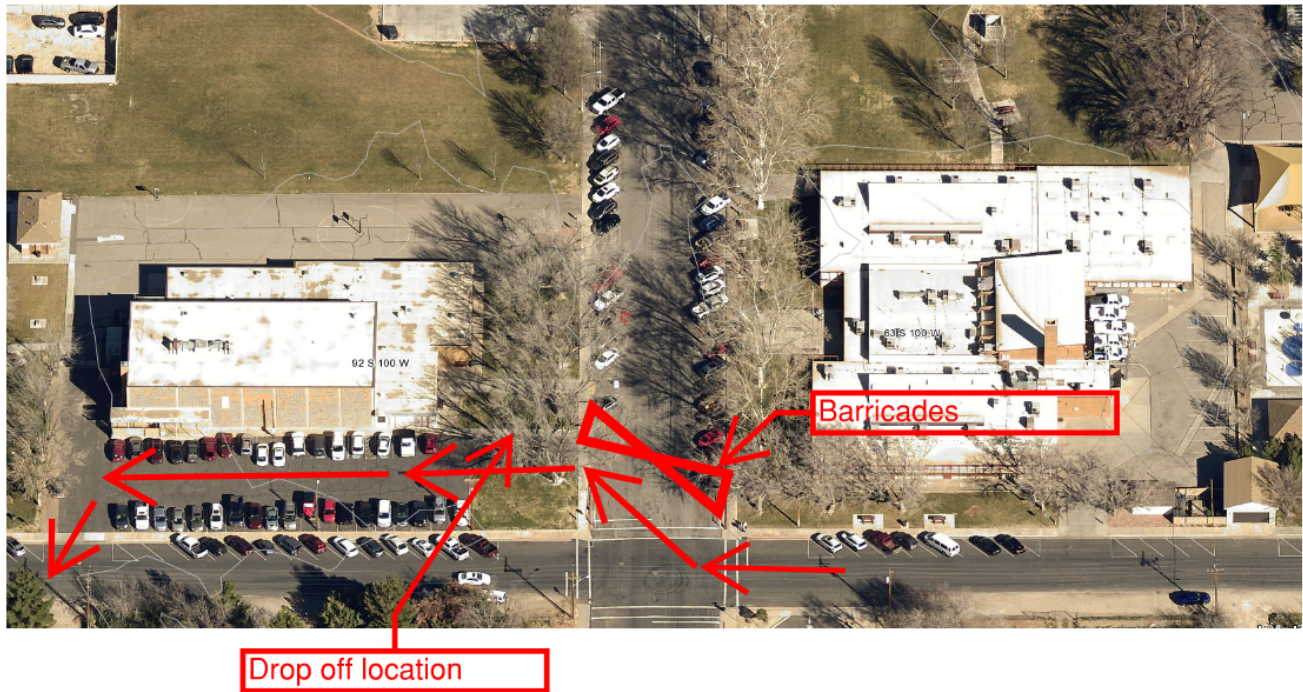
- **Existing Conditions:** This is the first section of the proposed master plan. This chapter reviews the current condition of the downtown and provides feedback on what conditions support the goals of the plan and what areas need additional work.
- **Market Analysis:** This chapter reviews the local economy and market to help guide what type of development is needed and could be viable within the downtown.
- **Public Input Synopsis:** This section summarizes the public feedback received. The full public input can be found in the appendixes.
- **Draft Recommendations:** This chapter contains draft recommendations for land use, built environment, urban design, transportation, housing, and more. These include additional details on how to achieve the recommendation.
- **Implementation Strategies:** This chapter gives general timelines for accomplishing the policies within the plan and prioritization.

There are a few major points to the plan staff would like to emphasize to the City Council with regards to the recommendations, these are issues that will most likely be brought up within the public forum

Closing of 100 W to Vehicular Traffic:

The 2021 General Plan states: *The City supports the transition of 100 West (from State Street to 100 South) from a vehicular road to a plaza.* The closing of 100 W from State St to 100 S has been done periodically for decades and permanently closing it has been part of City plans since the late 2000s. On May 18th, 2023 the City Council voted to temporarily close 100 W from Memorial Day through Labor Day to try it for the summer months. The existing gate on the north end was used, which provides ample turnaround space if someone accidentally turns down 100 W from State St. On the south end barriers were installed that directs traffic through the Fine Arts Center parking lot and out that parking lot to 100 S.





This provides, unlike the current system, a legal drop off location for children near the community center.

This idea saw wide support during the public outreach portion of the plan, will increase safety and provide constant space for programming in this area. The steering committee discussed other traffic calming options on 100 W such as turning it into a one-way street or adding measures such as medians but decided against it due to the effect it could have on Peach Days and the Farmer's Market.

The Downtown Master Plan proposes the City convert parallel parking along 100 S to angled parking to increase the number of available parking spaces, as well as possibly acquire more property for municipal parking lots. Except during major events the city provided parking in this area is rarely full. Staff will study the closure of 100 W's effect on parking throughout the summer.

Catalyst Project:

Many cities when in the process of revitalizing their historic downtown areas will invest in some sort of "catalyst project" as a way to signal to private property owners within the downtown that the City is investing in making the downtown a place worth investing in. Many cities will invest in facade programs or municipal parking lots but where Hurricane City owns a significant piece of prime downtown real estate a larger scale project is feasible.

The commercial building on the southwest corner of 100 W and State St, most recently home to the Mexican grocery store, Su Lugar Stop And Go Market, as well the house next door, are currently in process of being torn down by the City. These buildings are in bad shape and it was not seen as feasible to renovate them. The City owns almost all of the frontage along State St on this block giving the City the opportunity to provide the catalyst for revitalization in the downtown. The City Council has a number of options for how to revitalize this area.

Downtown Overlay Zone:

The Downtown Master Plan recommends a downtown mixed use overlay zone which would be a whole new zoning and change to the zone map. The exact details of this new zoning would have to be worked out in a separate ordinance passed by the Planning Commission and City Council however some important aspects to a downtown overlay zone would be *for new development in this area*:

- Form Based Code: regulations would focus more on the look and feel of the buildings (architectural styles, heights, building massing) rather than the uses within the buildings.
- Use Table: requiring that retail or service based industries be located on the ground levels of buildings allow for a mix of residential and commercial on second and third stories.
- Building massing: Using Floor Area Ratios, and setback requirements allowing for new buildings to be close to the street similarly to existing buildings in the downtown.
- Short-term rentals: Limiting the number and overall form of short-term rentals in the downtown area.
- Allowing for current downtown buildings to be rebuilt in largely the same footprint and spacing as currently exists

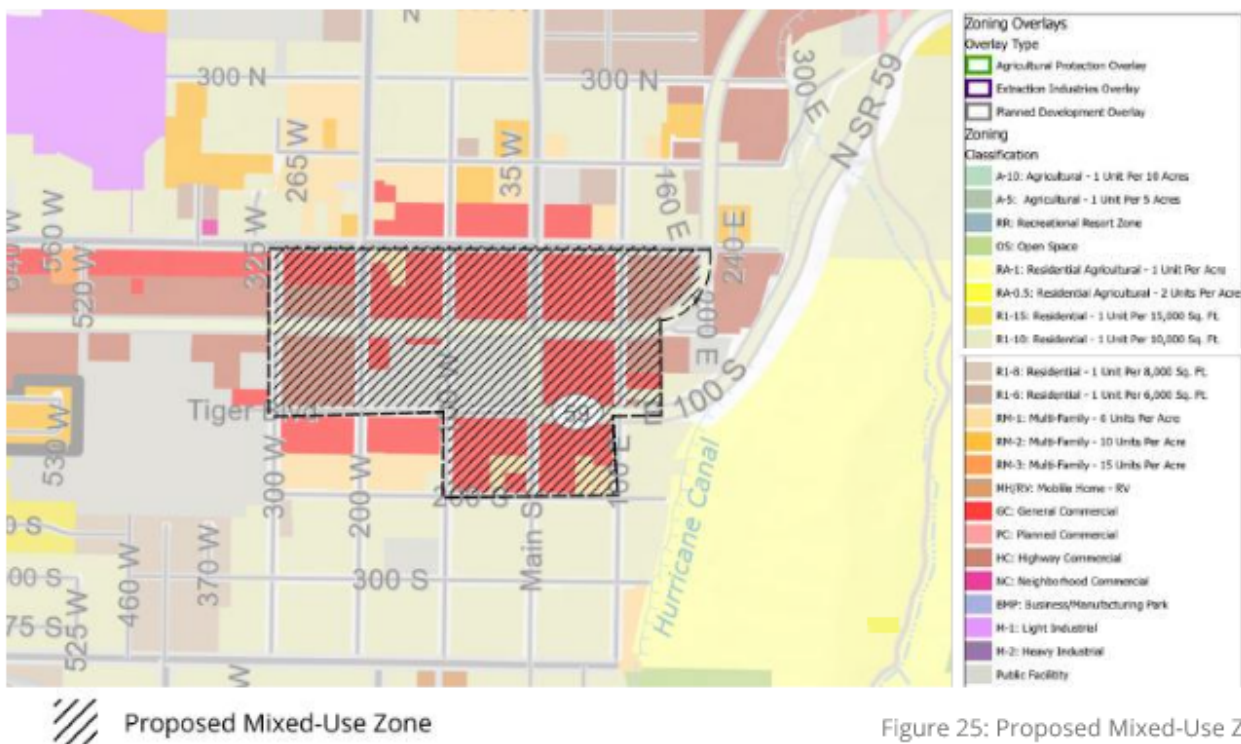


Figure 25: Proposed Mixed-Use Zone

Parking:

Throughout the planning process there were comments from the public about parking, not enough of it and people parking illegally during big events at the Community Center. The plan has a number of recommendations with how the City should address parking downtown

- More municipally owned parking lots: The catalyst project includes a parking garage with 100 parking spaces. There is an empty lot next to the city parking lot on 100 W and 100 S and the plan recommends the City look into purchasing that property for more parking
- Shared parking lots: encouraging business and property owners in the downtown area to share and interconnect parking lots so there are more available parking for businesses off the street.
- Two hour parking: The plan recommends that the City install “two hour parking only” signs in front of businesses in the downtown. Most small cities like Hurricane do not enforce these rules as ~90% of visitors will comply. This will increase turnover and preserve parking spaces in front of businesses for paying customers.
- Diagonal and striped parking: Many complaints were received from residents in the area that during major events at the Community Center people park in front of driveways blocking residents in. This complaint was most heard from residents on 100 N. This plan recommends the City delineate parking spots throughout the downtown area, diagonal striping similar to what’s on Main Street where we have the road width to do so and parallel parking elsewhere. This will help with enforcement since if parking is striped there is less of an excuse to park in someone else’s driveway.

Recommendation:

Staff recommends the Council read through the plan and it’s recommendations. If the City Council has any questions about the plan they are encouraged to reach out to staff.



HURRICANE DOWNTOWN

MASTER PLAN



Downtown Redevelopment Services
100 E Main St, Suite 100
Ravenna, OH 44266



CRSA
175 S Main St, Suite 300
Salt Lake City, Utah 84101

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01



EXISTING CONDITIONS

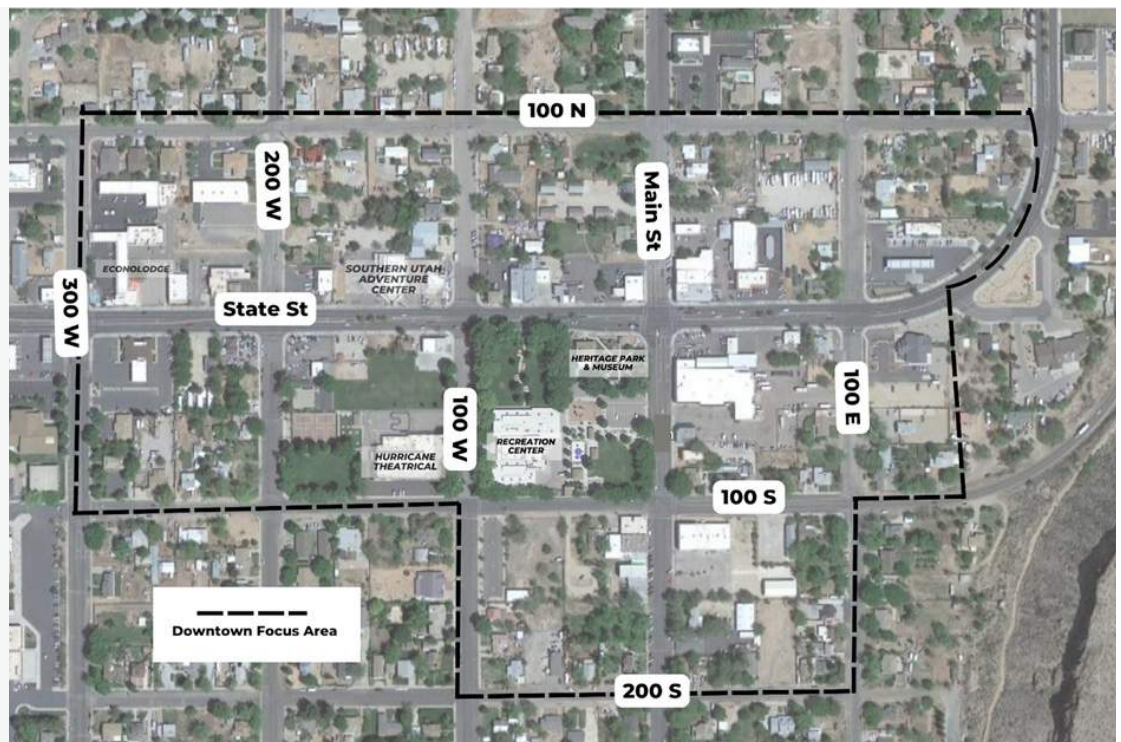




Introduction

Hurricane City, Utah, pronounced “Her-ah-kun” by locals, is located on the eastern edge of the St. George metropolitan service area which covers south-central Washington County.

The city is a rapidly growing gateway community for the popular Zion National Park, located about 25 miles to the east on UT-9.



In addition to the National Park, other notable tourist destinations and geographic features include Sand Hollow State Park, Quail Creek State Park, and the Virgin River, public lands, trail systems and golf courses, giving Hurricane national exposure as a desirable place to live.

Interstate 15 forms the northwest border of the municipality while 300 W and 100 E along the State Street corridor are the main bounding features of downtown.

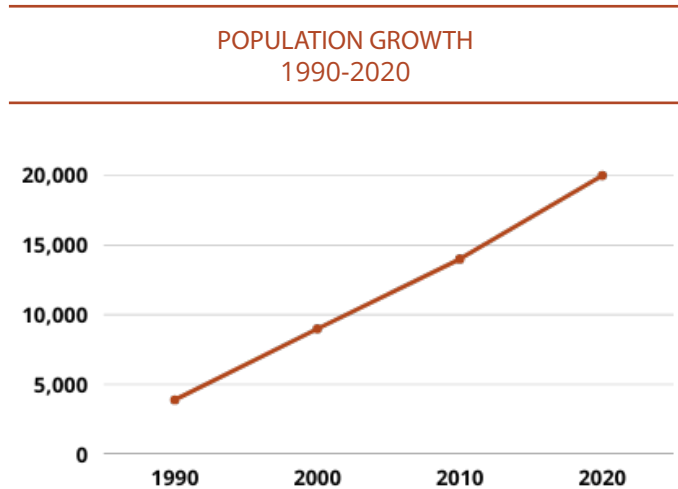




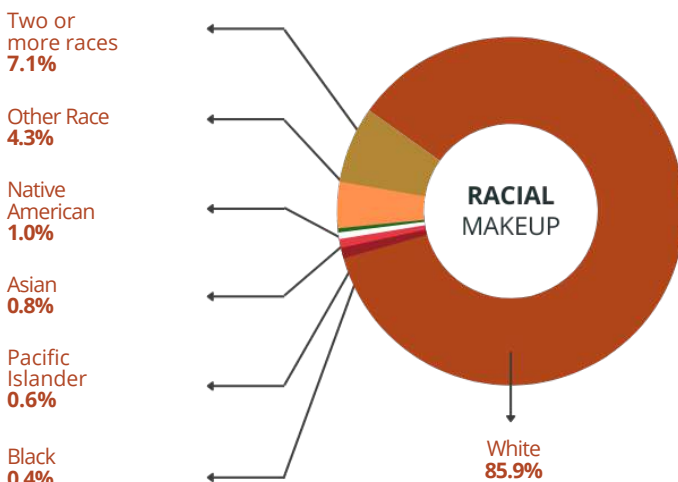
Demographic Analysis

Population

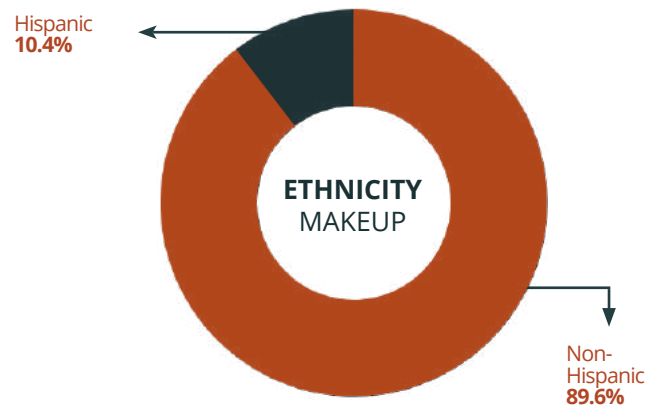
Hurricane's population has grown significantly over the past four census counts. Climbing from 3,915 in 1990 to 20,036 in 2020, the population has grown by more than five-fold.



The city's racial makeup is 85.9% White, 1.0% Native American, 0.8% Asian, 0.6% Pacific Islander, and 0.4% African American or Black. Of the remainder, 4.3% are of another race and 7.1% are of two or more races. The population is 85.7% non-Hispanic and 10.2% Hispanic, growing from 7.2% Hispanic in 2010 due to significant in-migration in recent years.



Moreover, the in-migration has resulted in the community also boasting a high multilingual percentage, specifically 9.6% who speak a non-English language at home, predominantly Spanish.



HURRICANE CITY RACIAL MAKEUP	
2020 DECENNIAL CENSUS	
White	85.9%
American Indian and Alaska Native	1.0%
Asian	0.8%
Native Hawaiian and other Pacific Islander	0.6%
African American or Black	0.4%
Other Race	4.3%
Two or More Races	7.1%

HURRICANE CITY ETHNICITY MAKEUP	
ACS 2021 5-YEAR ESTIMATE	
Non-Hispanic	85.7%
Hispanic	10.2%

Figure 1: Racial and Ethnicity Makeup



Existing Conditions

Approximately 52.3% of residents are male, and 47.7% are female, a near-even split consistent with most communities.

Female
47.7%



The median age is 38.4 years, significantly higher than the state median; however, the city's median is on par with that of the county and nation.

RESIDENT AGE DISTRIBUTION		
2021 ACS 5-YEAR ESTIMATE		
Age Group	# of Individuals	Percentage
Under 5 years	1,373	7.0%
5 to 9 years	1,183	6.1%
10 to 14 years	1,301	6.7%
15 to 19 years	1,286	6.6%
20 to 24 years	1,207	6.2%
25 to 29 years	812	4.2%
30 to 34 years	1,714	8.8%
35 to 39 years	1,160	5.9%
40 to 44 years	1,072	5.5%
45 to 49 years	1,095	5.6%
50 to 54 years	851	4.4%
55 to 59 years	1,273	6.5%
60 to 64 years	1,595	8.2%
65 to 69 years	1,035	5.3%
70 to 74 years	1,021	5.2%
75 to 79 years	759	3.9%
80 to 84 years	480	2.5%
85 years & over	284	1.5%

Figure 2: Resident Age Distribution

Due to the relocation of an aging population to the southern portion of Utah, the city has witnessed a rise in median age, climbing from 31.2 in 2010 to 38.4 years in 2021. A significant 33.1% of Hurricane City's population is 55 years old or older.

Hurricane's median age and trends are sustainable and are characteristic of a family-oriented community. Moreover, the city's age distribution shows promise of sustained population growth with a large percentage of minors and young adults. As those above 55 years continue to age, there will be a need for supportive services such as increased healthcare, assisted living, and disability access.

High school graduation, including equivalency, among Hurricane residents aged 25 years and over, has been trending upward over the past decade, from 91.4% in 2011 to 94.1% in 2021. The percentage of residents with bachelor's degrees or higher is also trending upward, from 20.7% in 2011 to 22.3% in 2021. The data in Figure 3 below outlines percentages and total assumed calculations of educational attainment by typology.

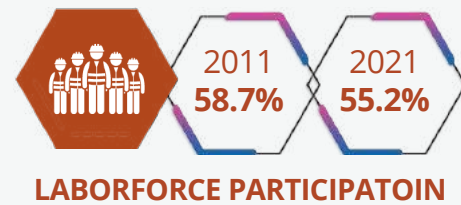
HURRICANE CITY EDUCATIONAL ATTAINMENT		
2021 ACS 5-YEAR ESTIMATE		
Less Than High School	772	5.9%
High School Graduate (Includes Equivalency)	3,498	26.6%
Some College	5,942	45.2%
Bachelor's Degree	2,057	15.6%
Master's Degree	507	507
Professional School Degree	261	2.0%
Doctorate Degree	114	0.9%
High School Graduate or More (Includes Equivalency)	12,379	94.1%
Bachelor's Degree or More	2,939	22.3%

Figure 3: Educational Attainment



Employment

Among residents aged 16 years and over, 8,380 residents are in the civilian labor force and experience an unemployment rate of 1.5%. The unemployment rate is down from 3.7% in 2011 due to the national rebound from the Great Recession. Hurricane's labor force participation has decreased slightly from 58.7% to 55.2% from 2011 to 2021.



For city residents, the following NAICS sectors are ranked from most common to least common for industry employers. The median earnings in Utah for the respective industry for the past 12 months are listed in the right column, including part-time and full-time employees. This data does not include individuals who work inside the city and live elsewhere, but rather only those living in the city. The three most common sectors in Hurricane are retail trade (15.13%); accommodation and food services (13.34%); and health care and social assistance (12.91%).

EMPLOYMENT BY INDUSTRY			
Industry	# of employees	%age	Utah Industry Median Earnings
Retail trade	1,249	15.13%	\$27,113.00
Accommodation and food services	1,101	13.34%	\$15,301.00
Health care and social assistance	1,066	12.91%	\$35,430.00
Transportation and warehousing	800	9.69%	\$43,970.00
Educational services	774	9.38%	\$34,301.00
Construction	748	9.06%	\$45,124.00

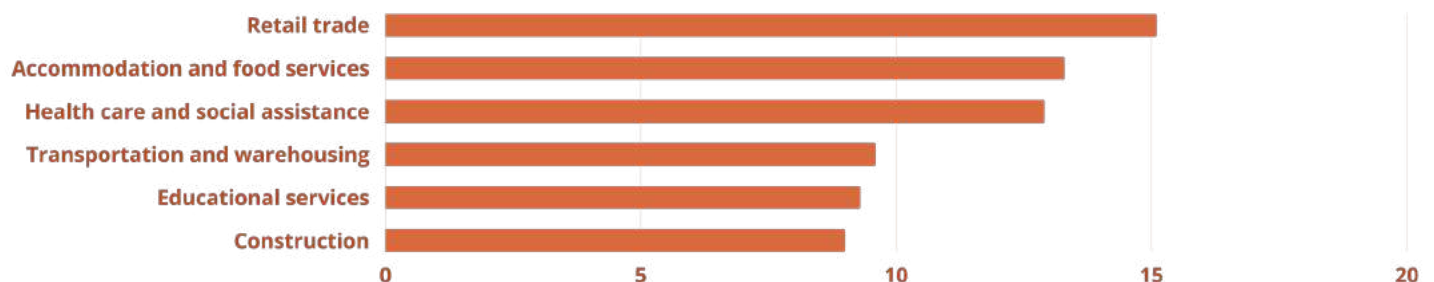


Figure 4: Employment by Industry (Percentages)



The figures below represent the number of Hurricane residents employed in each respective occupation. Utah median earnings are provided for each NAICS category on the furthestmost right column. These figures are a cumulative average of earning over 12 months, including part-time and full-time employees.

EMPLOYMENT BY OCCUPATION			
Occupation	# of employees	%age	Utah Occupational Median Earnings
Management occupations	1,023	12.39%	\$71,842.00
Sales and related occupations	985	11.93%	\$34,639.00
Office and administrative support occupations	948	11.48%	\$31,211.00
Building and grounds cleaning and maintenance occupations	579	7.01%	\$20,719.00
Food preparation and serving related occupation	545	6.60%	\$13,100.00
Production occupations	491	5.95%	\$35,869.00

The three most common occupations in Hurricane are management occupations (12.39%); sales and related occupations (11.93%); and office and administrative support occupations (11.48%).

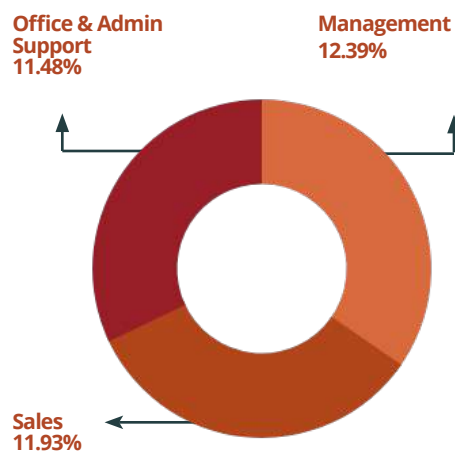


Figure 5: Employment by Occupation

Commuting and Transportation Habits

For workers 16 years and over, 2021 commuting patterns were heavily auto dependent with a total of 85.5% of Hurricane residents commuting by driving, of which 76.2% drove alone and 9.3% carpoolled. A significant 10.4% of residents worked from home, while just 3.6% walked to work. Residents' average commute to work is 22.5 minutes, comparable to state and national averages but slightly higher than the county average. The data below shows the breakdown of commute times among Hurricane residents.

COMMUTE TIME BREAKDOWN			
Commute Time	%age	Commute Time	%age
Less than 10 minutes	21.6%	30 to 34 minutes	14.0%
10 to 14 minutes	12.3%	35 to 44 minutes	5.5%
15 to 19 minutes	7.1%	45 to 59 minutes	5.2%
20 to 24 minutes	17.7%	60 or more minutes	3.4%
25 to 29 minutes	13.2%		

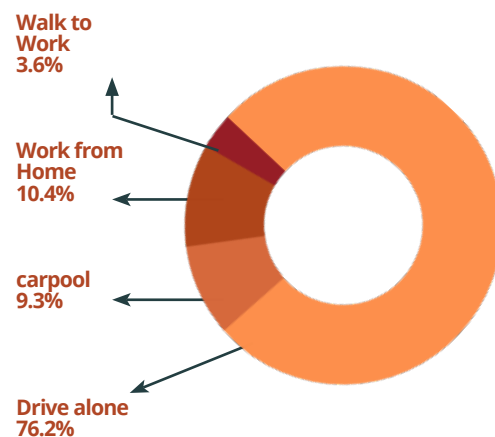


Figure 6: Commute Time Breakdown



Hurricane City is served by road and air infrastructure. The city is landlocked and lacks navigable waterways.

The city is served by Interstate 15 on its northwestern border, connected primarily via Utah State Route 9 at exit 16. S.R. 9 also connects with S.R. 17 in La Verkin before going on to connect with Interstate 15 north of Toquerville at exit 27. The interstate is the primary connection to nearby communities including St. George, to Salt Lake City 290 miles to the north, and Las Vegas, Nevada 138 miles to the south of Hurricane



There are three state routes that run through Hurricane: State Routes 9, 59, and 7. Utah State Route 9 begins in Hurricane, at Harrisburg Junction. It travels east into Downtown Hurricane, forming State Street, before turning north towards La Verkin. Additional connections along this road include Zion National Park and S.R. 89. Second, S.R. 59 extends outward from the intersection of S.R. 9 and Main Street. Lastly, S.R. 7 (i.e., Southern Parkway) originates due south of Downtown Hurricane, connecting the city to Washington and South St. George.

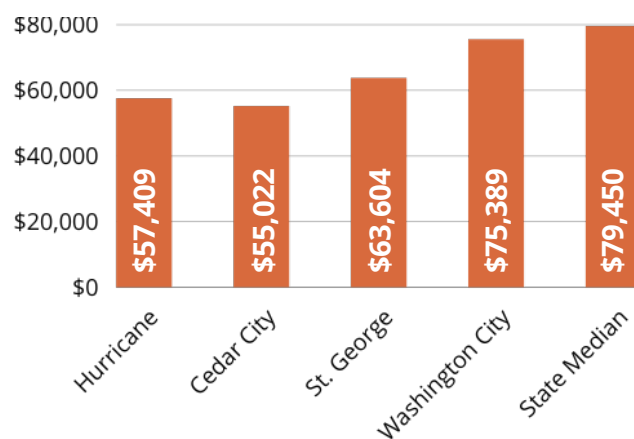


Hurricane Municipal Airport, situated in the south Hurricane, is the only public airport. The municipal airport provides very limited service, with just one runway, no taxiway, and service for only small personal aircraft. Nearby, the St. George Regional Airport provides limited commercial service to hubs such as Salt Lake City, Denver, Phoenix, Los Angeles, and Dallas-Fort Worth. Approximately 130 miles away, the recently renamed Harry Reid International Airport is the closest international airport. There is currently no intra-city public transportation, but shuttle service does exist with Salt Lake City, Las Vegas, and Southern California by way of St. George.

Income and Poverty

The 2021 median household income in Hurricane is \$57,409, which is comparable to Cedar City's \$55,022 and St. George's \$63,604; however, it is much lower than Washington City's \$75,389. It is also lower than the state median household income of \$79,450. Hurricane's median household income has increased slightly from \$51,146 in 2011.

Median Household Income





Existing Conditions

The **per capita income adjusted for inflation**

has also increased slightly from \$21,133 in 2011 to \$27,086 in 2021. The median income is \$70,513 for married-couple families and \$28,465 for non-family households.

The **poverty rate** in Hurricane of 10.6% is higher than the state's 8.8% and the county's 9.2% but lower than the nation's 12.6%. While the City's poverty rate is much lower than the nation, the 10.6% of residents living in poverty demonstrates a mixture of various socio-economic conditions within the community.

Housing

Hurricane's housing stock consists of 7,791 units (ACS 2021 5-Year Estimate) compared to 5,252 (2010), a 48.3% increase. The city's housing supply is primarily occupied (87.5%,) with only 12.5% (974) of the units being vacant. Of the 6,142 occupied units, 4,616 (75.15%) are owner-occupied and 2,201 (35.84%) are renter occupied.

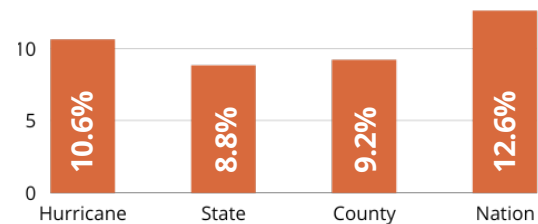
The Zillow-reported median rent is \$2,399, up from \$355 over last year, resulting in an estimated 54.5% of Hurricane renters being considered cost-burdened, classified as more than 30% of household income in the past 12 months.

The median value of an owner-occupied house is \$486,000, up from \$199,600 in 2011. The selected monthly owner costs (SMOC) for owners with a mortgage are \$1,433, resulting in 27.4% of Hurricane households with a mortgage being cost-burdened. For owners without a mortgage, the SMOC is \$390, resulting in 6.2% of Hurricane households without a mortgage being cost-burdened. The average household size is 2.7 persons, which is on par with the county, state, and national averages.



PER CAPITA INCOME

Hurricane Poverty Rate



Housing Stock



Median Rent



Median Value



The data provided in this section highlights the estimated consumer expenditures for 2021 within Hurricane City.

(Source: EASI)

TOTAL CONSUMER EXPENDITURES					
Category	City Total	Avg. per household Expenditure	% of Total Spending	UT %	UT %
Food	\$54,753,00	\$8,914	13.0%	12.8%	12.7%
Housing	\$135,889,000	\$22,124	32.4%	32.0%	32.4%
Apparel and services	\$12,031,000	\$1,958	2.9%	2.9%	3.0%
Transportation	\$72,009,000	\$11,724	17.1%	17.0%	16.8%
Healthcare	\$35,603,000	\$5,796	8.5%	7.9%	7.9%
Entertainment	\$21,136,000	\$3,441	5.0%	5.1%	4.9%
Personal care products and services	\$5,076,000	\$826	1.2%	1.2%	1.2%
Reading	\$629,000	\$102	0.1%	0.1%	0.1%
Education	\$9,261,000	\$1,507	2.2%	2.5%	2.5%
Tobacco products and smoking supplies	\$2,097,000	\$341	0.5%	0.5%	0.5%
Cash contributions	\$13,497,000	\$2,197	3.2%	3.2%	3.2%
Personal insurance and pensions	\$48,385,000	\$7,877	11.5%	12.4%	12.3%
Total Annual Expenditures	\$419,948,000	\$68,373			

Figure 7: Total Annual Consumer Expenditures

Consumer expenditure distribution within Hurricane is comparable to that of the state of Utah and the nation. The two most significant differences between Hurricane and the state / national percentages are for healthcare and personal insurance and pensions. Healthcare makes up 0.6% more of consumer expenditures in the city than the rest of the state or nation, and personal insurance and pensions make up 0.9% and 0.8% less of consumer expenditures in the city than the rest of the state and nation respectively.

Food expenditure distribution within Hurricane is comparable to that of the state of Utah and the nation. Notably, food expenditures in the city are skewed more towards food at home when compared to the state and nation. In contrast, expenditures on food away from home are proportionately lower for the city than the state and nation. All other expenditures listed in the table below are comparable between the city, state, and nation.

CONSUMER EXPENDITURES ON FOOD				
	Total	% Of Total	UT %	US %
Food at home	\$31,207,000	57.00%	55.8%	55.9%
Food away from home	\$23,544,000	43.00%	44.2%	44.2%
Cereals and bakery products	\$3,957,000	7.23%	7.1%	7.0%
Dairy products	\$3,136,000	5.73%	5.6%	5.4%
Fruits and vegetables	\$5,917,000	10.81%	10.6%	10.7%
Nonalcoholic beverages	\$3,013,000	5.50%	5.3%	5.3%
Reading	\$629,000	0.1%	0.1%	0.1%
Education	\$9,261,000	2.2%	2.5%	2.5%
Food prepared by the consumer unit on out-of-town trips	\$435,000	0.79%	0.8%	0.8%
Food on out-of-town trips	\$2,530,000	4.62%	4.9%	4.8%
Alcoholic beverages	\$3,959,000	7.23%	7.3%	7.0%
Total food expenditures	\$54,753,000			

Figure 8: Consumer Expenditures on Food



Household and housing expenditure distribution within Hurricane is comparable to that of the state of Utah and the nation.

CONSUMER EXPENDITURES ON HOUSING				
	Total	% Of Total	UT %	US %
Household operations	\$10,915,000	8.0%	8.2%	7.8%
Housekeeping services	\$943,000	0.7%	0.7%	0.7%
Household furnishings and equipment	\$14,053,000	10.3%	10.5%	10.1%
Household textiles	\$873,000	0.6%	0.6%	0.6%
Furniture	\$3,437,000	2.5%	2.6%	2.5%
Floor coverings	\$172,000	0.1%	0.1%	0.1%
Major appliances	\$2,199,000	1.6%	1.6%	1.5%
Small appliances	\$300,000	0.2%	0.2%	0.2%
Miscellaneous household equipment	\$6,605,000	4.9%	4.9%	4.7%
Total housing expenditures	\$135,889,000			

Figure 9: Consumer Expenditures on Housing

Apparel expenditure distribution within Hurricane is comparable to that of the state of Utah and the nation.

CONSUMER EXPENDITURES ON APPAREL				
	Total	% Of Total	UT %	US %
Men and boys	\$2,921,000	24.3%	24.6%	23.9%
Men, 16 and over	\$2,241,000	18.6%	18.9%	18.4%
Boys, 2 to 15	\$714,000	5.9%	6.1%	5.8%
Women and girls	\$4,508,000	37.5%	37.2%	37.3%
Women 16 and over	\$3,821,000	31.8%	31.6%	31.7%
Girls, 2 to 15	\$703,000	5.8%	5.9%	5.8%
Children under 2	\$561,000	4.7%	4.7%	4.1%
Footwear	\$2,523,000	21.0%	20.8%	22.0%
Other apparel products and services	\$1,501,000	12.5%	12.8%	12.7%
Total apparel products and services expenditures	\$12,031,000			

Figure 10: Consumer Expenditures on Apparel

Transportation expenditure distribution within Hurricane is comparable to that of the state of Utah and the nation. The most significant differences are for vehicle purchases (net outlay) and public and other transportation. While 40.6% of the nation's transportation expenditures are on vehicle purchases (net outlay), a slightly higher 41.4% of Hurricane's transportation expenditures are in this category. This may demonstrate a preference for larger or custom (e.g., crossovers, trucks). On the contrary, public and other transportation makes up 1.2% less of consumer expenditures in Hurricane than the nation. The disparity is likely due to the lack of intra-city public transit.

CONSUMER EXPENDITURES ON TRANSPORTATION				
	Total	% Of Total	UT %	US %
Vehicle purchases (net outlay)	\$29,840,000	41.4%	41.5%	40.6%
Gasoline and motor oil	\$14,000,000	19.4%	19.1%	19.1%
Other vehicle expenses	\$22,896,000	31.8%	31.6%	32.1%
Public and other transportation	\$5,143,000	7.1%	7.8%	8.3%
Total transportation expenditures	\$72,009,000			

Figure 11: Consumer Expenditures on Transportation

Healthcare expenditure distribution within Hurricane is comparable to that of the state of Utah and the nation. With the influx of older residents, it is likely that healthcare expenditures will rise in the coming years.

CONSUMER EXPENDITURES ON HEALTHCARE				
	Total	% Of Total	UT %	US %
Health insurance	\$23,971,000	67.3%	67.1%	68.1%
Medical services	\$6,950,000	19.5%	20.2%	19.3%
Drugs	\$3,354,000	9.4%	9.0%	9.0%
Medical supplies	\$1,333,000	3.7%	3.7%	3.6%
Total healthcare expenditures	\$35,603,000			

Figure 12: Consumer Expenditures on Healthcare



Entertainment expenditure distribution within Hurricane is comparable to that of the state of Utah and the nation. Yet, it varies the most from state and national distributions among the various consumer expenditure categories.

CONSUMER EXPENDITURES ON ENTERTAINMENT (Thousands)				
	Total	% Of Total	UT %	US %
Fees and admissions	\$6,083,000	28.8%	31.0%	31.1%
Audio and visual equipment and services	\$6,474,000	30.6%	29.0%	30.6%
Pets, toys, hobbies, and playground equipment	\$5,909,000	28.0%	26.8%	25.6%
Other entertainment supplies, equipment, and services	\$2,690,000	12.7%	13.1%	12.9%
Total entertainment expenditures	\$21,136,000			

Figure 13: Consumer Expenditures on Entertainment (Thousands)

Retail sales by sector varies much more greatly than the tables above. This can be attributed to the lack of, or limited, retail offerings in Hurricane, resulting in expenditures on these categories outside of the municipality. While numerous amenities and service based outlets are present in the municipality, there are likely missing amenities and/or services resulting in missed tax revenue. causing expenditures on necessity purchases outside of the municipal boundaries.

While numerous amenities and service-based outlets are present in the municipality, there are likely missing services and amenities community wide that are creating a lack of expenditures, due to the small market size within the city limits. However, these retail sectors may or may not be met through the larger trade areas throughout the region. If further detail is desired, a comprehensive market analysis must be completed.

Two retail sectors are underserved within the city limits – electrical and appliances stores and sporting goods stores. These specific sectors are likely met within the regional context, and may be provided locally as the City continues to grow and diversify. Non-served sectors aside, several sectors receive a markedly different share of retail sales in Hurricane than statewide or nationwide. Sectors with notable differences include motor vehicle store sales; gasoline stations store sales; general merchandise store sales; non-store purchases sales; and food services.

RETAIL SALES BY SECTOR				
	Total	% Of Total	UT %	US %
Motor Vehicles Store Sales	\$119,137,000	38.2%	21.5%	21.3%
Furniture and Home Furnishings Store Sales	\$1,800,000	0.6%	2.7%	1.8%
Electrical and Appliances Store Sale	\$0	0.0%	1.0%	1.2%
Building Materials and Garden Store Sales	\$11,425,000	3.7%	6.6%	6.6%
Food and Beverage Store Sales	\$41,603,000	13.3%	8.9%	13.4%
Health and Personal Care Store Sales	\$9,901,000	3.2%	2.7%	5.3%
Gasoline Stations Store Sales	\$41,137,000	13.2%	6.8%	6.5%
Clothing and Accessories Store Sales	\$195,000	0.1%	2.6%	3.1%
Sporting Goods Store Sales	\$0	0.0%	1.9%	1.4%
General Merchandise Store Sales	\$52,595,000	16.9%	13.2%	11.5%
Miscellaneous Store Sales	\$1,320,000	0.4%	2.0%	2.1%
Nonstore Purchases Sales	\$19,979,000	6.4%	22.8%	16.4%
Food Services	\$12,823,000	4.1%	7.4%	9.5%
Total Retail Sales (including Food Services)	\$311,913,000			

Figure 14: Retail Sales by Sector



Built Environment

A detailed baseline analysis of existing conditions is a vital precursor to formulating downtown strategies and recommendations. Outlined in this section are the results of a thorough assessment, highlighting data retrieved from open-source databases and visual inspections of the downtown area depicted in the graphic above. Below are the specific finding classifications that were reviewed:



For the existing conditions analysis, Downtown Hurricane has been divided into minor study areas (i.e., groupings of blocks) to help improve the nuance of the findings.

These study areas, outlined in Figure 15 on the right, were each studied independently, allowing for a detailed analysis of the current conditions and deepened understanding of how they will impact the overall future goals of the downtown.

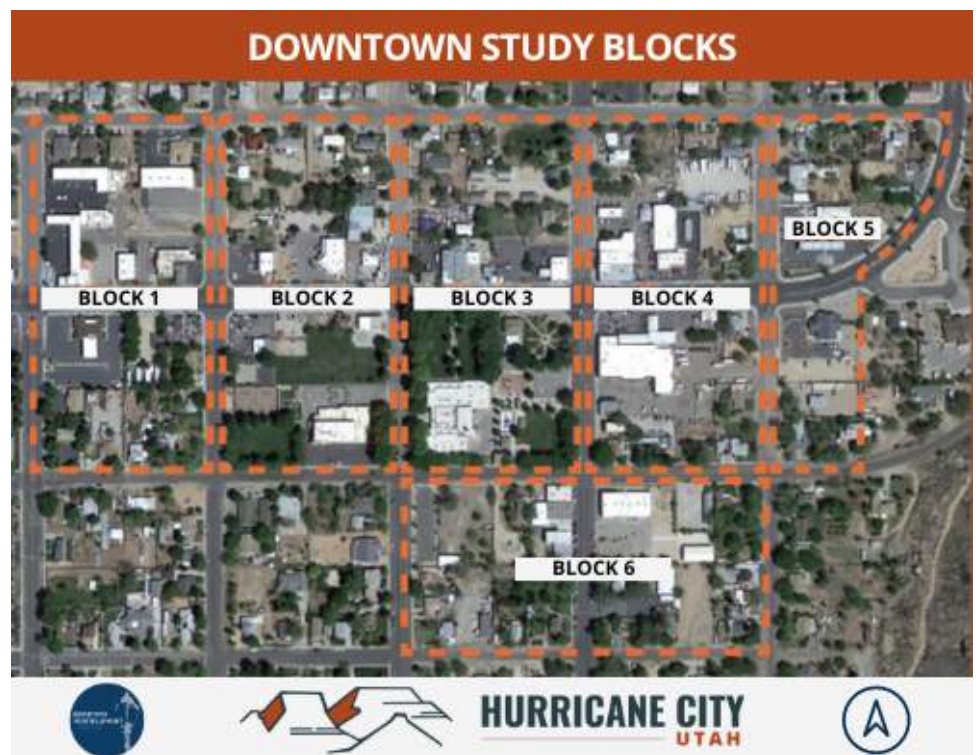


Figure 15 - Downtown Study Area

These existing conditions are the first informational chapter of the overall downtown master plan, focusing on outlining the current conditions witnessed within the downtown corridors. Physical ailments, pedestrian uses, and even visible or perceived roadblocks were identified, each providing for a deepened level of understanding to help plan for the future of Downtown Hurricane.



Outlined below are the findings from on-site investigations completed during November 2022 and open-source databases. The information provided is not meant to be a comprehensive list yet is provided to explain a clear vision of how an outsider witnesses the downtown, the interaction of residents, and the overall downtown atmosphere. The findings are prepared to outline general themes and do not propose to make assessments of individual properties.

1. **The corridor lacks general identity and distinguishable characteristics.**
2. **Building forming and massing is not providing a distinct look or feel.**
3. **The downtown is currently underserved in site amenities, limiting the time individuals or groups desire to be downtown.**
4. **A handful of asset buildings exist, including: the 1950s hotel; historic main street building; small close-to-the-street historic brick store buildings (found in blocks 2, 3, and 4); and the Heritage Park and its buildings.**

5. **Buildings throughout the study area demonstrate a substantial variety in size and purpose yet have limited ties or unifying characteristics together.**
6. **Gateway signage or area delineation are not properly identified within the downtown.**
7. **There is limited architectural uniformity in defining an existing corridor.**
8. **Vegetation and other softening features are generally lacking or misplaced, limiting their impact and resulting in an unpleasant pedestrian experience.**

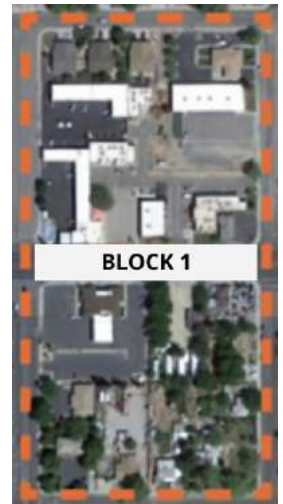




Block-by-Block Findings

Block 1

This area is bound by 300 W and 200 W to the West and East and 100 N and 100 S on the north and south sides respectively, with State Street bisecting the area as a major thoroughfare and commercial corridor. This is the westernmost study block with a 3,200 linear feet perimeter.



BUILT ENVIRONMENT



Negatively
Impacting
Downtown



Neutral



Positively
Impacting
Downtown

HOW DOES IT SCORE

The lack of continuous street-facing businesses does not promote slowing traffic or engagement with the businesses. In addition, the architectural styles are not distinguished nor add to Hurricane's sense of place, lacking historical ties or promotion.

The south side of area no. 1 has a used car auto dealer, laundromat, hair salon, and the local Zions Bank branch. The north side of the study block has a chiropractor's office, restaurant, sportswear store, vacant commercial space, and a small hotel. Most of these structures appear to be made of cement block and brick construction, with some facades consisting of stone or stucco.

No buildings in this block seem to exceed 30 feet in height and vary in setback distances from the road. The Econo Lodge hotel is setback just a few feet from the road with a cement block barricade around the outdoor pool that is positioned at the intersection of State Street, and N 300 W.

The Zions Bank branch is positioned on the corner of State Street and South 300 W creates an insignificant entrance to the downtown area because most of the parcel is paved from curb to curb, lacking any notable architectural elements, landscaping, and space-defining building masses.

URBAN DESIGN



Negatively
Impacting
Downtown



Neutral



Positively
Impacting
Downtown

HOW DOES IT SCORE

In area no. 1, there are no distinct or defining characteristics aiding in creating a sense of place within the downtown. The current urban form identifies the downtown corridor as "just another small town" in Utah. Perhaps the oldest building in this study block, the Econo Lodge hotel is a 1950s mid-century motel/hotel-style building with low horizontal roof angles and vintage balcony railings.

This nostalgic architecture helps to anchor the area by giving it some historical significance and a sense of permanence. Evenly spaced traditional acorn luminaire street lighting lines both sides of the street; however, there is a significant lack of climate-appropriate landscaping to enhance the existing buildings and streetscape.



INFRASTRUCTURE

(based on known datasets)



Negatively
Impacting
Downtown



Neutral



Positively
Impacting
Downtown

HOW DOES IT SCORE

All infrastructure is in good condition. There is no data for maintenance and upgrades, yet preparing a database for this would be useful in capital improvements planning.

- All underground valves and valve boxes are in the ROW, ensuring proper maintenance and repairs.
- Abandoned water lines of 8" and 14" run underneath State Street.
- One high-pressure 14" ductile iron water line following State Street before turning north onto 200W.
- One 10" polyvinyl chloride water line runs parallel to State Street.
- Below-ground electricity is the primary method of power distribution, with just one short overhead secondary line connecting to a light near the NW corner of the hotel.
- Cast iron catch basins are present in the streetscape for stormwater drainage, and they are also present mid-block on the north side of State Street in some of the larger paved areas. All manholes are in the ROW for maintenance and repair access.

PEDESTRIAN AND VEHICULAR CIRCULATION



Negatively
Impacting
Downtown



Neutral



Positively
Impacting
Downtown

HOW DOES IT SCORE

The recently updated sidewalks, curbs, and streets make for easy traveling by automobiles.

However, the lack of a setback from the street for the sidewalk decreases both perceived and actual safety for pedestrians utilizing the sidewalks. The sidewalks are an average of 6 feet wide in this block area, with intermittent trees positioned between the pedestrians and the street. ADA ramps are placed at each intersection with marked crosswalks.

In addition, crosswalks crossing State Street are only present at the westernmost corner of this study block, all other crosswalks parallel State Street. Bicycle infrastructure is not currently allocated space or consideration for bicycle amenities in block 1.

State Street or SR-9 has two travel lanes in each direction, with a third lane for left turns at cross-street intersections. 300 W and 200 W are smaller streets with one lane of travel in each direction, a turn lane at State Street, and a parking lane on each side starting one-half block from State Street. Overall, circulation is concentrated on State Street with limited access in and out of parking lots depending on the direction of travel due to curbed medians.

REAL ESTATE AND END-USER MIX



Negatively
Impacting
Downtown



Neutral



Positively
Impacting
Downtown

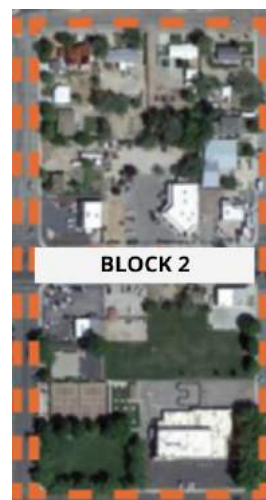
HOW DOES IT SCORE

Current tenants in the area are a Pizza Hut, offices, a massage studio, a sporting goods store, a hotel, a bank, and a used car dealer.

There are currently three retail space with frontage on State Street is currently inactive, which could host service or retail-based businesses. There are no other vacant spaces in this study area.

**Block 2**

This area is bound by 200 W and 100 W to the West and East and 100 N and 100 S on the North and South sides, with State Street bisecting the area as a major thoroughfare and commercial corridor. This study block has a 3,200 linear feet perimeter.

**BUILT ENVIRONMENT**

Negatively
Impacting
Downtown



Neutral



Positively
Impacting
Downtown

HOW DOES IT SCORE

On the southwest corner of State Street and 100 W, a small one-story building can host up to four small service or retail-based businesses. This building adds to Hurricane's character with its traditional brick stucco architecture and small setback.

The building positioned at the northwest corner of State Street and 200 W, formerly a maverick gas station, has an appealing western-style architecture with an inviting covered front porch, harkening back to the area's history. In this study block, the corridor begins to have a landscaped median, adding much-needed greenery and interest to the thoroughfare.

A greater mix of businesses and uses occupy this study block. The southern portion of this block hosts the Hurricane Valley Heritage Park, Family History Center, a used car dealership, an archery store, a market, and a single-family home.

The north side of the study area has a home furnishings store, an ATV rental and tours center, a fast-food restaurant, and an assisted living facility. The area is sparsely built, with the dominating features being paved surfaces for parking and driving.

The outdoor furnishings store is awkwardly oriented towards 200 W. Currently, the built form has a setback of 35 feet from the road with a swath of pavement between the building and the road, detracting from the definition of the commercial corridor. All the structures in this block are one story but have different setbacks or interactions to the street, a combination of their setback orientation or angle towards State Street.

INFRASTRUCTURE

(based on known datasets)



Negatively
Impacting
Downtown



Neutral



Positively
Impacting
Downtown

HOW DOES IT SCORE

All infrastructure within block 2 is in good condition. There is no full data for maintenance or upgrades completed over the last decade.

- *Water infrastructure for the southern half of the study block is accessible only on 200 W and 100 W and not State Street, as the water line runs on the north side of the ROW providing water to the buildings on the north side of the corridor.*

URBAN DESIGN

Negatively
Impacting
Downtown



Neutral



Positively
Impacting
Downtown

HOW DOES IT SCORE



Existing Conditions

- New fire hydrants were installed in 2008 and 2009.
- All underground valves and valve boxes are in the ROW, ensuring the ability for proper maintenance and repairs.
- Underground secondary electrical lines (lateral or service feeders) supply electricity to the park and lights on the south side of the study block.
- Underground main lines supply electricity to all the businesses on the north side of the corridor in this study block, except for one residence at 44 N 200 W.
- Cast iron catch basins are in the streetscape for stormwater drainage. All manholes are in ROW for maintenance and repair access.

PEDESTRIAN AND VEHICULAR CIRCULATION



Negatively
Impacting
Downtown



Neutral



Positively
Impacting
Downtown

HOW DOES IT SCORE

Like the last study block, the central vehicular circulation occurs on State Street or SR-9; the primary difference for this section is a slightly elevated median that provides ample room for vegetation. 200 W on the west side of this block is more minor than State Street, with one lane of travel in each direction, a turn lane at State Street, and a parking lane on each side starting one-half block from state street.

100 W utilizes a stop sign instead of a traffic signal to cross the highway and has angled parking on both sides of the road, making for a narrower and calmer travel lane. Well-maintained narrow sidewalks cap both sides of the street above a six-inch curb.

ADA ramps are accessible at all marked crosswalks; however, the crosswalks are only presently paralleling State Street, and no bicycle amenities are present.

REAL ESTATE AND END-USER MIX



Negatively
Impacting
Downtown



Neutral



Positively
Impacting
Downtown

HOW DOES IT SCORE

The tenant mixture in this study block is less diverse than the first study block due to the abundance of in-front parking and large swaths of space utilized by the used car dealer.

Other tenants include a small market, home goods store, fast food diner, an adventure center, an assisted living home, and a few single-family homes. Two small commercial spaces with a history of service and retail use at approximately 117 W State Street are vacant. The City owns most of the block to the south of State Street. Additionally, there are plans by the municipality to build a multi-purpose recreational hall in this area.





Block 3



100 W and Main Street bisects this area to the east to the west and 100 N and 100 S on the north and south sides, with State Street bisecting the area as a major thoroughfare and commercial corridor. This study block has a 3,200 linear feet perimeter.

BUILT ENVIRONMENT



Negatively
Impacting
Downtown



Neutral



HOW DOES IT SCORE



Positively
Impacting
Downtown

Hurricane Valley Heritage Park and a local history museum and tourist information center border this study area. The north side of the study area has a Wells Fargo Bank, restaurant, barber shop, craft store, cafe, pawn shop, and a real estate agency office. This area has less land dedicated to parking lots than any other study area in this report.

The buildings across the street from the park are one story with similar form and position near the sidewalk or slightly recessed behind a small parking courtyard-like area. One building on the west side of this block is two stories with a hipped roof and stucco and stone exterior.

The Wells Fargo Bank, positioned on the eastern corner, uses almost 200 feet of street frontage for its parking lot and building combined, breaking up the continuous storefronts to the west.

URBAN DESIGN



Negatively
Impacting
Downtown



Neutral

HOW DOES IT SCORE



Positively
Impacting
Downtown

Block 3 is more inviting and conducive to pedestrian mobility and community gathering. The large park on the south side of State Street provides ample grass and shade with a sidewalk behind mature street trees.

Adding to the historical character of Hurricane, the local history museum's architecture and stone and iron fence bordering the public sidewalk are reminiscent of early Mormon settler architecture. The buildings across the street from the park, excluding the bank, are positioned next to the sidewalk, helping to define the corridor while inviting people to utilize the sidewalks. Street trees on this side of the street are smaller but help to shade the sidewalk for pedestrians.





Existing Conditions

INFRASTRUCTURE (based on known datasets)



Negatively
Impacting
Downtown



Neutral



HOW DOES IT SCORE



Positively
Impacting
Downtown

All infrastructure is in fair to good condition. There is no data for maintenance except for recent fire hydrant upgrades.

- *New fire hydrants were installed in 2008 and 2009*
- *Underground secondary lines supply electricity to the park and lights on the south side of the study block.*
- *All underground valves and valve boxes are in the ROW, ensuring proper maintenance and repairs.*
- *Above-ground secondary electric lines supply electricity to the buildings on the north side of the street, equating to the most overhead lines out of the study blocks.*
- *Cast iron catch basins are in the streetscape for stormwater drainage. All manholes are in ROW for maintenance and repair access.*

PEDESTRIAN AND VEHICULAR CIRCULATION



Negatively
Impacting
Downtown



Neutral



HOW DOES IT SCORE



Positively
Impacting
Downtown

Automobile circulation is centralized around State Street with limited left turn mobility due to a landscaped median. The side streets, 100 W and Main Street, are quieter, with one lane of travel in each direction with a turn lane in the median at intersections. State Street and Main Street intersection has a traffic signal, while 100 W and State Street utilizes a stop sign.



While the intersection of State and Main has a crosswalk, the 2021 walking survey of the area called this intersection out as one of the most dangerous. Pedestrian accessibility is greatest in this study area because of the park's network of pathways and open space away from the traffic of State Street. In addition, there is a four-direction crosswalk with ADA accessibility at Main Street and State Street, one of the few crosswalks across the Highway. Moreover, the General Plan recommends that 100 W south of State Street in this area be closed for greater pedestrian access. No bicycle amenities are present.

REAL ESTATE AND END-USER MIX



Negatively
Impacting
Downtown



Neutral



HOW DOES IT SCORE



Positively
Impacting
Downtown

Single-family detached homes exist on the north side of the study block, and the municipally owned public park exists on the southern edge. Private businesses operate along the north side of State Street. A bank, pet shelter, restaurant, craft store, and a real estate broker's office are tenants on the north side of the highway. Two retail spaces in the middle of the block are vacant, yet in the process of renovation.



Block 4



This area is bound by Main Street and 100 E to the West and East and 100 N and 100 S on the North and South sides, with State Street bisecting the area as a major thoroughfare and commercial corridor. This is the easternmost study block with a 3,200 linear feet perimeter.

BUILT ENVIRONMENT



Negatively
Impacting
Downtown



Neutral



Positively
Impacting
Downtown

HOW DOES IT SCORE



This study block has a variety of businesses. The south side hosts a health foods store, auto repair, tire shop, Mexican food restaurant, and canine recreation center and spa.

The north side of the study area has a laundromat, tanning salon, antique mercantile, florist, tattoo shop, and a short-term rentals. Over 50% of the land area of this block is paved for parking and driving with inconsistent building placement and form. A mix of parking between and in front of buildings, in combination with no landscaping or uniform setbacks, creates a cumbersome area to navigate by foot, bicycle, or vehicle.

The historic building on the corner of State Street and Main Street is the most defining structure in this area because of its traditional form and placement next to the sidewalk.





URBAN DESIGN



Negatively
Impacting
Downtown



HOW DOES IT SCORE



Neutral



Positively
Impacting
Downtown

The urban design of this specific area is non-descript except for the historic Main Street building north of the intersection with State Street. This two-story brick building has four storefronts and historic heritage apartments on the second floor. A well-maintained craftsman bungalow with large windows, brick and shingle exterior, and large roof overhangs, houses the canine recreation and spa center. Some other buildings show decay and discoloration on their stucco, detracting from the area's value and aesthetics.

INFRASTRUCTURE

(based on known datasets)



Negatively
Impacting
Downtown



Neutral



HOW DOES IT SCORE



Positively
Impacting
Downtown

All infrastructure is in good condition. There is no data for maintenance except for recent fire hydrant upgrades.

- *New fire hydrants were installed in 2008 and 2009.*
- *Water of smaller caliper (6" -10") mains in ROW are present on all streets in the study block.*
- *All underground valves and valve boxes are in the ROW, ensuring proper maintenance and repairs.*
- *Below-ground electricity is the primary method of power distribution, with just one short overhead secondary line connecting to a house at 83 E State Street.*

PEDESTRIAN AND VEHICULAR CIRCULATION



Negatively
Impacting
Downtown



HOW DOES IT SCORE



Neutral



Positively
Impacting
Downtown

Like the other study areas, the vehicular transportation is concentrated in the main corridor of State Street. However, strip mall-style development (parking in front with large building setbacks) on the north side of State Street that is oriented perpendicular to the corridor creates a terminal and narrow shaped parking lot wedged between other buildings, making vehicular navigation cumbersome—navigating as a pedestrian is similar here to the other study areas. A six-foot-wide sidewalk abutting the curbs with intermittent street trees and no bicycle amenities.

REAL ESTATE AND END-USER MIX



Negatively
Impacting
Downtown



Neutral



HOW DOES IT SCORE



Positively
Impacting
Downtown

On the south side of State Street, current tenants include a veterinary clinic, Mexican restaurant, and a car mechanic. There is a recently renovated vacant auto body shop or commercial garage space at 46 E State Street with a large parking lot in front. On the north side of the study area, there is a single-family home, a vacant lot, and a strip mall with a tanning salon and laundromat. In the historic building on the corner of Main Street and State Street, there is an antique mercantile and florist with vacant units to the north on the ground floor. The upper level of the historic building is a mixture of vacancies and overnight accommodations.



Block 5

BLOCK 5



This area is uniquely shaped compared to the other study areas, given the topographic features on the far eastern edge of Hurricane. Bound by 100 N and 100 S to the North and South, the east border of this area is defined partially following the northward curve of State Street (HWY 9), and then the border follows the rear property line of the parcels fronting S 100 E. mid-block.

BUILT ENVIRONMENT



Negatively
Impacting
Downtown



Neutral

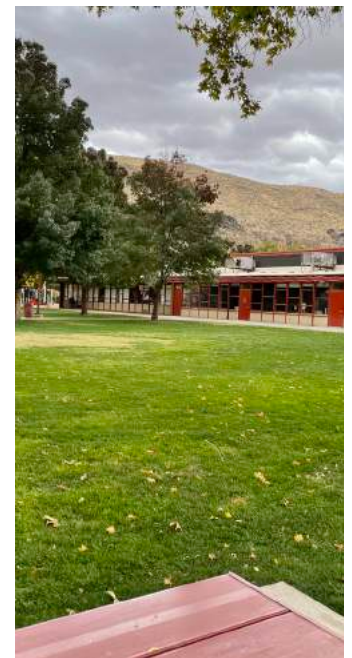


HOW DOES IT SCORE



Positively
Impacting
Downtown

Block 5 has a newly built veterinary hospital and maverick gas station situated across State Street from each other. North of the gas station are eight single-family residential properties. South of the veterinary clinic is four residential properties. State Street in the block curves northward, eventually perpendicular to the rest of the corridor to the west. A twelve-foot wide median with mature desert landscaping adds beauty to the streetscape while traffic calming around the curve of the Highway.



URBAN DESIGN



Negatively
Impacting
Downtown



HOW DOES IT SCORE



Neutral



Positively
Impacting
Downtown

This area has quality urban design, in part due to the well-designed maverick gas station with western styling and the veterinary clinic's craftsman styling. Both new developments have desert-appropriate landscaping with swales for sequestering stormwater runoff – an aesthetic and functional feature. Most of the homes in the study block are charming older homes with large trees and maintained yards.



INFRASTRUCTURE

(based on known datasets)



Negatively
Impacting
Downtown



Neutral



HOW DOES IT SCORE



Positively
Impacting
Downtown

All infrastructure is in good condition. There is no data for maintenance except for recent fire hydrant upgrades.

- New fire hydrants were installed in 2008 and 2009.
- Water of smaller caliper (6" - 10") mains in the ROW are present on all streets in the study block.
- All underground valves and valve boxes are in the ROW, ensuring proper maintenance and repairs.
- Cast iron catch basins are in the streetscape and the veterinary hospital for stormwater drainage. All manholes are in the ROW for maintenance and repair access.
- Electrical mains run below ground to all businesses and homes except on E 100 N, where all the homes receive electrical overhead.



PEDESTRIAN AND VEHICULAR CIRCULATION



Negatively
Impacting
Downtown



Neutral



HOW DOES IT SCORE



Positively
Impacting
Downtown

Like the other study areas, vehicular transportation is concentrated in the main corridor of State Street or SR-9. No crosswalks are available for crossing State Street in the study block, nor are there any bicycle amenities, demonstrating the auto centric design of the corridor. The space has been designed for the vehicle with little consideration for how bicyclists and pedestrians navigate the area, besides comfortable 9' wide sidewalks with ADA accessibility. Vehicle mobility through the parking lots is ample, with driveway access only present on 100 E for both lots due to the curve of the highway.

REAL ESTATE AND END-USER MIX



Negatively
Impacting
Downtown



Neutral



HOW DOES IT SCORE



Positively
Impacting
Downtown

The businesses in this block are Maverick gas station, Zion Veterinary Hospital, Ari Styles Hair Salon, and a short-term renal complex. The salon works out of a residential building tucked behind the gas station, and the area appears to have no vacant commercial spaces.





This area is south of the main corridor centered on Main Street and bound by 100 W and 100 E, and 200 S to the south. This is the southernmost study block with a 3,200 linear feet perimeter.

BUILT ENVIRONMENT



Negatively
Impacting
Downtown



Neutral



Positively
Impacting
Downtown

HOW DOES IT SCORE

This study block has many charming qualities typically found in the historic grid-style planning of early Mormon settlements. Notable features are present, including wide streets, mature trees, and historic homes worthy of historic protection. In addition, infill development in the form of ranch-style single-family homes and a Century Link facility at 53 W 200 S. A strip of small businesses on the west side of the main street working out of historic buildings help to tie the neighborhood to its historical roots.

The wide street on 200 S can feel undefined due to the large gravel parking strip on both sides of the road in the place of a curb and gutter. The gravel parking strip and lack of gutter make the neighborhood feel quaint and less urbanized, adding a rustic western motif while allowing stormwater to percolate naturally into the soil instead of being piped off-site. Blighting parcels exist, including the Century Link facility and dry vacant lots.

URBAN DESIGN



Negatively
Impacting
Downtown



Neutral



Positively
Impacting
Downtown

HOW DOES IT SCORE

The intermittent Victorian and Craftsman style historic homes are the greatest asset to this study block's urban design.





Existing Conditions

INFRASTRUCTURE

(based on known datasets)



Negatively
Impacting
Downtown



Neutral



Positively
Impacting
Downtown

HOW DOES IT SCORE

All infrastructure is in fair to good condition, yet a lack of capacity increase has been notated due to limited pipe sizes. There is no data for maintenance except for fire hydrant upgrades.

- Fire hydrant ages range from 1979 to 2012.
- Most electricity is supplied from primary overhead lines located mid-block at the rear property lines of residential parcels.
- The only stormwater infrastructure is a gutter on the west side of S 100 E.
- Potable water runs through a 6" cast iron line in the ROW.



PEDESTRIAN AND VEHICULAR CIRCULATION



Negatively
Impacting
Downtown



Neutral



Positively
Impacting
Downtown

HOW DOES IT SCORE

This neighborhood area is calm and has wide streets, including ample room for 30-degree angled parking. Sidewalks are only present on 100 W and Main Street, where there is a curb and gutter. Parking is ample, with angled parking on 100 W and Main Street and gravel parking strips on 200 S. Accessibility is limited on 200 S for those using mobility devices due to the gravel parking lanes without sidewalks.

REAL ESTATE AND END-USER MIX



Negatively
Impacting
Downtown



Neutral



Positively
Impacting
Downtown

HOW DOES IT SCORE

Chums headquarters, and the Main Street Café anchor the neighborhood businesses on Main Street. In addition, the Catholic thrift center, a roofing company, and Over the Edge Sports also have tenure in this study block. 132 S Main Street is a main street property with limited interaction to the street.



Transportation



Traffic Volume

Annual average daily traffic (AADT) is an estimation of how many cars travel along a specific street or street segment in a day. This number is typically derived by recording traffic counts for an extended period on a specific street. After the traffic counts have concluded, the numbers are examined and determined to be representative of normal traffic behavior, this data is then used to create an annual daily average.

The highest traffic volumes in Downtown Hurricane are recorded on State Street (SR-9) where it reaches up to 36,200 vehicles per day. State Street connects I-15, west of downtown, to Toquerville Boulevard (SR-17), which is the main access to Toquerville and La Verkin, as well as the entryway to Springdale and Zion National Park. SR-59 (100 S) has the second largest traffic volume in Downtown Hurricane (5,300 cars daily) where it connects to 100 E at the eastern edge of the study area. Other roads in downtown have lower traffic volumes remaining under 5,000 vehicles per day.

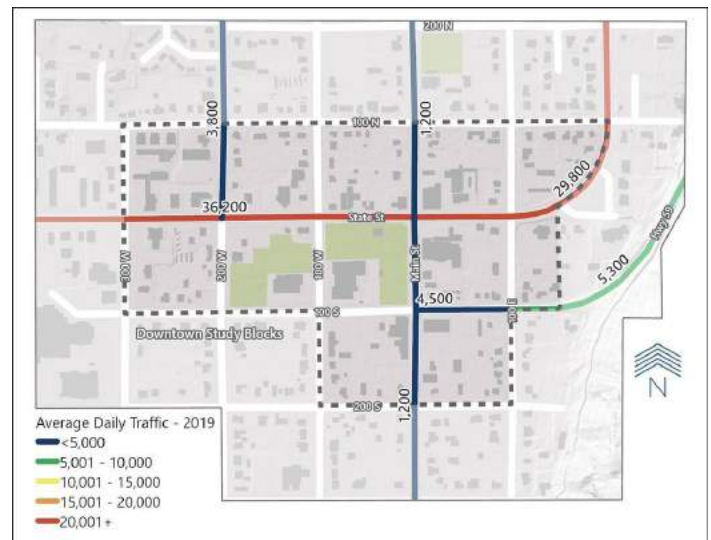


Figure 16: Average Daily Traffic Volumes (2019)



Truck Traffic Volume

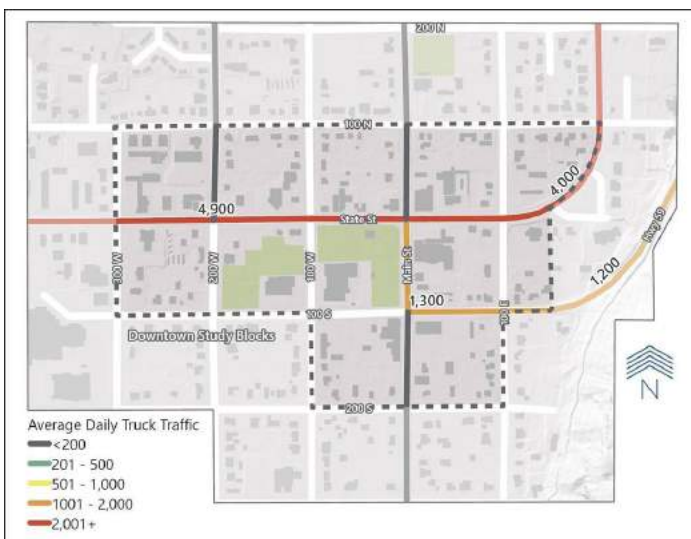


Figure 17: Average Daily Traffic Volume (2019)

State Street (SR-9) is also the main truck route in Hurricane. About 12.4% of the traffic on SR-9 is related to trucks. Trucking routes are essential to local and regional economies and the ability to move goods is a necessary component for a comprehensive transportation system. In Downtown Hurricane, accommodating large tractor-trailers as well as passenger vehicles can be a challenge. In general, tractor-trailers take up more space and require more time to come to a complete stop. Safety becomes a heightened concern not only for other vehicles but for non-motorists. High noise levels, road debris, and air pollution are also issues of concern. However, designated truck routes and urban design strategies can help mitigate these challenges.

All maps available in a larger format in the appendix



Bicycle Usage

Strava is an app that uses GPS tracking to record a variety of outdoor activities including cycling, running, walking, and other forms of active transportation. The company provides the GPS data in the form of geospatial data, providing a general idea of high-traffic corridors for active transportation (AT) such as biking and walking. It is understood that the data is representative of only certain segments and demographics of the population, such as expert bicyclists and those with access to mobile devices and does not by any means represent all active transportation users. However, it is beneficial to see where these AT trips are currently occurring in Downtown Hurricane.

State Street is the corridor with highest bicyclist usage in Downtown Hurricane, with up to 1,390 average yearly two-way trips. This represents potential conflict with car and truck traffic on the same route since bike lanes or other dedicated bicycle facilities do not exist along SR-9. The second most used corridor is 100 S which is a lower conflict alternative to State Street for moving cyclists east-west.



Pedestrian Usage

Strava data for pedestrians in Downtown Hurricane shows that State Street has the highest pedestrian usage as expected.

The area between 200 W and Main Street sees the highest number of people walking since it contains most of the main destinations in Downtown, including the Hurricane Valley Heritage Park Museum, the Hurricane City Leisure & Recreation building and park, Hurricane Theatrical, pickleball courts, and various commercial establishments. The second most trafficked street by pedestrians is Main Street followed by 100 W only between 200 S and 100 S. Most other streets in Downtown Hurricane are not used much by pedestrians. Pedestrian signal requests were evaluated for the existing traffic signals within the downtown area. These pedestrian requests are the number of times the crosswalk signal was called to allow pedestrians to cross

at the intersection. These requests represent the number of times pedestrians could cross the street at the signal and not the total number of pedestrians, since each request can allow for more than one pedestrians to cross.

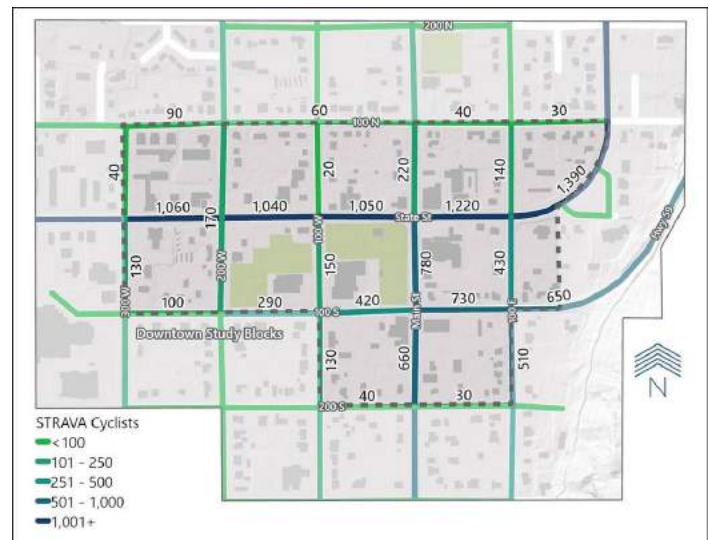


Figure 18: STRAVA Cycling Trips (2019) Yearly Two-way Trips

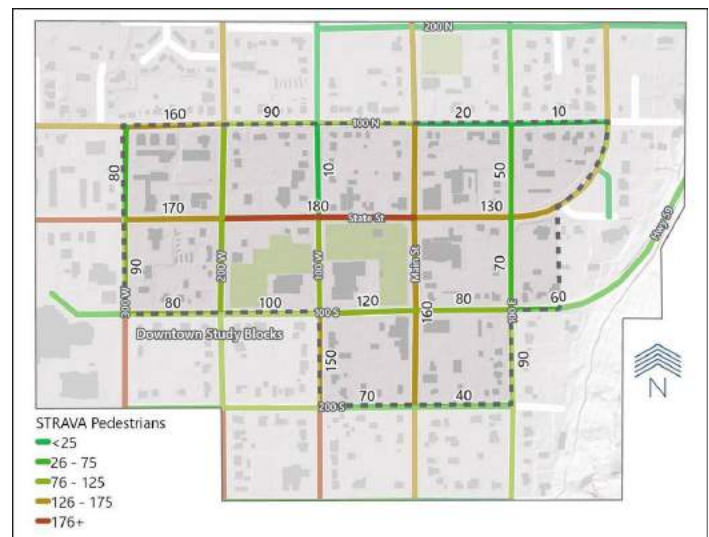


Figure 19: STRAVA Walking Trips (2019) Yearly Two-way Trips

02



MARKET ANALYSIS

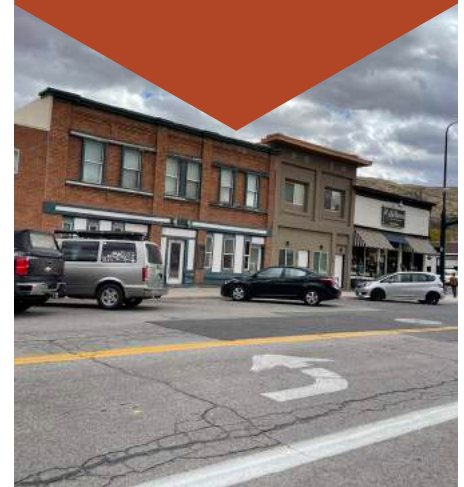




Hurricane City serves as one of several regional nodes for commerce, offering various services and amenities to the City, nearby communities, and visitors to Zion National Park. While it does meet most of the necessities and many of the desired purchases, the City is still missing several critical services and amenities that are causing residents to venture further away, towards Washington or St. George, or even further to fulfill a need.

These underserved amenities are causing residents to spend taxable dollars outside the local market, demonstrating a leakage. These missing services are called “gap” services or amenities, hindering the long-term growth of Hurricane’s economy.

The community must understand the most viable services or amenities to help the Downtown become a hub of activity and provide the highest use possible for properties. When reviewing market data and sales information, it is critical to remember there are two types of highest and best use, namely:



ROI Focused Use

This style of highest and best-use calculation is based on the return on investment (ROI), focusing on the most information generated with a property.



Civic-minded Use

This style of determination also includes qualitative factors, precisely elements necessary for vibrant communities and corridors. Often these elements have limited or no ROI yet are critical to the overall community health.

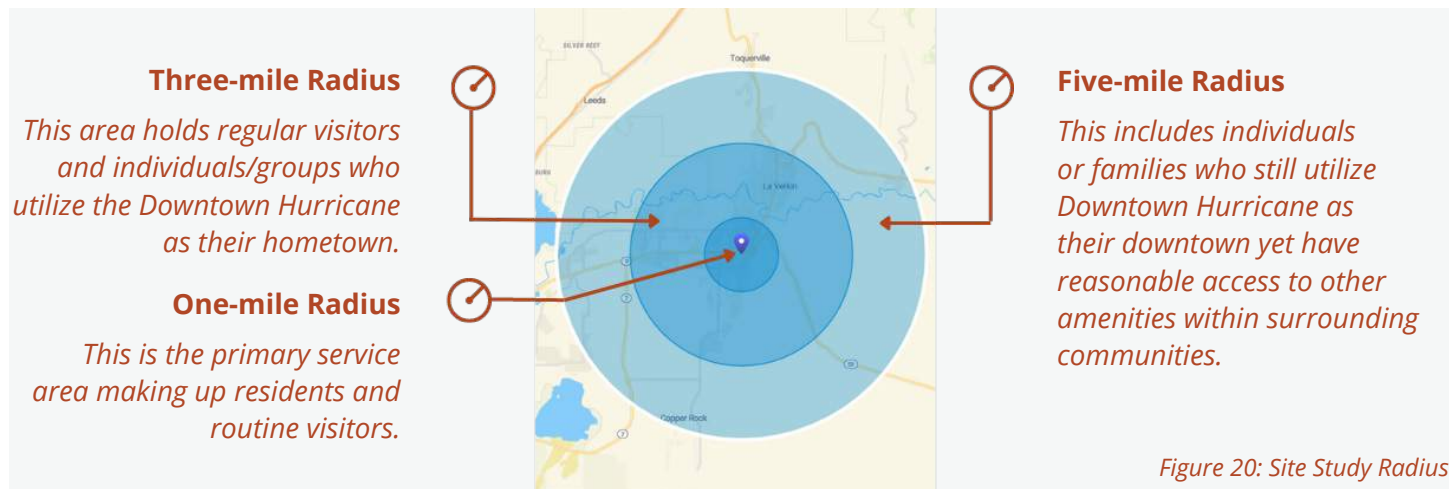
To determine opportunities for growth, the City must undergo a gap or market analysis, highlighting the potential end-users who can utilize the buildings or public spaces within Downtown, ultimately identifying the types of spaces needed. To identify these services, it is critical that the community better understand what services or amenities are being met within the community and what services residents have to travel for. By identifying these opportunity gaps, Hurricane can determine what will improve the quality of life for residents while preserving the existing businesses through limited competition.

Outlined in this section are data collected from the Claritas Market Analysis data, US Census Bureau, and other publicly available datasets. This information will be integrated within the formation from the existing conditions analysis and reviewed during recommendations preparation, ensuring the viability of critical elements or alterations.



Market Trade Areas

When preparing a market analysis, it is critical to identify a potential market demand or target market area. In the case of Downtown Hurricane, a draw radius of up to 5 miles was identified as the primary draw area. This area is demonstrated on the map in Figure 20 below. There are multiple municipalities within this drawing area, many of which utilize the services and amenities that Downtown Hurricane offers. Due to this nature, we provide information about a series of distinct trade areas up to a five-mile radius. The areas identified are:



All information and data outlined in the remainder of this chapter represent conditions as documented for the one, three, and five-mile radius as provided in Claritas Data as pulled on 03/30/2023. Conditions change, and expenditures fluctuate regularly. Updating this report annually or bi-annually with new data is recommended to ensure it remains current.

Missing Services & Amenities

Missing retail services within a community represent sectors in a market that are not meeting their fullest potential, specifically with the comparison between the amount of revenue captured and projected demand. For a small community to succeed, it must provide all necessary purchases and most of the desired services for residents. Without these goods and services, residents will be forced to travel for them, taking their valuable tax dollars to another location.

This section outlines the services and amenities identified as underserved within the target market areas (listed above). These identified sectors represent under-served services with either a potential for growth or start-up within Downtown Hurricane. Additionally, all missing services have been vetted as desirable or applicable to be placed within the one-mile.

Additional services have been underserved, yet they are not well situated for downtown or smaller-scale locations. Details about the style of service and required physical/socio-economic characteristics are provided for each service type. Each NAICS sector has significant variation within, both in terms of market demand and compatibility with the downtown area. Stakeholders should seek to recruit retail tenants that have gaps in supply, have positive growth outlooks, and foster pedestrian activity.

Auto-oriented businesses must be carefully designed within downtown areas, i.e., gasoline stations (NAICS 447), motor vehicle and parts dealers (NAICS 441), and non-store retailers (NAICS 454). While these three NAICS categories are not recommended as part of this Plan, the City should require that these establishments provide accommodations for pedestrians and micromobility users.



Start-Up or Growth Opportunities

Compounding Pharmacies and Drug Stores

This sector includes pharmacies and drug stores engaged in retailing prescription or nonprescription drugs and medicines, specifically retail pharmacies, apothecaries, drug stores, and on-site institutional pharmacies.



MISSING SERVICE	Supply Gap (1 mile)	Supply Gap (3 mile)	Supply Gap (5 mile)	5 Mile Gap as a % of Avg. Sales
Pharmacies and drug stores (NAICS 44611)	\$4,413,189	\$14,026,681	\$4,094,296	84.35%

Pharmacies and drug stores are a necessity and are already met somewhat within all three of the trade areas. Numerous establishments are located along SR 9, but none are located within Downtown. The lack of multimodal infrastructure creates an issue with accessibility between Downtown and nearby pharmacies.

The supply gap within the five-mile trade area could nearly support an average establishment in sales, and this is worth further exploration beyond the five-mile trade area. Moreover, as the area continues to grow in population, there will be a need for an additional establishment.

Convenience Stores

This sector includes convenience stores and food marts that sell a limited selection of necessity purchases (e.g., milk, bread, and snacks), excluding gas stations. Typical convenience stores provide necessity goods, and there is no existing supply within the one and three-mile trade areas. There is very limited supply within the five-mile trade area. The supply gap within the 5 mile trade area could nearly support two average establishments in sales. Theoretically, one could be placed on either end of Downtown. The City should promote locally-owned and moderate-income convenience stores to meet this sector.



MISSING SERVICE	Supply Gap (1 mile)	Supply Gap (3 mile)	Supply Gap (5 mile)	5 Mile Gap as a % of Avg. Sales
Convenience stores (NAICS 44512)	\$515,150	\$1,592,102	\$2,100,316	196.16%



Women's Clothing Stores



This sector includes stores that sell women's and girl's clothing, including maternity wear. These establishments may provide basic alterations. Clothing is a desire purchase and should be designed to compete with online retail by providing a niche retail experience.

There is substantial supply within all three supply trade areas, but all three still have opportunity gaps. The supply gap within the five-mile trade area could nearly support an average establishment in sales, and this is worth further exploration beyond the five-mile trade area. Moreover, as the area continues to grow in population, there will be a need for an additional store.

MISSING SERVICE	Supply Gap (1 mile)	Supply Gap (3 mile)	Supply Gap (5 mile)	5 Mile Gap as a % of Avg. Sales
Women's clothing stores (NAICS 44812)	\$486,382	\$1,659,544	\$563,280	63.96%

All Other General Merchandise Stores



This sector includes stores that primarily sell general merchandise, excluding department stores, warehouse clubs, superstores, and supercenters. Merchandise may include apparel, automotive parts, dry goods, hardware, housewares or home furnishings, and other lines in limited amounts, with none of the lines predominating. Examples include general stores, home and auto supply stores, and variety stores. Stores in this sector provide necessity goods, and while there is substantial supply within all three supply trade areas, all three still have opportunity gaps.

The supply gap within the five-mile trade area could nearly support two average establishments in sales, and this is worth further exploration beyond the five-mile trade area. Moreover, as the area continues to grow in population, there will be a need for an additional store.

MISSING SERVICE	Supply Gap (1 mile)	Supply Gap (3 mile)	Supply Gap (5 mile)	5 Mile Gap as a % of Avg. Sales
All other general merchandise stores (NAICS 452319)	\$468,048	\$2,161,879	\$3,106,629	161.17%



Shoe Stores

This industry comprises establishments primarily engaged in retailing all types of new footwear, excluding hosiery and specialty sports footwear, e.g., golf shoes, bowling shoes, and spiked shoes. Stores primarily selling tennis shoes or sneakers are included.



MISSING SERVICE	Supply Gap (1 mile)	Supply Gap (3 mile)	Supply Gap (5 mile)	5 Mile Gap as a % of Avg. Sales
Shoe stores (NAICS 4482)	\$464,479	\$1,538,936	\$2,087,198	186.56%

Clothing is a desire purchase and should be designed to compete with online retail by providing a niche retail experience. There is very limited supply within the five-mile trade area. The supply gap within the 5 mile trade area could nearly support two average stores in sales. Theoretically, one could be placed on either end of Downtown.

Jewelry Stores

This sector includes stores primarily selling new non-costume jewelry, sterling and plated silverware, and/or watches and clocks. These stores may also provide lapidary work and/or repair services. Jewelry is a desire purchase and should be designed to compete with online retail by providing a niche retail experience. While there is some supply within all three trade areas, there is still a very large opportunity gap at all distances.



MISSING SERVICE	Supply Gap (1 mile)	Supply Gap (3 mile)	Supply Gap (5 mile)	5 Mile Gap as a % of Avg. Sales
Jewelry stores (NAICS 44831)	\$457,637	\$1,595,805	\$1,740,313	134.83%

Moreover, given the niche nature of the jewelry sector, the trade area is much larger, especially for niche services like grandfather clock repair. The supply gap within the 5 mile trade area could very well support an average store in sales, and this should be investigated further for the possibility of a larger draw area.



Specialty Food Stores

This sector includes stores primarily selling specialized lines of food. Meat markets, fish and seafood markets, fruit and vegetable markets, other specialty food markets. Specialty food stores provide higher-end necessity goods, and there is a limited supply within the five-mile trade area. The supply gap within the 5 mile trade area could nearly support two average establishments in sales, and this will grow as the region continues to grow. Theoretically, one could be placed on either end of Downtown. The City should promote locally-owned stores to meet this sector.



MISSING SERVICE	Supply Gap (1 mile)	Supply Gap (3 mile)	Supply Gap (5 mile)	5 Mile Gap as a % of Avg. Sales
Specialty food stores (NAICS 4452)	\$358,157	\$1,105,774	\$1,463,842	159.98%

Snack and Non-Alcoholic Beverage Bars

This sector includes establishments primarily engaged in: preparing and/or serving a specialty snack, such as ice cream, frozen yogurt, cookies, or popcorn, or serving nonalcoholic beverages, such as coffee, juices, or sodas. These establishments may carry and sell a combination of snack, nonalcoholic beverage, and other related products (e.g., coffee beans, mugs, coffee makers) but generally sell a unique snack or nonalcoholic beverage. Examples include: beverage bars; carryout service doughnut, bagel, pretzel, and cookie shops with on-premises baking; coffee shops with on-premises brewing; and ice cream parlors.

Snack and non-alcoholic beverage bars are a mixture of niche and necessity goods, and these do not compete with online retailing. There is some supply within all three supply trade areas, but all three still have significant opportunity gaps. The supply gap within the five-mile trade area could nearly support four average establishments in sales, and this is worth further exploration beyond the five-mile trade area since Hurricane is a gateway to Zion National Park. These types of establishments are popular among travelers and families.



MISSING SERVICE	Supply Gap (1 mile)	Supply Gap (3 mile)	Supply Gap (5 mile)	5 Mile Gap as a % of Avg. Sales
Snack and non-alcoholic beverage bars (NAICS 722515)	\$354,086	\$1,617,355	\$2,359,578	384.52%



Electronics Stores

Electronics are an ever-changing market given the rapid evolution in technology available to the market. Moreover, recent market trends have increased niche retailing for this sector. This sector includes stores that sell:

- Products such as televisions, computers, and cameras;
- Single line of consumer-type electronic products;
- New electronic products in combination with repair and support services;
- New prepackaged computer software; and/or
- Prerecorded audio and video media, e.g., such as vinyl records.



Examples include cell phone accessories stores, consumer electronic stores, and computer stores.

Electronics are desire purchases and should be designed to compete with online retail by providing a niche retail experience. While there is significant supply within all three trade areas, there is still a very large opportunity gap at all distances. The supply gap within the 5 mile trade area could well support an average store in sales.

MISSING SERVICE	Supply Gap (1 mile)	Supply Gap (3 mile)	Supply Gap (5 mile)	5 Mile Gap as a % of Avg. Sales
Electronics stores (NAICS 443142)	\$335,225	\$2,297,116	\$3,512,062	125.48%

Luggage and Leather Goods Stores

This sector includes stores selling new luggage, briefcases, and trunks. These stores may also sell these in combination non-leather apparel such as belts, gloves, and handbags. Luggage and leather goods are desire purchases and should be designed to compete with online retail by providing a niche retail experience.

There is no supply within the five-mile trade area. The supply gap within the 5 mile trade area could well support two average stores in sales. Theoretically, one could be placed on either end of Downtown. National brands, whether sold by a local or national retailer, are the most popular products in this sector.



MISSING SERVICE	Supply Gap (1 mile)	Supply Gap (3 mile)	Supply Gap (5 mile)	5 Mile Gap as a % of Avg. Sales
Luggage and leather goods stores (NAICS 44832)	\$334,021	\$1,035,536	\$1,385,859	218.42%



Missing Service Typology Recommendations

As important as identifying the potential demand is outlining the requirements for each leakage. The below chart, Figure 21, shows the critical factors for each of the specified services. These statistics are based on national standards, and further research may be required to verify their applicability to the Hurricane local economy.

MISSING SERVICE	Recommended Square Footage	Recommended Community Size	Recommended Per Capita Income
Pharmacies and drug stores (NAICS 44611)	1,500 - 2,500	5,000	\$35,000
Convenience stores (NAICS 44512)	2,500 - 4,000	1,500	\$30,000
Women's clothing stores (NAICS 44812)	1,500 - 2500	10,000	\$40,000
All other general merchandise stores (NAICS 452319)	3,500 - 7,500	1,500	\$30,000
Shoe stores (NAICS 4482)	3,00 - 5000	4,000	35,000
Jewelry stores (NAICS 44831)	1,500 - 2,500	5,000	\$40,000
Specialty food stores (NAICS 4452)	5,000 - 10,000	3,000	\$35,000
Snack and non-alcoholic beverage bars (NAICS 722515)	3,000 - 5,000	5,000	\$30,000
Electronics stores (NAICS 443142)	3,000 - 6,000	5,000	\$35,000
Luggage and leather goods stores (NAICS 44832)	2,000 - 4,000	10,000	\$45,000

Figure 21: Missing Service Recommendations

The Claritas database provides all information from the above-outlined services. Market research or the Claritas database offers details about each amenity or category interpolated or reviewed.

Economic Impact of Missing Services or Amenities

Outlined below are calculations demonstrating the potential “leakage” of sales tax revenue to the City. The tax revenue calculations are based on a 1% City sales tax, and all estimates are provided per establishment. In addition to the 1% City sales tax, there is also a 4.85% Utah state sales tax, 0.35% Washington County sales tax, and 0.55% special district sales tax.

MISSING SERVICE	Average Revenue Per Utah Establishment (Source: 2017 Economic Census)	Potential City Sales Tax Capture (Per Establishment)
Pharmacies and drug stores (NAICS 44611)	\$4,853,671	\$48,537
Convenience stores (NAICS 44512)	\$1,070,702	\$10,707
Women's clothing stores (NAICS 44812)	\$880,723	\$8,807
All other general merchandise stores (NAICS 452319)	\$1,927,519	\$19,275
Shoe stores (NAICS 4482)	\$1,118,778	\$11,188
Jewelry stores (NAICS 44831)	\$1,290,712	\$12,907
Specialty food stores (NAICS 4452)	\$915,003 (US)	\$9,150
Snack and non-alcoholic beverage bars (NAICS 722515)	\$613,649	\$6,136
Electronics stores (NAICS 443142)	\$2,799,000	\$27,990
Luggage and leather goods stores (NAICS 44832)	\$634,500	\$63,450
Potential additional City tax revenue annually		\$218,417

Figure 22: Missing Service Economic Impact

All calculations are based on Claritas database information and US Census Bureau revenue per NAICS sector. The above data is provided to compare and demonstrate potential revenue capture for Hurricane, and all statistics will require additional investigation. The information above does not guarantee the tax capture for properties or businesses and is merely a projection based on available data.



Oversaturated Services

While Hurricane has a documented lack of services and amenities, the community does have several over-saturated services. Oversaturated services are grossly overselling the potential demand for the Downtown. Outlined below are the services that are quoted as most oversaturated for all three identified radii.

Oversaturated Service	1 Mile Radius	3 Mile Radius	5 Mile Radius
Building material and supplies dealers (NAICS 4441)	-\$19,825,073	-\$33,986,488	-\$42,349,014
Warehouse clubs and supercenters (NAICS 452311)	-\$15,781,421	-\$21,617,311	-\$23,060,641
Other general merchandise stores (NAICS 4523)	-\$15,313,373	-\$19,455,432	-\$19,954,012
Home centers (NAICS 44411)	-\$11,235,187	-\$22,624,074	-\$32,636,821
Other building material dealers (NAICS 44419)	-\$7,006,003	-\$9,410,590	-\$8,243,352
Home furnishings stores (NAICS 4422)	-\$3,717,370	-\$6,891,539	-\$7,627,943
Furniture stores (NAICS 4421)	-\$3,499,122	-\$5,968,610	-\$6,330,576

Figure 23: Oversaturated Services



By targeting end user clusters, the potential revenue per foot in a downtown is increased by 70%



Economic Opportunity Impacts

This section outlines recommendations for business or end-user types to attract into Downtown Hurricane. These recommendations are based on the market analysis and a detailed review of the currently vacant or underutilized buildings within the downtown area. The suggestions help identify tenant type, square footage, block location, and potential lease rates.

Recommended Use	Space Allocated in the building (sq. ft)	Potential Lease Rate (per foot)	Potential municipal revenue capture per foot
Pharmacies and drug stores (NAICS 44611)	6,500	\$20.00	\$7.46
Convenience stores (NAICS 44512)	5,000	\$18.00	\$2.14
Women's clothing stores (NAICS 44812)	2,000	\$15.00	\$4.40
All other general merchandise stores (NAICS 452319)	7,500	\$15.00	\$2.57
Shoe stores (NAICS 4482)	1,500	\$17.50	\$7.45
Jewelry stores (NAICS 44831)	2,000	\$20.00	\$6.45
Specialty food stores (NAICS 4452)	5,000	\$15.00	\$1.83
Snack and non-alcoholic beverage bars (NAICS 722515)	1,500	\$17.50	\$4.09
Electronics stores (NAICS 443142)	5,000	\$20.00	\$5.60
Luggage and leather goods stores (NAICS 44832)	2,000	\$15.00	\$3.17

Note: The above-quoted rates are outlined as regional standards. Further review is required for market condition applicability.

Figure 24: Economic Opportunity Impacts

03



PUBLIC INPUT SYNOPSIS



PUBLIC INPUT SYNOPSIS



Public input is the cornerstone of any civic-minded project, and the Hurricane City Downtown Plan is no different. Engagement with the public started early in the process and was a constant touchpoint throughout the entire process. Outlined below is the process that was utilized, and the results achieved.

The Process

The process utilized for the Hurricane City Downtown Plan followed the VAK (Visual, Auditory, Kinesthetic) model. Through this model, we were able to tailor feedback models to methods for which the public was comfortable with. Additionally, a test, refine, and repeat model was utilized, ensuring that public opinion was integrated throughout, ensuring the public's vision was met at every stage. Outlined below is the process that was utilized:

1. Community values surveying
2. Stakeholder and one-on-one meetings
3. Community event participation
4. Community Visioning Workshops
5. Draft Recommendations
6. Community Feedback Survey
7. Final report presentation

The Results

Due to the efforts of the public and stakeholders, engagement and feedback was an outstanding success. Some critical statistics include:

- **A total of 622 responses were completed for the community visioning survey.**
- **6 different stakeholder meetings were held.**
- **More than 47 individuals and families provided feedback at 3 public workshops across business owners, elected officials, and community member groups.**
- **128 members of the public participated over two meetings providing community visioning input and feedback, producing over 500 comments.**
- **A total of 220 responses were received for the community feedback survey.**

Additional data from public input events is provided in the appendix section

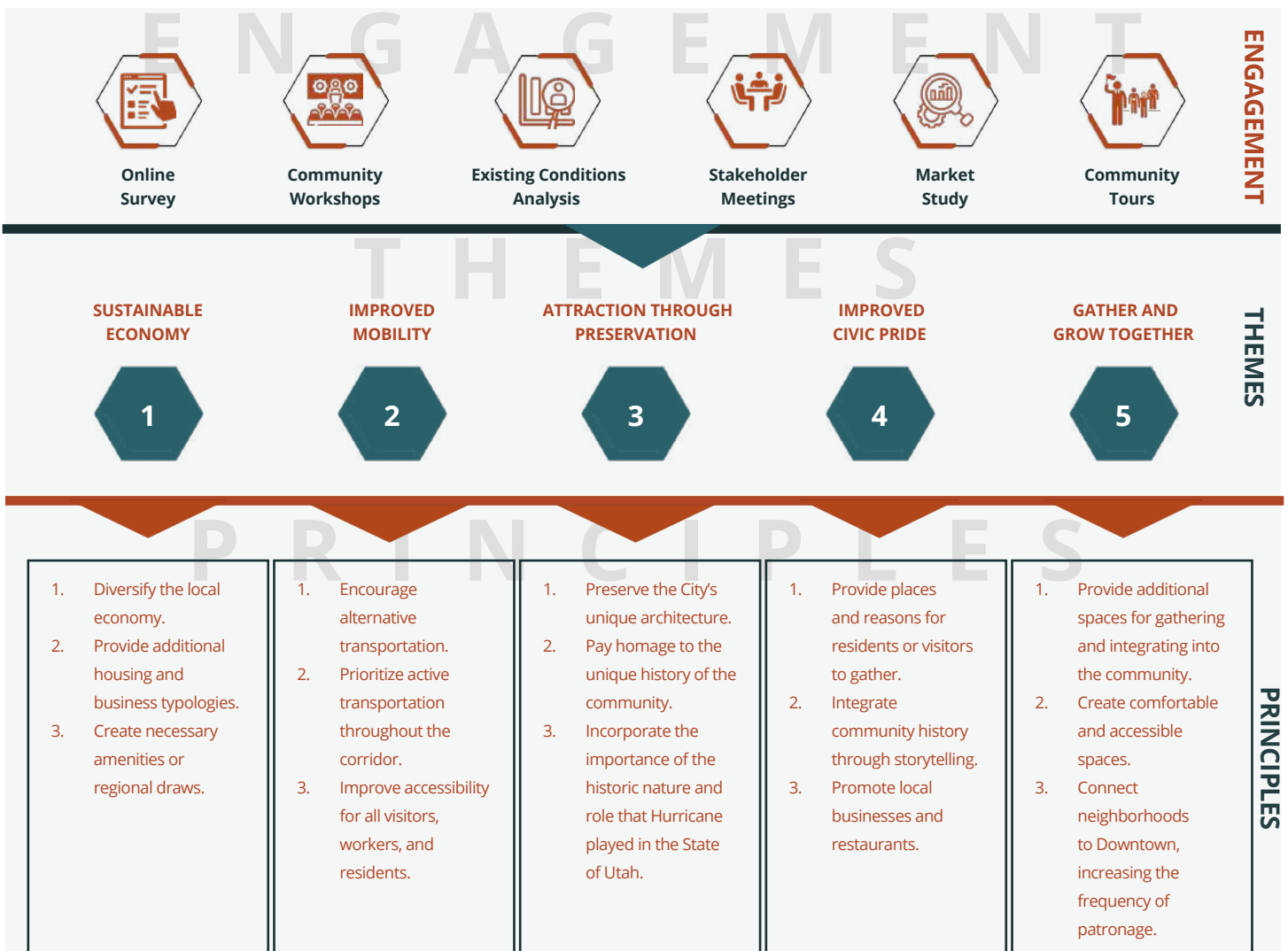


Community Character Elements

Outlined below are some of the critical community character elements determined through public engagement process. These elements were compiled and extrapolated from input surveys, community charrette notes, online comments, and other feedback methods to demonstrate the overall vision of the community:

- Residents enjoy the small-town atmosphere of Hurricane City.
- There are concerns that revitalization efforts and development will detract from the small-town feel of the community.
- 33.8% of residents have lived in the community for one to five years.
- 37.4% of respondents visit Downtown area daily.
- 75.1% of respondents stated there are not enough service and retail options in Downtown.
- Of the second survey respondents, 72.9% indicated a desire for date night dining options as a priority.
- 89.9% of survey respondents support further downtown revitalization in Hurricane City.
- 71.8% of survey respondents indicated that improved retail and service opportunities in Hurricane City would make Downtown more vibrant.

Plan Themes



04



DRAFT RECOMMENDATIONS





Revitalization Recommendations

In the previous chapters, highlighted information has been prepared to outline the current Downtown conditions and a desired future for Downtown. These two items serve as both the beginning and terminus of a path forward for the community. However critical these steps are, they are not actionable or implementable without a series of detailed and attainable recommendations that will document a concise pathway between the two identified points. Outlined in this chapter are recommendations that will help drive Downtown and the community forward, achieving their goals to make a vibrant, attractive, and inviting downtown.

All recommendations outlined in this chapter are crafted to help revitalize or amend the community based on the results of the public input received during the extensive input campaign. Recommendations are broken down into categories to offer background data and information for each recommendation. The below information is provided for each recommendation:

- ☒ **Name/Topic of the recommendation**
- ☒ **A detailed explanation of the recommendation**
- ☒ **Justification for the recommendation**
- ☒ **What issues or concerns will the recommendation address**
- ☒ **Anticipated benefits from completion**



The implementation chapter will provide further details about each recommendation's timing, roles, and responsibilities, such as:

- ☒ **Timing and strategies for implementation**
- ☒ **Integration and cooperation necessary between community partners**





Land Use Recommendations

This section outlines recommendations for Downtown's current and future land use, as outlined in Figure 25. These recommendations are created to help provide a series of changes to the land-use designations within Downtown that will drive catalyst changes and ensure enforceability. A list of proposed recommendations is as follows:

1. **Implement a vacant property ordinance.**
2. **Create a Downtown mixed-use zoning district, allowing and encouraging a variety of uses on upper floors such as dwelling units, office spaces, and studios.**
3. **Create an overlay zone for Downtown (specifically related to form-based codes).**
4. **Alter local ordinances and zoning to require retail or service-based industries in Downtown.**
5. **Update zoning and ordinances to ensure a minimum Floor Area Ratio (FAR) is met.**

Detailed information about each of the above-outlined recommendations is provided below:

1. Implement a vacant property ordinance

A vacant property ordinance will allow the community to better regulate the use of spaces (both indoor and outdoor) within Downtown. Through this effort, the community can ensure that maximized tax revenue is collected from sales and real estate. The proposed elements of a vacant property ordinance should include the following:

i. Name/Topic of the recommendation

Limiting the potential uses or end-users in a building will limit the potential impact for less impactful uses. For example, storage and unused spaces should not be allowed on retail window-facing or ground-floor spaces within downtown properties.

ii. Requirements for building use

Thresholds (minimum and maximum) for vacancy tenure – This part of the ordinance would focus on providing a set of guidelines for properties that are choosing to be vacant, specifically:

- *Documenting the minimum requirements for marketing the properties.*
- *Outlining the maximum time frame a property can be left vacant without adequate marketing or attempts to re-lease.*

iii. Document what a “used” building entails

As critical as the requirements for reducing vacancies is the definition of what a used property entail. This definition should include necessary language that will clearly and concisely define characteristic traits of what a user (or non-vacant) property requires. Special emphasis should be provided on the presence or appearance of spaces, not dictating the exact use of non-visible spaces.

iv. Provide incentives and penalties for compliance issues

As critical as the requirements for reducing vacancies is the definition of what a used property entail. This definition should include necessary language that will clearly and concisely define characteristic traits of what a user (or non-vacant) property requires. Special emphasis should be provided on the presence or appearance of spaces, not dictating the exact use of non-visible spaces.



2. Create a Downtown mixed-use zoning district, allowing and encouraging a variety of uses on upper floors such as dwelling units, office spaces, and studios

A mixed-use zoning district should be established within Downtown. This will require an amendment to the current zoning code and map. Creating a mixed-use zone will encourage all floors of Downtown buildings to be utilized.

The activation of upper floors within a downtown benefits the community's overall economy but it also benefits the specific property owner by providing the owner with a more diversified source of income from the property. Upper floor uses can include professional services, office spaces, studios, housing and more, depending on the space available and other site aspects.

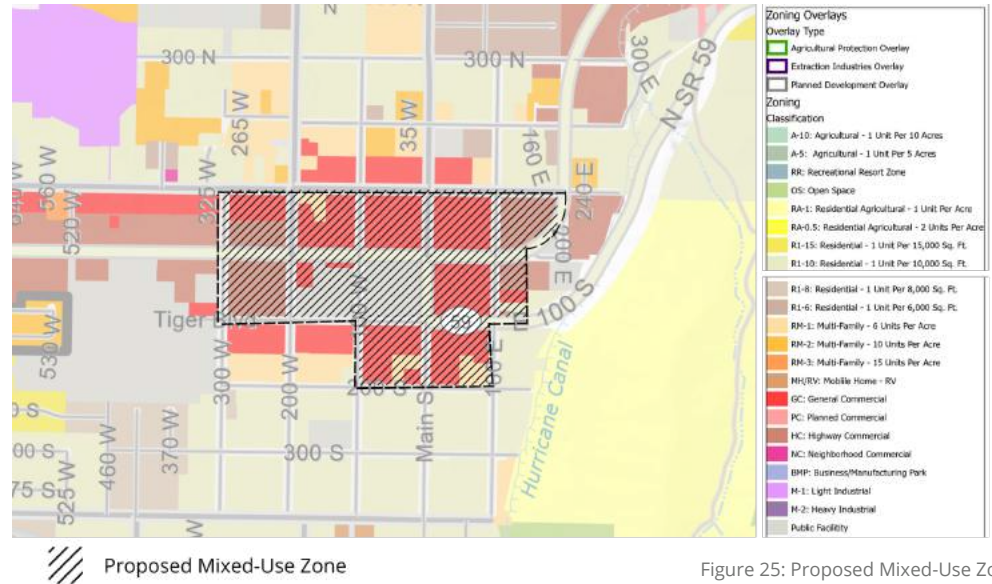


Figure 25: Proposed Mixed-Use Zone

3. Create an overlay zone for Downtown (specifically related to form-based codes)

An overlay zone applies special zoning regulations over previously established zoning districts. Creating a new overlay zone will allow the City to implement the most successful parameters for Downtown while maintaining the previously determined requirements with the other zoning districts. All future development and redevelopment within Downtown will be subject to, and be able to take full advantage of, the new regulations. This is anticipated to impact newly constructed buildings, grandfathering existing uses in place. The proposed overlay zone would implement Form-Based Code regulations and the existing zoning requirements within Downtown.

4. Alter local ordinances and zoning to require retail or service-based industries in Downtown

This recommendation is provided as a method for helping to improve the utilization of space within Downtown. By implementing a retail or service-based industry, first-floor requirement, the community will be able to ensure Downtown properties maximize visibility and provide the most economic impact possible. Additionally, the efforts of ensuring retail or services-based industries on the first floor will drive the appearance of full store fronts, demonstrate viability of the corridor, and improve ADA accessibility, ensuring access for all users.



5. Update zoning and ordinances to ensure a minimum Floor Area Ratio (FAR) is met

This recommendation will ensure that downtown development or redevelopment maximizes the economic impact on the community. This will require an increase in the floor area ratio, or land covering percentage, to allow for greater density. FARs of 1 or higher represent square footage that meets 100% lot coverage. Square footage calculations are based on occupiable space, as determined on your occupancy permit.

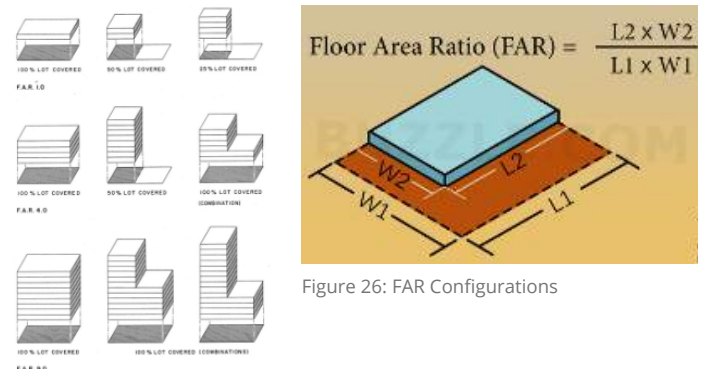


Figure 26: FAR Configurations

For example:

a. A 10,000 Sq Ft single-story building on a ½ acre lot would have the following calculation – 10,000 Sq Ft of building / 21,780 Sq Ft of lot size = FAR .459

b. A 30,000 Sq Ft building (2 floors at 15,000 Sq Ft each) on a ½ acre lot would have the following calculation – 30,000 Sq Ft of building / 21,780 Sq Ft lot size = FAR 1.37

Increasing the FAR calculations will be important to improve usable space in Downtown and even integrate housing. Outlined in Figure 27 is the proposed FAR calculation to be achieved by different tenant/building types:

While this list is not exhaustive, it should set the minimum calculations allowed for permitting during the City's business/building permitting process. Incentives for increased FAR could include reduced parking requirements or qualification. Special consideration should be given for buildings with a FAR of .75 or higher, to reduce parking. See page 83, recommendation 7 for further details.

Building Use	Floor Count	FAR
Retail	1 Floor	.75 - .90
	2 Floors	1.15 - 1.75
Commercial	1 Floor	.65 - .80
	2 Floors	1.05 - 1.3
Service/Restaurant	1 Floor	.60 - .80
	2 Floors	1.25 - 1.40
Residential (stand-alone)	1 Floor	.65 - .80
	2 Floors	.95 - 1.25

Figure 27: FAR Ratios by Building Use

Here are a few considerations to consider when calculating FARs for buildings:

- ✓ FAR's do not include parking or exterior hard surfaces in their calculations.
- ✓ ROW or other space calculations are not calculated in the FAR calculations.
- ✓ A FAR calculation should be conducted for all redevelopment or new construction.
- ✓ Outdoor dining spaces for restaurants (including decks and other above-ground spaces) should be calculated in the FAR.

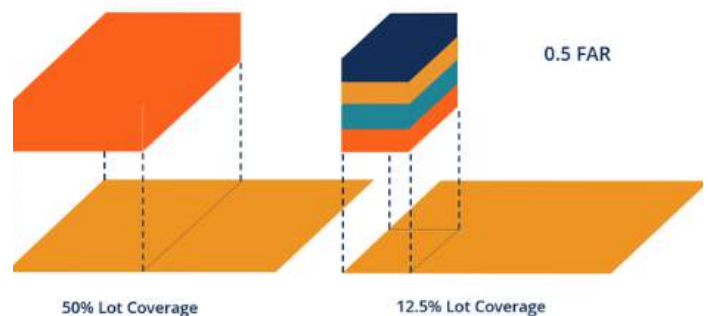


Figure 28: Lot Coverage Equivalencies



Built Environment Recommendations



Outlined in this section are recommendations relating to the built environment of Downtown. These recommendations are crafted to help implement necessary changes to the community's vision for the overall look, feel, and atmosphere of Downtown Hurricane. A list of proposed recommendations is as follows:

1. **Update and enforce signage regulations.**
2. **Create downtown design guidelines.**
3. **Create mid-sized, hard-surface community gathering spaces in Downtown.**
4. **Incentivize the development of mixed-uses for developers acquiring underutilized downtown properties.**
5. **Work with local realtors to create a downtown properties marketing database.**
6. **Implement an annual façade program.**
7. **Preparation and implementation of form-based code, specifically in the Downtown overlay zone**

Detailed information about each of the above-outlined recommendations is provided below:

1. Update and enforce signage regulations

Creating unified and comprehensible signage code will drive a distinct Downtown look and feel. In addition, updating sign regulations will provide a clear and consistent review framework. These guidelines will help ensure the proposed signage accentuates Downtown, furthering the area's brand.

These downtown design guidelines will help define a sense of place and can be further personified in the proposed downtown design guidelines. Samples of appropriately integrated signage in successful downtowns are provided below:

Some regulations to consider are:

- ✓ No more than three (3) colors for small or medium-sized signage
- ✓ Limited window-mounted or painted signage
- ✓ Limited text on signage, preferring logos and graphics for storytelling and identification
- ✓ Non-internally light signs, preferring ornate and accurate hook or overcast lighting
- ✓ Informational or LED scrolling signage should be discouraged; and
- ✓ Marquee or other attention-grabbing signage should be encouraged at critical intersections

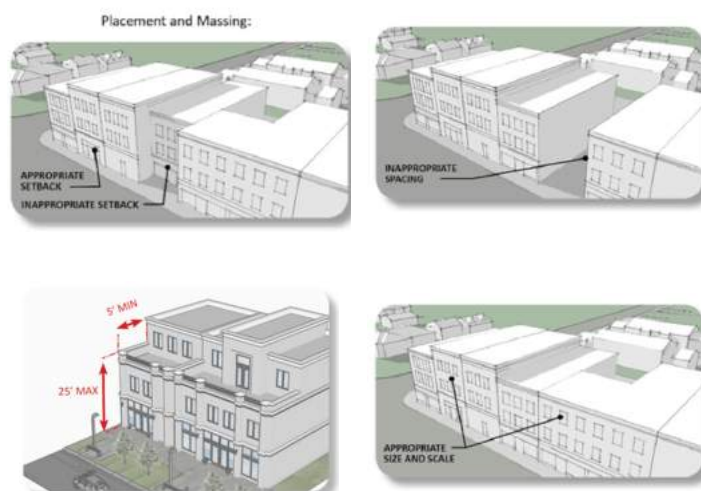




2. Create downtown design guidelines

Preparing this community-driven document yields a defined and implementable “look” for Downtown. These elements will help promote an attractive and inviting atmosphere, encouraging individuals to spend more time downtown. Often, a successful set of design guidelines must be specific and place-based. Elements proposed to be included are:

- ✓ District elements and typology
- ✓ Architecture typology
- ✓ Architectural styles details
- ✓ Forming and massing of architectural elements
- ✓ Incremental development
- ✓ Before and After renderings
- ✓ Façade elements
- ✓ Signage requirements
- ✓ Site amenities and vegetation guidelines



Uses	Districts					
	Big Box Store	Medium Intensity Strip Mall	Medical Office	Mixed-Use Retail	Mid-Rise Residential	Village Residential
Residential & Lodging						
Residential				●	●	●
Hotel & Inn	●	●	●	●	●	●
Residential Care				●	●	●
Civic						
Assembly			●	●	●	●
Transit Station	●	●	●	●	●	●
Hospital & Clinic		●	●	●	●	●
Library/Museum/Post Office (no distribution)	●	●	●	●	●	●
Police & Fire	○	○		○	○	○
School				●	●	●
Retail						
Neighborhood Retail	●	●		●		
General Retail	●	●		○		
Outdoor Sales Lot						
Service						
Neighborhood Service	●	●	●	●	●	●
General Service	●	●				
Vehicle Service				○		
Office & Industrial						
Office	●	●	●	●	●	●
Craftsman Industrial	●	●	●	●		
Infrastructure						
Parking Lot	●	●	●	●	●	●
Parking Structure	●	●	●	●	●	●
Utility & Infrastructure	○	○	○	○	○	○
Open Space	●	●	●	●	●	●
Accessory Uses						
Home Occupation	●	●	●	●	●	●
Outdoor Storage of Goods				●		
Parking Lot	●	●	●	●	●	●
Parking Structure	●	●	●	●	●	●

Figure 29: Design Guideline Example Graphics



3. Create mid-sized, hard-surface, community gathering spaces in Downtown

Public spaces are where a community gathers, integrates, and connects. For Hurricane, it is recommended that a series of public gathering spaces be created, helping to guide and encourage further downtown exploration. Depicted below are the proposed sites and amenities for each:

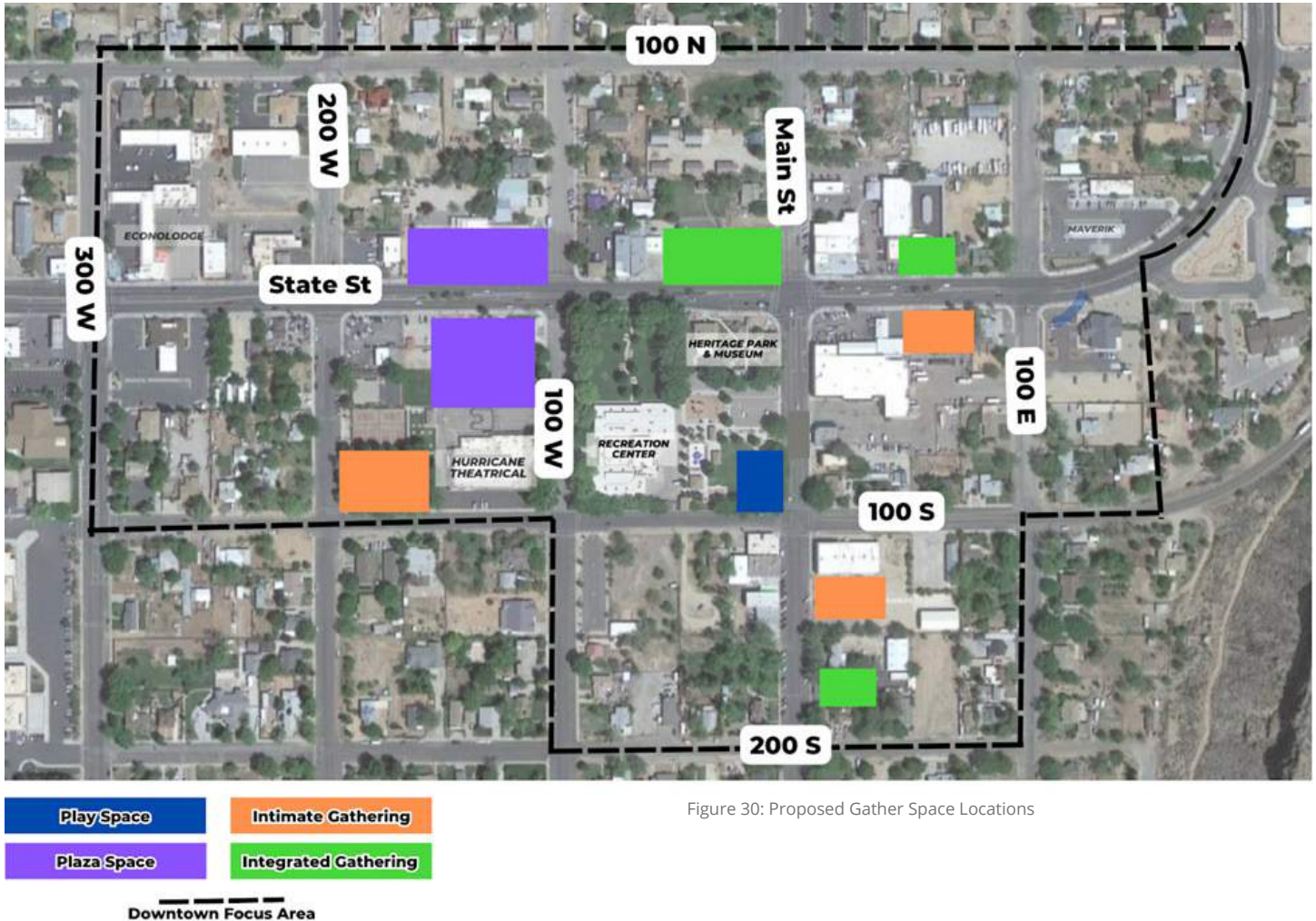


Figure 30: Proposed Gather Space Locations

Critical gathering spaces include:



DOWNTOWN PLAY SPACE	COMMUNITY PLAZA	INTIMATE GATHERING SPACE	INTEGRATED GATHERING SPACE
This space is meant to enrich the experience for kids, providing passive play opportunities and allowing families to stay downtown for a more extended period.	Community plazas are multi-purpose, providing the community with a space to eat, congregate, and enjoy time together. Plazas are also equipped to accentuate areas where people can spend more time and enjoy the attributes of Downtown.	These gathering spaces are meant for smaller groups, highlighting the opportunity to have private or quiet conversations right in the middle of all the action happening around them.	Integrated gathering spaces are places where people can quickly stop and enjoy the sights, sounds, and experiences of Downtown Hurricane. These amenities should focus on unique elements to draw in users while providing comfort.



4. Incentivize development of mixed-uses for developers acquiring underutilized downtown properties

Incentivizing property owners and/or developers to acquire, renovate or revitalize buildings is often met with a series of roadblocks, perceived or realized. To assist this, we recommend a series of incentives that have various fiscal and non-fiscal impacts, matching the anticipated return on investment (from the municipality) to the elements offered. When offering incentives to owners and developers, non-financial opportunities must be considered first and more frequently than budgetary incentives. Providing municipal officials and developers with a sample spreadsheet of opportunities is often the first step. However, when preparing these sheets, it is important to document how many items of each category can be selected, limiting the fiscal impacts on the overall community. Some sample incentives are as follows:

Concession Type	Concession	AGENCY		
		Municipality	Property Owner	CRA/DDA/BID
Financial	Offer owner financing (purchase)			
Financial	Provide Sq. Ft. cost for rehab work (maximum)			
Financial	Offer facade or signage construction assistance			
Financial	Partner on grant applications to DEP			
Financial	Provide options for low-interest collective loans			
Financial	Offer tax abatement for necessary businesses			
Select 2 from above				

Figure 31: Financial Incentives

Concession Type	Concession	AGENCY		
		Municipality	Property Owner	CRA/DDA/BID
Non-Financia	Offer business marketing assistance (digital)			
Non-Financia	Allow sub-let of unused space			
Non-Financia	Market and maintain database of properties			
Non-Financia	Organize community clean up days			
Non-Financia	Coordinate downtown-wide sales or events			
Non-Financia	Create a "shop local" spreadsheet for retail			
Select 2 from above				

Figure 32: Non-Financial Incentives



5. Work with local realtors to create a downtown properties marketing database

Helping property owners market their available buildings in a user-friendly and concise manner is an essential step towards increased utilization.

It is recommended that the City partner with local realtors to prepare and market files or dedicate a municipal staff to serve as the single point of interaction, empowering downtown property owners to become more active and engaged.

Below is a series of actionable goals to achieve this recommendation:

- ✓ **Create a customized website (custom website or database)**
- ✓ **Develop an interactive map of Downtown properties.**
- ✓ **Database links for assessor and parcel data**
- ✓ **Downloadable property flyers (marketing or one-off sheets)**
- ✓ **Contacts for leasing/owner agents**



201 E. 7TH ST

Community details:
The City of Walsenburg is a diverse community with a structurally intact downtown corridor boasting unique architectural styles. Additional socio-economic or demographic factors are outlined below:

- Average median household income of \$28,554
- 19% of residents hold a bachelors degree or higher
- Average age of 40.6 years old
- An average of \$4,494.40 spent annually on "Food away from home"
- 15.1% of residents work from home
- Underutilized services include:
 - Building materials and supplies
 - General merchandise and clothing stores
 - Furniture and home furnishings stores
- Community has a regional draw and three access points to I-25 within 3 miles of downtown.

The building is in acceptable condition and includes many of the fixtures or equipment in the purchase price. Since the building has been vacated, the structure has been maintained with utilities left turned on, preserving the structure.

- Large parcel of land available for development
- Primary structure design purpose was educational
- Property can be rezoned to fit redevelopment or rehabilitation purposes
- 50,000+ sq ft of space for rehabilitation



PROPERTY HIGHLIGHTS

- 1,100 vehicles drive past the property daily

- Ample space for redevelopment or reconstruction

- Convenient access to downtown and interstate

BUILDING HIGHLIGHTS

- Available lots can provide ample parking opportunities

- Strong masonry shell can support many uses

- Retail and frontage windows to support a myriad of end users

— Page 2 - 415 Walsen Ave —

Partially funded by USDA Rural Development

Figure 33: Property Database Document Example

Helping prepare this type of marketing program is not cheap or quick, yet it is effective in quickly achieving more utilized buildings. To help streamline this community effort, due diligence reports should be prepared for all underutilized properties. These reports can be linked to the website and offer a downloadable flier for each. Information to be included in the reports includes:

- ✓ **Property address and imagery**
- ✓ **Allowable uses and zoning**
- ✓ **Building information (e.g., age, uses, permits)**
- ✓ **Daily traffic counts**
- ✓ **Floor plans (if available)**
- ✓ **Succinct tax and assessor information**
- ✓ **Community data or socio-economic information**

Preparing these reports will provide property searchers and developers with applicable data for lease and purchase opportunities within Hurricane. With this information, the awareness of the current community conditions and market can be shared to a broader reach.



6. Implement an annual facade program

Facade programs are often the most profitable investment a small to medium-sized community can implement, helping drive revitalization. The annual facade program recommendation is to identify potential funding sources, prepare a necessary framework, and implement a matching facade program.

Details about the proposed program are outlined below:

a. Utilize a USDA or CDBG funding application to provide seed funds for the projects.

b. 50/50 match, up to \$10,000 per addressed property

c. Eligible elements include:



The community can begin revitalizing Downtown properties through this program. Additional consideration should be given to areas along the alleyways, encouraging property owners to create “flow-through” businesses, increasing alleyway access, and driving safe pedestrian circulation. Below is the proposed priority map for facade improvements:

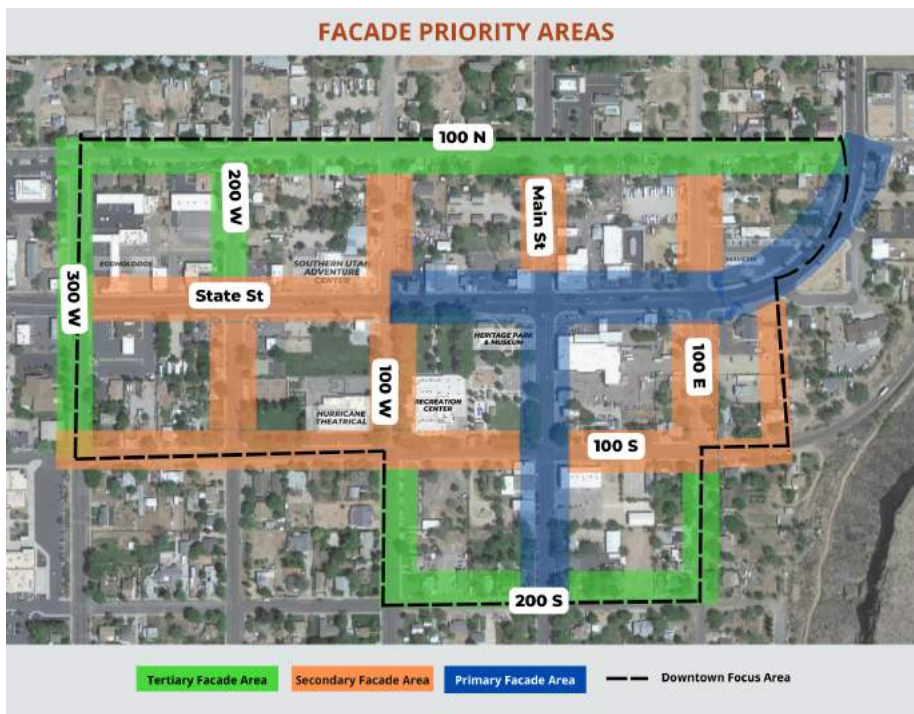
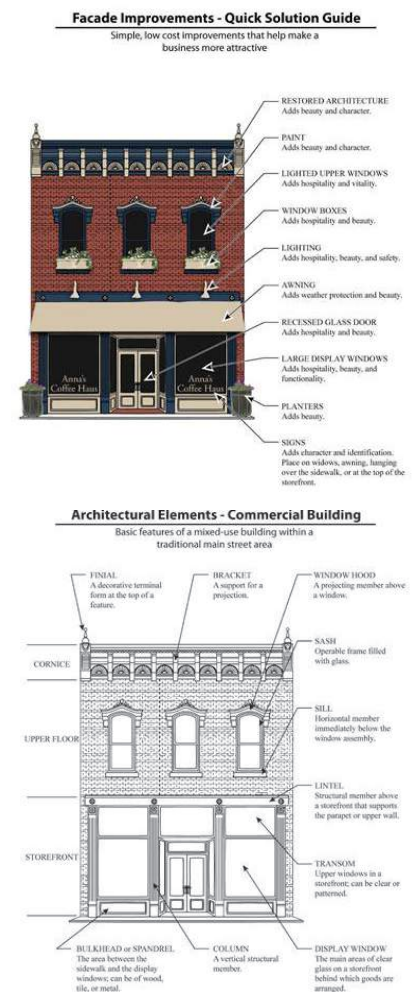


Figure 34: Property Database Document Example

The proposed facade grant program participation process includes the following:

1. Preparation of a simple 2-page application (including cost estimates or contractor quotes)
2. Scoring and ranking of properties based on leveraged funds, project readiness, and community impact.
3. Grant agreement preparation and approval
4. Expenditure of funds and reimbursement every month

The graphics below highlight various façade elements.



Above images provided in appendix section in larger size



7. Preparation and implementation of form-based code, specifically in the Downtown overlay zone

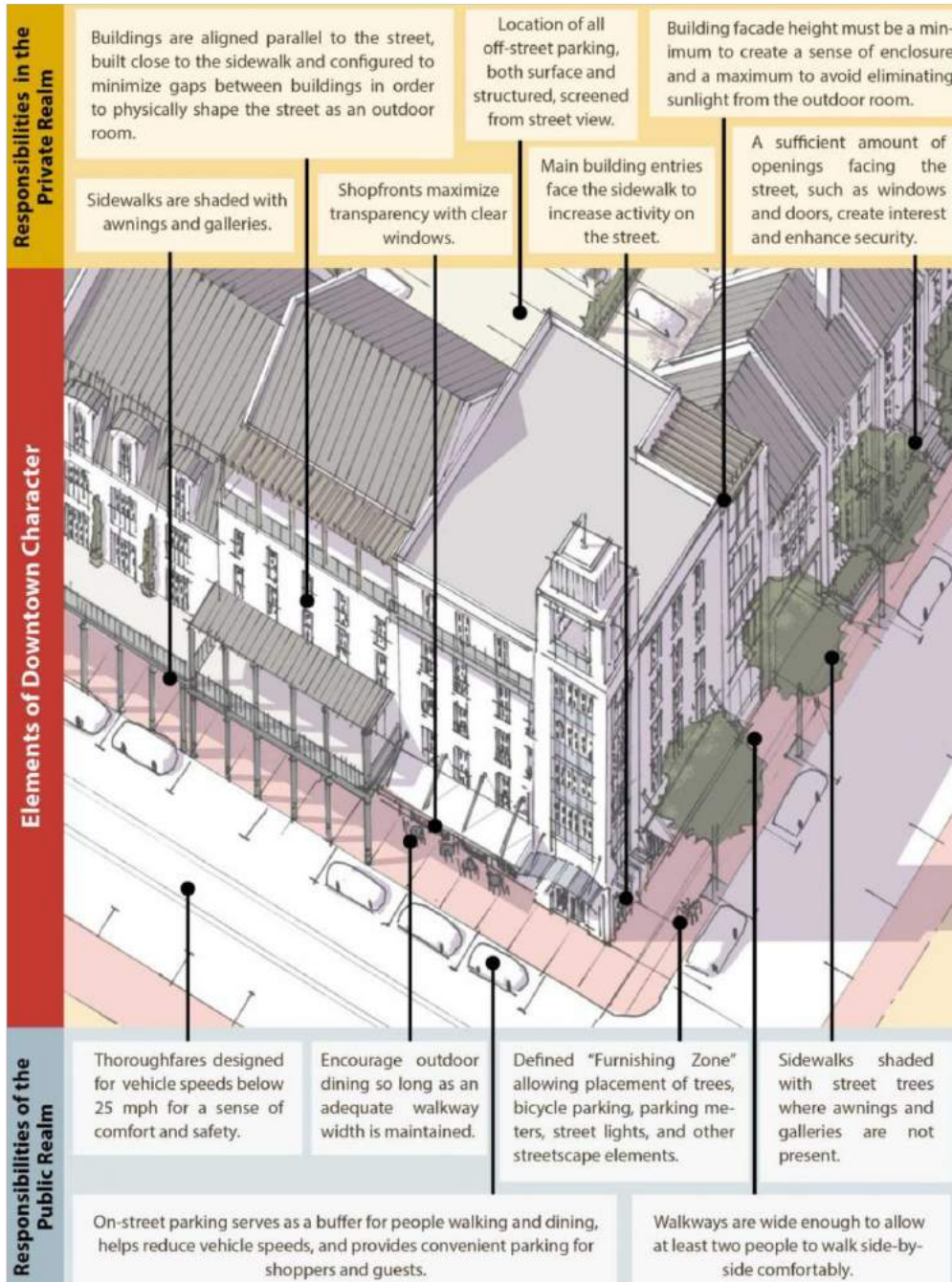


Figure 35: CNU Form Based Code Explanation

As a downtown district grows, adapts, and evolves, it will require flexibility in the types and styles of buildings provided. While the historical character is of critical importance, the forming and massing of a building can change while retaining the same character.

To support this, it is recommended that a form-based code be prepared and implemented within the proposed downtown overlay zone. The overlay zone will allow for enforcement of the form-based codes within the defined area. Implementation of a form-based code in Downtown will result in a hybrid code for the City. Samples of successful form based code can be found at the Wasatch Front Regional Council website.

Form-based code is an alternative to conventional zoning that enables a more predictable built environment. Rather than regulating land uses, form-based code governs the relationship between buildings and the public right-of-way, the form and mass of buildings in relation to each other, and the scale and types of streets and blocks.

Much of the district was developed prior to the adoption or under the conventional zoning, which regulates parking, FAR, and most notably, allowable land uses. Creating a form-based code for Downtown will allow the flexibility needed to support small businesses, promote walkability, enable revitalization, and more. As a result, revitalization will become more common and new development will be more appropriate for Downtown.



Urban Design Recommendations

Downtown Hurricane should be seen as a destination within the City and the greater region. With the proper design and programming, it can become a true city center. This will require investing in Downtown's public infrastructure, promoting redevelopment, and leveraging its assets and location. The result will be a vibrant place with character and attractive opportunities to invest and grow.



After the initial planning assessment of the city, key opportunities and challenges emerged that needed to be mitigated with urban design solutions. Priorities that emerged include public safety, increased pedestrian space, and multimodal access. We also identified the need for universal accessibility, better visual communication of amenities in Downtown, as well as improved gathering spaces. These aspects have been considered and prioritized in our urban design recommendations and illustrated through the plans, cross-sections, and renderings included in this section.

Lastly, It is imperative that every design decision undergoes oversight by the City's staff and appointed committees, with the ultimate authority for approving or rejecting all design decisions resting with the Council.

1. **Paint highly visible crosswalks.**
2. **Permanently close or create a pedestrian and bicycle-only street on 100 W between 100 S to State Street.**
3. **Explore a HAWK signal and median at 100 W.**
4. **Explore a new traffic signal at 200 W and State Street.**
5. **Create curb bulb-outs at applicable intersections and crosswalks.**
6. **Help facilitate discussions with property owners for shared parking lots.**

7. **Strategically locate accessible parking for equitable access.**
8. **Install parking signage with a maximum of a two-hour time limit.**
9. **Consider creating additional municipal parking lots to support site density development.**
10. **Add curb, gutter, sidewalks, and striped parking along 100 N.**
11. **Install more appropriate (pedestrian scale) lighting and other amenities within the corridor.**
12. **Create additional public gathering spaces adjacent to the ROW space.**

Detailed information about each of the above-outlined recommendations is provided below:



01 Paint highly visible crosswalks

Adding bright colors and designs to crosswalks enhances the Downtown visual aesthetic, in addition to the added safety benefits of being highly visible and clearly delineating where pedestrians are to cross the street. These artistic crosswalk installations could be added temporarily or permanently. Temporary options would include using a non-permanent material to install an artistic design for a short period of time. These designs could be painted by local students, be centered around a specific celebration, or another idea.

If it was determined that a more permanent installation was desired, implementing attractive, long-lasting materials (i.e., thermoplastic) within crosswalks at key locations will ensure that residents and visitors can access Downtown in a safe and efficient manner for years to come. Installation of these will require coordination and maintenance discussions with UDOT.

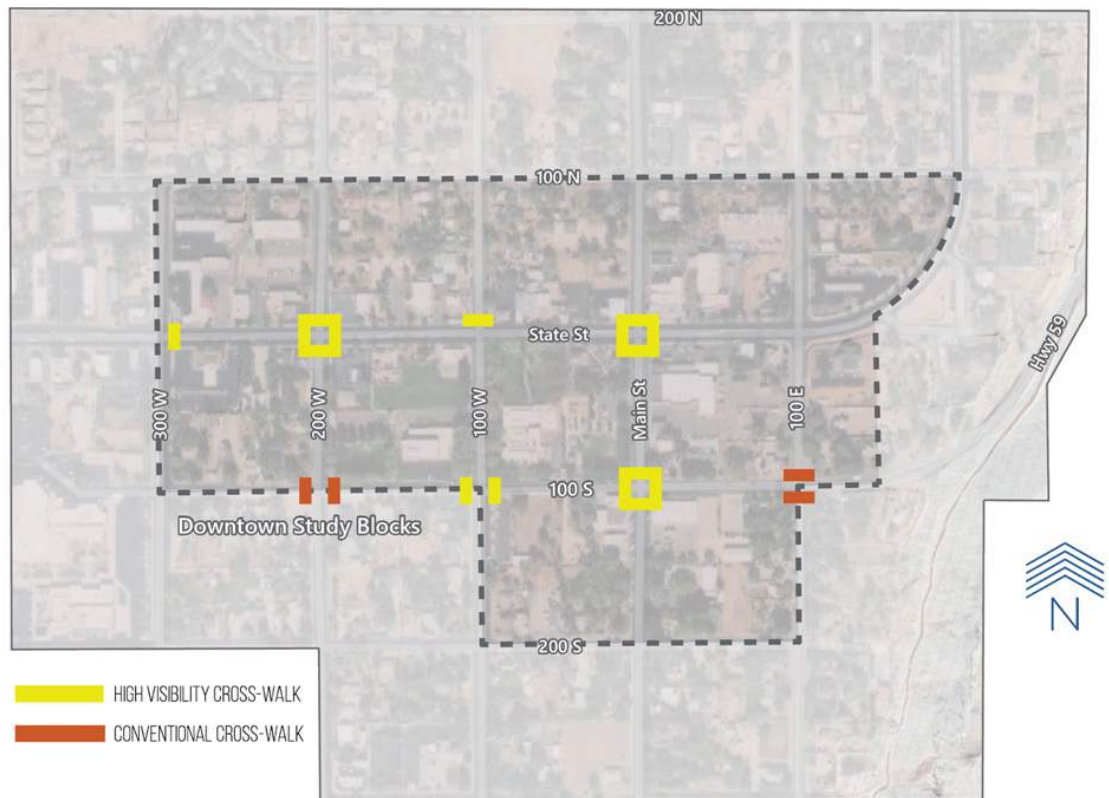


Figure 36: Suggested locations for highly visible crosswalks.



Example of thermoplastic high-visibility crosswalk (Source: Ennis Flint)



Example of thermoplastic high-visibility crosswalk (Source: Ennis Flint)



02

Create a pedestrian and bicycle-only street on 100 W between 100 S to State Street

Closing this segment of 100 W to cars will bring several benefits to Downtown Hurricane:

- **Increased Safety:** It will create a safer environment for pedestrians, as there are no cars or other vehicles on the road. As a result, there is less risk of accidents and injuries, particularly for children and the elderly.
- **Provide space for programming:** This area can provide a designated space for programmings such as farmers' markets, food trucks, fairs, and Peach Days.
- **Improved Air Quality:** Closing this street segment to traffic can improve air quality by reducing vehicle emissions.
- **Reduced Noise Pollution:** Pedestrian-only streets are typically much quieter than streets with vehicular traffic, which can reduce noise pollution and improve the quality of life for people who live and work in the area.
- **Increased Foot Traffic:** Pedestrian-only streets can attract more people to the area, benefiting businesses and the local economy.
- **Promotes Healthy Lifestyle:** It can encourage people to walk or bike more, creating more active lifestyles.

The segment of 100 W between State Street and 100 S is surrounded by several popular amenities such as the Hurricane Recreation Center and Park, Hurricane Theatrical, Pickleball Courts and the Hurricane Valley Heritage Park Museum. During the public outreach for this study, residents expressed an interest in turning this area into a pedestrian-only street to make it safer and more enjoyable for all ages and abilities. The low car traffic numbers in this segment of 100 W coupled with its heavy utilization by pedestrians make it a perfect candidate for a pedestrian and bicycle-only street. Residents expressed their interest in turning this area.



Figure 37: Location of street closure: 100 W between State St and 100 S.

The traffic dislocated due to the closure of this segment of 100 W is expected to minimally impact adjacent roadways. The parking loss can be offset by creating new municipal lots and increasing the angle parking spaces along 100 S. This street segment closure can be achieved incrementally using temporary closures and tactical urbanism (see Implementation Strategies Chapter).



Peach Days Photo by Jeremy Crawford, St. George News



03

Explore HAWK signal and median at 100 W



Aerial view of HAWK signal

A HAWK (High-Intensity Activated Crosswalk) signal has several benefits, including:

- **Increased safety for pedestrians:**

HAWK signals are designed to improve safety for pedestrians by providing a dedicated signal for them to cross busy roads safely.

- **Reduced risk of accidents:**

HAWK signals reduce the risk of accidents involving pedestrians by up to 69%, improving visibility and reducing potential conflicts between pedestrians and vehicles.

- **Improved traffic flow:** While HAWK signals are primarily designed to improve pedestrian safety, they can also help improve traffic flow by reducing congestion and minimizing the need for pedestrians to cross the road in unsafe locations.

- **Increased pedestrian mobility:**

HAWK signals can improve pedestrian mobility and encourage more people to walk or use other non-motorized modes by providing a safe and reliable pedestrian crossing point.

The location and implementation of these fixtures or amenities will require further review by UDOT, including a corridor study.

A detailed corridor study and signal warrant study on State Street is recommended (see Transportation Recommendations) to evaluate incorporating a HAWK signal and median at 100 W and State Street. A HAWK (High-Intensity Activated Crosswalk) signal is a pedestrian-activated traffic signal designed to help pedestrians safely cross busy roads. When pedestrians want to cross the road, they press a button that activates the HAWK signal. The signal will then display a flashing yellow light, indicating drivers to slow down and prepare to stop. The signal will then display a solid red light, indicating to drivers that they must come to a complete stop and allow pedestrians to cross. Once the pedestrians have safely crossed, the signal will turn off and return to its default state, allowing traffic to resume. HAWK signals are beneficial in areas with high pedestrian traffic, such as school zones or downtown areas. A HAWK signal with a refuge island/median is recommended on 100 W and State Street. The refuge island/median would restrict left turns northbound on 100 W to increase pedestrian safety. The segment of 100 W between State Street and 100 S is recommended to be closed to traffic to create a pedestrian zone (see #2 above), and as a result would not warrant a full signal. An example of a similar HAWK is found on State Street and Sunset Avenue in South Salt Lake (see below).

There have been several studies that have looked at the safety benefits of HAWK signals. One study conducted by the Federal Highway Administration (FHWA) found that HAWK signals can significantly improve safety for pedestrians at mid-block crossings.

- The study looked at pedestrian crossings in four different cities in the United States and found that HAWK signals reduced pedestrian-vehicle crashes by 29% compared to mid-block crossings without any traffic control devices.
- Another study conducted by the City of Tucson, Arizona found similar results. The study looked at pedestrian crossings at mid-block locations with and without HAWK signals and found that HAWK signals reduced pedestrian crashes by 60% and reduced overall crashes by 29%.
- Overall, these studies suggest that HAWK signals can be an effective way to improve safety for pedestrians at mid-block crossings, particularly in areas with high pedestrian traffic.



HAWK signal on State Street & Sunset Avenue in South Salt Lake, UT (Source: Google Street View).



04

Explore a new traffic signal at 200 W and State Street

A detailed corridor study combined with a signal warranty study on State Street is recommended (see Transportation Recommendations) to evaluate incorporating new signals along State Street in addition to the existing ones on 300 W and Main Street.



Signalized intersection at 300 W and State Street, Hurricane UT (Source: Google Street View)

A signal at 200 W is recommended due to the traffic leading up to the Hurricane Middle School north of downtown. The public expressed safety concerns in this intersection citing the desire to safely cross north-south which is not currently possible. During school pick-up and drop-off times traffic flow on 200 W is impacted due to the lack of a designated time to cross State Street. Placing a signal at 200 W would enhance traffic flow during peak school pick-up and drop-off hours as well as increase pedestrian safety at the intersection of State Street.

05

Strategically locate accessible parking for equitable access

Accessible parking spots are designated parking spaces that are specifically designed for use by individuals with disabilities. These parking spaces are typically located near building entrances and are marked with the international symbol of accessibility, which is a white wheelchair on a blue background. Accessible parking spots are wider than regular parking spaces to accommodate vehicles equipped with wheelchair lifts or ramps, and they are often located near curb ramps or accessible building entrances. In addition, accessible parking spots are usually positioned so that there is sufficient space for individuals with disabilities to enter and exit their vehicles safely. It's important to note that accessible parking spots are reserved for individuals with disabilities who display a valid disabled parking placard or license plate. These spots are intended to ensure that individuals with disabilities have equal access to public facilities, and parking in an accessible spot without a valid permit or placard can result in fines or penalties.



Example of accessible parking stalls at the Salt Lake City Public Library (Source: Google Street View)

People with disabilities often face significant challenges in mobility, and accessible parking spots are designed to make it easier for them to access buildings, services, and amenities. The Public Rights of Way Accessibility Guidelines (PROWAG) states that for every 25 parking spaces on the block perimeter up to 100 spaces, one parking space must be accessible. For every additional 50 parking spaces on the block perimeter between 101 and 200 spaces, an additional parking space must be accessible. Emphasis should be placed on this recommendation after the closing of 100 West.



06

Help facilitate discussions with property owners for shared parking lots

There is a general desire within the community for efficient and effective parking. Offering shared parking agreements may provide more efficient and effective parking for residents and visitors alike. Shared parking can be through a lease program where private lot owners can lease parking stalls to individual building tenants or could be through a lease with the municipality for the lot to be used for public parking. Shared parking agreements help business owners communicate to their customers locations where they can park.



08

Install parking signage with a maximum of 2-hour time limit

Time-limited parking is a type of parking regulation that limits the amount of time a vehicle can park in a particular location. It is typically used in areas where there is high demand for parking, such as in busy downtown areas, shopping districts, or near public transportation hubs.

The purpose of time-limited parking is to ensure that parking spaces are available for a larger number of people throughout the day. By limiting the amount of time a vehicle can park in a particular space, time-limited parking encourages turnover and allows more people to access the parking space throughout the day. Residents have expressed concern about parking availability in downtown, however a parking occupancy study needs to be performed to accurately evaluate the usage of current parking in the area.

Timed parking, however, can be implemented without this study in areas where parking demand is frequently seen to exceed capacity. A 2-hour time limit is often enough for downtown visitors in locations such as near the Recreation Center, Hurricane Theatrical and Pickleball courts. Parking signs should be posted every 25' of distance.

Timed parking does not necessarily need to be enforced by the city police or staff. It is shown that residents and visitors self-regulate parking time when time limits are posted.



Example of 2-hour parking limit sign (Source: cvilletomorrow.org)



09 Create curb bulb-outs at applicable intersections and crosswalks

Curb bulb-outs, also known as curb extensions, refer to a traffic calming measure that involves extending the sidewalk or curb into the street. This results in a wider sidewalk and a narrower roadway, which can help slow down traffic and increase pedestrian safety.

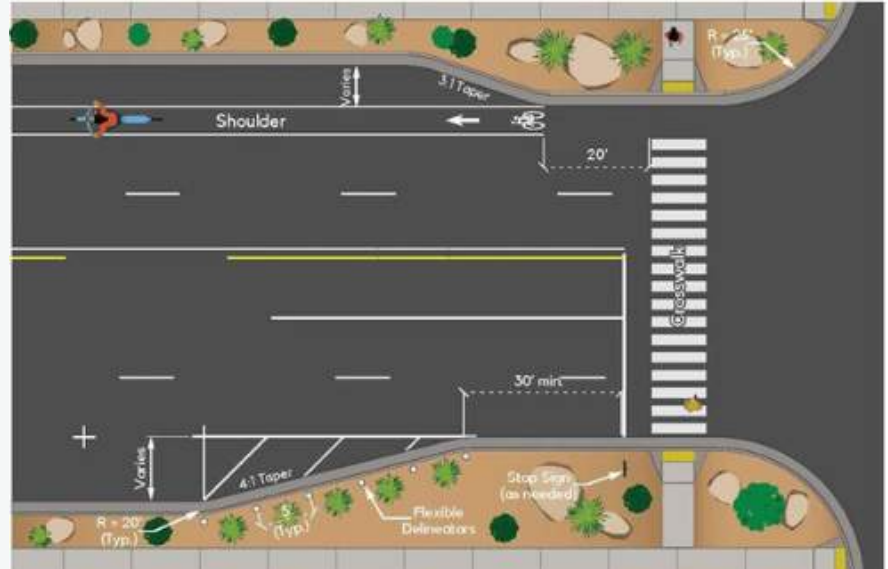


Figure 38: Sample curb bulb-outs design and specifications

Curb bulb-outs are usually created by adding a rounded or angled extension to the existing curb, creating a protrusion that narrows the roadway and shortens the crossing distance for pedestrians. They are often located at intersections or crosswalks and can include features such as benches, planters, or bicycle racks.

Concerns regarding curb bulb-outs include maintenance, vehicle turning radius and ownership. These points are discussed below:

- **Maintenance**

In areas with year-round growth seasons, it is important for municipalities and property owners to have a clear plan for maintenance and water management. This may involve coordinating with landscape maintenance contractors that utilize specialized equipment or designating specific personnel responsible for cleaning roadways. In general, curb bulb-outs do not present an undue hardship if designed and maintained properly.

- **Ownership**

Curb bulb-outs in non-UDOT roads are the responsibility of the city and should be installed and maintained by Hurricane. Curb bulb-outs located within UDOT right-of-way on State Street and Main Street between State Street and 100 S are owned and maintained by UDOT.

The location and implementation of these amenities within the ROW will require further review by UDOT, including a corridor study.

- **Turning Radius**

When a curb extension is installed at an intersection, it can reduce the amount of space available for vehicles to turn. This can be particularly problematic for larger vehicles such as trucks or buses, which may have difficulty navigating the turn without crossing into adjacent lanes or hitting the curb. A well-designed curb extension has a large enough radius to accommodate larger vehicles and maintain the flow of traffic. In general, curb extensions can be designed to improve the turning radius of smaller vehicles. By reducing the size of the intersection and creating a tighter turning radius, vehicles such as cars or bicycles may be able to navigate the turn more easily and safely. This can be particularly useful in areas with high pedestrian traffic or narrow roadways where vehicles need to make sharp turns.



Existing curb bulb-out on 300 W and State Street, Hurricane, UT (Source: Google Street View)



In Downtown Hurricane, curb bulb-outs should be considered in every intersection with a crosswalk outside of state routes. The one exception is the intersection of Main Street and State Street where the city and general public have expressed concern with the installation of curb bulb-outs, due to safety and traffic movement patterns. Below are examples of a similar width street and an after rendering.



Figure 39: Samples of curb bulb out imagery - Before or existing and after rendering



10

Consider the creation of additional municipal parking lots to support site density development

Parking is crucial to the success of new developments downtown as it affects the accessibility, convenience, and safety of the area.

With projected growth in Downtown, and the potential closure of 100 W to cars, it is important that the city considers additional municipal lots.



Municipal lot installed by Hurricane City (Source: Google Street View)

Within the past 10 years, Hurricane built a municipal parking lot at the corner of 100 S and 100 W. This lot is a one-way through angle parking lot without time limits that maximizes the utilization of that parcel.

Similar underutilized parcels are present along 100 S and can be considered as potential locations for future parking lots. The design of each parking lot needs to be evaluated depending on the size and proportions of the parcel.

Adding more municipal lots would support site density development moving forward as well as assure long-term sustainability of local businesses by providing convenience, increasing foot traffic, and accessibility in downtown.



Figure 40: Municipal lot installed by Hurricane City (Source: Google Street View)



11

Add curb, gutter, sidewalks, and stripped parking along 100 N

Adding curb, gutter, sidewalks, and stripped parking on 100 N provide several benefits to the area. Some of the key benefits include:



Improved drainage

Curb bulb-outs in non-UDOT roads are the responsibility of the city and should be installed and maintained by Hurricane. Curb bulb-outs located within UDOT right-of-way on State Street and Main Street between State Street and 100 S are owned and maintained by UDOT.



Increased pedestrian safety

Curb and gutter systems create a physical barrier between the roadway and the sidewalk, improving pedestrian safety and reducing the risk of accidents involving pedestrians.



Enhanced aesthetics

Curb and gutter systems can help to improve the overall appearance of a street, making it look more polished and professional. This can be particularly important in commercial or residential areas where appearances are important.



Better vehicle control

Curb and gutter systems help to guide vehicles along the roadway, reducing the risk of vehicles crossing into opposing traffic lanes or leaving the roadway entirely. This can be particularly important in areas with heavy traffic or where the road is narrow.



Control illegal parking

Residents have witnessed illegal parking along 100 N. Striping parking spaces on the road is a common way to control illegal parking. When parking spaces are clearly marked and designated, it becomes easier for drivers to understand where they can and cannot park. This helps to reduce the risk of illegal parking and improve overall traffic flow.



Reduced maintenance costs

By directing water away from the roadway and into drainage systems, curb and gutter systems can help to reduce the risk of damage to the road and other infrastructure. This can lead to lower maintenance costs over time.

Parallel parking is recommended on 100 N due to the residential characteristic of the area and lower parking demand compared to other areas downtown. Parallel parking allows for a designated bike lane to be painted adjacent to it (see cross-section on page 68). A bike lane is proposed on 100 N by the Hurricane City Active Transportation Plan. A sidewalk minimum width of 6 feet is recommended to allow people to walk side-by-side and provide enough space for people with mobility devices. Sidewalks might be up to 10 feet wide with or without park strips. Refer to Figures 44 and 45 for recommended roadway element dimensions.



100 N between Main Street and 100 W where there is no curb and gutter, and parking stalls are not designated (Source: Google Street View).



100 N between 100 E and Main Street where there's curb and parallel parking



12 Install more appropriate (pedestrian scale) lighting and other amenities within the corridor

Street lighting aims to create an inviting atmosphere during the night, avoiding unshielded lights that shine light horizontally into the sky.

The best street lighting conforms to dark sky standards and is focused downtown onto the surface of the street and/or sidewalk. Downward shining lights are safer for drivers and pedestrians because there is less glare.

In addition, downward facing lights do not cast dark horizontal shadows across the landscape that the eyes cannot permeate due to the glare, lessening criminal activity by creating a more visible nighttime environment.

Lighting should be installed that is appropriately scaled for pedestrians utilizing the corridor and the light features should not feel as if they are dominating the corridor.



13 Create additional public gathering spaces adjacent to the ROW space

As mentioned above in the Built Environment Recommendation #3, public areas in Downtown that can be reclaimed for gathering and activity will ensure that Downtown is fully utilized. The integration of these spaces also provides a safe respite for pedestrians by bringing them back away from the ROW and any fast-moving traffic.

This is especially successful when the gathering space is immediately located next to the ROW space. These activities along the pedestrian walkway also encourage full use of the corridor, bringing pedestrian traffic to and from block edges. Please reference Figure 30 to see proposed gathering sites within the downtown study area.





Transportation Recommendations



Downtowns are often seen as the heart of a city or community, and it is important that they are accessible to all individuals, regardless of their preferred mode of transportation. To achieve this, it is important to provide a range of transportation options that are safe, efficient, and convenient for all users.

This section's recommendations include infrastructure improvements, such as the installation of bike lanes, sidewalks, and parking as well as the interventions that increase safety at key intersections.

By implementing these recommendations and prioritizing equitable and inclusive transportation options, Downtown Hurricane can become more accessible and welcoming to all individuals, while also driving economic growth and sustainability. A list of proposed recommendations is as follows:

1. **New corridor and signal warrant study on State Street**
2. **Install wayfinding / parking signage**
3. **Install bicycle facilities and sidewalks throughout downtown.**

4. **Convert parallel parking to angled parking and restripe parking along 100 S to mitigate closure of 100 W.**
5. **Increase crossing time at the intersection of State Street and Main Street**
6. **Add a 4-way stop sign at the intersection of 200 W and 100 N**

Detailed information about each of the above-outlined recommendations is provided the following pages of this section:

01 New corridor and signal warrant study on State Street

It is recommended that Hurricane City partner with UDOT in developing a State Street Corridor Study to better define the vision of the corridor into the future. A corridor study can have several benefits for transportation planning and development of State Street and Downtown Hurricane, including:

Improved safety

A corridor study can help identify safety concerns and provide recommendations for improving safety, such as adding new traffic signals, pedestrian crossings, or bike lanes.

Increased efficiency

A corridor study can help to identify bottlenecks and congestion points and provide recommendations for improving traffic flow and reducing travel times.

Better coordination

A corridor study can help to identify opportunities for coordination with other transportation modes, such as transit, bicycles, and pedestrians. This can help to create a more efficient and effective transportation network.

Improved accessibility

A corridor study can help to identify barriers to accessibility, such as lack of sidewalks or bike lanes, and provide recommendations for improving access for all users, including people with disabilities.

Enhanced economic development

A corridor study can help to identify opportunities for economic development, such as adding new commercial or residential developments, and provide recommendations for improving access and connectivity to support economic growth.

Increased sustainability

A corridor study can help to identify opportunities for sustainable transportation solutions, such as promoting walking, biking, or transit, reducing vehicle emissions and traffic congestion, and improving air quality.



The corridor study should be prepared in conjunction with a signal warrant study which is used to determine whether a traffic signal is warranted at a particular intersection. A signal warrant study is typically conducted to evaluate the need for a new signal or to assess the effectiveness of an existing signal. The study considers a range of factors, including traffic volumes, pedestrian activity, vehicle speeds, accident history, and roadway characteristics.

If the study determines that a signal is warranted, the traffic engineering team may make recommendations for the installation of a signal, including the type of signal, signal timing, and other related considerations. If the study determines that a signal is not warranted, other traffic control devices or modifications to the intersection may be recommended to improve safety and traffic flow.



Unsignalized intersection of 200 W and State Street in Downtown Hurricane, UT (Source: Google Street View)

02 Install wayfinding / parking signage

Wayfinding signage is necessary to help direct residents and visitors around downtown. It is recommended to incorporate integrated and branded downtown signage in addition. Efforts should be made to provide wayfinding signage for pedestrian and vehicular travel at the right locations. Optimal areas for each type are outlined below:

a. Pedestrian

Provided at a maximum height of 6' tall, this signage should focus on guiding or programming downtown users through a cultivated experience that downtown offers. This is referred to in the general plan as a self-guided history tour. These signs can provide interactive maps, displays, or other inviting elements to garner additional support.

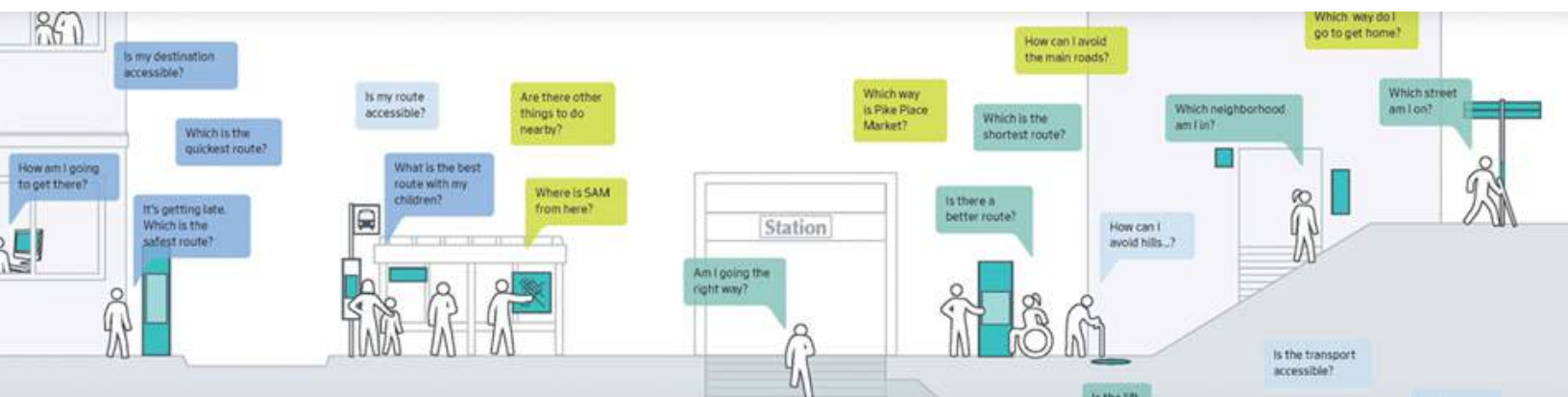


Figure 41: Wayfinding, Source: Seattle Department of Transportation



b. Vehicular

This style of signage should be primarily graphics with vibrant or internationally recognized colors. Emphasis should be placed on providing language at a size of no less than 9" in height and no larger than 18" in height.

c. Business

This kind of sign helps visitors understand what businesses or services are in Downtown and are typically placed at corners or main entry locations. They can include graphic maps or directional arrows that assist the user in understanding where they are in relation to where they want to go. These signs are good at quickly communicating what the city is known for to a visitor, and helping a resident connect with the identity of their city.



d. Informational signage

Information signage is excellent for providing information about events or unique features in Downtown. These signs should stand out yet should also be informational.



e. Downtown maps

Downtown maps are a great way to raise awareness of the extent of Downtown, driving more foot traffic from one end to another. Emphasis should be provided on keeping these maps updated with tenants and service/restaurant information.



f. Parking signage

Providing wayfinding to simply and easily find accessible parking will help guide downtown users to off-street parking. This signage is essential when it comes to raising awareness with locals. Additionally, State Street signage should include parking tenure signage or business/patron parking delineation.



g. Historical markers

These signs are used to denote historical elements or existing buildings. They often highlight the true value and prominence of the historical



events or figures that were around when they were erected. Highlighting and maintaining these feature signs or markers will prolong the character and memory of such history. Residents and visitors alike will understand and appreciate the city in a deeper way.



03

Install bicycle facilities and sidewalks throughout downtown

Transportation is more than just pedestrian vehicles, and it must provide equitable access for everyone. In 2021, Hurricane City adopted the Hurricane City Active Transportation Plan which proposed 41.5 miles of new bike lanes on existing roads, including in Downtown Hurricane.

There are numerous benefits of bicycle facilities in a downtown area, including:

- **Increased safety:**

HAWK signals are designed to improve safety for pedestrians by providing a dedicated signal for them to cross busy roads safely.

- **Improved health**

Cycling is a low-impact form of exercise that can help individuals improve their cardiovascular health and overall fitness.

- **Reduced congestion**

Bicycles take up less space than cars, so encouraging more people to cycle can help reduce traffic congestion in a downtown area.

- **Increased accessibility**

By providing bicycle facilities, downtown areas can become more accessible to people who may not have access to a car, such as low-income individuals or those who cannot drive.

- **Economic benefits**

Studies have shown that investing in bicycle facilities can lead to increased economic activity in the surrounding area, as cyclists tend to spend more money at local businesses than car drivers.

The current study's recommendations build upon the Hurricane Active Transportation Plan. Each one provides minor few modifications to the plan to ensure bicycle safety. These include:

Require minimum sidewalk widths

Requiring a minimum of 6' width for sidewalks will allow for ample room and accessibility along all ROW thoroughfares. In high-traffic areas, sidewalks wider than 6' may need to be considered, but 6' is the minimum.

Adding bike lanes on 100 W from 100 S to 100 N

Creates an alternative north-south corridor in downtown to Main Street that provides less conflicts since 100 W is proposed to be a bicycle and pedestrian-only street between 100 S and State Street. It will also connect bicyclists through the HAWK signal on 100 W and State Street which is a safer crossing option than the Main Street and State Street intersection.

Adding marked shared roadways on 100 S from Main Street to 300 W

This will help reroute bicycle traffic from Main Street into 100 W. It also offers an alternative east-west route from State Street in downtown. Angle parking is proposed along 100 S which makes a shared lane the best option for that corridor.



Figure 42: Original recommendations from the Hurricane City Active Transportation Plan, 2021.



Figure 43: Proposed Shared Roadway

• Bike Lanes

Minimum of 6' width, adjacent to the curb or parallel parking. It is recommended that bike lanes are not striped adjacent to angled parking to reduce conflict with cars.



Figure 44: Half street cross-section of a road with angle parking and marked shared roadway.

• Sidewalks

A sidewalk minimum width of 6 feet is recommended to allow people to walk side-by-side and provide enough space for people with mobility devices. Sidewalks might be up to 10 feet wide with or without park strips. A sidewalk inventory and assessment should be created to prioritize replacements and installations for areas that are in the worst condition.

Current study's recommendations include a few modifications to the Hurricane Active Transportation Plan. To ensure safety, the following design standards are recommended for active transportation facilities in Downtown Hurricane:

Below cross sections are from the adopted Hurricane Transportation Master Plan and are provided to illustrate the potential uses for half ROW distances, allowing for mixture of purposes on streets

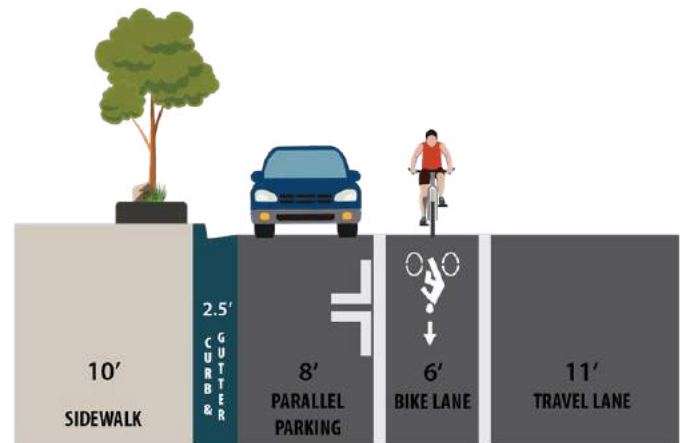


Figure 45: Half street cross-section of a road with parallel parking and bike lane.

• Marked Shared Roadway

Include "sharrow" pavement marking on 11' minimum travel lanes. Allowing bikes to utilize the full width of the travel lanes makes it safer when adjacent to angle parking which naturally generates more conflict between users.



Bike lanes adjacent to parallel parking on 400 S in Hurricane, UT



04

Convert parallel parking to angled parking and restripe parking along 100 S to mitigate closure of 100 W

As parking becomes more valuable downtown, finding alternatives is a priority. Converting parallel parking to angle parking can have several benefits, including:

- **Increased parking capacity**

Angle parking can accommodate more cars in the same amount of space than parallel parking, which can be helpful in areas with limited parking.

- **Improved pedestrian safety**

Angle parking can create wider sidewalks and narrower streets, which can help improve safety for pedestrians and reduce the risk of accidents involving pedestrians.

- **Easier parking**

For drivers who find parallel parking difficult, angle parking can be easier to maneuver into and out of. This can improve traffic flow and reduce the risk of accidents or damage to parked vehicles.

- **Better accessibility**

For people with disabilities or mobility issues, angle parking can provide easier access to buildings and sidewalks, as the parking spaces are typically closer to the entrance.

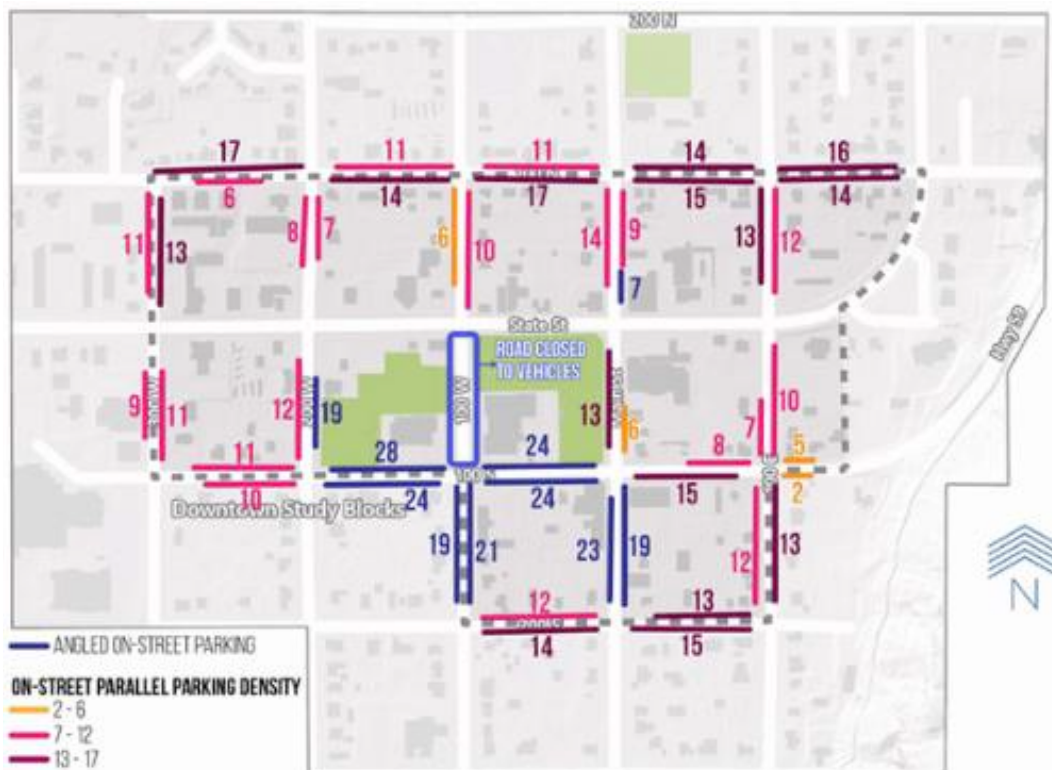


Figure 46: Parking availability in Downtown Hurricane including the creation of additional angle parking on 100 S.

Luckily, there is ample room to stripe parking stalls on 100 S. It is recommended that parking be striped on 100 S between Main Street and 200 W on one or both sides of the road depending on right-of-way widths (refer to Figure 45 above). This will make up for the lost parking due to the closure of 100 W between State Street and 100 S. The map below provides an overall idea of parking availability in Downtown Hurricane including the creation of additional angle parking on 100 S.



05

Increased crossing time at the intersection of State Street and Main Street

During this study and over the years, the city has received several complaints about the crossing time at the intersection of State Street and Main Street. Residents and visitors report that it is too fast and does not allow them to comfortably cross the road before the signal starts flashing.

Increasing pedestrian crossing time at a signalized intersection can have several benefits for pedestrian safety and accessibility. Here are some reasons why it can be important to increase pedestrian crossing time:

- **Safer crossings**

Longer crossing times give pedestrians more time to cross the street safely, especially for those who may have mobility limitations, such as the elderly or people with disabilities. Pedestrians may also feel less rushed, reducing the likelihood of accidents and increasing confidence.

- **Reduced stress and anxiety**

Pedestrians may feel anxious and stressed when trying to cross busy streets, particularly if they have limited time to cross. Longer crossing times can help reduce stress levels and create a more relaxing experience for pedestrians.

- **Improved quality of life**

Increasing pedestrian crossing times can improve the quality of life for people who walk or use public transportation. It makes walking and crossing the street easier and more pleasant, which can encourage more people to walk or use public transportation instead of driving. This can have positive effects on health, the environment, and local communities.

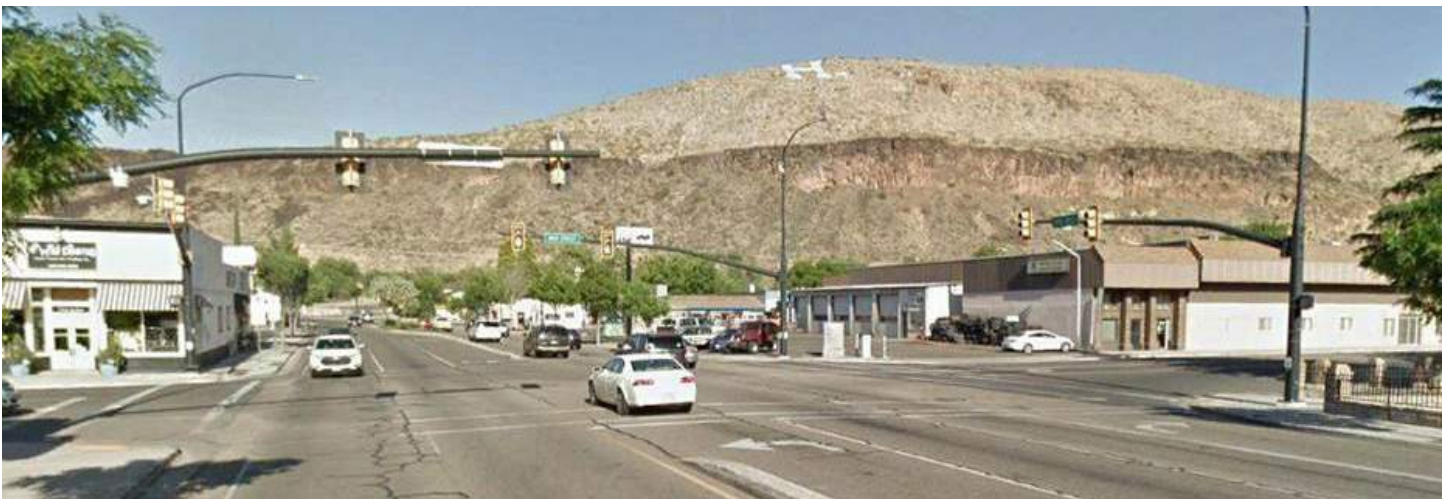
- **Better accessibility**

Pedestrian crossing times should be increased in areas with heavy pedestrian traffic or where many people with disabilities may need to cross. This makes it easier for people to get around and access public transportation, shops, and services.

- **Increased compliance**

When pedestrians feel safe crossing the street, they are more likely to comply with pedestrian crossing rules and wait for signals before crossing. This can lead to fewer jaywalking incidents and reduced pedestrian accidents.

The signal at State Street and Main Street would benefit from increased crossing time (20 seconds minimum) to accommodate all ages and abilities. The recommended corridor study and signal warrant study on State Street can address signal timing adjustment at this intersection.



Intersection of State Street and Main Street in Downtown Hurricane, UT (Source: Google Street View)



06 Add a 4-way stop sign at the intersection of 200 W and 100 N

Currently, there is a 2-way stop sign on 200 W where it intersects 100 N which hinders traffic flow on 200 W leading to the Hurricane Middle School. Changing a 2-way stop sign to a 4-way stop sign can have several benefits, including:

Improved traffic flow

A 4-way stop sign can help to improve traffic flow at busy intersections, as it ensures that all vehicles come to a complete stop before proceeding. This can help to reduce traffic congestion and delays.

Increased pedestrian safety

A 4-way stop sign can help to improve pedestrian safety at intersections by making it easier for pedestrians to cross the street. By requiring all vehicles to come to a complete stop, it can help to reduce the risk of accidents involving pedestrians.

Better visibility

A 4-way stop sign can improve visibility at intersections, making it easier for drivers to see other vehicles and pedestrians. This can help to reduce accidents and increase overall safety.

Increased safety

A 4-way stop sign can help to increase safety at intersections by reducing the likelihood of accidents. By requiring all vehicles to come to a complete stop before proceeding, it can help to prevent collisions that can occur when drivers fail to yield the right-of-way.

More predictable driving behavior

A 4-way stop sign can help to create a more predictable driving environment, as all drivers are required to stop and yield the right-of-way. This can help to reduce confusion and increase safety for all road users.



Existing 2-way stop sign at the intersection of 200 W and 100 N in Hurricane, UT (Source: Google Street View)



Parks & Civic Space Recommendations

Recreational spaces are where people integrate into a downtown, imprinting on their community and creating memories. Providing access to the unique natural assets Hurricane provides will encourage more visitors and offer more purposeful destinations. Outlined below are sample parks & recreation goals that will help with downtown revitalization.

1. **Integrate the Downtown recreational core into the trails network.**
2. **Prepare additional hard-surface recreational play spaces in Downtown.**
3. **Integrate a historical or cultural trail through Downtown.**
4. **Implement a tree & vegetation ordinance for installation and maintenance.**
5. **Increase the size of sidewalks to encourage longer visit durations.**
6. **Improve the historic amphitheater and include a new amphitheater within the Targeted Development Scenario.**

Detailed information about each of the above-outlined recommendations is provided below:

01 Integrate the Downtown recreational core into the trails network

Recreational assets abound throughout Downtown, yet they are disconnected and not easy to access from the State Rd corridor. Making connections through shared use pathways between these locations and the existing and proposed trail network will give residents and visitors alike a more cohesive network to travel throughout the community. The map below outlines the planned active transportation network within Hurricane as identified in the Hurricane 2021 Active Transportation Plan.

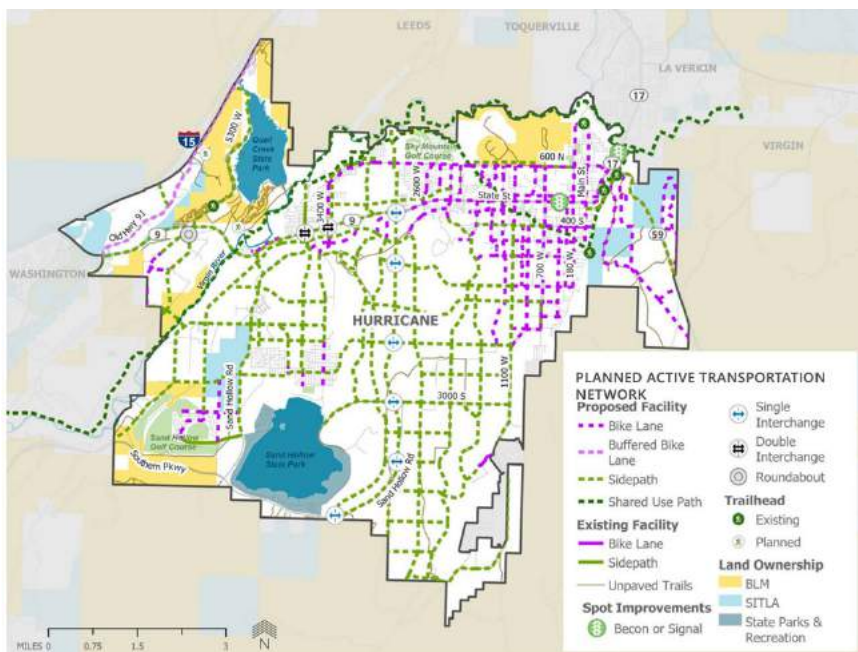


Figure 47: Transportation Network

Additionally, expansion of the network to incorporate linkages along 200 W will improve connectivity to city-wide and regional recreational assets including: the community pool, regional trails, and community parks. This will provide users with easy and convenient access to other regional destinations, while reducing vehicle miles traveled.

- *Jem Trailhead (6 miles)*
- *Quail Creek State Park (9 miles)*
- *Sand Hollow State Park (9.5 miles)*
- *Green Spring Park (16.5 miles)*
- *St. George Dinosaur Discovery Site (17 miles)*
- *Zion National Park (23 miles)*



02

Prepare additional hard-surface recreational play spaces in Downtown

Play spaces are a critical amenity most downtowns are missing. While an emphasis is placed on adults' purchases and spending power, there is a missing clientele, specifically the family. Families make up some of the largest expendable income households in any community, yet there are inadequate spaces to encourage lingering or regular visits. So, to encourage additional downtown tenure, it is recommended that passive or active play spaces are placed in Downtown to improve usability.

By doing passive play spaces for children, areas can be used to draw in families for an extended period, driving economic growth. A proposed location map for these types of gathering spaces can be found on the outdoor gathering space map found in the Built Environment Recommendations section. Areas used for the passive plan in downtown should:

- Be sheltered from roadways or crosswalk access.
- Be surrounded by a soft, yet imposing, barrier, such as throned or dense vegetation.
- Be ADA accessible.
- Be limited in size, ranging from 20' to 25' round, and offer a centralized play facility surrounded by safe play surfaces.
- Offer ample seating within the area and immediately adjacent to the area.
- Provide simple play options that are open to all age residents.



Sample access ramp in Hurricane

03

Improve the historic amphitheater and include a new amphitheater within the Targeted Development Scenario

The existing historic amphitheater located behind the Heritage Museum is best utilized by informal meetings and gathering space for children. More formal event meetings and entertainment needs are best met with a larger amphitheater within the plaza space of the proposed State Street development between 100 W and 200 W. It introduces flexibility to Downtown gathering areas, by more easily allowing outdoor seating for restaurants, entertainment settings, event vendors and casual group meetings. With some site grading and allocation of space, this area will gain a great versatile asset. Outlined in the Targeted Development Scenario (next section) recommendations is a description of the use and location.



Bike lanes adjacent to parallel parking on 400 S in Hurricane, UT



04

Integrate a historic or cultural trail through Downtown

The City of Hurricane is a diverse community with a rich history. However, there is little programming documenting and celebrating the diversity and history of the community. The City should partner with stakeholders to document the historic and cultural assets that are found within it. With documentation, partners should work together to develop a comprehensive and year-round historic or cultural heritage trail through the City that highlights its culture and attracts visitors regionally. Individuals moving along the trail should have the opportunity to learn about the areas and buildings they are passing by. Historic and cultural facts and stories should be posted on buildings and at appropriate locations along the trail. The trail should also include online interactive connections where individuals can scan a QR code or visit a specific website to learn more about the historic and cultural assets they are passing along the trail.

Below are three other regional walking tour examples:

- Salt Lake City has several self-guided walking tours within the community. The tour routes can be found online, and printed materials are available at locations within the City. The information includes maps of the points of interest on each of the tours and textual information about the locations. Tour topics include:

- *North Downtown Heritage Trail*
- *Main Street Tour*
- *Time Travel on Main Street (designed for kids ages 9-12)*
- *Exchange Place and Market Street Tour*
- *Gateway and Railroad District Tour*



Figure 48: Salt Lake City Example of Points of Interest Map

- Provo has a self-guided Historic Buildings Walking Tour. The tour highlights 22 pioneer era buildings that range in construction dates from 1849 - 1910. Information is available online and at locations throughout the community. This information includes detailed descriptions of the historic buildings that are identified on the route.
- Ogden provides a guided tour of Historical 25th Street every first Friday of the month. This tour lasts from 5:30 - 7 PM. Topics along the route include:

- *Pioneer history*
- *Railroad contributions*
- *Legal (and illegal) business history*
- *Architectural styles*
- *And others*

42 DALLAS H. YOUNG HOUSE • 517 East Center Street

The original owners of the house appear to have been Latinus O. and Rachel B. Taft. Mr. Taft was a prominent businessman who moved to Provo in 1896 as the local ZCMI manager. He formed the Utah Wholesale Grocery Company and the L.O. Taft Brokerage Company. From 1941 to the present, the home has been owned by members of the Dallas H. Young family. Mr. Young was a 4th District Court Judge, Provo City Attorney, Provo City Judge, President of the Utah County Bar Association and Chairman of the Utah County Democratic Party. A current owner and resident of the home is a granddaughter of Mr. Young. This building is an outstanding and distinctive example of the Arts and Crafts Bungalow style, typified by the deep, bracketed eaves, exposed rafter tails, single, broad, low gables, brick wainscoting, and small paneled windows.

43 FRED TAYLOR HOUSE • 589 East Center Street

It appears that Fred R. Taylor and Mary J. Taylor were the owners of this property when this house was built. Dr. Taylor was a prominent pediatrician in Provo. From 1945 to 1947, the property was owned by lumberman, church and civic leader William Addison Spear. From 1950 to 1958, the property was held by the Arthur D. Sutton family. Mr. Sutton was a well-known druggist and theater/apartment house manager. This building is a good example of the English Tudor style, with steep roof pitch, plaster exterior walls and small window panes.

44 VAN WAGENEN HOUSE • 905 East Center Street

Constructed around 1900, this Victorian Box Style house features a classical columned porch and balcony. Since 1935, the home has been owned by members of the Van Wageningen family, including Alma Van Wageningen, Mayor of Provo in 1928-29 and Harold Van Wageningen, Mayor of Provo in 1956-57.

45 JUSTIS JOHNSON HOUSE • 939 East Center Street

Justis W. Johnson was the owner of the property when this house was constructed in 1928 and the deed was conveyed to the Decker Mortgage Company and then the Reserve Loan and Discount Company. Oran Groneman, a general contractor and Union Pacific rail car inspector, owned the property from 1935 to 1937. The house is unusual in that it does not readily fit into any one particular architectural style common to Provo. It has some characteristics of a 20th century military style cottage.



Figure 48: Salt Lake City Example of Points of Interest Map



05

Implement a tree & vegetation ordinance for installation and maintenance

Vegetation is an integral part of any streetscape or public space. Its benefits include noise reduction, pollution control, limited access areas, and reducing the heat island effect. For Hurricane, it is important to provide tiered or purposeful vegetation. The types of vegetation to implement are as follows:

Barrier vegetation

To be placed around children's downtown play areas or other gathering locations, reducing the opportunities for easy wandering.



Barrier vegetation

Installations are to be placed within the non-walk areas between sidewalks and curbing, promoting safe separation of uses.



Tree canopies

To be utilized throughout Downtown, encouraging extended downtown participation through heat reduction.



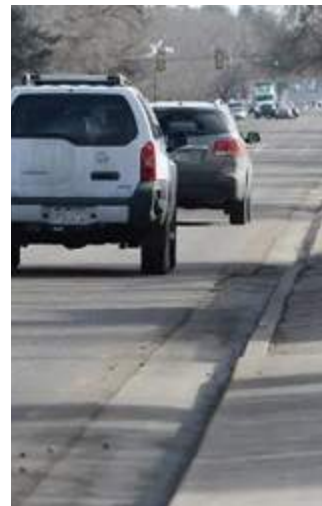
In addition to these vegetation types, special consideration needs to also be given to the inclusion of water-wise landscaping and xeriscape design. Water-wise landscaping and xeriscape design are implemented to minimize the required watering of vegetative installations and to promote water conservation with drier climate areas. More information on these specific types of landscaping can be found in the Green Infrastructure Recommendations section.

06

Increase the size of sidewalks to encourage longer visit durations

Larger sidewalks will encourage individuals to visit for longer durations in Downtown. The addition of sidewalk space allows for other positive downtown amenities to be added, upgraded, and included throughout Downtown. Larger sidewalks also accommodate more pedestrian traffic without resulting in congestion as individuals stop to interact with one another or view retail display windows. Additionally, a wider sidewalk increases Downtown pedestrian safety by further separating pedestrians from the road and providing more space between sidewalk users. The additional space also provides the opportunity for users to gather downtown.

Wider sidewalks should be installed, where possible, when new development is created. Sidewalks should be no less than 6 feet in width, but wider sidewalks provide additional benefits. The renovation of existing sidewalk areas would need to be considered on a case-by-case basis and it is likely that a corridor study would need to be conducted. As parking is reduced and/or relocated in Downtown, additional opportunities to expand existing sidewalk areas may arise. Any proposed changes to sidewalks within the state right-of-way would need to be coordinated with UDOT.



Narrow Sidewalk



Wide Sidewalk



Green Infrastructure Recommendations



Creating a vibrant and attractive downtown also includes planning for the future. This requires taking proactive steps that will provide sustainability, while also providing for increased usage. Recommendations to support this in Downtown are as follows:

1. **Implement xeriscape design for new construction or rehabilitations.**
2. **Design and implement bioswales for Downtown walkways and parking areas.**
3. **Install energy efficient or solar based lighting along non-DOT roadways.**
4. **Maintain and enhance trees and sidewalk level planting areas along the pedestrian way.**
5. **Create small rain gardens within curb bulb-outs and parks downtown.**

Detailed information about each of the above-outlined recommendations is provided below:

01 Integrate the Downtown recreational core into the trails network

Xeriscape design is a type of landscaping that is specifically designed for areas susceptible to drought and where water conservation is important. This type of design utilizes minimal water for the success of the plantings. It also eliminates the amount of lawn area within a property, which drastically reduces the amount of water required to maintain a lush lawn area. It also reduces the time and labor needed to maintain a traditional lawn and reduces the need for fertilizers and chemical application.

A variety of plantings and/or decorative rock gardens can be included in xeriscape landscaping designs. In addition to these elements, some designs also include a mixture of cobbles, mulch, pavers, planters, and edging. When selecting plants, it is important to prioritize selecting species that are naturally accustomed to dry conditions and/or native species to the region. Prioritizing this selection criteria will both reduce water consumption and provide a large variety of plants to choose from. Some example plantings include:

- *Big Sagebrush*
- *Blackfoot Daisy*
- *Dwarf Peach*
- *Coral Bells*
- *Gaura*
- *Stonecrop*

Additional plants can be found at <https://tinyurl.com/4he5aduj>





02

Design and implement bioswales for Downtown walkways and parking areas

Bioswales are a type of green infrastructure tool that capture, slow and filter runoff related to high intensity rain events. These bioswales are shallow, landscaped depressions that are vegetated. Because bioswales only require limited space, they work well when installed in medians, curb bulb-outs, and other public space areas within a downtown area. These plantings also offer a visually appealing design and add to the overall aesthetic of the



Figure 50: Proposed Bioswale Locations

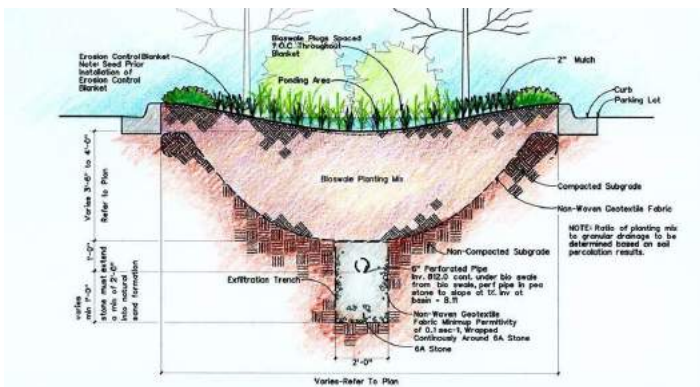


Figure 51: Bioswale Cross-Section and Style Example



corridor. Native plants should be utilized in these swales as they can better accommodate the influx of water and drought.

03

Install energy efficient or solar based lighting along non-DOT roadways

Solar lighting has become more reliable and usable for downtown situations. While there are more restrictions along non-DOT roadways, it is important that the following be considered for municipally owned/operated roadways:

- ☑ Photometrics shows an overlap of no less than 50%
- ☑ Lighting metrics offer an adequate shadow cast to provide uniform lighting.
- ☑ Long-life possibilities should be considered, preferring poles and luminaires with a usable life of 25 years or more.
- ☑ Festival plugs (requiring independent circuits) should be considered.
- ☑ Light poles and luminaires with dual power sources (solar and grid power) should be prioritized for longevity purposes
- ☑ Spacing of solar lights is closer than traditional lights, averaging 100 linear feet apart

Where applicable and meeting municipal photometric standards, Outlined below are some samples of poles that could be considered:



Source - Greenshine Lighting products



04 Maintain and enhance trees and sidewalk level planting areas along the pedestrian way

The City currently has a variety of street trees and other sidewalk level planting areas throughout Downtown. Continued maintenance of these areas will ensure that they continue to positively contribute to the aesthetics of Downtown. Planting additional trees and street level plantings will further enhance the existing vegetative features. When adding vegetative features, the following elements should be considered:

- ✓ **Planting distance:** all plantings should be appropriately spaced to maximize the growth and health of the vegetation.
- ✓ **Planting types:** a variety should be installed together for greater visual appeal.
- ✓ **Tree size:** Trees should be greater than 1 ½ inch diameter.
- ✓ **Planting boxes:** should be in greater than 24 inches.
- ✓ **Root Growth:** Where possible, tree filters or similar root boxes should be installed, allowing for adequate root growth
- ✓ **Overhead utilities:** only small-growing trees or sidewalk level plantings should be installed under overhead utilities.
- ✓ **Sight triangle:** maintaining the defined sight triangle at intersections to not create an obstruction

05 Create small rain gardens within curb bulb-outs and parks downtown

Rain gardens common elements included in downtown. These rain gardens can provide a location for managing and temporarily retaining rainfall events, and these facilities are also attractive and an excellent opportunity for planning that require additional water. Locations for these should be in places where curb-bulb outs are:

- ✓ **More significant than 5' wide and 10' in length**
- ✓ **Where adequate fall and gravity provisions are applicable**
- ✓ **In locations away from transformers or other utility connectors**
- ✓ **In areas where additional buffering or pedestrian projection is desired.**

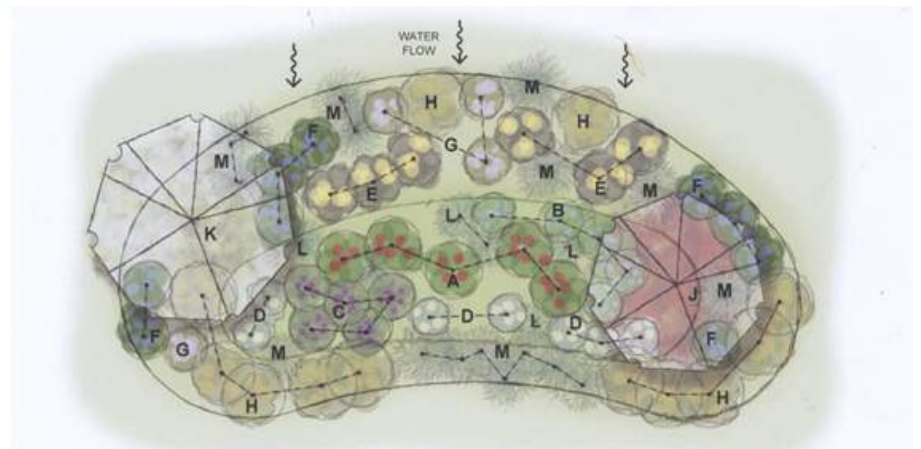


Figure 52: Rain Garden Layout Example



Housing Recommendations

The key to a successful downtown is getting people into the corridor, and there is no better way to do that than encouraging individuals to live in Downtown. Providing a variety of accommodations within a downtown improves the base of users or taxpayers who utilize the retail establishments. For Hurricane, this would include exploring recommendations that will provide the community with multiple types of housing that would meet the demand for future residents. Recommendations include:

1. **Conduct a building inventory.**
2. **Create upper-floor residences utilizing the overlay district.**
3. **Create upper housing opportunities on State Street between 100 W and 200 W**
4. **Allow multi-family housing to be built to zero lot lines.**

5. **Provide zoning changes allowing a variety of residences in Downtown and surrounding area.**
6. **Encourage attainable housing.**
7. **Reduce parking requirements.**
8. **Craft, adopt, and enforce a short-term rental ordinance for Downtown.**

Detailed information about each of the above-outlined recommendations is provided below:

01 Conduct a building inventory

Preparing buildings and business inventory will help raise awareness of what facilities and services are available downtown. These inventories are focused on documenting the current conditions and availability, helping to document how to maximize the space available. The database can be a simple excel sheet or use a more specific CRM software. It is recommended that this list be prepared and regularly updated, categorizing the following:

- ☒ **Age of buildings**
- ☒ **Condition of buildings**
- ☒ **Utilized or unused spaces**
- ☒ **Owners' information**
- ☒ **Business name and contact information**
- ☒ **Social media handles**
- ☒ **Business owner contact information**

Emphasis should be placed on documenting businesses not only in Downtown but throughout the community. Online and non-brick-and-mortar companies should also be cataloged. There are numerous ways to gather this data, yet the most user-friendly is through self-provision utilizing a survey portal. After the initiated datasets have been collected, an AmeriCorps vista can be hired or used for the year to supplement the list with door-to-door or inline database data points. Software is available to manage this information (such as maestro), but the database must first be created to have importable information. By completing the proposed building and business inventories, the community will be provided with the following benefits:

- ***Increased awareness of downtown merchants***
- ***Improved access and connection with building and business owners***
- ***Opportunities for introductions and cross-promotions***
- ***Increased reach for sales and marketing efforts***



02 Create upper-floor residences utilizing the overlay district

Housing in Downtown forms a symbiotic relationship with businesses. This relationship provides enterprises with “doors” or “roofs” that will use the amenities, and businesses will attract more high-quality tenants. This also creates more centrally located residences which are a great option for young professionals and senior housing. To gain these positive effects, it is recommended that upper floors be considered for housing options, within the overlay district. Property owners within the overlay district may apply for assisted funding for upper-floor residences. The City should allocate funding for these grants or loans to boost the efficiency and attractiveness of Downtown.

The ideal matrix of upper-floor housing in downtown is as follows:

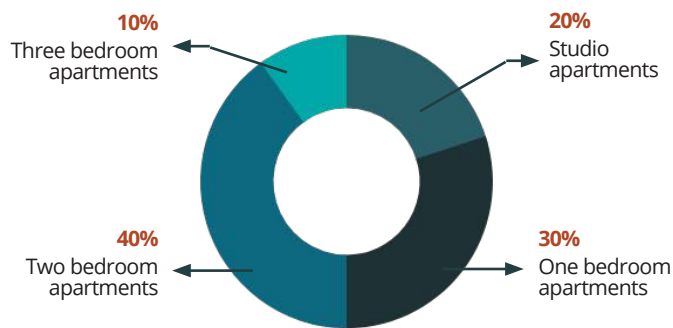


Figure 53: Quoted from the 2019 National Main Street Housing Survey

Some sample floor plans for smaller apartments are outlined below:



Figure 54: Sample Apartment Floor Plan

03 Create upper housing opportunities on State Street between 100 W and 200 W

As outlined in the Targeted Development Scenario (next section), there is an opportunity for additional housing on the currently underutilized parcel on State Street. This parcel is envisioned to be two full and one half stories tall and offer various housing options on the upper floors with an internal parking structure. This density will encourage better utilization of Downtown at all times of day and will provide more ‘roofs’ to attract larger businesses to Downtown. A total of 40,000 Sq Ft of residential space could be created, offering the following opportunities:

40 total units	15 studio apartments at 550 Sq. Ft.	16 1 bedroom/1 bath units at 750 Sq. Ft.	16 2 bedroom/2 bath units at 1000 Sq. Ft.	3 3 bedroom/2 bath units at 1,350 Sq. Ft.
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04

Allow multi-family housing to be built to zero lot lines

Providing increased densities in Downtown core and surrounding neighborhoods will ensure that viable housing options can be provided. Yet, it will require alterations to current building practices. It is recommended that downtown properties be allowed to build up to lot lines, matching the community's existing character. This change will require the following to be amended:

- ✓ **Zero-lot line construction is a right, not by special condition.**
- ✓ **Reduction of off-street parking requirements to zero**
- ✓ **Allowing for increased density massing for two and 3-story buildings (capped at a set height of 34') for structures.**
- ✓ **Requiring facilities to be ROW or back of sidewalk bordered**

Examples of inappropriate setbacks:



Example of uniform and appropriate setbacks:



Figure 55: Setbacks, Source: West Point, UT Design Guidelines

05

Provide zoning changes allowing a variety of residences in Downtown

Ensuring a variety of housing is available in Downtown and surrounding zones of Hurricane will allow for more long-term activation of Downtown. Planning for housing in a changing community or demographic creates a moving target, so it is best to provide valuable developments that will adapt to a communities need, while also providing a "life cycle" housing stock within the community.



Figure 56: Life Cycle Housing

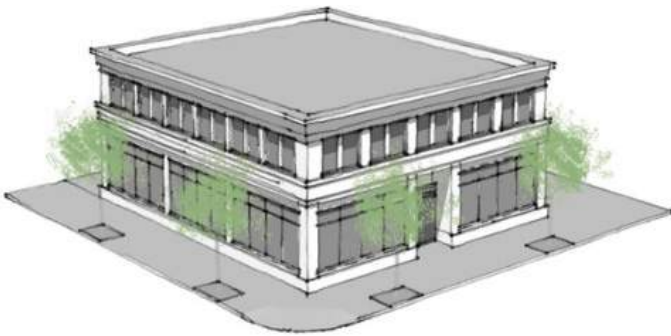
This will ensure that Hurricane can adapt to the community's changing needs as age cohorts move through their housing cycles, encouraging individuals or families to stay in Hurricane for their entire life.



Outlined below are the proposed housing priorities for Hurricane and their applicable timeframes for implementation:

- **Senior housing and empty-nesters**

In years 1-3, it is recommended to focus on incorporating senior housing into Downtown. This is due to the aging demographic of baby boomers and their soon-approaching transition to non-single-family dwelling units. This type of development requires careful consideration of accessibility and location. All senior housing must be equipped with ADA accessible units, garages, and fixtures, as well as proximity to everyday needs such as groceries and general shopping opportunities. By providing quality amenities in a multi-family complex (or upper floors), Downtown will gain regular patrons, specifically ones that value and expect vital service.



- **Empty-Nester housing**

Also within years 1-3, it is recommended that Hurricane develop the infrastructure for high quality one and 2-bedroom houses that can accommodate families whose children have recently moved out or gone to college. These houses may be new developments or renovated historic homes in the area.



- **Young professional housing**

In years 4-7, it is recommended to focus on young professional housing options. This will drive catalyst changes in Downtown's economy, providing a need for increased variety in services, amenities, and restaurants. Additionally, this will fill a need for non-single family-based housing for entry-level young professionals. These unit types should include studio and one-bedroom options as well as rehabilitated single-family size homes.



- **Family and transitional housing**

In years 8-14, it is recommended to focus on family or transitional housing options. These housing options are often considered last for downtown housing as they tend to provide the most negligible economic impact during a revitalization process. These unit types should focus on facilities (single-family or multi-family) with 3 or more bedrooms.



Priority should be given for these properties through incentives or reduced construction costs for municipal fees. This will ensure that equitable efforts are provided to these missing middle housing, as are given to single-family housing



06 Encourage attainable housing

When more considerable site development or redevelopment is considered, it is recommended that possible accommodation be required at a minimum of 20% of occupiable units. Attainable housing is housing that can be afforded, with average household incomes, using the 30% mortgage payment rule, i.e., the mortgage of a standard home should cost no more than 30% of the take home pay for an average family household income. Possible housing varies from low-income or market-rate housing, providing a missing middle housing option for regular families to purchase in a real estate market witnessing exponential property value growth. This can be completed through a series of options, including:

- a. **Grants**
- b. **Tax credits**
- c. **Reductions in property taxes**

A mixture or massing of the above options may be required, yet it should be considered for developers or property owners attempting to provide attainable housing options.



Figure 57: Middle Housing, Source: Missing Middle Housing, 2020

Supporting the recently adopted moderate-income housing plan, this style of housing is recommended to be permitted within the downtown and surrounding areas

07 Reduce parking requirements

Parking requirements can make it hard to design a vibrant and diverse downtown by prioritizing parking spaces over the safety and comfortability of pedestrians, cyclists, and those taking public transport.

This practice can also impede the ability of a downtown to fully utilize both retail and residential units that maximize economic potential. Reducing parking minimums can help reduce greenhouse gas emissions, while also producing a more attractive urban environment that is used more effectively. To most accurately account for parking needs, this recommendation will require a study to be conducted on regular downtown users and their parking usage.

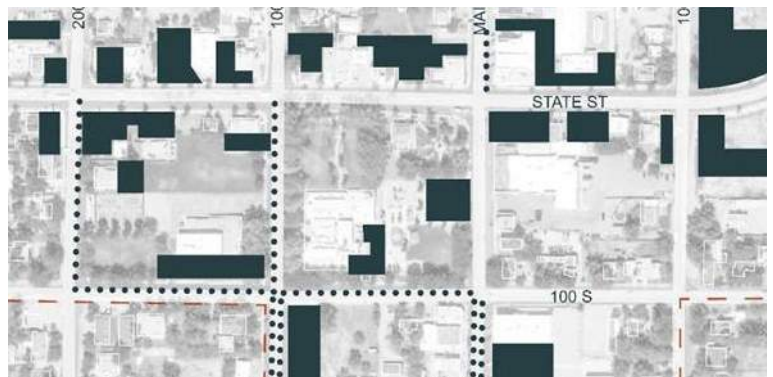


Figure 58: Existing Parking Lots and Angled Street Parking

Considering every building use, occupancy, and proximity to available parking lots, this survey would help determine the exact needs of Downtown in terms of parking stalls. In addition, some businesses may opt to reduce parking by using shared parking agreements. These are most helpful to businesses that require a consistent number of parking stalls, but operate at alternating times of day, relative to other businesses in the agreement. As an interim action step, consideration should be made to 1) reduce the parking minimums, and 2) add the requirement for parking to be located in the rear of each newly permitted structure.



08 Craft, adopt, and enforce a short-term rental ordinance for Downtown

Short-term rentals can be an asset to a downtown, as they stimulate economic growth and support local businesses with steady traffic of diverse tourists. However, short-term rentals can produce their own unique challenges. To effectively address the short-term rental needs and current conditions in Hurricane, a thorough assessment must be conducted to understand:

- ☒ **How many short-term rentals are currently being rented?**
- ☒ **How large are the short-term rentals in Hurricane?**
- ☒ **When are they most utilized?**
- ☒ **How much revenue are short-term rentals generating for the community?**

In addition to understanding the existing conditions, the community will need to identify what role they see short-term rental fulfilling within the downtown. These efforts should strive to provide a balance for considerations of both property owners and neighbors while also filling a regional need for overnight accommodations. Some suggestions for review and implementation are outlined below:

- ☒ **Within the downtown, limit rental complexes to a spacing minimum of 100 linear feet**
- ☒ **Limit the number of potential complexes on a roadway facing block**
- ☒ **Require overnight accommodations have off-street parking facilities**
- ☒ **Prioritize rentals in redevelopment or targeted development parcels**
- ☒ **Create a registry or waiting list for high demand areas**





Targeted Development Scenarios

Based on the feedback received from the public and the assessment of the existing conditions, the consultant team has prepared a series of recommendations for a major catalyst development site. This process involved a survey of the existing assets and challenges, meetings with the steering committee and City, and thorough analysis of public feedback gathered through survey and public input processes.



Figure 59: Proposed Catalyst Site

The proposed scenario requires the City to acquire an underutilized lot in Downtown. This lot is located on State Street between 200 W and 100 W.

By acquiring this lot, and envisioning its full potential, the City can pursue a public-private development agreement in which all the necessary assets are provided to Downtown, but the cost burden is distributed to a private developer.

The Catalyst site developments are outlined in the below graphic.



Figure 60: Northwest Corner Aerial



Details are outlined below:

Catalyst Site:

- ✓ Between 200 W and 100 W facing State Street
- ✓ Municipal land ownership through long-term lease
- ✓ Master developer agreement for Public Private partnership
- ✓ Relocation of the LDS Family Center within the structure along 200 West
- ✓ Potential for development in future phase(s)
- ✓ Two full stories, and a third half floor that is set back from the street facade (45' Tall)
- ✓ Retail storefront along State Street
- ✓ Residences and offices on upper floors
- ✓ Rooftop Terrace
- ✓ Plaza space and amphitheater for entertainment and events such as small gatherings or concerts and food truck events
- ✓ 50% lot coverage
- ✓ Frontage buildings with side parking structure
- ✓ 40,000 Sq Ft Residential
- ✓ 32,000 Sq Ft Commercial
- ✓ Incorporated 100 Car parking facility



Figure 61: Plan View Render



Figure 62: Northwest Corner Render



Figure 63: Northeast Corner Render



Economic Development Recommendations

Creating a resilient local economy is one of the most critical components of downtown revitalization any community can undertake. For a downtown, this includes preparing a necessary framework that will bolster the existing amenities, while providing complementary businesses to ensure Downtown remains relevant while also providing flexibility for adaptation. Recommendations are as follows:

1. **Target business clusters for missing amenities.**
2. **Prepare a detailed market analysis and leakage study.**
3. **Offer façade and signage grants.**
4. **Adopt and enforce the international property maintenance code.**
5. **Facilitate a phased master development for municipal properties.**
6. **Diversify cultural amenities.**
7. **Draft and enforce a site development requirement for building permitting in Downtown.**
8. **Site Redevelopment.**
9. **Incentivize property rehabilitation.**

Detailed information about each of the above-outlined recommendations is provided below:

01

Target business clusters for missing amenities

In this Plan's market analysis phase, several end-users were identified as having a supply gap in the trade areas. These businesses are also opportunities that would fit well into the existing Downtown buildings. Attracting these businesses would provide the community with a necessary addition to the tax revenue and create a regional draw to the State Street corridor for regional attributes. This is done through clustering of development typologies, and the businesses for Downtown Hurricane are as follows, restating some of the start-up and growth opportunities from the market analysis.

Pharmacies and Drug Stores



Women's Clothing Stores



Convenience Stores



Jewelry Stores





02 Prepare a detailed market analysis and leakage study

One of the most important things any community can undertake is studying the expenditure of residents and visitors, specifically where, when, and what the funds are being spent on. Preparing a market analysis is not simply providing a series of statistics about expenditures within a community, it is a nuanced and detailed review of a community that illustrates deficiencies, over-expenditures, and other critical factors. The City will be able to build on this Plan's market analysis and:

- ✓ **Identify GAPS in services or amenities.**
- ✓ **Document areas where the community is over saturated.**
- ✓ **Create retail user profiles that document spending habits or characteristics.**
- ✓ **Define areas or geographic regions primary visitors are traveling from.**
- ✓ **Identify unique attributes about community expenditure habits.**
- ✓ **Prepare strategies for business expansions.**

Through this process, a NAICS-level analysis should be created to help identify beneficial targeted clusters. These clusters should be identified for locations within the community, providing a mixture of amenities or services that would benefit from a symbiotic relationship. Samples of targeted clusters are:

- **Women's clothing stores**
- **General Merchandise stores**
- **Jewelry stores**

Through these clustered developments, the community will be able to witness a catalyst style of development that is self-sufficient. As outlined in the above cluster, many of these facilities would serve a relationship with one another, driving increased uses that are consistent and not event driven. All efforts should be made to provide elements that are maximally productive. This process will require further development and revisitation in the future to build upon the market analysis provided in this document.

03 Offer façade and signage grants

As part of recommendation #6 from the Built Environment Recommendation section, a grant application system should be implemented to encourage upkeep of facades in Downtown. This process will require funding to be allocated from outside grants, or from the annual budget.

One great source of funding for this process is the USDA Rural Business Development Grant program. Towns and communities may apply for grants to be used for economic development, as well as planning and training, and even business incubators. Applications are evaluated by economic need, and consistency with local priorities and goals.

It is recommended that the City reach out to interested business owners in advance to get their proposed construction or rehabilitation plans. This information should be organized and ranked accordingly by need and benefit to the city. Once a list and information about each project is compiled along with additional application requirements, the City should apply as soon as the annual application window is opened. If the grant does not cover all projects submitted by the business owners, those projects have already been ranked, and facade grant plans can be updated accordingly based on the approved USDA grant amount.



Figure 64: Façade Grant Use Example, Source: Urban Redevelopment Authority of Pittsburgh, 2019



04

Adopt and enforce international property maintenance code

The international property maintenance code (IPMC) is the industry's standard code enforcement process. This program is utilized by more than 2,000 municipalities across the country and has been found legally defensible regularly in a court of law. Adopting the guidelines and language will provide the community with an easy-to-implement and follow the program, one that will provide a standard of enforcement for all properties. The adoption process for the international property maintenance code is as follows:

- | | |
|---|--|
| ✓ Sign-up for membership and order code books | ✓ Set citation or infraction limits, processes, and costs. |
| ✓ Begin reviewing the materials and redacting unnecessary materials from the code book. | ✓ Municipal review and redaction of undesired or unnecessary sections. |
| ✓ Prepare necessary compliance and review paperwork for municipal use. | ✓ Adopt the redacted code through the council. |
| | ✓ Being implemented uniformly across the community. |

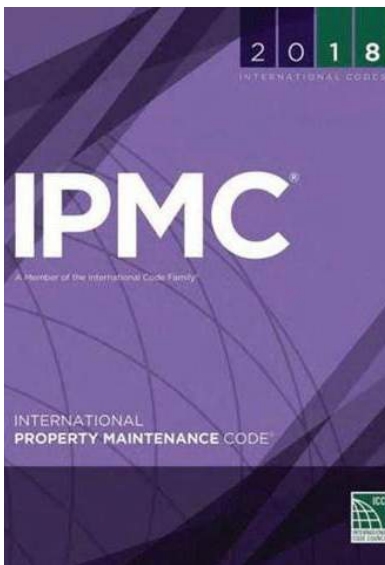


Figure 65: Career Path Graphic, Source: International Property Maintenance Code, 2021





05

Facilitate a phased master development for municipal properties

Transforming and revitalizing catalyst properties is one of the quickest and most impactful downtown revitalization tactics. Within the State Street corridor are several underutilized buildings, yet the property between 200 W and 100 W likely has the largest catalyst potential. Some details about the existing site are as follows:

-  **Located at a prime location for maximum visibility.**
-  **Only 8,500 Sq Ft of existing structures**
-  **Opportunity for strategic municipal purchases**

Improvements to the site and facilities are as follows:

- **100,000 Sq. Ft. development area, allowing for multiple uses.**
- **Includes multiple entrances and rentable spaces.**
- **Offers potential alleyway access for deliveries or other necessary uses.**

Based on these characteristics, this property would have the most significant potential to positively impact Downtown. To ensure the property meets underserved needs, the following uses should be included:

PROPOSED USE	SPACE ALLOCATION	LOCATION	PURPOSE
Downtown food hall	5,000	Close to centralized entrance	A food hall is a rotating food preparation facility with multiple smaller stands or facilities. These facilities can both serve as an incubator for growing businesses, as well as provide year-round opportunities for local food trucks.
Ice cream parlor	1,500	High visibility	Nothing says downtown like an ice cream parlor. This facility should offer homemade or local sources ice cream and ample room for people to gather.
Household appliance & electronics store	4,000-6,500 Sq. Ft.	Access to loading	Currently, the community has a shortage in facilities that sell appliances and home electronics. This space will provide convenience for residents to equip their homes from a local establishment.
New & Used clothing stores	2,500-7,000 Sq. Ft.	Front of building	This space would serve as a resource for residents and visitors. With a significant gap in clothing retail stores, Hurricane could quickly reclaim this spending as potential revenue.
Bakery	1,800 Sq. Ft.	Northeast corner	Providing a local alternative to morning snacking and meals will help encourage longer activation of Downtown by both tourists and residents. Having such an amenity in Downtown will create a more convenient variety of shops.
Sporting goods or camping needs	5,000	Near parking	This facility would provide the community with an undermet need, specifically that of camping or non-big box store supplies. Due to the year-round recreation of the Hurricane area, this store is viable all-year round.
Coffee shop/roastery	2,000	High visibility	Currently the community is undermet in facilities for lingering, socializing, and becoming part of the community. This facility, partnered with the bakery, would provide the residents with a necessary space to gather and enjoy their beverages of choice.

Figure 66: Suggested Building Uses

Efforts should be made to purchase and target marketing of parcels to necessary businesses. By acquiring these parcels, the community will be able to make the necessary catalyst changes much more quickly. Such parcels include the Hurricane Car Lot and the properties at 117 and 135 State Street. By purchasing these sites, the City would be the landowner of most of the block, offering the community a strong opportunity for catalyst development through a master developer agreement.



06 Diversify cultural amenities

Targeting development of specific amenities that encourage tourism and play into the outdoor recreation culture of Southern Utah will allow the City to reach its full potential of tourism spending. Existing businesses that already do such include Southern Utah Adventure Center and Over the Edge Sports. Additional new and used sporting goods stores and rental businesses will help boost this tourism effort. The City should partner with these existing business owners and help them reach their full potential with strategic location changes and facade or site enhancements.

The City should also consider hosting events that specifically benefit local businesses and craft vendors, as well as tailoring their permitting process to favor business owners with residency in Hurricane. Supporting Hurricane's existing asset businesses and business owners will further develop the identity and pride felt in Downtown.



07 Draft and enforce a site development requirement for building permitting in Downtown

Requirements for site development can be hard to regulate and organize. Using site development requirements that include a clear site plan for Downtown developments is a successful strategy for managing what is being designed and included. As part of this process, the City should evaluate what priorities or goals they would like to address within each site. Such goals should pertain to:

- ✓ **Parking**
- ✓ **Landscaping**
- ✓ **Hardscaping**
- ✓ **Entry locations**
- ✓ **Building orientation**
- ✓ **Pedestrian & cyclist amenities**

Once these priorities have been established, the building permitting process can be amended to require that each building have a site plan that clearly addresses such issues. Developing this process will help benefit Downtown by:

- **Creating cohesion within the look and feel of the streetscape and adjacent building designs.**
- **Highlight Downtown's goals and bring them to fruition.**
- **Create an easier understanding of building entrances and wayfinding.**
- **Prioritize the safety and accessibility of pedestrians and cyclists.**



08 Site Redevelopment

Reactivation of Downtown anchor buildings will provide one of the strongest ROIs possible and positively impact the overall corridor's economic health. Adjacent to the development outlined within the Targeted Development Scenario in the previous section, some multiple buildings and amenities would benefit from remodeling or rehab. The City Recreation Center and Fine Arts Building have both received heavy utilization by the community and highlight the need for great recreation and civic spaces within Hurricane.

The City will need to thoroughly study both buildings to understand their current uses and the potential for future retrofit or reconstruction that may improve upon these needs. If upgrades are done in conjunction with the Targeted Development, the city will have the opportunity to create an intentionally designed city center and anchor that provides updated recreational amenities for its residents. This can help set the tone aesthetically and architecturally for the rest of Downtown. Designing and implementing these upgrades will also give the community better facilities to meet their needs more effectively.



09 Incentivize property rehabilitation

A typical roadblock for property rehabilitation is the perception of unattainable increases in property taxes caused by property reassessments. A property tax deferment can encourage property redevelopment, specifically for municipal-based real estate tax increases. Removing this potential or perceived barrier will aid in building catalyst changes in Downtown. This program should conform to the following elements:

- ✓ **Be provided upon request, not automatically provided.**
- ✓ **Provide tax increase deferment on municipally based real estate tax for five years.**
- ✓ **Allow participants to improve their properties and increase rents before additional revenue is needed.**
- ✓ **Encourage regular maintenance through a rolling 15-year calendar for program participation.**

Implementing the use of GIS software integrated with permitting software, the City will be able to easily track what property upgrades have been done throughout the years by browsing each parcel and owner. Through this rehabilitation program, the community can conduct necessary work and gather additional revenue regularly before being concerned about other tax payments. Additionally, this program will empower property owners to make catalyst improvements with less fiscal impact.



05



IMPLEMENTATION STRATEGIES



IMPLEMENTATION STRATEGIES



As important as the recommendations are, preparing a priority order or ranking for implementation will ensure the proper steps are completed at the right time. Outlined below are the top prioritized projects and necessary action steps for implementation

YEAR 0 - 2

1

ALTER LOCAL ORDINANCES AND ZONING TO REQUIRE RETAIL OR SERVICE-BASED INDUSTRIES IN THE DOWNTOWN CORRIDOR

Land Use Recommendation No. 4

- a. Research best practices from surrounding communities
- b. Craft a set of draft ordinances and proposed changes
 - i. *Identify an area where the ordinance will be implemented*
 - ii. *Determine if current zoning / permitted uses will be followed or if amendments will need to be made to permitted uses within the defined area*
- c. Complete the adoption process with planning and council

2

IMPLEMENT A VACANT PROPERTY ORDINANCE

Land Use Recommendation No. 1

- a. Research best practices from surrounding communities
- b. Craft a set of draft ordinances and proposed changes
 - i. *Requirements for building use*
 - ii. *Thresholds for vacancy tenure*
 - iii. *What a "used" building entails*
 - iv. *Incentives and penalties related to compliance*
- c. Complete the adoption process with planning and council
- d. Identify, create, and implement tracking mechanisms
- e. Determine penalties for noncompliance and create and enforce enforcement mechanisms
- f. Update vacant property list regularly

3

PAINT HIGHLY VISIBLE CROSSWALKS

Urban Design Recommendation No. 1

- a. Start with temporary paintings along 100 S in partnership with the community (i.e., high school students, event celebrations, etc.)
- b. Gather funding for permanent thermoplastic crosswalks



4

CREATE A MIXED-USE ZONING DISTRICT, SPECIFICALLY WITHIN THE DOWNTOWN, ALLOWING AND ENCOURAGING A VARIETY OF USES ON UPPER FLOORS SUCH AS DWELLING UNITS, OFFICE SPACES, AND STUDIOS

Land Use Recommendation No. 2

- a. Research best practices from surrounding communities
- b. Craft a set of draft ordinances and
 - i. *Identify permitted uses within the mixed-use zone*
 - ii. *Define the permitted density of development in a mixed-use zone*
- c. Update the zoning map to reflect the new mixed-use zone in downtown
- d. Complete the adoption process with planning and council

5

CRAFT, ADOPT, AND ENFORCE A SHORT-TERM RENTAL ORDINANCE FOR THE DOWNTOWN

Housing Recommendation No. 8

- a. Assess existing short-term rentals' current needs
- b. Identify what the City and the community would like to see.
- c. Adopt an ordinance specifying the number of short-term rentals allowed in the downtown and what is required of those rentals.
- d. Allocate funding for enforcement.

6

CREATE AN OVERLAY ZONE FOR THE DOWNTOWN CORRIDOR (RELATED EXPLICITLY TO FORM-BASED CODES)

Land Use Recommendation No. 3

- a. Research best practices from surrounding communities
- b. Identify the areas to be included in the overlay zone
 - i. *Incorporate form-based code into overlay regulations as developed in Implementation Strategy 17*
- c. Craft a set of draft ordinances
- d. Update the zoning map to reflect the location of the overlay zone
- e. Complete the adoption process with planning and council

7

ALLOW MULTI-FAMILY HOUSING TO BE BUILT TO ZERO LOT LINES

Housing Recommendation No. 4

- a. Establish zero-lot line construction as a right
- b. Allowing for increased density massing for two and 3-story buildings (capped at a set height of 40') for structures
- c. Require facilities to be ROW or back of sidewalk bordered

8

PROVIDE ZONING CHANGES ALLOWING A VARIETY OF RESIDENCES WITHIN THE DOWNTOWN

Housing Recommendation No. 5

- a. Assess current zoning requirements
- b. Review and amend the code to allow for increased densities
- c. Eliminate requirements that prohibit certain housing types
- d. Rewrite zoning requirements to allow multiple housing types and styles as long as the preferred density is achieved.



9

WORK WITH A LOCAL REALTOR(S) TO CREATE A DOWNTOWN PROPERTIES MARKETING DATABASE

Built Environment Recommendation No. 5

- a. Identify local realtors and create a partnership to implement recommendations.
- b. Create a list of eligible properties.
- c. Conduct assessments of the building condition, zoning, potential end-use types, etc. Also, gather owner or listing agent contact information.
- d. Create marketing materials and flyers for each identified property
- e. Create a website for available properties
- f. Share information about available properties with developers
 - i. *Utilize an online platform where interested parties can easily access these marketing materials*
- g. Maintain and update the list regularly

10

UPDATE AND ENFORCE SIGNAGE REGULATIONS

Built Environment Recommendation No. 1

- a. Research best practices from surrounding communities
- b. Review existing signage regulations
 - i. *Identify corrections or additions needed to the current regulations*
- c. Craft a set of draft ordinances
- d. Identify and implement enforcement mechanisms for regulations
- e. Complete the adoption process with planning and council

11

MAINTAIN AND ENHANCE TREES AND SIDEWALK LEVEL PLANTING AREAS ALONG THE PEDESTRIAN WAY

Green Infrastructure Recommendation No. 4

- a. Identify existing areas where trees and street-level plantings are already present
- b. Assess the current condition of existing vegetative areas
- c. Implement plantings in areas where additional buffering is needed
- d. Determine ongoing maintenance needs and implement them as needed. Adjust fiscal budgets as required to accommodate necessary maintenance
- e. Conduct a downtown assessment to identify areas where trees and street-level plantings could be added
- f. Determine the estimated cost of such installations and budget accordingly

12

CLOSE 100 W FROM 100 S TO STATE STREET

Urban Design Recommendation No. 2

- a. Lock and reinforce permanent barricades
- b. Identify locations for, and stripe accessible parking locations
- c. Create an accessible turn-off for pick-up/drop-off along 100 South
- d. Remove/reduce curbs along 100W to create zero-grade transitions
- e. Provide vegetation in pots and moveable items to reduce heat island effect



13

REDUCE PARKING REQUIREMENTS, ALLOWING FOR INCREASED DENSITY STRUCTURES

Housing Recommendation No. 7

- a. Identify current users and parking needs within the downtown
- b. Identify where the required on and off-street parking requirements for existing and new developments should be reduced (based on current and proposed users and needs)
- c. Craft a draft ordinance that updates the appropriate zoning regulations as they relate to on and off-street parking
- d. Complete the adoption process with planning and council
- e. In addition to the proposed ordinance change, locate existing parking lots and structures that can be utilized and potentially shared
- f. Facilitate and encourage shared agreements between businesses where feasible.

14

INTEGRATE A HISTORICAL OR CULTURAL TRAIL THROUGH THE DOWNTOWN CORRIDOR

Parks & Civic Space Recommendation No. 3

- a. Identify historical and cultural assets throughout the downtown corridor
- b. Create a database with location and background information
- c. Create graphic representation/route of identified assets
- d. Distribute trail routes at places of business, as well as online, so individuals can access it and utilize trail route
- e. Create a QR code or another interactive aspect where individuals can learn more information about an asset as they pass through the downtown

15

OFFER FAÇADE AND SIGNAGE GRANTS

Economic Development recommendation
No. 3

- a. Adopt design guidelines
- b. Identify funding for program implementation and administration
- c. Create a grant application program
- d. Establish criteria for awarding applicants
- e. Allocate funding from outside grant sources or annual budget

16

ADOPT AND ENFORCE INTERNATIONAL PROPERTY MAINTENANCE CODE

Economic Development Recommendation
No. 4

- a. Sign-up for membership and order code books
- b. Review the materials and redact unnecessary materials from the code book
- c. Prepare necessary compliance and review paperwork for municipal use
- d. Set citation or infraction limits, processes, and costs
- e. Adopt the redacted code through the council
- f. Being implemented uniformly across the community



17

DRAFT AND ENFORCE A SITE DEVELOPMENT REQUIREMENT FOR BUILDING PERMITS WITHIN THE DOWNTOWN

Economic Development
Recommendation No. 7

- Establish goals for on-site parking, landscaping, hardscaping, entry locations, building orientation, and pedestrian & cyclist amenities.
- Require a site plan as part of the permitting process within downtown
- Create regulations for key goals to be shown on submitted site plans

18

PREPARATION AND IMPLEMENTATION OF FORM-BASED CODE, SPECIFICALLY IN THE DOWNTOWN OVERLAY ZONE

Built Environment Recommendation No. 7

- Adopt an overlay zone within downtown where form-based codes will be implemented (see Implementation Strategy 6)
- Define and outline preferred development standards for construction within the overlay zone.
- Draft proposed guidelines
- Create a mechanism for enforcement of the form-based codes
- Complete the adoption process with planning and council

19

NEW CORRIDOR AND SIGNAL WARRANT STUDY ON STATE STREET

Transportation Recommendation No. 1

- Coordinate with UDOT about a new corridor and signal warrant study on State Street
- Secure internal funds and external grants (i.e., Dixie MPO) to provide a match for the study
- Help conduct and finalize the investigation in coordination with UDOT

20

CREATE A PEDESTRIAN AND BICYCLE-ONLY STREET ON 100 W BETWEEN 100 S TO STATE STREET

Urban Design Recommendation No. 2

- Temporary closure (3-4 months) during summer months
- Implement tactical urbanism and programming to increase space utilization (community art, fairs, events, etc.)
- Complete street closure after adoption with the planning commission and council

21

STRATEGICALLY LOCATE ACCESSIBLE PARKING FOR EQUITABLE ACCESS

Urban Design Recommendation No. 7

- Identify areas close to destination entrances that can host accessible parking spots
- Count parking spots within each block
- Implement a minimum of 1 accessible stall for every 25 stalls

22

INSTALL PARKING SIGNAGE WITH A MAXIMUM OF 2-HOUR TIME LIMIT

Urban Design Recommendation No. 8

- Identify areas where parking demand exceeds capacity, usually near the entrance of destinations and establishments
- Install 2-hour parking limit signs every 25' distance



YEARS 3 - 7

1.	Install parking signage with a maximum of 2-hour time limit	Urban Design Recommendation No. 8
	- Identify areas where parking demand exceeds capacity, usually near the entrance of destinations and establishments. - Install 2-hour parking limit signs every 25' distance.	
2.	Increase crossing time at the intersection of State Street and Main Street	Transportation Recommendation No. 5
	Adjust the crossing time of the signal following recommendations from the State Street corridor and signal warrant study.	
3.	Add a 4-way stop sign at the intersection of 200 W and 100 N	Transportation Recommendation No. 6
4.	Implement two additional stop signs on 100 N at the corner of 200 W to convert it to a 4-way stop sign. Implement an annual façade program	Built Environment Recommendation No. 6
5.	Implement a tree & vegetation ordinance for installation and maintenance.	Parks & Civic Space Recommendation No. 4
6.	Create downtown design guidelines	Built Environment Recommendation No. 2
7.	Prepare additional hard-surface recreational play spaces within the downtown core.	Parks & Civic Space Recommendation No. 2
8.	Integrate the downtown recreational core into the trails network	Parks & Civic Space Recommendation No. 1
9.	Incentivize development of mixed-uses for developers acquiring underutilized downtown properties.	Built Environment Recommendation No. 4
10.	Install energy-efficient or solar-based lighting along non-DOT roadways	Green Infrastructure Recommendation No. 3
11.	Implement xeriscape design for new construction or rehabilitation	Green Infrastructure Recommendation No. 1
12.	Create small rain gardens within curb bulb-outs and parks downtown	Green Infrastructure Recommendation No. 5
13.	Provide zoning changes to ensure a minimum Floor Area Ratio (FAR) is met.	Land Use Recommendation No. 5
14.	Conduct a building inventory	Housing Recommendation No. 1
15.	Create upper-floor residence allowances utilizing the overlay district	Housing Recommendation No. 2
16.	Encourage attainable housing with deferred taxes or other financial incentives	Housing Recommendation No. 6
17.	Facilitate a phased master development for municipal catalyst site between 100 W and 200 W	Targeted Development Scenario & Economic Development Recommendation No. 5
18.	Create upper housing opportunities on State Street between 100 W and 200 W in conjunction with the Targeted Development Scenario	Housing Recommendation No. 3
19.	Prepare a detailed market analysis and leakage study	Economic Development Recommendation No. 2
20.	Incentivize property rehabilitation	Economic Development Recommendation No. 9



21.	Explore the HAWK signal and median at 100 W	Urban Design Recommendation No. 3
	- Run corridor and signal warranty study in coordination with UDOT - Gather funding for design and engineering - Complete design and gather funding for construction - Finalize construction	
22.	Explore the new traffic signal at 200 W and State Street	Urban Design Recommendation No. 4
	- Run corridor and signal warranty study in coordination with UDOT - Gather funding for design, engineering, and implementation - Install new signal	
23.	Create curb bulb-outs at non-DOT intersections and crosswalks	Urban Design Recommendation No. 5
	- Create an implementation strategy for curb bulb-outs in partnership with UDOT - Gather financing for design and engineering - Complete design and gather funding for construction - Finalize construction	
24.	Help facilitate discussions with property owners for shared parking lots	Urban Design Recommendation No. 6
	- Continue to work with current and new property owners on shared parking agreements. - Finalize shared parking agreements.	
25.	Add curb, gutter, sidewalks, and striped parking along 100 N	Urban Design Recommendation No. 10
	- Continue to secure funding for design and construction - Complete design and engineering of the project - Start construction	
26.	Install wayfinding/parking signage	Transportation Recommendation No. 2
	- Conduct a wayfinding plan to determine the location and content of signs. - This plan is best done with the abovementioned lighting and gathering spaces assessment. - Get the plan adopted by the planning commission and council - Start budgeting and securing funding for design and construction - Implement wayfinding and parking signage	
27.	Install bicycle facilities and sidewalks throughout downtown	Transportation Recommendation No. 3
	- Verify locations of bike lanes and marked shared roadways in this map - Implement new bicycle facilities as roadways get re-paved or re-striped - Finalize implementation of bike lanes and celebrate shared routes downtown	
28.	Convert parallel parking to angled parking and restripe parking along 100 S to mitigate closure of 100 W	Transportation Recommendation No. 4
	- Verify the re-striping or re-pavement plan of 100 S; if possible, coordinate efforts to simultaneously re-stripe angled parking on 100 S between Main Street and 100 W. - Continue and finalize to re-stripe parking along 100 S between 100 W and 300 W	



YEARS 8 - 15

1.	Improve the historic amphitheater, and include a new amphitheater within the Targeted Development Scenario	Parks & Civic Space Recommendation No. 6
2.	Design and implement bioswales along the downtown corridor walkways and parking areas	Green Infrastructure Recommendation No. 2
3.	Increase the size of sidewalks to encourage longer visit durations	Parks & Civic Space Recommendation No. 5
4.	Create mid-sized, hard-surface, community gathering spaces within the downtown	Built Environment Recommendation No. 3
5.	Target business cluster for missing amenities	Economic Development Recommendation No. 1
6.	Diversify cultural amenities	Economic Development Recommendation No. 6
7.	Site Redevelopment	Parks & Civic Space Recommendation No. 6
8.	Consider creating additional municipal parking lots to support site density development - Identify potential parcels for the creation of new municipal parking lots - Conduct an appraisal of the property to determine its market value - Negotiate with property owners to purchase the parcel at a fair price. This may involve making an offer, counter-offers, and ultimately agreeing on a purchase price. - Secure funding to purchase the parcel. This may involve using public funds or seeking grants or loans from the government or other sources. - Acquire the parcel. This may involve obtaining necessary permits, transferring ownership, and paying the purchase price. - Final design and construction of parking lots.	Urban Design Recommendation No. 9
9.	Install more appropriate (pedestrian scale) lighting and other amenities within the corridor - Conduct a lighting assessment to determine key areas where illumination is needed downtown. This may involve conducting a survey or consultation with residents and stakeholders. - Start budgeting and securing funding for design and construction. - Final construction of new lighting amenities	Urban Design Recommendation No. 11
10.	Create additional public gathering spaces adjacent to the ROW space - Conduct a plan for determining the need, location, and types of gathering spaces in downtown Hurricanes. - Get the plan adopted by the planning commission and council - Start budgeting and securing funding for design and construction - Start implementing new gathering amenities and spaces - Final construction of new gathering amenities and spaces.	Urban Design Recommendation No. 12

HURRICANE DOWNTOWN

MASTER PLAN

APRIL
2023

PREPARED BY



Downtown Redevelopment Services
100 E Main St, Suite 100
Ravenna, OH 44266

CRSA

CRSA
175 S Main St, Suite 300
Salt Lake City, Utah 84101

HURRICANE DOWNTOWN PLAN



TIMELINE

- \$45,000 grant from UDOT
- Steering Committee starting meeting in October
- 2 online surveys and 3 public input open houses
- Received comments from over 600 residents



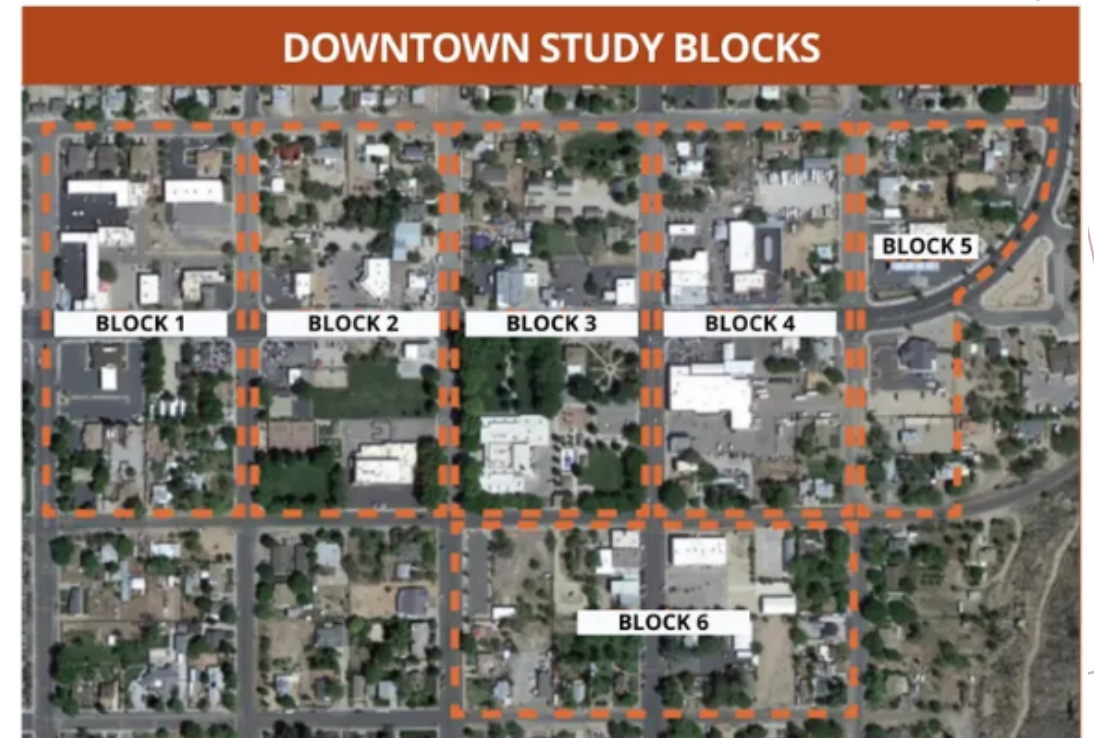
KEY SECTIONS

- Existing Conditions
- Market Analysis
- Public Input Synopsis
- Recommendations
- Implementation Strategies



EXISTING CONDITIONS

- Six study blocks
- From 300 W to the curve
- From 100 N to 100 S and to 200 S from 100 W to 100 E



MARKET ANALYSIS

- There is a potential for more retail and restaurants within the downtown

- 1 PHARMACIES & DRUG STORES
- 2 CONVENIENCE STORES
- 3 WOMEN'S CLOTHING STORES
- 4 SHOE STORES
- 5 JEWELRY STORES
- 6 SPECIALTY FOOD STORES
- 7 SNACK & NON-ALCOHOLIC BEVERAGE BARS
- 8 ELECTRONIC STORES
- 9 LUGGAGE & LEATHER GOODS STORES
- 10 ALL OTHER GENERAL MERCHANDISE STORES

RECOMMENDED USE	SPACE ALLOCATED IN THE BUILDING (SQ. FT)	POTENTIAL LEASE RATE	POTENTIAL MUNICIPAL REVENUE CAPTURE PER FOOT
Pharmacies & Drug Stores	6,500	\$20.00	\$7.46
Convenience Stores	5,000	\$18.00	\$2.14
Women's Clothing Stores	2,000	\$15.00	\$4.40
Shoe Stores	1,500	\$17.50	\$7.45
Jewelry Stores	2,000	\$20.00	\$6.45
Specialty Food Stores	5,000	\$15.00	\$1.83
Snack & Non-Alcoholic Beverage Bars	1,500	\$17.50	\$4.09
Electronic Stores	5,000	\$20.00	\$5.60
Luggage & Leather Goods Stores	2,000	\$15.00	\$3.17
All Other General Merchandise Stores	7,500	\$15.00	\$2.57

Note: The quoted rates are outlined as regional standards. Further review is required for market condition applicability.

PUBLIC INPUT

- Over 600 responses were received to surveys about the downtown
- Staff and consultants have worked to integrate citizen comments and concerns into the plan

THE RESULTS

Outlined below are some of the critical community character elements determined through the engagement process:



Residents enjoy the small-town atmosphere of Hurricane



There are concerns that revitalization efforts and development will detract from the small-town feel of the City

33.8%

of residents have lived in the community for one to five years

37.4%

of respondents visit the downtown area daily

75.1%

of survey respondents stated there are not enough service and retail options in Downtown

72.9%

of respondents (from the 75.1%) indicated date night dining options as a top priority

89.9%

of survey respondents support further downtown revitalization in Hurricane

71.8%

of respondents indicated improved retail and service opportunities would make Downtown more vibrant



RECOMMENDATIONS

LAND USE

- Allow ground-floor retail or service industries on Main St
- Create a Downtown mixed-use zoning district
- Implement a vacant property ordinance

BUILT ENVIRONMENT

- Form based code for Downtown
- Annual façade program

PARKS & CIVIC SPACE

- Downtown historic walking tour
- Integrate the downtown recreational core into trails network

RECOMMENDATIONS

ECONOMIC DEVELOPMENT

- Prepare a detailed market analysis
- Incentivize property rehabilitation
- Target business clusters for missing amenities
- Planning Staff has asked for budget money to do a full Economic Development Master Plan for next fiscal year

HOUSING

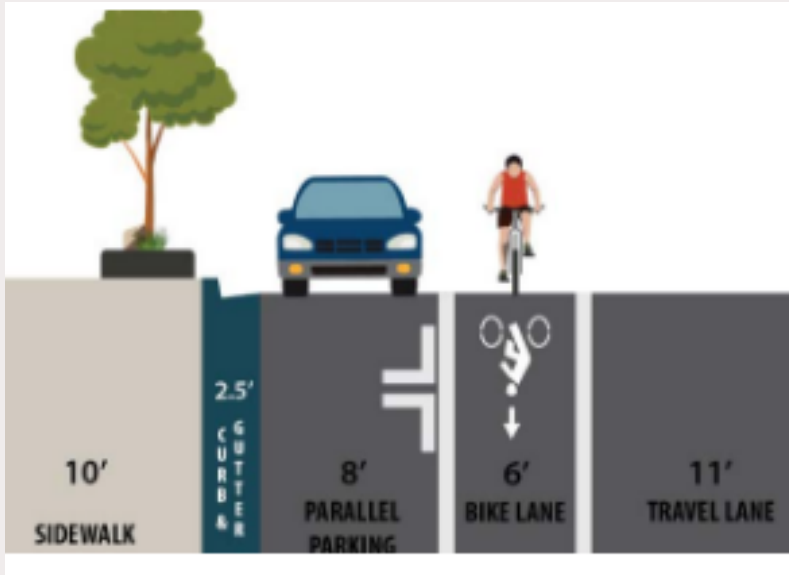
- Allow for housing in upper floors of downtown buildings
- Reduce parking requirements where shared use parking is available
- Allow a greater variety of housing types downtown

RECOMMENDATIONS

- **TRANSPORTATION**

- High visibility crosswalks to promote more walkability and visual appeal within the downtown
- Can be installed temporarily or permanently (or both!)





RECOMMENDATIONS

• **BIKE INFRASTRUCTURE**

- Bike lanes should be installed along busier roadways (100 N or Main St)
- Shared roadways along less busy roadways (100 S)



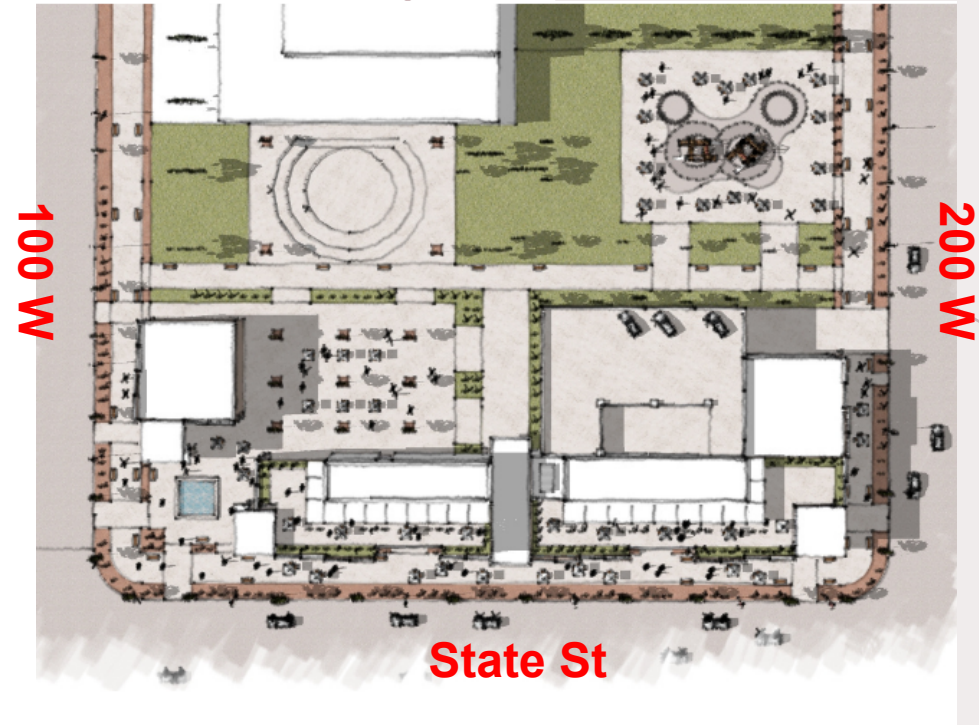
RECOMMENDATIONS

- On May 18th the City Council voted to close 100 W from State St to 100 S from Memorial Day to Labor Day this year
- The current General Plan and Downtown Plan believe this will provide open space within the



CATALYST SITE

- The buildings on the corner of 100 W and State St need to be removed
- The property is owned by the City
- Mixed Use 2-story building with rooftop patios
- Three story parking garage
- Can incorporate the current Family History Center



IMPLEMENTATION

- Downtown Master Plan features a 15-year implementation timeline
- Start with changing ordinances and start budgeting money for larger projects



Targeted Site Development Feedback

Preliminary Survey and Conceptual Feedback

- 622 survey responses
- Top desires for amenities in the downtown (select all that apply):
 - Date-Night Dining - 72.9%
 - Family Friendly Dining - 71.6%
 - Quick lunch/dinner - 68.6%
- Fill in the blank responses
 - Desire more events, more minor and not as significant as Peach days
 - Want more retail and Dining
 - Want “cute” shops and retail
- Items to make downtown more vibrant (select all that apply)
 - Improved retail or services establishments - 71.8%
 - Enhanced programming or events - 45.8%
 - Improved sidewalks and crosswalks - 43.8%
- Callouts for downtown (short answer questions)
 - Need more parking
 - Need more spaces for people to visit and stop at
 - Desire more amenities to visit and hop
 - More variety in food options desired
 - Highlighted comment *“If tourists patronized shops in the area, it stands to reason that the area could support more retail & restaurants in a denser area, creating a more pedestrian and walking-friendly environment.”*

Hurricane Second Survey - Feedback on Ideation

- 293 responses
- Critical items:
 - Connect downtown with pathways to neighborhoods - 52.4%
 - Provide additional community gathering spaces - 39.6%
- How often do you visit downtown amenities (average for each)
 - Local retail - 45.9%
 - Local restaurants - 43.9%
 - Recreational amenities - 36.1%
- Types of amenities desired (select all that apply)
 - Improved community plaza or gathering spaces - 62%

- Additional services (hair salon, chiropractor, etc.) - 52.8%
- More recreational or sporting facilities - 39.2%
- Ideas to encourage better downtown utilization (ranking in order of importance)
 - Reduce public access to roadways (score of 5.23)
 - Updated and enforces signage ordinance (score of 4.48)
 - Incentivize mixed-use development for developers acquiring underutilized properties (score of 4.12)
 - Vacant property ordinance (score of 3.87)
 - Incentivize the development of new retail and commercial spaces (3.48%)

Preliminary Draft Meeting

- Attendance was 61 participants
- Format - Presentation and feedback sheets provided
- Feedback Synopsis
 - Design Ideas
 - Improve crosswalks
 - Outdoor Dining
 - Larger sidewalks
 - Real estate development
 - Build into areas already existing
 - More locations for shops/restaurants
 - Mixed-use development (local retail called out specifically)
 - Neighborhood markets
 - Shopping to raise taxes - (like surrounding communities)
 - Urban design
 - Prefer buildings along roadways and safe sidewalks
 - Need parking and adequate spaces
 - Multiple stories for facilities to allow for more housing
 - Need transition areas and dense downtown
 - Murals and public art to help define downtown

Final Draft Meeting (highlighted comments from the sheets)

- Notes about desiring brick and small-scale development, especially ones that support apartments or other housing options
- Slowing traffic within the downtown (noted to have a lot of speeders or individuals who ignore posted signs)

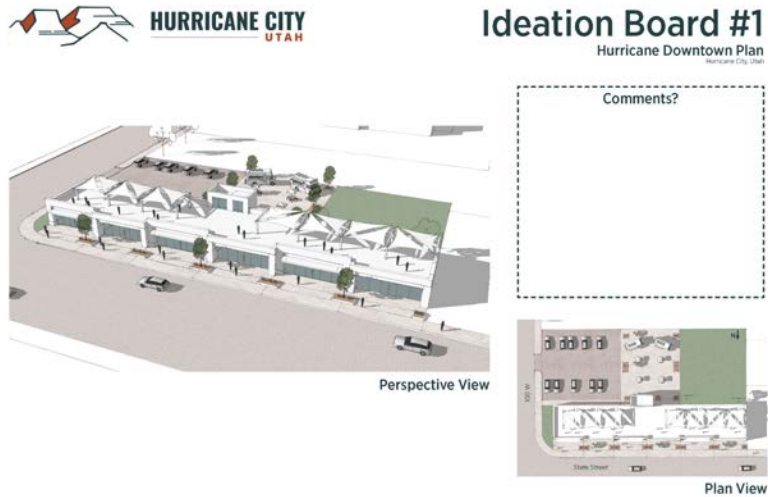
- Desire to increase oversight or limits to short-term rentals
- Facade improvements and a defined program was strong point people agreed with
- Offered ideas for small-scale retail (shed or temporary) on unused lots
- Highlighted comment (Land-use) *"Move car repair, chums, and the white building across the street from chums and renovate to accommodate mixed-use, restaurants, shops"* (this had multiple people agree with a "yes" or "ditto.")
- The desire for a more "uniform" look and feel to storefronts
- Built environment notes - *"Consider 1-2 stories, maybe three stories of buildings that would have restaurants."*
- Parks & civic space notes - *"need to refresh the look of the civic center buildings."*
- Parking is notated throughout, having a desire for enforcement and timed allowances, specifically in hot spot areas of congestion (100S & 100W)

Planning Commission Meeting

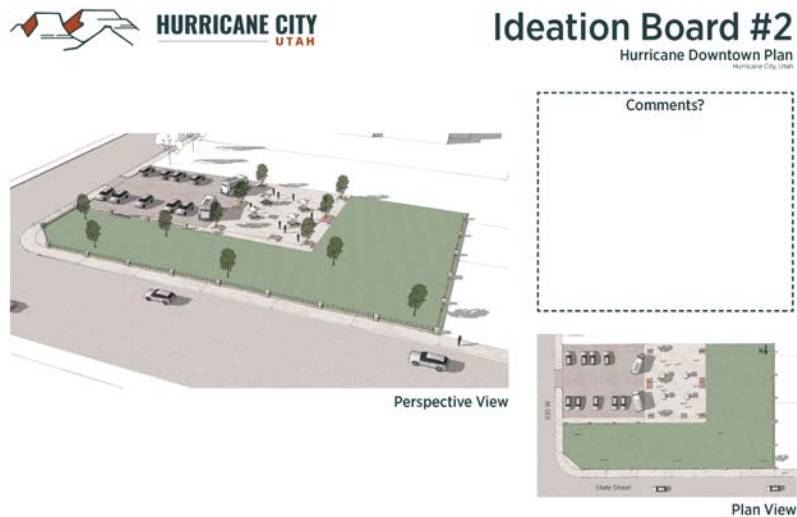
- Unanimous approval
- Public meeting with no comments
- Strong prep work by Stephen to explain the pros and cons of the plan
 - There appears to be a bit of misinformation between this meeting and the council meeting. Once people knew the parameters, they were more open at the supplemental development scenario meeting.

Supplemental Meeting - Targeted Development Site

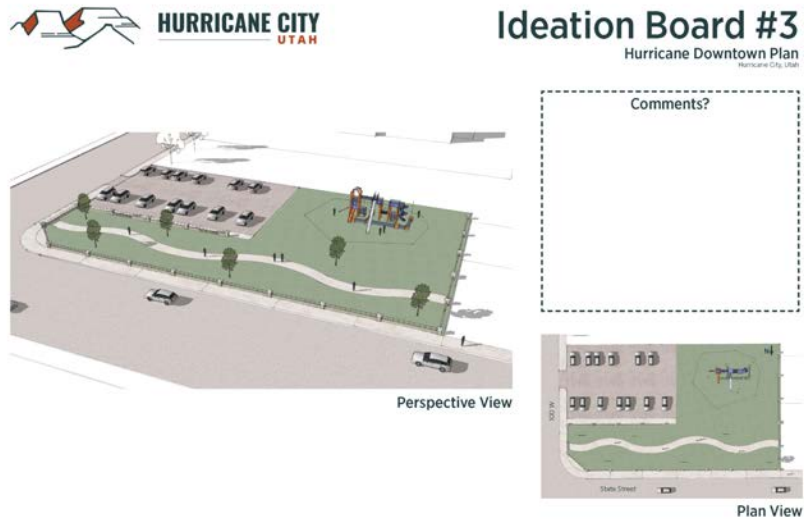
- A meeting was held where people were offered three (3) ideation boards. These boards were not given as options for selection but were provided to help people think about the site. The options were:
 - #1 - 1 story development



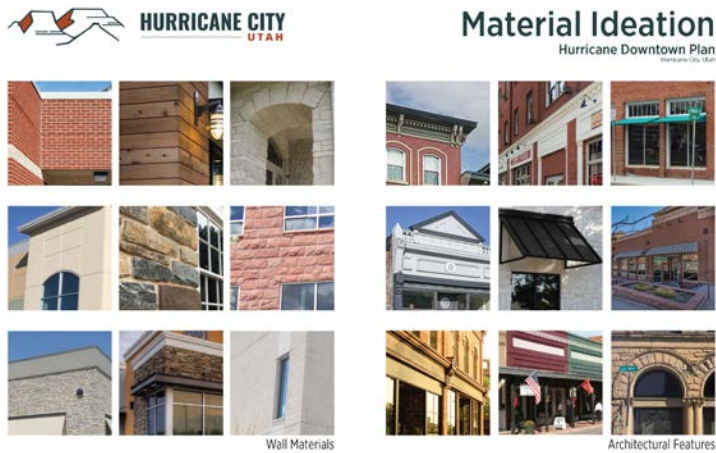
- #2 - Public plaza space



- #3 - recreational space



- Once the drawing was done, a series of material preference boards were provided to gain support for desired materials for the site. The boards used are below:

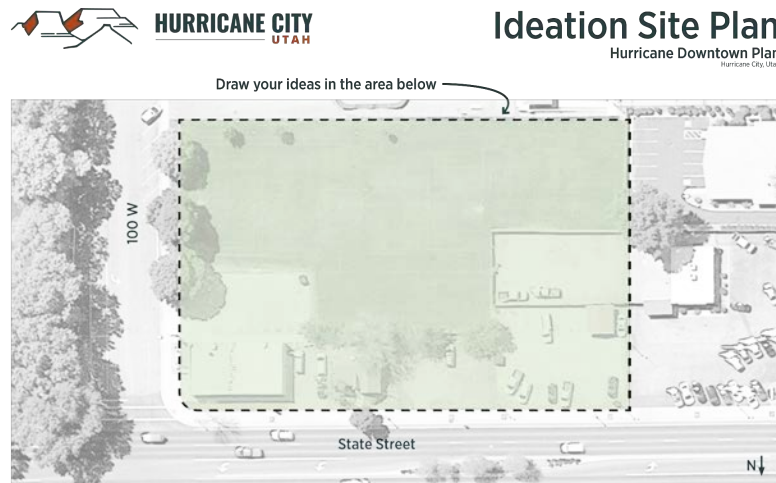


○



○

- After reviewing the ideation boards (where I was personally explaining the purpose and process of the night event), they were given the below to sit down and draw out their ideas:



-
- 32 unique responses from 32 groups/persons
 - We counted 50 people at the event, but only 32 persons left a response on the sheets.
- Feedback from the sheets
 - 51% of the sheets call for more recreational space (some in coordination with more development, others not)
 - 47% call for redevelopment specifically
 - Most of the spots call for parking or other facilities to be created
 - I'm attaching the feedback sheets collected; note there is no defined answer for an absolute direction; we collected the information and synthesized it to make the final renderings sent over earlier in the month.
- Changes desired
 - Once people learned that the buildings on the NE corner were being torn down, many favored replacing a similar size/quantity.
 - During discussions about usage, a compromise was made with Peach Days supporters, especially with the use of space and allocation of land would not change or hinder their abilities
 - Incorporate more parking along the back of the buildings
 - Consider the purchase of the car dealership to allow for green space integration onto that corner, drawing people into the recreation on the site
 - Provide usable spaces (2,000 Sq Ft or up) for people to rent

Final Feedback

While there was vocal support for the proposed site reuse at a public council meeting, it is also important to remember there are other feedback options the data has to be integrated into. The group at a council meeting typically represents a small portion of the overall public. So, as part

of the process, we re-reviewed all the data sets and incorporated the feedback from all events, attempting to make a compromise, precisely one that met:

- Incorporation of additional parking
- Limited impact to green space
- Provided safe separation of roadway/children
- Provided spaces for additional amenities
- Encouraged a walkable and inviting downtown

This was based on the results from our review of the datasets, specifically highlighting the following:

- 68% of respondents want spaces within the downtown to see small businesses and restaurants, many of which were provided the at the meeting in graphic format
- 39% of respondents asked for parks and recreation (including parking facilities) only on the site
- There is a crossover margin where people wanted both amenities, and we worked to incorporate both accordingly.



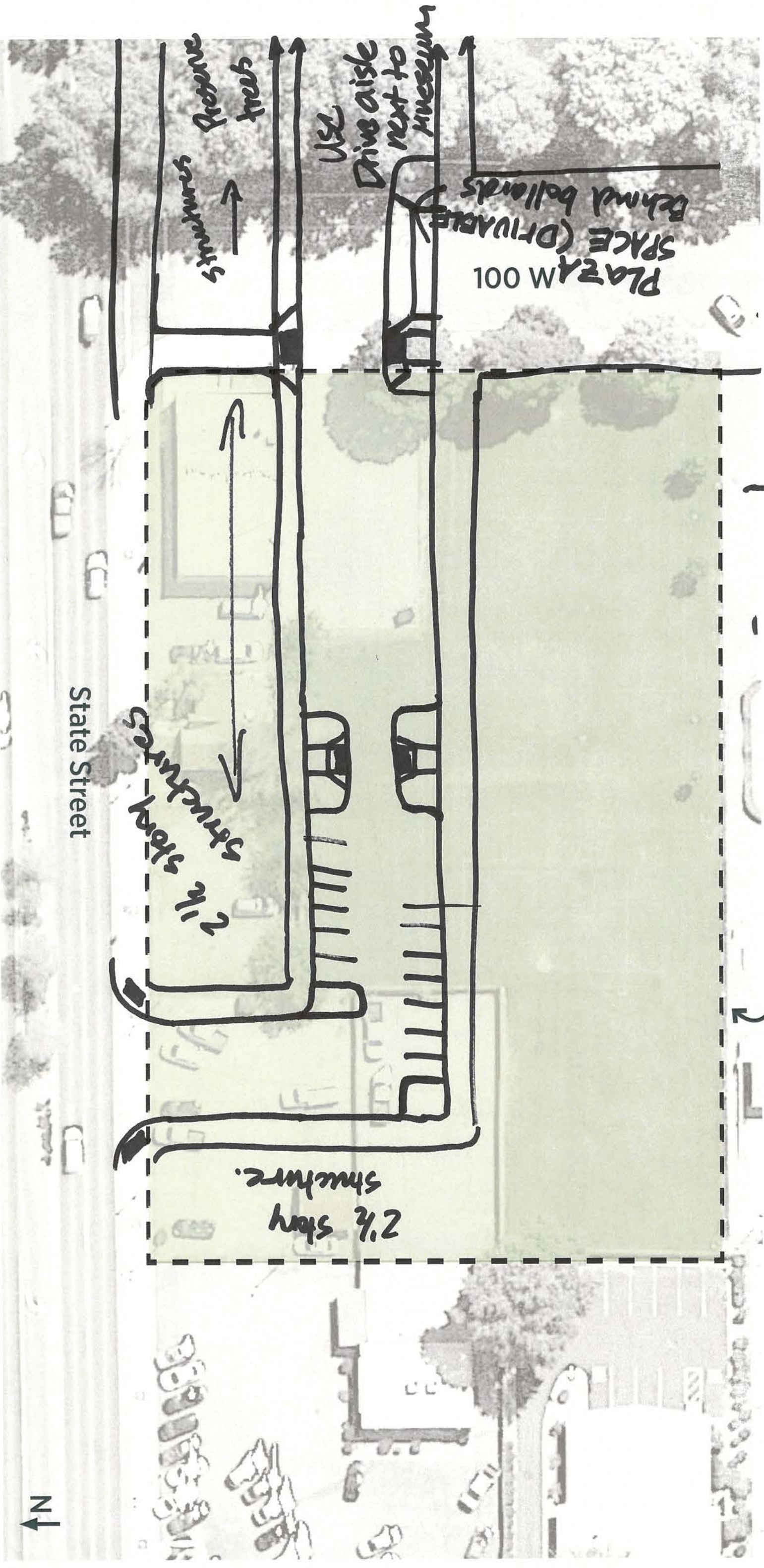
HURRICANE CITY
UTAH

Ideation Site Plan

Hurricane Downtown Plan

Hurricane City, Utah

Draw your ideas in the area below



Move B-ball indoor to pool.

0.450

Drink Shop lease

6' min / 5' 3" min Diagonal / ↑ ↓ Parallel / 18' | 16' | 11' | 9'

100 S X-section / 66' ROW

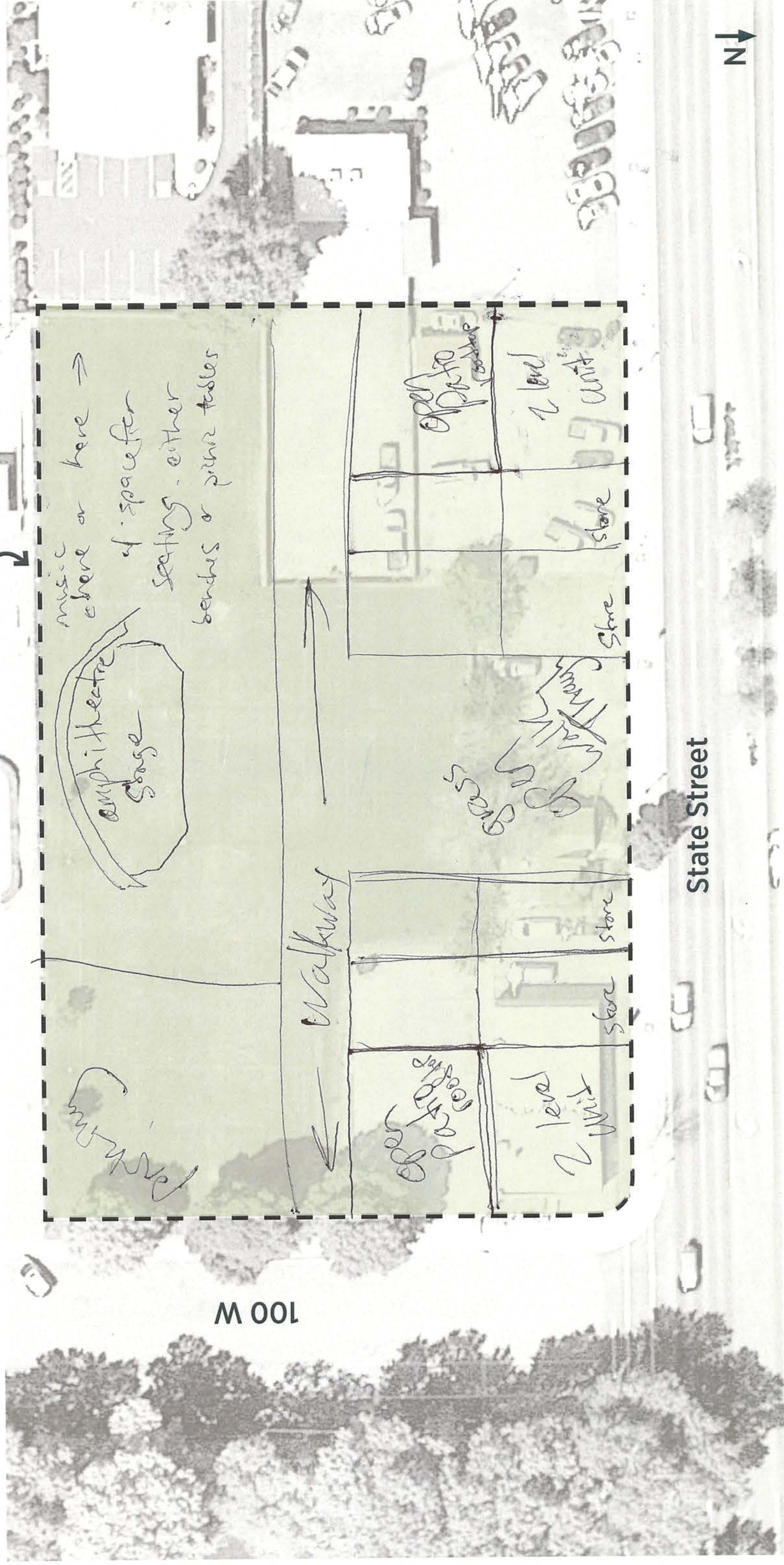
Complete ~~100~~ 100 S (Main to 300 W) / Landscape bulbs & Driveways.



HURRICANE CITY UTAH

Hurricane

Draw your ideas in the area below





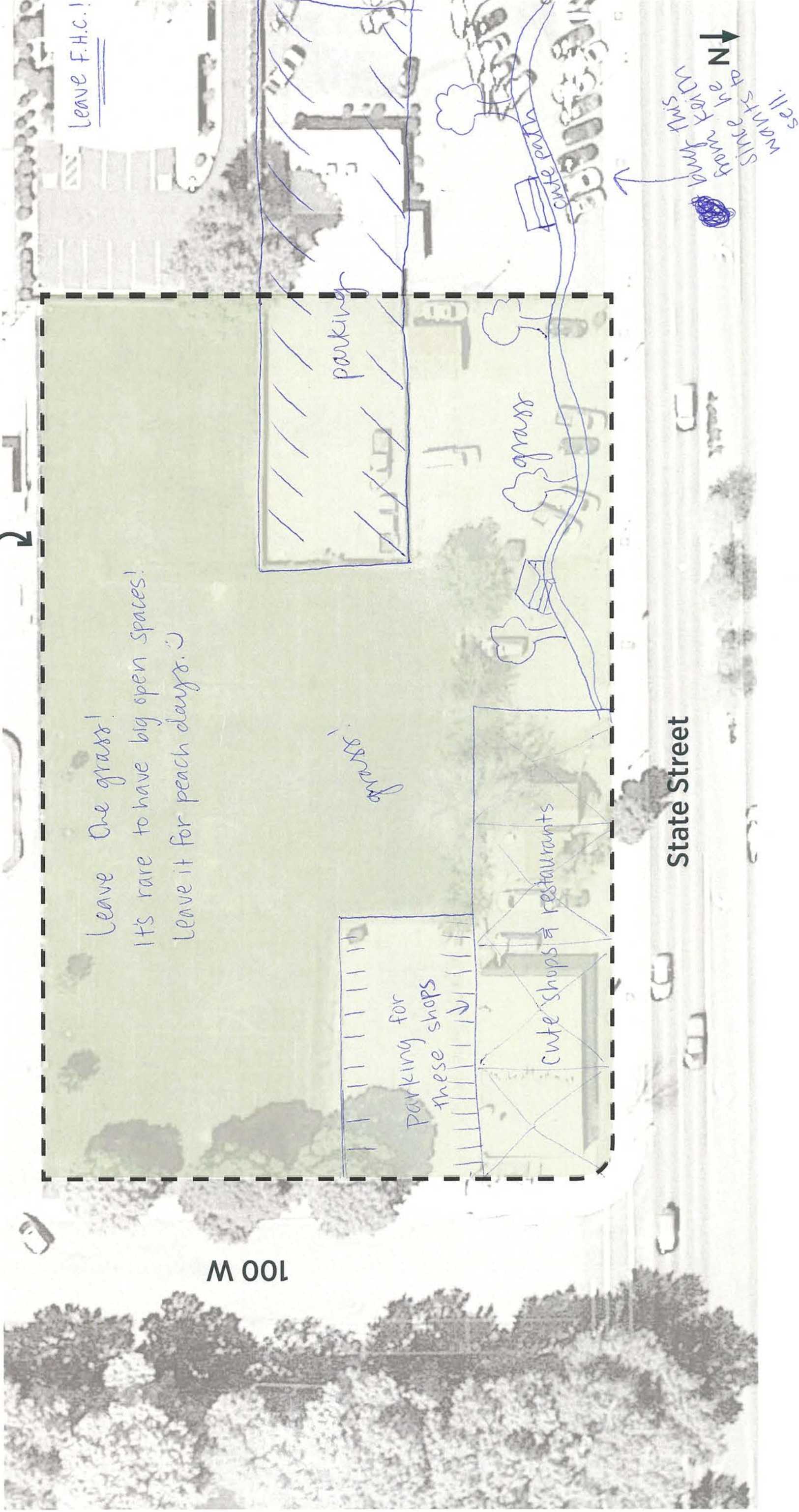
HURRICANE CITY
UTAH

I like idea #1 or #2!
(we don't need a playground!)

Ideation Site Plan

Hurricane Downtown Plan
Hurricane City, Utah

Draw your ideas in the area below





HURRICANE CITY
UTAH

Ideation Site Plan

Hurricane Downtown Plan
Hurricane City, Utah

Draw your ideas in the area below





HURRICANE CITY
UTAH

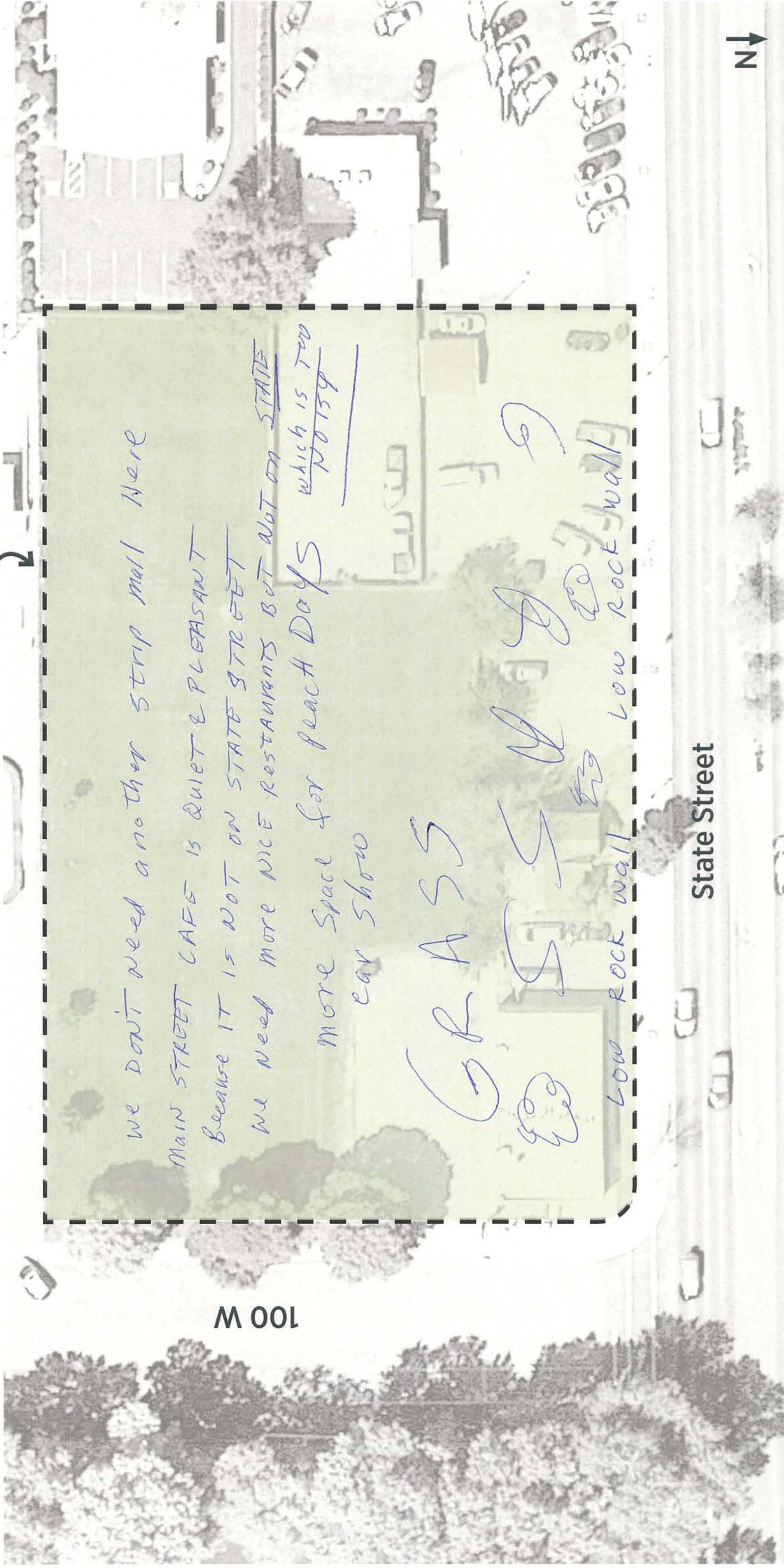
17 STRIP MALLS ON STATE STREET
BETWEEN LAVERKIN AND
TELEGRAPH STREET

Ideation Site Plan

Hurricane Downtown Plan
Hurricane City, Utah

Used car lots DON'T make
Downtown Hurricane look nice!

Draw your ideas in the area below





Ideation Site Plan

Hurricane Downtown Plan

Draw your ideas in the area below

Lead this
parent

leave
picture ball here

leave the
grass.

Used for Pch Days,
city Rec (soccer + FB)

Constance of
God's love

★ Be careful of Buildings
a legal requirement for

No playground

DATE

Leahy

Buildings
have

they add
parking.

Buildings on this end -

leave
fam. host.
us is

green

Parkey
Ladest

State Street

If cannot get stairs for access
to parking - access on
main to park



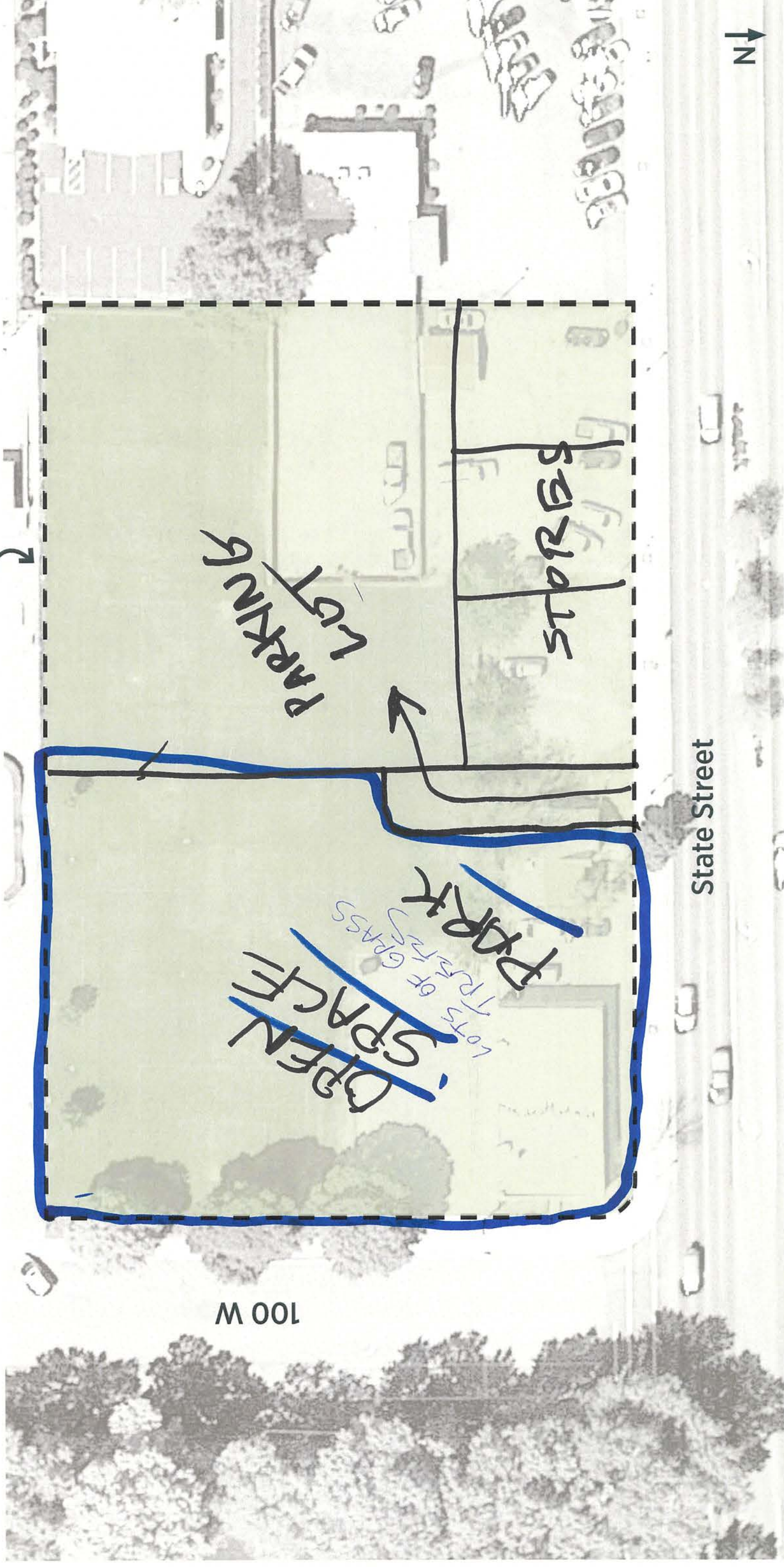


HURRICANE CITY
UTAH

Ideation Site Plan

Hurricane Downtown Plan
Hurricane City, Utah

Draw your ideas in the area below



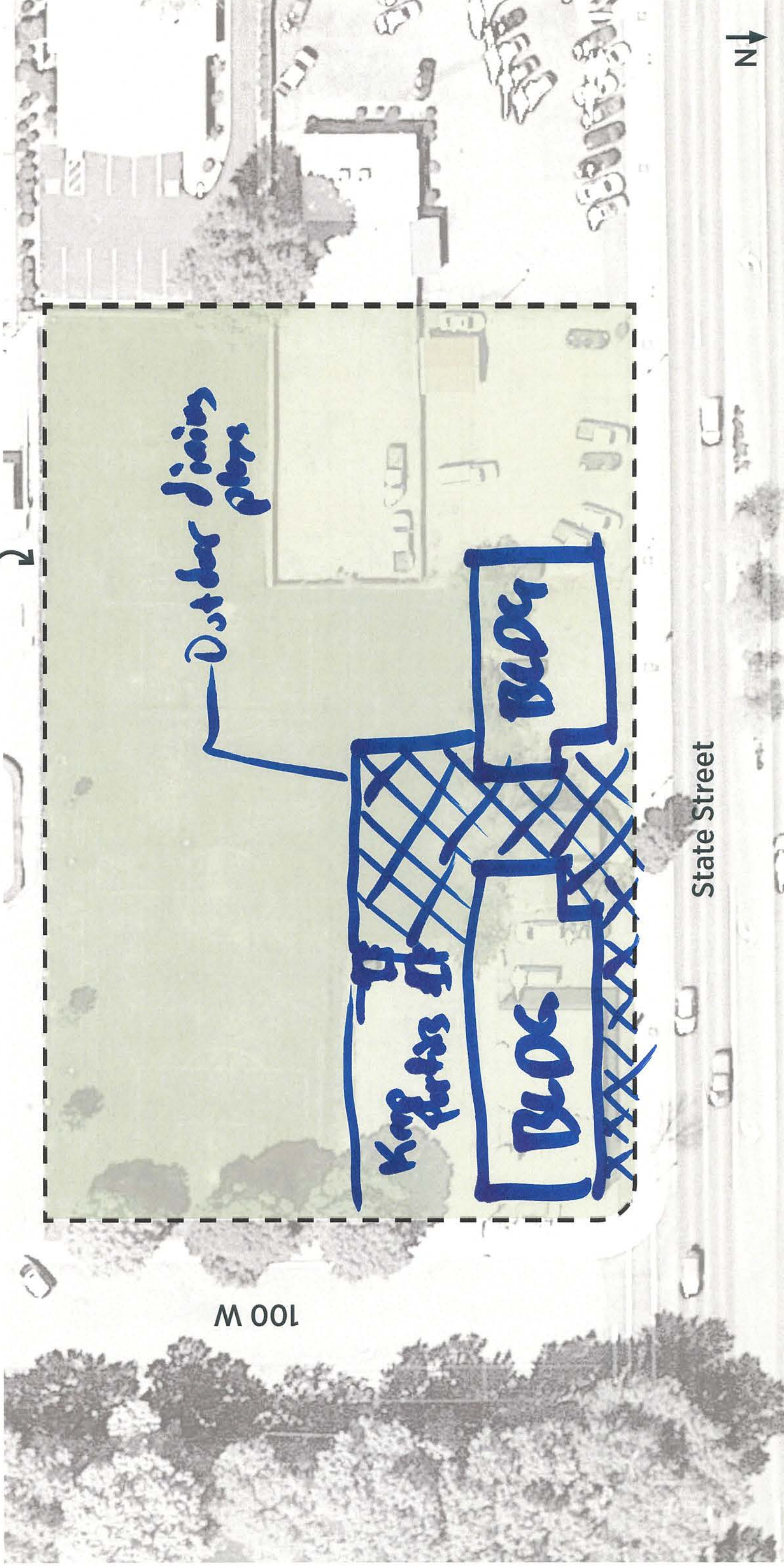


HURRICANE CITY
UTAH

Ideation Site Plan

Hurricane Downtown Plan
Hurricane City, Utah

Draw your ideas in the area below





HURRICANE CITY
UTAH

Keep

Ideation Site Plan

Hurricane Downtown Plan
Hurricane City, Utah

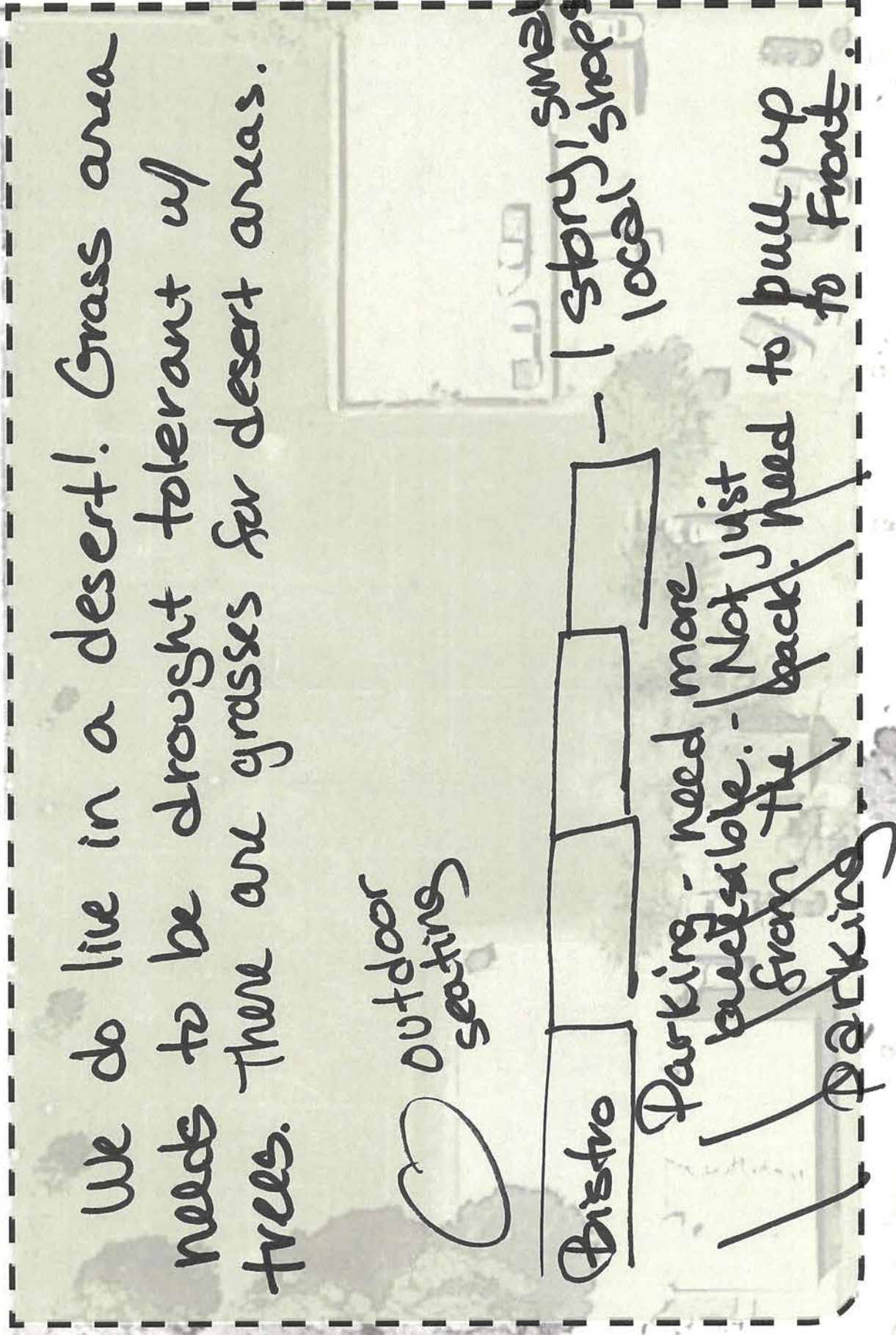
*Keep Pickle
Court*

Draw your ideas in the area below





Draw your ideas in the area below



We do live in a desert! Grass area needs to be drought tolerant w/ trees. There are grasses for desert areas.

Outdoor seating

Bistro

Parking - need more accessible: - Not just from the back, need to pull up to front.

1 story, small local shops.

State Street

I like the idea of parking in front of stores - (3-4) However, you stores need to be something that will draw people. Maybe a bistro where you can sit. However, not like St.6. This is Hurricane.



HURRICANE CITY
UTAH

Ideation Site Plan

Hurricane Downtown Plan
Hurricane City, Utah

Draw your ideas in the area below





HURRICANE CITY
UTAH

Ideation Site Plan

Hurricane Downtown Plan
Hurricane City, Utah

Draw your ideas in the area below





HURRICANE CITY
UTAH

Ideation Site Plan

Hurricane Downtown Plan
Hurricane City, Utah

Draw your ideas in the area below



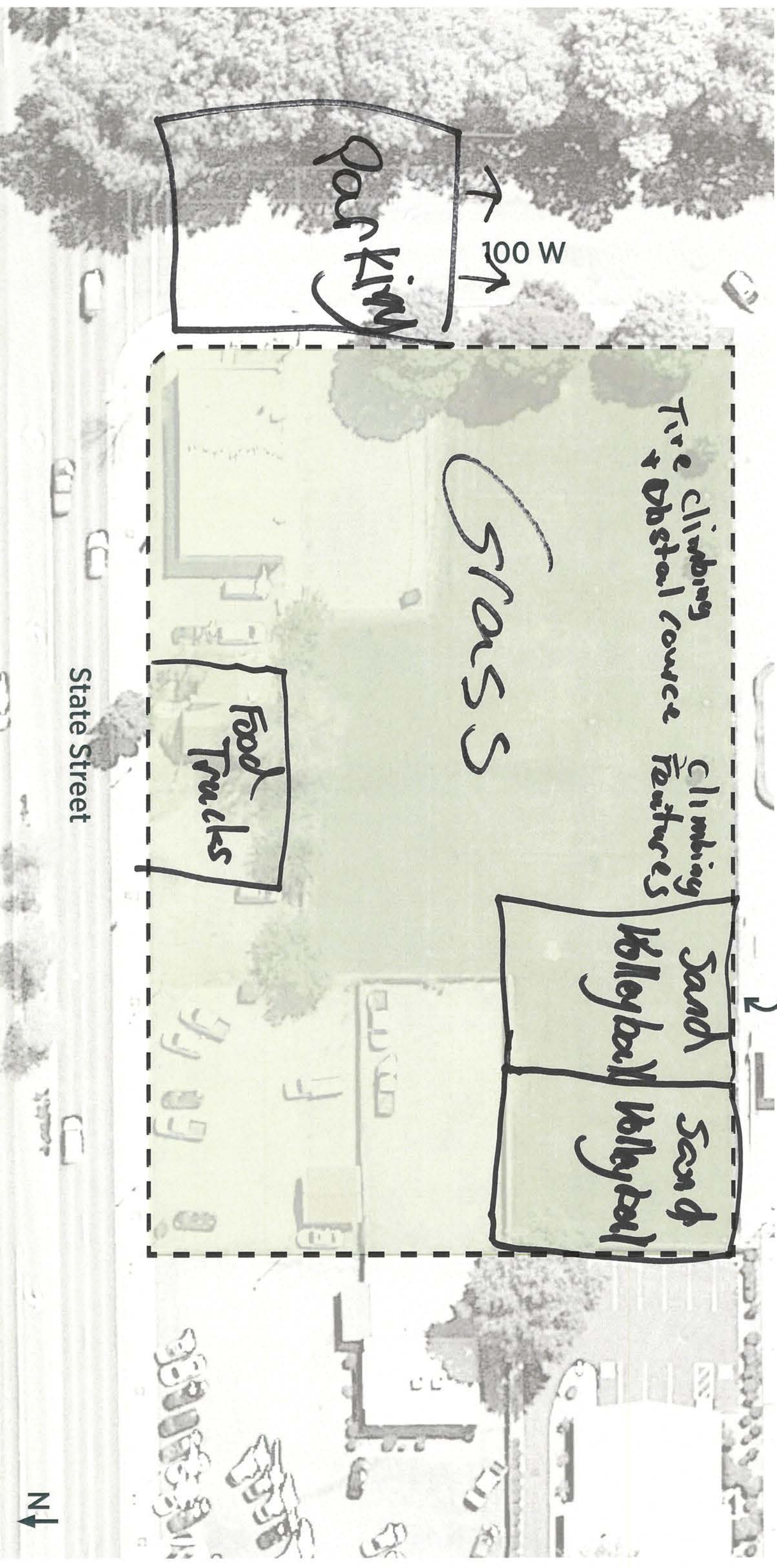


HURRICANE CITY
UTAH

Ideation Site Plan

Hurricane Downtown Plan
Hurricane City, Utah

Draw your ideas in the area below





HURRICANE CITY
UTAH

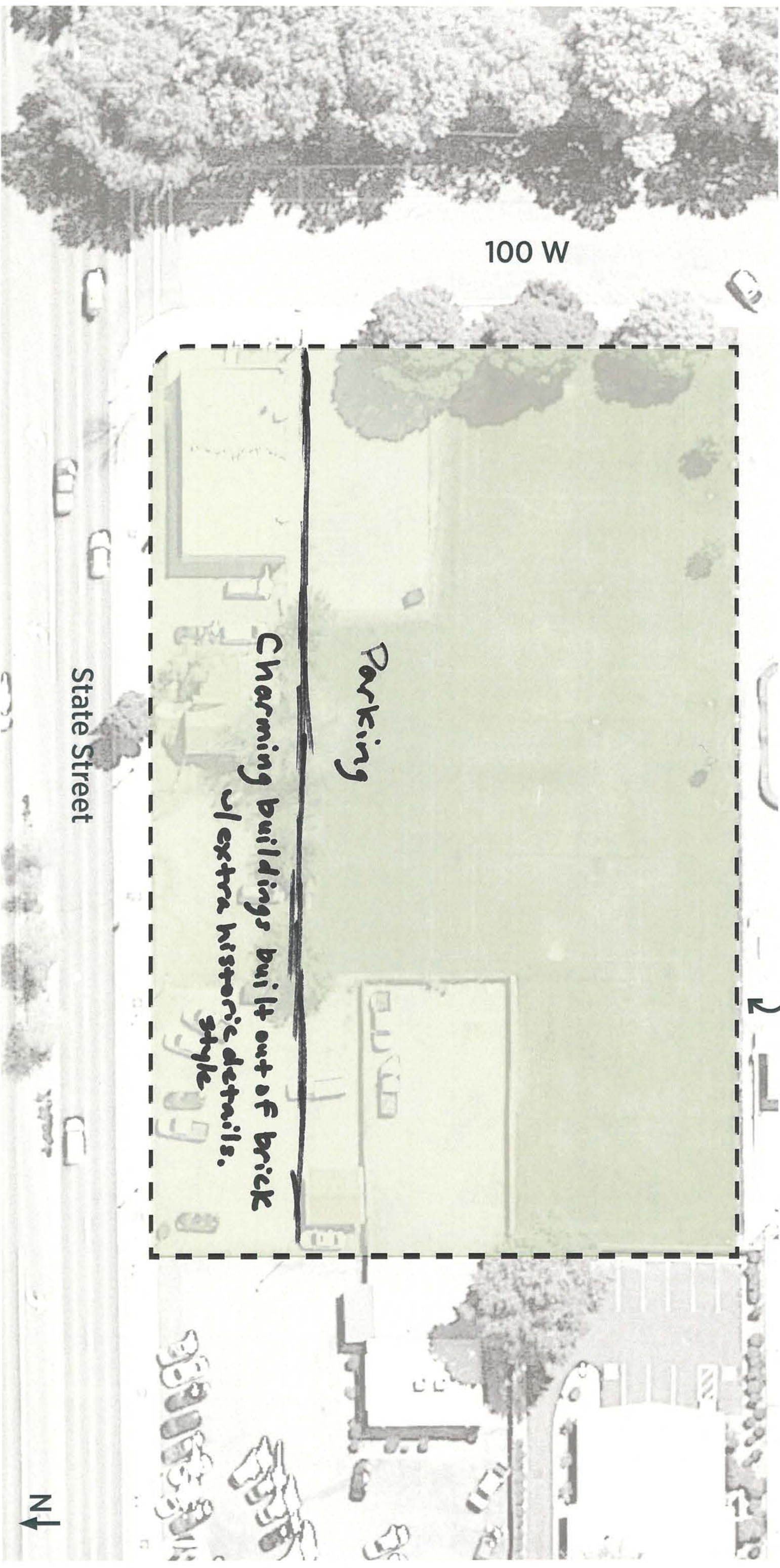
I like Idea board #1 with 1.5-2.5 story heights.

Ideation Site Plan

Hurricane Downtown Plan

Hurricane City, Utah

Draw your ideas in the area below





HURRICANE CITY UTAH

Ideation Site Plan

My friends always go to St. George on the weekends to go to their downtown because Hurricane City, Utah
we have Nothing here. Hurricane is a past-tense town with ~~nothing~~ Not much for young families and kids to enjoy. We need a place for
Draw your ideas in the area below Our kids residents to go to and enjoy with locally owned and
operated shops/restaurants.

100 W

Open Space

Parking

Bldg 2.5
floors

Bldg 2.5
stories

Plaza

Bldg 2.5
floors

State Street





HURRICANE CITY
UTAH

Ideation Site Plan

Hurricane Downtown Plan
Hurricane City, Utah

Draw your ideas in the area below



100 W

Parking

shops

street or park to match the area

State Street





HURRICANE CITY
UTAH

Ideation Site Plan

Hurricane Downtown Plan
Hurricane City, Utah

PARKING NEEDS TO BE ADDRESSED IF DEVELOPED

Draw your ideas in the area below



Leave Pickleball

Please

100 W

CURSED

NEED TO
PURCHASE

AND DEALERSHIP

State Street

N ↓

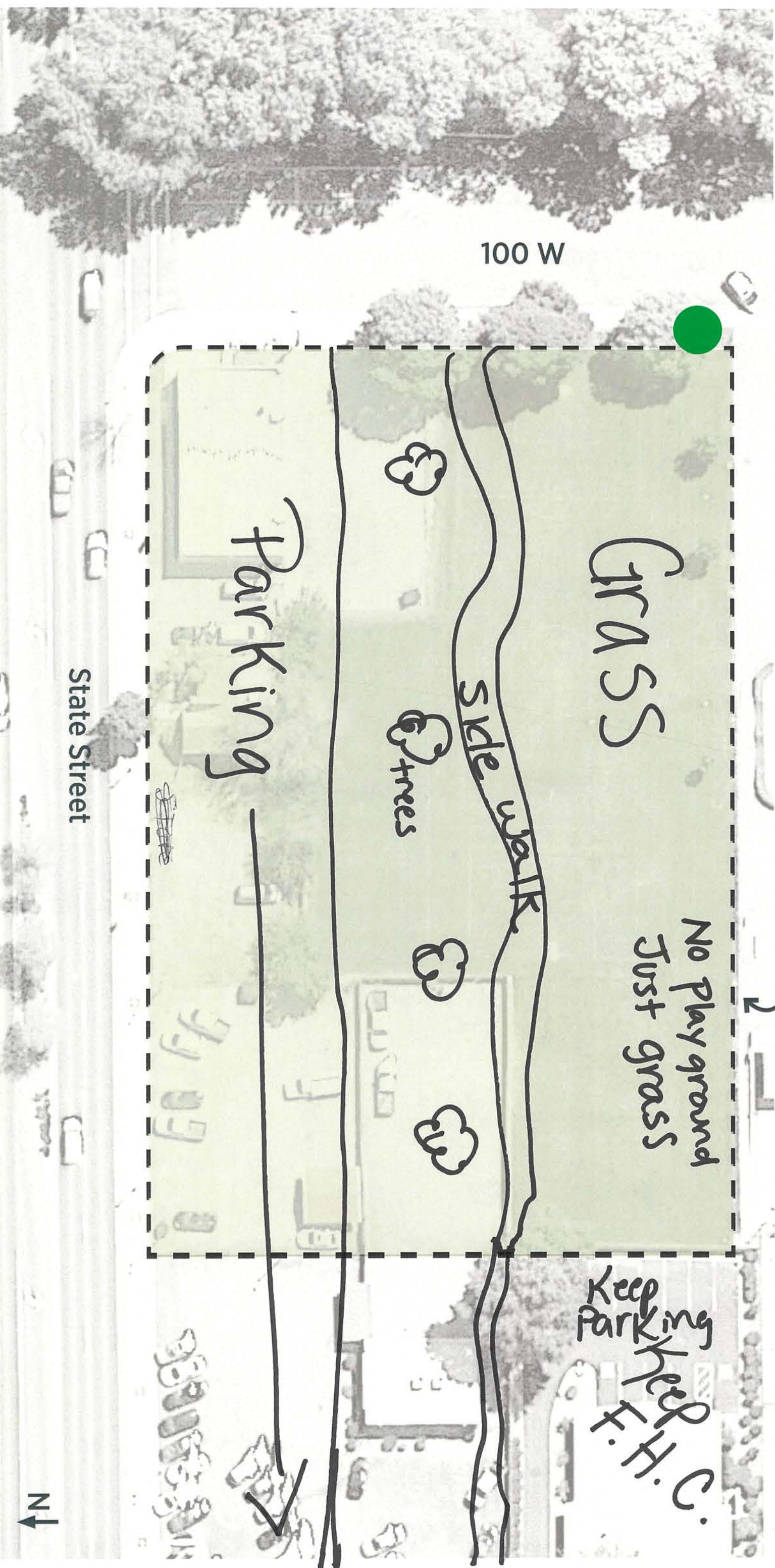


HURRICANE CITY
UTAH

Ideation Site Plan

Hurricane Downtown Plan
Hurricane City, Utah

Draw your ideas in the area below





HURRICANE CITY
UTAH

Ideation Site Plan

Hurricane Downtown Plan
Hurricane City, Utah

Draw your ideas in the area below

I really like your ideation board! Having an upstairs sitting area with maybe a bar band or musicians would be great. Allow street vendors, and food trucks, side walk cafes.

Keeping it 1 story should (hopefully) appease some of the anti-change folks. Please don't give in to the anti change folks. I doubt most of them ~~will~~ would take advantage of the things you are being proposed and that's ok. But more and more of us want Hurricane to be a place where our residents and visitors want to come down to and promote. Be bold, with compassion - but not intimidated or afraid. You're done a great job - please, please

Restaurants, shops, businesses - give us a reason to come downtown - more than a grass field and walking paths - if I wanted that I would walk in any yard and neighborhood sidewalks

don't let us continue on as we are today.

100 W

State Street





HURRICANE CITY
UTAH

BASICALLY
BOARD #1

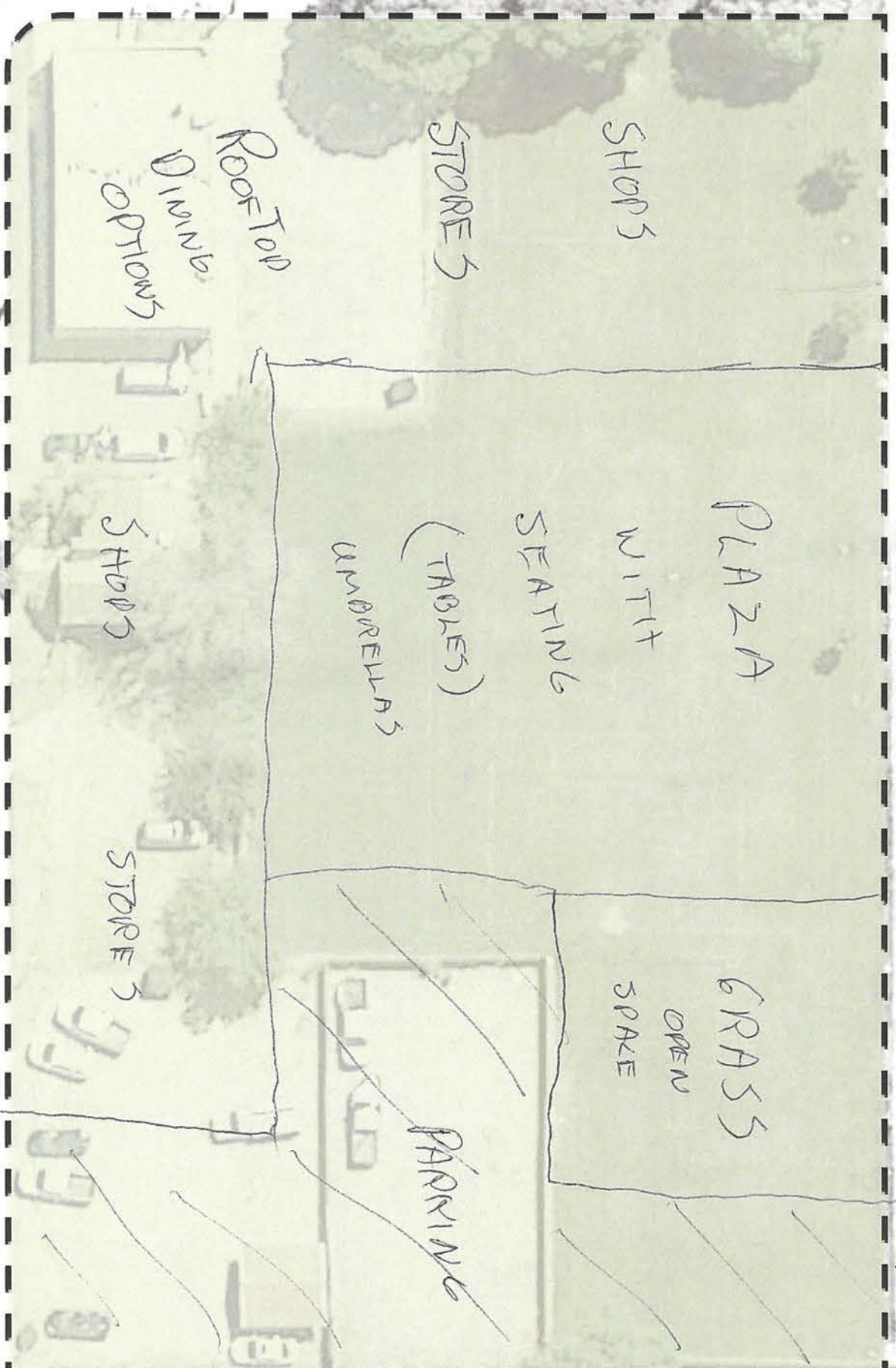
Ideation Site Plan

Hurricane Downtown Plan

Hurricane City, Utah

Draw your ideas in the area below

SINCE THERE
IS PARKING HERE
KEEP IT TOGETHER



100 W

State Street

N ↑



HURRICANE CITY

UTAH

Ideation Site Plan

Hurricane City, Utah

Plan #2 is the best
There is not enough parking in this neighborhood! Parking is a huge problem! Hurricane Downtown Plan

Draw your ideas in the area below

100 W

Leave mostly grass.
Put in parking. Bay Kieth Stat Auto, use for parking.
Put in more diagonal parking on side streets.
Change zoning to one story.
Fewer apartment building north of this area.

State Street



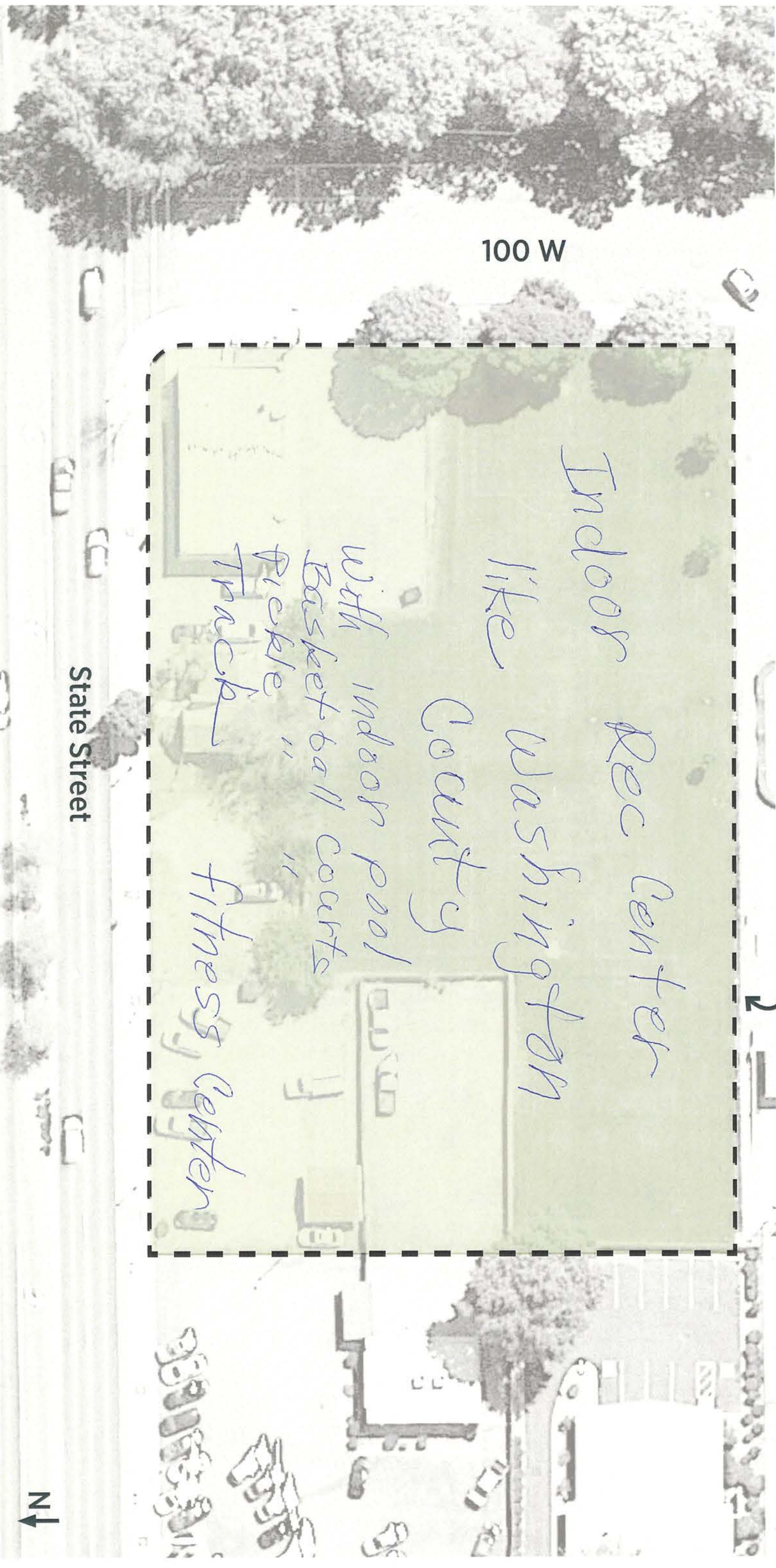


HURRICANE CITY
UTAH

Ideation Site Plan

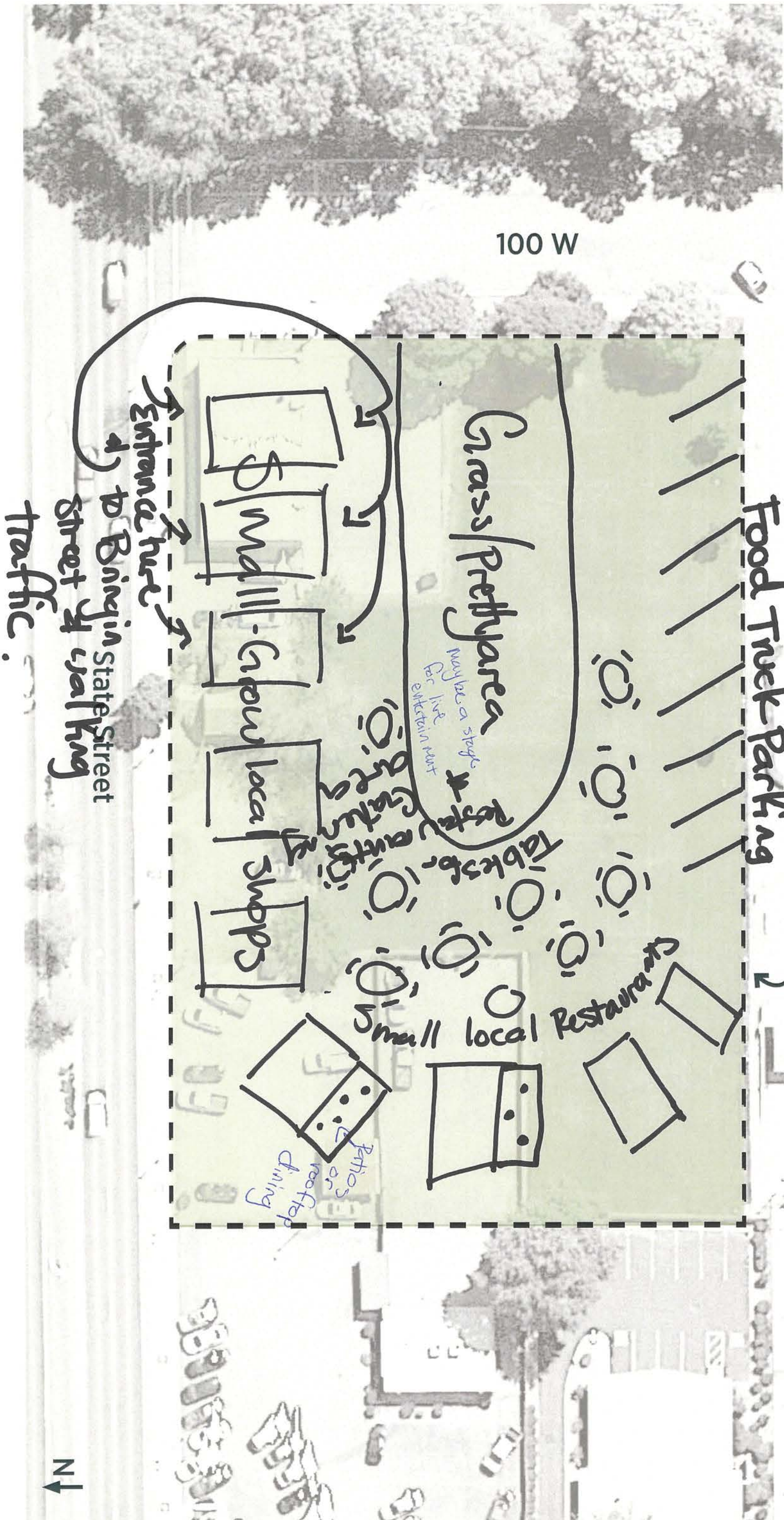
Hurricane Downtown Plan
Hurricane City, Utah

Draw your ideas in the area below





Draw your ideas in the area below





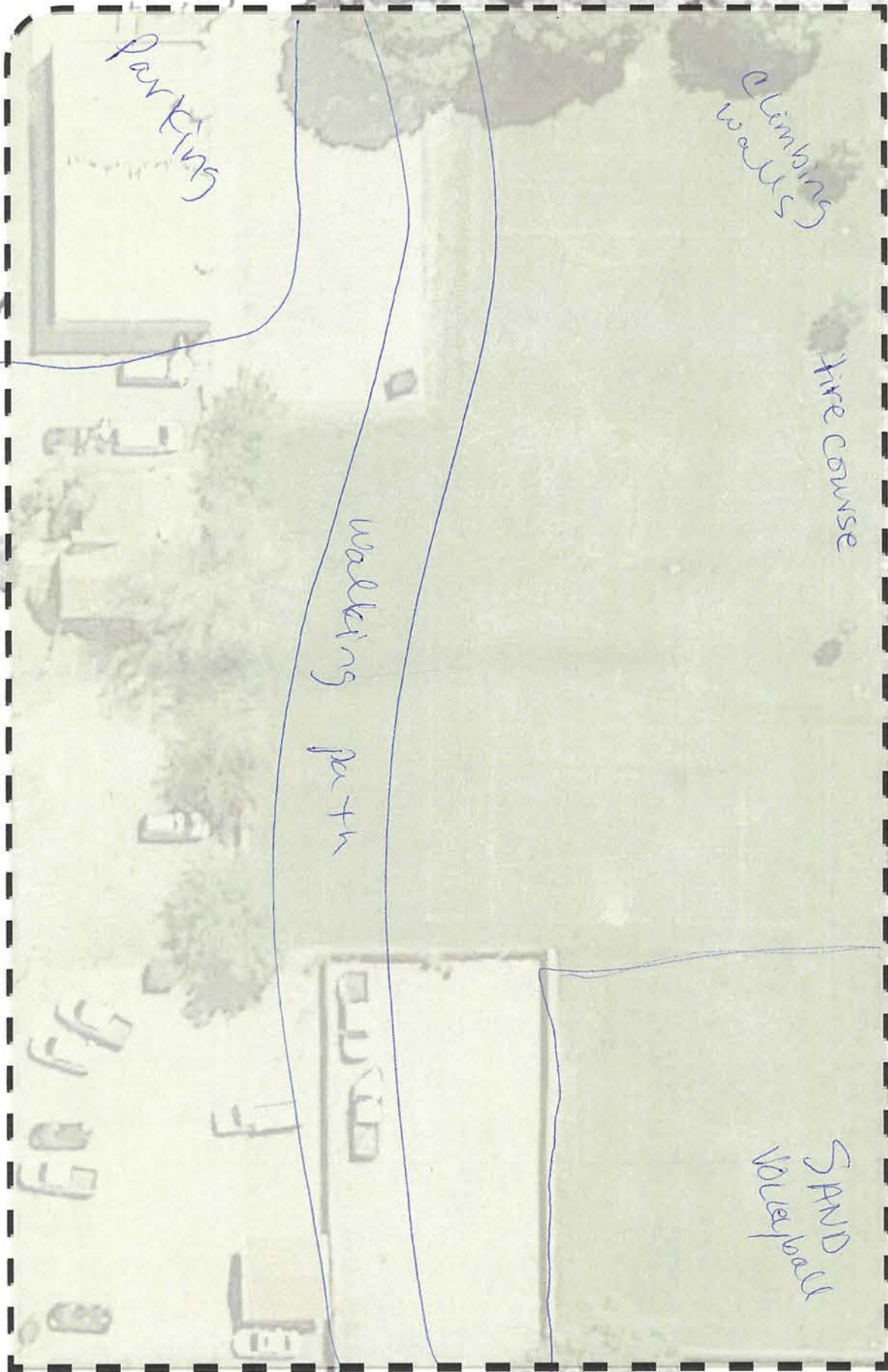
HURRICANE CITY
UTAH

Ideation Site Plan

Hurricane Downtown Plan
Hurricane City, Utah

Draw your ideas in the area below

100 W



State Street





HURRICANE CITY
UTAH

Ideation Site Plan

Hurricane Downtown Plan
Hurricane City, Utah

Draw your ideas in the air, below

100 W

State Street

N ↑





HURRICANE CITY
UTAH

Ideation Site Plan

Hurricane Downtown Plan
Hurricane City, Utah

Draw your ideas in the area below

Soccer Field

100 W

State Street





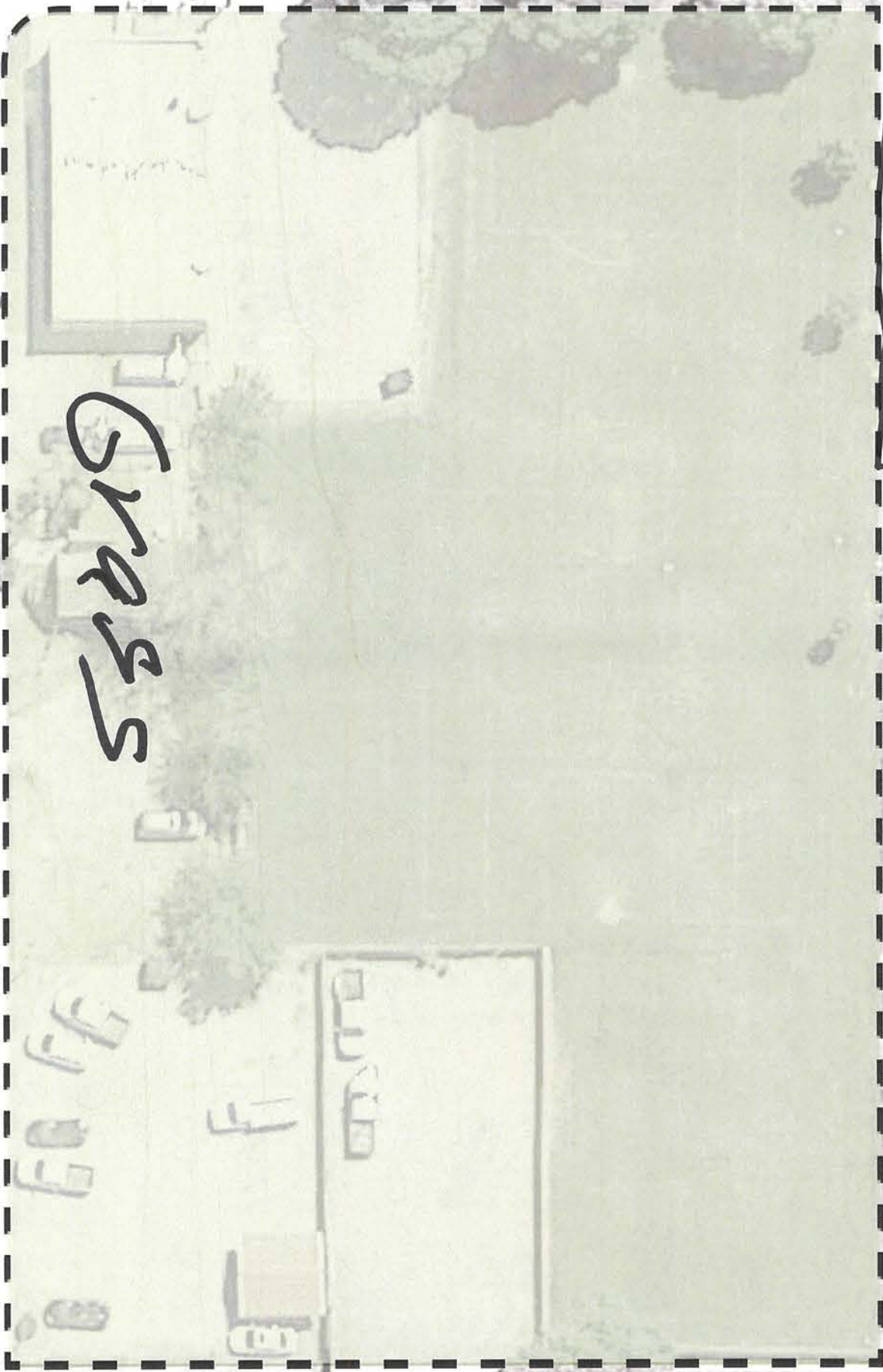
HURRICANE CITY
UTAH

Ideation Site Plan

Hurricane Downtown Plan
Hurricane City, Utah

Find & Draw your ideas in the area below

100 W



Grass

State Street



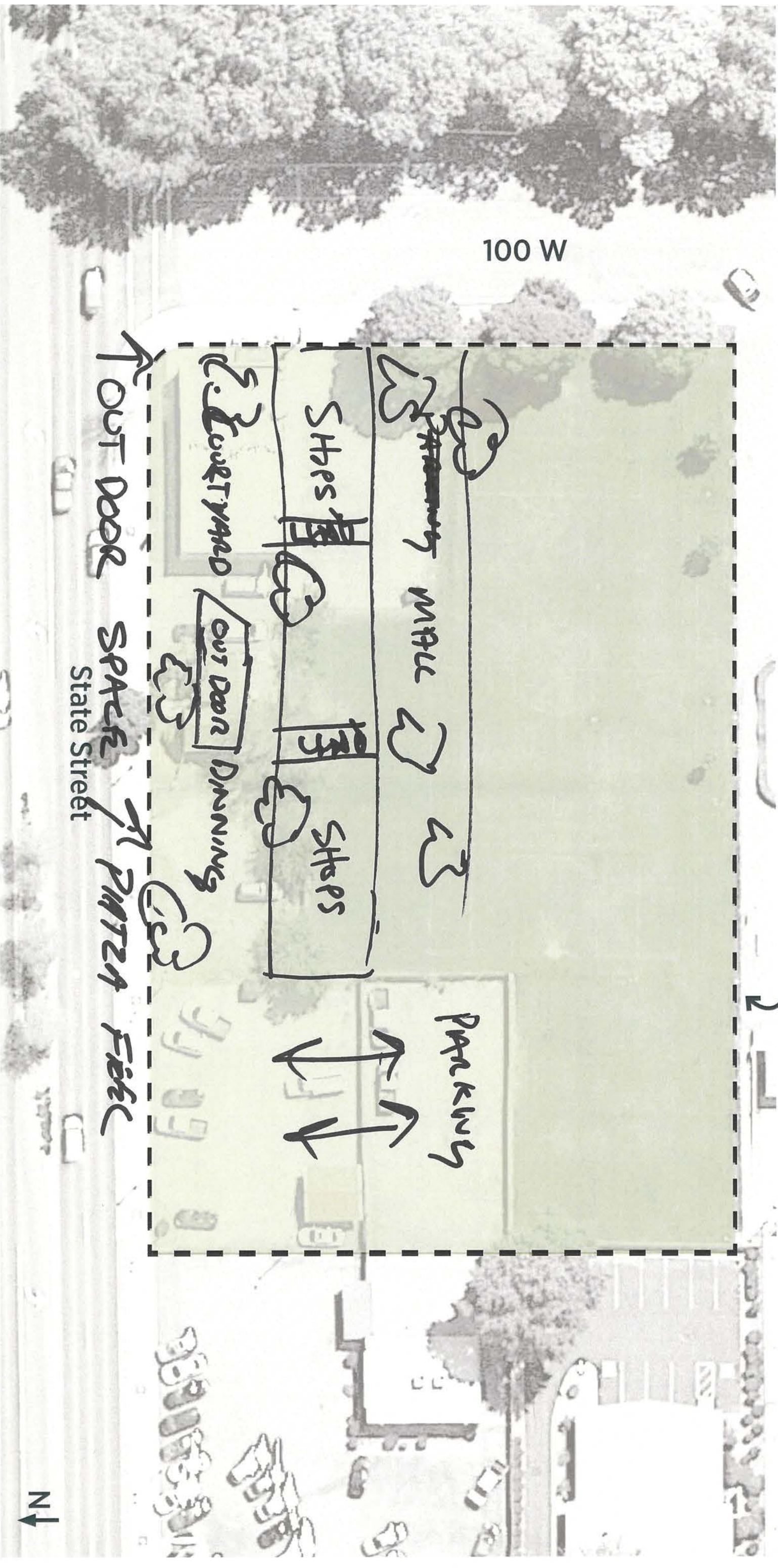


HURRICANE CITY
UTAH

Ideation Site Plan

Hurricane Downtown Plan
Hurricane City, Utah

Draw your ideas in the area below





HURRICANE CITY

UTAH

*Open Chain for
parking during concerts
+ plays*

Ideation Site Plan

Hurricane Downtown Plan
Hurricane City, Utah

Draw your ideas in the area below

100 W

OPEN

← PARKING →

landscape Sidewalk

State Street





HURRICANE CITY
UTAH

Ideation Site Plan

Hurricane Downtown Plan

Hurricane City, Utah

Draw your ideas in the area below



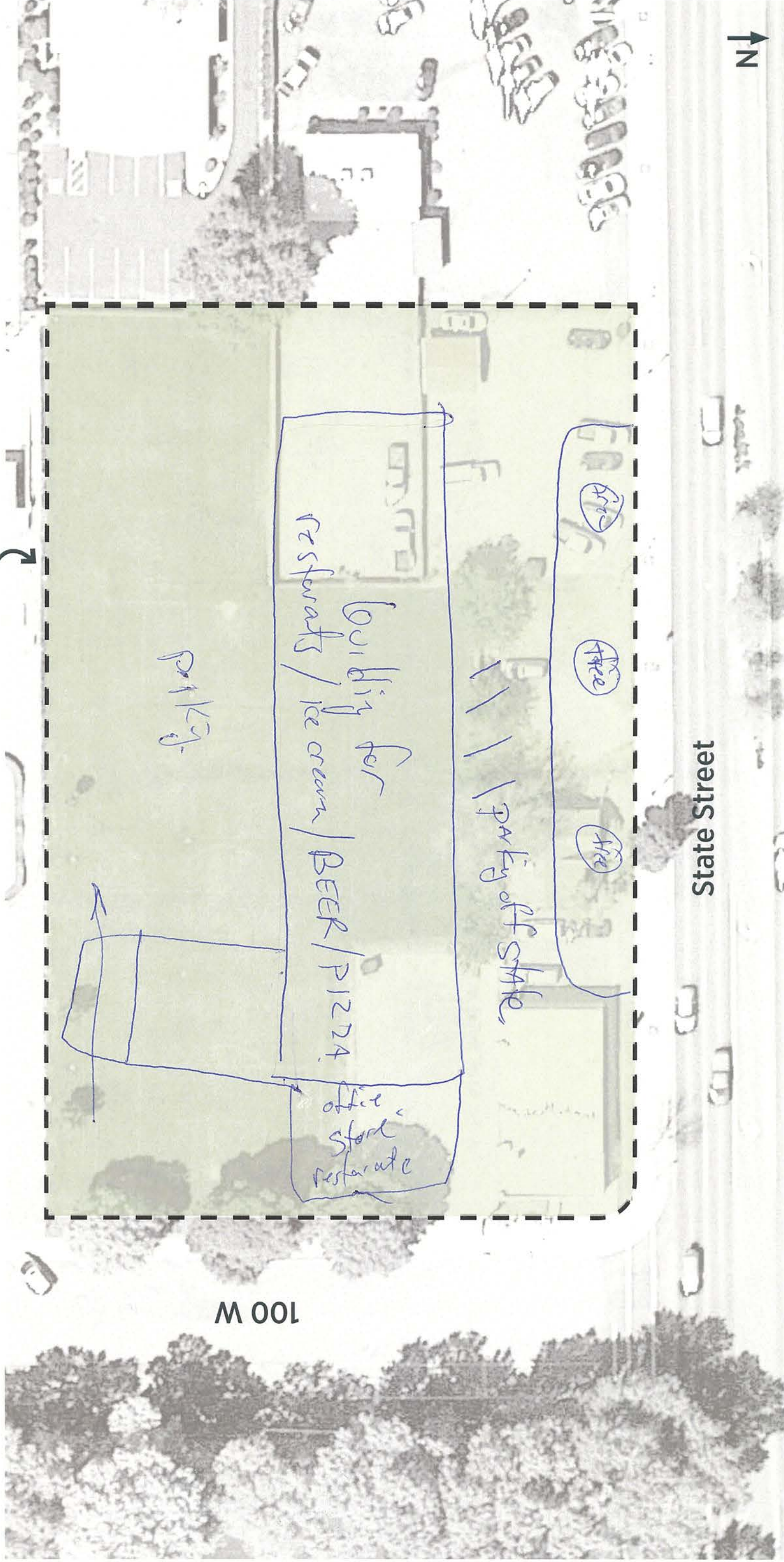


HURRICANE CITY
UTAH

Ideation Site Plan

Hurricane Downtown Plan
Hurricane City, Utah

Draw your ideas in the area below

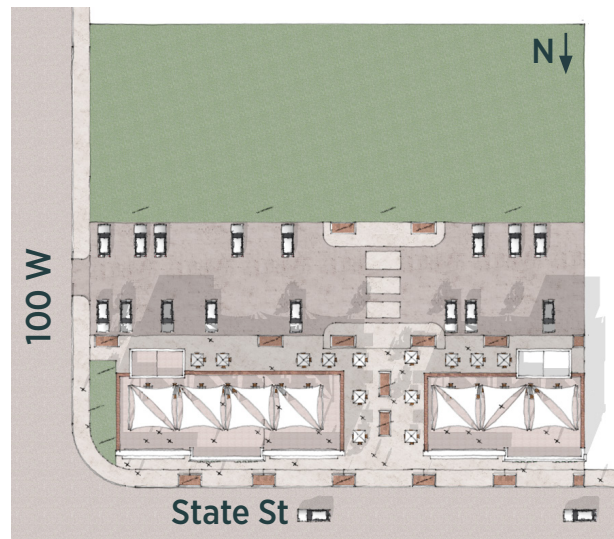




HURRICANE CITY
UTAH

Strategic Development

Hurricane Downtown Plan
Hurricane City, Utah



Plan View

Daily Perspective View



HURRICANE CITY
UTAH

Strategic Development

Hurricane Downtown Plan
Hurricane City, Utah



Plan View

Daily Perspective View



HURRICANE CITY
UTAH

Strategic Development

Hurricane Downtown Plan
Hurricane City, Utah



Plan View

Event Perspective View



HURRICANE CITY
UTAH

Strategic Development

Hurricane Downtown Plan
Hurricane City, Utah



Plan View

Event Perspective View



HURRICANE CITY
UTAH

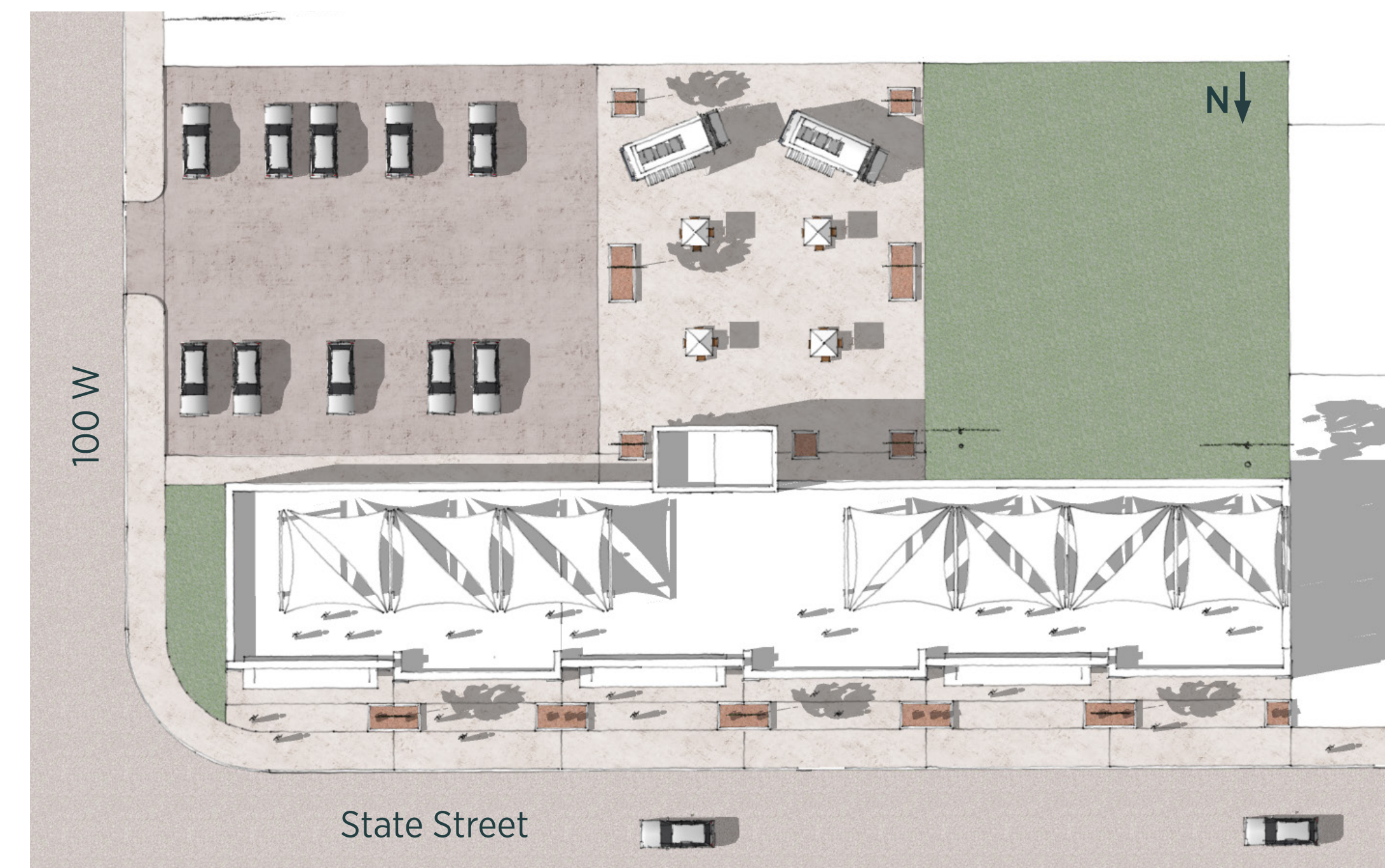
Ideation Board #1

Hurricane Downtown Plan
Hurricane City, Utah



Perspective View

Comments?



Plan View



HURRICANE CITY
UTAH

Ideation Board #2

Hurricane Downtown Plan
Hurricane City, Utah



Perspective View

Comments?



Plan View



HURRICANE CITY
UTAH

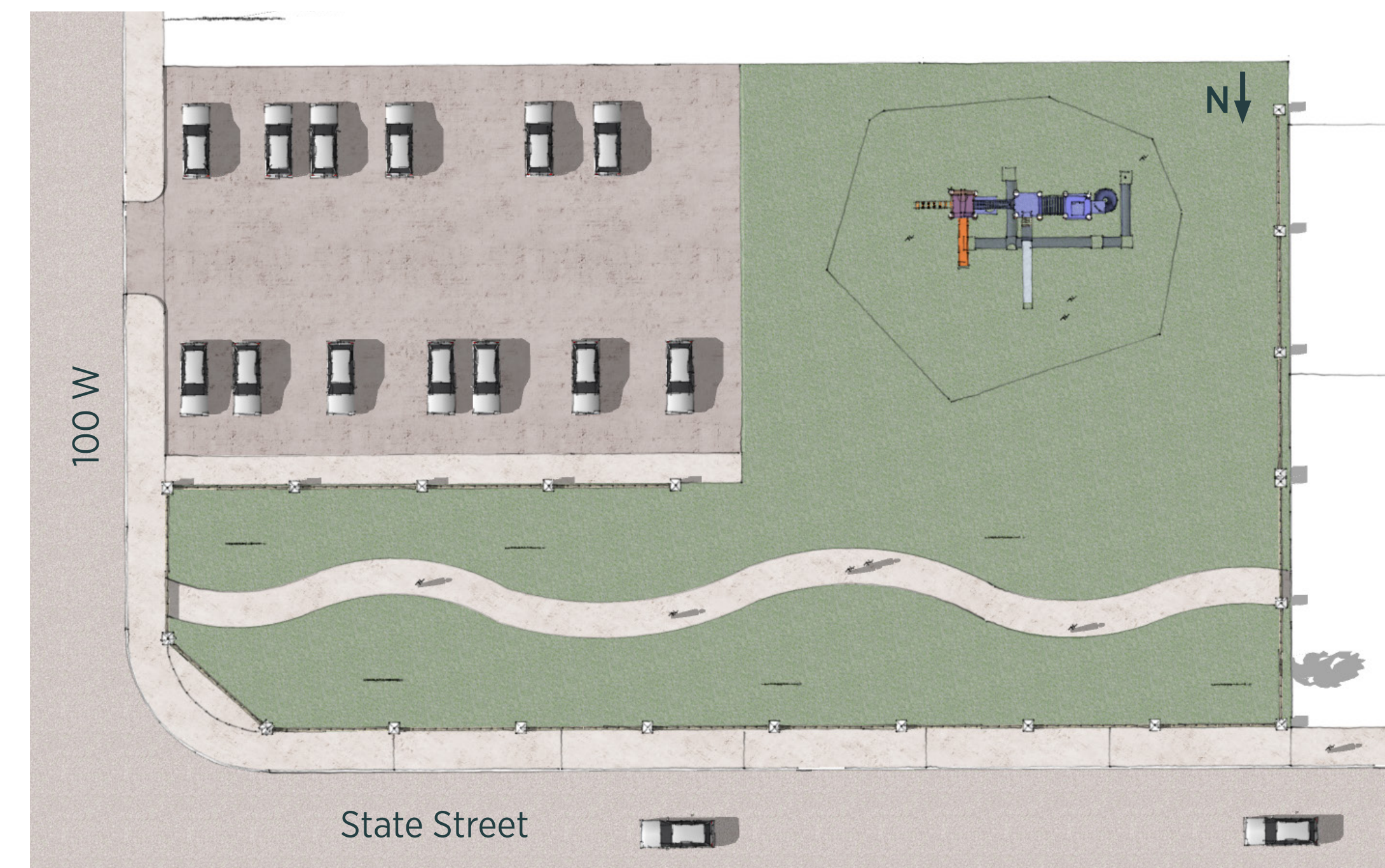
Ideation Board #3

Hurricane Downtown Plan
Hurricane City, Utah



Perspective View

Comments?



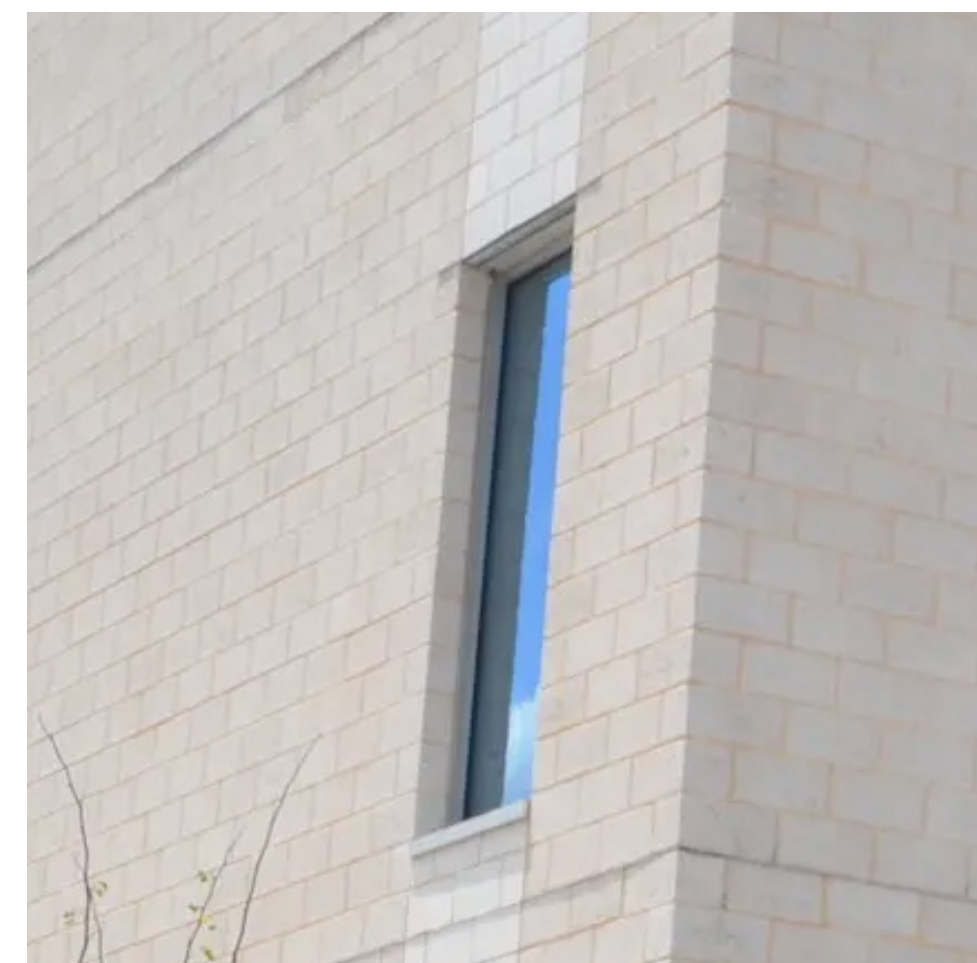
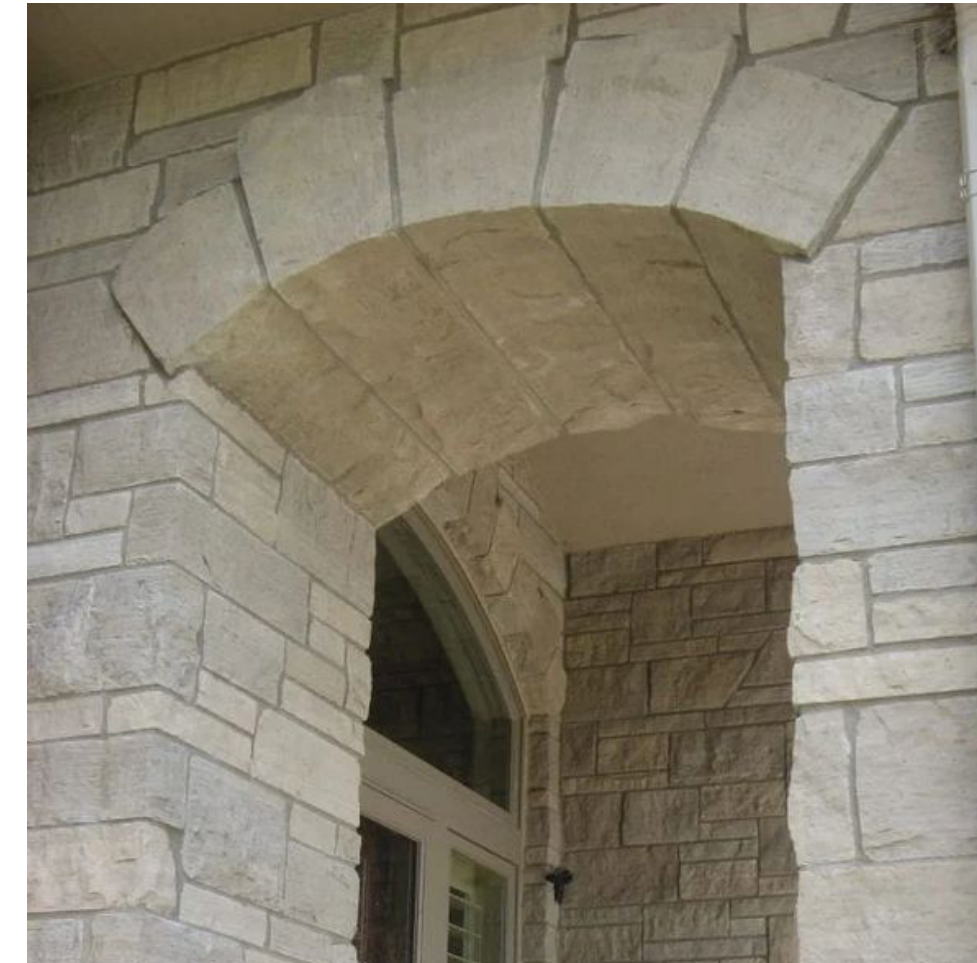
Plan View



HURRICANE CITY
UTAH

Material Ideation

Hurricane Downtown Plan
Hurricane City, Utah



Wall Materials

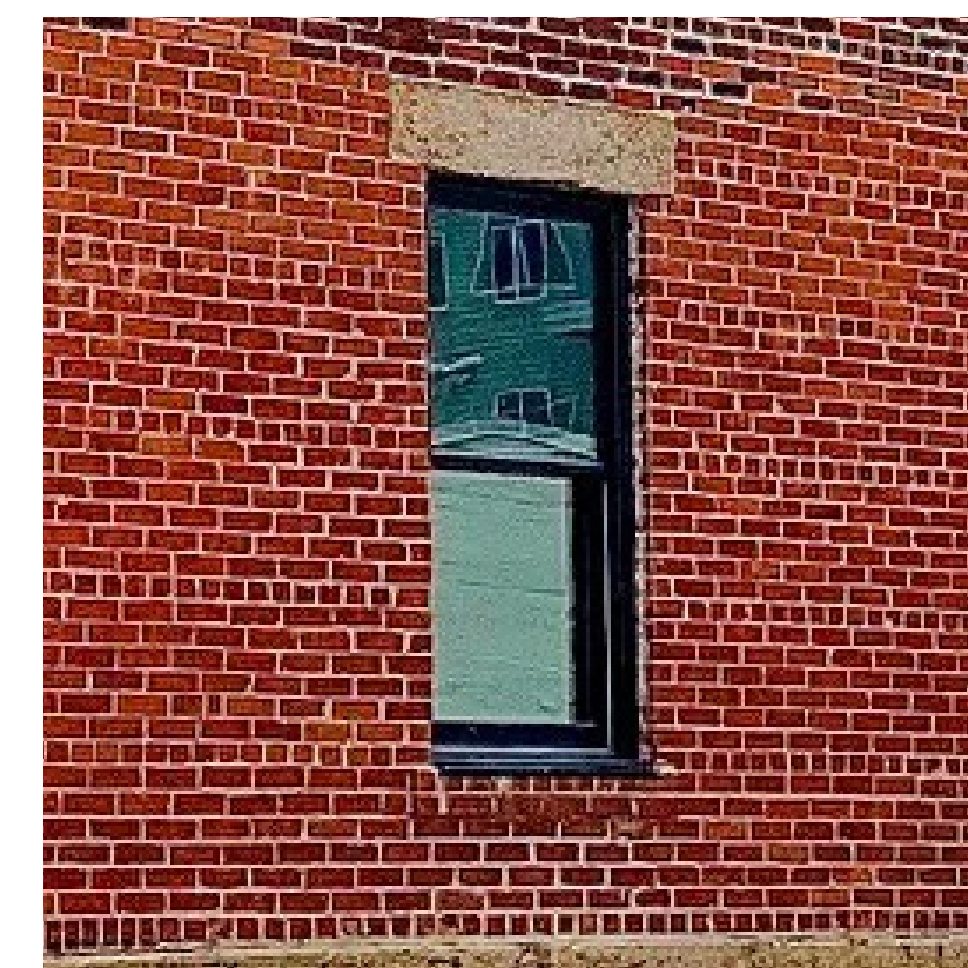
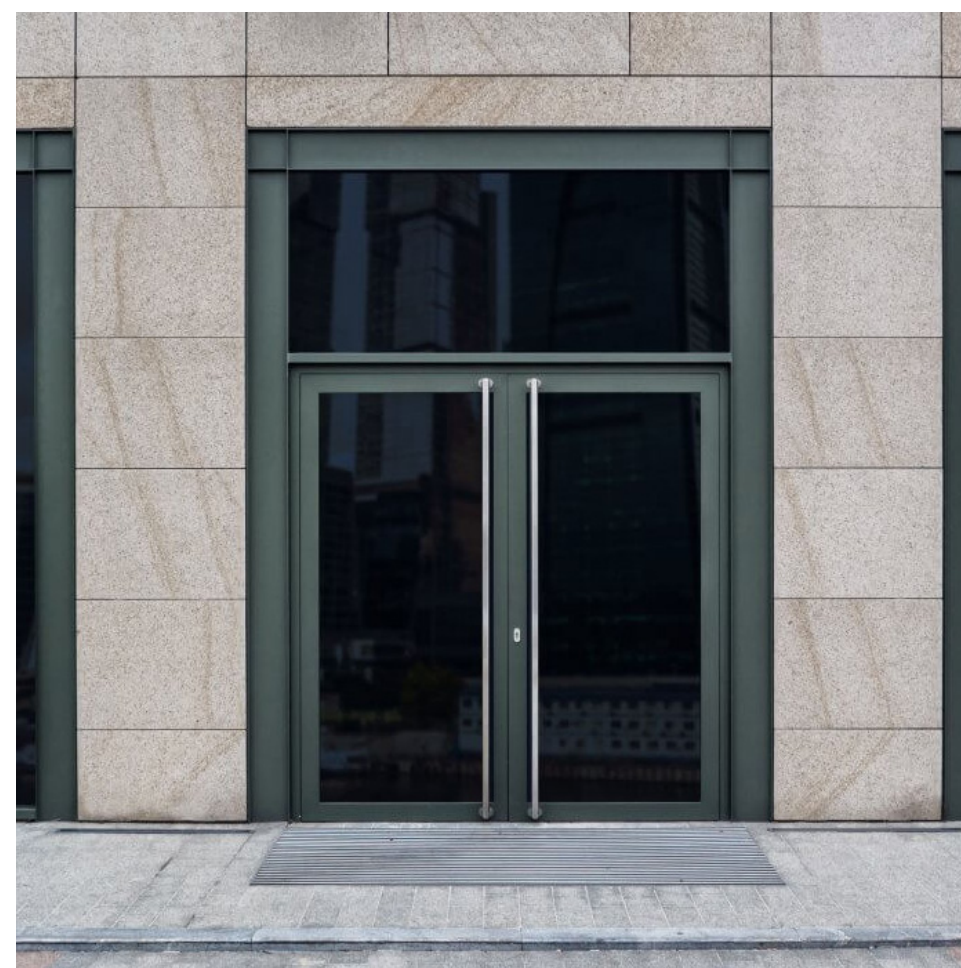
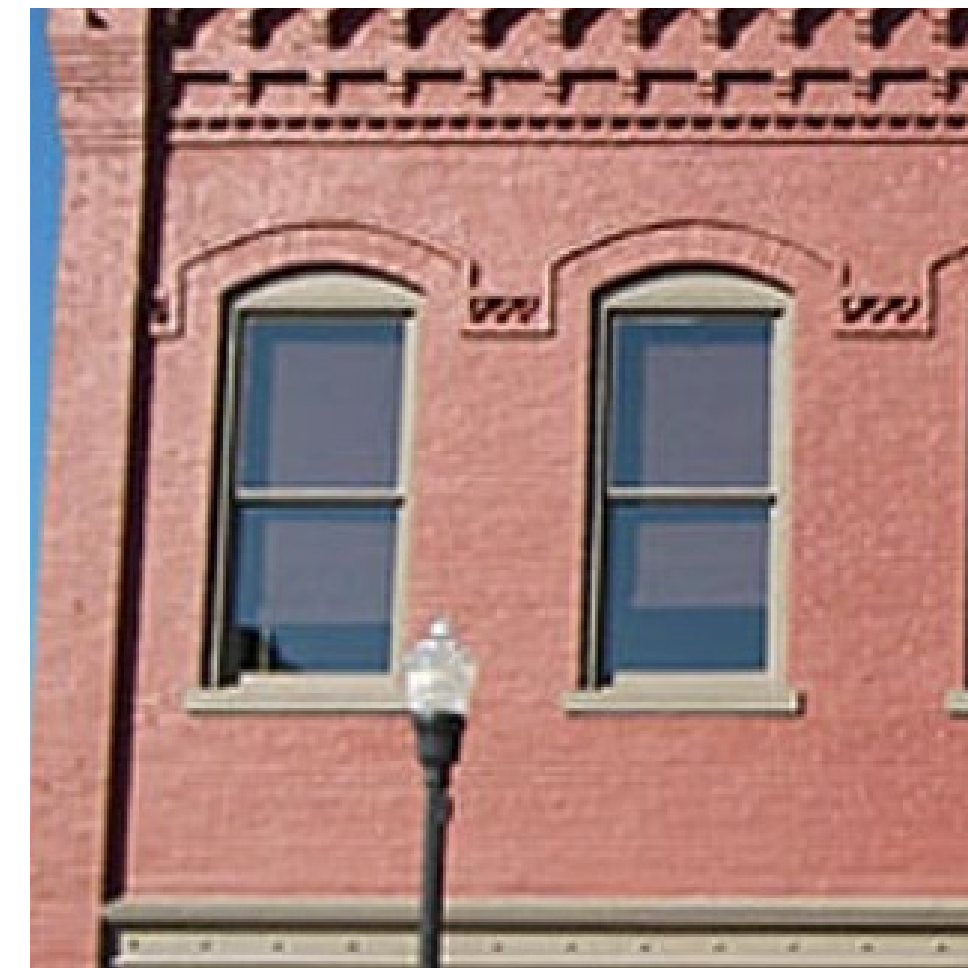
Architectural Features



HURRICANE CITY
UTAH

Material Ideation

Hurricane Downtown Plan
Hurricane City, Utah



Entries

Windows



HURRICANE CITY
UTAH

General Ideation

Hurricane Downtown Plan
Hurricane City, Utah

Please leave any other general feedback or ideas here:



STAFF COMMENTS

Ordinance 2023-12: Consideration and possible approval of a **Land Use Code Amendment to adopt Title 10 Chapter 52 and amend Title 1 Chapter 4 with regards to affordable housing**. Hurricane City Planning.

Discussion:

Updates for 8/17:

At the request of the City Council this item was continued at the last Council meeting. The item was amended to reflect the requested changes from the Council. Affordable ownership units has been removed from the ordinance and the name has been changed to just "affordable housing".

BRIEF SUMMARY:

The item for the Council's consideration is the creation of a new chapter within the City Code offering incentives to developers if the development qualifies as affordable housing. The Planning Commission recommended approval of the ordinance. The City Attorney has made significant changes to the draft recommended by the Planning Commission, but the changes were primarily rewording, clarifying, and reorganizing the new proposed Code sections, without changing the intent of the Planning Commission. A redlined draft can be provided upon request showing changes made by the City Attorney to the draft reviewed by the Planning Commission. The City Attorney approves as to form the version that is included in the meeting packet.

DESCRIPTION OF KEY POINTS:

1. Affordable housing is defined as housing achievable by households with income equal to or less than 80% of the Washington County Area Median Income ("AMI") as reported by the Department of Housing and Urban Development. More specifically, the total monthly cost for renters (rent + utilities) cannot be more than 30% of the income of a household making 80% of the AMI. Similarly, the total monthly cost to own the unit (mortgage + property taxes + HOA dues + parking fees) cannot be more than 30% of the income of a household making 80% of the AMI.
2. The incentives are only available for properties zoned as R1-8, R1-6, RM-1, RM-2, RM-3, and within Planned Development Overlays.
3. Affordable Housing Development Incentives. A development that has **at least 10% of the units as affordable housing** qualifies for the following incentives:
 - a. 20% density bonus;
 - b. Reduced building setbacks;
 - c. 50% discount on all City impact fees for the affordable housing units;

- d. Reduction of minimum lot sizes (which is necessary to allow the 20% density bonus).
- 4. Affordable Housing Not in Development (individual lots):
 - a. If individual lots want to qualify as affordable housing, those units would be entitled to the reduced setbacks, the smaller lot size, and the 50% discount on impact fees.
- 5. The applicant would agree to maintain the unit as affordable housing for 25 years from the date the City issued a Certificate of Occupancy for the unit. This obligation would be confirmed in a deed restriction recorded against the property prior to final approval of the site plan, plat, or building permit.
- 6. The property manager or owner would be required to submit annual reports to the Zoning Administrator to confirm compliance with the Code and the deed restrictions. There will be an additional administrative burden to track and regulate affordable housing.
- 7. The Planning Commission is identified as the body that would decide if the applicant qualifies for the incentives. The analysis will be limited to a determination of whether the applicant meets the requirements in the Code. If the applicant qualifies under the Code, approval will not be discretionary.
- 8. Failure to comply with the Code during the 25-year period would subject the property owner to a civil penalty of \$100 per day per noncompliant unit. Attempts to enforce would look similar to the City's ongoing attempts to regulate illegal vacation rental properties.
- 9. The proposal is to (1) create a new chapter in the Code (chapter 52 in title 10) and also (2) amend section 1-4-5 to allow civil enforcement if approved affordable housing does not comply with the requirements.

Findings:

Recommendation:

Attachments:

- 1. Ordinance 2023-12 Inclusionary Zoning and Affordable Housing

**AN ORDINANCE OF THE CITY COUNCIL OF HURRICANE, UTAH ADOPTING AN
AFFORDABLE HOUSING POLICY BY CREATING TITLE 10 CHAPTER 52 AND
AMENDING TITLE 1 CHAPTER 4 OF THE HURRICANE CITY CODE**

WHEREAS, Utah Code 10-9a allows for municipalities to regulate land use within their boundaries; and

WHEREAS, the City is facing an affordable housing crisis with home prices and rental rates increasing substantially in the past five years; and

WHEREAS, the City wants to incentivize development of moderate income housing through private development; and

WHEREAS, the 2022 Moderate Income Housing Plan recommends the City adopt an inclusionary zoning policy; and

WHEREAS, the Planning Commission gave a positive recommendation on the attached additions and amendments to Hurricane City Code,

BE IT HEREBY ORDAINED by the City Council of Hurricane, Utah that Title 10 Chapter 52 be added to Hurricane City Code to read as follows:

CHAPTER 52. INCLUSIONARY ZONING AND AFFORDABLE HOUSING

Sec. 10-52-1. Purpose.

The purpose of this chapter is to encourage the development and preservation of residential units affordable to those making less than the Washington County Area Median Income.

Sec. 10-52-2. Applicability.

The incentives within this chapter are available to new residential developments zoned as R1-8, R1-6, RM-1, RM-2, RM-3, and within Planned Development Overlays.

Sec. 10-52-3. Definitions.

Affordable Housing means housing occupied or reserved for occupancy by households with a gross household income equal to or less than 80 percent of the Washington County Area Median Income (“AMI”).

Affordable Housing Development means any housing project that reserves by deed restriction 10% of units as Affordable Housing.

Land Use Authority, for purposes of this chapter, means the Hurricane City Planning Commission.

Sec. 10-52-4. Development standards.

- A. Development Incentives. Affordable Housing Developments that provide Affordable Housing pursuant to the terms of this chapter shall qualify for the density bonus, standard incentives, and impact fee reduction described in this section. An applicant may submit an Affordable Housing Development application requesting the incentives.
- B. Density Bonus.
 - 1. Maximum Density. Affordable Housing Developments may receive a maximum 20% density bonus based on the base density shown in an approved yield plan.
 - 2. Calculation of Density Bonus.
 - a. Base Density. Base density for an Affordable Housing Development shall be determined by calculating the number of dwelling units that could be developed on lots in a conventional subdivision under the provisions of the underlying zones.
 - b. Yield Plan. The applicant shall provide a yield plan as part of the Affordable Housing Development application. The applicant shall prepare a yield plan that reflects the total number of units that the development would be able to build under base zoning standards. The yield plan shall take into consideration the site's natural and cultural features as shown on a natural resource inventory prepared for the property and shall demonstrate that sensitive lands identified in the natural resource inventory can be successfully included within open space areas or as part of residential lots without disturbing the health or safety of present or future City residents. At least one-half of the minimum area required for each lot shall exclude wetlands, floodplains, and slopes exceeding 30 percent.
 - c. The Zoning Administrator shall review the application and yield plan for compliance with this chapter and provide a report and recommendation to the Land Use Authority. The Land Use Authority shall approve, approve with conditions, or deny the application based on the standards within the City code.
- C. Standards. Except for the standards required for Planned Commercial developments, to the extent the standards within other chapters in the City Code conflict with the

standards of this chapter, Affordable Housing Developments are only required to comply with the following standards:

AFFORDABLE HOUSING DEVELOPMENT STANDARDS FOR RESIDENTIAL USES

Lot standards:	
-----------------------	--

Setback standards - front:	
Any building - pedestrian entrance	15 feet
Garage or parking building	25 feet
Setbacks - rear:	
Main building	10 feet
Setback standards - interior side yard:	
Main building	10 feet
Setback standards - street side yard:	
Main building	15 feet

D. Impact Fee Reduction. Affordable Housing units shall only be charged 50% of each of the City's adopted impact fees. This reduction in impact fees is specific to qualifying units and does not apply to the entire Affordable Housing Development.

E. To the extent the standards within other chapters in the City Code conflict with the standards of this chapter, single family units within an Affordable Housing Development that qualify as Affordable Housing are only required to comply with the following standards:

1. Minimum Lot Size: Within Single Family Zones, Affordable Housing units shall be placed on a lot a minimum of 4,000 sq. ft.
2. Regardless of available minimum lot sizes, Affordable Housing Developments shall comply with all density requirements within this chapter.

F. Affordable Housing Developments shall meet all other standards within the underlying zone except those specifically listed in this Chapter.

G. Comparable units: Affordable Housing units shall be comparable to market rate units in the development, including entrance location, dispersion throughout the building or site, and access to all amenities available to the market rate units in the development. This section does not apply to units in single-family zoning districts.

Sec 10-52-5 Affordable Housing units outside of an Affordable Housing Development.

For Affordable Housing units not located in an Affordable Housing Development, the applicant shall only be entitled to the modified standards and reduced impact fees as described in sections 10-52-5(C)-(E) of this chapter. An applicant shall submit an application showing that the proposed unit(s) qualify as Affordable Housing and shall otherwise comply with and be subject to the terms of this chapter.

Sec. 10-52-6. Duration and requirements of affordability.

A. Affordable Housing shall be restricted and meet the following qualifications.

1. *Affordable Housing Unit Rentals.* An approved Affordable Housing unit used as a rental shall continuously qualify as Affordable Housing for a period of 25 years from the date a Certificate of Occupancy is issued by the City.
2. Prior to or as a condition of approval of a final site plan or plat, a deed restriction approved by the City Attorney and requiring compliance with this chapter shall be recorded with the Washington County Recorder, which deed restriction shall run with the land and bind all assigns, heirs, and successors of the applicant. For

Affordable Housing units not located in an Affordable Housing Development, the deed restriction shall be recorded prior to the issuance of a building permit.

B. Income Restriction. Approved Affordable Housing units shall only be made available and occupied by households with an annual income at or below 80% of Washington County AMI as determined by the U.S. Department of Housing and Urban Development (“HUD”) Metro FMR Area (as periodically determined by the HUD and adjusted for household size).

1. Rent/Housing Payment Restriction: The Affordable Housing units shall be both income and rent/housing payment restricted.
 - a. For an Affordable Housing rental unit, the monthly rent, including all required housing costs per unit such as utilities and other charges uniformly assessed to all apartment units other than charges for optional services, shall be set forth in a written lease and shall not exceed, for the term of the lease, thirty percent (30%) of the maximum monthly income for a household making 80% AMI, adjusted for household size, published by Housing and Urban Development for affordable units located in Washington County.

Sec. 10-52-7 Enforcement

A. Managers, Property Owners, and Landlords of Affordable Housing units shall submit an annual report to the City Zoning Administrator showing compliance with this chapter. This report is due on March 1 for the previous year's information and shall include the following information:

1. Property location, tax ID number, and legal description.
2. Property owner name, mailing address, and email address.
3. Information on the Affordable Housing units and the tenants of the property receiving the incentives that includes:
 - a. The total number of dwelling units;
 - b. The number of bedrooms of each dwelling unit;
 - c. The rental rate of each dwelling unit;
 - d. A statement regarding whether the Affordable Housing units are in compliance with the approval requirements and the requirements of this chapter;
 - e. Any change in occupancy to the units that is necessary to bring the units into compliance with this chapter, including a change in the number of people residing in each unit and any change in tenant. Personal data is not required to be submitted.

- f. Confirmation that income verification for all tenants was performed for the previous year.
 - g. Any differences in rent between the agreed upon rental rate in the approval to use the incentives and the actual rent received for the identified Affordable Housing units.
 - h. Any instance where an Affordable Housing unit was no longer rented at the agreed upon level of affordability, the length of time the dwelling unit was not in compliance with the agreed upon level of affordability, and any remedy that was taken to address the noncompliance.
4. Failure to file a report shall trigger an audit by the City and the property owner shall be subject to fines as established in Hurricane City Code 1-4-5 - Civil Enforcement.

B. Audit. Managers, Property Owners, and Landlords of Affordable Housing units shall allow the City or its representative to conduct a yearly audit on all Affordable Housing Developments and Affordable Housing units to ensure compliance.

C. Violations of this Chapter, including failure to timely submit complete reports, shall subject the recorder owner of the property, as shown on the records of the Washington County Recorder, to prosecution and fines pursuant to the City Code, including civil enforcement authorized by Hurricane City Code 1-4-5 and business license revocation pursuant to Title 3 of the Hurricane City Code.

BE IT HEREBY FURTHER ORDAINED by the City Council of Hurricane, Utah that Title 1, Chapter 4, subpart E. be amended to read as follows:

1-4-5 Civil Enforcement

...

E. *Civil penalties.* A violation of any provision of this Code shall result in a civil penalty pursuant to the following schedule:

Violation	Penalty
Unlicensed short-term rental (see section 3-10)	\$750.00 per day

Violation of short-term rental licensing standards (see section 3-10)	\$750.00 per day
Violation of zoning and licensing standards for residential hosting (see section 10-51)	\$750.00 per day
Violation of Inclusionary Zoning and Affordable Housing requirements (see section 10-52)	\$100.00 per day per unit

...

BE IT HEREBY FURTHER ORDAINED that this ordinance shall, upon adoption, take effect at the earliest date possible after posting or publication as required by law.

BE IT HEREBY FURTHER ORDAINED BY THE HURRICANE CITY COUNCIL OF HURRICANE CITY, UTAH THAT:

1. All ordinances, resolutions, and policies of the City, or parts thereof, inconsistent herewith, are hereby repealed, but only to the extent of such inconsistency. This repealer shall not be construed as reviving any law, order, resolution, or ordinance, or part thereof.
2. Should any provision, clause, or paragraph of this ordinance or the application thereof to any person or circumstance be declared by a court of competent jurisdiction to be invalid, in whole or in part, such invalidity shall not affect the other provisions or applications of this ordinance or the Hurricane City Municipal Code to which these amendments apply. The valid part of any provision, clause, or paragraph of this ordinance shall be given independence from the invalid provisions or applications, and to this end the parts, sections, and subsections of this ordinance, together with the regulations contained therein, are hereby declared to be severable.

PASSED AND APPROVED this 3rd day of August, 2023

Hurricane City

Nanette Billings, Mayor

Attest:

Cindy Beteag, City Recorder

The foregoing Ordinance was presented at a regular meeting of the Hurricane City Council held at the Hurricane City Office Building on the 3rd day of August, 2023. Whereupon a motion to adopt and approve said Resolution was made by _____ and seconded by _____. A roll call vote was then taken with the following results:

	Yea	Nay	Abstain	Absent
Joseph Prete	_____	_____	_____	_____
David Sanders	_____	_____	_____	_____
David Hirschi	_____	_____	_____	_____
Kevin Thomas	_____	_____	_____	_____
Doug Heideman	_____	_____	_____	_____

Cindy Beteag, Recorder



STAFF COMMENTS

Consideration and possible approval of a **disconnection request for parcels H-3403-C-2, H-3403-B-2, and adjacent roads**-Sky Ranch Ph 6 L.C. applicant, Doug Durbano agent

Discussion:

The applicant made a verbal request to table this item to staff before the last meeting. However, State Code requires Council to make a decision within 45 days of the public hearing. The applicant has not provided a written request to table this item so Council needs to make a formal decision on whether to approve or deny this request.

Findings:

Recommendation:

Attachments:

1. 230808 Email to Doug Durbano
2. 230811 Record of Decision Denying Petition for Disconnection from City
3. 230628 Request for Disconnection Sky Ranch Ph 6
4. Utah Code 10-2-502.5
5. RESOL-2022-2931.re annex of County Peninsula into Hurricane
6. 230726.LTR to Hurricane re disconnection

Dayton Hall

From: Dayton Hall
Sent: Tuesday, August 8, 2023 10:57 AM
To: Douglas M. Durbano
Cc: Kyle Coffee; Cindy Beteag; Kaden DeMille; Theresa Babauta
Subject: RE: Sky Ranch Disconnection Documents

Hi Doug:

I learned at the City Council meeting on August 3, 2023, that you had requested that the petition to disconnect be tabled. The Council honored that request. However, Utah Code section 10-2-502.5 requires that the Council make a decision within 45 days of the public hearing. The last scheduled meeting before that deadline is next week, August 17, 2023. I was not privy to your request to table the item, so I do not know exactly what was requested. Please confirm that you are requesting that the Council delay its decision beyond the 45 days stated in the statute. Without that confirmation from you, I will direct the Council to proceed as outlined in the statute and make a decision on the petition next week.

Thanks,

Dayton Hall



HURRICANE CITY
UTAH

Dayton Hall
City Attorney
Hurricane City
Office 435-635-2811 x 128

From: Dayton Hall
Sent: Tuesday, July 25, 2023 3:26 PM
To: Douglas M. Durbano <doug@durbanolawfirm.com>
Cc: Kyle Coffee <kyle@durbanolawfirm.com>; Cindy Beteag <cindy@cityofhurricane.com>; Kaden DeMille <kaden@cityofhurricane.com>; Theresa Babauta <office@durbanolawfirm.com>
Subject: RE: Sky Ranch Disconnection Documents

Hi Doug:

In our City Council meeting last week, you mentioned a will serve letter and a contract related to the County and Rocky Mountain Power providing services to the subject property. I understood at the end of the meeting it was clarified that one of those items was limited to area that is currently unincorporated. To be sure we have all the correct information, please submit any will serve letters or commitments you have received to service the area that is currently within Hurricane City limits.

Thank you,

Dayton Hall



HURRICANE CITY
UTAH

Dayton Hall
City Attorney
Hurricane City
Office 435-635-2811 x 128

RECORD OF DECISION DENYING PETITION FOR DISCONNECTION REGARDING PARCELS H-3404-C-2, H-3403-B-2, AND ADJACENT ROADS

On July 20, 2023, the Hurricane City Council held a public hearing in compliance with Utah Code section 10-2-502.5 regarding a petition to disconnect from the City parcels H-3404-C-2, H-3403-B-2, and adjacent roadways submitted by attorney Douglas M. Durbano on behalf of Sallee Orr, the court appointed Personal Representative of Joseph Douglas Jacobson, the deceased owner of the subject property. Having considered the materials submitted by Mr. Durbano, the comments and recommendations from City staff and other utility providers, comments from the public hearing, and Utah Code considerations relevant to disconnection from a City, the Hurricane City Council hereby DENIES the petition to disconnect the above-described properties from Hurricane City.

In support of the denial of the petition, the Council makes the following findings based on the materials and information made available to the Council:

1. The proposed disconnection will “leave ... one or more ... peninsulas of unincorporated territory,” which is contrary to the requirements of Utah Code Annotated section 10-2-502.7(3)(iii) and will exacerbate the problems inherent to such peninsulas.
2. On March 15, 2022, the Washington County Commission passed Resolution No. R-2022-2931, a *Resolution Formally Recommending Annexation of a County Peninsula Into Adjacent Hurricane City Pursuant to Utah Code Ann. § 10-2-418(8)(c)*, which Resolution is incorporated herein by reference. The proposed disconnection would be directly contrary to the County Commission’s Resolution by expanding the peninsula that the County recommends be annexed into the City. The County Commission found, among other things, that: (1) the area can be served more efficiently by the City than by the County; (2) the County is unable to provide the types of services in this location that are better provided by the City; (3) the County providing services to this area would result in the wasteful overlap of governmental functions, including safety and police functions, roadway access and maintenance, and other governmental functions like community development services; (4) the City’s annexation of the area would result in a more equitable distribution of community resources and obligations between the City and the County, and it will correct the wasteful overlap of community services. For the same reasons that the County Commission recommends the annexation of the County peninsula, the expansion of the unincorporated peninsula by the proposed disconnection is similarly ill-advised.
3. Washington County, through the Washington County Water Conservancy District (the “Water District”), is incapable of providing culinary water service to the subject property in a cost-effective manner and without materially increasing the County’s cost of providing water service because: (1) the Water District already purchases a significant amount of water from Hurricane City to serve the area; (2) the Water District is not planning on serving the subject property and is concerned that the current infrastructure is insufficient to serve the property proposed for disconnection, especially with regards to storage capacity; (3) Hurricane City has existing and planned infrastructure in the area to serve the property, including a

12-inch water main; and (4) there are discussions of Hurricane City taking over water service from the Water District for the area

4. Hurricane City presently provides power to this area by agreement with Rocky Mountain Power Company, a subsidiary of PacifiCorp, so the disconnection of the subject property will have no impact on the availability of power service. The City sells power to PacifiCorp at a metering point on the north end of the unincorporated peninsula, and PacifiCorp then distributes the power to properties within the unincorporated area. The City has not agreed to allow PacifiCorp to expand its service area to include the subject property. On August 3, 2023, the City Council and PacifiCorp approved a contract for the City to take over power service for the entire unincorporated area and the transition is underway, so PacifiCorp is no longer a potential servicer of the subject property. Hurricane City is the only power provider in the area capable of providing power in a cost-effective manner.
5. The proposed disconnection will negatively affect the City by exacerbating the current maintenance and drainage problems created by the different standards of the City and County within the same development.
6. Based on the above findings, the proposed disconnection is not viable.

APPROVED AND ADOPTED this 17th day of August 2023.

Hurricane City

Nanette Billings, Mayor

Attest:

Cindy Beteag, City Recorder

The foregoing Record of Decision was presented at a regular meeting of the Hurricane City Council held at the Hurricane City Office Building on the 17th day of August, 2023. Whereupon a motion to adopt and approve said Record of Decision was made by _____ and seconded by _____. A roll call vote was then taken with the following results:

	Yea	Nay	Abstain	Absent
Joseph Prete	_____	_____	_____	_____
David Sanders	_____	_____	_____	_____
David Hirschi	_____	_____	_____	_____
Kevin Thomas	_____	_____	_____	_____
Doug Heideman	_____	_____	_____	_____

Cindy Beteag, Recorder

Prepared by: DURBANO LAW FIRM, P.C.
DOUGLAS DURBANO
476 W. Heritage Park Blvd., #200
Layton, Utah 84041
801-776-4111
office@durbanolawfirm.com

REQUEST FOR DISCONNECTION FROM THE CITY OF HURRICANE

Re: Sky Ranch Area

This REQUEST FOR DISCONNECTION (the "Request") is made, executed, and delivered as of the 15th day of June, 2023 pursuant to Utah Code Ann. § 10-2-501 et seq. by Sky Ranch Phase 6, L.C. (the "Petitioner").

1. Territory Proposed for Disconnection

The territory proposed for disconnection (the "Property") is bordered on three sides by the Sky Ranch development that is not part of the city and is located entirely in the County of Washington and is generally located on the Southwestern side of the existing Grassy Meadow Sky Ranch development ("Sky Ranch") and is currently annexed to the City of Hurricane (the "City"). The Property is outlined, in red, on the map and pictorial attached hereto as Exhibit A, and includes the adjacent roads and any small hold-back strips/easements as well as the primary twenty (20) acre territory for disconnection, including parcel numbers H-3403-C-2 and H-4303-B-2.

2. Owners of Real Property within Territory Proposed for Disconnection

The names and addresses of the owners, or representatives of the owners, of the Property are as follows:

Name	Address	Real Property Owned
Sallee Orr, on behalf of Douglas Jacobsen (deceased)	4693 Madison Ave. Ogden, Utah 84403-3007	H-3403-C-2 (appx 19.62 acres) Currently under contract for sale to Sky Ranch Phase 6, L.C.
Sky Ranch Phase 6, L.C., c/o Doug Durbano	476 West Heritage Park Blvd. Ste. 105, Layton, Utah 84041	H-3403-C-2 (appx. 19.62 acres) Currently under contract for purchase from Sally Orr on behalf of Douglas Jacobsen.
Possible Hold-Back Strip: Owned by MIKGARRIS INVESTMENTS, L.C.	4060 S 1100 W PO BOX 629 Hurricane, Utah 84737	H-3403-B-2 (appx. 0.20 acres)

	Registered Agent Address: 965 E 700 S STE 305 St. George, Utah 84790	
City of Hurricane, UT	147 N. 870 W. Hurricane, Utah 84737	Adjacent Roads 1200 W and 4500 S.

3. Reasons for the Proposed Disconnection of the Property

The Property is land, which is contiguous with the Sky Ranch Development, and was originally planned as an extension of phase 6 of the Sky Ranch Development. The Property, however, was not developed with the Sky Ranch Development. The platted and developed phases of the Sky Ranch Development were not and are not annexed to the City of Hurricane. Instead, the Sky Ranch Development has all utility services through the various providers on the county level, not City.

While there are currently no residents on the Property, the Petitioner desires to develop the Property as part of Sky Ranch. In order to do so, utility service must be arranged. Through ongoing and detailed discussions with the employees of Hurricane City, as well as formal hearings with the City Planning Commission and City Counsel, it has been confirmed that the City of Hurricane cannot provide utility service to the Property and will not be able to for the foreseeable future. In contrast, the remainder of the Sky Ranch Development is successfully served with utilities as part of Washington County.

The barriers to providing utility service to the Property as currently annexed to the City of Hurricane are as follows:

- Electric services: not available from the City of Hurricane
- Sewer services: not available from the City of Hurricane
- Natural gas services: not available from the City of Hurricane
- Culinary water: services not available from the City of Hurricane

4. Persons Authorized To Act on Behalf of Petitioner

The following persons are authorized to act on behalf of the Petitioner in any proceedings which may occur as a result of this Request and pursuant to Utah Code Ann. § 10-2-501 et seq.: Douglas M. Durbano, Theresa Babauta, and Richard A. Bednar of Durbano Law Firm, P.C., 476 West Heritage Park Blvd., Suite 105, Layton, Utah 84041, 801-776-4111.

Sallee Orr, on behalf of Douglas Jacobsen, authorizes Petitioner, Sky Ranch Phase 6, L.C., and any of Petitioner's authorized persons to act on her behalf in any proceedings which may occur as a result of this request and pursuant to Utah Code Ann. § 10-2-501 et seq.

5. Signatures of Owners of the Property

As required by Utah Code Ann. § 10-2-501(2)(b)(i), Sally Orr, on behalf of Douglas Jacobsen, who is the owner of more than fifty percent (50%) of the property and is the current owner of the 19.62-acre parcel of property, which is proposed for disconnection, signs and approves this Request by authorized signature.

Sallee Orr, on behalf of Douglas Jacobson

By: Sallee Orr
Sallee Orr

ACKNOWLEDGMENT AND AFFIDAVIT

Being first duly sworn, I state that:

- (1) This affidavit is made in connection with the Request for Disconnection filed by the Petitioner Sky Ranch Phase 6, L.C.;
- (2) I am a Manager of Sky Ranch Phase 6, L.C. and have authority to act on behalf of Sky Ranch Phase 6, L.C. in all matters;
- (3) Sky Ranch Phase 6, L.C. acknowledges that the City of Hurricane may request that costs incurred by the City of Hurricane in connection with the Request for Disconnection be reimbursed by Sky Ranch Phase 6, L.C. consistent with Utah law; and

Sky Ranch Phase 6, L.C. is able and willing at the request of the City of Hurricane to reimburse those costs for which it may bear responsibility pursuant to Utah law, with the expectation that the City of Hurricane will alert Sky Ranch Phase 6, L.C. in advance of incurring costs for which it may require reimbursement from Sky Ranch Phase 6, L.C.

Date: 6/16/23

Typed or Printed Name

Douglas M. Durbano
Manager, Sky Ranch Phase 6, L.C.

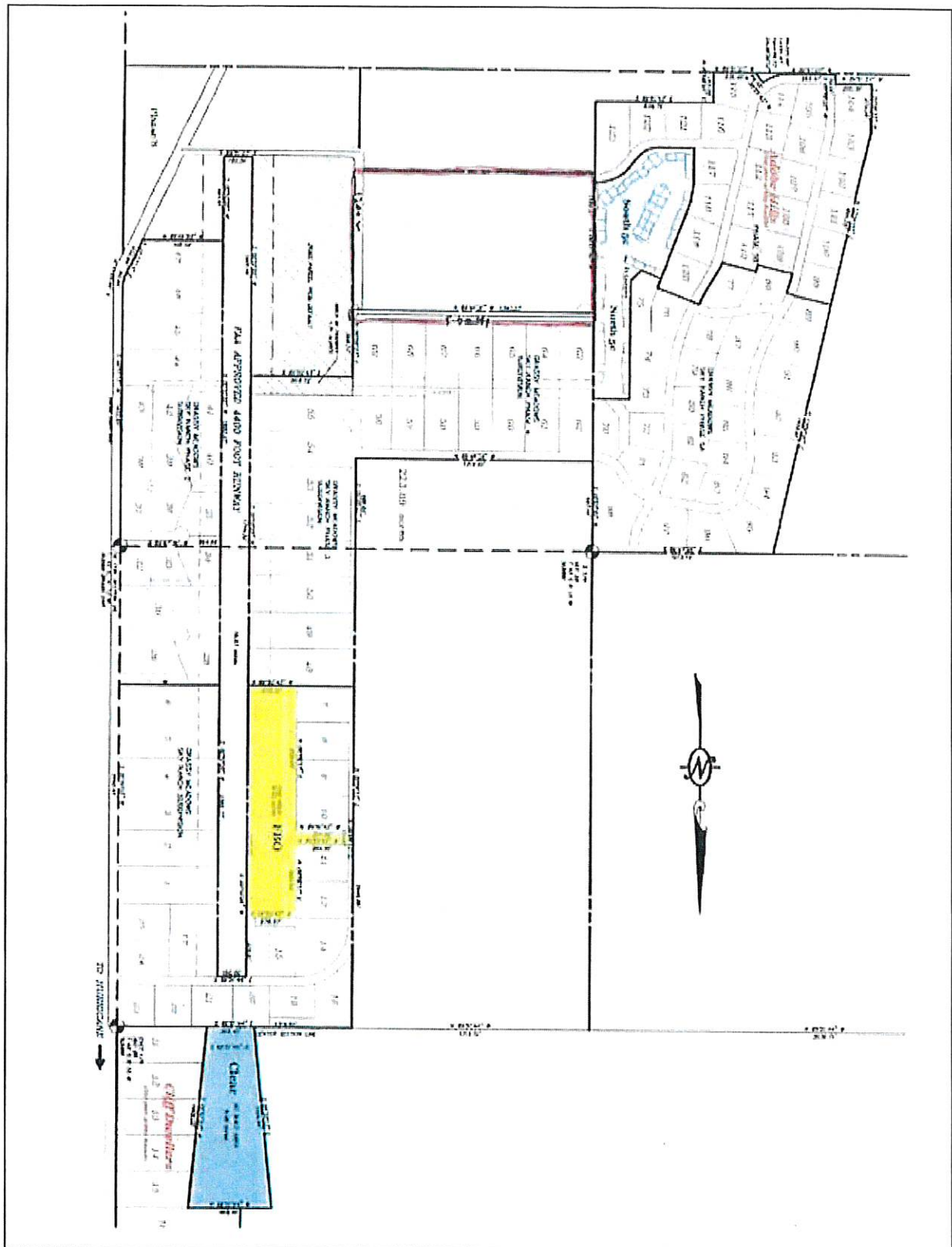
I certify that Douglas M. Durbano, who is known to me or who presented satisfactory identification, has, while in my presence and while under oath or affirmation, voluntarily signed this document and declared that it is true.

Date: 6/16/23

Typed or Printed Name

Dino Pasqua

4



H. Thomas Stevenson, No. 6803
STEVENSON & SMITH, P.C.
3986 Washington Boulevard
Ogden, Utah 84403
Telephone: (801) 399-9910

FILED DISTRICT COURT
Third Judicial District

JAN 27 2004

SALT LAKE COUNTY

By [Signature] Deputy Clerk

Attorney for Applicant

IN THE THIRD JUDICIAL DISTRICT COURT OF SALT LAKE COUNTY
STATE OF UTAH

THE MATTER OF THE ESTATE

Of

LETTERS OF ADMINISTRATION

JOSEPH DOUGLAS JACOBSEN,

Probate No. 043900123

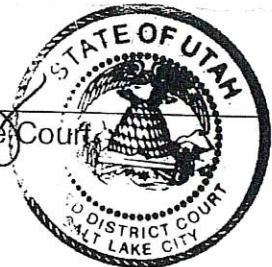
Deceased.

1. Sallee Orr was duly appointed and qualified as Personal Representative of the estate of the above-named decedent on the 27th day of January, 2004, by the Court, with all authority pertaining thereto.
2. Administration of the estate is unsupervised.
3. These letters are issued to evidence the appointment, qualification, and authority of the said Personal Representative.

WITNESS, my signature and the Seal of this Court, this 27th day of

January, 2004.

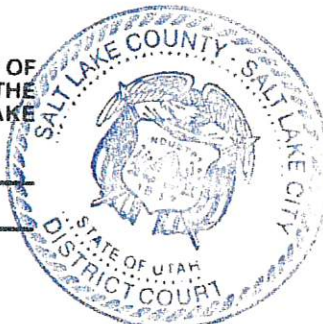
[Signature]
Clerk or Registrar of the Court
Deputy



I CERTIFY THAT THIS IS A TRUE COPY OF
AN ORIGINAL DOCUMENT ON FILE IN THE
THIRD JUDICIAL DISTRICT COURT, SALT LAKE
COUNTY, STATE OF UTAH.

DATE: March 2, 2004

[Signature]
DEPUTY COURT CLERK



Effective 5/10/2016

10-2-502.7 Court action.

- (1) After the filing of a petition under Section 10-2-502.5 and a response to the petition, the court shall, upon request of a party or upon its own motion, conduct a court hearing.
- (2) At the hearing, the court shall hear evidence regarding the viability of the disconnection proposal.
- (3) The burden of proof is on the petitioner to prove, by a preponderance of the evidence:
 - (a) the viability of the disconnection;
 - (b) that justice and equity require that the territory be disconnected from the municipality;
 - (c) that the proposed disconnection will not:
 - (i) leave the municipality with an area within its boundaries for which the cost, requirements, or other burdens of providing municipal services would materially increase over previous years;
 - (ii) make it economically or practically unfeasible for the municipality to continue to function as a municipality; or
 - (iii) leave or create one or more islands or peninsulas of unincorporated territory; and
 - (d) that the county in which the area proposed for disconnection is located is capable, in a cost-effective manner and without materially increasing the county's costs of providing municipal services, of providing to the area the services that the municipality will no longer provide to the area due to the disconnection.
- (4) In determining whether the petitioner has met the petitioner's burden of proof with respect to Subsections (3)(c)(i) and (ii), the court shall consider all relevant factors, including the effect of the proposed disconnection on:
 - (a) the municipality or community as a whole;
 - (b) adjoining property owners;
 - (c) existing or projected streets or public ways;
 - (d) water mains and water services;
 - (e) sewer mains and sewer services;
 - (f) law enforcement;
 - (g) zoning; and
 - (h) other municipal services.
- (5) The court's order either ordering or rejecting disconnection shall be in writing with findings and reasons.

Amended by Chapter 406, 2016 General Session

RESOLUTION NO. R-2022-2931

A RESOLUTION FORMALLY RECOMMENDING ANNEXATION OF A COUNTY PENINSULA INTO ADJACENT HURRICANE CITY PURSUANT TO UTAH CODE ANN. § 10-2-418(8)(c)

WHEREAS, the Washington County (the County) has reviewed the possible annexation of a county peninsula into Hurricane City (the City), because the area is surrounded on three sides by the City, and the City has expressed an intent to seek annexation of the area;

WHEREAS, the City has provided roadway access to this area outside the peninsula for many years, and in addition the County has provided roadway access inside the peninsula;

WHEREAS, the area in question is approximately 470 acres, as is further represented on the map attached hereto as Exhibit A which is incorporated herein;

WHEREAS, the area also encompasses the following county subdivisions: Adobe Hills, Cliffdwellers Ranch, Copper Cliffs, Grassy Meadows Sky Ranch, and Hurricane Cliff Estates;

WHEREAS, the subdivisions have an approximate population of 218 based on 2020 official census figures;

WHEREAS, the County makes the following findings regarding the proposed annexation of the entire peninsula into the City:

1. The area to be annexed can be served more efficiently by the City than by the County, because the City anticipates that its municipal services will reach the annexation area due to future development.
2. Without annexation of the peninsula, future development of the annexation area would be limited, because the County is unable to provide the types of services in this location that are better provided by a municipal entity.
3. Without annexation of the peninsula, the types of services provided by the County would result in the wasteful overlap of governmental functions, including safety and police functions, roadway access and maintenance, and other governmental functions like community development services.
4. Annexation of the peninsula into the City will result in a more equitable distribution of community resources and obligations between the City and the County, and it will correct the wasteful overlap of community services.
5. The historic development in the peninsula area is suburban in nature, and not proximate to the City center. For this reason, the peninsula developed as a separate community, remote from any City core. It was not a natural area for the City to annex until future urban and suburban development came closer to this location.
6. The natural terrain and geographic features in the area also support City annexation. Particularly, a bluff to the east of the county peninsula is a natural boundary for the City, and the peninsula is inside the topographic area which should logically be

included in the City. These natural features limit future development of the City area beyond the eastern bluff.

WHEREAS, annexation of the entire peninsula and all of its existing land and existing subdivisions is in the best interest of the County, and is for the present and future benefit of its residents.

NOW, THEREFORE, BE IT RESOLVED BY THE COUNTY COMMISSION OF WASHINGTON COUNTY, UTAH, that it formally recommends annexation of the entire peninsula described above into Hurricane City pursuant to Utah Code Ann. § 10-2-418(8)(c), based on the findings included herein, and further finds that the County will assist in facilitating the annexation as needed.

VOTED UPON AND PASSED BY THE WASHINGTON COUNTY COMMISSION AT A REGULAR MEETING HELD ON THE 15th DAY OF MARCH, 2022.

WASHINGTON COUNTY COMMISSION

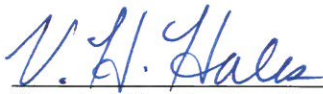

VICTOR IVERSON, Chairman
Washington County Commission

ATTEST:


Susan Lewis, Clerk/Auditor

Commissioner Iverson voted Aye
Commissioner Snow voted Aye
Commissioner Almquist voted Aye

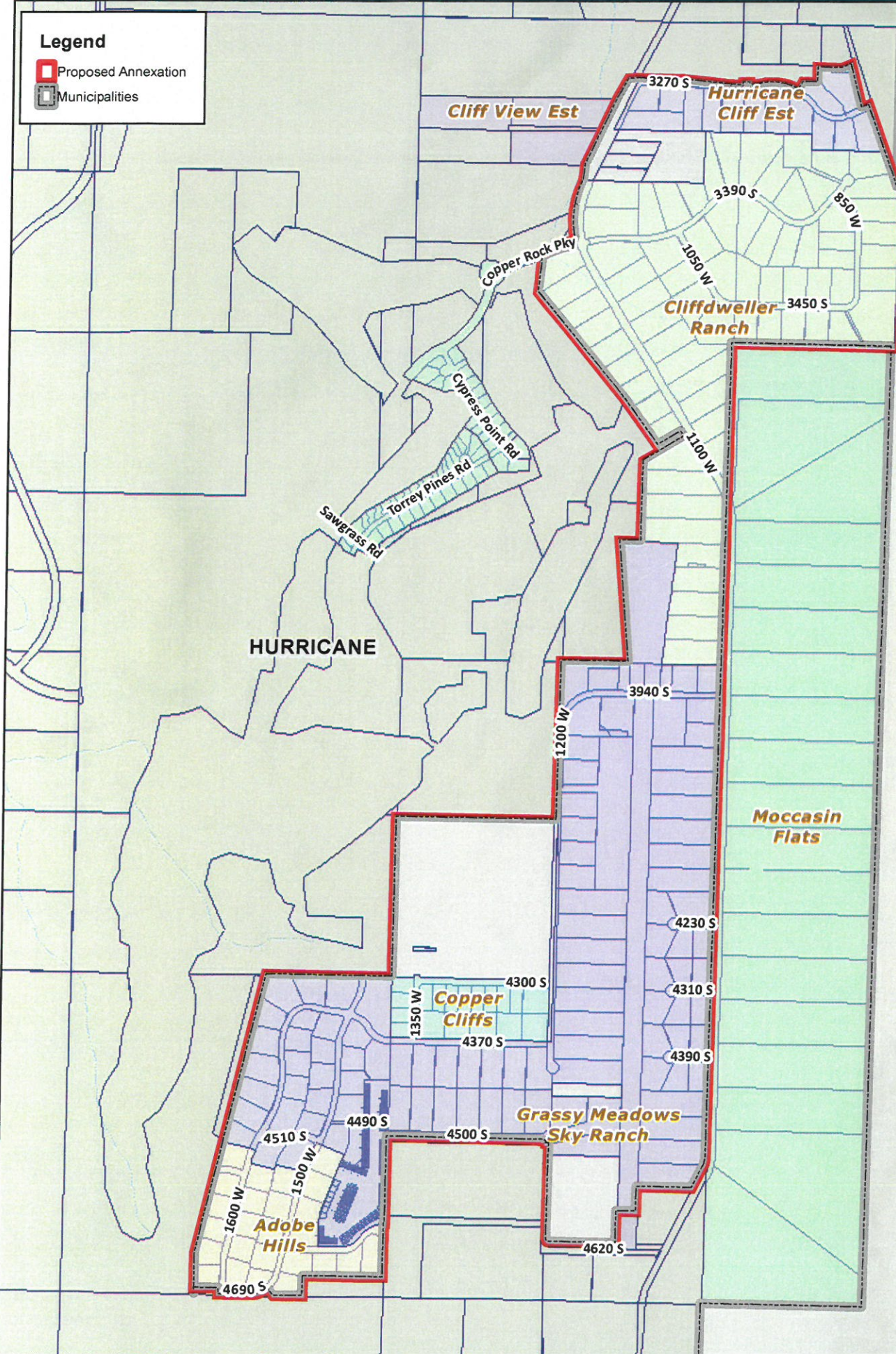
Approved as to Form:


Deputy Washington County Attorney



Legend

-  Proposed Annexation
-  Municipalities





GIL ALMQUIST, COMMISSIONER | ADAM SNOW, COMMISSION, CHAIR | VICTOR IVERSON, COMMISSIONER

July 26, 2023

VIA EMAIL AND U.S. MAIL

Hurricane City
Attn. Cindy Beteag, Recorder
147 North 870 West
Hurricane, Utah 84737
cindy@cityofhurricane.com

RE: Parcel Nos. H-3403-B-2, H-3403-C-2, and adjacent roadways (±19.82 acres)
Petition for Disconnect from Hurricane City into Washington County

We received information that Hurricane City is considering a petition to disconnect the above properties from the city, and the properties then would be in the unincorporated area of Washington County. For over a year, we have cooperatively worked with the city and the area residents to support the annexation of the unincorporated peninsula of land at this location into Hurricane. The proposed disconnection would increase the size of the unincorporated peninsula, and be a step backward. We are opposed to the disconnection.

We will continue to work with Hurricane and area residents to move forward with the annexation of the peninsula, and request that the petition for disconnection be denied. The petition is inconsistent with our mutual goals.

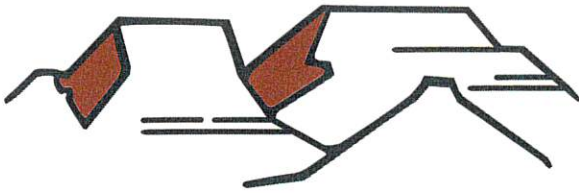
Sincerely,

Gil Almquist
Commissioner

Adam Snow
Commission Chair

Victor Iverson
Commissioner

cc: Dayton Hall, City Attorney
dayton@cityofhurricane.com



WATER HURRICANE CITY UTAH

Ken Richins, Superintendent

August 11, 2023

City Council Agenda Packet August 17th, 2023

New business agenda item #1

Discussion and possible contract award to replace 12" HDPE Pipe with 12" Ductile Iron Pipe.
Project location: Sand Hollow Road from Dixie Springs Drive to the Sand Hollow booster station.

The city Water Department has been repairing this section of HDPE pipe quite a bit. On our last repair it was determined that the HDPE Pipe is failing and needs to be replaced. On 8/10/2023 a bid opening was held. Attached is a letter of recommendation with the bid tabulation from Alpha Engineering.

This is a very critical waterline; it is the main feed water line to the Sand Hollow Resort area water tank.

Please see the attached items and consider awarding this contract.

Thanks

Ken Richins
Water Department Superintendent



43 South 100 East, Suite 100 T 435.628.6500
St George, Utah 84770 F 435.628.6553

alphaengineering.com

August 10, 2023

Hurricane City Water Department
Attention: Ken Richins
646 West 600 North
Hurricane, Utah 84737

Re: Sand Hollow Road Waterline Replacement Project Bid

Dear Ken:

Bids were received for the Hurricane City Sand Hollow Road Waterline Replacement Project on August 10, 2023 at 2:00 p.m. at the Hurricane City offices. Six bids were received for the project. After reviewing the submitted bids, we recommend approval of the lowest bidder, Royal T Enterprises to be the contractor for the Sand Hollow Road Waterline Replacement Project at the total bid price of \$526,500.00 The bid tabulation is attached for your reference.

Let me know if I can provide any additional information.

Sincerely,

A handwritten signature in blue ink, appearing to read "Glen E. Carnahan".

Glen E. Carnahan, P.E.
ALPHA ENGINEERING COMPANY

Encl: Bid Tabulation Sheet

City of Hurricane
Sand Hollow Road Waterline Replacement Project
Bid Tabulation - August 10, 2023

BID SCHEDULE - SAND HOLLOW ROAD WATERLINE REPLACEMENT PROJECT

Item	Description	Quantity	Units	Royal T. Enterprises		Precision Excavating, LLC		Feller Enterprises		M&T Enterprises		Interstate Rock Products		Terry Brotherson Excavating	
				Unit Price	Total	Unit Price	Total	Unit Price	Total	Unit Price	Total	Unit Price	Total	Unit Price	Total
1	Mobilization	1	Lump Sum	\$30,000.00	\$30,000.00	\$33,000.00	\$33,000.00	\$4,960.87	\$4,960.87	\$12,600.00	\$12,600.00	\$56,143.76	\$56,143.76	\$98,706.34	\$98,706.34
2	Removals	1	L.S.	\$10,000.00	\$10,000.00	\$5,500.00	\$5,500.00	\$3,186.02	\$3,186.02	\$6,000.00	\$6,000.00	\$3,393.64	\$3,393.64	\$15,000.00	\$15,000.00
3	Furnish & Install 12" Ductile Iron Pipe with Poly Sock	4,200	Ln. Ft.	\$100.00	\$420,000.00	\$104.00	\$436,800.00	\$115.50	\$485,100.00	\$122.52	\$514,584.00	\$125.31	\$526,302.00	\$124.88	\$524,496.00
4	Furnish & Install 12-Inch Butterfly Valve	1	Each	\$6,500.00	\$6,500.00	\$5,448.00	\$5,448.00	\$4,217.23	\$4,217.23	\$6,142.89	\$6,142.89	\$4,424.12	\$4,424.12	\$6,579.16	\$6,579.16
5	Furnish & Install 12" x 12" x 12" Flanged Tee	1	Each	\$3,000.00	\$3,000.00	\$2,970.00	\$2,970.00	\$6,088.63	\$6,088.63	\$3,744.50	\$3,744.50	\$2,203.61	\$2,203.61	\$3,468.84	\$3,468.84
6	Furnish & Install 12" FL x MJ Adaptor	2	Each	\$4,500.00	\$9,000.00	\$1,367.00	\$2,734.00	\$1,566.61	\$3,133.22	\$3,409.32	\$6,818.64	\$1,647.02	\$3,294.04	\$2,163.12	\$4,326.24
7	Furnish & Install South Tie-in	1	Lump Sum	\$5,500.00	\$5,500.00	\$4,482.00	\$4,482.00	\$6,236.92	\$6,236.92	\$5,518.23	\$5,518.23	\$8,507.19	\$8,507.19	\$9,798.20	\$9,798.20
8	Furnish & Install North Tie-in	1	Lump Sum	\$5,500.00	\$5,500.00	\$5,874.00	\$5,874.00	\$7,566.87	\$7,566.87	\$7,703.75	\$7,703.75	\$10,131.73	\$10,131.73	\$9,676.16	\$9,676.16
9	Furnish & Install Fire Hydrant Assembly	1	Each	\$9,500.00	\$9,500.00	\$10,499.00	\$10,499.00	\$11,721.58	\$11,721.58	\$10,458.80	\$10,458.80	\$9,359.35	\$9,359.35	\$12,010.48	\$12,010.48
10	Furnish & Install Combination Air/Vacuum Valve	1	Each	\$7,500.00	\$7,500.00	\$16,290.00	\$16,290.00	\$8,846.09	\$8,846.09	\$7,416.40	\$7,416.40	\$7,950.99	\$7,950.99	\$9,907.56	\$9,907.56
11	Salvage Existing 14" HDPE Pipe	1	Lump Sum	\$20,000.00	\$20,000.00	\$11,098.00	\$11,098.00	\$8,319.77	\$8,319.77	\$21,000.00	\$21,000.00	\$9,855.99	\$9,855.99	\$75,000.00	\$75,000.00
Total Bid Schedule					\$526,500.00		\$534,695.00		\$549,377.20		\$601,987.21		\$641,566.42		\$768,968.98



STAFF COMMENTS

Consideration and possible approval of **Resolution 2023-31 Proclaiming Hurricane City** as America's City

Discussion:

The Washington County Commissioners passed a resolution partnering with United We Pledge making Washington County "America's County". Mayor Billings asked staff to prepare a resolution proclaiming Hurricane City as "America's City" since United We Pledge will be the HOME of Liberty Village teaching American History.

Findings:

Recommendation:

Attachments:

1. Resolution 2023-31 Proclaiming Hurricane City as America's City

A RESOLUTION BY THE HURRICANE CITY COUNCIL
PROCLAMAING HURRICANE CITY AS AMERICA’S CITY

WHEREAS, the United States is a promised and blessed land, preserved as a haven for freedom and peace where liberty can blossom and thrive for those willing to support that cause.

WHEREAS, while the foundation of freedom was constructed in small parts throughout the world over many centuries, true freedom is a uniquely American experiment.

WHEREAS, only in this great nation has the ideal of liberty, longed for by all mankind since the dawn of time, been established in an enduring and perpetual form.

WHEREAS, never before has a nation been as successful, peaceful, and prosperous as America since 1776.

WHEREAS, never before has a nation done more for the cause of global peace, prosperity, and liberty.

WHEREAS, those successes globally are directly attributable to the liberty of citizens of America.

WHEREAS, America quickly became the beacon to the world of how nations should be governed and how the natural state of people is to be free.

WHEREAS, the founders of this great nation were men and women willing to sacrifice all that they had, including their own lives if required, to establish that cause of peace.

WHEREAS, the early pioneers to the great State of Utah came to reclaim their right to practice their religion and to live in peace.

WHEREAS, they longed to maintain the freedoms granted by a young and fragile nation.

WHEREAS, determined men and women were sent to Hurricane City in the furtherance of freedom in practical application and cooperative success of the state and region.

WHEREAS, only those brave enough and strong enough stayed and survived in Utah's Dixie.

WHEREAS, that history of courageous hard work and striving for independence in an unforgiving environment established a legacy of endurance and determination for success of liberty in this land.

WHEREAS, freedom, patriotism, and liberty have long been defended through courage and bravery in Utah's Dixie since inception.

WHEREAS, the courage of our founding fathers was carried in the hearts of the early pioneers, and still thrives in the hearts of new American patriots in Hurricane City today.

WHEREAS, those ideals are fragile and under constant threat of destruction.

WHEREAS, the nation and world need shining examples of liberty, and of responsible and limited government of the people, by the people, and for the people.

WHEREAS, with that passion we declare that Hurricane City, Utah is *America's* Country, the example of freedom in the land of liberty, that all who live in Utah's Dixie will collectively strive and fight for Constitutional freedoms, that this land will be a beacon to the world of how a community thrives in liberty.

WHEREAS, Hurricane City, Utah proclaims the blessings of a democratic republican form of government and individual freedoms protected by our U.S. Constitution.

WHEREAS, in these times of social confusion and division, let us work to build a more perfect union by celebrating what brings us together, not what divides us. Let us remember the divine truths that all mankind are created equal and endowed by their Creator with unalienable rights. Let us love our neighbors and care for one another so that a civil society and limited government will be the natural order of our county.

WHEREAS, we celebrate the Paiute nation whose family fires first made this place a home since before recorded history and who were the first in our county to believe in individual freedom, and whose descendants are our friends and neighbors.

WHEREAS, we give thanks for the divine wisdom that rested upon the founders of this modern American nation to guide them to establish the Constitution and the Bill of Rights.

WHEREAS, with gratitude, we remember the sacrifice of the pioneers whose hard work and sacrifice laid the foundation for the prosperity and opportunities of today.

WHEREAS, we salute all our veteran sons and daughters who in their youth took up arms to defend and protect peace against the never-ending waves of tyranny.

WHEREAS, we support those of our community who have chosen a career as a first responder to keep our county a safe place where criminal behavior is not tolerated.

WHEREAS, principles of democracy embodied in the Republic of the United States dictate a continued vigilance to maintain liberty, commerce, justice, and basic human rights.

WHEREAS, the words "We the People" are just as viable and effective today.

WHEREAS, the flag of the United States is a symbol of all that is right and achievable in a free society, and citizens have the right to singularly display it.

WHEREAS, personal freedom is reinforced and protected by a strong military and law enforcement.

WHEREAS, family is the basic fabric of strong community and national achievement.

WHEREAS, the foundation of America as referred to by the Founders is based on a belief and homage to the overseeing eye and hand of Deity.

WHEREAS, we have respect for those who first inhabited the land.

WHEREAS, we maintain a recognition of the intrinsic goodness of Americans and their cause.

WHEREAS, all are welcome to this free and inviting land.

WHEREAS, Americans in business are hardworking, innovative, and fair.

WHEREAS, the words, "In God We Trust" are taken seriously here.

WHEREAS, patriots of America are needed in every county, city, town, and household.

WHEREAS, all institutions of education, public and private, must demonstrate a dedication to teaching the principles of Americanism.

NOW, THEREFORE, we, the City Council of Hurricane City, hereby declare and proclaim all of Hurricane City as America's City, with a perpetual commitment to stand by the principles of the Constitution of the United States, the Constitution of the State of Utah, the Bill of Rights, and the principles of American Government. We do this to preserve the God-given rights, as referenced in the Declaration of Independence, to Life, Liberty and the pursuit of Happiness.

PASSED AND APPROVED this _____ day of _____, 2023

Nanette Billings, Mayor

ATTEST:

Cindy Beteag, City Recorder

The foregoing Resolution was presented at a regular meeting of the Hurricane City Council held at the Hurricane City Office Building on the 17th day of August 2023. Whereupon a motion to adopt and approve said Resolution was made by _____ and seconded by _____. A roll call vote was then taken with the following results:

	Yea	Nay	Abstain	Absent
Joseph Prete	_____	_____	_____	_____
Dave Sanders	_____	_____	_____	_____

David Hirschi	_____	_____	_____	_____
Kevin Thomas	_____	_____	_____	_____
Doug Heideman	_____	_____	_____	_____

Cindy Beteag

PROCLAMATION

WHEREAS, September 17, 2023, marks the two hundred and thirty-sixth anniversary of the drafting of the Constitution of the United States of America by the Constitutional Convention; and

WHEREAS, It is fitting and proper to accord official recognition to this magnificent document and its memorable anniversary; and to the patriotic celebrations which will commemorate the occasion; and

WHEREAS, Public Law 915 guarantees the issuing of a proclamation each year by the President of the United States of America designating September 17 through 23 as Constitution Week,

NOW, THEREFORE I, Nanette Billings, by virtue of the authority vested in me as Mayor of Hurricane City do hereby proclaim the week of September 17 through 23 as

CONSTITUTION WEEK

AND ask our citizens to reaffirm the ideals of the Framers of the constitution had in 1787 by vigilantly protecting the freedoms guaranteed to us through this guardian of our liberties, remembering that lost rights may never be regained.

IN WITNESS WHEREOF, I have hereunto set my hand and caused the Seal of Hurricane City to be affixed this 17th day of August of the year of our Lord two thousand twenty-three.

Nanette Billings, Mayor

[Seal] Attest:

Cindy Beteag, City Recorder

The foregoing Proclamation was presented at a regular meeting of the Hurricane City Council held at the Hurricane City Office Building on the 17th day of August, 2023. Whereupon a motion to

adopt and approve said Proclamation was made by _____ and seconded by _____. A roll call vote was then taken with the following results.

	Yea	Nay	Abstain	Absent
Joseph Prete	_____	_____	_____	_____
David Sanders	_____	_____	_____	_____
David Hirschi	_____	_____	_____	_____
Kevin Thomas	_____	_____	_____	_____
Doug Heideman	_____	_____	_____	_____

Cindy Beteag, Recorder



STAFF COMMENTS

Consideration and possible decision to open or continue with the **closure of 100 West** between SR9 and 100 South

Discussion:

On May 18, 2023, Council voted to temporarily close 100 W. between State Street and 100 S. to vehicle traffic from Memorial Day to Labor Day, with a review in August to decide if it should remain closed or be reopened after Peach Days.

Findings:

Recommendation:

Attachments:

None



STAFF COMMENTS

Consideration and possible approval of directing the **Zoning Administrator to issue a grading permit** for Hurricane Cliffs

Discussion:

The applicant has requested a grading permit for Hurricane Cliffs. This development is a 30-lot single family subdivision north of the Copper Rock Golf Course. The preliminary plat was approved in May of this year and the applicant has submitted construction drawings. The City Council may authorize the Zoning Administrator to issue a grading permit for property that is "not scheduled for immediate or reasonably imminent development". The Power Department has not been signing construction drawings in this area due to a lack of power capacity. However, the Power Department is currently forming agreements that would allow them to sign the applicant's construction drawings for this project and allow them to move forward with grading through the standard process. Staff also have concerns that their grading plan shows retaining walls and grading of building lots that is not typically approved as part of a grading permit. Because the applicants have an approved Preliminary Plat, and because agreements for power are forthcoming that will allow approval of their construction drawings, which will allow for the initiation of construction, development is considered to be reasonably imminent. Thus, it is recommended that a grading permit not be issued at this time.

Findings:

Recommendation:

Denial.

Attachments:

1. 12637-21 Construction Plan GP-1 (3)
2. Restoration Bond - Phases 1-3
3. 12637-21 Hurricane Cliffs Reclamation Plan

OWNER/DEVELOPER/CONTACT

MTG DEVELOPMENT
3491 EAST KIRK ROCKS DRIVE
ST. GEORGE, UT 84790
CONTACT: TODD GETZ
(435) 224-3643

PROJECT ENGINEER

THE ENGINEER FOR THIS PROJECT IS:
ROSENBERG ASSOCIATES
ROBERT A. REID, P.E.
352 EAST RIVERSIDE DRIVE, SUITE A2
ST. GEORGE, UTAH 84790
(435) 673-8586

GRADING NOTES

1. ALL EXCAVATIONS, GRADING, AND FILL OPERATIONS SHALL COMPLY WITH THE RECOMMENDATIONS IN THE GEOTECHNICAL INVESTIGATION FOR THE PROPOSED ESTATES AT COPPER ROCK SUBDIVISION, PREPARED BY LANDMARK TESTING AND ENGINEERING, DATED APRIL 12, 2021.
2. THE CONTRACTOR SHALL PROVIDE SUITABLE EQUIPMENT TO CONTROL DUST AND AIR POLLUTION CAUSED BY CONSTRUCTION OPERATIONS. THE CONTRACTOR SHALL ALSO PROVIDE SUITABLE MUD AND DIRT CONTAINMENT TO MAINTAIN THE WORK SITE, ACCESS ROADWAYS AND ADJACENT PROPERTIES IN A CLEAN CONDITION.
3. ALL IMPORTED STRUCTURAL FILL SHALL BE APPROVED BY THE GEOTECHNICAL ENGINEER AND HURRICANE CITY PRIOR TO DELIVERY TO THE SITE. STRUCTURAL FILL SHOULD BE PLACED IN MAXIMUM EIGHT-INCH LOOSE LIFTS AND COMPACTED ON A HORIZONTAL PLANE. GRANULAR SOILS IN COMPACTED FILLS SHOULD BE COMPACTED TO AT LEAST 95 PERCENT OF THE MAXIMUM DRY DENSITY AS DETERMINED BY ASTM D-1557.
4. ALL EXCAVATIONS, GRADING AND FILL OPERATIONS WITHIN THE BUILDING AREA SHOULD BE OBSERVED BY THE GEOTECHNICAL ENGINEER TO VERIFY SUB-SOIL CONDITIONS AND DETERMINE ADEQUACY OF SITE PREPARATION, SUITABILITY OF FILL MATERIALS AND COMPLIANCE WITH COMPACTION REQUIREMENTS.
5. UNLESS SHOWN OTHERWISE ON THESE PLANS AND APPROVED BY HURRICANE CITY, ALL CONSTRUCTION SHALL CONFORM TO HURRICANE CITY STANDARD SPECIFICATIONS FOR DESIGN AND CONSTRUCTION LATEST EDITIONS AS ADMINISTERED BY HURRICANE CITY.
6. A MANDATORY PRE-CONSTRUCTION MEETING WILL BE REQUIRED ON ALL PROJECTS PRIOR TO ANY GRUBBING, GRADING, OR CONSTRUCTION ACTIVITIES. THE PERMIT HOLDER WILL BE REQUIRED TO NOTIFY ALL DEVELOPMENT SERVICES INSPECTORS.
7. OWNER IS RESPONSIBLE FOR ALL ON-SITE DETENTION AND DRAINAGE.
8. RETAINING WALLS ARE NOT PERMITTED IN THE 10' PUE

EARTHWORK VOLUMES:

2D AREA (sq. ft.)	CUT (cu. yd.)	FILL (cu. yd.)	NET (cu. yd.)(FILL)
75,507	53,000	99,980	46,980

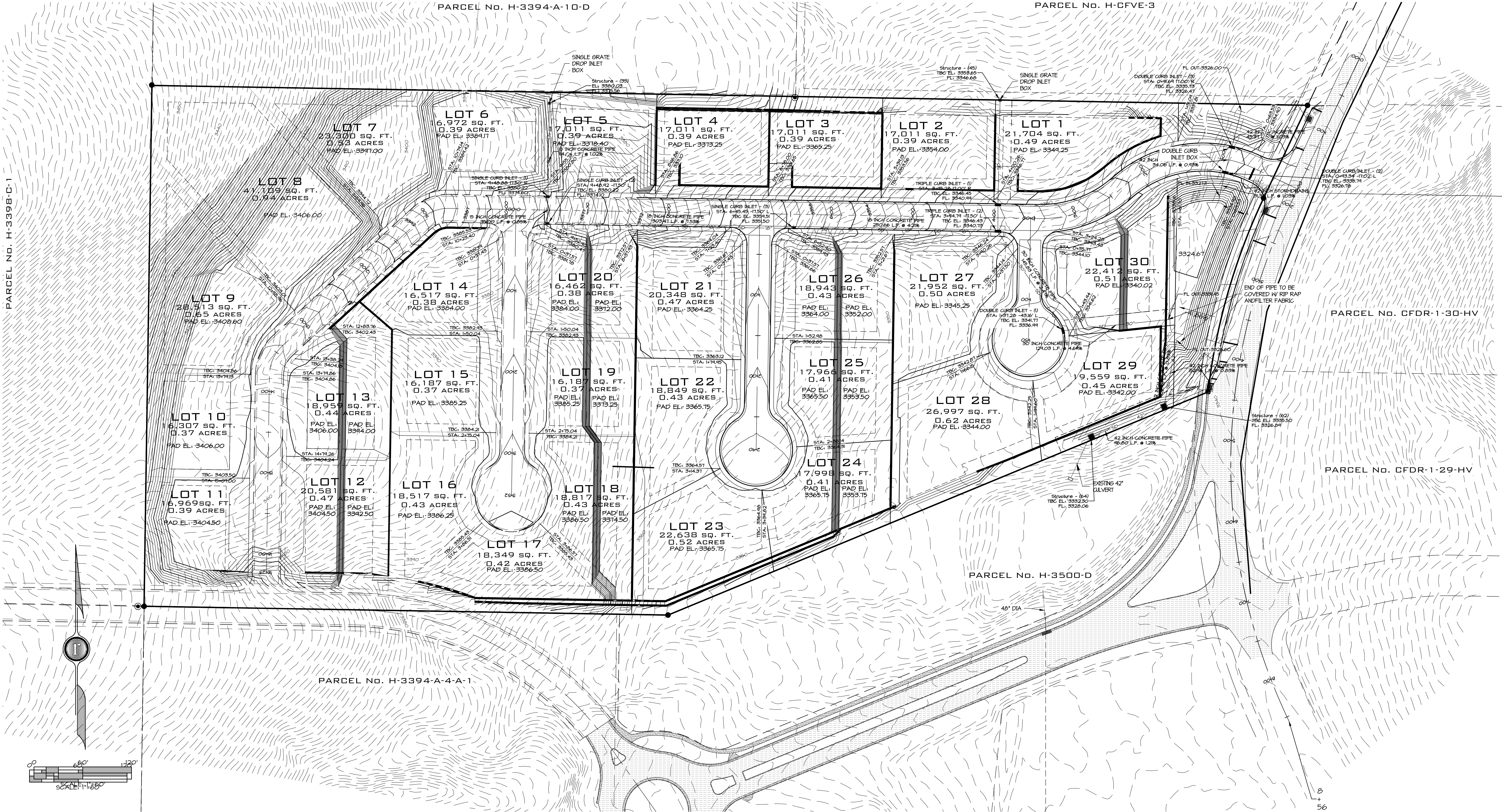
THE EARTHWORK CUT AND FILL VOLUMES SHOWN ON THIS PLAN ARE BASED ON THE VOLUME DIFFERENCES BETWEEN TWO DIGITAL TERRAIN MODELS (DTMs), OR SURFACES: THE EXISTING GROUND SURFACE AND THE PROPOSED FINISHED GRADE SURFACE. THE CONTRACTOR IS TO CALCULATE THE PROPOSED FINISHED SUB-GRADE SURFACE BY SUBTRACTING THE VOLUME OF THE PROPOSED IMPROVEMENTS: ASPHALT, CURBS AND GUTTERS, SIDEWALKS, WATERWAYS, HANDICAP RAMPS, AND BASE COURSE FROM VOLUME OF THE PROPOSED FINISHED GROUND SURFACE. THIS COMPARISON IS PRESENTED FOR REFERENCE ONLY AS THE FIRST STEP IN THE PROCESS OF PERFORMING THOROUGH EARTHWORK CALCULATIONS AND DOES NOT REFLECT OR REPRESENT A FINAL ESTIMATE OF ACTUAL EARTH TO BE MOVED. UPON REVIEW OF THE GEOTECHNICAL REPORT, THE CONTRACTOR RESPONSIBLE FOR EXCAVATION SHALL ACCOUNT FOR OVER-EXCAVATION, SCARPING, AND ADJUSTMENT FOR ALL IMPROVEMENTS NOT ACCOUNTED FOR IN THE FINISHED SUB-GRADE SURFACE, INCLUDING LANDSCAPING, BULKING AND/OR SHRINKAGE OF MATERIAL, IMPORT OF BEDDING MATERIAL AND OTHER MATERIALS, EXCAVATION AND COMPACTION OF UTILITY TRENCHES, AND OTHER FACTORS TO MAKE A FINAL DETERMINATION OF THE TOTAL EARTHWORK REQUIRED FOR THE PROJECT. IN SOME CASES, ADDITIONAL CONSULTATIONS WITH THE GEOTECHNICAL ENGINEER AND CIVIL ENGINEER MAY BE REQUIRED.

GENERAL NOTES

1. THE SUBJECT PROPERTY IS ZONED AS RH-15: RESIDENTIAL
2. THE SUBJECT PROPERTY DOES NOT FALL WITHIN THE TAKE AREA FOR THE MOJAVE DESERT TORTOISE
3. RETAINING WALLS ARE NOT PERMITTED IN THE 10' PUE
4. THERE IS A 10' SETBACK FOR STRUCTURES FROM ALL RETAINING WALLS

STAGE STORAGE TABLE

ELEV	AREA (sq. ft.)	DEPT H (ft.)	AVG END INC. VOL. (cu. ft.)	AVG END TOTAL VOL. (cu. ft.)	CONIC INC. VOL. (cu. ft.)	CONIC TOTAL VOL. (cu. ft.)
3324.000	264.97	N/A	N/A	0.00	N/A	0.00
3325.000	412.55	1.000	211.26	211.26	1812.07	1812.07
3326.000	6841.56	1.000	5505.05	7646.31	5445.38	7257.45
3327.000	8245.08	1.000	7571.32	15267.63	7561.31	14818.76
3328.000	4081.26	1.000	3663.57	23430.80	3654.80	23418.56
3329.000	9444.12	1.000	4515.54	33446.34	4512.28	32440.84
3330.000	10851.07	1.000	10400.50	43846.84	10397.24	43388.08
3331.000	11784.70	1.000	11371.84	55164.77	11344.68	54102.76
3332.000	12750.82	1.000	12267.76	67432.54	12264.54	66461.35
3333.000	13744.43	1.000	13250.12	80682.66	13246.94	80214.34



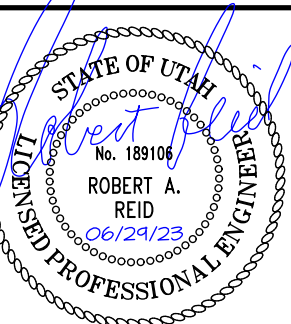
DATE: 06/24/2023
JOB NO.: 12637-21
DESIGNED BY: JDN
CHECKED BY: RAR
DWG: Construction Set

REVISIONS
DATE
DESCRIPTION
SECOND CITY REVIEW
SECOND JAC SUBMITTAL
08/23/2023
06/24/2023

ROSENBERG
A S S O C I A T E S
CIVIL ENGINEERS • LAND SURVEYORS

352 East Riverside Drive
Suite A-2
St. George, Utah 84790
Ph (435) 673-8586 Fx (435) 673-8597
www.racl.com

GRADING & DRAINAGE PLAN
FOR
HURRICANE CLIFFS - PHASE 1
RICHARDSON BROS. CUSTOM HOMES
HURRICANE, UTAH





Rosenberg Associates
352 East Riverside Drive, Suite A-2
St. George, Utah 84790

PROJECT 12637-21
PREPARED Alex H
DATE August 3, 2023

Earthwork Restoration Bond
Hurricane Cliffs Phase 1-3
Hurricane, Utah

Item Description		Unit	Estimated	Unit	Total
			Quantity	Price	Price
1	Mobilization	Lump	1	\$11,499.94	\$11,499.94
2	Earthwork	Cu Yd	62,158	\$3.00	\$186,473.82
3	Reseeding	Acre	17	\$1,000.00	\$17,410.00
3	Stormwater Erosion Control	Acre	17	\$1,500.00	\$26,115.00
Total					\$241,498.76

*The user of this opinion of cost understands that **Rosenberg Associates** has no control over the cost or availability of labor, equipment or materials, or over market conditions or the Contractor's method of pricing; and the opinions of probable construction costs are made on the basis of professional judgment and experience. **Rosenberg Associates** makes no warranty, express or implied, that the bids or the negotiated cost of the work will not vary from the above.*

GRADING NOTES

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7. OWNER IS RESPONSIBLE FOR ALL ON-SITE DETENTION AND DRAINAGE.
8. RETAINING WALLS ARE NOT PERMITTED IN THE 10' PUE

EARTHWORK VOLUMES:

2D AREA (sq ft)	CUT (cu. yd.)	FILL (cu. yd.)	NET (cu. yd.)(FILL)
108,083	61,870	62,178	308

THE EARTHWORK CUT AND FILL VOLUMES SHOWN ON THIS PLAN ARE BASED ON THE VOLUME DIFFERENCES BETWEEN TWO DIGITAL TERRAIN MODELS (DTMs), OR SURFACES; THE FINISHED GRADE SURFACE OF HURRICANE CLIFFS AND THE PROPOSED RECLAMATION GRADE SURFACE. THE CONTRACTOR IS TO CALCULATE THE PROPOSED FINISHED SUB-GRADE SURFACE BY SUBTRACTING THE VOLUME OF THE PROPOSED IMPROVEMENTS, ASPHALT, CURB AND GUTTER, SIDEWALK, WATERWAYS, HANDICAP RAMPS, AND BASE COURSE FROM VOLUME OF THE PROPOSED FINISHED GROUND SURFACE. THIS COMPARISON IS PRESENTED FOR REFERENCE ONLY AS THE FIRST STEP IN THE PROCESS OF PERFORMING THOROUGH EARTHWORK CALCULATIONS AND DOES NOT REFLECT OR REPRESENT A FINAL ESTIMATE OF ACTUAL EARTH TO BE MOVED. UPON REVIEW OF THE GEOTECHNICAL REPORT, THE CONTRACTOR RESPONSIBLE FOR EXCAVATION SHALL ACCOUNT FOR OVER-EXCAVATION, SCARIFYING, AND ADJUSTMENT FOR ALL IMPROVEMENTS NOT ACCOUNTED FOR IN THE FINISHED SUB-GRADE SURFACE; INCLUDING LANDSCAPING, BULKING AND/OR SHRINKAGE OF MATERIAL, IMPORT OF BEDDING MATERIAL, AND OTHER MATERIALS, EXCAVATION AND COMPACTION OF UTILITY TRENCHES, AND OTHER FACTORS TO MAKE A FINAL DETERMINATION OF THE TOTAL EARTHWORK REQUIRED FOR THE PROJECT. IN SOME CASES, ADDITIONAL CONSULTATIONS WITH THE GEOTECHNICAL ENGINEER AND CIVIL ENGINEER MAY BE REQUIRED.

RECLAMATION NOTE:

RECLAIMED GROUND IS TO BE LEFT AT A FINISH GRADE WITH NO SLOPES STEEPER THAN 3:1. GENERALLY SLOPES SHOULD GRADED TO DIRECT WATER TO THE DETENTION BASIN CREATED IN THE MASS GRADING OF HURRICANE CLIFFS PHASE 1. ALL DISTURBED EARTH IS TO BE RESEEDED WITH A NATIVE GRASS AND PLANT MIX.

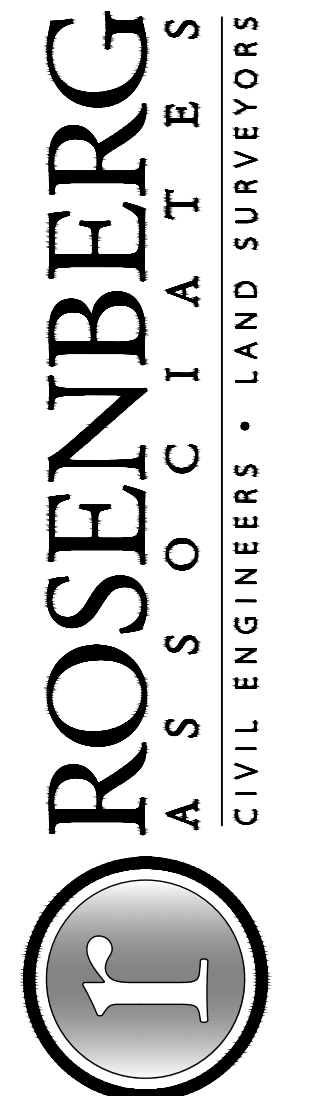
OWNER/DEVELOPER/CONTACT

HTG DEVELOPMENT
3449 EAST KIRK ROCKS DRIVE
ST. GEORGE, UT 84190
CONTACT: TODD GETZ
(435) 224-3643

PROJECT ENGINEER

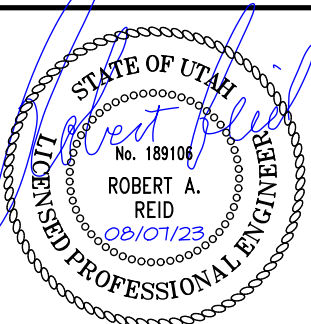
THE ENGINEER FOR THIS PROJECT IS:
ROSENBERG ASSOCIATES
ROBERT A. REID, P.E.
352 EAST RIVERSIDE DRIVE, SUITE A2
ST. GEORGE, UTAH 84190
(435) 673-8586

DATE:	08/07/23
JOB NO.:	12637-21
DESIGNED BY:	ASH
CHECKED BY:	RAR
DWG:	RECLAMATION
DATE:	
REVISIONS:	



352 East Riverside Drive
Suite A-2
St. George, Utah 84790
Ph (435) 673-8586 Fx (435) 673-8597
www.raaill.com

RECLAMATION PLAN
FOR
HURRICANE CLIFFS - PHASE 1
RICHARDSON BROS. CUSTOM HOMES
HURRICANE, UTAH



SHEET
EX
1 OF 1 SHEETS



Know what's below.
Call before you dig.

NOTICE:
EXISTING UTILITIES ARE SHOWN ON PLANS FOR THE CONVENIENCE OF THE CONTRACTOR ONLY. THE CONTRACTOR IS RESPONSIBLE FOR THE LOCATION AND PROTECTION OF ALL UTILITIES. THE ENGINEER BEARS NO RESPONSIBILITY FOR UTILITIES NOT SHOWN OR SHOWN INCORRECTLY.



STAFF COMMENTS

Consideration and possible approval of **Ordinance 2023-15 updating Title 3 Chapter 1 and Title 10 Chapter 15** regarding mobile businesses and vendor carts

Discussion:

Utah State House Bill 408, passed in 2023, changes the State law with regards to mobile businesses like food trucks, vendor carts, and other types of businesses conducted in nonstationary enclosures.

The full state law can be found at: <https://le.utah.gov/~2023/bills/static/HB0408.html>

HB408 defines mobile businesses and states that municipalities must accept business licenses for mobile businesses issued by other municipalities. For example, a food truck that obtains a business license in St. George could not also be required to obtain a business license in Hurricane even if they do business in Hurricane from time to time, the majority of time, or even all the time. There are exceptions for health department and fire department permits. The proposed changes removed vendor carts completely from Title 10 but then Title 3 defines mobile businesses in identical ways to the state code and requires that mobile businesses operating within city limits either obtain a business license from the City or present a copy of their business license in another city or county for record keeping purposes

Findings:

Recommendation:

Attachments:

1. LUCA23-06 Vendor Carts
2. Amending 3-1 business licensing -mobile businesses - redlined (DH revised)
3. Ordinance 2023-15 Mobile Businesses (DH updated)



STAFF COMMENTS

Agenda Date:	08/17/2023
Application Number:	LUCA 23-06
Type of Application:	Land Use Code Amendment
Action Type:	Legislative
Applicant:	Hurricane City Business Licensing
Agent:	
Request:	Amend Title 10 Chapter 15 with regards to standards for vendor carts

Planning Commission Recommendation:

On August 10, 2023, the Planning Commission recommended that the City Council approve an amendment to strike Section 10-15-7E, which regulates vendor carts, from Chapter 15 of the Land Use Ordinance. It was discussed at the meeting that vendor carts will now be regulated under Title 3 Business and License Regulations as a “mobile business”.

Discussion:

Utah State House Bill 408, passed in 2023, changes the State law with regards to mobile businesses like food trucks, vendor carts, and other types of businesses conducted in nonstationary enclosures.

The full state law can be found at: <https://le.utah.gov/~2023/bills/static/HB0408.html>

HB408 defines mobile businesses and states that municipalities must accept business licenses for mobile businesses issued by other municipalities. For example, a food truck that obtains a business license in St. George could not also be required to obtain a business license in Hurricane even if they do business in Hurricane from time to time, the majority of time, or even all the time. There are exceptions for health department and fire department permits.

Attached are two ordinances staff proposed to be amended in order to come into compliance with state code. Pursuant to City Code, the Planning Commission is only required to make a recommendation on the proposed changes to Title 10, Chapter 15, in which the requirements regarding vendor carts are being removed to be regulated, along with all other mobile businesses, under the proposed Title 3 amendment. The proposed changes to Title 3 define mobile businesses in identical ways to the state

code and require that mobile businesses operating within city limits either obtain a business license from the City or present a copy of their business license in another city or county for record keeping purposes.

Recommendation:

Staff recommends the Planning Commission make a recommendation of approval to the City Council.

Sec. 3-1-2. Definitions.

As used throughout this chapter, the following terms or phrases shall have the following meanings:

Business includes all kinds of vocations, occupations, professions, enterprises, establishments and all other kinds of activities and matters, whether full time or part time, together with all devices, machines, vehicles and appurtenances related thereto, any of which are conducted for private profit or benefit, either directly or indirectly, on any premises within the City. Any person or entity engaged in rental of two or more rental dwelling units for profit shall be considered to be engaging in business.

City means Hurricane City, Utah.

Conditional use permit means a permit, based upon compliance with certain conditions, issued by the planning commission for the use of property adjudged to be in harmony with the intent and purpose of a specified zone but not included in the list of permitted uses for the zone. A conditional use permit must be obtained prior to the issuance of a business license for any business making use of property which is not included in the list of permitted uses within a specified zone. However, a conditional use permit shall not be required for the issuance of a business license for any business making use of property which is included in the list of permitted uses within a specified zone.

Enclosed mobile business means a business that maintains ongoing mobility and of which the receipt of goods or services offered and point of sale occurs within an enclosed vehicle, an enclosed trailer, or an enclosed mobile structure. Goods or services include those offered in the following industries: barber, beauty and cosmetic – including nail, eyelash, and waxing, cycling, cell phone, computer, footwear, media archive and transfer, pet grooming, sewing and tailoring, small engine, and tool. Enclosed mobile business does not include a food cart, a food truck, or an ice cream truck.

Engaging in business includes, but is not limited to, the sale of tangible personal property at retail or wholesale, the manufacturing of goods or property and the rendering of personal services for others for a consideration by persons engaged in any vocation, occupation, profession, trade or other calling; provided, however, that the rendering of personal services by an employee to his employer under any contract of personal employment, express or implied, shall not constitute "engaging in business", as herein defined.

Food cart means a cart:

A. That is not motorized; and

B. That a vendor, standing outside the frame of the cart, uses to prepare, sell, or serve food beverages for immediate human consumption.

Food truck means a fully encased food service establishment:

A. On a motor vehicle or on a trailer that a motor vehicle pulls to transport; and

- B. From which a food truck vendor, standing within the frame of the vehicle, prepares, cooks, sells, or serves food or beverages for immediate human consumption.

Ice cream truck means a fully encased food service establishment:

- A. On a motor vehicle or on a trailer that a motor vehicle pulls to transport;
- B. From which a vendor, from within the frame of the vehicle, serves ice cream;
- C. That attracts patrons by traveling through a residential area and signaling the truck's presence in the area, including playing music; and
- D. That may stop to serve ice cream at the signal of a patron.

License means the certificate or document issued by the City and signed by the City recorder-clerk evidencing permission or authority from the City to the holder named therein to carry on a particular business or occupation at a particular location.

Mobile business means an enclosed mobile business, a food cart, a food truck or an ice cream truck.

Nonprofit enterprise means a business, no part of the income of which is distributable to its owners, members or operators, unless such owner or operator shall be a religious or eleemosynary institution.

Operator means a person, including a vendor, who owns, manages, controls, or operates a mobile business.

(1998 Code § 9-111; Ord. 21-5-3A, 5-3-2001; Ord. 10-2-03B, 10-2-2003; Ord. 2007-19, 9-20-2007; Ord. 2014-13, 11-20-2014; Ord. 2020-21, 11-5-2020)

Sec. 3-1-4. License required.

- A. It shall be unlawful for any person or entity, either directly or indirectly, to engage in business within the corporate limits of the City without having first obtained an annual business license, whether such license shall be a new license or renewal license, and without having first paid the applicable license fee in accordance with all provisions of this chapter.
- B. Any person or entity engaging in bona fide agricultural activities and selling the produce thereof shall not be required to obtain a business license.
- C. A mobile business shall provide a copy of ~~their~~its current business license, health inspection, and fire inspection to the business licensing clerk. If ~~they have~~it has a current business license in good standing from another political subdivision in the state, a license is not required. If ~~it does~~~~they do not~~, the mobile business ~~they are~~is required to obtain a license from the City.

(1998 Code § 9-210; Ord. 2013-12, 11-7-2013)

Sec. 3-1-8. Rules, regulations and requirements.

- A. *Nature and location of business.* Each license issued by the City Recorder-Clerk shall authorize the licensee to carry on, pursue or conduct only that type of general business specified in such license and only at the location specified therein. A different type of general business activity than that specified in said license shall require issuance of a separate license and a business at a location different from that indicated on the license shall be considered a branch establishment and shall require a separate license.
- B. *Joint license.* Any person or entity engaged in two or more businesses at the same location may, in the discretion of the City Recorder-Clerk, be required to obtain separate business licenses for the conduct of each business; provided, however, that when such businesses are sufficiently similar or complementary, a single license may be issued which shall specify on its face all such businesses to be operated at that location; and further provided, that any person obtaining a license under chapter 2 of this title for the sale of beer or other alcoholic beverage must also obtain the applicable license for the business or branch establishments.
- C. *Branch establishments.* A separate license must be obtained for each branch established or each separate place of business in which the business activities of a licensee are carried on, except that warehouses and distributing plants used in connection with and incidental to a business licensed under the provisions of this chapter shall not be deemed to be separate places of business or branch establishments.
- D. *Display of license.* Every business license issued under this chapter shall be posted by the licensee in a conspicuous place upon the wall of the building, room or office of the place of business so that the same may be easily seen. When the business license has expired, it shall be removed by the licensee from such place in which it has been posted, and no business license which is not in force and effect shall be permitted to remain posted upon the wall or any part of any room within the place of business. If the licensee's business is such that a license cannot be displayed due to the transient or mobile nature of the business, the licensee shall carry the license on his person and, upon request by an authorized officer, shall present the license at such time or times while the licensee is engaged or pursuing the business for which the license is granted.
- E. *Transfer prohibited.* No license granted or issued under any ordinance of this City shall be assigned or transferred to any other person or entity. It shall not be deemed to authorize any person or entity other than the person or entity named therein to do business or to authorize any other business, calling, trade or profession than is named therein.
 - 1. Nor shall any license be transferred to any location not named therein without the licensee first having applied for a change in business location on such form as directed by the City Recorder-Clerk. A new application fee shall be required to process the application. If the address change occurs at time of renewal, no fee shall be assessed. Upon approval of a business location change, the City Recorder-Clerk will issue a new license showing the approved location and shall thereby nullify the previously issued license.

- F. Ice cream trucks, catering businesses, food carts, and food trucks are permitted to operate within the City limits subject to the following operating conditions.
1. *Ice cream trucks*. No such unit shall be permitted to stop in any one location for a period of more than ten minutes and shall not operate in a manner that impedes traffic, obstructs parking, or endangers pedestrians.
 2. *Catering*. Permitted to conduct business only at those locations where they have been contracted to provide service.
 3. *Food trucks and food carts*. Must be located on an improved commercial area and have property owner's permission.
- G. *Compliance with other laws*. As a condition of receiving a business license, the applicant or licensee shall comply with all other federal, state, and local laws applicable to the business and provide information showing compliance to the satisfaction of the City Recorder-Clerk.

Compliance with other laws includes, but is not limited to, obtaining appropriate licenses through any federal or state agencies that regulate the business, registering with the Utah State Tax Commission, and obtaining necessary approvals from the Hurricane Valley Fire District, Ash Creek Special Services District, and the Southwest Utah Public Health Department.

(1998 Code §§ 9-301—9-304; 2000 Code; Ord. 2017-01, 1-5-2017; Ord. 2017-13, 8-17-2017; Ord. 2020-21, 11-5-2020; Ord. No. 2022-57 , 10-20-2022)

**AN ORDINANCE OF THE CITY COUNCIL OF HURRICANE, UTAH AMENDING
TITLE 3 CHAPTER 1 AND TITLE 10 CHAPTER 15 WITH REGARDS TO MOBILE
BUSINESSES AND VENDOR CARTS**

WHEREAS, Utah Code 10-9a allows for municipalities to regulate land use within their boundaries; and

WHEREAS, the Utah State House Bill 408 modifies how cities address mobile businesses within their borders; and

WHEREAS, The City has a desire to allow for mobile businesses within the City; and

WHEREAS, the Planning Commission gave a positive recommendation on the attached revisions to Hurricane City Code,

BE IT HEREBY ORDAINED by the City Council of Hurricane, Utah that Title 3 Chapter 1 be amended within Hurricane City Code to read as follows:

Sec. 3-1-2. Definitions.

As used throughout this chapter, the following terms or phrases shall have the following meanings:

Business includes all kinds of vocations, occupations, professions, enterprises, establishments and all other kinds of activities and matters, whether full time or part time, together with all devices, machines, vehicles and appurtenances related thereto, any of which are conducted for private profit or benefit, either directly or indirectly, on any premises within the City. Any person or entity engaged in rental of two or more rental dwelling units for profit shall be considered to be engaging in business.

City means Hurricane City, Utah.

Conditional use permit means a permit, based upon compliance with certain conditions, issued by the planning commission for the use of property adjudged to be in harmony with the intent and purpose of a specified zone but not included in the list of permitted uses for the zone. A conditional use permit must be obtained prior to the issuance of a business license for any business making use of property which is not included in the list of permitted uses within a specified zone. However, a conditional use permit shall not be required for the issuance of a business license for any business making use of property which is included in the list of permitted uses within a specified zone.

Enclosed mobile business means a business that maintains ongoing mobility and of which the receipt of goods or services offered and point of sale occurs within an enclosed vehicle, an

enclosed trailer, or an enclosed mobile structure. Goods or services include those offered in the following industries: barber, beauty and cosmetic – including nail, eyelash, and waxing, cycling, cell phone, computer, footwear, media archive and transfer, pet grooming, sewing and tailoring, small engine, and tool. Enclosed mobile business does not include a food cart, a food truck, or an ice cream truck.

Engaging in business includes, but is not limited to, the sale of tangible personal property at retail or wholesale, the manufacturing of goods or property and the rendering of personal services for others for a consideration by persons engaged in any vocation, occupation, profession, trade or other calling; provided, however, that the rendering of personal services by an employee to his employer under any contract of personal employment, express or implied, shall not constitute "engaging in business", as herein defined.

Food cart means a cart:

- A. That is not motorized; and
- B. That a vendor, standing outside the frame of the cart, uses to prepare, sell, or serve food beverages for immediate human consumption.

Food truck means a fully encased food service establishment:

- A. On a motor vehicle or on a trailer that a motor vehicle pulls to transport; and
- B. From which a food truck vendor, standing within the frame of the vehicle, prepares, cooks, sells, or serves food or beverages for immediate human consumption.

Ice cream truck means a fully encased food service establishment:

- A. On a motor vehicle or on a trailer that a motor vehicle pulls to transport;
- B. From which a vendor, from within the frame of the vehicle, serves ice cream;
- C. That attracts patrons by traveling through a residential area and signaling the truck's presence in the area, including playing music; and
- D. That may stop to serve ice cream at the signal of a patron.

License means the certificate or document issued by the City and signed by the City recorder-clerk evidencing permission or authority from the City to the holder named therein to carry on a particular business or occupation at a particular location.

Mobile business means an enclosed mobile business, a food cart, a food truck or an ice cream truck.

Nonprofit enterprise means a business, no part of the income of which is distributable to its owners, members or operators, unless such owner or operator shall be a religious or eleemosynary institution.

Operator means a person, including a vendor, who owns, manages, controls, or operates a mobile business.

(1998 Code § 9-111; Ord. 21-5-3A, 5-3-2001; Ord. 10-2-03B, 10-2-2003; Ord. 2007-19, 9-20-2007; Ord. 2014-13, 11-20-2014; Ord. 2020-21, 11-5-2020)

Sec. 3-1-4. License required.

- A. It shall be unlawful for any person or entity, either directly or indirectly, to engage in business within the corporate limits of the City without having first obtained an annual business license, whether such license shall be a new license or renewal license, and without having first paid the applicable license fee in accordance with all provisions of this chapter.
- B. Any person or entity engaging in bona fide agricultural activities and selling the produce thereof shall not be required to obtain a business license.
- C. A mobile business shall provide a copy of its current business license, health inspection and fire inspection to the business licensing clerk. If it has a current business license in good standing from another political subdivision in the state, a license is not required. If it does not, the mobile business is required to obtain a license from the City.

(1998 Code § 9-210; Ord. 2013-12, 11-7-2013)

Sec. 3-1-8. Rules, regulations and requirements.

- A. *Nature and location of business.* Each license issued by the City Recorder-Clerk shall authorize the licensee to carry on, pursue or conduct only that type of general business specified in such license and only at the location specified therein. A different type of general business activity than that specified in said license shall require issuance of a separate license and a business at a location different from that indicated on the license shall be considered a branch establishment and shall require a separate license.
- B. *Joint license.* Any person or entity engaged in two or more businesses at the same location may, in the discretion of the City Recorder-Clerk, be required to obtain separate business licenses for the conduct of each business; provided, however, that when such businesses are sufficiently similar or complementary, a single license may be issued which shall specify on its face all such businesses to be operated at that location; and further provided, that any person obtaining a license under chapter 2 of this title for the sale of beer or other alcoholic beverage must also obtain the applicable license for the business or branch establishments.
- C. *Branch establishments.* A separate license must be obtained for each branch established or each separate place of business in which the business activities of a licensee are carried on, except that warehouses and distributing plants used in connection with and incidental to a business licensed under the provisions of this chapter shall not be deemed to be separate places of business or branch establishments.
- D. *Display of license.* Every business license issued under this chapter shall be posted by the licensee in a conspicuous place upon the wall of the building, room or office of the place of business so that the same may be easily seen. When the business license has expired, it shall be removed by the licensee from such place in which it has been posted, and no business license which is not in force and effect shall be permitted to remain posted upon the wall or any part of any room within the place of business. If the licensee's business is such that a license cannot be displayed due to the transient or mobile nature of the business, the

licensee shall carry the license on his person and, upon request by an authorized officer, shall present the license at such time or times while the licensee is engaged or pursuing the business for which the license is granted.

- E. *Transfer prohibited.* No license granted or issued under any ordinance of this City shall be assigned or transferred to any other person or entity. It shall not be deemed to authorize any person or entity other than the person or entity named therein to do business or to authorize any other business, calling, trade or profession than is named therein.
1. Nor shall any license be transferred to any location not named therein without the licensee first having applied for a change in business location on such form as directed by the City Recorder-Clerk. A new application fee shall be required to process the application. If the address change occurs at time of renewal, no fee shall be assessed. Upon approval of a business location change, the City Recorder-Clerk will issue a new license showing the approved location and shall thereby nullify the previously issued license.
- F. Ice cream trucks, catering businesses, food carts, and food trucks are permitted to operate within the City limits subject to the following operating conditions.
1. *Ice cream trucks.* No such unit shall be permitted to stop in any one location for a period of more than ten minutes and shall not operate in a manner that impedes traffic, obstructs parking, or endangers pedestrians.
 2. *Catering.* Permitted to conduct business only at those locations where they have been contracted to provide service.
 3. *Food trucks and food carts.* Must be located on an improved commercial area and have property owner's permission.
- G. *Compliance with other laws.* As a condition of receiving a business license, the applicant or licensee shall comply with all other federal, state, and local laws applicable to the business and provide information showing compliance to the satisfaction of the City Recorder-Clerk.

Compliance with other laws includes, but is not limited to, obtaining appropriate licenses through any federal or state agencies that regulate the business, registering with the Utah State Tax Commission, and obtaining necessary approvals from the Hurricane Valley Fire District, Ash Creek Special Services District, and the Southwest Utah Public Health Department.

(1998 Code §§ 9-301—9-304; 2000 Code; Ord. 2017-01, 1-5-2017; Ord. 2017-13, 8-17-2017; Ord. 2020-21, 11-5-2020; Ord. No. 2022-57, 10-20-2022)

BE IT HEREBY FURTHER ORDAINED by the City Council of Hurricane, Utah that Title 10, Chapter 15, Section 7. be amended to read as follows:

Sec. 10-15-7. Special regulations.

- A. *Increased height.* Notwithstanding the height limitations shown in section 10-15-4, table 10-15-2 of this chapter a greater building height may be allowed in a commercial zone for a commercial use pursuant to a conditional use permit.
- B. *Use within an enclosed building.* Each use specified in section 10-15-3, table 10-15-1 of this chapter shall be conducted completely within a completely enclosed building, except for the parking of motor vehicles and services to persons therein.
- C. *Dust, odor, smoke, noise, and vibration.* Each use specified in section 10-15-3, table 10-15-1 of this chapter shall be free from objectionable dust, odor, smoke, noise, and vibration.
- D. *Highway commercial zone location.* For property abutting SR-9, the highway commercial zone shall begin at the highway right-of-way line and shall extend a distance of 500 feet from the state highway right-of-way line.

(Ord. 2014-13, 11-20-2014; Ord. 2020-12, 3-5-2020; Ord. No. 2022-12 , 5-5-2022)

SUBSECTION (E) OF THIS SECTION IS HEREBY STRICKEN FROM THIS CODE

NOW THEREFORE, BE IT ORDAINED BY THE HURRICANE CITY COUNCIL OF HURRICANE CITY, UTAH THAT:

All ordinances, resolutions, and policies of the City, or parts thereof, inconsistent herewith, are hereby repealed, but only to the extent of such inconsistency. This repealer shall not be construed as reviving any law, order, resolution, or ordinance, or part thereof.

Should any provision, clause, or paragraph of this ordinance or the application thereof to any person or circumstance be declared by a court of competent jurisdiction to be invalid, in whole or in part, such invalidity shall not affect the other provisions or applications of this ordinance or the Hurricane City Municipal Code to which these amendments apply. The valid part of any provision, clause, or paragraph of this ordinance shall be given independence from the invalid provisions or applications, and to this end the parts, sections, and subsections of this ordinance, together with the regulations contained therein, are hereby declared to be severable.

PASSED AND APPROVED this 17th day of August 2023

Hurricane City

Nanette Billings, Mayor

Attest:

Cindy Beteag, City Recorder

The foregoing Ordinance was presented at a regular meeting of the Hurricane City Council held at the Hurricane City Office Building on the 17th day of August, 2023. Whereupon a motion to adopt and approve said Resolution was made by _____ and seconded by _____. A roll call vote was then taken with the following results:

	Yea	Nay	Abstain	Absent
Joseph Prete	___	___	___	___
David Sanders	___	___	___	___
David Hirschi	___	___	___	___
Kevin Thomas	___	___	___	___
Doug Heideman	___	___	___	___

Cindy Beteag, Recorder



STAFF COMMENTS

Consideration and possible approval of **Resolution 2023-36 approving an Interlocal Agreement with Washington County** regarding a ballot box location

Discussion:

Historically, there has always been a ballot box located at the Hurricane City Office when there is a municipal election. Since this election is no longer just a municipal election, this interlocal agreement is required before the County can put one of its ballot boxes in our office. The County has this agreement with approximately 10 other cities and towns in the County. State code requires each legislative body to approve the interlocal agreement by resolution. The County will have this item on its August 15th agenda.

Findings:

Recommendation:

Staff has reviewed the agreement and recommends approval.

Attachments:

1. Resolution 2023-36 Interlocal Agreement with Washington County for ballot box
2. 230808.Municipal Official Ballot Drop Box Interlocal AG with Hurricane City

A RESOLUTION APPROVING THE EXECUTION OF INTERLOCAL
COOPERATION AGREEMENT WITH WASHINGTON COUNTY REGARDING AN
OFFICIAL BALLOT DROP BOX TO ENHANCE THE SAFETY AND SECURITY OF
BALLOTS AND ELECTIONS

WHEREAS, under Utah Code Ann. § 11-13-101, *et seq.*, the Interlocal Cooperation Act, Washington County (“the County”) is authorized to enter into cooperative agreements with other governmental entities;

WHEREAS, Hurricane City in Washington County, Utah, is holding elections in 2023 and thereafter;

WHEREAS, the Washington County Clerk is statutorily charged with several duties regarding the safety and security of elections, including a requirement under state law to establish a system for use of locked official ballot drop boxes in municipalities in Washington County;

WHEREAS, Hurricane City desires to cooperate with the County for services related to locked official ballot drop boxes, and to enhance the safety, security, and orderly administration of their upcoming elections, and desires to have the services renew automatically until terminated;

WHEREAS, the Parties have negotiated the attached Interlocal Cooperation Agreement with Washington County regarding an Official Ballot Drop Box, by which the County will deliver said box to the municipality, and the municipality will monitor the locked official ballot drop box as required by state law; and

WHEREAS, it is in the best interest of Washington County and Hurricane City to execute the Interlocal Cooperation Agreement.

NOW, THEREFORE, BE IT RESOLVED that the execution of the Interlocal Cooperation Agreement with Washington County regarding an Official Ballot Drop Box for the 2023 elections, and thereafter, is approved, and the agreement shall be duly executed by the County and Hurricane City.

BE IT FURTHER RESOLVED, that notice of the agreement shall be published in accordance with Utah Code Ann. § 11-13-219.

PASSED AND APPROVED this 17th day of August 2023.

Nanette Billings, Mayor

Attest:

Cindy Beteag, Hurricane City Recorder

The foregoing Resolution was presented at a regular meeting of the Hurricane City Council held at the Hurricane City Office Building on the 17th day of August, 2023. Whereupon a motion to adopt and approve said Resolution was made by _____ and seconded by _____. A roll call vote was then taken with the following results.

	Yea	Nay	Abstain	Absent
Joseph Prete	_____	_____	_____	_____
David Sanders	_____	_____	_____	_____
David Hirschi	_____	_____	_____	_____
Kevin Thomas	_____	_____	_____	_____
Doug Heideman	_____	_____	_____	_____

**INTERLOCAL COOPERATION AGREEMENT WITH HURRICANE CITY
REGARDING AN OFFICIAL BALLOT DROP BOX**

This INTERLOCAL COOPERATION AGREEMENT (the “Agreement”) is between Washington County, Utah (“the County”) and Hurricane City (“the City” or “Municipality”) located within the geographic boundary of the County (collectively, “the Parties”).

RECITALS

WHEREAS, under the Utah Election Code (Utah Code Ann. § 20A-1-101 et seq.) the Washington County Clerk-Auditor is charged with many duties pertaining to conducting fair elections in Washington County;

WHEREAS, municipalities within Washington County are responsible for conducting municipal elections within their own jurisdictions;

WHEREAS, new state law requires that one Official Ballot Drop Box be located in each municipality, as defined in Utah Code Annotated 20A-1-101(44), in the jurisdiction to which an election relates;

WHEREAS, due to the duties and responsibilities assigned to municipalities and the County, the Parties regularly cooperate to conduct safe and secure elections within the Municipality and County;

WHEREAS, the County adopted a vote by mail system for elections beginning in 2018 and has been implementing safe and secure practices for such elections, including the safety and security of ballot drop boxes and mail in ballots;

WHEREAS, under the Utah Code, local political subdivisions may enter into interlocal agreements for services related to elections;

WHEREAS, the County and the Municipality acknowledge the mutual benefit and efficiency of cooperating to locate and secure an Official Ballot Drop Box in the Municipality as required by state law, and for delivery of the Official Ballot Drop Box to the County Clerk for the purpose of opening and counting Official Ballots;

WHEREAS, the Municipality and the County are cooperating to administer new state rules about the location, monitoring, use, and delivery of the Official Ballot Drop Boxes, to enhance and execute their responsibilities to conduct safe and secure elections;

WHEREAS, the County also has additional duties to administer federal elections in the upcoming and future election cycles, and the Municipality is cooperating to comply with all applicable laws; and

WHEREAS, it is in the best interest of the citizens of the Municipality and Washington County to assist and cooperate with each other to accomplish these goals.

AGREEMENT

NOW, THEREFORE, in consideration of the mutual promises, the covenants contained herein, and pursuant to the Interlocal Cooperation Act, the Parties agree as follows.

A. SPECIFIC TERMS

Section 1. County.

(a) The County agrees to assist and support the Municipality in conducting safe and secure elections by delivering to the Municipality a locked metal box designated as an Official Ballot Drop Box.

(b) The County agrees to send two election staff members to safely and securely pick up and replace an Official Ballot Drop Box that is full during the election cycle, up to the day before a scheduled election.

(c) The County will receive secured and locked Official Ballot Drop Boxes for the sole purpose of opening and counting Official Ballots. Only a designated County official shall open locked Official Ballot Drop Boxes for the purposes stated herein.

(d) The County will continue to conduct all statutorily required obligations, including signature verification, in accordance with applicable state and local codes if the Municipality has entered into an interlocal agreement for such election services.

Section 2. Municipality.

(a) The Municipality agrees to assist and support the County in conducting safe and secure elections by monitoring the Official Ballot Drop Box as required by state law.

(b) The Municipality agrees to make the Official Ballot Drop Box available to the public during normal business hours for the sole purpose of citizens inserting Official Ballots into the locked Official Ballot Drop Box. The Municipality will not open the Official Ballot Drop Box for any purpose.

(c) The Municipality agrees to monitor the Official Ballot Drop Box during normal business hours.

(d) After normal business hours, the Municipality agrees to place the Official Ballot Drop Box in a locked and secured location.

(e) On the day of a scheduled election, after normal business hours, the Municipality agrees to send two staff members to safely and securely deliver the locked Official Ballot Drop Box to the County election official for the opening and counting of Official Ballots;

Section 3. Term. This Agreement shall become effective on the date it is duly executed and shall continue unless and until state law changes the requirement for municipal Official Ballot Drop Boxes. Upon such a change in state law, the Agreement will continue until termination as

set forth in paragraph B(2), below. All provisions in prior interlocal agreements regarding municipal Official Ballot Drop Boxes between the Parties are revoked, but only to the extent narrowly required to give full effect to this Agreement.

B. GENERAL TERMS

Section 1. Purpose. The purpose of this Agreement is to allow the Parties to comply with state law to accomplish the intentions and purposes referred to in the recitals above.

Section 2. Termination. This Agreement is ongoing unless and until state law changes the requirements for municipal Official Ballot Drop Boxes. Upon a change in state law that removes the requirements, and other than as set forth in A(3), above, either Party, for good cause, may terminate this Agreement by notifying the other Party in writing of its intent to terminate the Agreement.

Section 3. No Waiver of Governmental Immunity. The Parties are governmental entities under the Governmental Immunity Act of Utah, Title 63, Chapter 30d of the Utah Code. None of the Parties waive any defenses otherwise available under the Governmental Immunity Act.

Section 4. Indemnity.

(a) The Municipality shall hold harmless and indemnify County, and its officers, employees and agents, against any and all loss, liability, damage, claim, cost, charge, demand, or expense (including reasonable attorney's fees and costs) arising out of or resulting from the services in, or performance of, this Agreement if caused by any negligent act or omission, or any intentional misconduct, of the Municipality or any of its officers, employees or agents.

(b) The County shall hold harmless and indemnify the Municipality, and its officers, employees and agents against any and all loss, liability, damage, claim, cost, charge, demand, or expense (including reasonable attorney's fees and costs) arising out of or resulting from the services in, or performance of, this Agreement if caused by any negligent act or omission, or any intentional misconduct, of the County or any of its officers, employees or agents.

Section 5. Interlocal Cooperation Act Requirements. In satisfaction of the requirements of the Interlocal Cooperation Act in connection with this Agreement, the Parties agree as follows.

(a) This Agreement shall be authorized and adopted by resolution of the legislative body of each Party pursuant to and in accordance with the provisions of Utah Code Section 11-13-202.5.

(b) This Agreement shall be reviewed as to proper form and compliance with applicable law by a duly authorized attorney on behalf of each Party pursuant to and in accordance with the Utah Code Section 11-13-202.5(3).

(c) A duly executed original counterpart of this Agreement shall be filed immediately with the keeper of records of each Party pursuant to Utah Code Section 11-13-209.

(d) No separate legal entity is created by the terms of this Agreement. The Parties designate the Chair of the County Commission as the Administrator responsible to administer this Agreement and the accomplishment of the purposes of the cooperative action contemplated hereby and specified herein pursuant to Utah Code Section 11-13-207.

(e) The effective date of this Agreement shall be the date that each of the Parties has signed it, adopted a resolution to approve it, and filed the Agreement with the keeper of records.

(f) The term of this Agreement shall commence on the date of full execution of this Agreement by all Parties.

(g) No real or personal property shall be acquired jointly by the Parties as a result of this Agreement.

Following the execution of this Agreement by the Parties, either Party may cause a notice regarding this Agreement to be published on behalf of the Parties in accordance with Utah Code Section 11-13-219.

Section 6. Notices. All notices, requests, demands and other communications under this Agreement shall be in writing and shall either be hand delivered or sent by first-class mail, postage prepaid, and properly addressed to the Parties at the following addresses:

City
Attn: Recorder, Cindy Beteag
147 North 870 West
Hurricane, UT 84737

Washington County
Attn: Commission Chair
197 East Tabernacle
St. George, UT 84770

Section 7. Entire Agreement; Modification; Waiver. This Agreement constitutes the entire agreement between the Parties pertaining to the subject matter of a municipal Official Ballot Drop Box and supersedes all prior and contemporaneous agreements, negotiations, representations, promises, or understandings of the Parties whether oral or written. No supplement, modification, amendment, or waiver of any obligation of this Agreement shall be binding unless executed in writing by all the Parties. No waiver of any of the provisions of this Agreement shall be deemed or shall constitute a waiver of any other provision, whether or not similar, nor shall any waiver constitute a continuing waiver.

Section 8. No Third-Party Beneficiaries. This Agreement is not intended to confer upon any person other than the Parties any rights or remedies.

Section 9. Governing Law. This Agreement shall be governed by the laws of the State of Utah. The Parties agree that venue for all legal actions, unless they involve a cause of action with mandatory federal jurisdiction, shall be the Fifth District Court for the State of Utah. The Parties

further agree that the Federal District Court for the District of Utah shall be the venue for any cause of action with mandatory federal jurisdiction.

Section 10. Counterparts; Filing. This Agreement may be executed in one or more counterparts, each of which shall be deemed an original, but all of which together shall constitute one and the same instrument.

DATED this ____ day of _____, 2023.

WASHINGTON COUNTY

Adam Snow
Washington County Commission Chair

Attest:

Ryan Sullivan
Washington County Clerk-Auditor

Date: _____

Approved as to Form:

Deputy Washington County Attorney

City

Mayor

Attest:

City Recorder

Date: _____

Approved as to Form:

City Attorney



STAFF COMMENTS

Closed Meeting held pursuant to Utah Code section 52-4-205, upon request

Discussion:

Findings:

Recommendation:

Attachments:

None