

**TREMONTON CITY CORPORATION
DEVELOPMENT REVIEW COMMITTEE
MAY 18, 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
Cynthia Nelson, Deputy Recorder
Lyle Holmgren, Mayor

Chairman Bench called the Development Review Committee Meeting to order at 9:05 a.m. The meeting was held May 18, 2022 in the City Council Meeting Room at 102 South Tremont Street, Tremonton, Utah. Chairman Bench, Engineer Breinholt, Director Fulgham, City Manager Warnke, and Deputy Recorder Nelson were in attendance. Mayor Holmgren (arrived at 10:10 a.m.). Assistant City Manager Christensen was excused.

1. Approval of agenda:

Motion by Director Fulgham to approve the May 18, 2022 agenda. Motion seconded by Engineer Breinholt. Vote: Chairman Bench – aye, Engineer Breinholt – aye, Assistant City Manager Christensen – absent, Director Fulgham – aye, Manager Warnke – aye. Motion approved.

2. Approval of minutes—April 6, 2022

Director Fulgham said I did not see them. The Committee tabled them until their next meeting

The following items were discussed out of order.

3. New Business:

- a. Preliminary review for The Junction at 10500 N 6800 W Cam Preston with Ensign Engineering, David Lewis with D.R. Horton, & Scotty with Ryan Hales via phone.

In reviewing the parking, about 140 visitor stalls would be required for the 557 units. Only 89 were shown. Garage stalls and driveways do not count toward the .25 visitor parking stalls and would have to be off-street. Mr. Preston said I only have 89 off-street parking stalls. We have added some stalls along a few of these private roads. All the units have a two-car garage so even if we counted the driveway as one stall, we have more than enough parking. Engineer Breinholt said sometimes there will be oodles of parking and other times there will not be. If someone has a party, where do they park? I can see a lot of areas where people will have to walk a long way if they are visiting. It is more than just the extra car you can fit in the driveway. More parking areas need to be addressed. I think you need to lose something to provide more centralized parking. Some areas do not have access to guest parking. You may not need the .25 per unit, but

you need more than what is provided. Chairman Bench said the 89 stalls in that portion seems a little inadequate. There needs to be another lot toward the freeway. You may have to lose some units. Manager Warnke said the City park needs to have off-street parking, too. I think we can find something that works. There are a lot of units here. We do not want to build a project that has so many units and does not function well. That is when density becomes problematic. Mr. Lewis said we will prohibit the use of a garage as a storage unit. They have to be able to park two cars in there. A project of this size will be professionally managed. Every unit will essentially have four parking spots. We will find out how big the garages will actually be.

Manager Warnke asked about the dumpster locations and community mailboxes. The dumpsters could fit well with the parking areas. Mr. Lewis said when we brought up the need for dumpsters our HOA person said dumpsters are no good. They change the feel of a community. When you buy a home, you have a trash can. When you have a dumpster, it does not feel like they own it. The reality is there are a lot of safety issues that come with dumpsters. Manager Warnke said I agree there is no good option for garbage, but a good portion of your area is full of driveways so there are not good locations for cans for 557 homes with narrow frontages. Those cans often become a part of the front door.

The Committee discussed the ingress and egress. There would be a one way in and one way out. Both could be used in emergency situations. When asked about sewer and the possibility of a regional lift station, Mr. Preston said the lift station needs to shift back to the center because the slopes in this project are terrible. We will be pushing 20 feet deep. I do not think it is feasible to get this to be a regional lift station. It will have to be in a central location because of the depth. Depending on its location we could be 10-12 feet deep. They also discussed storm water and how that would function, as well as curb and gutter improvements along Iowa String. They will have a few intermittent detention ponds to keep the internal pipe sizes down and will work its way to the existing pipe outlet (18-inch). There is a four-inch for culinary and secondary water so they would upsize through there to an eight inch. Water shares will be turned over to the City and are calculated as one share per irrigable acre.

The Committee further discussed the access for this site and how to ensure traffic circulation and what road widths would be required. This area would have to flow and have separate lanes for all turning movements. Manager Warnke said this would be a 66-foot right-of-way (minor arterial street). In this case it would have the twiddle in the center and two lanes with no on-street parking. That includes a little bit of a shoulder. They would further review the traffic study.

Mr. Lewis said this could be a seven-year project depending on the market. The price point would be attainable for first time home buyers. Wherever the market is we try to be right below that, but it is not affordable housing. The Committee reviewed the setbacks. Manager Warnke would provide them with his comments. He said the parking still needs to be addressed and we need to know the garage sizes so we can determine if there is room for a garbage can and one or two cars.

Scotty tuned in via phone to address the parking. After some discussion, Manager Warnke said I do not want it to be over parked, but I think there needs to be more than is shown. Engineer Breinholt said or at least better distributed. We are trying to accommodate someone who is having an event and needs multiple stalls. Manager Warnke said I am not saying a reduction is not reasonable, but I am more in line with having more parking than less. There are a lot of homes and distances so having some off-street parking intermingled could help it function.

b. Walk-ins:*

Dan Hart was a walk-in to discuss a future car wash site. Chairman Bench said we got the landscape plan and road dedication. Manager Warnke said Main Street looks barren. There are some great plantings off Main Street. I am hoping he can put something there besides rock to break that up. It looks good, it is just barren on the highest traveled road. The City is required to move the hydrant. Director Fulgham said I will put it on the other side of the road by Buttars Tractors because that is where my water main is. The developers would hire someone for the curb, gutter and asphalt improvements and bill the City for their portion. The sidewalks here would be 6 to 10 feet wide. The signage would be 36 feet in height and a 32 square foot maximum. The Committee would plan to get the final approval on the next agenda. Manager Warnke said we also need the engineer's estimate and will do a development agreement. I will send you the conditions. About half a water share would be signed over to Tremonton.

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 11:52 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 10th day of August, 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.