

**TREMONTON CITY CORPORATION
DEVELOPMENT REVIEW COMMITTEE
OCTOBER 21, 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
Cynthia Nelson, Deputy Recorder

Chairman Bench called the Development Review Committee Meeting to order at 9:06 a.m. The meeting was held October 21, 2020 in the City Council Meeting Room at 102 South Tremont Street, Tremonton, Utah and via Zoom. Chairman Bench, Engineer Breinholt, Director Fulgham, Manager Warnke, and Deputy Recorder Nelson were in attendance. Director Christensen was excused.

1. Approval of agenda:

Motion by Director Fulgham to approve the October 21, 2020 agenda. Motion seconded by Chairman Bench. Vote: Chairman Bench – aye, Engineer Breinholt – aye, Director Fulgham – aye, Manager Warnke – aye. Motion approved.

2. Approval of minutes: September 2, 2020

Motion by Director Fulgham to approve the minutes of September 2, 2020. Motion seconded by Manager Warnke. Vote: Chairman Bench – aye, Engineer Breinholt – aye, Director Fulgham – aye, Manager Warnke – aye. Motion approved.

3. New Business:

- a. Discussion of access and circulation for a concept subdivision located on Iowa String Road between Interstate 15 and the Interstate 15 Ramp – Ryan Hales, Joseph Browning, Joe Darger, Trevor Williams, and Lonny Reed.

Mr. Hales provided a presentation and said for redevelopment of this site, we looked at a couple intersections surrounding it on the local road systems (Iowa String, Rocket Road, and 10400 North). We collected morning and evening data for traffic volumes and looked at traffic control so we could run a simulation. Iowa String is a free flow and has no delay to those cars. We have a level of service A at Rocket Road and 10400 North. We took all the land uses that are anticipated and layered the trip generations. This identified how many vehicles would be in there, which included those for single-family and multi-family homes, and the storage units that are planned for this property. In the evening peak hours, 159 trips would be generated. We had two intersections planned. The north access comes in on an angle because of the overpass abutments so there is some limited distance. To avoid sight distance issues we combined the north and south accesses into one access. Through the tests, it shows it would have a great level of service not only in 2020, but out to 2025. We think there is good site distance

both north and south.

Manager Warnke asked how speed would play into visibly and sight distances. Mr. Hales said if a road is posted at 40 mph, it is designed for 45 to 50 mph. We use that design speed when we do sight distance evaluations. By putting the access in the middle, we can achieve the required safety. Engineer Breinholt said it would help to show some simple sight triangles for that approach and intersections. Manager Warnke said there is very little shoulder through that stretch. It is really limited on expansion. I do not know how to address that and it concerns me. Other areas in town can improve their way out of some of these challenges, but in this scenario, it does not really seem like we have that ability. Mr. Hales said we often look at right and left turns, but in this case where the volumes are low and the level of service is high it did not make sense. We can do that, but as far as the operations, it would not affect them. They are already a very good level of service. There is not a lot of room under either structure to widen this out a whole lot. As we put the intersection in we can drop some sight triangles to show you what that would look like. There is not a lot of room to develop a two way left turn lane through the entire area. Mr. Williams said based on the traffic count data, there is no need for a left turn lane. Engineer Breinholt said this is an arterial road. The traffic model, which is well beyond 2025, indicates we would need more than that. The Committee explained that a minor arterial road from Iowa String and State Road 102 Main Street is on the road master plan. Chairman Bench said we have not gained any easements or right-of-ways, but it is a plan for the future. Manager Warnke said there is not room to do a center turn lane, but is there room or value in a right turn lane to get traffic over? Mr. Hales said we can look at the UDOT process. They have good guidelines for when a right and left turn lane are needed. Director Fulgham said a right turn lane would help. I like the idea of having a single in rather than the second diagonal access. The center opens it up for people coming in and out to see better. There could be an additional emergency access to get people out.

Mr. Browning said the main concern has been traffic. Rather than designing everything, we decided to do the traffic study and design it around that. We want to do this right. We are backing away from the two accesses to do a main center, which is the safest way. We want to come up with a safe and productive site plan that will work. Chairman Bench said we need to start seeing some of those on paper. Mr. Browning said we will get that to you we just wanted to get input first to see where to go next. Mr. Williams said the engineer has drawn a preliminary layout of the center access. We have completed the sight line studies with the distances to determine this was the best spot for entrance to the project. The back area will be designed for RVs and a tiny home village. Storage units will be in the back five acres. In the middle there will be the multi-family and single-family homes with all the traffic filtering out of the single access. Manager Warnke said tiny homes and an RV park, I am not sure what the code allows, but it concerns me. Mr. Williams said what we are creating is an affordable community with diversity.

Engineer Breinholt said I looked up the master plan and that road, even with the bypass, is a minor arterial road, which means it has a center turn lane. That section has a level of

service D. Rocket Road is also level D. We can share this whole plan with you. I would like to look at a center lane for movements in the area and where that puts those sight triangles for future and how that affects it. I do not know that it needs to be three lanes under the freeway. I would like to see if there is room for a turning lane. They agreed to complete the traffic triangles and review the master plan.

Mr. Reed, who is the civil engineer, asked about utilities in the area. Director Fulgham said sewer is on the north side of the overpass. You will have to pump it and put in a lift station. It is fairly shallow (4.5 feet) in the intersection. A water line that goes under that would have to be upgraded from a four inch to an eight inch for fire protection. You would have to run secondary water, which is at Rocket Road. Mr. Reed asked if it would be a public or private lift station? Director Fulgham said it depends how you design the road sections. If they are built to City standard then we would maintain them, if not it would be private. All the utilities in there would be private. If it were public, you would have to build a lift station for the City, which is going to be different than if you build your own. We are working on our design now. It is a wet well, dry well lift station that has to have a back up generator. We can send those specs.

Manager Warnke asked about water shares, which they do have. Mr. Reed asked whom they would contact about the irrigation ditches and drainage structures that run through the site. We need to see how that irrigation system works and if we need to abandon or reroute it. The Committee suggested Jeff Madsen for the irrigation because he would know what ditches serve where and to contact UDOT for the drains. Mr. Browning asked about drainage and said it might be helpful to meet you on site and see how that works.

When asked about the two homes already on the site, Mr. Browning said the plan is to get rid of the one on the entrance and keep the Madsen home. There is enough value in it to keep it as part of the master plan. Mr. Reed said is there anything you can tell us about utilities and drainage that you see as a problem? Director Fulgham said storm drain is the biggest issue, but there are means to get it out. They talked about other utilities in the area, including natural gas and fiber optics. When asked about improvements to Iowa String, Director Fulgham said curb, gutter, and sidewalk, and possibly a right turn lane. Mr. Reed asked about the road standard. Engineer Breinholt said three inches of asphalt, 12 inches of base, and 12 inches of sub base. The road width is 66 feet for Iowa String and is a minor arterial. The subdivision roads are 60 feet wide. I will send you the link to the public works standard, as well as the traffic plan. Chairman Bench said we look forward to seeing future drawings and will get you on another agenda.

b. Discussion and consideration of Spring Acres Phase 7 – Ben Johnston and Marc Allred

Mr. Johnston said I am sending you the final plat. I have modified the stuff from last week's meeting, including the manhole and secondary with a four-inch valve. Mr. Allred said he is working on getting the necessary improvements done. We have a hiccup here with the neighbor who bought Kerby's house. He has fenced one foot over

on my property. It angles too. Chairman Bench reminded him about the landscape plan. Director Fulgham said the valve is in the road and the pipe just goes in. It is a four-inch valve on a six-inch line and needs to be flushed out. Engineer Breinholt said the punch list from Phase 6 is well over a year old. You have to move the hydrant and any sidewalks that are not done need to be done.

Chairman Bench said it looks good as far as Phase 7 goes. Manager Warnke said I am not going to vote for it because of the road network. I feel we need to stub one in. There needs to be more than one access to that other property. My concern is development for the next piece of property. I wonder if it makes sense to have the utilities stubbed there and provide some infrastructure to the area. Mr. Allred said for what is there they do not have enough land to develop an access. Director Fulgham said unless there is a stubbed road there will not be any utilities there. I do not see the need for the stub road since it has been so many years. Manager Warnke said I know it has been planned for a long period of time, but we have not approved a preliminary. It makes sense that we would not want to extend utilities, but does it make sense to extend an easement that allows for utilities? Director Fulgham said there are two different pressure zones—an upper and lower. We would have to put a whole new pressure station to serve only a few.

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

4. Comments/Reports: None.

5. Public comments: No public comments.

6. Adjournment:

Motion by Director Fulgham to adjourn the meeting. Motion seconded by consensus of the Committee. The meeting adjourned at 10:41 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.