



The Regular Meeting of the
Brian Head Town Council

Brian Head Town Hall – Council Chambers
56 North Highway 143 – Brian Head, UT 84719
www.Zoom.us ([Click Here](#))

Via Zoom Meeting ID# 826 9388 2514

TUESDAY, FEBRUARY 10, 2026 @ 1:00 PM

AGENDA

- A. **CALL TO ORDER**
- B. **PLEDGE ALLEGIANCE**
- C. **DISCLOSURES**
- D. **APPROVAL OF THE MINUTES:** January 13, 2026, Town Council Minutes
- E. **REPORTS / PUBLIC INPUT ON NON-AGENDA ITEMS.** Public input is limited to three (3) minutes on non-agenda items.
- F. **AGENDA ITEMS**
 - 1. **PUBLIC HEARING FOR AN AMENDMENT TO THE LAND MANAGEMENT CODE, CHAPTER 2 (DEFINITIONS), CHAPTER 7 (ZONE DISTRICT REGULATIONS) & CHAPTER 12 (DESIGN STANDARDS).** Comments are limited to three minutes and written comments may be submitted to the Town Clerk at nleigh@bhtown.utah.gov no later than February 9, 2026, by 5:00 PM. Greg Sant, Planning & Building Administrator, will give a brief introduction to the proposed amendments.
 - 2. **ORDINANCE AMENDING THE LAND MANAGEMENT CODE, CHAPTER 2 (DEFINITIONS), CHAPTER 7 (ZONE DISTRICT REGULATIONS).** Greg Sant, Planning & Building Administrator. The Council will consider an ordinance amending the LMC, Chapters 2, 7, and 12.
 - 3. **TRANSPORTATION UTILITY FEE & GRAVEL ROAD PLAN.** Bret Howser, Town Manager. The Council will hold a discussion on the Transportation Utility Fee (TUF) and the service for gravel road maintenance.
 - 4. **2024-2025 WATER & SEWER INFRASTRUCTURE PROJECTS UPDATE.** Bret Howser, Town Manager. The Council will receive an update on the set of water & sewer projects and hold discussion on next steps.
 - 5. **FUTURE AGENDA ITEMS.** Discussion on potential items for future Council agendas.
- G. **ADJOURNMENT**

Date: February 6, 2026

Available to Board Members as per Ordinance No. 11-003 authorizes public bodies, including the Town, to establish written procedures governing the calling and holding of electronic meetings at which one or more members of the public board may participate by means of electronic communications. In compliance with the Americans with Disabilities Act, persons needing auxiliary communications aids and services for this meeting should call Brian Head Town Hall @ (435) 677-2029 at least three days in advance of the meeting.

CERTIFICATE OF POSTING

I hereby certify that I have posted copies of this agenda on the Brian Head Town website, Utah Public Meeting website, and at the Town Hall according to Utah Code Annotated §63A-20-102 and have caused a copy of this notice to be delivered to the Daily Spectrum, a newspaper of general circulation.

Nancy Leigh, Town Clerk



BRIAN HEAD

STAFF REPORT TO THE TOWN COUNCIL

ITEM:

PLANNING AND BUILDING DEPARTMENT REPORT

Author: Greg Sant
Department: Planning and Building

Date: February 10, 2026
Type of Item: Informational

Building Report:

2025 Building Permits Summary:	January	2026	YTD 2025
Issued Permits by Category -			
Single Family Dwellings			
Townhomes (in Dwellings)			
Additions/Remodels/Accessory Unit			
Minor Alterations			
Tree Removal	1	1	
Commercial	1	1	
Utilities (Electric and Gas)			1
Total	2	2	1
2025 Land Use Permits Summary:			
Issued Permits by Category –			
Winter R.O.W. Permit			
Grading/Excavation Subdivision			
Trenching/Encroachment			
Total	0	0	0
2025 Land Use Submitted Applications:			
By Category –			
Conditional Use Permits			
Lot Line Adjustment/Minor Plat Amendments			
Preliminary Plat	1		
Final/ Amended Plat			
Vacating ROW/Easement			
Zone Amendment			
Total	1	0	0
2025 Summary of Fees Collected:	January		YTD 2025
By Category -			
Building Permit Fees	\$625.82		230.00
Plan Check Fees			
Encroachment Permits			
Winter R.O.W. Permit			
Tree and Grading Permit Fees			
Land Use Permit Fees			
Sub-Total	\$625.82		230.00

2025 Summary of Impact Fees Collected:	January	YTD 2025
<u>Impact Fees Collected</u>		
Water Connection and Impact Fees		
Sewer Connection and Impact Fees		
<hr/>		
Total Fees Collected	\$0.00	0.00

2025 Inspections Summary:	January	2026	YTD 2025
Inspections by Permit Type –			
Single Family Homes and Cabins	15	15	45
Multi-Family (Townhomes)	27	27	18
Additions/Remodels/Minor Alterations	1	1	4
Commercial	2	2	
Utilities			1
Fire Mitigation			
Grading			
<hr/>			
Total	45	45	68

Of the SFD Inspections above, 5 were for Final and CO. Of the 27 Inspections above for Multi-Family, 3 were for Final and CO.



Brian Head Town Council Update

February 1, 2026

Marshal's Office:

Deputies were busy in January handling many incidents. As you will see from the incident total report that the variety of incidents was huge. The bulk of these incidents were Citizen/Motorist Assists, and Fire Inspections. You can always tell when a weather event happens because our motorist assists go up. It was nice to have a couple of snowstorms freshen the slopes up. We are hoping for more even though it challenges us on incident numbers.

We handled a couple of interesting Disorderly calls with ex-employees from local businesses. Things often get heated and stressful for employers when they must let someone go. We are happy to help in these cases and try and keep things civil between the two parties.

Deputies through proactive police work were able to pickup a couple of Drug Cases that in the end resulted in citations. We are happy to enforce laws as they relate to marijuana and the legalities of using it in Utah. We have found that our residents and guests appreciate our approach to handling it and also appreciate the environment void of the odor of cannabis and smoking it.

We continue to get trespassing calls from one of our residents. We are trying to work with them and the problems that they perceive. Even though the "trespassing" does not meet the elements of criminal trespassing, we are responding and talking to those who are entering properties without permission. One of our challenges is that the trespassers in most cases are here staying in a STR and have no intent on committing a crime or causing alarm to our citizens. A visit with them has been very effective and the trespassing stops until the next group checks in. We will continue to respond as needed and talk to the groups involved but are also trying to make a point to the resident that he has no authority under Utah Code 76-6-206 to pursue trespassing charges on property that is not his own property. We are also advising him that calling 9-1-1 is not the proper channel to use for this nuisance call. We feel for this resident and will try our best to keep the peace in this situation. It should be noted that this is our only reported location for trespassing problems in Brian Head as they relate to STR's.

Total Incidents= 203

Fire Inspections- 48

Citizen/ Motorist Assist- 45

Medicals- 37

911/Alarms- 15

Fires- 1

Animal Problem- 3

Agency Assist- 3

Traffic Accident- 11

Traffic Hazard/Issue- 2

Trespassing- 3

Unsecure Premise- 1

Noise Disturbance- 4

Warrant- 1

Lost/Found Property- 3

Harassment- 2

Theft- 7

Sex Offense- 1

Abandoned Vehicle- 2

Parking Problem- 7

Missing Child- 1

Reckless Driver- 1

Disorderly- 2

PI&E- 1

Fire Department:

The fire department was paged on a few incidents this month all of which were handled with no major loss of property. One of our fire calls was to a condominium property where someone left some food on the stove and then left the mountain. Luckily due to working smoke detectors that alerted other occupants to a problem and then the smoke that was coming from the condo 9-1-1 was called. The fire department responded and made entry into the home quickly dealing with the problem that was contained to the stove top and pot. Another testament is to continued inspections of smoke detectors and fire alarm systems.

We are currently having a good number of firefighters come out to our fire trainings. We hope to continue this involvement. This month we trained on some OSHA requirements in Blood Borne Pathogens as well as donning our fire turnouts and SCBA's. I'm proud to admit that I still can get my turnouts on in the 60 second time and I beat everyone that was timed at this training session.



ITEM: LMC AMENDMENT TO CHAPTERS 2 (DEFINITIONS), CHP. 7 (ZONE DISTRICT REGULATIONS) , AND CHP. 12 (DESIGN STANDARDS)

AUTHOR: Greg Sant
DEPARTMENT: Planning and Building
DATE: February 9, 2026
TYPE OF ITEM: Legislative Action

SUMMARY:

The Council will hold a public hearing to receive comments on the proposed amendments to the LMC. Once the public hearing is closed, the Council will consider ordinance No. 26-002 amending the Land Management Code for Chapters 2 (Definitions), Chapter 7 (Zone District Regulations) and Chapter 12 (Design Standards) for proposed amendments relating to Residential Zones, specifically Single-Family Residential (R1), Medium Density Residential (R2) and Multi Family Residential (R3).

The Planning Commission decided to leave Chapter 12 (Design Standards) out of these changes as the items discussed were not relevant to this action item.

BACKGROUND:

In the past there were only two residential destinations in the LMC: R-1 and R-3. In the last five years the Town adopted a third zoning designation of R-2. Within R-1 the density is approximately three units per acre with the ability to do 1 ADU per lot adding another three units for a total of up to six units per acre. Previously R-2 allowed eight units and up to 10 units per acre. However, that changed in 2023 to be four units per acre up to 10 units per acre. The previous density was left in the Purpose Statement for R-2 causing some confusion. R-3 zone allows from eight units per acre up to 25 units per acre. In the January 6, 2026, Planning Commission Meeting the Commission discussed items that needed to be clarified and changed to make the Residential Zones clear and eliminate confusion.

On January 20, 2026, the Planning Commission held a public hearing to receive comments on the proposed changes to the LMC.

ANALYSIS:

As stated above, density is one aspect of each Zone Designation. There are other aspects that are just as important, i.e. Permitted Uses, Conditional Uses, Min. Frontage Requirements, Setbacks, distance between Buildings, Building Heights, Building Coverage Limits, Landscaping requirements, Parking requirements, Undisturbed Lot Area, Undeveloped Lot Area, etc. Staff have made up a matrix of all these aspects to more easily analyze. The proposed changes are in **Red**. See attached matrix.

STAFF RECOMMENDATION:

Title 9, Chapter 2 - Definitions

Add - **Accessory Dwelling Unit (ADU): A Dwelling Unit defined as a secondary living space on a property that shares a lot and ownership with the primary residential structure. ADUs can be**

a basement apartment, a garage conversion, or an addition to the house (internal ADU). They can also be stand-alone structures on the lot (detached ADU).

Add - Conditional Use Permit (CUP): See 9-11-2

Change - Condominium: See Dwelling, Multi-Family: Condominium

Change - Density: Add Dwelling in front of the word units (Dwelling Units)

Change Name - Design Guidelines to Design Standards for Construction and Development (See 9-12). Leave the rest of the verbiage as is.

Change - Dwelling, Multi-Family:

A single building or property containing two or more separate dwelling units (e.g., Duplex, Twin Home, Triplex, Fourplex, Townhomes/Townhouse, Condominiums, Apartment building) with separate entrances, kitchens, and baths. Each type of Multi-Family Dwelling is defined below.

A. Duplex, Twin Home, Triplex, Fourplex Definition:

Dwelling Units that are attached to each other on one or both sides and have a common wall separation from the other Dwelling Units from the foundation to the roof. Typically, the owner of the Dwelling Unit owns the Lot on which the Dwelling Unit sits which allows them to have a front, rear or side yard.

B. Condominiums Definition:

A form of real property ownership in which the purchaser of each Dwelling Unit purchases the air space of that particular Dwelling Unit in an apartment building or in a complex of multi-unit dwellings and acquires full title to the Dwelling Unit and an undivided interest in the common elements (the land, roof, elevator, hallways, amenities, etc.). These complexes require a Homeowner's Association (HOA) that pays for the maintenance of the exterior of the building and/or common areas, insurance, and/or common utilities, etc.

C. Apartment Definition:

A self-contained housing unit that occupies only part of a building, often within a large complex with shared amenities. Dwelling Units are typically owned by a single entity (like a corporation) in large complexes, or individually as condos/co-ops, or rented from a landlord.

D. Townhouse/Townhomes Definition: Dwelling Units sharing side walls from foundation to roof. Property under the Dwelling Unit is owned by owner and it may

have front, rear and side yards. The configuration of these Dwelling units is usually in a complex of multiple buildings and has shared ownership of common amenities, private roads and utilities within the complex. Sometimes these complexes may have a Homeowner's Association (HOA) that pays for the maintenance of the exterior of the building and/or common areas, insurance, and/or common utilities.

Change/Add - Frontage, Lot or Property: The length of the property line bordering any public or private street.

Change - State Code for LUDMA is now 10-20-401

Change - Heavy Equipment: add A. and B. to the 2 paragraphs below definition.

Change - Throughout the definitions it refers to the land use authority in lower case. It needs to be capitalized as it is a defined term.

Change - Parcel Boundary Adjustment: change state code to 10-20-808

Change - Planning Commission: change state code to 10-20

Change - Plat: change state code to 10-20-803 and leave 57-8-13

Change - Record of Survey Map: change state code to 10-20-808, 17-71-4, eliminate 57-8-13

Change - Review Cycle: change state code to 10-20-806

Change - Schematic Subdivision Plat: change see requirements at 9-4-2(M)

Change - Subdivision: Change state code to 10-20-808
-7-1

Change - Subdivision Amendment: change state code to 10-20-811

Change - Townhouse or Townhome: See Dwellings, Multi-Family:

Add - Variance: A variance is intended to grant a property owner relief from the terms of this title where conditions are such (particular physical surroundings, shape, or topographical conditions) that literal enforcement of this title would cause an unreasonable hardship upon the owner, as distinguished from a mere inconvenience or increased costs. See 9-11-1.

Title 9, Chapter 7 - Zone District Regulations

9-7-1: R-1 Single-Family Residential

C. ADU - One accessory dwelling unit (ADU) on an R-1 lot will be allowed per lot. Accessory Dwelling Units (ADUs) are defined as a secondary living space on a property that shares a lot and ownership with the primary residential structure. ADUs can be a basement apartment, a garage conversion, or an addition to the house (internal ADU). They can also be stand-alone

structures on the lot (detached ADU). The following requirements/restrictions apply to this type of dwelling:

1. The purpose of allowing this type of use on an R-1 lot is to create more affordable housing. ADUs will not be permitted as Short-Term Rentals (STR).
2. The ADU is a secondary use to the primary residential structure on the lot and therefore one master water meter and one sewer hookup per lot shall be installed for utilities on the lot.
3. Detached ADUs will meet all the requirements of Accessory Structures in §9-12-7(I) **for items 1,2,3,5,6 and 9. The ADU size is limited to 50% of the total square footage of the primary structure. A detached ADU may be built first and the primary structure built second provided the primary structure has twice the total square footage of the detached ADU. A detached ADU must be a minimum of 400 square feet.**
4. Off-street parking requirements will remain per the parking ordinance for the main residence. If the new construction for the ADU diminishes the number of parking spaces for the main residence, then new parking will be installed to bring the main residence in compliance with the LMC. For new ADU's off-street parking requirements of 1 per bedroom in the ADU, not to exceed 2 new spaces will be added to the lot (whether the ADU is detached or internal).
5. All detached accessory dwelling units must follow the Design Standards and Guidelines as outlined in §9-12-7 and should substantially match the primary residential structure in design features.
6. ADUs are subject to the building codes (IRC), and Design Standards in place at the time of the application.
7. Occupancy shall comply with the same definition for a single-family unit as it pertains to the number of unrelated occupants allowed to dwell in the unit (see definition for "Family").

D. 1. Add – **For all existing legally sub-divided Lots that don't meet these requirements, they are considered legal non-conforming lots and they can be built on.**

9-7-2: R-2 Medium Density Residential (Do we want to rename this Transitional Residential?)

A. Purpose: The R-2 district is intended to provide sites of medium density single- and multi-family residential use, ~~at a maximum density of eight (8) dwelling units per acre,~~ together with such public facilities

9-7-2 (D)8. Maximum density: Four (4) units per acre (or a fraction thereof) for multi-family dwellings, including constraints of this title relating to height, setback, landscaping, lot disturbance, parking, etc. Up to ~~ten (10)~~ **eight (8) dwelling** units per acre ...

9-7-2 (D)11. Undisturbed lot area: ~~Remaining undeveloped area shall be landscaped as per section 9-12-5 of this title.~~ **20% of the lot shall not be disturbed during development.**

9-7-11 (B)2. The following bonuses shall be granted if Section A above is appropriately complied with:

1. For Single-Family Residential Zones (R-1) as referred to in 9-7-1 of this title:
 - a. Building Height: Increased up to forty-five feet (45').
 - b. Building coverage including garages and patios: Increased up to 40% of the lot area.

2. For Medium-Family Residential Zones (R-2) as referred to in 9-7-2 of this title:
 - a. Building Height: Increased up to ~~fifty feet (50')~~ **forty-five (45) feet** for peaked roofs and thirty-five feet (35') for flat roofs.
 - b. Building coverage including garages and patios increased to forty percent (40% of the lot area

PROPOSED MOTION:

The Council can choose to: Approve as presented, Approve with modifications (please list each modification), deny or table for further information.

Recommended Motion: *I move to adopt ordinance No. 26-002 amending the Land Management Code, Chapter 2 (Definitions), Chapter 7 (Zone District Regulations) as presented.*

ATTACHMENTS:

A - Matrix Analysis

B - Ordinance Amending the LMC



ORDINANCE NO. 26-__

AN ORDINANCE AMENDING BRIAN HEAD TOWN CODE, TITLE 9, LAND MANAGEMENT CODE, CHAPTER 2 DEFINITIONS; CHAPTER 7 ZONE DISTRICT REGULATIONS AND PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, Brian Head Town has identified a need to amend the Brian Head Land Management Code to regulate land use within the Town limits of Brian Head, Utah; and,

WHEREAS, the Brian Head Planning Commission held a public hearing on January 20, 2026, giving at least ten (10) days' notice before the public hearing to receive public comment. The Planning Commission forwarded their recommendation of approval to the Brian Head Land Management Code, Chapter 2, Definitions and Chapter 7, Zone District Regulations to the Brian Head Town Council for their consideration and adoption; and

WHEREAS, the Brian Head Town Council held a public hearing to receive comments on the proposed Land Management Code amendments during their regular meeting held on February 10, 2026; and

WHEREAS, it is in the best interests of Brian Head Town and the health, safety, and general welfare of its citizens to adopt this Ordinance:

NOW, THEREFORE, BE IT ORDAINED BY THE COUNCIL OF BRIAN HEAD, UTAH, COUNTY OF IRON, STATE OF UTAH, AS FOLLOWS:

Section 1. The Brian Head Land Management Code is hereby amended and incorporated herein by reference as Title 9, Chapter 2 (Definitions) and Chapter 7 (Zone District Regulations) is hereby as **Attachment "A"**. All changes are identified in red font.

Section 2. Effective Date. This Ordinance shall take effect upon its passage by a majority vote of the Brian Head Town Council. Upon this Ordinance being adopted by the Brian Head Town Council of Iron County, Utah. All provisions of this Ordinance shall be incorporated into Title 9 of the Brian Head Town Code.

Section 3. Conflict. To the extent of any conflict between other Town, County, State, or Federal laws, ordinances, or regulations and this Ordinance, the more restrictive is deemed to be controlling.

Section 4. Severability Clause. If any section, subsection, sentence, clause, phrase, or portion of this Ordinance is, for any reason, held invalid or unconstitutional by any court of competent jurisdiction, such portions shall be deemed a separate, distinct, and independent provision, and such holding shall not affect the validity of the remaining portions of this Ordinance.



Section 5. Repealer. All provisions of the Brian Head Town Code that are inconsistent with the expressed terms of this Ordinance shall be repealed.

PASSED AND ADOPTED BY THE BRIAN HEAD TOWN COUNCIL OF IRON COUNTY, UTAH this ____ day of February 2026, with the following vote.

TOWN COUNCIL VOTE:

Mayor Clayton Calloway	Yes ____	No ____
Council Member Mitch Ricks	Yes ____	No ____
Council Member Larry Freeberg	Yes ____	No ____
Council Member Duane Nyen	Yes ____	No ____
Council Member Logan Cruz	Yes ____	No ____

BRIAN HEAD TOWN COUNCIL

By: _____
Clayton Calloway, Mayor

ATTEST:

Nancy Leigh, Town Clerk

(SEAL)

CERTIFICATE OF PASSAGE AND POSTING

I hereby certify that the above Ordinance is a true and accurate copy, including all attachments, of the Ordinance passed by the Town Council on the ____ day of February 2026, and have posted a complete of the ordinance in a conspicuous place within the Town of Brian Head, to-wit: Town Hall and have posted a copy on the Public Meeting Notice Website and on the Town website: brianheadtown.utah.gov as per UCA 63-30-102.

Nancy Leigh, Town Clerk

“Attachment A”
Land Management Code Amendments
February 10, 2026

9-2: Chapter 2 – Definitions

ACCESSORY DWELLING UNIT (ADU): A dwelling unit defined as a secondary living space on a property that shares a lot and ownership with primary residential structure. ADUs can be a basement apartment, a garage conversion, or an addition to the house (internal ADU). They can also be stand-alone structures on the lots (detached ADU).

CONDITIONAL USE PERMIT (CUP): See 9-11-2

CONDOMINIUM: See Dwelling, Multi-Family: Condominium ~~A form of real property ownership in which the purchaser of each unit air space of an apartment building or in a complex of multi-unit dwellings acquires full title to the unit and an undivided interest in the common elements (the land, roof, elevator, hallways, etc.).~~

DENSITY: The number of nonresidential and residential uses expressed in terms of **dwelling** unit equivalents per acre or lot or units per acre. "Density" is a function of both the number and type of dwelling units and/or nonresidential units and the land area. (ord. 15-004, 4-28-2015)

DESIGN STANDARDS FOR CONSTRUCTION AND DEVELOPMENT GUIDELINES: See chapter 12 of this Title. The document adopted by the Brian Head Town Council to direct and guide the aesthetics of development in Brian Head Town.

DWELLING, MULTI-FAMILY: ~~A building arranged or designed to be occupied by two (2) or more families and having more than one (1) dwelling unit.~~ A single building or property containing two or more separate dwelling units (e.g., Duplex, Twin Home, Triplex, Fourplex, Townhomes/Townhouse, Condominiums, Apartment building) with separate entrances, kitchens, and baths. Each type of Multi-Family Dwelling is defined below:

A. Duplex, Twin Home, Triplex, Fourplex Definition:

Dwelling Units that are attached to each other on one or both sides and have a common wall separation from the other Dwelling Units from the foundation to the roof. Typically, the owner of the Dwelling Unit owns the Lot on which the Dwelling Unit sits which allows them to have a front, rear or side yard.

B. Condominiums Definition:

A form of real property ownership in which the purchaser of each Dwelling Unit purchases the air space of that particular Dwelling Unit in an apartment building or in a complex of multi-unit dwellings and acquires full title to the Dwelling Unit and an undivided interest in

the common elements (the land, roof, elevator, hallways, amenities, etc.). These complexes require a Homeowner's Association (HOA) that pays for the maintenance of the exterior of the building and/or common areas, insurance, and/or common utilities, etc.

C. Apartment Definition:

A self-contained housing unit that occupies only part of a building, often within a large complex with shared amenities. Dwelling Units are typically owned by a single entity (like a corporation) in large complexes, or individually as condos/co-ops, or rented from a landlord.

D. Townhouse/Townhomes Definition: Dwelling Units sharing side walls from foundation to roof. Property under the Dwelling Unit is owned by owner and it may have front, rear and side yards. The configuration of these Dwelling units is usually in a complex of multiple buildings and has shared ownership of common amenities, private roads and utilities within the complex. Sometimes these complexes may have a Homeowner's Association (HOA) that pays for the maintenance of the exterior of the building and/or common areas, insurance, and/or common utilities

FRONTAGE, LOT, OR PROPERTY: The length of the property line bordering any public or private street (also see definition of Lot Line, Front).

HEAVY EQUIPMENT: Pieces of machinery or vehicles primarily employed for industrial uses such as construction, excavation, demolition, earthwork, snow removal, etc. Examples include excavators, loaders, dozers, graders, backhoes, cranes, forklifts, man lifts, dump trucks, water trucks, snowcats, concrete mixers, and the like. Vehicles and equipment intended primarily for recreational use such as recreational vehicles, camping trailers, boats, ATV's, horse trailers, etc. are not considered heavy equipment.

- A. Heavy equipment attachments or implements are removable and complementary equipment to one piece of heavy equipment. Examples include a loader bucket, excavator shear, snowplow blade, loader forks, etc.
- B. Heavy equipment trailers are non-self-propelled vehicles employed primarily to transport heavy equipment or otherwise facilitate the aforementioned industrial uses. Trailers intended primarily for transportation of recreational vehicles or other non-industrial uses are not considered heavy equipment trailers.

PARCEL BOUNDARY ADJUSTMENT: A recorded agreement between owners of adjoining parcels adjusting the mutual boundary, either by deed or by boundary line agreement in accordance with Utah Code Annotated ~~§10-9a-524~~ 10-20-808 et. Seq.

PLANNING COMMISSION: The Brian Head Town Planning Commission, established pursuant to authority granted by Utah Code Annotated ~~§10-9a-301~~ §10-20.....

PLAT: An instrument subdividing property into lots as depicted on a map or other graphical representation of lands that a licensed professional land surveyor makes and prepares in accordance with Utah Code Annotated ~~§10-9a-603~~ §10-20-803 or §57-8-13 et. seq.....

RECORD OF SURVEY MAP: A map of a survey of land prepared in accordance with Utah Code Annotated ~~§10-9a-603, §17-23-17, or §57-8-13~~ §10-20-808, §17-71-4 et. seq.....

REVIEW CYCLE: The occurrence of the applicant's submittal of a complete subdivision application; the Town's review of, and response to that subdivision application in accordance with Utah Code Annotated ~~§10-9a-604.2~~ §10-20-806 et. seq.....

SCHEMATIC SUBDIVISION PLAT: An abbreviated subdivision plat submitted to determine the basic feasibility of a subdivision (see requirements in ~~table 3, chapter 4~~ 9-4-2(M) of this title).

SUBDIVISION: Any land that is divided, re-subdivided, or proposed to be divided into two (2) or more lots or other division of land for the purpose, whether immediate or future, for offer, sale, lease, or development either on the installment plan or upon any and all other plans, terms, and conditions....

B. Subdivision does not include:

2. a boundary line agreement recorded with the Iron County Recorder's Office between owners of adjoining parcels adjusting the mutual boundary in accordance with Utah Code Annotated ~~§10-9a-524~~ §10-20-808 et. seq. if no new parcel is created;
4. a boundary line agreement between owners of adjoining subdivided properties adjusting the mutual lot line boundary in accordance with Utah Code Annotated ~~§10-9a-524 and §10-9a-608~~ et. seq., if no new dwelling lot or housing unit will result from the adjustment and the adjustment will not violate any applicable land use ordinance;

SUBDIVISION AMENDMENT: An amendment to a recorded subdivision in accordance with Utah Code Annotated ~~§10-9a-608~~ §10-20-811 et. seq. that vacates all or a portion of the subdivision, alters the outside boundary of the subdivision, changes the number of lots within the subdivision, alters a public right-of-way, a public easement, or public infrastructure within the subdivision, or alters a common area or other common amenity within the subdivision.....

TOWNHOUSE OR TOWNHOME: ~~See Dwellings, Multi-Family. One of a group of several dwellings with common architectural treatment, having one or more common walls where the owner owns the land under, in front, in back, and perhaps on one side of the residential building.~~

VARIANCE: A variance is intended to grant a property owner relief from the terms of this title where conditions are such (particular physical surroundings, shape, or topographical conditions) that literal enforcement of this title would cause an unreasonable hardship upon the owner, as distinguished from a mere inconvenience or increased costs. See 9-11-1.

CHAPTER 7

9-7: ZONE DISTRICT REGULATIONS:

9-7-1 SINGLE-FAMILY RESIDENTIAL

C. Conditional Uses:

ADU: One accessory dwelling unit (ADU) on an R-1 lot will be allowed per lot. Accessory Dwelling Units (ADUs) are defined as a secondary living space on a property that shares a lot and ownership with the primary residential structure. ADUs can be a basement apartment, a garage conversion, or an addition to the house (internal ADU). They can also be stand-alone structures on the lot (detached ADU). The following requirements/restrictions apply to this type of dwelling:

1. The purpose of allowing this type of use on an R-1 lot is to create more affordable housing. ADUs will not be permitted as Short-Term Rentals (STR).
2. The ADU is a secondary use to the primary residential structure on the lot and therefore one master water meter and one sewer hookup per lot shall be installed for utilities on the lot.
3. Detached ADUs will meet all the requirements of Accessory Structures in §9-12-7(l) for items 1,2,3,5,6 and 9. The ADU size is limited to 50% of the total square footage of the primary structure. A detached ADU may be built first and the primary structure built second provided the primary structure has twice the total square footage of the detached ADU. A detached ADU must be a minimum of 400 square feet.
4. Off-street parking requirements will remain per the parking ordinance for the main residence. If the new construction for the ADU diminishes the number of parking spaces for the main residence, then new parking will be installed to bring the main residence in compliance with the LMC. For new ADU's off-street parking requirements of 1 per bedroom in the ADU, not to exceed 2 new spaces will be added to the lot (whether the ADU is detached or internal).
5. All detached accessory dwelling units must follow the Design Standards and Guidelines as outlined in §9-12-7 and should substantially match the primary residential structure in design features.
6. ADUs are subject to the building codes (IRC), and Design Standards in place at the time of the application.
7. Occupancy shall comply with the same definition for a single-family unit as it pertains to the number of unrelated occupants allowed to dwell in the unit (see definition for "Family").

9-7-1: Single-Family Residential

D. Physical Restrictions

1. One (1) acre or forty-three thousand five hundred sixty (43,560) square feet. Lots as small as fourteen thousand five hundred twenty (14,520) square feet or one-third (1/3) acre may be allowed more where the provisions of §9-9-7 are met. For all existing legally sub-divided Lots that do not meet these requirements, they are considered legal non-conforming lots, and they can be built on.

9-7-2: Medium Density Residential

A. **Purpose:** The R-2 district is intended to provide sites for medium density single- and multi- family residential use, ~~at a maximum density of eight (8) dwelling units per acre,~~ together with such public facilities as may appropriately be located in the same district. The R-2 district regulations are intended to ensure adequate light, air, open space for each dwelling, commensurate with medium density multi-family occupancy, and along with the Town Design Guidelines, to maintain the desirable residential qualities of such sites by establishing appropriate site development standards. Certain nonresidential uses may be permitted as conditional uses, and where approved, are intended to blend harmoniously with the residential character of the district.

D. Physical Restrictions:

8. Maximum density: Four (4) units per acre (or a fraction thereof) for multi-family dwellings, including constraints of this title relating to height, setback, landscaping, lot disturbance, parking, etc. Up to ~~ten (10)~~ eight (8) dwelling units per acre may be allowed where the provisions of [§9-9-7](#) are met.
11. Undisturbed lot area: ~~Remaining undeveloped area shall be landscaped as per section 9-12-5 of this title~~ Twenty percent (20%) of the lot shall not be disturbed during development.

9-7-11: BUILDING BONUSES:

B. **The following bonuses shall be granted** if Section A above is appropriately complied with:

1. For Single-Family Residential Zones (R-1) as referred to in [9-7-1](#) of this title:
 - a. Building Height: Increased up to forty-five feet (45').
 - b. Building coverage including garages, and patios: Increased up to 40% of the lot area.
2. For Medium-Family Residential Zones (R-2) as referred to in [9-7-2](#) of this title:
 - a. Building Height: Increased up to ~~fifty feet (50')~~ forty-five feet (45') for peaked roofs and thirty-five feet (35') for flat roofs.
 - b. Building coverage including garages and patios increased up to forty percent (40% of the lot area).

Recommended change to all chapters in the LMC:

- Land use authority – will be Capitalized: Land Use Authority



AUTHOR: Bret Howser
DEPARTMENT: Administration
DATE: February 10, 2026
TYPE OF ITEM: Discussion

SUMMARY:

The Town Council will review an updated draft Gravel Road Improvement Schedule and an updated Transportation Utility Fee (TUF) calculation. The Council may discuss desired levels of service for gravel road maintenance and also plan public forums for exploring TUF implementation or property tax increase to fund gaps in road funding.

BACKGROUND:

During the FY 2026 Strategic Planning Retreat on January 27-28, 2025, the Council discussed a draft TUF fee calculation. Council directed staff regarding adjusting the level of service for gravel roads. The Council also directed staff to begin preparing for public forums to discuss a potential TUF implementation versus a property tax increase.

ANALYSIS:

GRAVEL ROAD INVENTORY & SCHEDULE

Council directed staff to recalculate the funding required for gravel roads based on the following level of service (as staff understood it):

- Create tiers of maintenance priority based on
 - Part of a neighborhood collectors or mini-loops
 - # of houses accessed by the road
 - Existing water and sewer infrastructure
- Exclude construction of roads currently graded as Grade 3 (jeep trails)

Staff recalibrated the maintenance schedule as follows:

- All “High” Priority Roads are set on a 3 year rotation for road base application (ie: level 1 maintenance). If the road is currently in a Grade 2 state, it will be brought to Grade 1 initially.
- All “Medium” Priority Roads are set on a 6-year rotation for road base application
- No Grade 3 roads on the schedule

All roads were assigned a maintenance priority tier based on a combination of factors

- High = Part of a mini-collector network, multiple existing houses, at least partial utilities
 - Exception: Ranger Court is a short stretch completing a mini-loop in CBMH Unit B, but it does not currently have utilities and is currently Grade 3 condition
- Medium = All others currently condition Grade 1 or 2, but not part of a mini-collector network

- Exception: Upper Deer Trail is currently Grade 3, but was placed on the schedule pending SAA water line construction.
- Some roads currently graded 1 or 2 but having no houses were placed on the schedule pending construction.
- None = Grade 3 roads (jeep trails and unbuilt ROWs)
 - Three of these (North Forest Dr, Corry Cir, and 775 S) may warrant construction and placement on the schedule due to existing utilities or the potential to be part of a mini-collector network. But staff did not place them on the schedule without Council direction to do so.

The newly proposed gravel road maintenance schedule is attached. The revised schedule results in an average annual ongoing need of about \$215,000 (not accounting for inflation). An additional \$500,000 would be needed to bring Grade 2 roads up to Grade 1 level. This number could be reduced to \$400,000 by removing any hauling of subgrade material and by reducing the road base depth to 3". That figure can be spread over whatever period of time the Council wishes (it's shown here as 5 years).

Calendar Year	Inflation						Factor	Total Cost
	Grade 1 ft	Grade 2 ft	Grade 3 ft	Grade 1\$	Grade 2\$	Grade 3\$		
2026	11900	3175	0	\$168,392	\$69,523	\$0	1.00	\$237,916
2027	9950	5350	450	\$140,799	\$117,150	\$24,480	1.03	\$290,901
2028	9200	5450	0	\$130,186	\$119,339	\$0	1.06	\$264,721
2029	10550	4700	0	\$149,289	\$102,917	\$0	1.09	\$275,592
2030	13200	3000	0	\$186,788	\$65,691	\$0	1.13	\$284,168
2031	13800	0	0	\$195,278	\$0	\$0	1.16	\$226,381
2032	15075	0	0	\$213,320	\$0	\$0	1.19	\$254,716
2033	16425	0	0	\$232,424	\$0	\$0	1.23	\$285,852
2034	14650	0	0	\$207,306	\$0	\$0	1.27	\$262,609
2035	15250	0	0	\$215,797	\$0	\$0	1.30	\$281,566
2036	16200	0	0	\$229,240	\$0	\$0	1.34	\$308,079
2037	13800	0	0	\$195,278	\$0	\$0	1.38	\$270,311
2038	15075	0	0	\$213,320	\$0	\$0	1.43	\$304,144
2039	16425	0	0	\$232,424	\$0	\$0	1.47	\$341,322
2040	14650	0	0	\$207,306	\$0	\$0	1.51	\$313,569
2041	15250	0	0	\$215,797	\$0	\$0	1.56	\$336,204
2042	16200	0	0	\$229,240	\$0	\$0	1.60	\$367,863
2043	13800	0	0	\$195,278	\$0	\$0	1.65	\$322,765
2044	15075	0	0	\$213,320	\$0	\$0	1.70	\$363,164
2045	16425	0	0	\$232,424	\$0	\$0	1.75	\$407,556
2046	14650	0	0	\$207,306	\$0	\$0	1.81	\$374,418
2047	15250	0	0	\$215,797	\$0	\$0	1.86	\$401,445
2048	16200	0	0	\$229,240	\$0	\$0	1.92	\$439,247
2049	13800	0	0	\$195,278	\$0	\$0	1.97	\$385,399
2050	15075	0	0	\$213,320	\$0	\$0	2.03	\$433,636

The Town already has a gravel road maintenance budget of \$61,750, which would offset this figure, creating a funding gap of \$153,250 ongoing (again, not accounting for inflation).

Additionally, Council may consider the following policy questions that could reduce the cost of implementation:

- Lengthen the cycle treatment on gravel roads (currently proposed at 3yrs for high priority and 6 years for medium)
- Do not include binding agent in the road base, or only include on selected roads
- Make due with native material and minimize hauling in subgrade
- Include a only a portion (or none) of staff cost and no incremental cost for the grader or 10-wheelers (this is what staff calls “paying with opportunity cost” because it would reduce the other projects we could do with existing staff)

In January, staff had suggested extending the cycle of treatment (the rotation), reducing the binding agent to only half the roads, including only half of staff’s time in the calculation (opportunity cost) and none of the cost of owned equipment, and reducing the rate at which Grade 3 roads were constructed. That would have reduced the annual need to \$185,000 and the funding gap to \$123,000 (which was the figure included in the TUF calculation at the time).

With the update to the schedule based on these priority tiers, staff suggests the following to cut the cost of the program:

- Reduce binding agent to High Priority roads only (approximately 1/2 of the roads)
- Remove all imported material from the budget
- Include half of staff cost, and no incremental cost for the grader or 10-wheelers

This would put the ongoing cost at \$148,000 annually (not counting inflation) and a funding gap of \$86,250. Another \$250,000 would be needed to bring Grade 2 roads up to Grade 1, but much of that would be offset by lower costs in the first 5 years of the program as there are fewer miles of Grade 1 roads to work on.

TUF UPDATE

With a total funding gap for road maintenance recalculated at \$246,000 (\$160k pavement, \$86k gravel roads), the proposed TUF fee would be recalculated to \$14.50 per cabin and \$7.84 per condo unit. The fee would vary for businesses based on the calculated ERUs (weighted by estimated number of trips) of each business type, as shown in the table below:

	Trips/Day	ERUs	Rate/Unit	Units
Tier 1 Residential				
Single Family Home	9.43	1.00	\$14.50	per House
STR Cabin	14.75	1.56	\$22.68	per House
STR Condo	5.9	0.63	\$9.07	per Unit
Multi-Family	5.1	0.54	\$7.84	per Unit
Tier 2 & 3 Commercial				
Resort	14.4	1.53	\$22.14	per 1000 ft2
Outfitters	21.4	2.27	\$32.91	per 1000 ft2
Offices	21.6	2.29	\$33.21	per 1000 ft2
Restaurants/Gen Stores	67	7.10	\$103.02	per 1000 ft2
Rental	7.7	0.82	\$11.84	per 1000 ft2
Tier 4 Lodging				
Hotel	5.9	0.63	\$9.07	per Room
Tier 5 Raw Land				
Undeveloped Lots	0.14	0.01	\$0.22	per Lot

Alternatively, a property tax increase of approximately 21% would be required to generate the \$246,000 in revenue to cover the gaps in funding in pavement management and gravel road maintenance. On a primary residence with a value of \$500,000, a 21% increase would be about \$9.75 per month.

STAFF RECOMMENDATION:

Staff recommends that Council provide direction on desired level of service for gravel road maintenance, which would allow staff to complete the Gravel Road Improvement Schedule and bring to the Council for adoption.

The Council should also give direction regarding how they wish to proceed with public input on implementing a TUF fee versus a property tax increase.

PROPOSED MOTION:

No motion necessary; informational/discussion item only.

ATTACHMENTS:

A - Gravel Road Improvement Schedule

Gravel Road Maintenance Improvement Schedule

Maintenance		Road	Length	Current Grade	Scheduled Improvements...																								
Priority	Tier				2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045	2046	2047	2048	2049	2050
1		Rue Jolley Road	1950	1	1			1			1			1			1			1			1			1			1
2		Jensen Street	450	2				2					1					1							1				1
2		Lee Street	600	2				2					1						1							1			
None		Rue Jolley Road (Lower)	350	3																									
1		Snowflake Lane	1000	1	1			1			1			1			1			1			1			1			1
2 (pending cabins)		Driftwood Drive	1100	1						1						1						1						1	
2 (pending cabins)		Paintbrush Drive	1050	1						1						1						1						1	
None		775 South	700	3																									
1		Forest Drive (Lower)	1900	1	1			1			1			1			1			1			1			1			1
1		Hidden Lake Road	800	1	1			1			1			1			1			1			1			1			1
1		Mountain View Drive	2300	1	1			1			1			1			1			1			1			1			1
2		275 East	1350	2		2					1						1						1						
2		450 East (Upper Mountain View)	850	2			2					1						1								1			
2		475 North (West)	425	2	2						1						1						1						1
2		Copper Lane	550	2			2					1					1					1				1			
2		Deer Trail (Lower)	1100	1		1					1						1						1						
2		Elk Drive	1850	1	1						1						1					1							1
2		Falcon Court	2000	2	2						1						1					1							1
2		Fox Run	250	1	1						1						1					1							1
2		Pine Trail	300	2			2					1						1							1				
2		Quakie Drive	750	2	2						1						1						1						1
2		Scenic Drive	1150	2		2					1					1							1						
2		Trail Road (South)	1250	1		1					1						1						1						
2 (pending cabins)		Lupine Court	150	2		2					1						1						1						
2 (pending SAA)		Deer Trail (Upper)	675	3		asdfa					1						1						1						
None		475 North (East)	425	3																									
None		Arrow Leaf Drive	1500	3																									
None		Forest Drive (Upper)	1150	3																									
None		Meadow Lane Drive	375	3																									
None		Trail Road (North)	500	3																									
1		Irish Trail	350	1	1			1			1			1			1			1			1			1			1
1		Lookout Circle	650	1	1			1			1			1			1			1			1			1			1
1		Park-U-Pine Way (675 East???)	850	1	1			1			1			1			1			1			1			1			1
2		Old Mill Road	1100	2			2					1						1						1					1
2		Park-U-Pine Walk	2650	2			2					1						1							1				1
None		Quill Road	850	3																									
None		Spiney Lane	200	3																									
1		Meadow Drive	1200	2		2			1			1			1			1			1			1			1		
1		Ranger Court	450	3		3			1			1			1			1			1			1			1		
1		Ridge Top Drive	1500	2		2			1			1			1			1			1			1			1		
None		Margie Lane	600	3																									
None		Olympic Drive	800	3																									
None		Salt Pile Drive	1350	3																									
1		Circle Drive	2100	1		1			1			1			1			1			1			1			1		
1		Spruce Street	1500	1		1			1			1			1			1			1			1			1		
2		Fir Street	1000	2				2						1						1				1			1		
2		Gurr Well Road	1400	2				2						1						1				1			1		

Gravel Road Maintenance Improvement Schedule

Maintenance		Road	Length	Current Grade	Scheduled Improvements...																					
Priority	Tier				2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045	2046	2047
2		Half Circle Drive	750	1			1					1					1						1			
2		Adams Circle	750	2				2					1					1						1		
2		Holyoak Circle	500	1				1					1						1					1		
None		Corry Circle	500	3																						
1		Hunter Ridge Drive (Upper)	4000	1		1		1		1			1		1			1			1			1		
1		Snow Shoe Drive	1750	1			1		1			1		1			1			1			1		1	
1		Snowman Drive	2050	1			1		1			1		1			1			1			1		1	
1		Toboggan Lane (West)	1600	1			1		1			1		1			1			1			1		1	
2		Ponderosa Drive	1250	2				2					1					1						1		
2 (pending cabins)		Snow Mobile Road (West)	700	1						1															1	
2 (pending cabins)		Toboggan Circle	300	1						1															1	
None		Cougar Court	150	3																						
None		Saddle Back Road	350	3																						
None		Skater Circle	350	3																						
None		Sleigh Circle	900	3																						
None		Snow Mobile Road (East)	2400	3																						
None		Snow Shoe Circle	600	3																						
None		Spring Circle	1800	3																						
None		Toboggan Lane (East)	2000	3																						
None		Boulder Way	850	3																						
None		Brook Circle	350	3																						
None		Grand Ski View	650	3																						
None		Pine Circle	200	3																						
None		Raven Court	250	3																						
None		Rocky Road	700	3																						
None		Shale Drive	2700	3																						
None		Nordic Court	350	3																						
2		Kokopelli Loop	1300	2				2					1							1				1		
2		Sandstone Drive	1600	1				1					1							1				1		
None		Ski View Drive	1150	2																						
None		Columbine Circle	400	3																						
None		Ermine Court	400	3																						
None		Yankee Lookout	1900	3																						
1		Aspen Drive	2750	1			1		1			1		1			1			1			1		1	
2		Autumn Drive (Upper)	950	1					1					1						1					1	
2 (pending cabins)		Paddington Circle	500	1					1					1						1					1	
1		Blue Jay Way	1050	1			1		1			1		1			1			1			1		1	
2		Sunrise Circle	350	1				1					1							1				1		
None		275 North (lower Shady Dell)	550	3																						
None		Antelope Drive	1000	3																						
None		Forest Drive	1400	3																						
None		Granite Court	1150	3																						
None		Plateau Place	1400	3																						
None		Pond Circle	300	3																						
None		Vasels Road (South)	1900	3																						
2		Pinetree Way	950	2				2						1						1				1		

Gravel Road Maintenance Improvement Schedule

Maintenance

Priority Tier

Road

Length

Current Scheduled Improvements...

Grade

2026

2027

2028

2029

2030

2031

2032

2033

2034

2035

2036

2037

2038

2039

2040

2041

2042

2043

2044

2045

2046

2047

2048

2049

2050

Key

Grade 1 Improvements:

Grade 2 Improvements:

Grade 3 Improvements:

Maintain -- Pothole repair, road base & Earth Bind refresh, drainage cleanout/repair (3 year rotation)

Heavy Maintenance -- Re-establish drainage, Iron Wolf or subgrade import, road base & Earth Bind, install/repair culverts

Full Road Build -- Survey centerline, widen, establish drainage, Iron Wolf or subgrade import, road base & Earth Bind, install culverts

DRAFT



AUTHOR: Bret Howser
DEPARTMENT: Administration
DATE: February 10, 2026
TYPE OF ITEM: Discussion

SUMMARY:

Council will receive an update on the set of water and sewer projects previously known as the 2024 Water & Sewer Infrastructure Projects and may hold a discussion on next steps.

BACKGROUND:

In 2023, the Town developed and adopted new Capital Facilities Plans (CFP) for water and sewer infrastructure. Concurrently, the Public Works Director was pursuing funding via state agencies (Division of Drinking Water [DDW] and Division of Water Quality [DWQ]) to provide grant/loan funding to implement some of the projects identified in the Town's CFPs sooner rather than later. Projects slated for consideration with this funding included:

- Water
 - Snowshoe & Toboggan Water Line*
 - Salt Pile Well
 - Highway 143 Water Line Replacement
 - Rue Jolley Water Line Replacement & Loop
 - Blue Jay Way Water Line Loop
 - 1MG Tank Generator
 - SCADA Replacement
 - Meter Towers
- Sewer
 - Snowshoe & Toboggan Sewer Line*
 - Ponderosa Sewer Line

**Snowshoe & Toboggan projects were considered separate projects from the "2024 Infrastructure Projects" but were designed and bid at the same time and were included in the same financing tranche*

On July 25 and Sep 12, 2023, Council discussed these projects and gave direction to staff to pursue these projects and switch from an informal policy of pay-as-you-go for CFP project implementation to financed implementation. On April 23, 2024, Council reviewed bids for these projects and awarded contract to some of them. At that time, staff recommended not awarding bid on Blue Jay Way and Ponderosa Sewer Line due to bids coming in somewhat high on projects of higher priority. Staff recommending coming back to revisit those projects after completing the higher priority projects to see if sufficient funding remained. Meter Towers was never bid out, and SCADA replacement was bid and awarded, but then scrapped or delayed (administratively) due to complications with the financing. The Million Gallon Tank Generator was bid out, but received no bids.

Since awarding bids in April 2024, the following has happened with each project:

- **Salt Pile Well:** Construction of the well was carried out in the summer/fall of 2024. After initial indications that the well would be quite productive (in excess of the 400-600 gpm desired), the official test pumps resulted in flows under 100 gpm. This disappointing outcome effectively stalled out negotiations between the Town and Brian Head Resort for cost sharing on the well. As the Town has no immediate need of that flow for municipal purposes (in contrast to the Resort's immediate snowmaking needs), the decision was made to cap the well and not proceed immediately with the design/construction of the pumping and conveyance infrastructure. It was estimated at the time that the cost to finish out the remaining improvements to put the well into operation would be about \$300,000.
- **Snowshoe & Toboggan Water & Sewer Lines:** Financing complications with the state agencies delayed these projects until 2025. Delays resulted in cost increases of approximately \$200,000 on the sewer project, which chewed up most of the contingency available. The projects were installed in 2025 and are largely completed, with just a punch list remaining to be completed in spring 2026. The quality of the road surface replacement is in question still, and may require work from Public Works to satisfactorily complete in 2026, as constructing the roads to Town gravel road standard was not adequately included in the contract (a mistake staff commits to not repeat on future projects).
- **Highway 143 Water Line Replacement:** This project was completed in 2025 largely as designed. There was some add'l cost for boring under the highway.
- **Rue Jolley Water Line Replacement & Loop:** This project was completed in 2025. Much of the replacement aspect of the project was scrapped due to the discovery that some of the existing pipe material was not lead. The loop to Forest Drive however was completed. This project was completed under the contracted price of \$1.2million due to much of the replacement aspect of it being removed. (Note that the figure below shows the budget just under \$800k, that was done before the project was bid out).

ANALYSIS:

The current financial status of each project is summarized below:

2025 Water Projects Financial Summary

Snowshoe & Toboggan Water

	Budget	Actual	Pending
Sources			
SAA Bond	\$604,060		
Prepayments	\$47,940		
ARPA	\$507,870		
DDW Grant	\$271,934		
Local \$	\$355,000		
Interest Revenue	\$0	\$12,654	
Total	\$1,786,804	\$12,654	

Uses

Project Design - Pre SAA	\$0	\$31,510	
Project Design - Post SAA	\$23,621	\$23,621	
Construction	\$1,696,000	\$1,340,750	\$343,750
Contingency	\$18,287	\$0	
Construction Mgt	\$28,896	\$11,748	
Cost of Issuance	\$20,000	\$16,117	
Debt Service Reserve	\$0	\$0	
Total	\$1,786,804	\$1,423,745	\$343,750
Budget Remaining:	\$19,308		

Snowshoe & Toboggan Sewer

	Budget	Actual	Pending
Sources			
DEQ Bond	\$1,900,000		
Local \$	\$381,589		
Total	\$2,281,589	\$0	

Uses

Project Design	\$34,313	\$34,313	
Construction (S&T)	\$1,549,850	\$1,462,682	\$87,168
Construction (Ponderosa)	\$308,070	\$0	
Contingency	\$340,460	\$193,509	\$131,454
Construction Mgt	\$28,896	\$1,012	
Cost of Issuance	\$20,000	\$39,426	
Debt Service Reserve	\$0	\$0	
Total	\$2,281,589	\$1,730,942	\$218,622
Budget Remaining:	\$332,025		

<i>2024-25 Infrastructure Projects</i>	Budget	Actual	Pending
Sources			
DDW Bond	\$3,838,000		
DDW Grant	\$1,645,748		
Total	\$5,483,748		\$0
Uses			
Project Design	\$39,312	\$113,844	
Construction (Well)	\$2,097,600	1697600	
Construction (Hwy Replacement)	\$1,331,892	\$1,509,109	\$171,543
Construction (Rue Jolley)	\$793,700	\$922,539	\$48,555
Construction (Blue Jay Way)	\$0	\$0	
1MG Pump Station	\$0	\$0	
SCADA Replacement	\$265,128	\$0	
Contingency/Unassigned Projects	\$907,220	\$0	
Construction Mgt	\$28,896	\$68,525	
Cost of Issuance	\$20,000	\$25,000	
Debt Service Reserve	\$0	\$0	
Total	\$5,483,748	\$4,336,618	\$220,098
Budget Remaining:	\$927,032		

There may be some invoices for construction management that will yet come in that could impact these figures slightly.

With the first slate of projects largely completed, staff now wishes to revisit projects that had been bumped due to tight funding, specifically Ponderosa Sewer Line, Blue Jay Way, finishing the Salt Pile Well, and possibly SCADA replacement.

- **Ponderosa Sewer Line:** Design was previously completed for this project and it was bid at \$308,070. Staff recommends the following:
 - Work with Ponderosa residents to create a plan for access during construction
 - Re-bid the project in hopes that current market conditions get us favorable bids
 - Carry out the project in summer 2026
- **Blue Jay Way:** Design was previously completed for this project and it was bid at \$137,500. Staff recommends the following:
 - Re-bid the project in fall 2026 for completion in 2027
- **Salt Pile Well:** Staff recommends the following
 - Reconvene talks with Brian Head Resort with aim to have them pay for portion of well project remaining. We can use bond funds to complete and have Resort make the portion of debt service payment proportionate to the cost to complete the well.
- **SCADA Replacement:** This was previously bid out at \$265,000. Aldo Biasi (former PW Director) was a proponent of the project. He took another job prior to implementation. The subsequent PW Dir did not favor the project, and the contract award on the project didn't comply with the financing requirements from DDW, so the project was scrapped, at least temporarily. We now have a new PW Dir who has not had an opportunity to investigate and determine the priority of SCADA replacement.

FINANCIAL IMPLICATIONS:

Described above.

BOARD/COMMISSION RECOMMENDATION:

N/A

STAFF RECOMMENDATION:

Staff recommendations are outlined above

PROPOSED MOTION:

No motion necessary, item is discussion/informational only

ATTACHMENTS:

N/A