

**TREMONTON CITY CORPORATION
DEVELOPMENT REVIEW COMMITTEE
NOVEMBER 18, 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 9:04 a.m. The meeting was held November 18, 2020 in the City Council Meeting Room at 102 South Tremont Street, Tremonton, Utah. 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 November 18, 2020 agenda. Motion seconded by Engineer Breinholt. Vote: Chairman Bench – aye, Engineer Breinholt – aye, Director Fulgham – aye, Manager Warnke – aye. Motion approved.

2. Approval of minutes—September 30, 2020

Motion by Engineer Breinholt to approve the minutes of September 30, 2020. Motion seconded by Chairman Bench. Vote: Chairman Bench – aye, Engineer Breinholt – aye, Director Fulgham – aye, Manager Warnke – aye. Motion approved.

3. New Business:

- a. Discussion of road projects (system improvements) associated with an impact fee facilities plan and transportation impact fee—Kevin Croshaw from Horrocks Engineers

Manager Warnke said we need to come to an agreement on what the project list is for the next 10 years. Currently we have five projects listed. Instead of saying to the City limits, the Committee corrected it to be 2300 West. For the BR Mountain Road, project 4, Mr. Croshaw said we have discussed building segments of the road in two portions. Engineer Breinholt clarified which section has already been built (2300 West to the west). Mr. Croshaw said he would label the drawings to make it clear. For the buy in portion, Manager Warnke asked that they talk about methodology and add notes about future buy in as development continues after the 10-year window. It would be nice to document that in the plan.

Mr. Croshaw said part of this process is transitioning all this work for the impact fee analysis into a formal Impact Fee Facilities Plan, which is required by law. We will

make sure this information is also included as a formalized document with these methodologies. Manager Warnke said after Zion's does their portion, it would go to the City Council to make sure they want to proceed. This portion might help that process.

Manager Warnke said that in table one, project 23, we are going to construct a portion of that road with City funds only. The rest will be funded through UDOT with the City contributing 6.77% of the total cost. We could call that out separately, maybe project 23 A and B. Director Fulgham said the City will fund from 2300 West to 2650 West. The other section will be funded by UDOT with the City matching 6.77% for the section 2650 West to 3100 West. UDOT's total is \$1.5 million, but they are a few years out. Manager Warnke said we would propose using all of the \$1.5 million with the City matching the additional 6.77% on top of that.

Manager Warnke said the City would exact a 66-foot right-of-way improvement—a collector road width. Anything above that would be impact fee eligible, and the City would pay for upsizing. Are you assuming the developer would participate on some of these cost estimates or how do we calculate that? Mr. Croshaw said we are looking to find the City's portion of those roads so anything above that 66-foot collector roadway is what is eligible for impact fees. I will make sure it is specified. We are looking at anything that is an arterial road. Anything new can be built to your standards, but existing roads might not make sense to widen.

Manager Warnke said that maybe we need to rethink the project list. Project 67 would widen Main Street and add a turn lane at 1650 West, but I have a hard time believing it is going to fail in 10 years. Mr. Croshaw said there are future roads that will alleviate that. Those roads may be highly used until you get the bypass road. You may not want to spend a lot of money to widen a road when you know that in the future there will be other roads that will facilitate and take traffic off of it. Do not spend millions to widen Main Street and then build a bypass. Manager Warnke said we are building a turn lane for 1650 West because we will need it for an access permit. Would UDOT be responsible for addressing a deficiency at some point? Should they take care of through traffic? Mr. Croshaw said the plan identifies it as a UDOT road so it would be a good talking piece with them. Our plan shows that the turn pocket would alleviate it some, but there will still be issues. Manager Warnke said that maybe we write it like that in our plan. The City would work with UDOT to fix that failure.

Engineer Breinholt said if we construct that other portion, we also need to add a lane on 2000 West going to Main Street. That needs to be included in that project for extending BR Mountain Road. Manager Warnke said we are planning on a free flowing right turn lane so the eastbound traffic would have a free flowing movement onto 2000 West. That is Project 5 along 2000 West to Main Street. Mr. Croshaw said he would go through and summarize these updates to the report. When asked about the timeframe, the Committee said they would take something to the Council in January.

- b. Discussion and consideration of final approval for Lot 158 Subdivision at 2626 West 450 North – Jesus Pena

Engineer Breinholt said I am waiting for a site plan from the engineer. All he needs to do is show individual service to each of the buildings for water and sewer. Chairman Bench said are we going to make them dig them up and put in individuals? Engineer Breinholt said they have to have individuals because they are separate lots. Director Fulgham said do you have an HOA to take care of the grounds? Mr. Pena said I do that myself. Director Fulgham said you have to have an HOA who owns the sewer laterals so someone is responsible when it plugs. When all these individual owners feed into one sewer lateral, no one wants to fix a problem jointly. Water and sewer need to be covered by an HOA. Mr. Pena said for financing, subdividing was the best route—having two loans opposed to six commercial loans. With me being the owner, I would be responsible for it and when I sell, then it would go to an HOA. Director Fulgham said once this is done, it never comes back to us to see that it does happen. When you sell, it would not come back to us to ensure an HOA takes care of those lateral issues. Engineer Breinholt said it needs to be done upfront. Either do the individual services to each building or get an HOA. Mr. Pena said he would check with the builder to see how difficult that process would be.

- c. Discussion of USDA office Building – Bret Cummings

Mr. Cummings showed the Committee their plans for an office building for the USDA department. It would be next to the overpass of I-15. Chairman Bench said email these to the group so we can get a review going and then we will go from there. It looks good, barring any issues. You already have the stamped landscape plan. Give us two weeks to come up with comments then we can get you back on the agenda.

The following items were discussed out of order.

- d. Discussion and consideration of final approval for Spring Acres Phase 7 – Marc Allred

Chairman Bench said we have not see the construction drawings yet. We cannot do anything until we have the finished plans. When asked about water shares, Engineer Breinholt said 1.39 shares would be required. The final plat looks good, there are only one or two little things.

- e. Discussion and consideration of final plat for Holmgren East Phase 8 – Lyle Holmgren

Chairman Bench said we need updated drawings. Engineer Breinholt said you are suppose to build that road, but the River's Edge concept plan moves it over and shows a bit of a bend in the road. Are you working with them? Mr. Holmgren said I have talked to Craig Adams. Engineer Breinholt said the current plan is a lot better for what you are

doing with those two lots. Do whatever lays out well, but I would like to see that road continue through. Mr. Holmgren said if we put it in here, they would have to bend the road a little later. Chairman Bench said they would design to it. It will change it a bit. Director Fulgham said it would be about a five-foot difference at the intersection. Engineer Breinholt said he would show his engineer this plan. Chairman Bench said have him go back to the drawing board and then we can get you on the agenda. When asked about frontage improvements, Chairman Bench said on the east lot, half of the road and half of the curb and gutter are improved. Sewer and water are stubbed. Manager Warnke said they would have to do a development agreement.

- f. Concept discussion M&M development 1000 East Main –Scott Higgins & Robert Rasmussen

Manager Warnke said I wonder if this turn is going to be too tight? It looks like you have room to center the building a bit more. Mr. Higgins said they have talked about putting a drive thru here. Manager Warnke said is 25 feet adequate for large vehicles to make that turn? Director Fulgham said it looks tight because of how that building is shifted. Engineer Breinholt said it is 25 feet wide at the isle and 29 feet at the entry.

When asked about parking, Chairman Bench said if we do the typical 300 square feet of floor space then 39 stalls would be required, but it depends on what is going in there. The code allows for some deductions. If we try to find three more stalls then it would be a mute point. Find three more or shrink the building a bit. Mr. Higgins said we did accommodate a right-of-way on both roads. Will this have to be developed prior? Manager Warnke said we could do a fee in lieu for curb, gutter, and sidewalk. Engineer Breinholt said you would do the sidewalk as a border (five feet wide). Manager Warnke said if you do a drive thru, show it on the site plan and how that would function. The dumpster need to be located in the back with enclosures. Mr. Higgins said could we put parking back here up against the property line? Chairman Bench said you still need a 10-foot buffer. In our previous meetings, we relaxed the buffer on the Main Street setback to get some of the other concessions. It is pretty tight.

Mr. Rasmussen asked about a soils report. Engineer Breinholt said nothing official, but hazards and footing design. Mr. Rasmussen said you allow 2000 PSF. We will meet that and can go down to 1500 if needed. Would we just dig some pits and say, this is uniformed and not getting into the organics? Engineer Breinholt said if we come out and look at it then yes. I would be comfortable waiving that requirement with some excavations.

Chairman Bench said you also need a landscape plan stamped by a landscape architect and some building elevations. Mr. Rasmussen discussed the possibility of a second story. Chairman Bench said it would change the square footage so it would throw that off a bit. If they round down on the square footage then 36 stalls would be required.

g. 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 10:29 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 13th day of January, 2021

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.