



The Regular Meeting of the
BRIAN HEAD TOWN
PLANNING COMMISSION
56 N. Hwy 143, Brian Head, UT 84719
Via Zoom Meeting ID# [85894585546](#)
www.zoom.us
Tuesday, July 20, 2021 @ 1:00 p.m.

Agenda

- A. CALL TO ORDER**
- B. PLEDGE OF ALLEGIANCE**
- C. DISCLOSURES**
- D. REPORTS / PUBLIC INPUT**
- E. AGENDA ITEMS**

1. RETAINING WALL REVIEW - WHARTON

The Commission will review a proposed retaining wall to be constructed on lots 46, 47 & 48 of the Trails at Navajo Phase 2B subdivision.

2. PUBLIC PARKING LOCATION OPTIONS - DISCUSSION

The Commission will discuss potential locations for additional public parking as a precursor to a Town-wide parking plan.

F. ADJOURNMENT

Dated the 16th day of July 2021.

Available to Board Members as per Resolution No. 347 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 body may participate by means of telephonic or telecommunications conference. In compliance with the Americans with Disabilities Act, persons needing auxiliary communicative aids and services for this meeting should call Brian Head Town Hall @ (435) 677-2029, giving at least 48 hours advance notice.

CERTIFICATE OF POSTING

I hereby certify that I have posted copies of this agenda in three public and conspicuous places within the Town Limits of Brian Head; to wit, Town Hall, Post Office and The Mall this 16th day of July 2021. I also certify that I have posted a copy of this agenda on the Utah State Public Meeting Notice Website and have caused a copy of this notice to be delivered to the Daily Spectrum.


Wendy Dowland,
Planning Commission Secretary



STAFF REPORT TO THE PLANNING COMMISSION

SUBJECT: Retaining Wall Review
AUTHOR: Wendy Dowland
DEPARTMENT: Administration
DATE: July 21, 2020
TYPE OF ITEM: Legislative Action

SUMMARY:

Land Management Code 9.12.11 B.2., requires the Planning Commission to review retaining walls that exceed twelve feet in height and / or one hundred feet in in length. The retaining wall for review will be located across lots 46, 47 & 48 of the Trails at Navajo Phase 2B subdivision.

BACKGROUND:

The proposed retaining wall will support a traversed driveway across lots 46, 47 & 48 of the Trails at Navajo Phase 2B subdivision. The proposed retaining wall has been engineered and will be built out of stones (see attached). The property owners would like to build further up on the hillside and intend to install the driveway prior to a building permit being issued. A permanent access easement has been recorded and bonds have been submitted. The applicant has also stated that the HOA has given approval.

ANALYSIS:

G. Standards for Review: All retaining walls approved under this section either by the Planning Commission, or the Town Manager or designee shall comply with the following standards:

Findings of Fact:

- 1. Retaining wall complies with all of the design standards of this section.*

The Retaining wall will be constructed using decorative stone.

- 2. The height and length of the retaining wall is the minimum necessary for the needed functionality. The mass of the wall has been broken up using terracing, vegetation, and/or other visual relief strategies.*

Engineered plans show the necessary length of the retaining wall.
The mass of the retaining wall is broken up by height variance and curvature.

- 3. The wall does not create an attractive nuisance or hazard to the general public.*

The retaining wall will be located on private property.

4. *The wall shall preserve the natural scenic beauty of the area by rounding off sharp angles and otherwise blending with the natural contours of the land, and by retaining trees and other native vegetation.*

The retaining wall does not have any sharp angles and follows the curve of the driveway.

5. *If retaining wall is being done in preparation for development, a building permit has been obtained and work has been approved to proceed. If applicant is in the process of obtaining a building permit, approval may be made contingent on the finalization of the building permit, but work may not begin on grading or the retaining wall until the building permit is issued.*

This standard for review conflicts with the new language in LMC Chapter 10 regarding Grading and Trenching permits. Staff is unclear whether this language should have been changed when the grading permit language was changed to allow for grading, prior to a building permit, with proper engineered plans and bonding.

STAFF RECOMMENDATION:

Staff recommends approving the retaining wall that crosses lots 46, 47, & 48 of the Trails at Navajo Phase 2B subdivision and asks for clarification from the Commission on Standard for Review number 5.

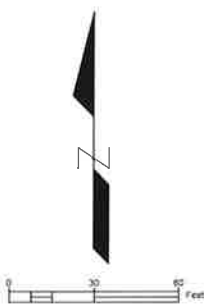
PROPOSED MOTION:

Recommended motion: I move to approve the retaining wall to be constructed across lots 46, 47 & 48 of Trails at Navajo Subdivision Phase 2B.

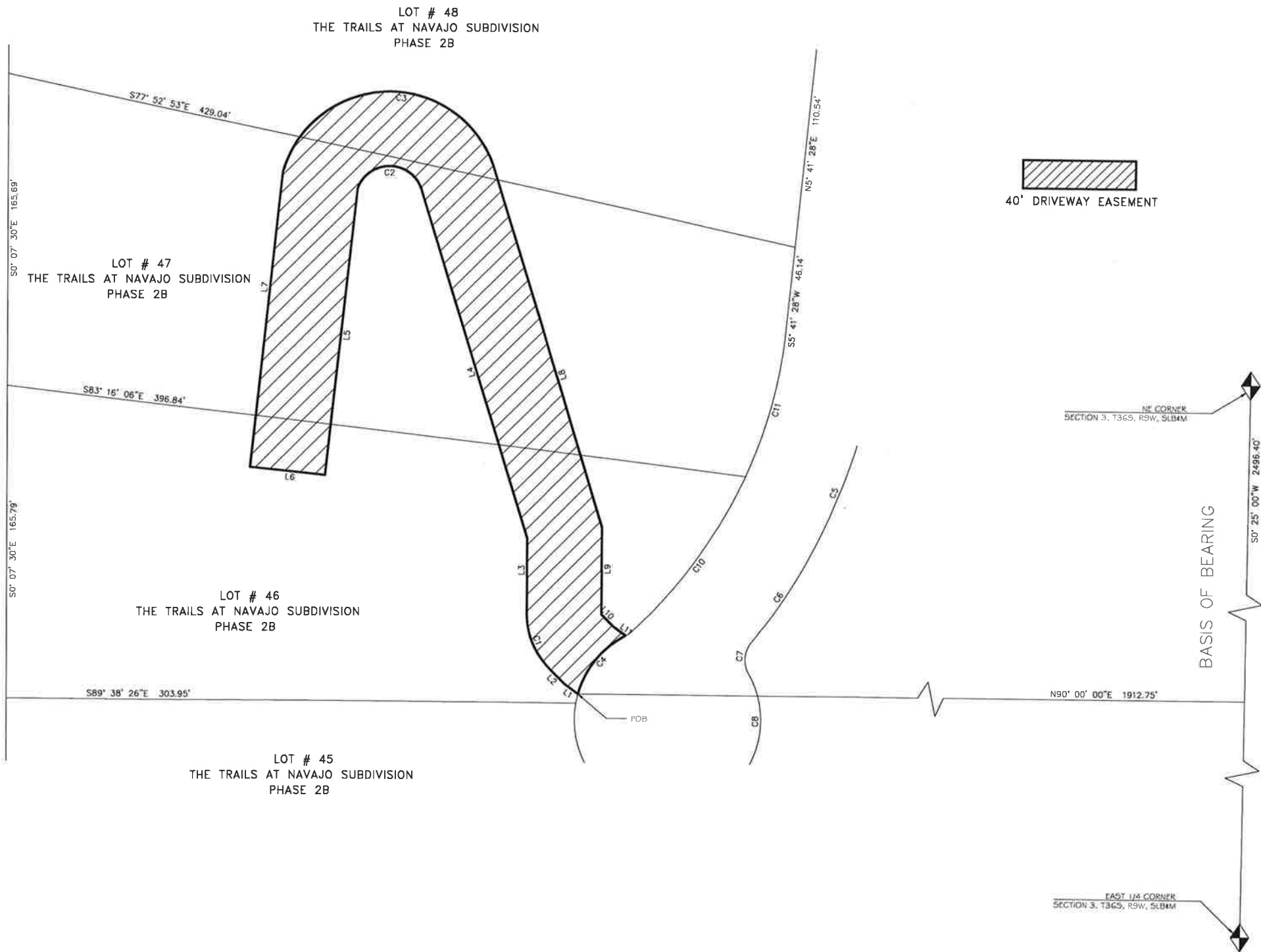
ATTACHMENTS:

Proposed Grading Plan & Retaining Wall

P:\Mike\Sean Wharton\Trails at Navajo - Easement\Trails at Navajo - Driveway Easement Sub.dwg



DRIVE-WAY EASEMENT FOR
SEAN WHARTON
WITHIN SECTION 3, T. 36 S., R. 9 W., SLB&M
BRIAN HEAD, IRON COUNTY, UTAH




40' DRIVEWAY EASEMENT

LEGAL DESCRIPTION OF EASEMENT
BEGINNING AT A POINT S. 0°25'00\"W. 2496.40 FEET ALONG THE SECTION LINE AND WEST 1912.75 FEET FROM THE NORTH EAST CORNER OF SECTION 3, TOWNSHIP 36 SOUTH, RANGE 9 WEST, SLB&M, THENCE N. 54°11'34\"W. 9.35 FEET, THENCE N. 45°15'00\"W. 11.82 FEET, THENCE ALONG THE ARC OF A CURVE TO THE RIGHT WITH A RADIUS OF 40.20 FEET A DISTANCE OF 31.40 FEET (THE CHORD OF SAID CURVE BEARS N. 22°45'00\"W. 30.61 FEET), THENCE N. 0°15'00\"W. 40.42 FEET, THENCE N. 17°16'36\"W. 193.44 FEET, THENCE ALONG THE ARC OF A CURVE TO THE LEFT WITH A RADIUS OF 18.18 FEET A DISTANCE OF 43.95 FEET (THE CHORD OF SAID CURVE BEARS N. 80°26'14\"W. 34.00 FEET), THENCE S. 6°05'53\"W. 153.41 FEET, THENCE N. 63°04'07\"W. 40.00 FEET, THENCE N. 6°05'53\"E. 157.48 FEET, THENCE ALONG THE ARC OF A CURVE TO THE RIGHT WITH A RADIUS OF 58.18 FEET A DISTANCE OF 148.78 FEET (THE CHORD OF SAID CURVE BEARS N. 68°23'54\"E. 111.43 FEET), THENCE S. 17°16'36\"E. 199.91 FEET, THENCE S. 0°15'00\"E. 46.40 FEET, THENCE S. 45°15'00\"E. 8.69 FEET, THENCE S. 54°11'34\"E. 8.49 FEET, THENCE ALONG THE ARC OF A CURVE TO THE LEFT WITH A RADIUS OF 41.22 FEET A DISTANCE OF 41.22 FEET (THE CHORD OF SAID CURVE BEARS S. 39°03'25\"W. 40.06 FEET) TO THE POINT OF BEGINNING.

- NOTE:
1. THE BASIS OF BEARING S. 5. 0°25'00\"W. FROM THE NORTH EAST CORNER OF SECTION 3, TOWNSHIP 36 SOUTH, RANGE 9 WEST, SLB&M TO THE EAST 1/4 CORNER OF SECTION 3, TOWNSHIP 36 SOUTH, RANGE 9 WEST, SLB&M.
 2. EASEMENT LOCATED IN THE TRAILS AT NAVAJO SUBDIVISION PHASE 2B.
 3. EASEMENT IS A 40 FOOT RW EASEMENT.

Easement Line Table		
Line #	Length	Direction
L1	9.35	N54° 11' 34\"W
L2	11.82	N45° 15' 00\"W
L3	40.42	N0° 15' 00\"W
L4	193.44	N17° 16' 36\"W
L5	153.41	S6° 05' 53\"W
L6	40.00	N83° 54' 07\"W
L7	157.48	N6° 05' 53\"E
L8	199.91	S17° 16' 36\"E
L9	46.40	S0° 15' 00\"E
L10	8.69	S45° 15' 00\"E
L11	8.49	S54° 11' 34\"E

Easement Curve Table					
Curve #	Length	Radius	Delta	Chord Direction	Chord Length
C1	31.40	40.20	44.76	N22° 45' 00\"W	30.61
C2	43.95	18.18	138.53	N88° 26' 14\"W	34.00
C3	148.78	58.18	146.51	S88° 23' 54\"W	111.43
C4	41.22	49.95	47.28	S39° 03' 25\"W	40.06

Curve Table					
Curve #	Length	Radius	Delta	Chord Direction	Chord Length
C5	95.10	300.00	18.16	N15° 00' 38\"E	94.70
C6	79.26	300.00	15.14	N31° 39' 39\"E	79.03
C7	18.12	15.00	69.21	S4° 37' 27\"W	17.04
C8	237.94	50.00	272.66	S73° 38' 57\"E	69.05
C10	102.24	250.00	23.43	N35° 48' 26\"E	101.52
C11	79.25	250.00	18.16	N15° 00' 38\"E	78.92

PROJECT/OWNER:
SEAN WHARTON
WITHIN SECTION 3, T. 36 S., R. 9 W., SLB&M
BRIAN HEAD, IRON COUNTY, UTAH

REVISION:
DATE: _____
DESCRIPTION: _____

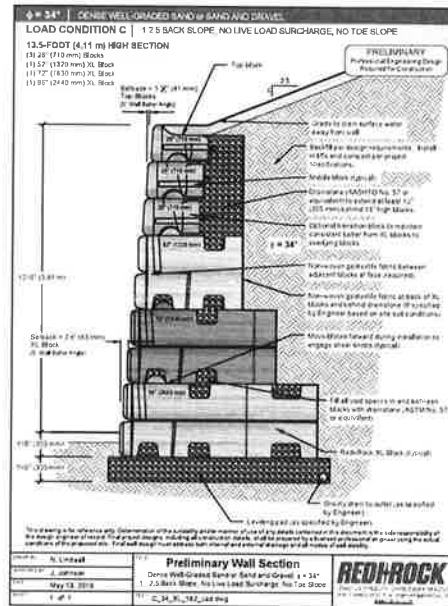
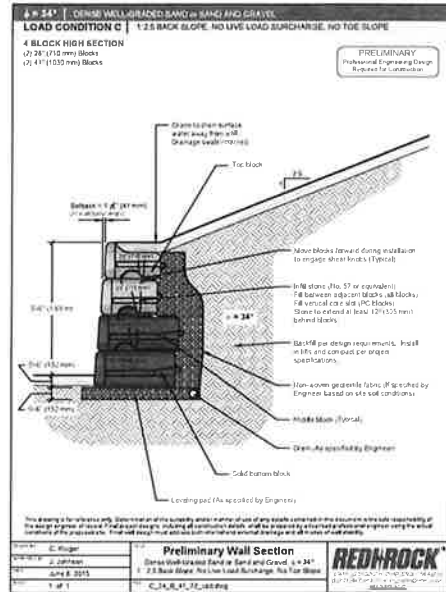
ENGINEER:

PLATT & PLATT, INC.
CIVIL ENGINEERS & SURVEYORS
195 N. 100 E., CEDAR CITY, UTAH 84720
phone 435-586-6151
fax 435-586-8557

DRAWN:
H.K. HULET
DATE:
SEPTEMBER, 2018
APPROVED:
K.B. PLATT

SCALE:
1" = 30"

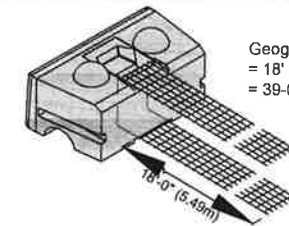
SHEET:
1



φ = 34° | DENSE WELL-GRADED SAND or SAND AND GRAVEL
LOAD CONDITION CR | 1:2 CREST SLOPE, 10' (3.0m) HIGH, 250 lb/ft² (12 kPa) SURCHARGE AT CREST

17 BLOCK HIGH SECTION
 (17) 28" (710 mm) Blocks

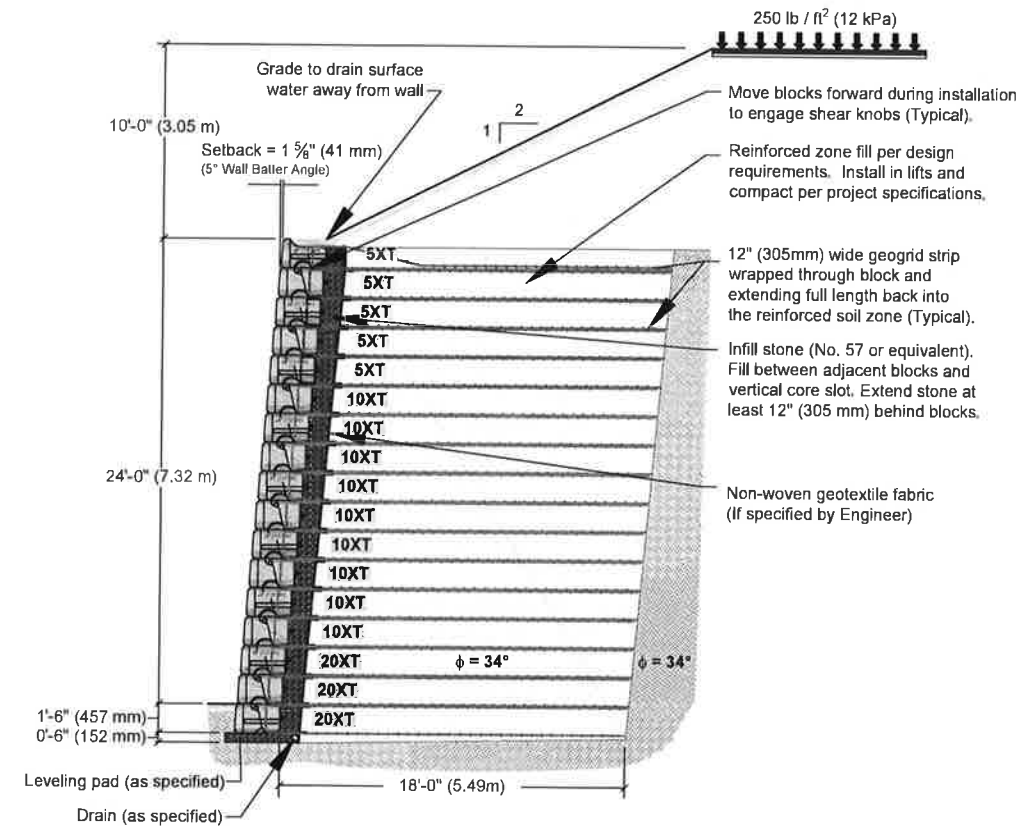
PRELIMINARY
 Professional Engineering Design
 Required for Construction



Geogrid cut length:
 = 18' + 18' + 3'
 = 39'-0" (11.89m)

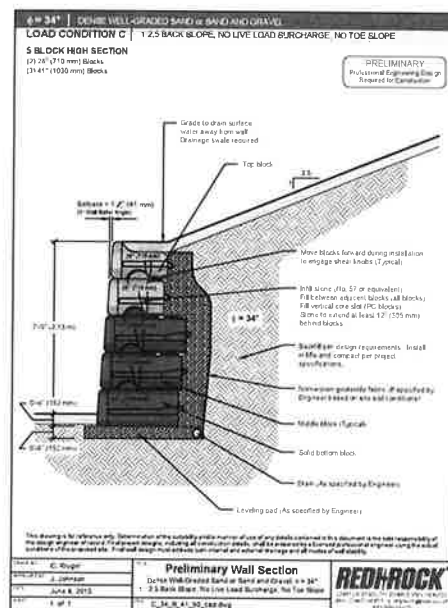
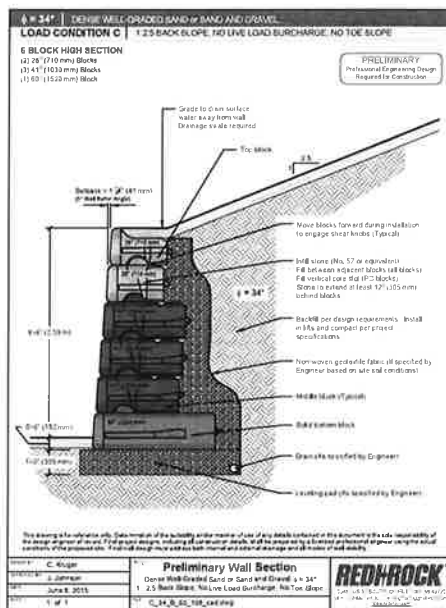
Geogrid Rolls Required per Wall Length		
Type	Rolls / linear ft	Rolls / linear m
5XT	± 0.26	± 0.85
10XT	± 0.47	± 1.54
20XT	± 0.16	± 0.51

Geogrid shall be 12" (305 mm) wide strips of Mirafi geogrid, type as noted. Geogrid shall be **Factory cut** and **Certified** for width and strength by TenCate Mirafi.



This drawing is for reference only. Determination of the suitability and/or manner of use of any details contained in this document is the sole responsibility of the design engineer of record. Final project designs, including all construction details, shall be prepared by a licensed professional engineer using the actual conditions of the proposed site. Final wall design must address both internal and external drainage and all modes of wall stability.

DRAWN BY: B. Lindfors	TITLE: Preliminary Wall Section	REDHOCK 05481 US 31 SOUTH, CHARLEVOIX, MI 49720 (866) 222-8400 ext 3010 • engineering@red-rock.com www.red-rock.com
APPROVED BY: J. Johnson	Dense Well-Graded Sand or Sand and Gravel, φ=34°	
DATE: Oct 30, 2015	1:2 Crest Slope, 10' (3.0m) High, 250 lb/ft² (12 kPa) Surcharge	
SHEET: 1 of 1	FILE: CR_34_PC_28_306_cad.dwg	





PRODUCTS & SOLUTIONS

LEGAL DESCRIPTION OF EASEMENT

BEGINNING AT A POINT S. 0°25'00" W. 2496.40 FEET ALONG THE SECTION LINE AND WEST 1912.75 FEET FROM THE NORTH EAST CORNER OF SECTION 3, TOWNSHIP 36 SOUTH, RANGE 9 WEST, SLB&M, THENCE N. 54°11'34" W. 9.35 FEET, THENCE N. 45°15'00" W. 11.82 FEET, THENCE ALONG THE ARC OF A CURVE TO THE RIGHT WITH A RADIUS OF 40.20 FEET A DISTANCE OF 31.40 FEET (THE CHORD OF SAID CURVE BEARS N. 22°45'00" W. 30.61 FEET), THENCE N. 0°15'00" W. 40.42 FEET, THENCE N. 17°16'36" W. 193.44 FEET, THENCE ALONG THE ARC OF A CURVE TO THE LEFT WITH A RADIUS OF 18.18 FEET A DISTANCE OF 43.95 FEET (THE CHORD OF SAID CURVE BEARS N. 88°26'14" W. 34.00 FEET), THENCE S. 6°05'53" W. 153.41 FEET, THENCE N. 83°54'07" W. 40.00 FEET, THENCE N. 6°05'53" E. 157.48 FEET, THENCE ALONG THE ARC OF A CURVE TO THE RIGHT WITH A RADIUS OF 58.18 FEET A DISTANCE OF 148.78 FEET (THE CHORD OF SAID CURVE BEARS N. 88°23'54" E. 111.43 FEET), THENCE S. 17°16'36" E. 199.91 FEET, THENCE S. 0°15'00" E. 46.40 FEET, THENCE S. 45°15'00" E. 8.69 FEET, THENCE S. 54°11'34" E. 8.49 FEET, THENCE ALONG THE ARC OF A CURVE TO THE LEFT WITH A RADIUS OF 41.22 FEET A DISTANCE OF 41.22 FEET (THE CHORD OF SAID CURVE BEARS S. 39°03'25" W. 40.06 FEET) TO THE POINT OF BEGINNING.



STAFF REPORT TO THE PLANNING COMMISSION

SUBJECT: Public Parking Location Options
AUTHOR: Bret Howser
DEPARTMENT: Administration
DATE: July 20, 2021
TYPE OF ITEM: Discussion

SUMMARY:

The Planning Commission will give input on potential locations for additional public parking precursor to a Town-wide parking plan

BACKGROUND:

With the increase in visitation in recent years in both winter and summer, public parking – particularly in the commercial core – has become an issue during peak times. In an effort to better plan for continued growth, the Town Council has asked the Planning Commission to identify any potential locations for future public parking. These locations will eventually be studied as part of a Town-wide public parking plan.

ANALYSIS:

The Planning Commission and staff will have an open discussion on the topic.

Currently public parking exists at the Chair 1 parking lot (48 spaces), Town Hall Parking Lot (about 20 spaces), Bristlecone Pond – East Parking Lot (36 spaces, plans to add 9 more), Village Way (about 75 spaces). Plans have been drawn to expand parking capacity along Village Way to 200 spaces (see attachment).

Parking is available at various businesses and condo complexes, but these aren't technically public parking lots available to anybody. Brian Head Resort's parking lots are privately owned, but are effectively used as public parking lots and have a capacity of 650 at Giant Steps and 625 at Navajo.

While each business is generally responsible to provide parking for their own guests, the reality is that the Resort guests are currently exceeding the Resort's parking capacity. For those staying in Town the shuttle service helps relieve this problem. But for day visitors, there's not a lot of places for them to park and leave their vehicle while the ride the shuttle. Also, the concept for commercial growth in the village core would be to have people park and wander through a pedestrian-oriented village. Having each individual business provide surface parking for these guests is inconsistent with the desired development pattern – so adjacent public parking for the Village Core must be anticipated as part of the solution. It remains a question whether the planned public parking on Village Way will be sufficient for that goal.

Potential locations may include, but are not limited to:

- Town-owned land:
 - Archery Range (staff does not see this as a good solution as its buried in an undeveloped residential neighborhood)

- 18-acres behind Grand Lodge (staff sees similar issues with this being buried behind residential uses)
- Parcel at top of Steam Engine (again, very remote and would bring traffic through neighborhoods)
- Relocate Town Hall (wouldn't gain a lot of parking)
- 40 acre parcel adjacent to Alpine Creek (on a wicked slope and not close to current ski operations and commercial)
- Town Meadow (violates current Council policy of meadow preservation)
- Purchase Land
 - Bingham Property above Navajo Lodge (good location for parking, but very expensive and prime commercial land)
 - Frontier West Land across from Navajo Lodge (very expensive, drainage issues, and parking would be an eyesore right in the commercial core)
 - Marshall property on Steam Engine behind Town Hall (very expensive, but might make a good location for a potential parking structure at the end of the Village Core)
 - Others??? Planning Commission should advise
- Other Options
 - Acquire parking down in Parowan and run a shuttle up the canyon

FINANCIAL IMPLICATIONS:

N/A

STAFF RECOMMENDATION:

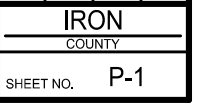
No recommendation

PROPOSED MOTION:

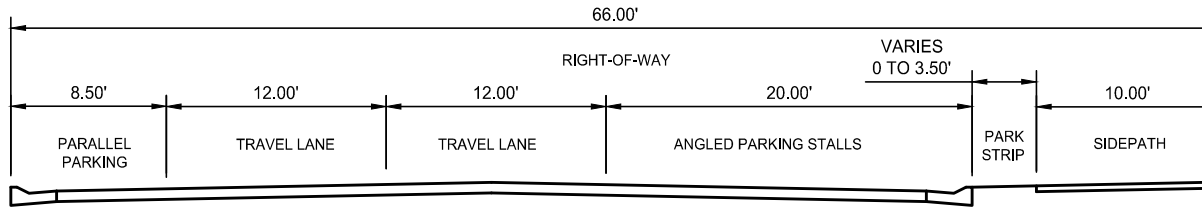
No motion necessary, item is discussion/informational only

ATTACHMENTS:

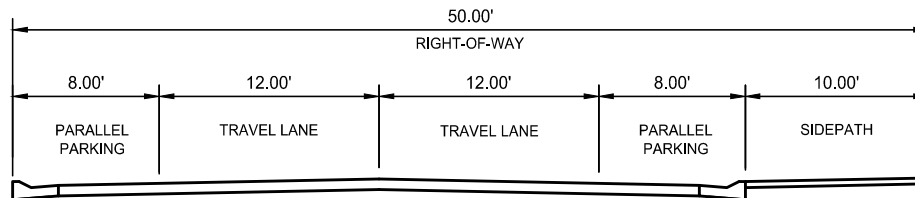
A – Village Way parking plans



VILLAGE WAY 66' ROW



VILLAGE WAY 50' ROW



STEAM ENGINE DR 60' ROW

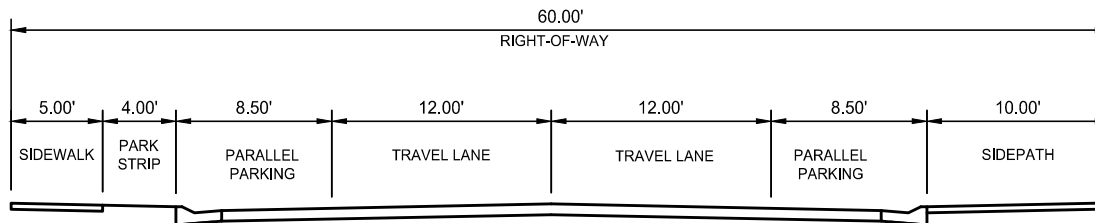


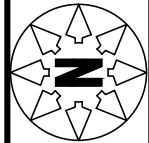
FIGURE: 1

IRON

BRIAN HEAD TOWN

VILLAGE CORE - BASE ALTERNATIVE

DRAWN:	FILE: TYPICAL SECTIONS_REV1	PROJECT: 1809-174	SHEET: TS-1
CHECK:	UPDATED: 3/8/2019	PLOTTED: 3/8/2019	

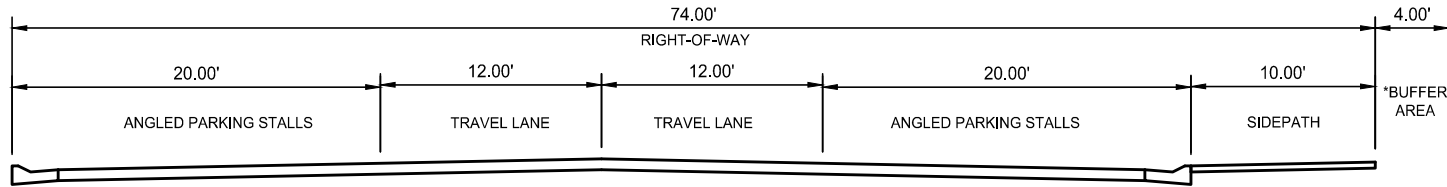


SCALE: 1"=10'

Jones & DeMille Engineering, Inc.
 CIVIL ENGINEERING - SURVEYING - TESTING
 GIS - ENVIRONMENTAL
 - infrastructure professionals -
 1.800.748.5275 www.jonesanddemicile.com

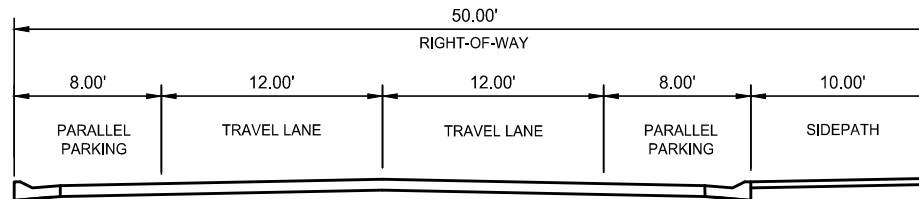


VILLAGE WAY - ALTERNATIVE 1 *74' ROW



* 78 FOOT RIGHT-OF-WAY WHERE SIDEPATH SHIFTS IN FRONT OF MALL
SEE PLAN SHEET FOR LOCATION

VILLAGE WAY - ALTERNATIVE 1 50' ROW



STEAM ENGINE DR - ALTERNATIVE 1 60' ROW

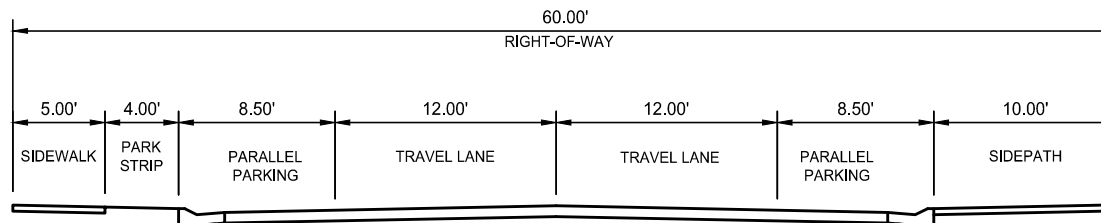


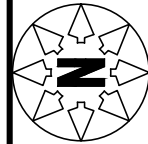
FIGURE: 2

IRON

BRIAN HEAD TOWN

VILLAGE CORE - ALTERNATIVE 1

DRAWN:	FILE: TYPICAL SECTIONS_REV	PROJECT: 1809-174	SHEET: TS-2
CHECK:	UPDATED: 3/8/2019	PLOTTED:	

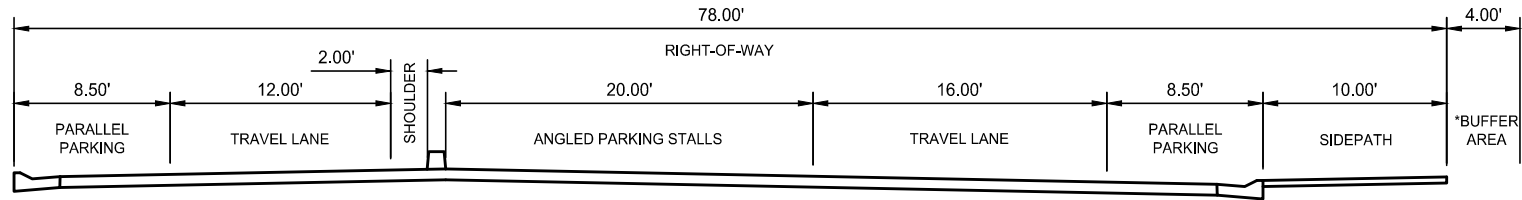


SCALE: 1"=10'

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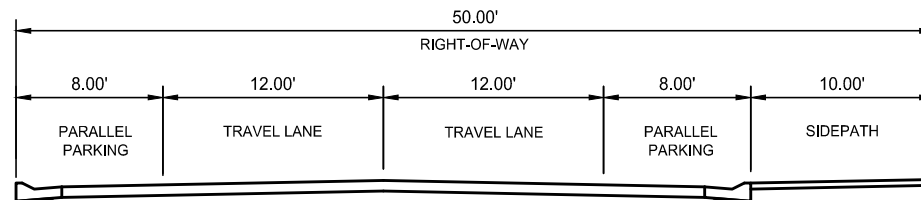


VILLAGE WAY - ALTERNATIVE 2 *78' ROW



* 82 FOOT RIGHT-OF-WAY WHERE SIDEPATH SHIFTS IN FRONT OF MALL
SEE PLAN SHEET FOR LOCATION

VILLAGE WAY - ALTERNATIVE 2 50' ROW



STEAM ENGINE DR - ALTERNATIVE 2 60' ROW

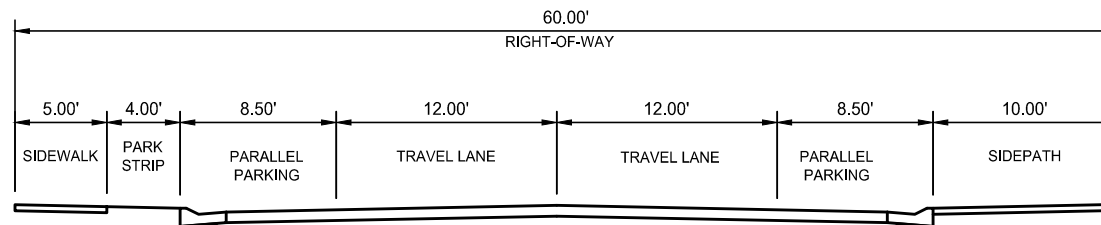


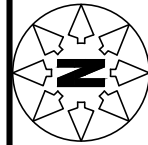
FIGURE 3

IRON

BRIAN HEAD TOWN

VILLAGE CORE - ALTERNATIVE 2

DRAWN: . . .	FILE: TYPICAL SECTIONS REV: . . .	SHEET: TS-3
CHECK: . . .	PROJECT: 1809-174	PLOTTED: 3/8/2019
	UPDATED: 3/8/2019	



SCALE: 1"=10'

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