



BRIAN HEAD

The Regular Meeting of the
Brian Head Planning Commission
Town Hall - 56 North Highway 143 - Brian Head, UT 84719
TUESDAY, February 3, 2026 @ 1:00 PM

Planning Commission Meeting Minutes

Present: Chairperson Deutschlander, Commissioner Morgan, Commissioner Thomas, Commissioner Lee, Commissioner Dever, Alternate Commissioner Robinson

Staff Present: Greg Sant; Planning & Building Administrator, Bret Howser; Town Manager, Jared Tubbs; Public Works Director, Ciera Claridge; Deputy Clerk

A. CALL TO ORDER

Chairperson Deutschlander called to order the regular meeting of the Planning Commission at 1:00pm.

B. PLEDGE OF ALLEGIANCE

Chairperson Deutschlander led the Commission and others in the Pledge of Allegiance.

C. DISCLOSURES

There were no conflicts of interest with today's agenda items. Chairperson Deutschlander stated the disclosure statements are on file with the Town Clerk and available for the public during normal business hours.

Commissioner Thomas wanted to disclose that he will build from time to time in Aspen Meadows.

D. APPROVAL OF THE MINUTES

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Commissioner Lee noted changes to names that needed to be updated pertaining to Commissioner Thomas. There were no other suggestions of changes.

Motion: Commissioner Dever moved to approve with the suggested name changes.
Commissioner Morgan seconded the motion.

Action: **Motion carried 5-0-0** (Summary: Yes = 5 Vote: Chairperson Deutschlander, Commissioner Morgan, Commissioner Thomas, Commissioner Lee, Commissioner Dever).

E. PUBLIC INPUT/ REPORTS (Limited to three (3) minutes) Non-Agenda Items

Staff noted that a combined Open Meeting Act training would be required for all committees, including the Planning Commission, Town Council, and the Trail Commission. Ciera advised that the training was tentatively scheduled for Tuesday, March 31st, as it falls on a fifth Tuesday with no Planning Commission or Town Council meeting scheduled. She indicated she would confirm the date with Nancy and send notice to all relevant parties. The training was expected to last no longer than one hour and would be held at the standard meeting time of 1:00 PM, with a Zoom connection available for remote attendees.

F. AGENDA ITEMS:

1. PUBLIC HEARING: Aspen Meadows Christmas Tree Neighborhood and Nordic Center Preliminary Plat - Greg Sant, Planning and Building Administrator.

Chairperson Deutschlander opened the public hearing opened at 1:08 PM.

Martin Tidwell, resident of 182 Red Fox Circle, shared his concern regarding potential traffic on Steam Engine Drive. He referenced Land Management Code Section 9-5-3(b)(6) which places responsibility on the applicant to ensure the project will not result in undue traffic congestion or traffic hazards.



Mr. Tidwell noted that when reviewing the maps and staff report, he did not see a commitment for when Burt's Road would be started or completed. He also observed that the new neighborhood would include resort-style activities such as a Nordic Center and potentially ski lifts and expressed concern about routing resort related traffic through an existing residential neighborhood. He recalled the heavy snow event of 2022-2023, during which very high berms and narrow roads along Steam Engine Drive created dangerous conditions, particularly near driveways and intersections that abut the road.

Mr. Tidwell also acknowledged that the staff report had raised concerns about ingress and egress for emergency vehicles, which he said was valid and should be taken into account. He formally recommended that a traffic study be conducted and that a timetable for commitment for Burt's Road be established, specifically for non-residential traffic access. He clarified that he understood construction and residential traffic would be expected, but that his primary concern was the routing of resort-style activities through the neighborhood.

There were no additional public comments and no comments from online attendees. Chairperson Deutschlander closed the public hearing at 1:12 PM.

2. **ADMINISTRATIVE ACTION: Aspen Meadows Christmas Tree Neighborhood and Nordic Center Preliminary Plat** – Greg Sant, Planning and Building Administrator.

Greg Sant, Planning and Building Administrator, gave a brief introduction. He shared his excitement towards this development within Aspen Meadows. He thinks this first development will be beneficial to Brian Head Town. Greg provided historical context and indicated the applicant, Flint Decker Aspen Meadows Developer, had compiled an impressive set of exhibits noting that the applicant had thought through a wide range of issues upfront, including water, skiing infrastructure, and lifts. He highlighted that the proposed preliminary plat closely aligned with the general plan amendment approved in 2024 as part of the development agreement, meaning a general plan review or amendment was not required.

Access and Emergency Egress

Greg discussed the issue of secondary access and egress. He noted that he had consulted with Town Marshal Dan Benson regarding the approximately one-mile dead-end road leading to the Nordic Center. Both Greg and Bret acknowledged that "Burt's Road to Nowhere" consistently arose as a topic in discussions of traffic, access, and even water looping. While Burt's Road was not passable during winter, it was passable in summer and was slated for development. Greg acknowledged the difficulty of placing firm timelines on a development of this scale, noting that the development agreement was intentionally structured to react to market conditions. He expressed the view that forcing specific deadlines – such as requiring Burt's Road to be completed by a certain date – could potentially jeopardize the project.

Greg noted that a general rule of thumb in the fire code is that once 30 dwelling units are reached, a secondary access is required. He stated that this preliminary plat contained only 18 residential units. While there was also a commercial component with a parking lot and a building, fire hydrants and appropriate fire apparatus turnaround spaces were planned. Marshal Benson had indicated he did not feel secondary access was required at this stage, particularly given that Burt's Road was expected to be completed within the next three to five years. Greg noted that temporary, non-paved turnarounds had been added at key dead end locations on the revised preliminary plat.

Commissioner Thomas asked when the revised plat changes were made. Greg confirmed they had been received on Friday, just prior to the meeting, after he had submitted his staff report. He explained that following a lengthy discussion with Bret and himself, Flint had agreed to add notation on the plat referencing Burt's Road and its future connection point, along with the turnarounds at the relevant dead ends. No lots, road alignments, or other substantive elements had been changed.

Traffic Concerns



Commissioner Dever raised significant concerns about traffic on Steam Engine Drive, referencing at least three incidents involving cars sliding off the road at an upper turn, even in a year of relatively modest snowfall. Commissioner Morgan suggested the town consider installing K-rails at that turn to prevent further incidents. He expressed concern not so much about additional residential traffic, but particularly about the commercial uses being added, noting the difficulty in projecting what kind of traffic volume that would generate. He emphasized the importance of conducting a UDOT traffic study as soon as possible.

Greg clarified that UDOT does not conduct traffic studies directly but rather requires them to be done. He noted that traffic studies had already been completed for Hidden Springs and another development at MLV, both at UDOT's request, given their connection to State Route 143. He confirmed that those studies had been provided to Flint and his team, and that the applicant had agreed to begin the traffic study process now.

A commissioner asked whether the traffic study area had defined boundaries. Greg expressed that he would be involved in assisting towards the established parameters when the engineering firm conducts the study. He acknowledged the importance of ensuring that Steam Engine Drive was also included within the study's scope for the town's own concerns, particularly regarding commercial traffic, and committed to being part of that discussion.

Bret Howser, Town Manager, weighed in, noting that based on his understanding of such traffic studies, the key output would be trips per hour. He pointed out that all generated trips from the development would travel the full length of Steam Engine Drive, making that figure the critical data point. He acknowledged that there were some safety improvements that could potentially be made, but ultimately the traffic volume would be what it would be.

Construction Traffic

Regarding construction traffic routing, Greg and Bret confirmed that all heavy construction traffic for the Aspen Meadows project would be directed up Burt's Road to Nowhere rather than through Steam Engine Drive. Commissioner Thomas asked whether this arrangement would also extend to smaller construction vehicles and laborers, and Bret confirmed this was the intent that had been discussed with Flint Decker. Chairperson Deutschlander asked Flint whether routing all construction traffic up Burt's Road might slow down development timelines along that corridor, to which Flint responded that it would not, noting that Aspen Meadows had been phasing improvements to Burt's Road since fall 2021, completing stretches and grading sections each year, with continued improvements planned for 2026. He noted the road would likely be accessible approximately nine months of the year rather than twelve.

Flint elaborated on the four categories of construction traffic that would be seen in Brian Head. The first category involved heavy equipment mobilization, which occurs once in spring and once in fall. He confirmed that all heavy equipment had already been mobilized and demobilized through the Burt's Road area, including allowing other contractors to use that access point as a courtesy. He described three existing turnaround points along Burt's Road to facilitate safe movement of large vehicles. The second category involved mid-level equipment such as utility vehicles, which would also use Burt's Road where applicable. The third category related to concrete work, noting that the project intended to transition to on-site concrete batch plant operations, significantly reducing the number of large concrete truck trips on town roads. He also noted that trees were chipped and reused on-site and that aggregate was harvested on-site, eliminating those categories of truck traffic entirely. The fourth category was typical homebuilding trade traffic which would continue to access the site via paved roads as normal, as redirecting those vehicles up Burt's Road would add significant time to their workdays and could not realistically be mandated for third-party homeowners.

Water and Sewer



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Greg noted that he had consulted with Jared Tubbs, Public Works Director, who expressed comfort with the water plan as presented. The project's exhibits included a detailed master plan for water infrastructure, with phased well development tied to demand thresholds. Pressure zones were addressed in the exhibits, and specific compliance with town standards would be confirmed through construction drawings reviewed by public works. Bret confirmed that the water system was designed to loop in a future phase of the development.

Greg also confirmed that sewer service would use the E1 system already in use throughout the southeast neighborhood, and that this system would extend through Aspen Meadows as well. Jared indicated no concerns with either water or sewer as currently proposed.

Traffic Circle / Roundabout Design

The Chair raised a concern about the traffic circle included within the subdivision design, specifically regarding how snow removal would interact with adjacent private property. Flint confirmed that the preliminary plat introduced the first of five to six roundabouts planned along the Burt's Road corridor and that the team would work closely with Public Works Director Jared on an appropriate design to be presented at a future meeting.

Lot Dimensions and Zoning

Flint confirmed that dimensions had been reviewed and all lots exceeded the 45-foot frontage minimum required by Brian Head Town. He noted this would be verified and included in the final plat documentation.

Commissioner Dever raised a concern that the property had not yet been rezoned as required under the Land Management Code's transitional zoning provisions, which stated that the property must be rezoned to allow further subdivision. Greg acknowledged this requirement but explained that a zone change requires defined boundaries, which in turn require an approved preliminary plat. He noted that Bret and himself were actively working to resolve this sequencing issue and agreed that the rezoning would need to be completed before the final plat was recorded.

Bret acknowledged that the language he had written in the annexation transition zone provisions was not well drafted, and that the sequencing issue created a catch-22: the town council could not approve a zone change on lots that did not yet legally exist. He suggested that the practical solution would be to approve the preliminary plat conditionally, subject to the subsequent rezoning.

Parking Management and Electronic Signage

Flint explained that electronic signage (see attached) would be deployed starting at SR-143, allowing visitors to see in real time whether the Aspen Meadows parking lot was open, closed, or full. He described plans to implement a software-based paid parking and reservation system to manage the 150-space parking lot, with the intent of mitigating uncontrolled traffic flow by ensuring visitors could plan their trips in advance and prevent the lot from being overwhelmed and increased traffic to occur unnecessarily.

Motion: Commissioner Dever moved to table the Aspen Meadows Christmas Tree Ridge Neighborhood and Nordic Center Preliminary Plat subject to the receipt of a clear Preliminary Plat with lot dimensions included and timing information on the traffic study. Commissioner Morgan seconded the motion.

Action: Motion carried 5-0-0 (Summary: Yes = 5 Vote: Chairperson Deutschlander, Commissioner Morgan, Commissioner Thomas, Commissioner Lee, Commissioner Dever).

3. DISCUSSION ON FUTURE LMC ITEMS TO BE PUT ON AGENDA: Parking and Sign ordinances and Potential Transitional Residential Zoning Locations.



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Chairperson Deutschlander opened discussion on future Land Management Code items to be placed on the agenda, beginning with the sign ordinance. He noted that the town was considering installing an electronic information display and expressed the view that the current sign ordinance language was ambiguous and needed to be updated before such a sign was approved. He indicated that provisions addressing electronic signs needed to be clearly defined.

Greg shared his experience reviewing the sign ordinance in connection with applications at the mall, describing it as complicated to interpret and apply. He noted that the applicant had submitted two sign applications and appeared to meet every requirement, but that the exercise highlighted how difficult and unclear the ordinance was to use.

Commissioners discussed looking at sign ordinances from other towns for reference. Greg invited commissioners to send him examples of sign ordinances from other ski towns or snow communities that they found effective.

Greg introduced the topic of potential transitional residential zoning locations, noting that the Town Council had previously rejected an R-2 rezone and general plan amendment on Ridgeview and had asked the Planning Commission to identify locations where such a zoning designation might be appropriate. Chairperson Deutschlander recalled that the Planning Commission had at one point previously identified approximately ten potential R-2 locations and suggested that exercise could be revisited. The Commission agreed to leave this item for a later agenda.

The Chair raised concerns about the residential parking section of the parking ordinance, particularly as it is related to accessory dwelling units.

The discussion also touched on the relationship between the ADU provisions and the broader topics of lot coverage, undisturbed area requirements, driveways, walkways, setbacks, and snow storage. The Chair indicated he wanted the Commission to review how all of these standards interacted to ensure that all required elements could realistically fit on a single lot. He noted that the 25-foot front setback and 20-foot setback on all other sides applied to residential lots and referenced a matrix Greg had prepared during the LMC revisions process. Greg acknowledged that on flat lots these standards were manageable, but on more challenging terrain they could be very difficult to satisfy simultaneously.

The Chair also expressed broader concern about the visual character and environmental impact of increasingly large homes in Brian Head, noting that 5,000-square-foot homes were now appearing in areas where 1,600-square-foot cabins had once been considered large. He suggested the Commission may want to consider increasing setbacks and establishing stronger undisturbed area requirements to preserve the town's natural character and tree canopy.

G. ADJOURNMENT

Motion: Commissioner Morgan moved to adjourn the regular Planning Commission meeting.
Commissioner Lee seconded the motion.

Action: **Motion carried 5-0-0** (Summary: Yes = 5 Vote: Chairperson Deutschlander, Commissioner Morgan, Commissioner Thomas, Commissioner Lee, Commissioner Dever).

3/17/26
Date Approved


Ciera Claridge, Deputy Clerk