

**TREMONTON CITY CORPORATION
DEVELOPMENT REVIEW COMMITTEE
JANUARY 12, 2022**

Members Present:

Steve Bench, Chairman/Zoning Administrator
Chris Breinholt, City Engineer
Marc Christensen, Assistant City Manager—excused
Paul Fulgham, Public Works Director
Shawn Warnke, City Manager
Lyle Vance, Councilmember
Cynthia Nelson, Deputy Recorder

Chairman Bench called the Development Review Committee Meeting to order at 10:00 a.m. The meeting was held January 12, 2022 in the City Council Meeting Room at 102 South Tremont Street, Tremonton, Utah. Chairman Bench, Engineer Breinholt, Director Fulgham, City Manager Warnke, Councilmember Vance (left at 11:30 a.m.), and Deputy Recorder Nelson were in attendance. Director Christensen was excused. Fire Chief Robert LaCroix joined the meeting around 11:30 a.m.

1. Approval of agenda:

Motion by Director Fulgham to approve the January 12, 2022 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—No minutes to approve at this time.

3. New Business:

- a. Discussion of Bear River Meadows – Nick Wilcox, Kurt Larsen, and Jeremy Draper an engineer from Reeve & Associates, Inc.

The Committee discussed a concept plan, which includes 122 townhome units. The developers are proposing 22 buildings ranging from three to six units per building. There will be some open space and detention areas. Developers have met with the canal company and are working on lining up the trail easement, which is owned by the City, and into private roads to the south.

Chairman Bench said you have submitted your drawing and letter from the Sadlers on gaining access to the south. Manager Warnke said the average annual daily traffic is 1,500 on this road. Your development will generate 805 new trips. The development below has about 1,100 trips. I want to see the whole distribution of traffic and how it would affect the road since it will be connected to that development. Engineer Breinholt said our road should be able to support those trips each day at a level of service A. It might start to go into level B, but that is acceptable.

Manager Warnke asked about the layout. I feel like offsetting the intersection would be better due to the proximity of this railroad. The trail was always planned to be offset. I

can see the logic of it lining up with 300 West, but as traffic increases, I think it is better to be further away from the train tracks and school. Engineer Breinholt said I think it needs to be lined up. Director Fulgham said we do not want a mid-block intersection. There are stop signs at the rail crossing. Most of the traffic will go east to Tremont Street. When talking about the layout of the road, Manager Warnke said we want this to function well. It has a natural calming effect because of the width of the road and side friction with the driveways. I would like to see a direct connection and not just dead end or stop and take a left to get onto that collector road. It needs to be a more direct path out. Director Fulgham said I like the cross intersection so you have a full intersection. Engineer Breinholt said I think it is safer. Intersection movements are more critical than the proximity to the railroad. I hate the idea of an offset intersection when we can line them up. Manager Warnke said we can cross the trail at the intersection and upside the sidewalk and crosswalk.

Manager Warnke asked about the elevations. For multifamily we have tried to raise that standard. Part of our Land Use Plan visual preference survey found that multifamily scored the lowest of all visual images shown. Work on improving the elevations so they look better. Create room for landscaping to break up the area. The HOA will maintain that front section as part of their development and you will dedicate the water shares.

The Committee reviewed the parking (2.25 stalls per unit) and an area for visitor parking. They need to determine the location of a community mailbox and ensure a fire truck and garbage truck can make it through there with a free flow movement. They plan to do individual garbage cans that will have a space in the garage for storage. The Committee would have more comments as this progresses.

b. Walk-ins:

Garth Day with Harvest Village and Harvest Acres was a walk-in. We are combining and will build them all in one he said. The new plans and construction drawings have been submitted. There will be ornamental trees on the street fronts—small flowering types with bigger trees over here. We have a landscape plan. We just need direction on how to proceed. Manager Warnke said we need it stamped by a professional and to review the plans. Be sure to screen the dumpsters from the street side. Engineer Breinholt said get the plat and show the radius of the dedication. It is a collector road and arterial so a bigger radius is needed. Mr. Day said on Harvest Village we have to cross the canal. It is pretty deep for the sewer. Harvest Acres is ready. Phase 2 of Harvest Acres will be ready by the end of the month. We will have the BR Mountain Road designed for you. We have already submitted the new set of plans. You have everything for Phase 2 of Harvest Acres. The Committee then discussed a few of his other developments.

The Committee had a discussion with Fire Chief LaCroix about development for the Mathison Apartments, which will have just over 300 units (24-plexes). There will be 13 buildings and one has a clubhouse on the first floor. These will be one-, two- and three-bedroom apartments. Chief LaCroix said my concern is the ladder truck placement and

it not being able to make it with cars parked on both sides of the road. They discussed the road widths and fire requirements. Manager Warnke said I thought the stalls were 18 feet and that we did a larger drive width isle (26 feet). If the dimension is 26 and the fire truck is 16 feet there is 10 feet and the ladder can make it. Director Fulgham said it is all paved. We do not want to be too far to the right, we want to lean to the left and then have nothing on that side. Engineer Breinholt said either the parking area is narrower than it is supposed to be or your truck is wider than 16 feet. That does not add up. I am curious on what they did. Chairman Bench read through the fire code. Chief LaCroix said in a perfect world it might work, but people will park where they should not, leaving no room for error. We could mark the corners as no parking so that is left clear.

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 11:53 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 _____, 2022

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.