

OLYMPIA WORKING GROUP SUMMARY INFRASTRUCTURE

Date: July 8, 2021

Time: 8:00 a.m. – 9:30 a.m.

Attendees: Steven Shields, Wendy Thomas, Tami Moody, Chase Andrizzi, Justun Edwards, Jonathan Bowers, Anthony Teuscher, Heidi Shegrud, Olympia Development Team

The Hales transportation study is being updated starting the day after this meeting. The City is working to update all its master plans to factor in Olympia, with a goal to have the master plans, impact fee facilities plans, and impact fee analyses done and adopted by January 1, 2022. To help calculate those fees (particularly contract development fees for Olympia), the group is compiling base costs for various individual types of infrastructure within Olympia. Members of the group are also working to identify and propose a list of capital roads and other projects to be included in (or directly affected by) Olympia, which will then help determine a potential contract fee.

The group analyzed a map of potential development phases. Those phases were drafted with consideration of water zones (zones 3,4,5,6). The Olympia team anticipates starting the project in the “1A” area, which is easternmost on the property, with the reason being that water infrastructure already exists in that area. Eventually as the area matures and U-111 is realigned and extended, commercial areas are anticipated to focus on the intersection of 12600 South and U-111. It was mentioned that, regarding stormwater, it is preferable from the City’s perspective that development starts in that easternmost section of the property.

It was noted that the state legislature appropriated funds (about \$40 million) to 1) construct 12600 South from where it currently ends to the realigned U-111, and 2) realign U-111. Salt Lake County had also appropriated some funds (about \$4 million) toward the construction of U-111. It was mentioned that UDOT feels they may be able to fund the construction of realigned U-111 all the way south down to Herriman Main Street. The Olympia team indicated that UDOT’s timeline for the 12600 South and U-111 construction may be around 2025. One option mentioned to accelerate that timeline is to have the City build the new roads and be reimbursed by the appropriated funds.

Development will generally start in the easternmost parts of the area and proceed westward. The Olympia team noted that the 4C area, located in the southwest corner of the property, would be developed last per an agreement with the Bastian family to preserve farmland as long as possible. The phasing plan is based first on water, then on roads.

The Olympia team explained that they understood the connection of 6400 West from 12600 South to its existing endpoint near Main Street was already in the City’s plans for construction, and that they understood they wouldn’t be responsible to help pay for that particular piece of roadway. They said it was one of the original enticements to start working with Herriman City. They brought

up the potential transportation bond the City is considering (to be paid back with allocated funds from the state over the next 15 years), and asked if 6400 West was part of the plans for that bond. It was noted that the City understands that potential bond could be for about \$10.5 million. Discussions for that bond are still in early stages, and a list of priorities is still being established among City staff, but a tentative list includes improvements for 1) Main Street, 2) 6000 West, and 3) 6400 West. It was mentioned with that tentative list, funds would probably cover only portions of Main Street and 6000 West. The group noted that potential annexation could shift the City's needs and priorities.

It was asked how funding mechanisms impact the development's phasing. With PID funding, major infrastructure can be built sooner and the development would be built generally in the proposed phases around that infrastructure. Without a PID, the development would basically start east and work west.

While the Hales transportation study is being updated, the group is working to create a list of capital roads and improvements—within and outside the project—that Olympia will be expected to pay for or help pay for. It was mentioned that 12600 South to U-111, the realigned U-111, and potentially 6400 West would be excluded from that list because they will be funded by the State (12600/U-111) and City (potentially 6400 W). The group noted that payment for out-of-project infrastructure that Olympia impacts would have to be discussed when the list and dollar amounts are finalized, and how the development would pay for those impacts. The group noted later in the meeting that 6400 West could still be included on an official capital facilities list because it's eligible for impact fees, regardless if Olympia pays for it.

With the project's first phase, the spine road, the 6400 West connection, and Oceanside Drive connection to Hidden Oaks will be the primary priorities. Other priorities will be formulated in three-year buckets (as PID funds need to be spent in three years) in coming weeks. Other known capital roads at this point:

- 12600 South (west of U-111)—That will be a 120-foot right-of-way, but initially will be an 86-foot roadway (expandable eventually to a five-lane roadway as Kennecott property northward gets developed).
- All major collector roads, except for the existing U-111 on the west border of Olympia.
- Silver Sky Drive extension to realigned U-111.

The Olympia team is meeting with one or two Salt Lake County Councilmembers the day after this meeting to discuss the possibility of the County contributing funds to improvements to the westernmost parts of Main Street, since the County is wanting a regional trailhead near the intersection of Main Street and Bacchus Highway. No City staff members will attend that meeting, but they will work to help determine needs and plans for Main Street to help the collective group know what to ask of the County.

Regarding water needs, the City reached out to its consultant to start determining how many units can be supported on current infrastructure, and to Jordan Valley Water to determine how much flow and storage will be needed initially.

It was also noted that the collective group may want to highlight in public communication that detention ponds are being designed to hold stormwater underground so that detention basin parks are still useable after storms.