



Notice is hereby given that the
WILLARD CITY PLANNING COMMISSION
Will meet in a regular session on
Thursday, October 21, 2021– 6:30 p.m.
Willard City Hall, 80 West 50 South
Willard, Utah, 84340

AGENDA

(Agenda items may or may not be discussed in the order they are listed and may be tabled or continued as appropriate.) Public Comment may or may not be taken

1. Prayer
2. Pledge of Allegiance
3. Roll Call
4. General Public Comment (Input for items not on the agenda. Individuals have three minutes for open comments)
5. Discussion/Action Items
 - a. Consideration of a Lot Line Adjustment for David Grant located at approximately 466 South Main (Parcel Nos. 02.052-0039 and 02-051-0172) – Continued from September 16, and October 7, 2021
 - b. Consideration of preliminary approval of The Orchards at Willard Subdivision Phase 2 located at approximately 300 South 200 West (Parcel Nos. 02-051-0251 and 02-051-00870) – Continued from September 16, and October 7, 2021
6. Consideration and approval of the October 7, 2021, regular Planning Commission minutes
7. Commissioner/Staff Comments
8. Adjourn

I, the undersigned duly appointed and acting Deputy City Recorder for Willard City Corporation, hereby certify that a copy of the foregoing notice and agenda was posted at the City Hall and on the State of Utah Public Meeting Notice Website this 18th day of October, 2021.

/s/ Michelle Drago

Deputy City Recorder

Individuals with questions, comments, or needing special accommodations pursuant to the Americans with Disabilities Act regarding this meeting may contact Michelle Snarr at (435) 734-9881. I, the undersigned duly appointed and acting Recorder for Willard City Corporation, hereby certify that a copy of the foregoing notice and agenda was posted at the City Hall and on the State of Utah Public Meeting Notice Website this 18th day of October, 2021

/s/ Michelle Drago

Deputy City Recorder

WILLARD CITY PLANNING COMMISSION
APPLICATION FOR PLANNING COMMISSION HEARING

Application Date:

9-3-2021

Assessor's Parcel Number

Applicant:

David Grant

02-052-0039 & 02-051-0172

Parcel Legal Description

Mailing Address

488 S. Main St

Willard, UT 84340

Project Address

468 S. Main St.

Willard, UT 84340

Phone Number

801-430-0218

Cell Phone

same

I hereby request a hearing before the
Willard City Planning Commission in
behalf of my application for:

☐

Conditional Use Permit \$25 Fee

☒

Lot Line Adjustment \$25 Fee

☐

Other Fee variable, \$25 Min.

NOTE: Fees will be charged on each application and are non-refundable. Additional applications on the same project will be considered as new applications and be charged accordingly. All applications, with required data and fees, must be filed in the Willard City Office at least two weeks prior to the scheduled hearing date.

Additional sheets, as required.)

Applicant Affidavit on back of this page.

WILLARD CITY CORPORATION

80 W 50 S

PO Box 593

Willard UT 84340

435-734-9881

Receipt No: 1.011256

Sep 3, 2021

GRANT, DAVID R

Charges for Services

Charges - PC & B of Adj

APP FOR PC HEARING FOR LOT LINE

ADJUSTMENT 468 S MAIN

25.00

Total:

25.00

Check

Check No: 1723

Total Applied:

25.00

25.00

Change Tendered:

.00

Duplicate Copy
09/03/2021 10:14 AM

Form PC-1 Rev. 9/3-02

APPLICANT'S AFFIDAVIT

STATE OF UTAH)
) SS
COUNTY OF BOX ELDER)

I, (we) David R. Grant, being duly sworn, depose and say that I, (we) am (are) the owner(s)*, or authorized agent(s) of the owner, of property located at 468 S Main in Willard City, which property is involved in the attached application and that the statements and answers therein contained and the information provided in the attached plans and other exhibits present thoroughly, to the best of my (our) ability, the argument in behalf of the application herewith requested and that the statements and information above referred to are in all respects true and correct to the best of my (our) knowledge and belief.

SIGNED [Signature]

Property Owner(s)

AGENT _____

Subscribed and sworn before me this 3rd day of September 2021



Michelle Drago
Notary Public

Residing in Perry, Utah
My commission expires: 2/2/25

* May be owner of record, contract owner, part to valid earnest money agreement, option holder or have other legal control of property.

AGENT AUTHORIZATION

I, (we) _____, the owner(s) of real property described above, hereby appoint _____, as my (our) agent(s) to represent me (us) with regard to this application affecting the above described real property, and do authorize them to appear on my (our) behalf before any Willard City Boards considering this application.

SIGNED _____

Property Owner(s)

Subscribed and sworn before me this _____ day of _____ 20 ____

Notary Public

Residing in _____
My commission expires: _____



02-051-0033

341 S

JARVIS BYRON WELAJ JT
02-051-0208

369 S

MITCHELL CRAIG A JT
02-051-0039

387 S

BECKSTEAD DONNA JT
02-051-0100

415 S

GITTINS NICHOLAS RAY ETUX
02-051-0101

435 S

DAVIS RICHARD SHAWN
02-051-0102

MAIN ST 89

384 S

BUCK J DAVID ETAL TTEE
02-051-0034

CHRISTENSEN THOMAS F TTEE ETAL
02-051-0170

MOSS ROBERTA A
02-051-0171

CHRISTENSEN THOMAS F TTEE ETAL
02-051-0169

BRAEGGER DUANE H TTEE
02-051-0172

GRANT DAVID JT
02-052-0039

GRANT DAVID JT
02-052-0028

488 S

CHAPIN RENEE M
02-052-0024

WARD AARON T JT
02-052-0049

WARD AARON T JT
02-052-0043

550 S

SMITH EMMAN DANIEL
02-052-0027

565 S

ROSS TERRY D ETAL JT
02-053-0005

108 W

370 S

127 W

113 W

384 S

JEX DARRYL JT
02-051-0226

FERNANDEZ HANUAR JT
02-051-0229

MOULTRIE CAMRON JT
02-051-0230

MOTE TRAVIS JT
02-052-0004

100 W

LEMON RANDALL CHARLES
02-052-0005



PARCEL NO. 1 ADJUSTED BOUNDARY DESCRIPTION

A PART OF THE SOUTHWEST QUARTER AND A PART OF THE NORTHWEST QUARTER OF SECTION 26, TOWNSHIP 8 NORTH, RANGE 2 WEST OF THE SALT LAKE BASE AND MERIDIAN.

BEGINNING AT A POINT LOCATED 2336.00 FEET SOUTH 89°03'30" EAST ALONG THE NORTH LINE OF SAID SECTION 26 AND 2572.07 FEET SOUTH 01°11'53" WEST AND 471.50 FEET NORTH 89°00'26" WEST FROM THE NORTHWEST CORNER OF SAID SECTION 26;

RUNNING THENCE SOUTH 01°59'17" WEST 301.83 FEET; THENCE NORTH 89°04'49" WEST (NORTH 89°01'00" WEST BY RECORD) 144.31 FEET TO THE EAST RIGHT-OF-WAY LINE OF 100 WEST STREET; THENCE NORTH 01°59'17" EAST (NORTH 00°49'09" EAST BY RECORD) 302.02 FEET ALONG SAID EAST RIGHT-OF-WAY LINE; THENCE SOUTH 89°00'26" EAST (NORTH 89°47'41" EAST BY RECORD) 144.30 FEET TO THE POINT OF BEGINNING. CONTAINING 1.00 ACRES.

PARCEL NO. 2 ADJUSTED BOUNDARY DESCRIPTION

A PART OF THE SOUTHWEST QUARTER AND A PART OF THE NORTHWEST QUARTER OF SECTION 26, TOWNSHIP 8 NORTH, RANGE 2 WEST OF THE SALT LAKE BASE AND MERIDIAN.

BEGINNING AT A POINT ON THE WESTERLY RIGHT-OF-WAY LINE OF HIGHWAY 89 LOCATED 2336.00 FEET SOUTH 89°03'30" EAST ALONG THE NORTH LINE OF SAID SECTION 26 AND 2572.07 FEET SOUTH 01°11'53" WEST FROM THE NORTHWEST CORNER OF SAID SECTION 26;

RUNNING THENCE SOUTH 11°08'35" EAST (SOUTH 12°18'52" EAST BY RECORD) 207.97 FEET ALONG SAID WESTERLY RIGHT-OF-WAY LINE; THENCE NORTH 89°04'49" WEST 217.23 FEET; THENCE SOUTH 00°55'11" WEST 97.80 FEET; THENCE NORTH 89°04'49" WEST (NORTH 89°01'00" WEST BY RECORD) 303.36 FEET; THENCE NORTH 01°59'17" EAST 301.83 FEET; THENCE SOUTH 89°00'26" EAST (NORTH 89°47'41" EAST BY RECORD) 471.50 FEET TO THE POINT OF BEGINNING. CONTAINING 2.99 ACRES.



WILLARD CITY
Planning Commission Meeting – Regular Meeting
September 16, 2021 – 6:30 p.m.
Willard City Hall – 80 West 50 South
Willard, Utah 84340

Bryce Wheelwright stated that the Planning Commission could table consideration of the preliminary plan for The Orchards Phase 2 and send it back to the SLUA for a traffic study.

Chairman Bodily asked how long it would take to complete a traffic study, and how much would it cost. Mr. Wheelwright wasn't sure how long it would take. It would cost the City some money. Chris Davis said a lot of times, a developer paid for a traffic study.

Chairman Bodily wanted to get an answer on 200 West. What was the current traffic count, and what was the road's capacity? Then the Planning Commission would be able to answer the frequent comments it received about traffic.

Chad Braegger stated that the developer was only trying to get approval for twelve lots. He didn't feel traffic from that many homes would overload the streets.

Garth Day stated that during the Planning Commission's discussion, it had implied that Heritage Land needed to do a couple of things – a traffic study and apply magnesium chloride to the dirt road for dust reduction. They would be more than happy to participate in a traffic study. He felt confident showing the Planning Commission the real numbers. It was frustrating to have everyone guessing. Heritage Land planned differently than the City's general plan did. The Planning Commission needed a traffic count on 200 West. He didn't feel the City needed a traffic count to determine the capacity of a 60-foot wide residential street. The City knew how many cars and trips per day that kind of road could handle. The other part that was missing from the discussion was the fact that the 100 or so lots they were proposing would not all use 200 South. Part of their property included 500 West. They planned to build 500 West all the way to 600 South. They could control that connection. As they developed and planned, they didn't just ask if 200 West could handle all 100 homes, because not all of the traffic would use it. They were building another corridor. Heritage Land would be more than happy to participate in a traffic study or a traffic analysis. If the subdivision was sent back to the SLUA there could be a more detailed discussion. Mr. Day said Heritage Land would be willing to budget the cost of a magnesium chloride application to 200 West in their construction costs. He knew there was a dust control issue. He didn't feel it would be super expensive. If it was something that would really help, he felt they should do their share. They could talk to SLUA about both issues.

Commissioner Bingham moved to table consideration of preliminary approval for The Orchards at Willard Subdivision Phase 2 and to send it back to the SLUA for a traffic study. Commissioner Hulseley moved to second the motion. All voted "aye." The motion passed unanimously.

Chris Davis asked if the Planning Commission wanted the traffic study to focus just on 200 West. Commissioner Harrop felt it should address 200 West, 200 South, and the bottleneck at their intersection. The Commission agreed.

5C. **CONSIDERATION OF A LOT LINE ADJUSTMENT FOR DAVID GRANT LOCATED AT APPROXIMATELY 466 SOUTH MAIN (PARCEL NOS. 02-052-0039 AND 02-051-0172)**

Bryce Wheelwright stated that David Grant had purchased property from Duane Braegger and wanted to adjust property lines. He wasn't proposing to create a new lot. There were currently three parcels. There would be three parcels when the lot lines were adjusted.

Colt Mund, City Attorney, asked that the Planning Commission table consideration of the lot line adjustment in order to allow him to verify that the land had actually exchanged hands and to complete a legal review.



WILLARD CITY
Planning Commission Meeting – Regular Meeting
September 16, 2021 – 6:30 p.m.
Willard City Hall – 80 West 50 South
Willard, Utah 84340

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Commissioner Harrop moved to table consideration of a lot line adjustment for David Grant located at approximately 466 South Main until the next meeting in order to allow the City Attorney time to complete a legal review. Commissioner Dubovik seconded the motion. All voted “aye. The motion passed unanimously.

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6. CONSIDERATION AND APPROVAL OF SEPTEMBER 2, 2021, REGULAR PLANNING COMMISSION MINUTES

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Commissioner Baker moved to approve the September 2, 2021, regular Planning Commission minutes as written. Commissioner Harrop seconded the motion. All voted “aye.” The motion passed unanimously.

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7. COMMISSIONER/STAFF COMMENTS

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Chris Davis, City Manager, reported that the trail on 200 West had been narrowed.

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Commissioner Bingham felt the City needed to get moving on a new PUD Ordinance. The Planning Commission could move forward with the PUD Ordinance while it waited for completion of the General Plan.

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Chairman Bodily asked about The Shack. Bryce Wheelwright stated that the new owner was talking about creating office spaces.

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8. ADJOURN

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Commissioner Harrop moved to adjourn at 8:01 p.m. Commissioner Hulseley seconded the motion. All voted in favor. The motion passed unanimously.

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Minutes were read individually and approved on: _____

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Planning Commission, Chairman
Sid Bodily

Planning Commission Secretary
Michelle Drago

573
dc:PC 09-16-2021

Willard, Utah 84340
(435)734-9881

PUBLIC HEARING NOTICE

In compliance with the Americans with Disabilities Act, individuals needing special accommodations (including auxiliary communications, aids and services) during this meeting should notify the City Office at 80 West 50 South, Willard, Utah 84340; phone number (435) 734-9881, at least three working days prior to the meeting.

/s/ Michelle Drago
Deputy City Recorder



WILLARD CITY PLANNING COMMISSION SUBDIVISION APPLICATION

Application Date 8/30/2021

Proposed Subdivision Data
Subdivision Name

Applicant
Heritage Dev

Orchards Ph. 2

Mailing Address
9 West Forest
BRIGHAM City UT

Application Level (Check One)

☒ Sketch Plan

Project Address
200w 300 s.
Willard UT

Date _____ Approval _____

☐ Preliminary Plat*
*(Not required for In-fill Subdivisions)

Email Address _____

Date _____ Approval _____

☐ Final Plat

Phone Number 435 730-8208

Date _____ Approval _____

Cell Phone _____

Assessor Parcel Number SEE ATTACHED

Fax Number _____

Number of lots 12

FEES MUST ACCOMPANY APPLICATION SUBMISSION AT EACH LEVEL.

FEE COMPUTATION

	Administrative	Engineering	Attorney	TOTAL
<u>Sketch Plan</u>	\$50 + \$2/Acre <u>\$65.00</u>	Billed to the Developer		
Preliminary Plat	\$50 + \$15/Lot	Billed to the Developer	\$100 + \$10/Lot	
Final Plat	\$50 + \$5/Lot	Billed to the Developer	\$50 + \$5/Lot	

CAUTION: No part of the proposed subdivision may be sold or offered for sale until the Final Plat is approved by the Willard City Council.

APPLICANT'S AFFIDAVIT

STATE OF UTAH)
) SS
COUNTY OF BOX ELDER)

I, (we) Garth Day, being duly sworn, depose and say that I, (we) am (are) the owner(s)*, or authorized agent(s) of the owner, of property located at 200 W 300 S in Willard City, which property is involved in the attached application and that the statements and answers therein contained and the information provided in the attached plans and other exhibits present thoroughly, to the best of my (our) ability, the argument in behalf of the application herewith requested and that the statements and information above referred to are in all respects true and correct to the best of my (our) knowledge and belief.

SIGNED Heritage Dev.

Property Owner(s)

AGENT GARTH DAY, V.P. DEV

Subscribed and sworn before me this 30 day of August 2001



Michelle Drago
Notary Public

Residing in Kearney, UT

My commission expires: 2/2/25

* May be owner of record, contract owner, part to valid earnest money agreement, option holder or have other legal control of property.

AGENT AUTHORIZATION

I, (we) _____, the owner(s) of real property described above, hereby appoint _____, as my (our) agent(s) to represent me (us) with regard to this application affecting the above described real property, and do authorize them to appear on my (our) behalf before any Willard City Boards considering this application.

SIGNED _____

Property Owner(s)

Subscribed and sworn before me this _____ day of _____ 20 ____

Notary Public

Residing in _____

My commission expires: _____

THE ORCHARDS AT WILLARD PHASE 2
 PART OF SECTION 26 & 27, TOWNSHIP 8 NORTH,
 RANGE 2 WEST, MERIDIAN
 SALT LAKE COUNTY, UTAH
 SKETCH PLAN



ALLIANCE CONSULTING
 ENGINEERS
 100 EAST 200 NORTH SUITE 200
 WILLY, UTAH 84121
 (435) 755-5121

NO.	REVISION/DESCRIPTION	DATE	BY
1	ISSUED FOR		
2			
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THE ORCHARDS AT WILLARD PHASE 2
 PART OF SECTION 26 & 27, TOWNSHIP 8 NORTH,
 RANGE 2 WEST,
 SALT LAKE BASIN AND MERIDIAN
 WILLY, UTAH
 SKETCH PLAN

DATE: 08/20/2011
 DRAWN BY: [Signature]



WILLARD CITY
Subdivision Land Use Authority (SLUA) – Special Meeting
August 19, 2021 – 1:30 p.m.
Willard City Hall – 80 West 50 South
Willard, Utah 84340

1 The meeting was a special meeting designated by resolution. Notice of the meeting was provided 24 hours
2 in advance. A copy of the agenda was posted at the City Hall and on the State of Utah Public Meeting
3 Notice Website.

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5 The following members were in attendance:

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7 Chris Davis, City Manager Wes Thompson, Public Works Supervisor
8 Chris Breinholt, City Engineer/Jones & Associates Michelle Drago, Deputy City Recorder
9 Bryce Wheelwright, City Planner

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11 Excused: Van Mund, Fire Chief, and Colt Mund, City Attorney

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13 Others in attendance: Garth Day and Aaron Robertson, Heritage Land Holdings/Sierra Homes

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15 1. CALL TO ORDER

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17 Bryce Wheelwright called the meeting to order at 1:40 p.m.

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19 2A. DISCUSSION REGARDING A CONCEPT PLAN FOR THE ORCHARDS AT WILLARD
20 SUBDIVISION LOCATED AT APPROXIMATELY 300 SOUTH 200 WEST (02-054-0005, 02-
21 054-0007, 02-054-0008, 02-054-0009, 02-054-0010, 02-054-0011, 02-054-0012,
22 02-054-0013, 02-054-0017, 02-051-0004, 02-051-0085, 02-051-0087, 02-051-
23 0251, 02-051,0252)

24
25 Bryce Wheelwright stated that the purpose of the meeting was to review a concept plan for
26 the second phase of The Orchards at Willard Subdivision located at approximately 300 South
27 200 West. The Orchards was located on the old Lemon farm. The SLUA had discussed a
28 concept plan for The Orchards before the PUD Ordinance was repealed. The proposed second
29 phase contained lots that were all one-half acre in size.

30
31 Garth Day, Heritage Land Holdings, stated that the lot shown as Lot 107 on the concept plan
32 was quite large. It would probably be split into two lots. They planned to construct a full-width
33 road on the south side of the subdivision. Heritage Land was asking for clarification about a
34 pioneering agreement on the south side of the road because they didn't own the adjoining
35 property. The temporary detention basin at the south end of Phase 1 would be relocated
36 further to the west. The temporary basin would continue to move until a permanent location
37 could be determined.

38
39 Bryce Wheelwright asked if the subdivision would have a homeowner's association. Garth Day
40 said it would not. Mr. Wheelwright asked if the lots would have animal rights. Mr. Day said
41 they would if animals were allowed by the City's R1/2 Zone. Mr. Wheelwright said the R1/2
42 Zone did allow two large animals or four small ones. Mr. Day felt their restrictive covenants
43 would be more restrictive than the City's Zoning Ordinance.

44
45 Chris Breinholt felt the subdivision fit. There was existing sewer available.
46



WILLARD CITY

Subdivision Land Use Authority (SLUA) – Special Meeting

August 19, 2021 – 1:30 p.m.

Willard City Hall – 80 West 50 South

Willard, Utah 84340

Chris Davis asked if Phase 2 was zoned R1/2. Mr. Wheelwright said it was currently zoned A5, but the Future Land Use Plan showed this area with an R1/2 Zone. Mr. Davis and Mr. Wheelwright asked if all of the homes would be built by Sierra Homes. Aaron Robertson anticipated that they would be.

Aaron Robertson, Heritage Lane Holdings, said they had been hesitant about submitting plans for half-acre lots. They didn't want the City to think they had abandoned their plans for a Master Community Zone. If a Master Community Zone was approved, the lots in the first two phases would become part of the overall density calculations.

Chris Davis asked about water rights. Heritage Land had to provide one acre foot of water per lot unless they provided an irrigation system. Garth Day said the state engineer said they had roughly 200 acre feet of water between the two wells and their irrigation rights. They needed to calculate how much water that would be per lot.

Aaron Robertson asked how much water would be required per lot if they put in an irrigation system. Chris Breinholt said he would have to average the indoor and outdoor water usage.

Wes Thompson didn't have any issues with the proposed subdivision as long as the streets complied with the City's street standards.

Michelle Drago asked if the sewer shown on Lot 107 would make it difficult to place a home on the lot. Garth Day said the sewer shown on Lot 107 was for the old milk barn. It would be removed.

There was a discussion about whether the existing trailer home on the property was occupied and how it was getting water. Michelle Drago said the water meter for the trailer had been pulled. Mr. Davis was concerned about cross contamination if the occupant was using a garden hose to get water from the old barn. Wes Thompson felt the water meter for the barn would prevent a backflow. Garth Day stated that Randy Lemon told him the trailer would be vacated by June. Bryce Wheelwright said the trailer occupant told him he would be gone by the end of summer.

Chris Breinholt stated that this area was served by an existing 6-inch water line. Heritage Land would have to loop the water system or upsize the line. There was a discussion about the best way to loop the system.

Garth Day asked if it would be possible for the City to consider their subdivision application and rezone petition concurrently. Michelle Drago stated that on September 2nd, the Planning Commission could set a public hearing to consider the preliminary subdivision on September 16th. A public hearing to consider the rezone petition could be held on September 16th as well.

Chris Breinholt moved to approve the concept plan submitted by Heritage Land Holding subject to Heritage Land providing the required water and complying with the water connection required by the City Engineer and to forward the plan to the



WILLARD CITY
Planning Commission Meeting – Regular Meeting
September 2, 2021 – 6:30 p.m.
Willard City Hall – 80 West 50 South
Willard, Utah 84340

Commissioner Dubovik stated that the lot line adjustment would maintain both parcels as building parcels.

Bryce Wheelwright stated that both parcels would comply with the City's ordinances when the lot line was adjusted.

Commissioner Hulseley asked if a public hearing was required. Chairman Bodily said it wasn't. Bryce Wheelwright said a public hearing could be held if the lot line adjustment was controversial. He didn't feel this was a controversial issue.

Commissioner Bingham moved to approve a lot line adjustment for Justin Dickson located at approximately 265 East 1000 North (02-042-0009 and 02-042-0010). Commissioner Hulseley seconded the motion. All voted "aye." The motion passed unanimously.

5D. SET A PUBLIC HEARING TO CONSIDER PRELIMINARY APPROVAL OF THE ORCHARDS AT WILLARD SUBDIVISION PHASE 2 LOCATED AT APPROXIMATELY 300 SOUTH 200 WEST (02-051-0251 AND 02-051-0087)

Bryce Wheelwright stated that Heritage Land Holdings had started to develop The Orchards at Willard Subdivision with six lots in Phase 1 along 200 West. They wanted to start Phase 2, which would be located immediately west of Phase 1. However, that area was currently zoned A5. Heritage Land Holdings had submitted a request to rezone the 61 acres they owned in this area from A5 to R1/2. They were also requesting preliminary approval of Phase 2. On August 19th, SLUA reviewed and approved the preliminary plan for Phase 2. Heritage Land Holdings was requesting that the Planning Commission schedule public hearings for the rezone and preliminary approval on September 16, 2021.

Garth Day, Heritage Land Holdings, stated that they had purchased the Lemon orchards. At this time, they were proposing that they do half-acre lots. The Future Land Use Map showed this area with half-acre lots. They wanted to rezone their entire 61 acres at this time. They also wanted to start their next phase, which would consist of eleven lots. Phase 1 included the start of 300 South. The second phase would extend 300 South and add 400 South on the south side of Phase 2. The Planning Commission's earlier discussion about roads connecting did impact their property. Their master development plan showed both 400 West and 500 West stubbing to the north and continuing to the south.

Councilman Fred Ward liked the proposal, but he felt the Planning Commission needed to keep in mind that the City's capacity for water storage. The City had approved a development on the north side of the community that contained 73 lots. He recommended that the City meet with its water engineer to see if the City's current capacity could support the development proposed by Heritage Land Holdings.

Bryce Wheelwright stated that Heritage Land Holdings had the water rights for their development. The City had not approved the units mentioned by Councilman Ward.

Commissioner Dubovik stated that the City could build all the water tanks it wanted, but at some point it just wouldn't have the water capacity. During the last meeting he asked about the City's water current status. How many more lots could be built with the City's current storage capacity? What was the maximum number of homes that could be supported by the flow from the City's well? He asked that that information be available at the public hearing.

Garth Day stated that they were providing the City with 200 acre feet of water which was three times what they would be using.



WILLARD CITY
Planning Commission Meeting – Regular Meeting
September 2, 2021 – 6:30 p.m.
Willard City Hall – 80 West 50 South
Willard, Utah 84340

Commission Baker moved to set a public hearing on September 16, 2021, at 6:30 p.m. to consider a preliminary plan for The Orchards at Willard Subdivision Phase 2 located at approximately 300 South 200 West. Commissioner Bingham seconded the motion. All voted "aye." The motion passed unanimously.

Commissioner Baker moved to set a public hearing on September 16, 2021 at 6:30 p.m. to consider a petition from Heritage Land Holdings to rezone approximately 61 acres located at approximately 300 South 200 West from A5 to R1/2. Commissioner Dubovik seconded the motion. All voted "aye." The motion passed unanimously.

6. CONSIDERATION AND APPROVAL OF AUGUST 5, 2021, REGULAR PLANNING COMMISSION MINUTES

Commissioner Dubovik moved to approve the August 5, 2021, regular Planning Commission minutes as written. Commissioner Hulsey seconded the motion. All voted "aye." The motion passed unanimously.

7. COMMISSIONER/STAFF COMMENTS

Chairman Bodily asked what was going on at John Riley's. Bryce Wheelwright said the second access for Granite Ridge Phase 4 was being constructed. It started at 600 South. It would eventually loop around to 300 East. Mayor Braegger said the second access for the south side of Granite Ridge would be built when the Murray property developed.

Commissioner Bingham asked about the status of the PUD Ordinance. Bryce Wheelwright said the City's General Plan consultant was working on an ordinance for smaller lots/planned development ordinance. Bruce Parker was supposed to have reported to the City Council on August 26th, but that meeting was cancelled due to Covid. Mr. Parker would probably meet with the City Council on September 9th.

Commissioner Dubovik asked about discussions regarding a pedestrian bridge. Bryce Wheelwright the City had been discussing a pedestrian bridge for years. Because of past discussions, it seemed the City's current discussions with UDOT were carrying more weight. The issue was still alive.

Commissioner Hulsey stated that there was a Box Elder County Active Transportation Plan Meeting on October 12th. It was being sponsored by UDOT, UTA, and the Wasatch Front Regional Council. Planning Commission and City Council members had been invited to make comments. He felt that would be a good time to bring up the pedestrian bridge.

8. ADJOURN

Commissioner Hulsey moved to adjourn at 8:02 p.m. Commissioner Baker seconded the motion. All voted in favor. The motion passed unanimously.

Minutes were read individually and approved on: _____

Planning Commission, Chairman
Sid Bodily
dc:PC 09-02-2021

Planning Commission Secretary
Michelle Drago



WILLARD CITY
Planning Commission Meeting – Regular Meeting
September 16, 2021 – 6:30 p.m.
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Willard, Utah 84340

traffic; sometimes there was not. He was worried about moving forward without a plan for a second road in and out.

Bryce Wheelwright said the Subdivision Ordinance stated that a developer was responsible to develop the roads in his subdivision. If Heritage Land purchased the ground south of them, then they would have to pave 200 West to the south. Until someone purchased and developed the land to the south or the City decided to pave the road, 200 West would remain a dirt road.

Commissioner Bingham felt it would be helpful if someone could put some calcium chloride on 200 West once in a while to keep the dust down. Then people would use 200 West. He felt that would be a big improvement. At this point, he couldn't see anything to stop the Planning Commission from approving the rezone.

Commissioner Hulsey felt the public was pretty concerned about the traffic. He asked if the planning consultant would have a traffic study the City could look at next week. Mr. Wheelwright said the planning consultant would make a report to the City Council, but he didn't know what the report would entail. Commissioner Hulsey felt the City should wait to make a decision on the rezone until it received traffic numbers.

In response to a question from Councilman Seamons, Chris Davis stated that he could find out what the planning consultant planned to include in his September 23rd report. The 23rd report would not be a final draft. It would be a preliminary status update.

Doug Younger felt Heritage Land Holding should be able to proceed according to the current master plan. Why did they have to wait?

Commissioner Bingham stated that the rezone application submitted by Heritage Land Holding did comply with the current master plan.

Commissioner Harrop agreed that the application met the requirements set forth in the master plan. He felt the Planning Commission could approve the rezone and address the traffic during the subdivision review.

Commissioner Dubovik asked if there any agricultural firms interested in purchasing the Lemon orchards and making them a viable business again. Garth Day said they could if they were willing to pay what they paid for the land to farm it. Commissioner Dubovik also agreed there wasn't anything in the ordinance to prevent approval of the rezone application. He would have a hard time moving further than the rezone because of the City's current ordinance.

Commissioner Harrop moved to recommend that the City Council approve the rezone of 61 acres located at approximately 300 South 200 West from A5 to R1/2. Commissioner Bingham seconded the motion. A roll call vote was taken: Commissioners Bingham, Dubovik, and Harrop voted "aye." Commissioners Baker and Hulsey voted "nay." The motion passed.

5B. PUBLIC HEARING TO CONSIDER PRELIMINARY APPROVAL OF THE ORCHARDS AT WILLARD SUBDIVISION PHASE 2 LOCATED AT APPROXIMATELY 300 SOUTH 200 WEST (PARCEL NOS. 02-051-0251 AND 02-051-0087)

Commissioner Dubovik moved to open the public hearing at 7:16 p.m. Commissioner Hulsey seconded the motion. All voted "aye." The motion passed unanimously.



WILLARD CITY

Planning Commission Meeting – Regular Meeting

September 16, 2021 – 6:30 p.m.

Willard City Hall – 80 West 50 South

Willard, Utah 84340

Bryce Wheelwright stated that the Planning Commission just recommended that the City Council approve Heritage Land's petition to rezone their property from A5 to R1/2. Heritage Land was asking that the Planning Commission grant preliminary approval of their second phase, which would consist of twelve half-acre lots and would be located directly west of Phase 1. It included paving 300 South, 400 South, and 250 West. Heritage Land was bringing water rights with the subdivision that would be turned over to the City. Infrastructure would include curb, gutter, and sidewalk.

Garth Day, Heritage Land Holding, stated that Willard's Zoning Ordinance required the Planning Commission to hold a public hearing prior to approving a preliminary subdivision plan. He understood that their preliminary plan was subject to the City Council approving their rezone request. He explained that Phase 2 would consist of twelve lots. The layout mirrored Phase 1. A full road would be built on the south end of Phase 1 and 2 to provide a second access. He wasn't sure how to address the Planning Commission's traffic concerns. UDOT said that residential traffic at this scale was negligible. These streets weren't Riverdale Road or Main Street in Logan. The traffic consisted of residential trips. He didn't know what the City's traffic study would show. He hadn't seen traffic counters in the area. He didn't know how the planning consultant would generate the traffic information. Two Hundred West (200 West) would extend south to 600 South, which would be a little bit bigger road. Traffic on 600 South would dump onto Highway 89, the arterial street. He didn't know what other plans could be done for their area. They were trying to acquire property further south to give them more access to 200 West so they could develop that road further. They had heard the City and the public loud and clear. They understood that was the direction everything was going. He wasn't sure the City would receive some magic answer about the traffic from its planning consultant. Because traffic wasn't being counted, he felt the planning consultant would use UDOT and Wasatch Front Regional Council numbers to generate an estimate. Those numbers were 1.6 units per acre based on so many trips per day. He felt the Planning Commission would have to take that number and determine if the City roads were big enough to handle that much traffic and how traffic could be circulated out of this area. He wished there was more they could do to help with the traffic, but they were locked into the property they owned. Mr. Day said Heritage Land was committed to the City. They would be happy to participate in some offsite improvements. The residents they were bringing to the City would be their clients. They would be around a long time.

Chairman Bodily opened the floor for public comments.

Travis Mote, 455 South 200 West, stated that the flood control basins that went into these subdivisions needed to be connected to drainage that went to Willard Bay. The basins were a mess. No one maintained them. The one next to his home got plugged with dead organic material. He felt the City needed a different solution. He suggested that the basins be deeded to landowners in the form of easements. Landowners could then maintain them. The basins didn't, and wouldn't, function if they weren't maintained, and they weren't being maintained. He wasn't sure who was responsible for them. At one point he heard it was the Willard Flood Control, but Flood Control said they didn't have money to maintain the basins.

Chad Braegger, 1789 North 200 West, agreed with Chairman Bodily about the pedestrian traffic on 200 West. Two Hundred South (200 South) was much busier. It needed curb, gutter, and sidewalk to keep children out of the roads. He felt Heritage Land Holding's subdivision fit the master plan. Half-acre lots in Willard was not a terrible thing. There were things the City could do to keep the children and pedestrians safe. Finishing 200 West to where the curb and gutter started on the Nathan Braegger Subdivision would help.

Garth Day stated that there were two elements to flood control in Willard City. There was storm water collected by curb and gutter. It ran into the local system which ultimately dumped it out. Flood control was



WILLARD CITY
Planning Commission Meeting – Regular Meeting
September 16, 2021 – 6:30 p.m.
Willard City Hall – 80 West 50 South
Willard, Utah 84340

344 a whole other entity. Flood control picked up water off the mountain and ran it through the City. Heritage
345 Land didn't, and couldn't, connect to the Flood Control District. The detention basins were the City's
346 responsibility. One function of the City was to collect storm water. A lot of the Wasatch Front was moving
347 away from curb and gutter because cities didn't want to collect storm water any longer. In Willard, detention
348 basins were built and deeded to the City. In some places, the detention basins could be large enough to be
349 multi-use, such as a park. It was up to the City to determine how to maintain them. Heritage Land did not
350 have any intention of putting water into the Flood Control District.

351 Bryce Wheelwright clarified that in Willard City storm control basins were actually deeded to the Willard
352 Flood Control District. Willard Flood Control was responsible to maintain them. In the past, City employees
353 had tried to help them by spraying weeds.

354
355 Chairman Bodily stated that until the City put in a storm drain system, there wasn't any other choice.

356
357 Bryce Wheelwright stated that the Zoning Ordinance required each subdivision to control its storm runoff
358 on site.

359
360 Garth Day stated they didn't put any water into the flood control system. Mr. Wheelwright said the storm
361 runoff was maintained and controlled on site

362
363 Councilman John Seamons, 575 North Main, stated that the Master Plan update was started a year ago.
364 The update was the panacea; it was supposed to fix all of the City's problems. Those who had worked with
365 master plans knew the consultants would do the best they could, but they wouldn't be bringing traffic counts
366 to the City. They provide an estimate. When he asked Mr. Mote what he thought the master plan would
367 look like, Mr. Mote thought it would look like the current master plan. If that was the case, what was the City
368 going to get? He wasn't sure what the master plan was going to fix. He didn't think it would show the City
369 where half acre and quarter-acre lots were going to be. The City hadn't even received a first draft. There
370 would be a couple of first drafts and preliminary drafts. When he was interviewed a few weeks ago, he
371 asked when the General Plan would be finished. He was told it probably wouldn't be ready until December.
372 He wasn't sure the City wanted to hold off everything until the master plan update was done.

373
374 A question from Commissioner Dubovik generated a discussion about when the current master plan was
375 drafted. Some thought it was done in 2002 and was good until 2016 or 2017. Commissioner Dubovik asked
376 who prepared the current master plan. Bryce Wheelwright said the current master plan was prepared by
377 the Planning Commission, and it was good until 2017.

378
379 Commissioner Dubovik stated that the City was paying a lot of money to a professional firm who had deep
380 experience and state-wide knowledge about how other communities had been planned. He expected them
381 to apply their knowledge and expertise to Willard. He expected them to tell the City where it had gone
382 wrong, where it had gone right, and what it needed to consider.

383
384 Councilman Seamons agreed with Commissioner Dubovik, but right now he wanted to see more than just
385 the questionnaire that had been sent out. He asked when the City entered into the contract. Chris Davis
386 said the contract was signed in early spring. Councilman Seamons said consultants didn't always do what
387 you wanted unless they were directed. So far the City really hadn't had a chance to direct them.

388
389 Commissioner Bingham felt it would a while before the City had a final master plan. It needed to move
390 forward with what it had.



WILLARD CITY
Planning Commission Meeting – Regular Meeting
September 16, 2021 – 6:30 p.m.
Willard City Hall – 80 West 50 South
Willard, Utah 84340

Bart Wade, 220 South 200 West, understood that Phase 2 would tie into the current subdivision on 200 West. They had enjoyed their view for 30 years, and they totally supported half-acre lots. The traffic was busier than it was. Right now it was livable, but he was concerned about the growth. There needed to be a plan to address the traffic sooner rather than later.

Commissioner Bingham moved to close the public hearing at 7:34 p.m. Commissioner Hulsey seconded the motion. All voted “aye.” The motion carried.

Commissioner Bingham stated that this was the type of subdivision the City was looking for. Based on the size of development Heritage Land was proposing, he didn't feel it would be unreasonable to ask for a traffic study before moving forward. There could be 100 homes before there was a paved road to 600 South. A traffic study could help the Planning Commission see what traffic the road currently had and what a safe amount would be. He also felt a reasonable temporary solution might be putting down dust control a couple of times a year. This area channeled a lot of people. The City would have to deal with growing pains to reach its ultimate goal.

Bryce Wheelwright stated that the City Engineer reviewed subdivision applications before they were brought before the Planning Commission. He had mentioned several times that 100 West, 200 West, 100 East, and 200 East were designed to be collector streets; to bring traffic out to Highway 89. The City Engineer said the current traffic flows on those streets did not come close to capacity at this time. The City Engineer felt the roads could handle what Heritage Land was proposing at this time.

Commissioner Dubovik asked how the City did a traffic study. Bryce Wheelwright stated that three years ago the City received a grant to put in a pedestrian crossing light at 750 North 200 West. When UDOT and BRAG did a traffic study on 200 West, they determined there wasn't enough traffic to warrant a crossing signal, and they withdrew the grant funds.

Commissioner Dubovik said data was data, but perception was reality for the people who lived there. He was concerned that the master plan contract did not include a delivery date. Was there a period of performance? Had all of the money been allocated? Was there grant money still available that could be used for a traffic study? Could the City direct the consultant to do a traffic study as part of the update? Chris Davis, City Manager, stated that the period of performance in the contract was a year. The contract was for \$40,000. Part of the reason, Bruce Parker was hired was because Dr. Joe Perrin was part of the team. Dr. Perrin was a traffic engineer. The City anticipated that part of their recommendation would include a traffic component. Mr. Davis said the consultants had taken traffic counts on South Center. He would check to see if they had taken counts in other areas.

Commissioner Dubovik felt that lack of information from the master plan consultant was holding up development plans for the City.

Commissioner Bingham felt the City needed to move forward with the current plan until an updated plan was available.

Commissioner Hulsey stated as a civil engineer he frequently worked late nights in order to meet work deadlines for a client. If the City wasn't satisfied with the master plan consultant's time frame, it needed to let him know. He didn't feel it would be unreasonable to ask the consultant what the status of the plan was, what percentage was complete, and estimations on completion percentages. He felt the City needed to set up expected deadlines. He did not anticipate that the updated master plan would provide magic answers



WILLARD CITY
Planning Commission Meeting – Regular Meeting
September 16, 2021 – 6:30 p.m.
Willard City Hall – 80 West 50 South
Willard, Utah 84340

about access. He did anticipate that it would provide a threshold for how many homes a road could support. He felt the City should wait to approve the rezone until the City knew what the threshold was.

Commissioner Bingham stated that with a traffic count the Planning Commission and the City Engineer could come up with a threshold number. What a road could handle and what people felt a road could handle were two different things. If someone lived on a road with very little traffic, they could perceive a few additional cars as a lot of traffic. He felt speed control would make a big impact. There were a lot of pedestrians on the trail. He felt the road could handle this subdivision just fine.

Commissioner Hulseley also felt the road could handle the traffic. He liked the subdivision and the half-acre lots. However, he was listening to the public, which the Planning Commission was meant to represent. The public wanted a traffic count to see what the capacity of the road was. He recommended that Heritage Land provide that traffic count. Then the Planning Commission could determine if the big influx of traffic would impact safety concerns and understand how many more homes could be approved. He felt the City should understand what the end number was before homes were started.

Commissioner Dubovik wanted to see two numbers – the actual traffic flow and what the capacity was.

Commissioner Hulseley felt those numbers would settle a lot of the citizen's concerns. Everyone would know that while the traffic might be uncomfortable, it was safe.

Commissioner Baker agreed that growth was coming. She didn't have a problem with it. She agreed that the half-acre lots complied with the Zoning Ordinance, current master plan, and was what the public wanted. However, she was concerned about tweaking the ordinances for the developers.

Commissioner Bingham said ordinances weren't tweaked for developers. Ordinances were changed to meet the needs of the City.

Commissioner Dubovik stated that the verbiage he put together for the Street Ordinance amendment wasn't tweaking. It would provide the Planning Commission more control over accesses.

Commissioner Baker felt the City was always changing something to meet someone's need. The City's books were outdated. She understood the City was in the process of getting things updated. She felt there needed to be time stamps on ordinances that were passed. Once the ordinances were digitized, she felt all of the members should have laptops to be able to research the ordinances. Things had been so outdated for so long, everything was a can of worms.

Commissioner Harrop stated that as growth occurred it was necessary to tweak things. It was hard for the Planning Commission to make decisions that made everyone happy. The Planning Commission had to follow the ordinances. There was always change. The City's ordinances had been changed ever since Willard became a city. They were changed to meet demands, to provide structure, and to properly guide the City in a direction that was pleasing to the majority. It was a never ending evolution. He asked if magnesium chloride could be applied to 200 West and 600 South a few times a year to keep the dust down. He felt that would seal the surface and minimize the dust. If the City approved this subdivision, would the developer be willing to participate in that application? He felt magnesium chloride was pretty inexpensive. It would make the dirt roads much nicer, and hopefully relieve some of the pressure on 200 South.

Chairman Bodily reminded the Planning Commission that it needed to follow the Subdivision Ordinance.



WILLARD CITY
Planning Commission Meeting – Regular Meeting
September 16, 2021 – 6:30 p.m.
Willard City Hall – 80 West 50 South
Willard, Utah 84340

Bryce Wheelwright stated that the Planning Commission could table consideration of the preliminary plan for The Orchards Phase 2 and send it back to the SLUA for a traffic study.

Chairman Bodily asked how long it would take to complete a traffic study, and how much would it cost. Mr. Wheelwright wasn't sure how long it would take. It would cost the City some money. Chris Davis said a lot of times, a developer paid for a traffic study.

Chairman Bodily wanted to get an answer on 200 West. What was the current traffic count, and what was the road's capacity? Then the Planning Commission would be able to answer the frequent comments it received about traffic.

Chad Braegger stated that the developer was only trying to get approval for twelve lots. He didn't feel traffic from that many homes would overload the streets.

Garth Day stated that during the Planning Commission's discussion, it had implied that Heritage Land needed to do a couple of things – a traffic study and apply magnesium chloride to the dirt road for dust reduction. They would be more than happy to participate in a traffic study. He felt confident showing the Planning Commission the real numbers. It was frustrating to have everyone guessing. Heritage Land planned differently than the City's general plan did. The Planning Commission needed a traffic count on 200 West. He didn't feel the City needed a traffic count to determine the capacity of a 60-foot wide residential street. The City knew how many cars and trips per day that kind of road could handle. The other part that was missing from the discussion was the fact that the 100 or so lots they were proposing would not all use 200 South. Part of their property included 500 West. They planned to build 500 West all the way to 600 South. They could control that connection. As they developed and planned, they didn't just ask if 200 West could handle all 100 homes, because not all of the traffic would use it. They were building another corridor. Heritage Land would be more than happy to participate in a traffic study or a traffic analysis. If the subdivision was sent back to the SLUA there could be a more detailed discussion. Mr. Day said Heritage Land would be willing to budget the cost of a magnesium chloride application to 200 West in their construction costs. He knew there was a dust control issue. He didn't feel it would be super expensive. If it was something that would really help, he felt they should do their share. They could talk to SLUA about both issues.

Commissioner Bingham moved to table consideration of preliminary approval for The Orchards at Willard Subdivision Phase 2 and to send it back to the SLUA for a traffic study. Commissioner Hulsey moved to second the motion. All voted "aye." The motion passed unanimously.

Chris Davis asked if the Planning Commission wanted the traffic study to focus just on 200 West. Commissioner Harrop felt it should address 200 West, 200 South, and the bottleneck at their intersection. The Commission agreed.

5C. CONSIDERATION OF A LOT LINE ADJUSTMENT FOR DAVID GRANT LOCATED AT APPROXIMATELY 466 SOUTH MAIN (PARCEL NOS. 02-052-0039 AND 02-051-0172)

Bryce Wheelwright stated that David Grant had purchased property from Duane Braegger and wanted to adjust property lines. He wasn't proposing to create a new lot. There were currently three parcels. There would be three parcels when the lot lines were adjusted.

Colt Mund, City Attorney, asked that the Planning Commission table consideration of the lot line adjustment in order to allow him to verify that the land had actually exchanged hands and to complete a legal review.



WILLARD CITY
Planning Commission Meeting – Regular Meeting
October 7, 2021 – 6:30 p.m.
Willard City Hall – 80 West 50 South
Willard, Utah 84340

- 50
51 5A. CONSIDERATION OF A LOT LINE ADJUSTMENT FOR DAVID GRANT LOCATED AT
52 APPROXIMATELY 466 SOUTH MAIN (PARCEL NOS. 02-052-0039 AND 02-051-0172) –
53 CONTINUED FROM SEPTEMBER 16, 2021
54

55 Chairman Bodily understood that the City Attorney was not ready for this item to proceed.
56

57 Bryce Wheelwright stated that David Grant was aware that the City Attorney had asked that this item be
58 tabled.
59

60 **Commission Dubovik moved to table consideration of a lot line adjustment for David Grant located**
61 **at approximately 466 South Main. Commissioner Baker seconded the motion. All voted “aye.” The**
62 **motion passed unanimously.**
63

- 64 5B. CONSIDERATION OF A LOT LINE ADJUSTMENT FOR BETTY CHILD LOCATED AT
65 APPROXIMATELY 458 WEST 200 NORTH (PARCEL NOS. 02-057-0035 AND 02-057-0036)
66

67 Bryce Wheelwright stated that the City Attorney had asked that this item be tabled due to questions about
68 the application.
69

70 **Commissioner Hulsey moved to table consideration of a lot line adjustment for Betty Child located**
71 **at approximately 458 West 200 North. Commissioner Bingham seconded the motion. All voted**
72 **“aye.” The motion passed unanimously.**
73

- 74 5C. CONSIDERATION OF PRELIMINARY APPROVAL OF THE ORCHARDS AT WILLARD
75 SUBDIVISION PHASE 2 LOCATED AT APPROXIMATELY 300 SOUTH 200 WEST (PARCEL
76 NOS. 02-051-0251 AND 02-051-0087) – CONTINUED FROM SEPTEMBER 16, 2021
77

78 Chris Davis stated that Garth Day from Heritage Land Holding had a conflict and had asked that this item
79 be tabled. However, he had invited Dr. Joe Perrin from A-Trans Engineering to answer the Planning
80 Commission's questions regarding traffic on 200 West.
81

82 Dr. Joe Perrin stated that he had not done a traffic study on 200 West, but he could answer general
83 transportation questions about how much traffic a home generated and how much capacity a road had. He
84 was a resource. He did not have specific information.
85

86 Commissioner Bingham asked if Dr. Perrin was familiar with 200 West. Dr. Perrin said he was.
87

88 Commissioner Bingham stated that a lot of residents were concerned about getting traffic from where it was
89 right now to build out in a few years. How did the City handle that transition period? Dr. Perrin clarified the
90 question. What growing pains would the City experience before there were alternate traffic routes to
91 Highway 89 and 750 North?
92

93 Dr. Perrin stated that a home typically generated ten trips per day – five going and five returning. Those
94 trips would all be on the same roadway; just in different directions. A comfortable capacity for a typical two-
95 lane collector street, such as 200 West, was 9500 cars a day. A collector street was meant to collect
96 neighborhood traffic and convey that traffic to the arterial roads. A residential street had a similar capacity,
97 but 9,500 cars was not a comfortable number. A residential street usually had about 1,500 cars per day.
98 Traffic over 1,500 cars meant the road was functioning as a minor collector street. To put those numbers



WILLARD CITY
Planning Commission Meeting – Regular Meeting
October 7, 2021 – 6:30 p.m.
Willard City Hall – 80 West 50 South
Willard, Utah 84340

99 into houses, a residential street served about 150 homes. A collector street could handle 900 to 950 homes.
100 Roads and intersections were classified A through F. The classification system was used throughout the
101 country.

102
103 Commissioner Hulsey asked what the City needed to do to change on a road from a residential street to a
104 collection street. Dr. Perrin said a residential street had the same capacity as a collector street. The City
105 needed to identify which roads were residential and which were collector. Usually speeds on a residential
106 street was 25 mph; and collector streets were 30/35 mph. Speeds in the 40's were on minor arterial or
107 arterial streets. If there were 9,000 cars a day on a residential street, it was functioning as a collector.
108 Residential, collector, and arterial streets could all have driveways. It was a matter of how the road was
109 being utilized.

110
111 Commissioner Hulsey stated that if 200 West became a collector road, it was likely that the speed would
112 be increased to 30/35 mph. Did Dr. Perrin see that 200 West would become a collector route? Dr. Perrin
113 said that as 200 West was completed and connected, it would become a collector road by default. It would
114 run the length of the City, and it would probably have some type of enhanced intersection at 750 North. It
115 was the nature of the infrastructure, and how it was laid out. Speed limits were normally set on an 85th
116 percentile. If speed limits were artificially set too low, there would be violations. The City needed to
117 determine which roads it wanted to be collector streets and set the speed limit accordingly. The purpose of
118 a collector street was to funnel traffic from the hierarchy of residential, collector, to arterial. He could see
119 200 West with a 30 mph speed limit. On long, straight stretches of road speeds tended to creep up.

120
121 Commissioner Hulsey said the City was anticipating more traffic on 200 West. To accommodate the
122 increased traffic, more residential roads would be added. Dr. Perrin stated that Willard had a certain
123 limitation to the east. It also hit a wall to the west in the form of I-15. Willard was defined by a geographical
124 area. It could only get so much traffic depending on its land use decisions. The geographical constraints
125 would limit how much traffic developed. When the City did its transportation master plan, the City would
126 look at what the build-out conditions would be. All of the residential streets on the west side would feed 200
127 West. Then the City had to look at the natural connections between 200 West and Highway 89. If collector
128 streets on Highway 89 were limited and defined, they were more likely to qualify for traffic signals.

129
130 Commissioner Dubovik asked if Dr. Perrin's work under the master plan contract would include a traffic
131 study, or would it all be statistical. Dr. Perrin said the contract was for a master plan; it would be the guiding
132 policy. Transportation was simply one element of that plan. Usually a city completed a master plan, and
133 then it moved on to the individual elements. A future transportation plan would include more details about
134 trails, bicycle paths, micro transit, and long-range plans for a commuter rail system with TOD (transit-
135 oriented development) overlays. Dr. Perrin said that Willard's general plan would include more
136 transportation work than they normally did. It would include base data that would help when the forming a
137 future transportation plan. When he looked at Willard's base data, all of its intersections were in the A to B
138 classification range. From a traffic standpoint, Willard would not be considered congested. It had a fair
139 amount of capacity on its roadways.

140
141 Commissioner Dubovik asked if there were any special road planning considerations, access, and housing
142 density due to Willard's geography of mountains to the east, Willard Bay to the west, and only two
143 north/south arteries. Willard really only had two ways to exit - north and south if there was an earthquake or
144 wildfire or other natural disaster. Should the limited access change the way Willard planned its roads and
145 housing densities? Dr. Perrin said UDOT would always maintain the alternate route of Highway 89. It would
146 not give up capacity on Highway 89. Unfortunately, Willard had to deal with a five-lane arterial and I-15.
147 However, because of its geographical constraints Willard would only be able to develop a certain amount



WILLARD CITY
Planning Commission Meeting – Regular Meeting
October 7, 2021 – 6:30 p.m.
Willard City Hall – 80 West 50 South
Willard, Utah 84340

148 of traffic. Dr. Perrin pointed out that the City really didn't have a north/south collector road on the east side
149 of Highway 89. There needed to be a 200 West on the east side of Highway 89.
150

151 Commission Dubovik asked about the ultimate deliverable Dr. Perrin would provide to the City. The
152 Planning Commission had been putting off some discussions and decisions based on the master plan
153 results, but the Planning Commission wasn't sure what information the master plan update would actually
154 provide. Dr. Perrin said the General Plan update was being managed by Dr. Bruce Parker. He was part of
155 the support team because transportation as only one element of General Plan. The General Plan was a
156 guiding vision and principle. He was trying to give added value to the General Plan. Some key issues that
157 had come from the survey were: How to get across Highway 89; and how could there be more pedestrian
158 connection with Willard Bay. Answers to those questions would be in the details of the Master
159 Transportation Plan, which would not be part of the General Plan. He would try to give some options for the
160 critical questions.
161

162 Chris Davis asked that Dr. Perrin explain the progression of a master plan to implementation. Dr. Perrin
163 stated that the first step was adoption of a master plan, which would be the guiding vision and principles
164 for the City. Then specific, detailed plans and costs were developed for the different elements, such as
165 parks and transportation. Those plans led to a capital improvement plan for each element. Capital
166 improvement plans allowed cities to begin charging impact fees. Then those causing the need for expanded
167 infrastructure helped to pay for it. The City could not arbitrarily charge impact fees. Utah law required cities
168 to identify growth and population through master plans and capital improvement plans. The process was
169 laid out. If the City followed those steps, it would have the backing to charge impact fees.
170

171 Dr. Perrin also explained that when the City had followed the planning steps necessary to begin charging
172 impact fees, it could also begin to apply for grant monies. There were different funding mechanisms
173 available to the City for capital improvement projects it could not afford. Class B and C road monies received
174 from the State had to be used for maintenance and operations. Capital improvement projects and new
175 construction could receive funding through various grants from different funding sources managed by the
176 Wasatch Front Regional Council, such as STIT, SEMAC, Bikes and Trails. Impact fees were the best way
177 to make sure the City could build its infrastructure, but every once in a while it could find other funding
178 sources that helped.
179

180 Chris Davis stated that part of the reason for updating the Master Plan was to have the necessary
181 documentation in place to begin applying for grant monies. Wasatch Front Regional Council would like to
182 extend the trail from 750 North going south, but Willard needed to have its documents in place.
183

184 Commissioner Hulsey asked if the City had all of the documents, and it was just working to update them.
185 Chris Davis said the City did not have a Capital Facilities Plan for transportation. In the year he had been
186 working for the City, Public Works and the City Engineer had started to identify which roads should
187 be upgraded. Willard did not receive a lot of Class C Road funds, and what it did receive did not go very far.
188

189 Chairman Bodily asked if the State had an interest in 200 West. Bryce Wheelwright said he had talked with
190 BRAG (Bear River Association of Governments) about the 200 West Trail. At one time there was a plan to
191 extend the trail through town. BRAD was interested in looking at that plan again. UDOT and WFRC would
192 be conducting a visual tour on November 10 to look at continuing the trail to the south.
193

194 Chairman Bodily asked if 200 West was a City road or a State road. Mr. Wheelwright said it was a City
195 road. Chris Davis said UDOT wanted to give roads to cities. It didn't want to take on any new ones. He did
196 not foresee that UDOT would ever be interested in taking over 200 West. Dr. Perrin agreed. UDOT was



WILLARD CITY
Planning Commission Meeting – Regular Meeting
October 7, 2021 – 6:30 p.m.
Willard City Hall – 80 West 50 South
Willard, Utah 84340

interested in regional routes. They didn't want anything smaller because their job was to move traffic regionally, not locally. They were trying to give back roads they didn't feel were part of their regional network. They preferred freeways and arterials. They didn't want collector routes, and 200 West was definitely a City collector street. However, UDOT facilitated federal monies for building city streets.

Commissioner Hulsey moved to table consideration of preliminary approval of The Orchards at Willard Phase 2 located at approximately 300 South 200 West. Commission Dubovik seconded the motion. All voted "aye." The motion passed unanimously.

5D. CONSIDERATION OF A PROPOSAL TO AMEND WILLARD CITY ZONING ORDINANCE CHAPTER 12-116(2) DEDICATION OF STREETS, RIGHTS-OF-WAY, OR EASEMENTS, COMMERCIAL OR INDUSTRIAL SUBDIVISION, OR PLANNED UNIT DEVELOPMENT – CONTINUED FROM SEPTEMBER 2, 2021

Bryce Wheelwright stated that the City Attorney was not able to attend tonight's meeting. The City Attorney had suggested that this amendment be tabled until the General Plan was updated because there seemed to be a conflict between the two.

Commissioner Baker moved to table consideration of a proposal to amend Willard City Zoning Ordinance Chapter 12-116(2) Dedication of Streets, Rights-Of-Way, or Easements, Commercial or Industrial Subdivision, or Planned Unit Development. Commissioner Hulsey seconded the motion. All voted "aye." The motion passed unanimously.

6. CONSIDERATION AND APPROVAL OF SEPTEMBER 16, 2021, REGULAR PLANNING COMMISSION MINUTES

Commissioner Bingham moved to approve the regular Planning Commission minutes of September 16, 2021, as corrected. Commissioner Hulsey seconded the motion. All voted "aye." The motion passed unanimously.

7. COMMISSIONER/STAFF COMMENTS

Bryce Wheelwright stated that there was quite a discussion regarding culinary water at the last Planning Commission meeting, and the Planning Commission had asked for pertinent information. Willard City currently had three sources of culinary water – two wells and the spring. Willard started with just the spring. It dug the first well, known as the Lower Well, in 1962. When that well was dug, water was hit at 246 feet. Casing was extended down from there. Most of the City's water was piped from the Lower Well. The second well, known as the Upper Well, was dug in the 1980's. It was located on the north side of Willard Canyon; the Lower Well was on the south side. A SCADA system was installed, but it had never worked right. In 2019, the SCADA system was updated. To date, it showed that throughout the year the water level dropped from 50 in January to 42/40 during the summer. It dropped about 10 units, then it charged back up to 50 in the winter. At present, the water level had risen from the original 246 feet to 233 feet. The City's water was doing quite well.

Chairman Bodily asked how many new homes the City could add. Bryce Wheelwright said the City's aquifer was in great shape. All the City needed to be concerned about was its storage capacity. According to the City Engineer, if every subdivision that was currently approved was built out – Deer Run, Granite Ridge, and The Orchards, there would still be enough capacity for about 70 more homes. There was plenty of capacity at the present time, and the City was in the process of adding more storage capacity around 750



WILLARD CITY
Planning Commission Meeting – Regular Meeting
October 7, 2021 – 6:30 p.m.
Willard City Hall – 80 West 50 South
Willard, Utah 84340

1 The meeting was a regularly scheduled meeting designated by resolution. Notice of the meeting was
2 provided 24 hours in advance. A copy of the agenda was posted at the City Hall and on the State of Utah
3 Public Meeting Notice Website.

4
5 The following members were in attendance:

6
7 Sid Bodily, Chairman Chris Davis, City Manager
8 Diane Baker Bryce Wheelwright, City Planner
9 Chandler Bingham Michelle Drago, Planning Secretary
10 Alex Dubovik
11 Zack Hulsey

12
13 Excused: Blake Harrop and Colt Mund, City Attorney

14
15 Others in attendance: Dr. Joe Perrin, Mayor Kenneth Braegger, Councilman John Seamons, Travis Mote,
16 Bart Wade, Jodi Wade, Randy Braegger, Lindsay Wells, Trisha Heath, and Chad Braegger.

17
18 The meeting was called to order at 6:32 p.m.

19
20 1. PRAYER: Chandler Bingham

21
22 2. PLEDGE OF ALLEGIANCE: Diana Baker

23
24 3. ROLL CALL – Attendance was recorded by the secretary.

25
26 4. GENERAL PUBLIC COMMENTS (INPUT FOR ITEMS NOT ON AGENDA)

27
28 Randy Braegger, 120 South 100 West, thanked the City for installing the benches at Nature Park. They
29 looked good.

30
31 Bart Wade, 220 South 200 West, wanted to follow up on the traffic discussion from the last Planning
32 Commission meeting. He had counted a total of 152 homes between 100 South and 750 North, excluding
33 the houses on Highway 89. He asked the Planning Commission to visualize that the only access to and
34 from the City for all of those homes was 200 West to 200 South to the highway. The roads would probably
35 hold up, but that would be a lot of traffic. He compared that visual to the traffic that would be generated by
36 the new developments being discussed.

37
38 There were currently 48 homes below 200 West. He heard the Heritage Land Development would have
39 106 homes, which brought the total to 154. That number did not take into consideration the homes proposed
40 on the Barker property. The City was creating a situation similar to the one he had just described. Mr. Wade
41 was just as concerned about 200 South as he was 200 West. The traffic was a real problem. The homes in
42 these new developments would double the west side of town. The City didn't have a 300 South, 400 South,
43 or 500 South to alleviate the traffic. The City didn't even have a 100 West. All of the traffic would use 200
44 West to get to 200 South and the highway. Everyone knew growth was inevitable. He supported growth,
45 but he asked the Planning Commission to stipulate that 600 South be finished in conjunction with Phases
46 2 and 3 of The Orchards Subdivision.

47
48 Travis Mote, 455 South 200 West, stated that 200 West would have to be finished to 600 South to make
49 that connection work.



WILLARD CITY
Planning Commission Meeting – Regular Meeting
October 7, 2021 – 6:30 p.m.
Willard City Hall – 80 West 50 South
Willard, Utah 84340

50
51 5A. CONSIDERATION OF A LOT LINE ADJUSTMENT FOR DAVID GRANT LOCATED AT
52 APPROXIMATELY 466 SOUTH MAIN (PARCEL NOS. 02-052-0039 AND 02-051-0172) –
53 CONTINUED FROM SEPTEMBER 16, 2021
54

55 Chairman Bodily understood that the City Attorney was not ready for this item to proceed.
56

57 Bryce Wheelwright stated that David Grant was aware that the City Attorney had asked that this item be
58 tabled.
59

60 **Commission Dubovik moved to table consideration of a lot line adjustment for David Grant located**
61 **at approximately 466 South Main. Commissioner Baker seconded the motion. All voted “aye.” The**
62 **motion passed unanimously.**
63

64 5B. CONSIDERATION OF A LOT LINE ADJUSTMENT FOR BETTY CHILD LOCATED AT
65 APPROXIMATELY 458 WEST 200 NORTH (PARCEL NOS. 02-057-0035 AND 02-057-0036)
66

67 Bryce Wheelwright stated that the City Attorney had asked that this item be tabled due to questions about
68 the application.
69

70 **Commissioner Hulsey moved to table consideration of a lot line adjustment for Betty Child located**
71 **at approximately 458 West 200 North. Commissioner Bingham seconded the motion. All voted**
72 **“aye.” The motion passed unanimously.**
73

74 5C. CONSIDERATION OF PRELIMINARY APPROVAL OF THE ORCHARDS AT WILLARD
75 SUBDIVISION PHASE 2 LOCATED AT APPROXIMATELY 300 SOUTH 200 WEST (PARCEL
76 NOS. 02-051-0251 AND 02-051-0087) – CONTINUED FROM SEPTEMBER 16, 2021
77

78 Chris Davis stated that Garth Day from Heritage Land Holding had a conflict and had asked that this item
79 be tabled. However, he had invited Dr. Joe Perrin from A-Trans Engineering to answer the Planning
80 Commission's questions regarding traffic on 200 West.
81

82 Dr. Joe Perrin stated that he had not done a traffic study on 200 West, but he could answer general
83 transportation questions about how much traffic a home generated and how much capacity a road had. He
84 was a resource. He did not have specific information.
85

86 Commissioner Bingham asked if Dr. Perrin was familiar with 200 West. Dr. Perrin said he was.
87

88 Commissioner Bingham stated that a lot of residents were concerned about getting traffic from where it was
89 right now to build out in a few years. How did the City handle that transition period? Dr. Perrin clarified the
90 question. What growing pains would the City experience before there were alternate traffic routes to
91 Highway 89 and 750 North?
92

93 Dr. Perrin stated that a home typically generated ten trips per day – five going and five returning. Those
94 trips would all be on the same roadway; just in different directions. A comfortable capacity for a typical two-
95 lane collector street, such as 200 West, was 9500 cars a day. A collector street was meant to collect
96 neighborhood traffic and convey that traffic to the arterial roads. A residential street had a similar capacity,
97 but 9,500 cars was not a comfortable number. A residential street usually had about 1,500 cars per day.
98 Traffic over 1,500 cars meant the road was functioning as a minor collector street. To put those numbers



WILLARD CITY
Planning Commission Meeting – Regular Meeting
October 7, 2021 – 6:30 p.m.
Willard City Hall – 80 West 50 South
Willard, Utah 84340

99 into houses, a residential street served about 150 homes. A collector street could handle 900 to 950 homes.
100 Roads and intersections were classified A through F. The classification system was used throughout the
101 country.

102
103 Commissioner Hulsey asked what the City needed to do to change on a road from a residential street to a
104 collection street. Dr. Perrin said a residential street had the same capacity as a collector street. The City
105 needed to identify which roads were residential and which were collector. Usually speeds on a residential
106 street was 25 mph; and collector streets were 30/35 mph. Speeds in the 40's were on minor arterial or
107 arterial streets. If there were 9,000 cars a day on a residential street, it was functioning as a collector.
108 Residential, collector, and arterial streets could all have driveways. It was a matter of how the road was
109 being utilized.

110
111 Commissioner Hulsey stated that if 200 West became a collector road, it was likely that the speed would
112 be increased to 30/35 mph. Did Dr. Perrin see that 200 West would become a collector route? Dr. Perrin
113 said that as 200 West was completed and connected, it would become a collector road by default. It would
114 run the length of the City, and it would probably have some type of enhanced intersection at 750 North. It
115 was the nature of the infrastructure, and how it was laid out. Speed limits were normally set on an 85th
116 percentile. If speed limits were artificially set too low, there would be violations. The City needed to
117 determine which roads it wanted to be collector streets and set the speed limit accordingly. The purpose of
118 a collector street was to funnel traffic from the hierarchy of residential, collector, to arterial. He could see
119 200 West with a 30 mph speed limit. On long, straight stretches of road speeds tended to creep up.

120
121 Commissioner Hulsey said the City was anticipating more traffic on 200 West. To accommodate the
122 increased traffic, more residential roads would be added. Dr. Perrin stated that Willard had a certain
123 limitation to the east. It also hit a wall to the west in the form of I-15. Willard was defined by a geographical
124 area. It could only get so much traffic depending on its land use decisions. The geographical constraints
125 would limit how much traffic developed. When the City did its transportation master plan, the City would
126 look at what the build-out conditions would be. All of the residential streets on the west side would feed 200
127 West. Then the City had to look at the natural connections between 200 West and Highway 89. If collector
128 streets on Highway 89 were limited and defined, they were more likely to qualify for traffic signals.

129
130 Commissioner Dubovik asked if Dr. Perrin's work under the master plan contract would include a traffic
131 study, or would it all be statistical. Dr. Perrin said the contract was for a master plan; it would be the guiding
132 policy. Transportation was simply one element of that plan. Usually a city completed a master plan, and
133 then it moved on to the individual elements. A future transportation plan would include more details about
134 trails, bicycle paths, micro transit, and long-range plans for a commuter rail system with TOD (transit-
135 oriented development) overlays. Dr. Perrin said that Willard's general plan would include more
136 transportation work than they normally did. It would include base data that would help when the forming a
137 future transportation plan. When he looked at Willard's base data, all of its intersections were in the A to B
138 classification range. From a traffic standpoint, Willard would not be considered congested. It had a fair
139 amount of capacity on its roadways.

140
141 Commissioner Dubovik asked if there were any special road planning considerations, access, and housing
142 density due to Willard's geography of mountains to the east, Willard Bay to the west, and only two
143 north/south arteries. Willard really only had two ways to exit - north and south if there was an earthquake or
144 wildfire or other natural disaster. Should the limited access change the way Willard planned its roads and
145 housing densities? Dr. Perrin said UDOT would always maintain the alternate route of Highway 89. It would
146 not give up capacity on Highway 89. Unfortunately, Willard had to deal with a five-lane arterial and I-15.
147 However, because of its geographical constraints Willard would only be able to develop a certain amount



WILLARD CITY
Planning Commission Meeting – Regular Meeting
October 7, 2021 – 6:30 p.m.
Willard City Hall – 80 West 50 South
Willard, Utah 84340

148 of traffic. Dr. Perrin pointed out that the City really didn't have a north/south collector road on the east side
149 of Highway 89. There needed to be a 200 West on the east side of Highway 89.

150
151 Commission Dubovik asked about the ultimate deliverable Dr. Perrin would provide to the City. The
152 Planning Commission had been putting off some discussions and decisions based on the master plan
153 results, but the Planning Commission wasn't sure what information the master plan update would actually
154 provide. Dr. Perrin said the General Plan update was being managed by Dr. Bruce Parker. He was part of
155 the support team because transportation as only one element of General Plan. The General Plan was a
156 guiding vision and principle. He was trying to give added value to the General Plan. Some key issues that
157 had come from the survey were: How to get across Highway 89; and how could there be more pedestrian
158 connection with Willard Bay. Answers to those questions would be in the details of the Master
159 Transportation Plan, which would not be part of the General Plan. He would try to give some options for the
160 critical questions.

161
162 Chris Davis asked that Dr. Perrin explain the progression of a master plan to implementation. Dr. Perrin
163 stated that the first step was adoption of a master plan, which would be the guiding vision and principles
164 for the City. Then specific, detailed plans and costs were developed for the different elements, such as
165 parks and transportation. Those plans led to a capital improvement plan for each element. Capital
166 improvement plans allowed cities to begin charging impact fees. Then those causing the need for expanded
167 infrastructure helped to pay for it. The City could not arbitrarily charge impact fees. Utah law required cities
168 to identify growth and population through master plans and capital improvement plans. The process was
169 laid out. If the City followed those steps, it would have the backing to charge impact fees.

170
171 Dr. Perrin also explained that when the City had followed the planning steps necessary to begin charging
172 impact fees, it could also begin to apply for grant monies. There were different funding mechanisms
173 available to the City for capital improvement projects it could not afford. Class B and C road monies received
174 from the State had to be used for maintenance and operations. Capital improvement projects and new
175 construction could receive funding through various grants from different funding sources managed by the
176 Wasatch Front Regional Council, such as STIT, SEMAC, Bikes and Trails. Impact fees were the best way
177 to make sure the City could build its infrastructure, but every once in a while it could find other funding
178 sources that helped.

179
180 Chris Davis stated that part of the reason for updating the Master Plan was to have the necessary
181 documentation in place to begin applying for grant monies. Wasatch Front Regional Council would like to
182 extend the trail from 750 North going south, but Willard needed to have its documents in place.

183
184 Commissioner Hulsey asked if the City had all of the documents, and it was just working to update them.
185 Chris Davis said the City did not have a Capital Facilities Plan for transportation. In the year he had been
186 working for the City, Public Works and the City Engineer had started to identify which roads should
187 be upgraded. Willard did not receive a lot of Class C Road funds, and what it did receive did not go very far.

188
189 Chairman Bodily asked if the State had an interest in 200 West. Bryce Wheelwright said he had talked with
190 BRAG (Bear River Association of Governments) about the 200 West Trail. At one time there was a plan to
191 extend the trail through town. BRAD was interested in looking at that plan again. UDOT and WFRC would
192 be conducting a visual tour on November 10 to look at continuing the trail to the south.

193
194 Chairman Bodily asked if 200 West was a City road or a State road. Mr. Wheelwright said it was a City
195 road. Chris Davis said UDOT wanted to give roads to cities. It didn't want to take on any new ones. He did
196 not foresee that UDOT would ever be interested in taking over 200 West. Dr. Perrin agreed. UDOT was



WILLARD CITY
Planning Commission Meeting – Regular Meeting
October 7, 2021 – 6:30 p.m.
Willard City Hall – 80 West 50 South
Willard, Utah 84340

interested in regional routes. They didn't want anything smaller because their job was to move traffic regionally, not locally. They were trying to give back roads they didn't feel were part of their regional network. They preferred freeways and arterials. They didn't want collector routes, and 200 West was definitely a City collector street. However, UDOT facilitated federal monies for building city streets.

Commissioner Hulsey moved to table consideration of preliminary approval of The Orchards at Willard Phase 2 located at approximately 300 South 200 West. Commission Dubovik seconded the motion. All voted "aye." The motion passed unanimously.

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Bryce Wheelwright stated that the City Attorney was not able to attend tonight's meeting. The City Attorney had suggested that this amendment be tabled until the General Plan was updated because there seemed to be a conflict between the two.

Commissioner Baker moved to table consideration of a proposal to amend Willard City Zoning Ordinance Chapter 12-116(2) Dedication of Streets, Rights-Of-Way, or Easements, Commercial or Industrial Subdivision, or Planned Unit Development. Commissioner Hulsey seconded the motion. All voted "aye." The motion passed unanimously.

6. CONSIDERATION AND APPROVAL OF SEPTEMBER 16, 2021, REGULAR PLANNING COMMISSION MINUTES

Commissioner Bingham moved to approve the regular Planning Commission minutes of September 16, 2021, as corrected. Commissioner Hulsey seconded the motion. All voted "aye." The motion passed unanimously.

7. COMMISSIONER/STAFF COMMENTS

Bryce Wheelwright stated that there was quite a discussion regarding culinary water at the last Planning Commission meeting, and the Planning Commission had asked for pertinent information. Willard City currently had three sources of culinary water – two wells and the spring. Willard started with just the spring. It dug the first well, known as the Lower Well, in 1962. When that well was dug, water was hit at 246 feet. Casing was extended down from there. Most of the City's water was piped from the Lower Well. The second well, known as the Upper Well, was dug in the 1980's. It was located on the north side of Willard Canyon; the Lower Well was on the south side. A SCADA system was installed, but it had never worked right. In 2019, the SCADA system was updated. To date, it showed that throughout the year the water level dropped from 50 in January to 42/40 during the summer. It dropped about 10 units, then it charged back up to 50 in the winter. At present, the water level had risen from the original 246 feet to 233 feet. The City's water was doing quite well.

Chairman Bodily asked how many new homes the City could add. Bryce Wheelwright said the City's aquifer was in great shape. All the City needed to be concerned about was its storage capacity. According to the City Engineer, if every subdivision that was currently approved was built out – Deer Run, Granite Ridge, and The Orchards, there would still be enough capacity for about 70 more homes. There was plenty of capacity at the present time, and the City was in the process of adding more storage capacity around 750



WILLARD CITY
Planning Commission Meeting – Regular Meeting
October 7, 2021 – 6:30 p.m.
Willard City Hall – 80 West 50 South
Willard, Utah 84340

246 North. Mr. Wheelwright reiterated that the City only needed to be concerned about its ability to store water,
247 not to get it out of the ground.

248
249 Chris Davis stated that the City Engineer was working on a more detailed water report.

250
251 Bryce Wheelwright reminded the Commission that BRAG was looking into continuing the 200 West Trail
252 south to the Box Elder/Weber County line. Chris Davis stated that UTA wanted to extend the trail and to
253 develop 500 West. The trail did not have to wait for Front Runner.

254
255 Mayor Braegger stated that while most currently serving on the Planning Commission and City Council
256 would not live to see Front Runner reach Willard, it was possible for UTA to create a terminal on 750 North
257 now from which bus service would be provided. Transportation service would still exist, it would just be for
258 a lower capacity of people until the need for Front Runner was reached. The City did not have to wait 50 to
259 60 years or until it reached a certain population. The TOD District could happen, it would just be a bus for
260 right now.

261
262 Bryce Wheelwright stated that BRAG was also looking at an east/west trail from Willard By to the mountains.
263 Commissioner Hulsey asked if it would run through the culvert under the freeway. Mr. Wheelwright said it
264 would.

265
266 Commissioner Bingham thanked the staff for the water information.

267
268 Commissioner Bingham asked about the PUD Ordinance. He felt the Planning Commission could work on
269 it in conjunction with the Master Plan update. He also felt the Planning Commission could work on the Street
270 Ordinance amendment and Subdivision Ordinance.

271
272 Commissioner Dubovik also thanked the staff for the culinary water information.

273
274 Commissioner Dubovik asked if the latest phase of the Granite Ridge Subdivision would exit onto 600
275 South. Mr. Wheelwright said it would. Commissioner Dubovik asked if it would have another way out that
276 would not include the gravel pit road. Mr. Wheelwright said it would connect to 300 East.

277
278 Commissioner Dubovik asked how Willard's impact fees compared to other cities in the area. Bryce
279 Wheelwright stated that last time he checked, Willard was about the same as North Ogden, Farr West,
280 Brigham City, and others. However, the increased culinary water impact fee, which would go into effect on
281 November 10th, would make Willard higher. Gordon Sleeman said that Willard was higher than Mantua, a
282 comparable city.

283
284 Commissioner Dubovik asked if the administration had any idea what a secondary water system would cost
285 and if secondary water was something the City should focus on. Mr. Wheelwright felt it was something the
286 City needed to focus on. The cost of a secondary water system was comparable to a culinary water system.
287 Chris Davis stated that the administration was consistently working on secondary water. It had met with an
288 engineering firm, Pineview Water District, and the National Resource Conservation Service. The NRCS
289 had funding available up to \$25 million for projects. The City was considering a joint project between Perry
290 and Willard. Funding for flood control from NRCS was 100%. Secondary water was more like 50%, plus
291 engineering costs. In the near future, he felt the City would put out an RFP for engineering. The challenge
292 was farmers who had Pineview Water shares. They didn't want to give up those shares for pressurized
293 irrigation. The administration would keep the Planning Commission updated.



WILLARD CITY
Planning Commission Meeting – Regular Meeting
October 7, 2021 – 6:30 p.m.
Willard City Hall – 80 West 50 South
Willard, Utah 84340

Commissioner Hulsey didn't want to get the cart before the horse. He wanted to have the Master Plan and Capital Facilities Plan completed before discussing the PUD Ordinance. Then the City would know what impact fees should be charged when developers came in and how roads would connect. He asked when the Master Plan and Capital Facilities Plan would be finished. Chris Davis said the City was currently working on a park impact fee. The City really couldn't work on a transportation capital facilities plan until the Master Plan and Master Transportation Plan was finished. The City did have updated water and sewer capital facilities plans. The City just finished looking at the culinary water impact fee. It was now in the process of upgrading sewer impact fees. There might be a road impact fee after all of the necessary steps were completed.

Mayor Braegger stated that the planning consultant planned to present a draft General Plan to the City just before Christmas. Chris Davis stated that another General Plan Open House was scheduled for October 18th. Due to a conflict it had been moved to Monday, October 25th. The final plan would be considered by the Planning Commission and City Council in public hearings after the first of the year. It might be spring before the actual master plan was adopted.

Commissioner Bingham stated that the City was holding things up. He felt there were things the Planning Commission could work while it was waiting.

Commissioner Hulsey reminded the Planning Commission about the Wasatch Front Regional Council Meeting on Tuesday, October 12th from 4:00 to 6:00 p.m. The meeting would be virtual. Chris Davis and Bryce Wheelwright said they would resend the meeting link to the Planning Commission members. Councilman. Travis Mote asked if the meeting would be open to the public. John Seamons said the meeting link was available on the WFRC website.

Chairman Bodily asked about the street lights in Granite Ridge. The first street had four to five lights, and one light needed to be repaired. Would there be street lights on other streets? Bryce Wheelwright said street lights were required on other streets as well. The City would not start the warranty period until the street lights were installed. The City was still waiting on street lights, stop signs, street signs, and speed limit signs.

8. ADJOURN

Commissioner Bingham moved to adjourn at 7:35 p.m. Commissioner Hulsey seconded the motion. All voted in favor. The motion passed unanimously.

Minutes were read individually and approved on: _____

Planning Commission, Chairman
Sid Bodily

Planning Commission Secretary
Michelle Drago

dc:PC 10-07-21