

**TREMONTON CITY CORPORATION
DEVELOPMENT REVIEW COMMITTEE
MARCH 2, 2022**

Members Present:

Steve Bench, Chairman/Zoning Administrator
Chris Breinholt, City Engineer
Marc Christensen, Assistant City Manager—excused
Paul Fulgham, Public Works Director—excused
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 March 2, 2022 in the City Council Meeting Room at 102 South Tremont Street, Tremonton, Utah. Chairman Bench, Engineer Breinholt, Manager Warnke, and Deputy Recorder Nelson were in attendance. Director Fulgham and Assistant City Manager Christensen were excused.

1. Approval of agenda:

Motion by Engineer Breinholt to approve the March 2, 2022 agenda. Motion seconded by Manager Warnke. Vote: Chairman Bench – aye, Engineer Breinholt – aye, Manager Warnke – aye. Motion approved.

2. Approval of minutes—December 15, 2021

Motion by Chairman Bench to approve the minutes of December 15, 2021. Motion seconded by Engineer Breinholt. Vote: Chairman Bench – aye, Engineer Breinholt – aye, Manager Warnke – aye. Motion approved.

3. New Business:

- a. Discussion of conceptual design for The Junction between I-15 & I-84 – David Lewis with D.R. Horton and Cam Preston with Ensign Engineering

Mr. Lewis said this is the newest version. The unit count and layout are pretty much the same. We have increased the amenities. There is a 10.7-unit count per acre. There are some existing trees and this home will stay. The existing boundaries of that home have been adjusted to a third of an acre with no animal rights so there are not conflicting uses. The seller of the land will retain that and sell it. Whoever moves in will be fully aware of this development. The roads are mostly public with the exception of the alleys, which will be private. Manager Warnke said 50 feet is not a City right-of-way. Engineer Breinholt said that is for a minor road and would not apply here with this much density. We do not have an allowance for the on-street parking, which you have a lot of here. Manager Warnke said I do have concerns about the access. The origins of this road are so unusual and it does not meet any clear vision. I do not think we could allow that with a lot of volume, which brings up the issue of a single access. This has been used as a

private drive since it is right next to the abutment of the interstate. Mr. Lewis said we commissioned a traffic study to tell us if there is an issue or not. Last time we said it would be a secondary fire access. There did not seem to be much of a hold up on having this be an entrance due to the circulation. In an emergency, there will be access for emergency vehicles. Manager Warnke said this has always been a concern I have expressed. Mr. Lewis said the first step would be to see what comes back with the traffic study.

Manager Warnke said the whole purpose of a mixed-use zone is to have mixed uses. The City has standards that relate to the number of houses, but we are not limiting the uses. Mr. Lewis said for commercial, this is a rough spot because of the traffic count and location. I do not see any commercial coming here. The businesses would be hidden. We will create rooftops for businesses to come into the City in other areas.

When asked about amenities, Mr. Lewis said there is a park and greenspace. We try to make sure these communities are affordable, livable, and desirable. We could dedicate this park to the City. We would retain some of it in the HOA. In the City area, we have the four pickleball courts, as well as a dog park and large playground. The City also wanted a Frisbee golf course, which is laid out here. There is a pavilion and serpentine wall, which is part of the parking for residents. We have power here for food trucks so it can be a center for people to eat and play. For our residents, we are putting in a big pool (30x100) with some splash pad type amenities. There will also be a beach entrance with a pool house and restrooms. We will also install a terra park north of the pool, which features logs and boulders, a rope swing, and tunnels so they feel like they are climbing in the mountains.

Mr. Lewis said density is not the issue, it is poor planning and layout. Insufficient parking is bad. Each unit has a two-car garage with a 20-foot driveway, which could fit two more cars. Then we have 547 parking stalls. We are focused on amenities and making it livable, but we want this to be affordable. It is not a luxury area that could include a variety of people. People will want to move here because of the price point (about \$300,000) and then for what we have to offer. The Committee reviewed the different setbacks, dimensions and property lines. With the excessive parking, Committee members' worried people would buy and store boats or other large items in the parking lot. Mr. Lewis said that is not allowed with the HOA. I can reduce the parking. Chairman Bench said our code requires 2.25 parking spots per unit. Each unit already has the two parking spots in the garages so you would still need .25 per unit, which is about 140 parking stalls for visitors. You have over 500 stalls and the code requires 140. Mr. Lewis questioned if more would be needed for the food trucks and what that would look like.

Engineer Breinholt said I would rather see this entrance gated for emergencies only and expand this entrance so you can go right and left. We do need two exits for emergency purposes. Mr. Lewis asked if they were open to allowing construction access here, too.

Engineer Breinholt said how long does it stay open? Manager Warnke agreed and said I would rather see this one expanded to create a major street intersection and eliminate that one for anything other than emergency and potentially construction. Also we have heard about noise complaints associated with pickleball courts.

Manager Warnke said some of these units are close to the interstate and may require a higher fence for sound. There is a 15-foot landscape buffer requirement along the interstate. They further discussed those setbacks, as well as a patio and other things for aesthetics. Manager Warnke said that would be everyone's glimpse into Tremonton. The 15-foot landscape buffer between the patios and interstate sound reasonable and somewhat needed. Mr. Lewis said we are on the same side of the table, this has a lot of traffic and I want them to see this because it is my marketing. I want it to look good. I do not think the layout will be an issue. We can work with what we have to make it fit. Manager Warnke said there is room to shift things up to get that 15-foot buffer.

Mr. Lewis said last time you mentioned needing a regional lift station. What size would that be? Engineer Breinholt said we have not looked into that yet. It would be along Iowa String somewhere. Manager Warnke said this would be a system improvement that the developer would pay to put in and be reimbursed through impact fees. Mr. Lewis said we would do 10 to 12 phases and take about six months per phase.

- b. Discussion of Envision Estates – Jayson Adams, Jim Flint, Jon Roberts, and David Lewis with D.R. Horton

Mr. Adams said this is called Bear River Estates now. We are having an issue in acquiring the 10-foot section. We thought we had it fixed until they pulled it. We are not sure what we can do. Engineer Breinholt said that is a collector road and it will connect. Mr. Adams said how do we make that happen? They own and we should pay them for it, but they are not allowing it to happen. How do you want us to proceed? We are meeting your specs and standards. We were supposed to close March 11. We just want to work things out. Engineer Breinholt said there was no infrastructure cost on their part they just bought the property. That is a mapped collector road on the City's Master Plan. They are holding it hostage, which is not right. Manager Warnke said you will have to go work it out with them. Mr. Adams said I have tried several times. They want \$95,000 for a 10x66 foot piece, which is outrageous. I offered them double its value and they said they want to get their 30 homes sold first, which could be two years. We do have access off 600 North and 1000 North so that does not need to be the collector road. Manager Warnke said our code talks about connections to streets so it needs to be connected. The City Council would have to decide, but they have never gotten involved in something like this. It is a collector road, but there are two private property owners. In order for this to function properly, there needs to be connectivity going this direction. This could be an offsite improvement for your development. Mr. Adams said we could pave it and leave it wide open with connections for when the City needs it. Chairman Bench said this would be a second phase. It could stub up here with

a temporary turnaround. Mr. Flint said how do we negotiate through that? They are doing everything they can for the master plan. Can they proceed based on the avenue they have done everything they can? Chairman Bench said that one would be stopped short so it would be a phase in the future. You are doing all the road just not the last 10 lots. Mr. Roberts said if we keep the first phase at 30 lots then it gives us time to develop the second phase, if we do it in two phases.

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

4. Comments/Reports: None.

5. Public comments: No public comments.

6. Adjournment:

Motion by Chairman Bench to adjourn the meeting. Motion seconded by consensus of the Committee. The meeting adjourned at 11:02 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 April, 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.