

OLYMPIA WORKING GROUP SUMMARY MASTER DEVELOPMENT AGREEMENT

Date: June 23, 2021

Time: 7:30 a.m. – 8:30 a.m.

Attendees: Sherrie Ohrn, Clint Smith, Wendy Thomas, Tami Moody, Chase Andrizzi, Blake Thomas

In this meeting, the MDA group went through a set of redlines of the draft MDA. The current draft's section about housing units, which is carried over from the MDA with Salt Lake County, includes that 30% (1,899 of the maximum 6,330 units) of the total residential units must be single-family homes. It requires 63% (3,988) of units be individually platted (townhomes or condos) and no more than 2,342 can be apartment units.

It was noted the development group is likely more willing to adjust housing type amounts than the maximum unit amount. There was a concern brought up that even though a set of houses may be single-family detached housing, if the setbacks are so small that they look attached, it may still feel like an attached housing neighborhood. The design guidelines are being formed in that respective working group, but it was expressed that those guidelines should help detached single-family housing not be perceived as multi-family housing. The group will request a higher percentage of single-family detached housing units to remain close to in line with the rest of Herriman City (about 60-40 single-family vs. multi-family). It was mentioned there is room for negotiation should the developer show extra amenities or open space, etc. that can help offset the impact of density. The group will also propose commercial benchmarks as the residential units are built up.

Another concern regarding transportation and transit was brought up. It was noted that it's difficult to draft an MDA binding development to another agency's (UTA/UDOT) unmade plans, but it was also mentioned that UTA is likely going to react to Olympia's development rather than proactively plan for it. One remedy the group discussed is including a clause in the MDA that requires a letter from an engineering showing transportation impacts are being mitigated according to the needs identified in the Hales traffic impact study before a phase or subdivision gets approved. It was mentioned that because the City cannot rely on outside transit improvements being implemented, the City needs to be able to handle locally all the traffic that comes from Olympia, and to make sure that infrastructure is appropriately paid for. The group discussed including language in the MDA that requires a stoppage of construction if roads reach failure status until the issue is mitigated. Another idea is to include a clause reconsidering that requirement if alternate transportation can be included, helping incentivize the developer to work with UTA to bring in transit. Ultimately, the group agreed to not depend on UTA services when considering transportation needs.

The group also discussed a clause in the draft MDA regarding the extraction and use of on-site materials. The Olympia development team has stated it has a large amount of materials in the project area that can be used to build roads and other infrastructure that could save UDOT and other roadbuilders a significant amount of money in shipping costs. The MDA group wants to ensure costs are controlled and loopholes are shut, including that materials can't be sold far away from the project area, that damages to City roads while hauling those materials are paid for, and that costs for UDOT or City-reimbursable projects aren't artificially inflated.

A section of the MDA is still being worked on that will clearly lay out when different types of applications go to which approving body (administrator, Planning Commission, City Council). Another section repeats a new statutory requirement that anything not specifically spelled out in an MDA defaults back to the City's vested laws.

Any exhibits and MDA addendums will be sent to the City Council for review and feedback as drafts get completed. In the next meeting, the group will discuss a process for amending the MDA.