

OLYMPIA HILLS WORKING GROUP SUMMARY INFRASTRUCTURE

Date: May 20, 2021

Time: 8:00am – 10:45am

Attendees: Steven Shields, Sherrie Ohrn, Blake Thomas, Jonathan Bowers, Justun Edwards, Anthony Teuscher, Alan Rae, Chase Andrizzi, Wendy Thomas, Tami Moody, Troy Carr, Cody Stromberg, Heidi Shegrud, Clint Spencer, Olympia Hills Development Team

Members of the infrastructure working group divided proposed roadways in the Olympia Hills project into five categories: Major arterial, major collector, minor collector, major local, and minor local. The developer is proposing to meet minimum City standards on road, park strip, and walkway widths on major local roads, while exceeding City minimum standards on the remaining four categories of public roadways.

U-111 has been funded by the state legislature to be re-aligned eastward from its current position to run at about 7300 West through the middle of the project area. Running the other direction, a new road (currently called Spine Road) will carry traffic east-west through the middle of the development. Herriman Boulevard (12600 South) is set to extend and be a three-lane road based on the Hales transportation study but may need to eventually become a five-lane road, depending on other future development. The group discussed preserving right-of-way in case an expansion becomes necessary in future years, but that known development plans don't warrant a five-lane road at this point. The group also talked about maintaining 100 feet of right-of-way for all of 6400 West.

The group discussed funneling major trails to parks, and especially to lead to the proposed Butterfield Canyon trailhead.

Regarding major and minor local roads, the group discussed allowing parking along the side of the roads, but at intersections, bringing the curbs closer together to help keep travel speeds down and increase pedestrian safety by reducing the road crossing distance.

For park strips along roadways, the group discussed following the new City water efficiency standards and Localscapes guidelines to install rocks, gravel, and other nice yet drought-tolerant materials rather than traditional grass. Additionally, they discussed the park strips also serving as low impact development (LID) areas to manage and help filter stormwater.

The group discussed briefly the increased costs associated with future maintenance for the increased size of park strips. It is general practice that property owners maintain the park strip at

the front of their own lots. That item will be addressed more in depth at a later date but may need to be addressed by individual subdivisions and builder companies.

The group also discussed how to pay for new and affected infrastructure, and the pros and cons of using impact fees vs. contract fees. The group will work with the finance group to calculate appropriate costs for infrastructure to be built into a contract fee structure. They discussed ensuring that costs for impacts are covered both within the project area and other impact infrastructure directly caused by the development. Those proposed calculations will be made and revised in coming days and weeks.