

OLYMPIA WORKING GROUP SUMMARY INFRASTRUCTURE

Date: July 19, 2021

Time: 8:00 a.m. – 10:00 a.m.

Attendees: Steven Shields, Nathan Cherpeski, Wendy Thomas, Chase Andrizzi, Blake Thomas, Justun Edwards, Jonathan Bowers, Anthony Teuscher, Bryce Terry, Heidi Shegrud, Olympia Development Team

The Hales transportation impact study is being updated and is anticipated to take 5-6 weeks to get full results back. The scope has been reduced to only include roads in Herriman City. The City is working to update its master plans, and the storm drain and water updates are both under way. The transportation plan is awaiting a scope and fee, and the parks plan is awaiting a scoping meeting with the consultant. A water consultant, Hansen Allen Luce, is performing an analysis to determine the number of units that may be served through Herriman's existing system before major storage and conveyance infrastructure is needed. The preliminary unit number is 870, but that number is expected to go down upon further analysis by the consultant (expected to take about a week).

The update on the plans prompted a discussion about development fees and how the plans tie into the timeline of the annexation. It was noted that citywide impact fees that result from these updated studies may be similar to contract fees for the Olympia development, but the impact fee amounts do not influence the amount for contract fees. Impact fees will be assessed to pay proportionally for offsite impacts, but all onsite needs are paid for by the developer either directly or through contract fees. It was suggested to move forward to calculate the contract fee amount regardless of what the updated master plans suggest for citywide impact fees. The development team noted it would be comfortable with money pooling high toward the beginning of the development (as long as fees aren't grossly inflated) to help ensure funds meet costs. The MDA includes a clause to revisit the fees every few years to make sure of this.

Water infrastructure was briefly discussed. In-depth discussion will wait until further analysis is done, but it is known that a transmission line will need to be connected—probably from 11800 South. It is anticipated that the new line will coincide with the realigned U-111 state road, so the development team will work with UDOT to verify road positioning. A new water tank will be needed in water zone 3 to allow development beyond the initial phase. Positioning and more details of water infrastructure will be discussed in upcoming meetings.

Capital roads phasing (see map)

The group discussed phasing of capital roads as the development is constructed. The phases identified in the map are drawn in consideration to water zones. The phases are proposed in an alphanumeric order (1A, then 1B, then 2A, 2B, etc.). Capital roads would be constructed as identified by phase (i.e. 6400 West and the first extension of Silver Sky Drive would be constructed

first with the 1A phase, and the second extension of Silver Sky Drive would be constructed in the 2A phase, per the map, etc.). The exception to this map is that the 12600 South and U-111 extensions would be constructed in their entirety by phase 2A (because the State would construct those full roads all at once). Additionally, the small tail on the southern end of phase 1B will be absorbed into 2A. Phase lines are subject to change based on needing to be smaller or larger, or on shifting road alignments.

The Olympia team will meet with the finance working group on August 2nd to start to order priority of capital improvements, match up costs, and calculate a contract fee.