

Action Summary

Heritage Farms	Discussion
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MINUTES OF THE GRANTSVILLE CITY PLANNING COMMISSION WORK HELD 09/21/23. THE MEETING WAS HELD IN THE GRANTSVILLE CITY HALL AT 429 EAST MAIN STREET AND ON ZOOM.

ROLL CALL

Commission Members Present: Commission Chair: Jaime Topham, Vice-Chair: John Limburg, Rick Barchers, Derek Dalton, Kevin Hall 6:18 arrived

Appointed Officers and Employees Present: City Attorney Brett Coombs, Public Works Deputy Director Christy Montierth, City Engineer Dan England, City Planning and Zoning Administrator Cavett Eaton, Planning and Zoning Administrative Assistant Lanise Thompson. DRC specialist Gary Pinkham, Aqua Engineering Consultant Shay Stark, Police Chief Robert Sager

Citizens and Guests Present: Matt Christensen, Shawn Holste, Heidi Hammond

Commission Chair: Jaime Topham called meeting to order at 6:05 PM

Jaime Topham – Welcome to the Grantsville City Planning Commission work meeting. We're meeting here on Thursday, September 21st, 2023 at the Grantsville City Hall.

We have one item on the agenda today, which is discussion of preliminary plans for Heritage Farms. Is there somebody here that's representing Heritage Farms?

Shawn Holste – Yep.

Jaime Topham – This is your work meeting.

Shawn Holste – Hey, good evening, guys.

Jaime Topham – Hello.

Shawn Holste – Sorry I wasn't here last week. Will you catch me up with what your concerns are from two weeks ago?

Jaime Topham – Do you want to take the lead on that?

Rick Barchers – This is my neighborhood, and I kept to this.

Shawn Holste – Okay.

Rick Barchers – And just in full disclosure, you and I had talked about this at one time.

Shawn Holste – Uh-huh.

Rick Barchers – The concerns of the citizens echoed what was going on when you and I had talked.

Shawn Holste – Okay.

Rick Barchers – The concerns were traffic, mainly traffic, and the horse trails. I know that in that neighborhood, they have problems with kids taking their dirt bikes out on those horse trails. Should they have ever been built? I don't know. You know what I'm saying?

Shawn Holste – Yeah.

Rick Barchers – I personally don't use them, but there are people who do. If we don't keep kids off of them, it becomes a problem. It's something currently that's talked about, right?

Shawn Holste – Uh-huh.

Rick Barchers – Really, I looked at your development and it almost asks like I would be asking you to spend less money by building less road. Is that not the case?

Shawn Holste – Okay. You'll make me more money. Right? That's the bottom line. I'm just not a very good developer. When it comes down to it, my side of life with you guys, I come in 100% conforming, every rule.

Rick Barchers – Yep.

Shawn Holste – Your ordinance says we will connect to roads that are there, we put them in. James gets mad at me if I don't have through streets. Snow plows don't have reverse, I don't know if you guys didn't know that? They go one way. Garbage trucks go one way. If we can't turn them around, we can't back them up.

So that's how I always just address this whole thing. 100% conforming. What's the best for the city. I'll be a lot better off if I don't put that road in, but I don't think it's right.

This is short-term, me putting a subdivision in. Long-term is building a community. Long-term is building a home. This is home.

I understand it's more personal on your side, it's right in your neighborhood. But when you bought that, that was a stub street. Every stub street is intended to be connected to.

If we go away from that, I don't think we're doing right. But it's easy for me not to put in a road. You guys have got the hard choice.

Jaime Topham – So I'm of the... Oh, I'm sorry.

Rick Barchers – I'm sorry. On that note, Cavett, on the big map, can you bring up 895 North Silver Fox for me, please?

Cavett Eaton – You're asking for a-

Rick Barchers – 895 North Silver Fox. This is relative to one of the other items for the Planning and Zoning Commission later today. Now that's... I'm talking out by the Walmart distribution center.

Cavett Eaton – It's not finding that, so I have to go manually to it. I was hoping it would just take me there.

Rick Barchers – Well, hopefully you'll get it up here.

That street is a dead end. When the citizens in that neighborhood requested that the people who developed to the north of them not build that road and connect in because of their concerns of traffic, it's not looking a whole lot different from the streets out there in South Willow.

I understand your argument. I get it. You and I really got no beef. I got no ill will towards you, my friend.

Shawn Holste – 100%. Yeah, I totally hear you on that. I just put in a subdivision in Canyon View off of Nygreen. You guys made me spend a whole pile of money, putting cul-de-sacs on every stub road.

Once again, I said, "Hey, I'm here to take care of you." But it's hard to keep swallowing this back-and-forth, and not knowing if I'm going up or down, depending on who wants what.

Rick Barchers – Sure.

Shawn Holste – I'm saying, "Hey, I'm coming in 100% conforming. What is the city's rule? What is it you guys are going to do?"

Rick Barchers – Did you get... Okay, so you can see that, here on the big map, that little stub, because of the complaints of the neighbors in that neighborhood.

It was okay there for us to ask them to not do that, right? Those stubs that you're talking about in South Willow currently have houses on them, and have for some time, and the trash trucks don't get stuck. They just don't.

Shawn Holste – I've spent a lot of money on this.

Rick Barchers – I know, I hear you.

Matt Christensen – I guess my question is, South Willow's been an island for 20-plus years, right? It's out there, it's all by itself. And there will be development, other development around it.

Rick Barchers – Sure.

Matt Christensen – I guess I have two questions. Are all of the stub roads going to be asked to not be tied into? Because the horse trail doesn't just cross this one.

Rick Barchers – Sure.

Matt Christensen – It crosses one from the north to here, and stubs out to the west.

Rick Barchers – What's that street on the very bottom of this subdivision?

Jaime Topham – Is it Mustang?

Rick Barchers – Do you know if that's north/south, or is that-

John Limburg – That's Zachary Way.

Rick Barchers – Zachary Way goes... I don't know what that ties into. I'm assuming...On the south end of that is where the South Willow Estates horse trail is. So back to what I was mentioning before, with the kids getting onto that trail, that is what South Willow, the Homeowners Association President and the previous Homeowners Association President, we're talking about. Not just specifically that area, but areas where there's a lot of exposure.

Myself, I'm like, "Hey, if the kid manages to make it to the one on the other side of the church there, and they take their dirt bike down that trail, it's not good. People get real upset about it. But right now, it's limited to the people that live in the existing housing."

If this is connected there, then how is the Homeowner's Association supposed to address that problem?

Matt Christensen – Can we go to the Google Earth? Because this property goes on the other side, that has some stubs. So, you're talking 10 years in the future, there's more stubs to deal with here. What will be our plan there?

Rick Barchers – Well, I know what the citizens out there are asking for. They don't want to be attached. Here's the biggest problem. Here's the biggest problem. Matthew's Lane. That's the same spec as Nygreen, isn't it?

Shawn Holste – Yes.

Rick Barchers – So that means that it's a collector? Connector.

Matt Christensen – We go further south, counting.

Shawn Holste – It's a collector, as requested.

Rick Barchers – Sure, sure.

Shawn Holste – Right there.

Rick Barchers – I understand.

Shawn Holste – And then Peak View Lane, when we get there, will that be the same thing? Once again, I'm good with it, whatever. But I think that the choice you're making, you establish this.

Jaime Topham – Brett, can you talk to us about... The last time we were here, the Homeowner's Association talked a lot about the right of way and how the horse path crosses these roads. Can we prevent development, to protect their right of way? Do they have a right of way? What's that situation?

Brett Coombs – Those roads are all Grantsville City public roads. There's no particular right that the HOA has a right to close off other development that can use those roads. The HOA has no right to prevent this development from being able to connect to those roads.

The horse trails that you see, while they cross the roads... The trails are owned by the HOA, but the roads, you see it cuts... There's a break. But because this break is owned by Grantsville City, which means that it's owned by the citizens, there's no easement that can be granted across it. There's nothing in perpetuity that can be granted, because it's all general-purpose use by the city. Which means that there's nothing there that prevents someone from being able to cross this at any time. Someone could right now go across any of these roads at any time, and there's nothing we can do to stop them.

Jaime Topham – Okay. I feel you rallying up just a little bit. I don't share the same opinion.

Shawn Holste – Oh, I'm-

Jaime Topham – I think that your development is... I think that South Willow was meant to be tied onto. And it looks like your development has utilized the roads that are there in an appropriate manner, and that it makes sense that it would tie in.

I understand the South Willow residents feel like they don't want to have more traffic through there, but I don't see that it's going to create more traffic. I think that it's going to actually allow their people a different way out.

Honestly, I hate going to South Willow. It's a nightmare to navigate through. Which is probably great for the community, it keeps people who don't live there out of there.

I don't really see it the same way. But even if I had a different opinion, I don't see any reason that the city could say, "You can't tie onto lanes that were very clearly designed to be tied onto." Not lanes, but actual dedicated roads.

Matt Christensen – And that is... I did some research on my own. That is in the City Code. Section 21 6.3 talks about streets and tying on. There's three separate points in there that talk about, "If there's an existing road it'll be tied onto, it will be improved, it will create better connectivity for the city, for the residents in the future, and be able to help that." So if we decided to go against this, we're going against the City Code that's already in place.

Jaime Topham – That's how I saw it. And Rick, to address what you had said about over in Silver Fox. When that came to us, I said exactly that. "Why aren't we tying onto that?"

The justification there was the people, but also that it was a very short road that wasn't going to go anywhere. It was like this little tiny thing.

I thought it should go through, but I don't make all the decisions. But it is a very short road. That's not equivalent to any of these roads. Shelley Lane is a long road. Zachary Way is short, but then it ties into another road that goes to Shelley Lane. Mustang Drive goes a long way.

If anything, Peak View would be similar to the one over in Silver Fox. But that's A), not a part of this. But B), ultimately is designed to create even more flow, to allow people to flow out.

That would be my response, is I don't share Rick's view.

Shawn Holste – For me, honestly, it doesn't make a difference. I'm just throwing it out there, as like, "Hey, trying to be a good steward of this."

The challenge is you guys are creating here, because if this guy gets to block Zachary Lane, what about those people? "I don't want people driving through there." You know what I mean?

It's just a challenge on your end of life. Ours, doesn't make any difference.

Rick Barchers – Right. This wouldn't bother me personally so much if Matthew's Lane didn't have the road spec that it does. Okay? It's going to have a lot of traffic on it. It just does.

Matt Christensen – We can very well take that land back.

Shawn Holste – Yeah.

Rick Barchers – Yeah, that worries.

John Limburg – Rick, can you explain that? Why does that concern you, if Matthew's Lane is going to have a lot of traffic?

Rick Barchers – Okay, easy. If you're out in the west, sorry, side of Main Street. And you're coming down Main Street, and your objective is to go to Tooele. Typically, you're going to go down Main Street to get to Tooele, right? Certain times of day, you might say, if there's an accident, "Maybe I need to cut over and go across Durfee."

Derek Dalton – Well, like the other day when there was a two and a half hour wait, because there was an accident at Deseret Peak. Sure, people are going to do that. And it would be good. It's a good thing.

Rick Barchers – Well, I don't think the roads in the neighborhood were designed to help handle that type of traffic.

John Limburg – Yeah, I don't know. I think more roads are better. I truly do. We had a couple of... I think we talked for an hour and a half.

The problem I have with what people came in here and said was, the other day is the horse trails. So I went down and looked at the horse trails. There hasn't been horses on those trails in a long time. They probably... I don't know if they went through and disced them in the spring, but nothing's touched them since.

Matt Christensen – Well, and that other end's asphalt.

Derek Dalton – Yeah.

Matt Christensen – You get across the asphalt, and it turns to asphalt.

John Limburg:

The trees are over-grown on that one that goes across Shelley Lane, that you look up it, you can't even ride horses down it.

Shawn Holste – Yep.

John Limburg – I drove down to the end of Shelley Lane and there was people in the subdivision riding their motorcycles up there around your property. And they're the ones worried about you guys coming onto their property. The whole thing just seems silly to me.

I've got a good friend that lives across the street from him, and he shares the same concerns. I just called him and said, "Look, if we fenced all this off and we didn't connect any of these roads to go to your house, I have to drive all the way down to Durfee and then come back."

I live over in South Willow Ranches, he lives in the estates. If we'd done this to the Ranches, you wouldn't have this nice two-and-a-half-mile loop that everybody likes to walk. They wouldn't be able to drive down Quirk Street when they want to leave.

To me, it makes sense to connect everything. And the more roads we have going east and west in Grantsville, the better. We don't have enough right now.

Jaime Topham – Maybe to help you... I think we set this meeting as a work meeting not necessarily because there was... Well, in my mind, there wasn't a lot to discuss or that we were having a lot of troubles. But we had a lot on that agenda and there was more discussion that was needed to have.

So instead of just sticking it in our regular meeting and maybe not getting to all the details, we thought about a work meeting.

Matt Christensen – That was exactly our point is to just help clear... Take it off your docket. I know you had this, you had...

Jaime Topham – It was long meeting.

Matt Christensen – Who was after us?

Jaime Topham – Worthington.

Matt Christensen – Worthington after us. I was here the week before, and they took an hour, and I was like... This is an easy discussion, but I would rather have it here than in a meeting.

Shawn Holste – I guess the other thing I would say is... I'm losing my voice, because I was yelling at the kids at practice today.

John Limburg – The other thing I would say is, I called at least five people who live over in that neighborhood. I was just truly calling to see what their opinion was, right? I go, "Here's what's coming up. What do you guys think?"

One of them was Scott Mortenson, he lives just down the street from him on Sand Road, on Box Elder. He's like, "I would love to be able to just drive down to Box Elder, get onto a road, and head to Tooele."

I understand why he feels the way he does, and a lot of people do. I don't like driving all the way down to Durfee, to go into Tooele. I would rather be able to drive through there.

I've been saying this since for a long time. Even on some of the properties that we're developing right now, I think we need roads that go east and west. I truly do. And I think if you didn't connect these roads and somebody was looking at it 20 years from now, they'd go, "Why didn't we connect these?" And someone says, "Because there's a horse trail." It wouldn't make any sense.

Rick Barchers – Well, for me personally, like I said, the horse trail thing... I understand their point, I do. But like you just said, for me the horse trail's not a big issue. And I might get some haters for saying that, but it's not.

The dirt bikes and the ATVs getting on them, that's the problem. So how that gets mitigated or addressed, I don't know. I'm not necessarily even saying that it's your problem.

The people that I talk to say, "Go GTM. They're a great company. They have a great reputation." Nobody's really got any big beef with them.

But when I'm looking at Matthew's Lane, there again, where's it going? What's it doing? It's shooting down Depot Road.

Matt Christensen – Yeah, it's going to go all the way to Depot Road. And that's another exit for people to go to Tooele.

Rick Barchers – It's also another reason to say, "Hey, why do I want to go this way when I can cut up through the neighborhood?"

Jaime Topham – I don't know. I can't see people going into South Willow for any reason.

Derek Dalton – I think if anything, it's going to make less traffic in South Willow, because everyone's going to flow towards Tooele that way.

I think we're going to see a decrease, and this neighborhood is actually going to see the brunt of the traffic. I think it's just the way it naturally flows.

Jaime Topham – There's nothing west to go to, other than the reservoir, which... Not yet.

Rick Barchers – Like I said, personally I wouldn't have that big of a problem, if it wasn't for that connector going through there. You guys can disagree with me. I'm okay with that. I ain't going to hate you. Somebody ever... I'm in one of those places where I'm going to say something, somebody's going to not like.

John Limburg – I guess for me, I build out there in South Willow Ranches, and there's Mary's Lane. Goes right into a dirt road, into Hale Street. Yeah, it's Hale Street's that dirt road.

When I built my home there, that's obviously going to connect somewhere on. They develop the west side of that property, that's going to connect. And those guys are going to... Until they connect, if they develop that, until they pave Hale Street, they're going to be driving past my house. And I get that. But I understood that before I bought there. The thing about Southwest estates, they didn't buy into a gated community. I get why they don't want people driving through, but if you're like... There was the Carriage Crossing there? Yeah, they knew about that, that there was going to be no roads going through us.

Rick Barchers – Well, if it wasn't for the connector, I wouldn't have a problem. If it wasn't for Nygreen shooting all that traffic... It's going to be going down Matthew's Lane, eventually. Anyway, that's my beef with it. What is it, Redwood, up there? Redwood Court? That's on your "as proposed", towards the top?

Matt Christensen – That connects there?

Rick Barchers – Yeah. You show-

Shawn Holste – Nothing.

Rick Barchers – You show a stub... No, to your left. To your left, buddy. Right there. What street is that? What road is that?

Jaime Topham – Gilmore?

Rick Barchers – Gilmore. Now, you own the property right next to that?

Shawn Holste – No, that's the challenge. That one's a challenge. We drew a concept, which means nothing. "How is this going to connect over to Canyon View?" So, there's a concept there, but what that guy does with his land is a whole different conversation. So, here we go, throw in a stub road that hopefully works. But who knows? Same thing. We're just following staff's recommendations, just to do everything you guys ask.

Matt Christensen – Provide. And their point was to provide connectivity for that future land, when it gets developed.

Rick Barchers – I'm looking at the shape of the project versus-

Jaime Topham – Do you have the Tolman family property?

Shawn Holste – No.

Jaime Topham – On CIS? No?

Shawn Holste – That's Tolman's right next to it.

Jaime Topham – Okay. So that's where-

Shawn Holste – Right now, he's doing nothing with it.

Jaime Topham – Okay.

Shawn Holste – So it'll have a stub going to nowhere. But theoretically, that would connect to Canyon View, which is on the other side.

Jaime Topham – Okay.

Kevin Hall – Sorry I'm late, but I just have a couple of questions, if I could.

Jaime Topham – Sure.

Kevin Hall – When I looked there today, it appears to me that the only real place that it's crossing the trail system, is at Mustang?

Shawn Holste – Yep.

Kevin Hall – Correct?

Shawn Holste – That's the only one.

Kevin Hall – Again, I guess I have a little sensitivity to the Homeowner's Association being concerned about the liability in that. I do. Shelley Lane, I think it should be tied together. It seems to me like if we were going to exclude anything, we'd exclude that one, to accommodate the issue that they have with liability in their Homeowner's Association of having a problem there. Right? Because I don't think the other two will affect that. But again, I'm mixed in that. Because I agree, and I've heard part of John's conversation, that it doesn't make sense to have all these roads that go nowhere, stop them.

That's part of progress. Whether we like it or not, it's part of progress. So, I am mixed in that, I guess, a little bit there. I have some feeling for their concern about liability in that one, and if there's a negotiation to do anything there, it may be that one, I guess.

Shawn Holste – The only thing I'd say with that... Once again, Kevin, it doesn't make a difference to me whether that road... It actually saves me money, not putting in that road. The liability, though, this is where I'd go with that, is... That horse trail mixes throughout city roads all throughout everywhere, so your liability is wide open.

Kevin Hall – It crosses in... I didn't drive it. I don't live up there. I didn't drive the whole thing. It's crossing other-

Shawn Holste – Asphalt. Yeah.

Kevin Hall – It is?

Shawn Holste – Part of the trail is an asphalt system, correct?

Kevin Hall – It is?

Rick Barchers – Yeah, that's a different trail system. But... Yes and no.

Kevin Hall – I didn't know that. So maybe that isn't it.

Shawn Holste – What is it, 300 yards down from that intersection, you hit the intersection of asphalt?

Rick Barchers – I'm not sure which one you're talking about.

Shawn Holste – Heading to the west, the trails go right into the asphalt.

Rick Barchers – It goes up and turns to the north and goes up towards the church.

Jaime Topham – Well then there's one that branches down and goes between Butler's home and Wallem's home.

Kevin Hall – Well and again, just thinking about it, having-

Jaime Topham – More drive area.

Kevin Hall – If you think down the road there, anything we can do to get the traffic to go to 112... Who knows how long that's going to be.

Shawn Holste – Yeah.

Kevin Hall – But the pattern, the road system, to plan... Hopefully to be tomorrow, but I'm not sure of that. But the pattern, the traffic, to bring some of it out of the heart of the city so we can cross Main Street and then ship it to 112, I think is a good thing.

Rick Barchers – Well for me, there again, what you're talking about, the focus should be to get the traffic on those larger roads. And I just feel that as it's designed, the opposite of that would be happening.

And you guys can disagree, it's fine. Just for a little bit of history of why I'm even sitting here. I met the mayor in the park when some other development was proposed, it was President's Park at the time. And I said, "You know, there's a lot of people that are concerned about getting tied onto our neighborhood and keeping the traffic out of our neighborhood. A lot of people are concerned about it. I don't think it's unreasonable to ask the people that develop that land to not tie onto it."

I said, "There's going to be plenty of people who are upset that they're building on it, to begin with."

Not that you would have to do anything to mitigate that. It's your property, I get that part.

"So Mr. Mayor"... And I wish he was here. "Does that sound unreasonable?"

You know what he said to me? He said, "Rick, do you want to be on the Planning and Zoning Commission?" That's what he said. So here I am.

Then I had spoken with you about this, and I can point to the chairs we were sitting in, in this room.

Shawn Holste – Oh, I know.

Rick Barchers – And I'm not calling you to the carpet. I'm just saying I want you to understand my perspective here, because that's kind of a big deal to me. It's you, it's your property. These people can vote how they want. That's their prerogative.

Shawn Holste – I remember that conversation. And I hope I replied with, "Hey, we just build whatever's required."

Rick Barchers – Oh, you looked at me and smiled and said, "I've got no problem with that."

Shawn Holste – Yeah, it's like the ordinance Matt pulled up. That's all we're doing is, "Hey, Dan, this meets all of the ordinances. Tell me what you want."

Rick Barchers – No worries. Like I said, I'm not mad at you, man. I'm not.

Shawn Holste – We're good.

Rick Barchers – I'm just kind of like, "What happened?" Obviously it's not a choice that you made.

John Limburg – Well, if we look at the City, the City said on there that they... You look at the beginning of the minutes.... I don't know where I read it. They said that they think that all roads should be connected. Right here, on Kimball Drive, that horse trail crosses Kimball Drive right there.

Rick Barchers – Well, sure. Yeah.

John Limburg – That's what I'm saying. It already crosses inside that subdivision. So what we're talking about, what you're talking about... I guess I don't know if I really understand the liability issue. Is it liability?

Kevin Hall – Well, John wanted to speak, or there was somebody from the Homeowners Association that spoke about, that they felt like if we allow those to connect, we'd be exposing them to liability if someone got hit in that cross-section going through there. That's the thing I was saying, to address that issue. I'm just trying to flush that out.

John Limburg – Right. The liability... I don't even know if I understood it when they were saying it. The liability that they're concerned about is someone getting hit on a horse trying to cross the...?

Kevin Hall – Yeah, I guess.

Jaime Topham – Or on a bike or walking, whatever exists.

Kevin Hall – Whatever it is, because it's on their property and the Homeowner's Association. I guess those are classified city streets? Are they? Or are they...?

Dan England – I They're city streets.

Kevin Hall – They are city streets. I don't know that I understand, either.

John Limburg – Brett? Can we ask Brett if that's even...?

Jaime Topham – Yeah.

Rick Barchers – Horse trails are private property, right?

Jaime Topham – Yes.

John Limburg – But if they're crossing a city street, they're not going to get hit on the horse trail. They're going to get hit on a city street.

Brett Coombs – Okay. Sorry, so what's the question?

John Limburg – They're concerned about liability of the Homeowner's Association is, by someone crossing the horse trail, crossing a city street along the horse trails, and being hit by a car.

Kevin Hall – If that liability goes to them or to the city, or who?

Brett Coombs – It would be whoever hit the horse. It's not to the City, it's not to... The person riding the horse has to exercise reasonable care, so there could be some liability there, depending on what happens. But also the driver needs to exercise reasonable care when they're driving the vehicle. So it'd be one of those two parties. The City doesn't hold any liability. I can't address the HOA's potential liability. That's something that they would have to ask their own personal attorney. But from the City, I can tell you, we're not going to hold any liability for that.

Jaime Topham – Well and the concern already exists because they already have their trails crossing public streets in multiple places.

Brett Coombs – It's the same thing as anybody riding a horse on or near a public street. We have it in our community everywhere.

Shawn Holste – Salvo Ranches, across us everywhere.

John Limburg – Again, it's just an assumption of risk when you get on a horse. Someone as skilled as you guys riding a horse, there is no risk. Someone like me getting on a horse, there's all risk.

Jaime Topham – There's plenty of risk.

Rick Barchers – Well, I believe there again, the concern isn't so much what you're talking about. Maybe it is, maybe it isn't. I don't know.

John Limburg – I'm just trying to get to what he was-

Rick Barchers – The liability issue would be someone using those horse trails, not necessarily where the horse trails crossed the road, even though they were expressing some concern over that. They were, that's true.

But what they were talking about is people using those horse trails. And like I said, currently we have.... It's like hey, I'm guilty. As soon as somebody moves in, they think, "That's access to the trail system for your ATV or motorcycle." That's what everybody thinks, right? That's an internal South Willow problem. But it's able to be addressed by the HOA.

People from other neighborhoods, these guys that move in here, they're going to see dirt bikes flying up and down the road. They're going to buy one. They drive past that, they're going to say, "Hey, that looks good to me." Like I said, I watch my neighbor do it-

Brett Coombs – HOA, they can govern the trails for them. But where it crosses the roads, they have no authority to cover that. So if someone wants to ride their horse just on that little portion, HOA can't govern that. But as soon as they turn off the road and start touching the trail, that's the HOA's domain and they can do what they want.

John Limburg – And to be honest, nobody rides the horse trails. They all ride their horses down the road. They're riding by my house all the time. My daughter rides in our neighborhood and never touches the horse trails.

Brett Coombs – It's like those crazy bike riders, man.

Kevin Hall – What are they doing on the street?

John Limburg – And there is someone riding that bit down in the South, roller-skating, all the time. And there is some liability there.

Jaime Topham – Okay, we've talked a lot about the streets and everything. Is there anything else in the preliminary plan that we would like to discuss? Need to discuss? I see purple blotches. What are all those little purple blotches about?

Matt Christensen – Those are retentions, easement and settlement ponds. Parcel A is a retention pond. Parcel B is a retention pond that is accepting water from South Willow Estates. And then there's one just to the south of Zachary Lane that is preventing stormwater from the existing land to enter our property.

Jaime Topham – Okay.

Matt Christensen – So they're just catch basins.

Jaime Topham – It that designed on somebody else's property? Do you have... The one on Zachary Lane?

Shawn Holste – That technically still is landowner's property.

Jaime Topham – Okay. And then 234 has it own...?

Matt Christensen – Yeah, that's its own retention basin for that lot. It grades back that way. We have to catch the stormwater to prevent it going into President Park.

John Limburg – So what's happening with the stormwater on Shelley Lane right now? There's a catch basin there right now. There's curb and gutter on the long side of it.

Matt Christensen – It discharges into a retention pond that would be located in lots 120 and 119 is where it's currently located. Is that right?

John Limburg – It's got to be,

Matt Christensen – 121 and 120. There's a retention pond there. We're actually connected.

John Limburg – So that water is coming onto your property.

Matt Christensen – We're connecting onto that pipe and bringing it to our retention pond. We sized our pond to accept their water.

John Limburg – So that basin at the end of Shelley Street just continues onto your property and pipe and then....?

Matt Christensen – Yep, it will be filled in and the home will be placed there. And we'll take that water and place it in our storm system. Yep.

John Limburg – So these homes that were built here across the street from the church on Shelley Lane, wasn't that originally supposed to be a retention basin there? And then it was like, "Hey, we'll let you build homes there, if you'll..."

Shawn Holste – I think so. A promise that didn't happen, and we're cleaning it up.

Rick Barchers – And then that guy sold it to you.

Shawn Holste – Well, no. Kind of. Here's where it is. Let give this a little background. This is 16 months in the works, for preliminary. There's a lot of time... I got a preliminary packet that thick. There's a lot of time and effort put in on all these calculations, and all this.

We filled on past the point of preliminary, all the water's taken care of, all the drains and streets and all that. Dan, you feel pretty good about that?

This is a pretty extensive preliminary packet. So all those concerns should be very well taken care of.

Rick Barchers – Did you have water retention on any of the private residences in the backyard? I swear I saw that.

Shawn Holste – Yes, there are.

Rick Barchers – Just the ones that we see, on those four?

Matt Christensen – No, there are more.

Rick Barchers – So, there's more?

Shawn Holste – Let me speak to that. So up there in Cherry Grove a couple years ago, when we did that subdivision. It's the one when all the storms started coming in and that water started flooding the downhill people, it came to our attention as a problem. So, when we got to Cherry Wood, we redesigned and did some things to catch it.

And in building so, I've even redesigned since to grab exactly what you're saying, making sure that water stays in their property.

This has some add-ons that are coming its way, next step, where it really starts holding some of that. This has just been as we've gone through and tried to correct what's going on. And I made Dan aware of that. Did you see those up there at Cherry Wood, that I made?

Dan England – I haven't been up there, sir.

Shawn Holste – We made some new designs with some 3D modeling and all that to control this water. Because the challenge that's happening, is all this sounds great and it all works out, as long as everyone put the grass in right now. No one puts their grass in right now. Which I get, it took me a minute too. That water starts shooting and getting the downhill guy, and we're not going to allow that to happen.

Jaime Topham – Do you guys have anything else? Any other discussion marks?

Rick Barchers – No, I've said my piece.

Jaime Topham – Dan took me in. We've got like 20 minutes.

Dan England – Just for the record, the plans at this phase are ready for preliminary. There's still other things that we're going to work through for file, before it comes back for that stage.

I've got a list of things. Nygreen frontage, rock trench in the basin that's going to be done per grades, rip-wrap, the top berm, some of those things. But they can all be taken care of in the final. So, at this point, I'm comfortable with it, going forward with the preliminary.

They've done a lot of work on this. It's got to the point where I feel comfortable that those are the locations for the streets and the lots.

Jaime Topham – Okay. Yeah, because we're really just looking at the location of the streets and the lots, and we don't have that whole list of things to the side. We are only looking at this basic plan. And then when it comes back on final, we look at everything else.

Dan England – In pieces. Yes.

Jaime Topham – Yes.

Rick Barchers – In phases.

Jaime Topham – Okay. Wow,

Shawn Holste – A question I have, direction moving forward, are we staying with that stuff? We not staying with that stuff? Can we go to a recommendation of approval, here in the next meeting?

Jaime Topham – I'm comfortable with that. I think that your development follows what Grantsville wants, which is connectivity.

The major concern from the HOA was about connecting to the streets and the safety and the extra traffic and the horse streets. We already know that they don't have any right to what happens at the streets. They are public streets. So, I think that you're meeting Grantsville City's requirements for connectivity there.

The traffic, maybe there's going to be some traffic, but I actually see it flowing the other way. Especially even to Matthews Lane, I see them flowing to Matthew's Lane and heading out that way, if and when that ever gets going. I don't have any issues with moving it to an action item in our meeting. Do any of you?

Kevin Hall – I don't. I don't.

Jaime Topham – We know Rick has a different opinion, and that's okay.

Rick Barchers – That's okay.

Shawn Holste – And that opinion, to hear that opinion, those citizens need to show up at the City Council and voice it there.

Rick Barchers – Sure.

Shawn Holste – They kind of have that leeway to say, "No roads." You guys are kind of tied with, "It meets the ordinance."

Jaime Topham – It meets the ordinance, exactly. So do you have a problem moving it to an action item tonight?

Rick Barchers – No. I don't think... Because we've already had the public hearing for this Committee, or Commission, or one of those things. And so public input's at a standstill on it.

John Limburg – Just one last thing, just maybe make him feel a little bit better. Could you even... If you didn't take Shelley Lane all the way through, what are you doing with the water, and how's it... Would you be able to do that?

Shawn Holste – Yes. The answer is "yes", on everything. It's a design issue, right? If Shelley Lane doesn't go through, then we're not doing the storm drains in that right-of-way, and shifting it down there. So then you've got to create what happens in Shelley Lane, right? So yes, everything is possible. It's just, there's redesigning and some challenges, especially with that one.

Kevin Hall – Rick, sorry I was late. I'm assuming you're concerned for traffic, that traffic is going to come to Shelley Lane instead of go up to Nygreen. So, it's going to create a bigger bottleneck for people coming out of South Willow. Is that the conversation?

Rick Barchers – Well, yes. The school's on Nygreen. When it becomes the bewitching hour, when everybody's dropping their kids off, or picking them up, one way or the other.

If you're driving down... If you live in South Willow, you don't go down Willow Street. You just don't. It's a foolish choice. Everybody knows that.

Nygreen's got a school on it. So, what's going to happen?

John Limburg – Thank goodness for... Thank goodness that South Willow didn't block us out, and they can go down a Quirk. That road's connected.

Rick Barchers – Yeah.

Jaime Topham – Yeah, because otherwise-

John Limburg – Otherwise, they would be going down Willow, and they'd be stuck there. That's why I'm saying... It's just, more roads the better.

Rick Barchers – Well Nygreen is... How far outside of South Willow? It's not very far. So if you want an alternate road other than Willow or Quirk, there's Nygreen and where it's going to take you. So...

Shawn Holste – And Mustang actually provides a better access to Nygreen.

John Limburg – Yeah, the people who live on Mustang and Premier, I think, those roads, they might actually like it.

Rick Barchers – Well, that could be. I can tell you, I don't live in that neighborhood for my access to Walmart, okay? That's not what I live there for. We don't live there for our access to goods and services. A lot of people feel the same way.

There's people feel different, like John. He lives out there too. So, it's all fair.

But for me, yeah, I like the nature of... The fewer cars on my street, the better. I get that they're public streets. I get that.

John Limburg – I feel bad for Rick, I want to help him. But I also don't want the road to-

Rick Barchers – I know that a lot of neighborhoods that we work on approving, ask to have fences put around them. A lot of developments do.

Now this one's coming in and you're saying the complete opposite thing. "We don't want fences around developments anymore. We want interconnectivity."

The whole thing seems like a flip-flop to me, that's all. And I'm not going to be mad on you if you go the other way. That's cool. I think there needs to be some differences on the Commission. I really do.

Kevin Hall – I do too. We're never going to agree on everything, but-

Rick Barchers – Sure.

Kevin Hall – But to me, it seems like it's going to... The people aren't going to come from this subdivision to your neighborhood. Unlikely. Maybe to visit somebody or whatever. But the traffic flow, really...

Rick Barchers – Probably not.

Kevin Hall – It seems to me, Rick... Again, it seems to me like that the people coming out of South Willow will benefit way more than these guys are going to benefit.

Rick Barchers – Right.

Kevin Hall – Because it gives them another way to get past Willow Street at witching hour.

Rick Barchers – That's true, but Matthew's Lane is the same spec as Quirk, as Nygreen. Is expecting the same amount of traffic-

Kevin Hall – Well, not for long-Well, not for long. Because they're going to improve Matthews Lane right here, shortly. It's on the agenda tonight.

Jaime Topham – Well, isn't it going to flow the other way?

Rick Barchers – The projected street.

John Limburg – Honestly, I don't want to speak a lot more, but I was talking to... I think it's more of, if we connect these, are we going to connect the next subdivision that's down there?

Rick Barchers – Yeah. That's what's going to happen.

John Limburg – And then are we connected all the way to Anderson Ranches? I'm "Hopefully, yes." And he's, "Hopefully, no."

Kevin Hall – Again, Rick, I feel for you, right? I live in a really Heaven, in my opinion. Because I'm down where I don't have to deal with any of that, for the most part. But as I think about it and think about progression. Whether we like it or not, that's how progression happens. Whether we like it or not, that's how it works. Do I like it, Rick? I don't. But it is what it is. And you have to, I think, look out there and realize that that's where we're headed. Whether we like it or not, that's where we're headed.

Rick Barchers – There again, if Nygreen went straight through and that's where the main flow of traffic was going, I wouldn't have as big a problem with it. But that's-

Kevin Hall – I wish it did, too. But I don't know the answer to that at this point. Development. More development will push that, I guess. I don't know. As much as I hate to say it, that's what drives it.

John Limburg – Last thing I'll say, I was taking kids home from practice the other night. I was able to drop off Connor Egart's kid right there on Davenport, and then go up to Saddlewood and drop off another kid there in Saddlewood, and then just drive home.

And I'm like, "If these had been not connected, I'm driving all the way back out like I would at Anderson Ranches, and driving all the way back into my subdivision." I just think... I don't know. Just, it makes sense.

Jaime Topham – All right. Are you guys ready? Good to wrap this meeting up, then you take a 10-minute break before we have to start the next one?

Derek Dalton – That'd be great.

Jaime Topham – Because we have that next. Or we can sit here and chat, but either way...

Kevin Hall – No, I'm good.

APPROVED 10/05/23

Jaime Topham – All right.

Shawn Holste – Thanks for your time.

Jaime Topham made a motion to adjourn the meeting. Derek Dalton seconded it. All voted in favor. Motion carried unanimously

Meeting adjourned at 6:47pm