

**TREMONTON CITY CORPORATION
DEVELOPMENT REVIEW COMMITTEE
FEBRUARY 14, 2019**

Members Present:

Steve Bench, Chairman/Zoning Administrator
Chris Breinholt, City Engineer
Marc Christensen, Parks & Recreation Director—excused
Paul Fulgham, Public Works Director
Shawn Warnke, City Manager
Cynthia Nelson, Deputy Recorder

Chairman Bench called the Development Review Committee Meeting to order at 1:35 p.m. The meeting was held February 14, 2019 in the City Council Meeting Room at 102 South Tremont Street, Tremonton, Utah. Chairman Steve Bench, Engineer Chris Breinholt, Director Paul Fulgham, City Manager Shawn Warnke, and Deputy Recorder Cynthia Nelson were in attendance. Director Christensen was excused.

The following items were discussed out of order.

1. Approval of agenda:

Motion by Director Fulgham to approve the February 14, 2019 agenda. Motion seconded by Manager Warnke. Vote: Chairman Bench – aye, Engineer Breinholt – aye, Director Fulgham – aye, Manager Warnke – aye. Motion approved.

2. Approval of minutes: none available at this time

3. New Business:

- a. Discussion of a proposed development on 1000 North and approximately 4000 West (property is adjacent to I-84) discussion of topics may include but is not limited off-site utilities, weight restrictions on 1000 North, truck stop and fuel center, other land use,

Manager Warnke said heavy traffic has started to deteriorate the construction of the road, which is pretty narrow. It has always been a concern. Truck drivers use that as a point-to-point connection from I-80 to I-15 so the Council adopted an ordinance, which was a recommendation from our Transportation Plan. We will be putting signage on the interstate to restricted trucks from getting off at that point. We have submitted something to UDOT to allow for those signs. We then had a conversation so I asked UDOT to hold off on installing those signs so we could work through the issue with this committee to see if there is a way we can make this work. Our concern is the shape of the road and the heavy truck traffic there. Manager Warnke showed the representatives from Tremonton Point Group where the restrictions are and how they might make something work to mitigate the problems. However, this is a Council decision and they have put the weight restriction in place.

Bret Lovell said our user who is interested is Travel Center of America. We were pretty excited about them. They are a big company with a high value and have a center in Tooele currently. A lot of the truck stops have corporate accounts so truckers are loyal to their specific locations. They have one other city they are looking at, but with the current businesses they are serving and their portfolio, this is a higher area they need to be in. They were excited about this off ramp and will take 12 acres. Manager Warnke said across the street is the UDOT shed so there is heavy truck traffic going in and out of there. The weight restrictions begin and end there. Down to 2300 West, we have the same issues where there is a gap between 2300 and Main Street because we realize there is some existing businesses there that take truck traffic. To the north we have a truck center that just came in. Director Fulgham said we rebuilt that road and have been getting small urban funds to make incremental improvements to address those deficiencies. It is our road, but since we are using federal highway funds, it has to be build to a UDOT standard.

Tyler Howland asked if the restriction is primarily because of the wear and tear on the road or if the City is concerned about noise with the residential neighborhood. Chairman Bench said there have been a few complaints, but it is not the trucks going by it is more of the road condition. Director Fulgham said as we improve the road, we put in curb, gutter, and sidewalk. There is a group that likes to walk, but they have to walk in the road because there is no sidewalk and it is narrow. There are construction problems because it was not built for heavy equipment. Mr. Howland asked what the distance between 2300 West and the UDOT facility is, which is about a mile and a half. Manager Warnke said with that truck development that occurred just recently on 1000 North, where the right-of-way has been improved, we restricted them from taking a right. They can use 2000 West to get to I-15. Maybe we can do something to improve that portion of the road, but once they get on the road they are committed. We could restrict the right turn onto 1000 North knowing some people will do that because of their GPS. There needs to be more signage directing them to an internal road, constructed by the developer, which would allow a truck to turn and come back into that development. The driver could get oriented and then go the right way. There is residential all around the development, so how do we mitigate some of those uses. Mr. Howland asked if they could get the rebuilt road to this point. Engineer Breinholt said the BR Mountain Road is going to connect there somewhere, north of their property. Manager Warnke said the Master Development Plan shows the road network. That might be a solution that I can foresee restricting it, but allowing someone to correct themselves. It would benefit this property and be an internal road built by the developer.

Mr. Lovell said with this being in an opportunity zone, the idea is to do a truck stop. If we can develop five-acre parcels, we would love to build, lease, and own or have small guys build their own shops there. Josh Johnson said we could put this back on the market and make a decent return on our investment to flip it and be done, but that is not our intent. The conversation has always been that we are going to be in this, in some

shape or form, for 20 plus years. Some parcels may get bought and sold off, but we will be here for a long time. We want to figure out how to make this work for both of us. Engineer Breinholt said when trucks use that road, they are driving through a neighborhood versus driving on the freeway and going around. It probably is not much different time wise. Mr. Howland agreed we want to keep truck traffic out of that neighborhood and asked what the City wants to see here, what is the vision. Chairman Bench said it is a freeway on and off ramp so I think public service stuff should be on the exit and blend into the residential and buffer down to something light, maybe some retail. Mr. Lovell said we had an RV dealer approach us on wanting to go out here and we are excited about sales tax dollars. Mr. Lovell wondered about billboards or other signs to help direct traffic to that stop. Manager Warnke suggested renting a billboard. From a land use perspective, we need to determine what makes sense. Maybe it would have made more sense 30 to 40 years ago when we did not have the residential there. When we do get the road built out and that restriction is off, then there will be a lot of truck traffic going down that road. It is sort of incompatible with the neighborhood that exists there. When the BR Mountain Road is developed through, we will try to bring people into town through that. We will plan those uses around that corridor much differently. Mr. Howland said I-15 and I-80 are the City's center of commerce. When neighborhoods have been built along I-15, they slowly dissolve and make way for what cities need to thrive and that is commerce and sales tax base. I can respect that the residential play is there and we do not want to take a bunch of truck traffic through it, but how does the City envision maximizing the on and off ramps from a development perspective to the benefit of the City. Manager Warnke said one of the things we are doing is working to create a bypass road off of Iowa String to create a corridor to use as a truck bypass.

Mr. Lovell said if we put a truck stop there, we would have 80 acres we are not using, and asked how the City would feel if we saved up those impact fee credits with the City and go under the freeway. What if we detained on site until we get more developed and have impact fees saved up. If we develop a 12-acre site, that is not going to pay to get us under the freeway. As we get more development, we could eventually tie the system in and go under the freeway. He also asked about dumping into the canal, but was told that is Bothwell's ditch. Engineer Breinholt said there might be some impact fee opportunity on the sewer. Manager Warnke said we would just participate in the upsizing. This is really long term and really abstract, but the State is exploring water development along the Bear River. That is part of their long-term plan. They are purchasing in Willard and Perry now. They could have a pipeline through this area, but their plans are not solid enough to bank on it.

Mr. Howland asked for the cost per lineal foot for when the City rebuilt 1000 North by I-15. Director Fulgham said at the time we calculated, it was going to be \$5 million if we built the road the rest of the way, not using federal highway funds. We used federal highway funds for 2000 West and that only completed half the road. The other half was

done with City funds. The road was built the same, but our section, with the bridge, cost \$600,000 and theirs was \$1 million for a half-mile section.

Mr. Howland said when we talked about a pump station, there was an easement we were worried about acquiring. Director Fulgham said that was through an older gentleman who did not want to sell. Chairman Bench showed the property and the other owners around it. One of the options is a half mile stretch, while the other is three quarters of a mile. He said you would have to have a pump station. Director Fulgham said it could be possible to parallel the freeway on the City's side of the fence. Director Fulgham showed them where sewer is currently with a subdivision in the area. Mr. Lovell wondered if it would be better for the City to talk to the owner about the easement and Manager Warnke said he would not mind doing that.

Chairman Bench said the off ramp up to the curb is UDOT standard, which would save a little bit of road improvement, but that would have to be verified. Mr. Howland said he met with the Box Elder County economic developer, who talked about rooftops and a need for housing. They might consider a small section of homes by the existing one and wondered what the City's thoughts are on that. Manager Warnke said we need to do some land use planning and hire someone to help us go through the process. It would work as long as there is not direct access. Mr. Howland said we need to have a smooth transition from commercial to residential. Before we do anything, we will do our own feasibility studies. We will actively try to work with the City on what it wants to see here and what makes sense for us. Being in the opportunity zone, there are requirements by the IRS to capitalize on that and we would like to, but we do not have to. We have to go to work and start making improvements within 24 to 30 months and have those improvements completed to get the full value of that. Manager Warnke asked if they have done a master plan. Mr. Howland said we have a couple concept plans that our engineer has put together, but we are digging into the feasibility and talking to different users and working with our broker on what he thinks are viable options. Chairman Bench confirmed the truck stop would use up 12 acres and they would negotiate with a hotel user. There would be a truck stop, the BR Mountain Road, and a hard retail corner for food options.

Manager Warnke said the Council adopted a resolution to put the weight restricted signs up. As a staff, we asked UDOT to suspend that in order to talk with you. I do need to coordinate with the Council because they are expecting those signs. Mr. Lovell said give me just a little time before you do that. Manager Warnke said I just need to report back. The Council will not be completely surprised, but I did not think your timing was so soon. We thought it would be years before it would be developed. Mr. Howland said we hope to be under construction next year. We have to in order to take advantage of the opportunity zone. He said they would send over a concept plan. After this meeting, we will meet with our engineer, architect, and broker to come up with a more fine tuned plan and timeline. We are not going anywhere. We are going to be here for a while. Manager Warnke confirmed that their timing is as soon as possible. Mr. Lovell said yes,

everything changed with the opportunity zone. When we bought the land, we did not know it was an opportunity zone. That accelerated the timeline. I assume the Council will be happy to see a truck stop due to sales tax revenue. Manager Warnke said they do not want to stop development, this is just one of those growing pains. I think we can strike a balance if we can come up with ideas to address the problems. One of the other growing pains is secondary water. Your project will be required to do secondary water development, which includes turning over water shares and installing the infrastructure (about half a share per developed acre.) If you have 95 shares, you would have excess and the City is open to purchasing shares to address our deficiencies in all development.

b. Walk ins:*

There were no walk ins.

4. Comments/Reports: none

5. Public comments: Comments limited to five minutes.

No public comments.

6. Adjournment:

Motion by Director Fulgham to adjourn the meeting. Motion seconded by consensus of the Committee. The meeting adjourned at 2:33 p.m.

The undersigned duly acting and appointed Recorder for Tremonton City Corporation hereby certifies that the foregoing is a true and correct copy of the minutes of the Development Review Committee Meeting held on the above referenced date. Minutes prepared by Jessica Tanner.

Dated this ____ day of _____, 2019

Linsey Nessen, City Recorder

*Utah Code 52-4-202, (6) allows for a topic to be raised by the public and discussed by the public body even though it was not included in the agenda or advance public notice given; however, no final action will be taken.