



WILLARD CITY
Subdivision Land Use Authority (SLUA) – Special Meeting
October 28, 2021 – 2:00 p.m.
Willard City Hall – 80 West 50 South
Willard, Utah 84340

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

The following members were in attendance:

Chris Davis, City Manager	Van Mund, Fire Chief
Colt Mund, City Attorney	Michelle Drago, Deputy City Recorder
Bryce Wheelwright, City Planner	
Chris Breinholt, City Engineer/Jones & Associates	

Excused: Wes Thompson, Public Works Director

Others in attendance: Rod Braegger, Debbie Braegger, Trisha Heath, Rachel McIntire, and Garth Day, Heritage Land Holding.

1. CALL TO ORDER

Bryce Wheelwright called the meeting to order at 2:00 p.m.

2A. CONSIDERATION OF FINAL APPROVAL OF THE ROD BRAEGGER SUBDIVISION
LOCATED AT APPROXIMATELY 100 SOUTH 400 WEST (02-054-0003)

Bryce Wheelwright, City Planner, stated that the Rod Braegger Subdivision (also known as the Broke Ass Ranch Subdivision) had received preliminary approval from both the Planning Commission and the City Council. Rod Braegger was now seeking final approval, which would be approved by the SLUA.

Chris Breinholt, City Engineer, stated that he had not been able to review the final plat, as he had just received it that day. In addition to the final plat, Rod Braegger also needed to submit construction drawings. It was his understanding that 400 West would be constructed at this time, but 500 West would not. The construction drawings also needed to address emergency access.

Bryce Wheelwright stated that Rod Braegger had worked with adjoining property owners to provide a different emergency access than the private access originally proposed. When Lindsey Hansen requested that 250 West be vacated, he agreed to give the City a dedicated right-of-way for 400 West. Rod Braegger proposed to use Hansen right-of-way to put in an all-weather surface to the Lemon property, which was now owned by Heritage Land Holding. Heritage Land Holding had agreed to let Mr. Braegger continue the all-weather surface access south and then up to 200 West at approximately 200 South where they owned a small strip of land. The small strip was located between the David Pischke and Bart Wade properties. The access would be constructed with road base compacted to support a fire truck.

Chris Davis clarified that Heritage Land Holding would provide Rod Braegger an easement for the access, but they would not construct it. He asked if the small strip was wide enough for a fire truck. Van Mund, Fire Chief, stated that the access needed to be at least 16 feet wide and have an all-weather surface. He asked if there was a road there now. Garth Day, Heritage Land Holding, said the strip of land was about 50 feet wide. There was currently a two lane track in the approximate location of the proposed access.

Chris Davis asked who would construct the emergency access. Rod Braegger said he would. Mr. Davis asked if the Braegger's had a written agreement with Heritage Land Holding. Chris Breinholt said there



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needed to be an easement documents allowing access across the Hansen and Heritage Land Holding properties. Chris Davis said there was a dedicated right-of-way through the Hansen property. Rod Braegger needed to prepare an easement document for the Heritage Land property.

Rod Braegger stated that he would have his engineer prepare an easement document for the Heritage Land property, as well as the construction drawings.

Colt Mund, City Attorney, asked who would be responsible to construct the road improvements through The Orchards Subdivision (Heritage Land Holding property). Garth Day said Heritage Land had agreed to give Rod Braegger an easement through their property. The easement would be located where they had a future road planned.

There was discussion about whether to grant final approval subject to submission of a final plan and mylar, construction drawings, easement documents, and an engineer's estimate/escrow. Rod Braegger understood he could not receive a building permit until the road had been constructed.

Chris Davis moved to grant final approval of the Rod Braegger Subdivision (also known as the Broke Ass Ranch Subdivision) subject to the requirements of the City Engineer and City Attorney, which included submission of a final plan, construction drawings, final mylar, recordable easement documents for the Heritage Land Holding property, and an escrow. Chris Breinholt seconded the motion. All voted "aye." The motion passed unanimously.

Chris Breinholt stated that he could not find a dedicated right-of-way, or easement, through the Lindsey Hansen property. Bryce Wheelwright said had copies of the Council meeting where the right-of-way was approved, but it might not have been recorded. He would track down the recording document. He thought it might have been prepared by Hill and Argyle.

2B. DISCUSSION REGARDING PRELIMINARY APPROVAL OF THE ORCHARDS PHASE 2 LOCATED AT APPROXIMATELY 300 SOUTH 200 WEST (PARCEL NOS. 02-051-0251 AND 02-051-0087)

Bryce Wheelwright stated that the Planning Commission had sent preliminary approval of The Orchards Phase 2 Subdivision back to the SLUA and asked that a traffic study on 200 West be conducted.

Garth Day wasn't sure how to proceed. The designed width and service level of 200 West could handle the increased traffic trips from 12 homes, which was estimated to be 120. Dr. Joe Perrin had told the Planning Commission that 200 West was a collector street with a road capacity of 9500 traffic trips a day, which was a D service level. He didn't know what to do beyond giving that information to the Planning Commission. Did he need to hire an intern to gather current traffic counts?

Chris Breinholt suggested that Heritage Land Holding prepare a memo outlining the planned capacity of 200 West and the estimated number of traffic that would be generated by Phase 2.

Colt Mund felt the Planning Commission wanted to know what the current traffic count, or usage, was.

There was discussion about various ways to conduct a current traffic count. Chris Davis suggested that the City utilize a part-time employee to count the traffic and bill Heritage Land Holding for the cost.

Chris Breinholt felt that counting the current traffic was an exercise in futility.



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Colt Mund felt it would be productive. The current traffic count was an issue the Planning Commission kept bringing up.

Chris Breinholt suggested that the traffic be counted on a Tuesday and Thursday from 7:30 a.m. to 10:00 a.m. and 3:00 to 6:00 p.m. each day. He would provide a form to be filled out.

Chris Davis moved to hire someone to count the current traffic trips on 200 West from 7:30 a.m. to 10:00 a.m. and 3:00 to 6:00 p.m. on a Tuesday and a Thursday. Colt Mund seconded the motion. All voted "aye." The motion passed unanimously.

Garth Day said Heritage Land Holding would prepare a memo listing the current traffic count on 200 West, the planned capacity, and the estimated traffic that Phase 2 would produce.

Colt Mund felt a similar memo would be needed from the City Engineer as well.

2C. APPROVAL OF THE AUGUST 19, 2021, MINUTES

Chris Davis moved to approve the minutes of August 19, 2021, as written. Chris Breinholt seconded the motion. All voted "aye." The motion passed unanimously.

3. ADJOURN

Chris Breinholt moved to adjourn at 2:29 p.m. Michelle Drago seconded the motion. All voted "aye." The motion passed unanimously.

Minutes were read individually and approved on: 11/24/21

Bryce Wheelwright
Bryce Wheelwright, City Planner

Michelle Drago
Michelle Drago, Deputy City Recorder

dc:SLUA 10-28-2021