

**TREMONTON CITY CORPORATION
DEVELOPMENT REVIEW COMMITTEE
JANUARY 8, 2020**

Members Present:

Steve Bench, Chairman/Zoning Administrator
Chris Breinholt, City Engineer
Marc Christensen, Community Services Director—excused
Paul Fulgham, Public Works Director
Shawn Warnke, City Manager
Roger Fridal, Mayor
Cynthia Nelson, Deputy Recorder

Chairman Bench called the Development Review Committee Meeting to order at 9:10 a.m. The meeting was held January 8, 2020 in the City Council Meeting Room at 102 South Tremont Street, Tremonton, Utah. Chairman Bench, Engineer Breinholt, Director Fulgham, City Manager Warnke, Mayor Fridal (left at 10:13 a.m.), and Deputy Recorder Nelson were in attendance. Director Christensen was excused.

1. Approval of agenda:

Motion by Director Fulgham to approve the January 8, 2020 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—December 4, 2019

Motion by Director Fulgham to approve the minutes of December 4, 2019. Motion seconded by Chairman Bench. Vote: Chairman Bench – aye, Engineer Breinholt – aye, Director Fulgham – aye, Manager Warnke – aye. Motion approved.

The following items were discussed out of order.

3. New Business:

a. Preliminary review of Aspen Ridges Subdivision – Ryan Rogers

Manager Warnke said one of my concerns was access continuing on. I think it starts to narrow as we go up and all the traffic is going to be on this one road. Does that seem reasonable to have one connection? Engineer Breinholt said there was the idea that they would connect on the north end. That would have to be a requirement of development up that way, there would be a phase through there. Once the connection is made, I am fine with it. Chairman Bench said if they come in with another phase, they would have to get the north access.

Director Fulgham said we could do the same type of agreement where we maintain the meters, water, roads, hydrants, and sewer, but all laterals are maintained by the HOA. That roadway is not a standard road section—it is private. Chairman Bench said if you

will write a narrative for that, I will plug it in. Engineer Breinholt said I think the road configurations work okay. Anything up here would be required to connect to 600 South as it advances. The Committee discussed parking and sight distances. Chairman Bench said they have 17 stalls now, which according to the site plan would require the end islands so it would be 15 stalls and two islands. When asked about upsizing utilities, Director Fulgham said we would upsize the irrigation to 10 inches. Water and sewer are fine. When discussing the landscape plan and water shares, Engineer Breinholt said it is about half a share for every two acres, so eight shares should do it.

Manager Warnke said it would be nice to have a pedestrian connection across the canal to Tremont Street. I am not sure it is needed, but it is always nice to have good connectivity between neighborhoods. Director Fulgham said there is a trail to get them to 600 South, which would be better than the sidewalk along Tremont Street. The lower one will take people to the church, and the trail will take them to the north. An automobile connection would make more sense to me than the pedestrian connection, but I am not sure you will get that. They would have to work with Micah Capener on his development. Manager Warnke said two connections, one to the south and one to the north with the trail for pedestrians going north sounds reasonable.

Motion by Director Fulgham to approve Aspen Ridge's preliminary and send it to the Planning Commission based on their discussion and any changes that will need to be made. Motion seconded by Chairman Bench. Vote: Chairman Bench – aye, Engineer Breinholt – aye, Director Fulgham – aye, and Manager Warnke – aye. Motion approved.

b. Preliminary review of Edgewood Development – Bryce Goodin & Ben Johnston

Mr. Johnston said we have addressed most of the issues on here. This realignment was tricky. It is exactly 80 degrees, there was not much we can do about it, but it is easy to follow. I have talked to Engineer Breinholt about the storm drains and three ponds. Manager Warnke asked Engineer Breinholt if the redesign for the intersection works? Engineer Breinholt said it is as good as I could expect. It is not ideal, but I am not sure we can do any better for what he has there.

Mr. Johnston addressed the design and the two buildings going vertical north and south with the alleyway straight through. I have a couple concerns about that. You have a narrow alleyway and it works, but it turns onto I-15 and people fly to get to that road. The width is only 22 feet of asphalt (two feet short of a two lane). We want to get rid of those big long straight ways. Curving it down a bit with the idea of slowing people down. Director Fulgham said I liked the first design. It keeps traffic from zipping through. Manager Warnke said neighbors always function better when they have frontage on streets. Orienting the homes toward the frontage makes for a nicer streetscape and experience for the residents. It is also less confusing for people visiting. Mr. Goodin said we could front on the main road. The idea was to front all of these toward the main roads for better curb appeal, but we will have a six-foot fence here.

Manager Warnke addressed concern with the two buildings facing and mirroring each other with all the windows and doors lined up and only separated by 20 feet. Mr. Goodin said we could spread those a bit further apart. Director Fulgham said offset one building to the north and you would have all that open space.

The Committee discussed setbacks. Mr. Johnston said I do not see a problem with taking those down to 15 and keeping the front at 20. Mr. Goodin said depending on the site we will give more as part of the cross section, another five to 10 feet if needed for utilities and it might turn into a blanket PUE. Chairman Bench said the front and back stays 20 feet and the sides are 15, but is based on the site plan for multi-family. Mr. Goodin said I am not sure we will be able to offset those buildings because of the driveways, but we will pull them apart as best we can. For landscaping, we will see what we can do to break that up.

Mr. Goodin said there are a few stalls here to accommodate the amenity area. They will have two stalls, the garage, and the driveway. Mr. Johnston said we would add 30 stalls or more throughout here for visitor parking. Manager Warnke said we like those units facing 1000 North, but it creates the option for people to use that road for parking. Engineer Breinholt said 1000 North is a 66-foot right-of-way and was designated as a minor arterial, which means no on-street parking. If we want to plan for that through this area, we need to start looking at pushing that out to 80-feet. Chairman Bench said we could post it as no parking. Mr. Johnston said by moving it back 5.5 feet we could put the fire hydrant and power pole in the park strip and accommodate the on-street parking with the 80-foot right-of-way. Manager Warnke said that is a good scenario even if it is just for this section. We talked about doing a turn lane and in that scenario, there is no on-street parking. Engineer Breinholt said if we are going to do it now we should commit to doing it for everybody along that road from I-15 to 300 East. In the far future, we would have to address a few existing homes there. Director Fulgham said the bigger issue is crossing the railroad tracks and the canal. That will eat us up in cost as we do this in the future. We would have to move the railroad arms back. It would be nice to have 80 feet, but will we ever have that on the west end of 1000 North? There is no way we can get it because of the homes and construction of the slopes. Why not just continue it on that way and say no on-street parking. Either have no on-street parking or allow a bump out to widen it for a little on-street parking for that south side. Mr. Goodin said they would look at the cost of widening that. Engineer Breinholt said with a 66-foot right-of-way you cannot have on-street parking and that would be part of your covenants. Director Fulgham said my opinion is to keep it uniformed unless Visionary Homes wants to get the on-street parking.

Mr. Goodin said does the state law really require each townhome unit to have its own sewer lateral? These are private roads, but are the utilities public or private? Engineer Breinholt said with as many units as there are, the sewer would need to be owned by the City, but we are operating in a gray area. If this is owned and maintained by the HOA and the HOA goes under, then the City will be out there fixing it. We need to have some wording about sponsorship. The HOA owns and maintains it, but the City accepts ultimate responsibility for make sure it is functioning. If anything fails or the HOA fails

to do what is needed, the City would go in and take care of the problem. With these developments, the best thing we can do is come up with an agreement to leave that as private ownership with the HOA, but have the City agree to sponsor and have the right to take care of any problems that are not being address. Mr. Goodin asked about public utility easements that give the City the ability to maintain those. Director Fulgham expressed his concern with getting on private property to do work. It will be built to City standards, but we try not to go on private property for maintenance. Engineer Breinholt said those belong to those entities. Lateral to the home is where you have problems and are digging on private property. Director Fulgham said my ownership stops at the main. If I own the manifold or valve, then in the future you will have leaks and want me to fix them. Mr. Goodin said they would be in the park strip so it is easier to dig up. There would be a cluster of barrels next to each other and each unit has its own. In the end, the City is ultimately responsible and we could spell that out up-front. It makes sense for the City to own these main lines, even under a private road. We can do either way, we just need to make sure we spell it out correctly. Engineer Breinholt said that only applies to sewer with public health. Director Fulgham said we are responsible for water with backflow, not infrastructure. That is why we require back-flow preventers and devices to prevent that. On the water, we are responsible for the mains, but anything coming off the main in private roads is your responsibility. We maintain mains, fire hydrants and meters. The HOA takes care of all laterals whether they are water or sewer. Sewer has to be individual; you cannot have shared laterals per state code.

Manager Warnke confirmed that the units with double frontage would have a decorative fence and landscaping. The Committee also discussed a temporary turnaround and how they could work with the garbage trucks. The Committee told Mr. Goodin that he would have additional water shares with this acquisition and the City would be interested in doing an impact fee credit or purchasing their extra shares. The developer would need half a share for every two acres, but that would be determined with the landscape plan. The Committee also asked about the vacation plat, which Mr. Johnson will send as soon as it is finished.

The Committee went back to the discussion for on-street parking along 1000 North. Mr. Goodin said let us leave it at 66 feet for now, but I will see what it would take for us to widen it. It does not sound like the City would be interested in participating in that. Engineer Breinholt said if we were widening the whole roadway to 80 feet, then it would be on the City to pay the extra. This would simply be for on-street parking for this development and the City would not be obligated. Mr. Goodin said for now let us move with the assumption it is going to stay 66 feet. We would add parking signs and paint the curb red. Chairman Bench said you would also need to have it in your covenants. Engineer Breinholt said there is a turn lane and there is no room to park. Director Fulgham said if this on-street parking does not reduce their requirement for parking inside their development then there is no advantage to them besides making the units more accessible. The more asphalt you get, the more snow that will be pushed onto the park strip and the less appealing the parking is there. Manager Warnke said with the sidewalk and power pole conflict, could we move the trail back so it is straight

and make a wider park strip. This is an eight-foot sidewalk that the City will help pay for. Mr. Johnston said he would look into it.

Mr. Johnston would run a sewer line and make sure every unit has a lateral. Chairman Bench asked him to highlight and send a clean copy of the phases. Director Fulgham said they need to create a formal agreement for the sewer and water main maintenance, and it needs to be recorded in the development. Manager Warnke suggested adding it to the special conditions of the development agreement. Director Fulgham will write that up and send it to Manager Warnke. Engineer Breinholt will continue his review.

Motion by Director Fulgham to approve the preliminary and send it to the Planning Commission based on their discussion. Motion seconded by Engineer Breinholt. Vote: Chairman Bench – aye, Engineer Breinholt – aye, Director Fulgham – aye, and Manager Warnke – aye. Motion approved.

c. Walk-ins: there were no walk ins.

4. Comments/Reports: none.

5. Public comments: none.

6. Adjournment:

Motion by Director Fulgham to adjourn the meeting. Motion seconded by consensus of the Committee. The meeting adjourned at 11:40 a.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 _____, 2020

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.