



CITY COUNCIL MINUTES

Wednesday, September 10, 2014

Approved September 24, 2014

The following are the minutes of the City Council Meeting of the Herriman City Council. The meeting was held on **Wednesday, September 10, 2014 at 5:00 p.m.** in the Herriman City Community Center Council Chambers, 13011 South Pioneer Street (6000 West), Herriman, Utah. Adequate notice of this meeting, as required by law, was posted in the Community Center, on the City's website, and delivered to members of the Council, media, and interested citizens.

Presiding:

Mayor Carmen Freeman

Council Members Present:

Mike Day, Matt Robinson, Craig B. Tischner and Coralee Wessman-Moser

Staff Present:

Brett Wood, City Manager
Gordon M. Haight II, Interim City Manager
Tami Moody, Interim Assistant City Manager/PIO
Jackie Nostrom, City Recorder
John Brems, City Attorney
Bryn McCarty, City Planner
Alan Rae, Finance Director
Danie Bills, Events Manager
Blake Thomas, City Engineer
Justun Edwards, Water Director
Dwayne Anjewierden, Chief of Police
Monte Johnson, Operations Director
Clint Smith, Unified Fire Authority Chief
Cathryn Nelson, Chief Building Official

5:00 PM – RIBBON CUTTING: Council met at 5600 West Main Street for the 5600 West Ribbon Cutting.

5:30 PM - WORK MEETING: *(Front Conference Room)*

COUNCIL BUSINESS

A. Review of this evening's agenda

B. Administrative Reports

1. [5:56:18 PM](#) **Utah Transit Authority Presentation** – Bryn McCarty, City Planner
Interim City Manager Gordon Haight informed the Council that representatives from the Utah Transit Authority (UTA) were here to discuss the prospective planning aspect in order to implement a transit system into the City. Transit Study Project Manager Brianne Emery offered a brief history of the Southwest Salt Lake County Transit Study beginning with the implementation of the study in 2010, outlining the federal process, and conducting a phone survey to receive public input. It was interesting to note that a large percentage of respondents supported transit to stimulate commercial and economic development. Project Manager Emery explained the critical role partners play in planning preferred routes. Councilmember Mike Day asked about the constraints in extending transit services outside of Daybreak. Manager Emery responded that the UTA employs a good consulting team and engineers searching for creative solutions, and to rule out any fatally flawed options. She noted that the public is encouraged to help refine solutions in order to gain approval. Councilmember Matt Robinson questioned the approval rating in order to proceed with the plan. Manager Emery explained that 100% of the City Partners have to agree on the alignment. Mayor Carmen Freeman stated that the main priority is to maintain good relationships with neighboring communities. UTA Board of Trustees Chair Greg Hughes interjected that community support is part of the criteria to receive Transit-Oriented Development (TOD) funding. He explained that the round table meetings are conducted to receive suggestions to prevent the project being delayed for an extended period of time. Chair Hughes observed the tough competition to receive the funding grants. Councilmember Robinson relayed that Herriman City is a supportive partner in having transit in the City, and expressed his concern of member cities becoming obstructionists. Mayor Freeman added that the project is critical for economic development to expand. Chair Hughes expressed his wish to show a united front to present the proposal to the Federal Transit Administration (FTA).

Project Manager Emery reviewed the FTA evaluation criteria for the transit projects which include transit supportive plans and policies, performance and impacts of policies, and tools to maintain or increase the share of affordable housing in the project corridor. She explained that the UTA will host a TOD tour of the Dallas area rapid transit this November, and noted visual aids that the tour would offer to demonstrate alternative developments that surround the transit.

UTA Strategic Planner Richard Brockmyer explained the basic components of a Transit-Oriented Development, and observed the public perception of poorly planned density. He offered a brief analysis of an Auto-centric Design and how the TOD goals help implement regional vision and connectivity within the City. Chair Hughes reported that in the Wasatch Regional Council 2040 Plan suggests that three percent of the land mass along the Wasatch Front will be utilized for transit. He explained that the transit extension would preserve the quality of life for everyone, not just those who use transit. Councilmember Craig Tischner questioned the gas tax revenue with the reduction of vehicles on the road. Chair Hughes responded that generating revenue funding would have to change and absorb the cost. He expressed his opinion that a comprehensive transit plan needs to be adopted to alleviate future congestion failure.

Planner Brockmyer continued with the second principle: Development Form. He explained that this principle would encompass density, building orientation, setbacks,

architectural design, location and screening of parking, as well as streetscape design. Councilmember Robinson indicated that the City has been supportive of higher density along the transit station corridor. Chair Hughes observed the phasing options that could be considered as Transit-Oriented Development continues. He explained the large influence the City offers investors in permitting uses in the TOD area. Mayor Freeman thanked the UTA for their report and the necessity in making key decisions to expand economic development. He requested that the Council conduct the Mountain Preservation Discussion in the regular meeting.

6:57:03 PM **ADJOURNMENT**

COUNCILMEMBER MOSER MOVED TO ADJOURN THE CITY COUNCIL WORK MEETING. COUNCILMEMBER ROBINSON SECONDED THE MOTION, AND ALL VOTED AYE.

7:00 PM - GENERAL MEETING:

1. 7:02:53 PM **CALL TO ORDER**

Mayor Freeman called the meeting to order, and welcomed everyone in attendance.

A. 7:03:08 PM **Invocation and Pledge**

Scout Austin Wall with Troop #1409 offered the invocation. Scout Troop #1409 led the audience in the Pledge of Allegiance.

B. 7:05:36 PM **Approval of the Minutes**

August 28, 2014

COUNCILMEMBER DAY MOVED TO APPROVE THE MINUTES OF AUGUST 28, 2014 AS WRITTEN. COUNCILMEMBER MOSER SECONDED THE MOTION, AND ALL VOTED AYE.

C. 7:05:56 PM **Mayor's Comments**

Mayor Freeman reported that he attended the International Dance Group, which is a group of performers from around the world that performed in a number of local communities and concluded in Herriman City. Additionally, he congratulated Mr. Beau Hunter and Ms. Megan Kelsch for being recipients of the Unified Police Department cadet program scholarship.

D. 7:07:05 PM **Council Recognitions**

Councilmember Robinson expressed his appreciation to the dedication of staff in meeting the deadline for 5600 West to be opened. Councilmember Coralee Wessman-Moser agreed, and thanked Momentum Development Group for their efforts.

2. 7:08:13 PM **PUBLIC COMMENT:**

There was no public comment offered.

3. **DISCUSSION AND ACTION ITEMS**

A. 7:08:44 PM **Discussion regarding deer management authority from the Division of Wildlife Resources** – Gordon Haight, Interim City Manager

Mayor Freeman informed the audience that the Council recently conducted a public hearing to consider a deer mitigation program which resulted in an extended investigation to consider alternative options. Interim City Manager Gordon Haight

thanked staff for their research on this topic. He expressed the increased concern from residents that suggests that the accidents and property damage issues should be addressed. Interim City Manager Haight indicated that it is the goal of Herriman City to minimize resident concerns, reduce private property damage, and decrease the number of deer/auto accidents throughout the City. He explained the characteristics of the urban deer that have been maintained in a stable environment compared to the transitory deer that take advantage of the agricultural lands. Mayor Freeman questioned whether urban deer are migrating to the agricultural lands. Interim City Manager Haight suggested that some urban deer would migrate to the area; however, the majority would stay within the developed parts of the City.

Interim City Manager Haight examined the increase of accidents during the migration period. Mayor Freeman disagreed that deer raised in a wild setting would come into the heart of the City. Interim City Manager Haight agreed, and added that the majority of the migrating deer would keep their distance from people unlike urban deer. He asked the Council of their acceptable tolerance level of auto/deer accidents within the City. Councilmember Day noted that Highland City accidents were reduced by half.

Interim City Manager Haight offered a brief overview of mitigation options to address the associated concerns. Interim City Manager Haight presented a map that indicated where deer signs and fencing exist and observed additional proposed signage, and reviewed the positives and negative aspects of this option with the Council. Public Education was discussed and noted the positive aspects that additional education would raise public awareness. He explained that recommended plants, motion detectors, and deer repellent have proven not to deter deer all of the time. Interim City Manager Haight suggested that the additional water source may redirect deer migration paths, and noted that this option is currently in experimental stages. He stated that the guzzler may increase deer population. Interim City Manager Haight continued with the installation of cameras to monitor the deer to conduct a migration study and to receive an accurate count of urban deer. Councilmember Day responded that drivers are mitigating approximately 100 deer a year, and that a study doesn't need to be conducted to prove otherwise. Interim City Manager Haight explained that during the public hearing the public suggested a survey be conducted to determine the amount of deer in the City. Councilmember Robinson noted that the problem has been quantified with the number of deceased deer. Mayor Freeman suggested that the survey would not reveal an accurate count due to the difficulty of separating previously counted deer.

Interim City Manager Haight reiterated the available options for deer management options, and requested direction from the Council. Councilmember Day asked about the recommendation of the Humane Society. Interim City Manager Haight responded that they recommended the Deer Sterilization program, Status Quo, and Public Education. The Division of Wildlife Resources recommended the relocation of the deer; however, the Humane Society is against this option due to the high death rate. The Council determined that they could not support relocation due to the high cost and trauma to the deer. Councilmember Tischner asked if the Humane Society would financially support the City to sterilize the deer. Interim City Manager Haight responded that the request would be relayed to the Humane Society. He explained the benefits of the sterilization program compared to the negative aspects. Councilmember Moser observed the annual cost of the program for the first two years was estimated to be

\$40,000. Interim City Manager Haight informed the Council that the Division of Wildlife is the only entity allowed to administer the sterilization treatment. The medicine is not approved by the Environmental Protection Agency (EPA). Councilmember Moser suggested that the consideration and discussion of this option is premature until EPA approval is secured.

Interim City Manager Haight reviewed the Urban Deer Mitigation Program benefits and concerns, and explained the rapid succession of deer. Councilmember Day clarified that there would be an influx of does having twins and triplets due to the plentiful vegetation in the environment. This was verified.

Interim City Manager Haight explained the phasing plan that would be implemented would be relayed to the Division of Wildlife resources and submitted to the Regional Advisory Council (RAC) and Certificates of Registration (COR) for approval. He explained that Phase 1 would consist of mitigation of the deer on the agricultural lands as requested by property owners, and requested recommended components of the Phase 2 that the Council would be willing to consider. Councilmember Moser responded that cameras have been purchased and should be utilized. Councilmember Tischner expressed his concern with drones going over residential areas. Interim City Manager noted that they would be used where deer visuals are high in order to keep effective deer information up to date. Councilmember Moser continued with the components of the plan to include Phase 1, and pending successful implementation to begin phase 2. She recommended that if the Humane Society would provide a grant as a funding option the City could consider sterilization, and if the Division of Wildlife would provide funding for relocation purposes the City could consider that option. Mayor Freeman conveyed his concerns with those options. Councilmember Moser responded that the plan would not be hindered to allow alternative options. Councilmember Tischner indicated that he was sceptic of relocation. Councilmember Robinson suggested that public feelings should be incorporated into the plan. If residents would like to make a donation to support a specific option, it should be available. Interim City Manager Haight noted that he would address the options in the plan and present it to the Council for consideration.

B. [8:12:01 PM](#) Discussion and consideration of an Amended Assessment Ordinance for the Herriman Towne Center – John Brems, City Attorney

City Attorney John Brems informed the Council that this item needed to be continued as the amendment is still being drafted.

COUNCILMEMBER MOSER MOVED CONTINUE THE AMENDED ASSESSMENT ORDINANCE FOR THE HERRIMAN TOWNE CENTER. COUNCILMEMBER ROBINSON SECONDED THE MOTION.

The vote is recorded as follows:

| | |
|-------------------------------------|-----|
| Councilmember Mike Day | Aye |
| Councilmember Matt Robinson | Aye |
| Councilmember Craig B. Tischner | Aye |
| Councilmember Coralee Wessman-Moser | Aye |
| Mayor Carmen Freeman | Aye |

The motion passed unanimously.

1. [8:14:30 PM Mountain Preservation Discussion](#) – Gordon Haight, Interim City Manager

Interim City Manager Gordon Haight offered a vision of what the preservation of the mountain could offer. He reported that currently the property is privately owned, and the City could not restrict development if the proposed development meets certain criteria. Councilmember Robinson asked if the dedicated open space of the development would be deeded over to the City. This was confirmed. Councilmember Tischner questioned the Federal Government parcels. Interim City Manager Haight reported the parcels are a portion of Camp Williams. He gave a brief synopsis of the other developments in the area which include the Cove at Herriman Springs and the Bluffs (outside City limits).

Interim City Manager Haight presented the proposed Sky Village development, and noted that the proposal included 496 acres with the request to allow one unit per acre. He explained that the buildable envelope of the development is limited to 240 acres, if approved. The excess acreage would be turned over to the City to maintain trails and open space. Councilmember Moser relayed the advantage to the City in preserving the mountainside. Mayor Freeman agreed.

Interim City Manager Haight recommended to conduct a public open house on October 8, 2014 to receive input regarding hillside development, and suggested a mailing be delivered to every resident. Mayor Freeman emphasized the importance to allow the public to take part in the Herriman vision.

4. MAYOR AND COUNCIL COMMENTS

5. CALENDAR

A. Meetings

- September 24 – City Council Work Meeting 5:00 p.m.; City Council 7:00 p.m.
- September 18 – Planning Commission 7:00 p.m.

B. Events

- September 11 – Patriot Day
- September 18-22 – Children’s Theatre Production
- September 23 – Senior Social

6. [8:35:39 PM CLOSED SESSION \(IF NEEDED\)](#)

A. *The Herriman City Council may convene in a closed session to discuss the character, professional competence, or physical or mental health of an individual, pending or reasonably imminent litigation, and the purchase, exchange, or lease of real property, as provided by Utah Code Annotated §52-4-205*

COUNCILMEMBER DAY MOVED TO ADJOURN THE CITY COUNCIL MEETING AND CONVENE IN A CLOSED SESSION TO DISCUSS PENDING OR REASONABLY IMMINENT LITIGATION. COUNCILMEMBER ROBINSON SECONDED THE MOTION.

The vote is recorded as follows:

| | |
|-----------------------------|-----|
| Councilmember Mike Day | Aye |
| Councilmember Matt Robinson | Aye |

Councilmember Craig B. Tischner Aye
Councilmember Coralee Wessman-Moser Aye
Mayor Carmen Freeman Aye
The motion passed unanimously.

7. RECOMMENCE TO WORK MEETING (IF NEEDED)

1. Other Updates

Mayor Freeman reported that South Jordan City has scheduled a public hearing to consider vacating 5395/5415 West Street for Tuesday, September 16, 2014. A short discussion ensued to determine the consequences the vacated property would have on the future of Herriman City.

City Engineer Blake Thomas updated the Council of a trail that would be asphalted. He indicated that residents were given notices that shrubs and trees would be pruned back in order to accommodate access for the machinery. The contractor pruned the bushes as directed which upset a resident. Interim City Manager Haight informed the Council that the owner would be contacted, and this was brought up to keep them informed.

8. ADJOURNMENT

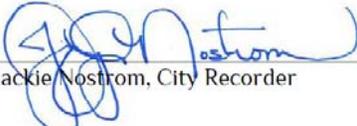
COUNCILMEMBER TISCHNER MOVED TO ADJOURN THE CITY COUNCIL WORK MEETING AT 9:22 P.M. COUNCILMEMBER MOSER SECONDED THE MOTION, AND ALL VOTED AYE.

9. SOCIAL GATHERING (No Action will be taken on any items)

A. Social gathering will be at McDonald's 5018 West 13400 South, Herriman, UT

*This document constitutes the official minutes for the
Herriman City Council Meeting held on Wednesday, September 10, 2014*

I, Jackie Nostrom, do hereby certify that I am the duly appointed, qualified, and acting City Recorder for Herriman City, of Salt Lake County, State of Utah. I do hereby certify that the foregoing minutes represent a true and accurate, and complete record of this meeting held on Wednesday, September 10, 2014.


Jackie Nostrom, City Recorder



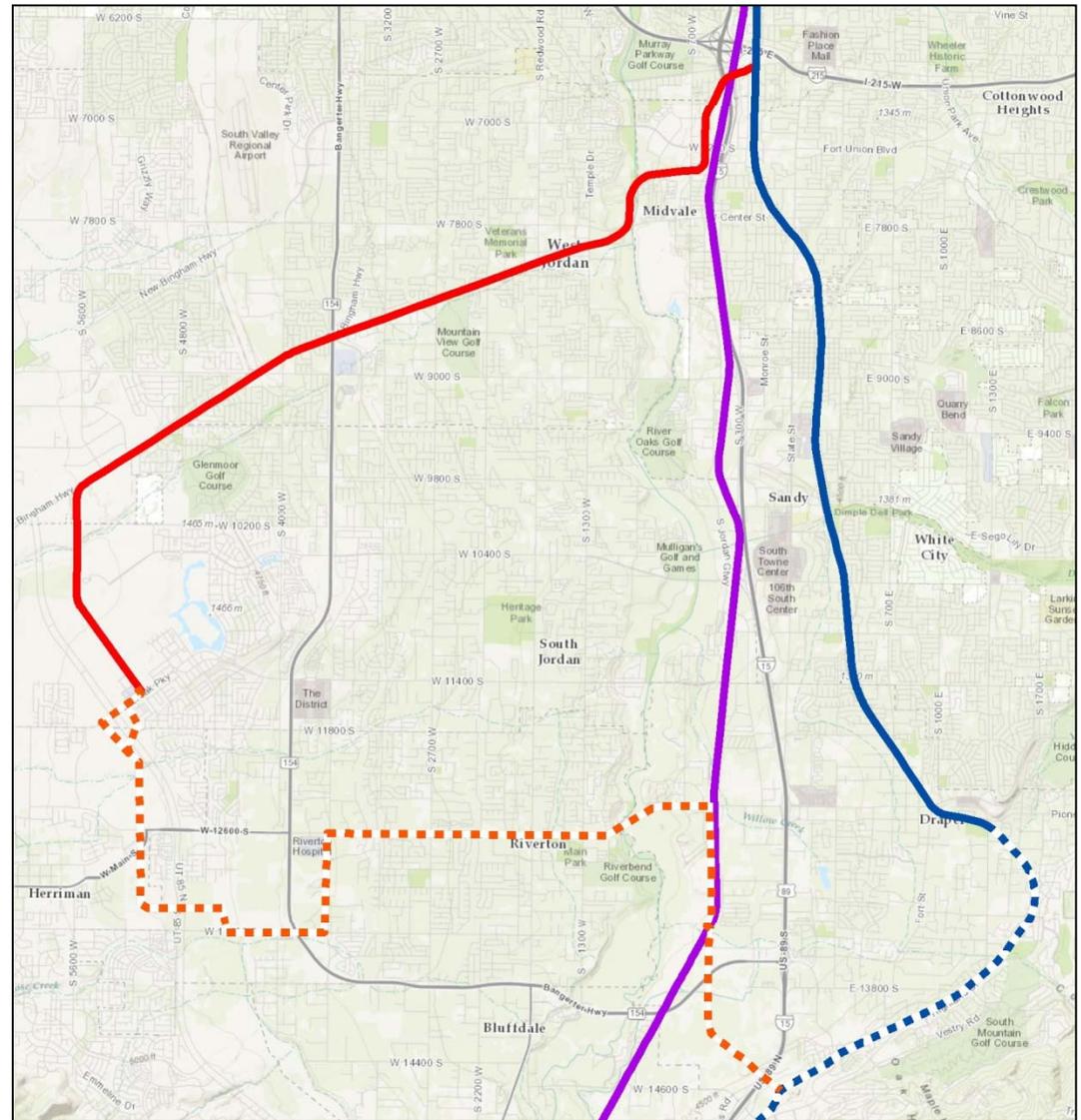
Southwest Salt Lake County Transit Study

Project Background



Partners:

- Draper
- Herriman
- HTC Communities
- Riverton
- Salt Lake County
- South Jordan
- UTA
- Wasatch Front Regional Council



Project Status



- Market Study
 - Employment Growth
 - Housing Growth
- Focus Groups/Phone Survey
- Coordination with Federal Transit Administration (FTA)
- Public Scoping
- Environmental Documentation (EIS)
- Funding Sources

Federal Process



- Planning
- Locally Preferred Alternative
- Environmental Impact Statement
- FTA Evaluation Criteria
 - *How the Study Partners can help*

New and Small Starts Project Evaluation and Rating under MAP-21

Individual Criteria Ratings

Mobility Improvements
(16.66%)

Environmental Benefits
(16.66%)

Congestion Relief
(16.66%)

Cost-Effectiveness
(16.66%)

Economic Development
(16.66%)

Land Use
(16.66%)

Current Condition
(25%)

Commitment of Funds
(25%)

Reliability/ Capacity
(50%)

Summary Ratings

Project Justification[†]
(50% of Overall Rating)

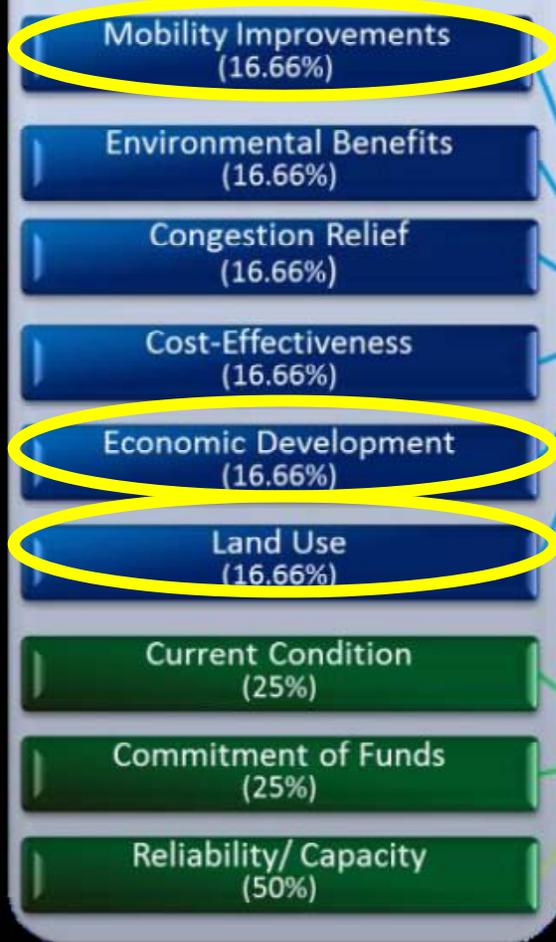
[†]Must be at least "Medium" for project to get "Medium" or better Overall Rating

Local Financial Commitment[†]
(50% of Overall Rating)

[†]Must be at least "Medium" for project to get "Medium" or better Overall Rating

Overall Rating

Overall Project Rating



Evaluation Criteria – Economic Development



- Transit Supportive Plans and Policies
 - Growth Management
 - Transit Supportive Corridor Policies
 - Supportive Zoning Regulations Near Transit Stations
 - Tools to Implement Land Use Policies
- Performance and Impacts of Policies
 - Performance of Land Use Policies
 - Potential Impact of Transit Project on Regional Land Use
- Tools to maintain or increase the share of affordable housing in the project corridor

Evaluation Criteria – Land Use



- Existing corridor and station area development
- Station area character
- Pedestrian Facilities
- Parking supply
- Population and employment
 - Density at the corridor and station-area level
- Total employment in the Central Business District
- Proportion of affordable housing in the corridor compared to the proportion of affordable housing in the counties through which the proposed project travels

Dallas Area Rapid Transit TOD Tour



November 12-13 or 13-14





TOD Goals & Guiding Principles

Richard Brockmyer – Strategic Planner, UTA

September, 2014

Photo courtesy of County Lemonade via Flickr.

What is TOD?



- Higher-density mixed-use development within walking distance (a half mile) of transit stations
Center for Transit Oriented Development
- Basic components
 - High Capacity/Frequency Transit
 - Compact/Dense Development
 - Mix of Uses
 - Pedestrian Friendly Design

Auto-Centric Design



- Auto-centric Design
 - Wide Streets
 - Large Blocks
 - Low Density
 - Poorly designed ped/bike corridors
- Large Scale Results
 - Traffic Congestion
 - Poor Air Quality
 - Stress and Unhealthy Lifestyle
- Site Specific Results
 - Uncomfortable/Unsafe to walk or bike
 - No sense of place/community
 - Limited Activity
 - Unsafe, empty spaces
 - Difficult to Serve by Transit



TOD Goals



- Implement Regional Vision
- Reduce Auto Dependency
- Generate Transit Ridership
- Address Air Quality
- Support Community & Economic Development
- Optimize Developable Land
- Provide Variety of Housing Options
- Respond to Evolving Real Estate Market
- Improve Connectivity to Transit



Principle 1: Connectivity



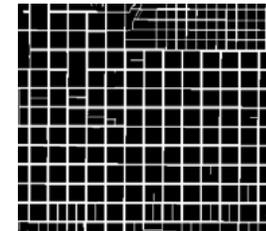
- Provide multi-modal access to station and local community
 - Pedestrians
 - Bicycles
 - Transit
 - Auto



Street Design



- Short to medium block sizes
 - 250' to 350' length
 - Supports walkability and transit use
 - Creates more direct routes
 - Slows traffic
- Grid-like street network
 - Four way intersections
 - Better traffic circulation
 - Better connectivity
 - Slows traffic
 - Supports walkability and transit use
- Narrow Streets
 - Two to four lanes – 10' to 12' wide
 - Safer/more comfortable pedestrian environment
 - Slows traffic
 - More developable land



Street Design



- Sidewalks
 - Continuous network
 - Appropriately scaled
 - Wider in certain places to create more pedestrian space
 - Promotes walkability
- Safe Crossings
 - Curb bulb outs
 - Clearly marked
 - Raised crossings
 - Alternate paving/materials
 - Improves pedestrian safety
- Limited Driveways
 - Uninterrupted pedestrian and bicycle flow
 - Fewer areas of conflict



Street Design



- Bikeways
 - Connect current and planned paths and routes
 - Provide clear access to transit stations
 - Provide appropriate facility type
- Bicycle Parking
 - Indoor for residents and outdoor for visitors
 - Well-lit and protected from weather
- Transit Access
 - Design to accommodate buses
 - Consider future capital projects
- Parking
 - Tucked behind buildings or structured
 - Appropriately signed
 - Access off of primary streets



Principle 2: Development Form



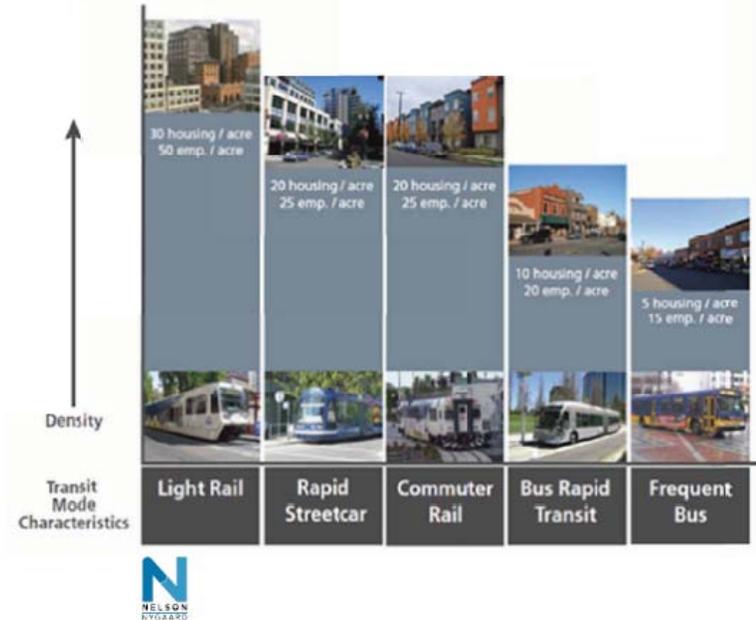
- Density
- Building Orientation and Setbacks
- Architectural Design
- Location and Screening of Parking
- Streetscape



Density



- Transit supportive
 - Research suggests ~30 – 50 du/ac for Light Rail
- Consider residential and employment density
- Appropriate for real estate market and community
- Most intense adjacent to station, less intense further out



Building Orientation and Setbacks



- Occupy street corners
- Principal entrances located on front or corner façade
- Multiple Entrances Provided
- Smaller setback requirements (front and side)
- Appropriate heights
 - Maintain human scale
 - Create enclosure
- Loading and unloading areas, open storage, etc. screened from view



Architectural Design



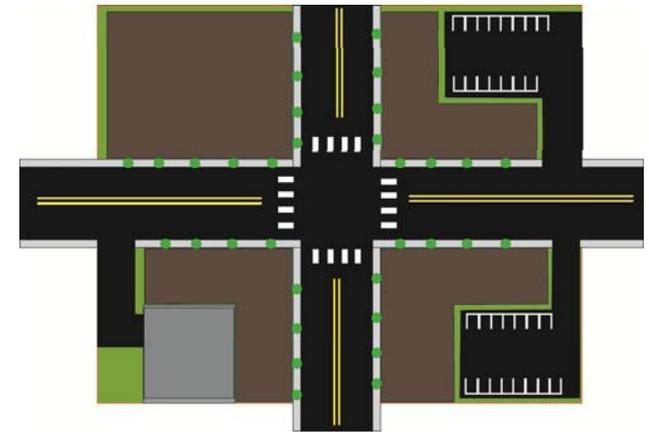
- Vertical and horizontal façade divisions
- Transparency
 - More windows on ground floor
 - No blank walls
- Other design considerations
 - Use of Materials
 - Building variety
 - Color
 - Awnings



Location and Screening of Parking



- Use on-street parking
- Surface parking tucked behind buildings
- Wrap above ground parking structures



Streetscape Elements



- Buffering
 - Slows Traffic
 - Creates Pedestrian Zone
 - Park strips
 - On-street parking
 - Street Furniture
- Street Trees
 - Serves as a buffer
 - Adequate canopy for the species
 - Provides shade and protection from wind
 - Reduces “heat island” effect
- Pedestrian Scale Lighting
 - Improves pedestrian safety
 - Promotes human scale



Streetscape Elements



- Street Furniture
 - Adds pedestrian comfort
 - Provides informal public gathering place
 - Serves as a buffer
- Wayfinding
 - Orients residents and visitors
 - Allows parking to be screened but still easily accessed
 - Promotes human scale



The High Cost of TOD Parking



Table 5.4.3-1 Parking Structure Construction Costs³

| City | Cost Per Space | City | Cost Per Space |
|-------------|----------------|-------------------------|-----------------|
| Atlanta | \$14,028 | Los Angeles | \$16,842 |
| Baltimore | \$14,479 | Miami | \$14,043 |
| Boston | \$17,947 | Minneapolis | \$17,079 |
| Charlotte | \$12,441 | New Orleans | \$13,825 |
| Chicago | \$17,869 | New York | \$20,326 |
| Cleveland | \$15,474 | Philadelphia | \$17,604 |
| Denver | \$14,774 | St Louis | \$15,178 |
| Dallas | \$13,281 | San Francisco | \$19,253 |
| Detroit | \$16,049 | Seattle | \$16,158 |
| Kansas City | \$15,878 | <i>National Average</i> | <i>\$15,552</i> |

Surface Parking Cost Per Space
~\$3,000 - \$5,000

Source: Victoria Transport Policy Institute <http://www.vtpi.org/>

Structured parking is cheaper than surface parking only at land prices above \$30 per square foot (Donald Shoup, The High Cost of Free Parking, 2005)

Do You Need All That Parking?



- Lower average Vehicle Miles Traveled (VMT) in TOD areas
- Lower vehicle ownership rates in TODs
- Higher transit mode share in TODs

Figure 1 TOD Impacts On Vehicle Ownership and Use (Ohland and Poticha 2006)

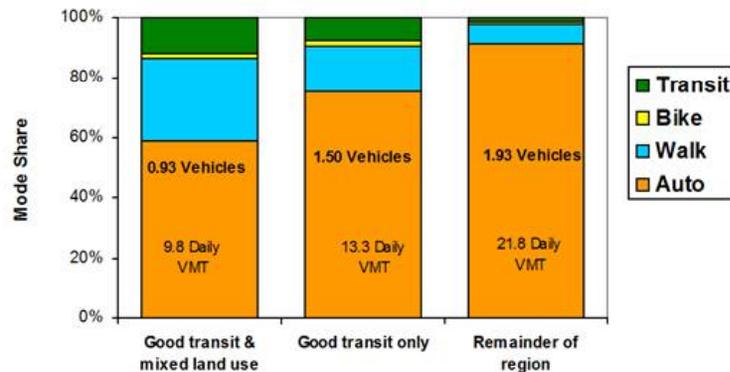
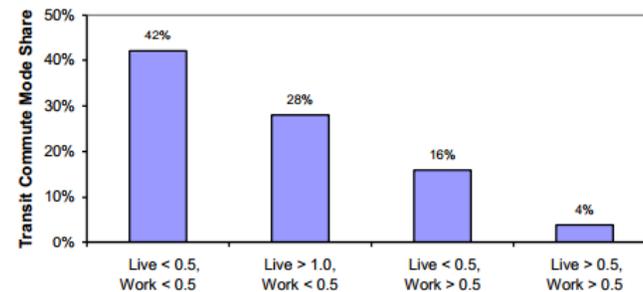


Figure 11 Transit Accessibility Impacts on Transit Mode Share (MTC 2006)



Other Methods of Reducing Parking



- Shared Parking
- On-street parking
- Unbundling Parking
- Parking Credits
- In-lieu fees/District Parking
- Transit Pass Programs
- Car Share/Bike Share
- Private Shuttles
- Charging for Parking



Local TOD Projects



- Murray Fireclay (Murray)
 - Birkhill at Fireclay (Mixed Use)
 - Fireclay Villages/Lionsgate (~700 apartment units)
 - Birkhill Apartments (311 apartment units)
 - Hamlet Homes Properties
 - 33,720 sqft. critical care center
 - Townhomes/Live work space



| | PED % BOARDINGS/ ALIGHTINGS | BIKE % BOARDINGS/ ALIGHTINGS | Total PED/BIKE % BOARDINGS/ ALIGHTINGS |
|---------------------|-----------------------------------|------------------------------------|--|
| 4500 South | | | |
| 2012 Daily Average | 8% | 1% | 9% |
| 2013 Daily Average | 18% | 2% | 20% |
| Year to Year Change | 10% | 1% | 11% |

Local TOD Projects (ctd.)



- Bingham Junction (Midvale)
 - Large scale mixed use development (390 acres)
 - Townhomes
 - Apartments
 - Office
 - Retail
 - Hotel



| | PED % BOARDINGS/ ALIGHTINGS | BIKE % BOARDINGS/ ALIGHTINGS | Total PED/BIKE % BOARDINGS/ ALIGHTINGS |
|-------------------------|-----------------------------------|------------------------------------|--|
| Bingham Junction | | | |
| 2012 Daily Average | 45% | 11% | 55% |
| 2013 Daily Average | 54% | 4% | 58% |
| Year to Year Change | 10% | -7% | 3% |
| Historic Gardner | | | |
| 2012 Daily Average | 23% | 5% | 26% |
| 2013 Daily Average | 33% | 10% | 43% |
| Year to Year Change | 10% | 5% | 17% |

Local TOD Projects (ctd.)



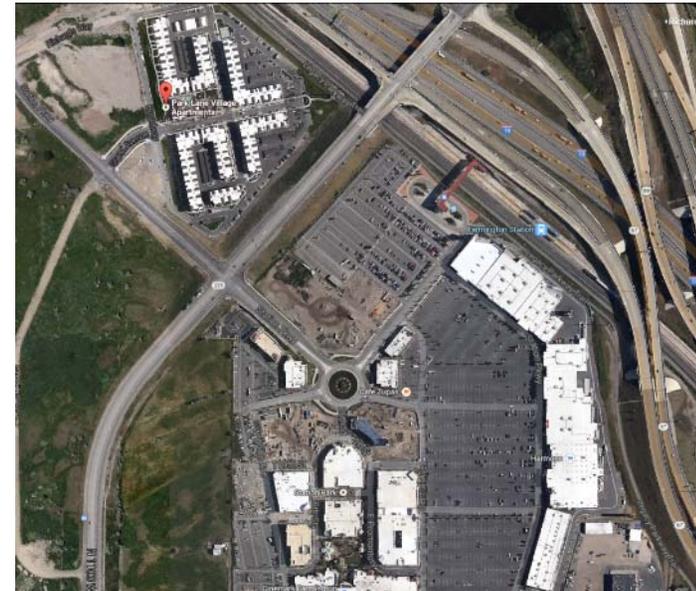
- Fairbourne Station (West Valley)
 - Large scale mixed use development
 - Hotel (completed)
 - Promenade (completed)
 - Apartments (phase 1 under construction)
 - Office (anticipated 200 ksf)
 - Retail (anticipated 200 ksf)



Local TOD Projects (ctd.)



- Station Park (Farmington)
 - Large scale mixed use development (62 acres)
 - Retail
 - Movie theater
 - Office
 - Hotel
 - Nearby apartment complex
 - Park Lane Village Apartments (324 units)



Other TOD Projects



- Kay's Crossing (Layton)
- Waverly Station (South Salt Lake – 3900 S.)
- City Station (Salt Lake City – North Temple)
- Metro Condos (Salt Lake City – 200 E. 400 S.)
- City Creek



Economic Impacts of Transit



- Increases land value
 - Phoenix: 25% higher home values, similar positive trend for commercial and vacant property
 - Dallas: Property values 25% higher within ¼ miles of DART stations
 - Boston: 6.7% higher market value for homes near rail service
 - Santa Clara: Commercial properties within ½ mile of LRT command higher lease rates
 - Portland: Average housing price higher for every 100 meters closer to LRT
 - St Louis: Average home prices rise as distance to LRT stations decreases
 - San Francisco: + 10-15% in rent from units within ¼ of BART

Economic Impacts of Transit

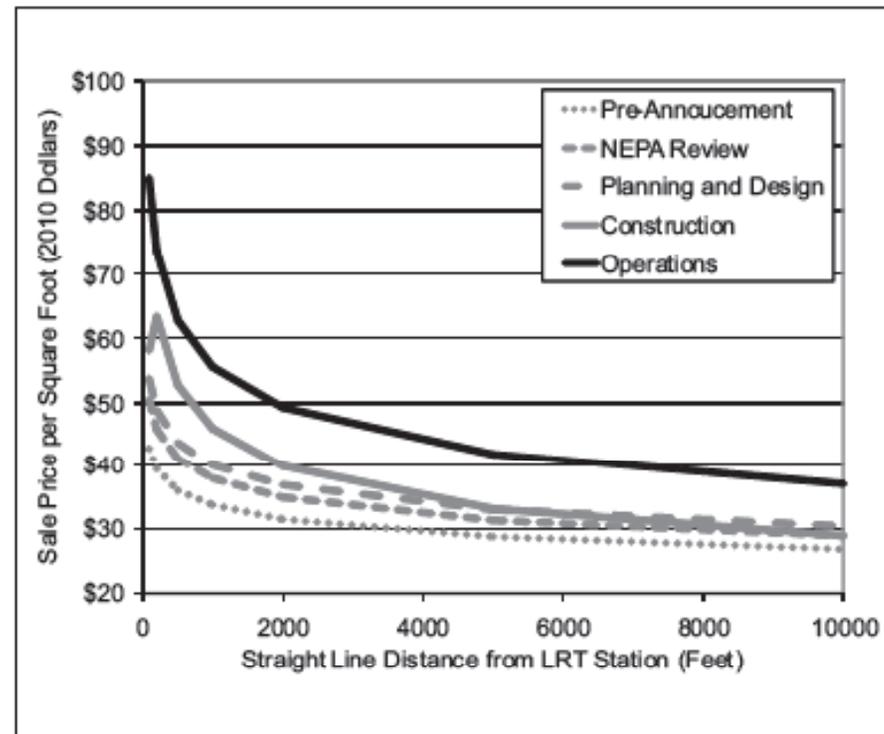


Figure 4. Impacts of distance to light rail transit on commercial property prices

Source: *Spatial and Temporal Capitalization Effects of Light Rail in Phoenix: From Conception, Planning, and Construction to Operation*, Golub, Guhathakurta, and Sollapuram, *Journal of Planning Education and Research*, August, 2012.

Questions?



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(801) 287-2918

Herriman City Deer Mitigation

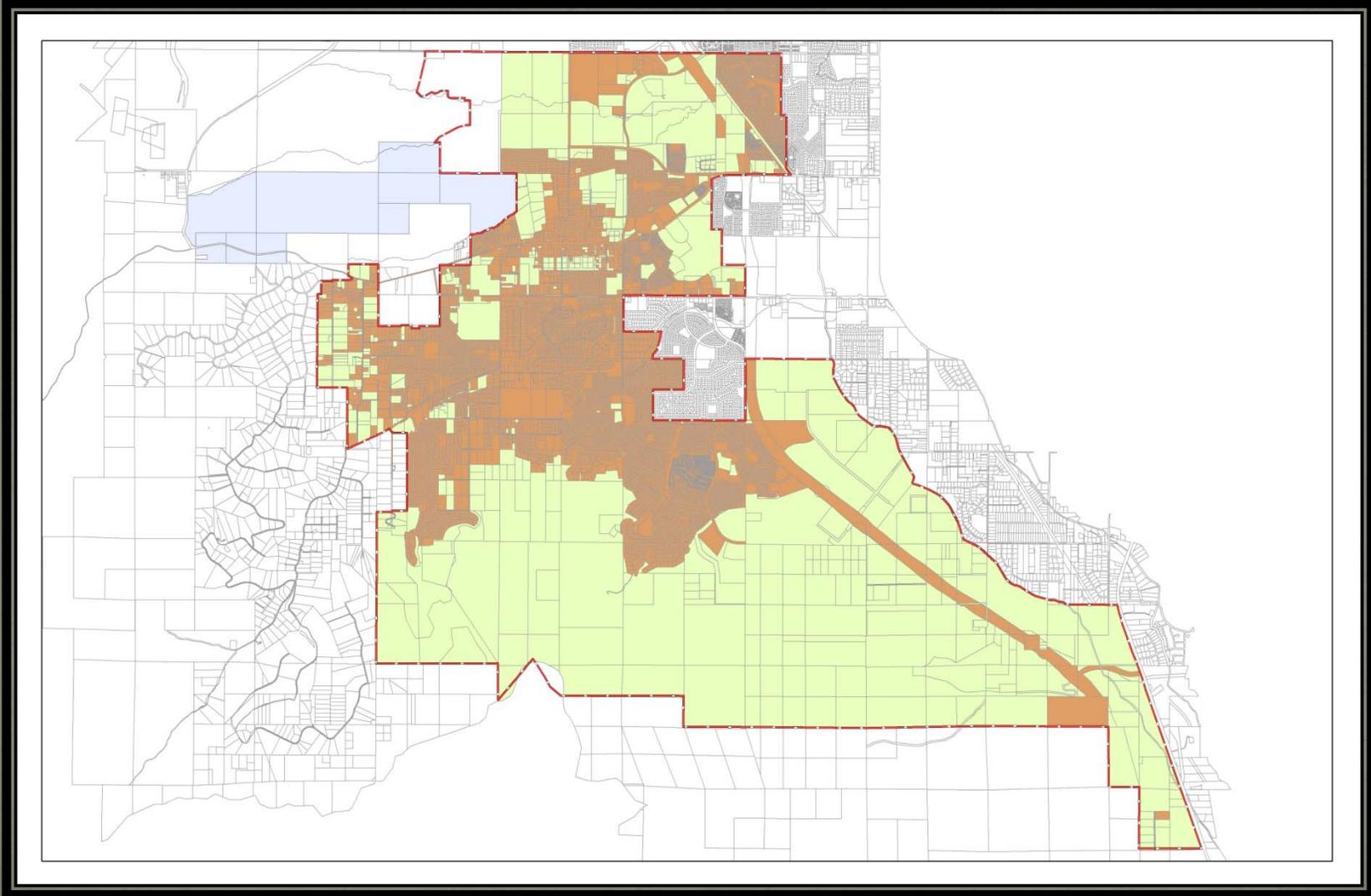
September 10, 2014

HERRIMAN
CITY

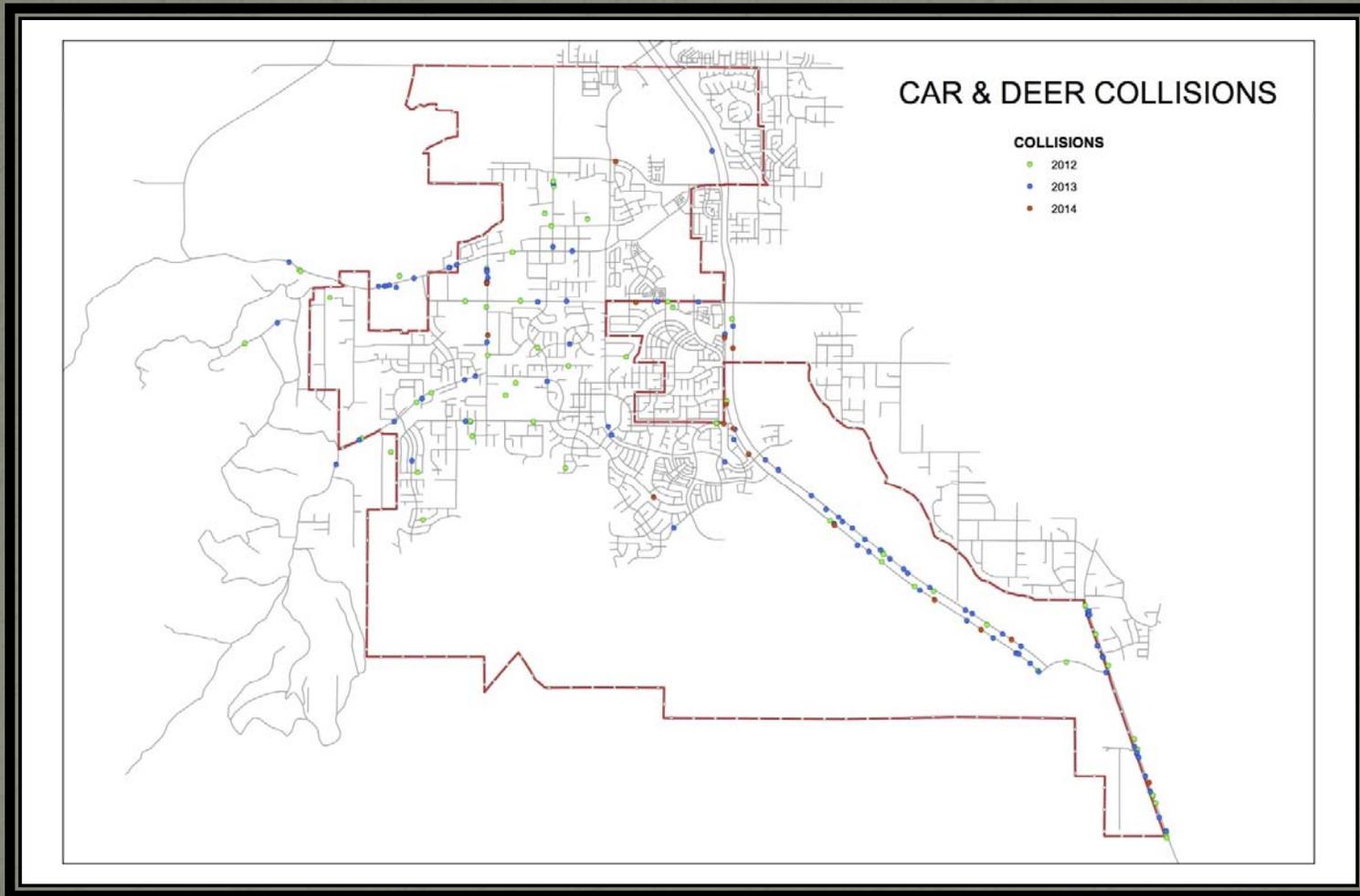
Need to Address the Deer Issue

- Auto/Deer Accidents
- Damage to Private Property
- Resident Concerns

Herriman City



Deer/Auto Map



Goals

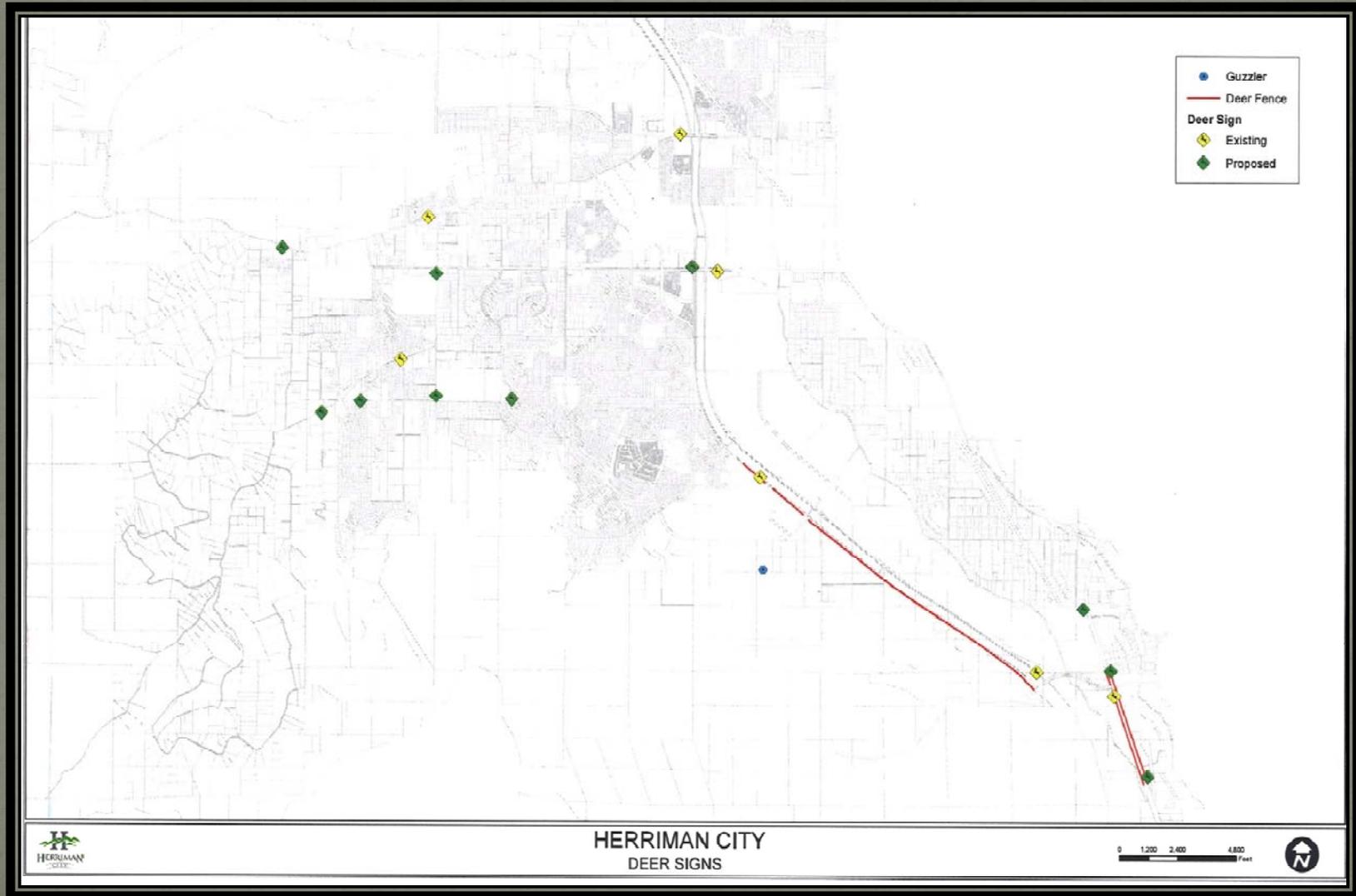
- Reduce number of deer/auto accidents by ? %
- Minimize resident concerns
- Reduce private property damage

Additional Signs

| PROs | CONs |
|-------------------------|--|
| Non Lethal | Driver Apathy |
| Low cost to City | On going maintenance with growth for New signs |
| Raises Public Awareness | Street Clutter |



Deer Signs and Fencing Map



State Road Fencing

| PROs | CONs |
|--|----------------------------------|
| Non Lethal | Driver Apathy |
| No cost to City | May funnel deer to intersections |
| Raises Public Awareness | Street Clutter |
| Fencing may redirect deer from highway | May trap deer in right of way |



Public Education

| PROs | CONs |
|-------------------------|---|
| Non Lethal | Difficult to enforce |
| Low cost to City | Recommendations do not always work (plants, motion detectors, deer repellent) |
| Raises Public Awareness | |



Additional Water Source

| PROs | CONs |
|-------------------|---|
| Non Lethal | On going maintenance and cost to the City |
| Low cost to City | Experimental method |
| May redirect deer | May increase the deer population |



Preservation of Mountain

| PROs | CONs |
|---|---------------------------|
| Non Lethal | Extreme high cost to City |
| Good Public Relations | |
| Property may be used for trails and parks | |



Cameras & Monitoring

| PROs | CONs |
|---|-----------------------|
| Non Lethal | Moderate cost to City |
| Study herd numbers and migration patters | |
| Help to develop a better deer mitigation plan | |



Deer Management Options

- ❖ Status Quo
- ❖ Relocation
- ❖ Deer Sterilization Program
- ❖ Herd Dogs
- ❖ Urban Deer Mitigation Program

Relocation

| PROs | CONs |
|--|---|
| Good Public Relations | High cost to the City |
| Reduces the number of deer | Trauma to animals |
| Puts pressure on remaining deer to redirect them | Has been documented to have a 50% fatality rate |
| Supported by DWR | Impact to residents |
| | Safety issues to the residents |
| | On going maintenance each year |
| | Not endorsed by HSUS |



Sterilization

| PROs | CONs |
|---|-------------------------------------|
| Minimal Kill | High cost to the City |
| Reduces the growth of the deer population | Trauma to animals |
| Good Public Relations | A moderate fatality rate |
| | Impact to residents |
| | Safety issues to the residents |
| | On going maintenance each year |
| | No immediate effect to deer numbers |



Sterilization Costs....

- 2 year vaccine is approx. \$500/deer
- Annual booster is \$100/deer
- 75% of Does need to be sterilized to be an effective plan
- Site Assessment for a fertility control program \$375
- As per Utah State Law, DWR is only entity allowed to administer sterilization

Herd Dogs

| PROs | CONs |
|------------|---------------------------------------|
| Non Lethal | Pilot Program - Cost unknown |
| | Unproven |
| | High impact to residents and wildlife |



Lethal Removal

| PROs | CONs |
|--|---------------------------------------|
| Proven to decrease the number of deer within the City limits | Poor Public Relations on killing deer |
| Low cost | On going maintenance |
| Donation of meat to benefit residents and shelters | Impact to residents |
| | Safety issues to the residents |



Farm Lands (Phase 1)



Staff Requests...

- Council to direct Staff in direction City wants to go
- Herriman City has to have a plan in place before going to the COR or RAC
- Staff recommendation –
 - Contract for a comprehensive survey
 - Include a lethal component
 - Include a sterilization component
 - Include a relocation component

-

Mountain Preservation

September 10, 2014



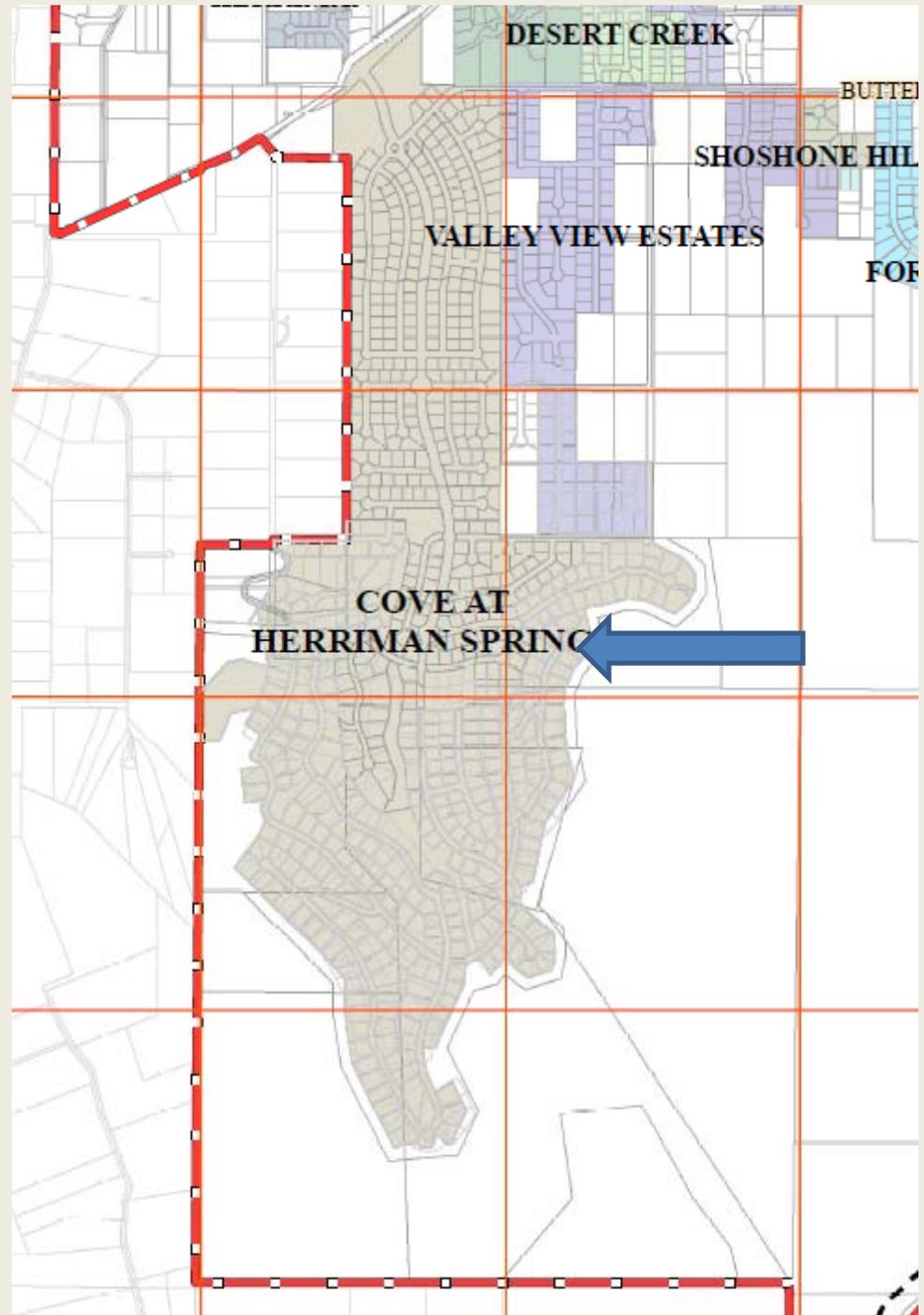
The Vision





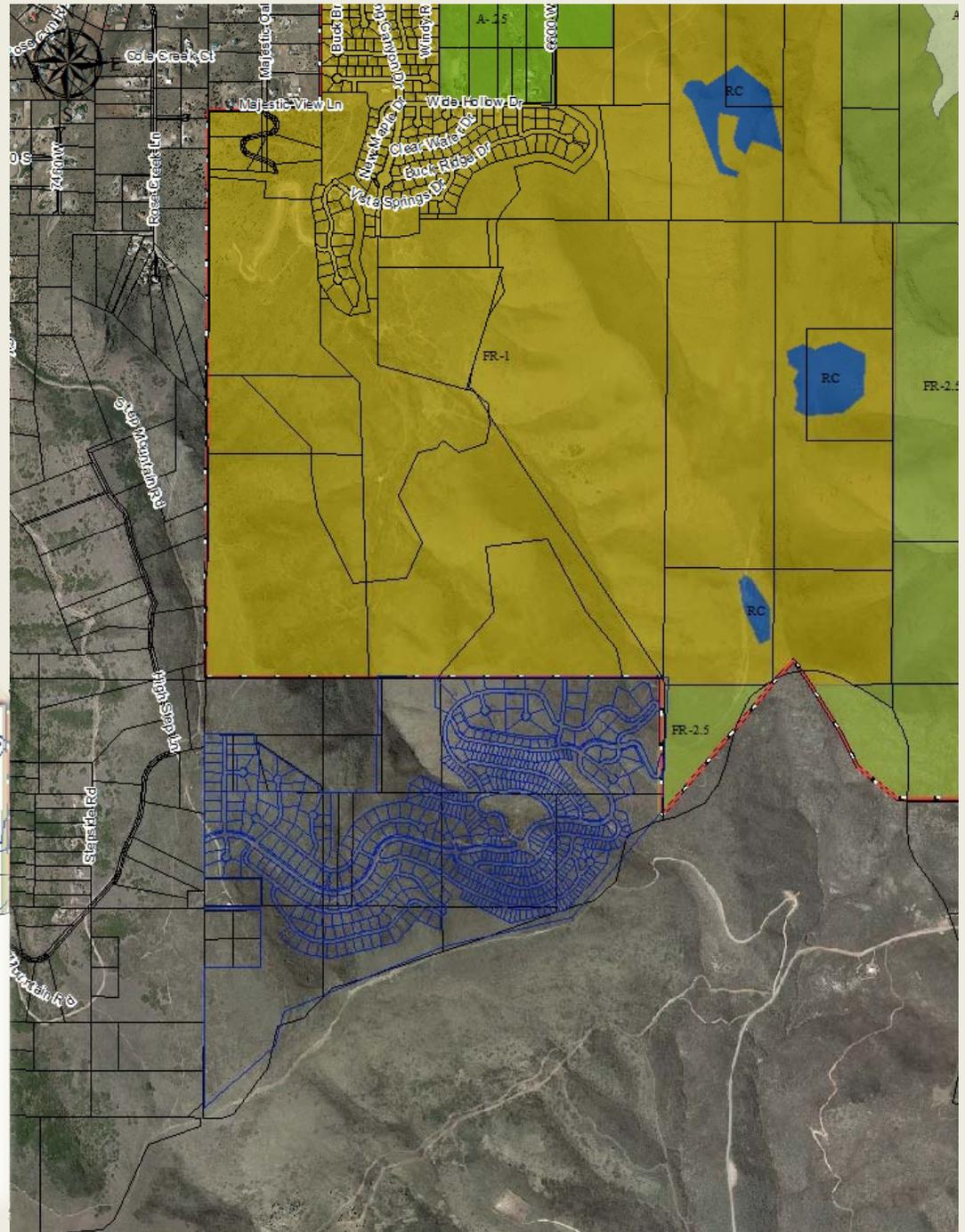
The Cove at Herriman Springs

- Approved for 645 Lots
- Built Approximately 360 Lots



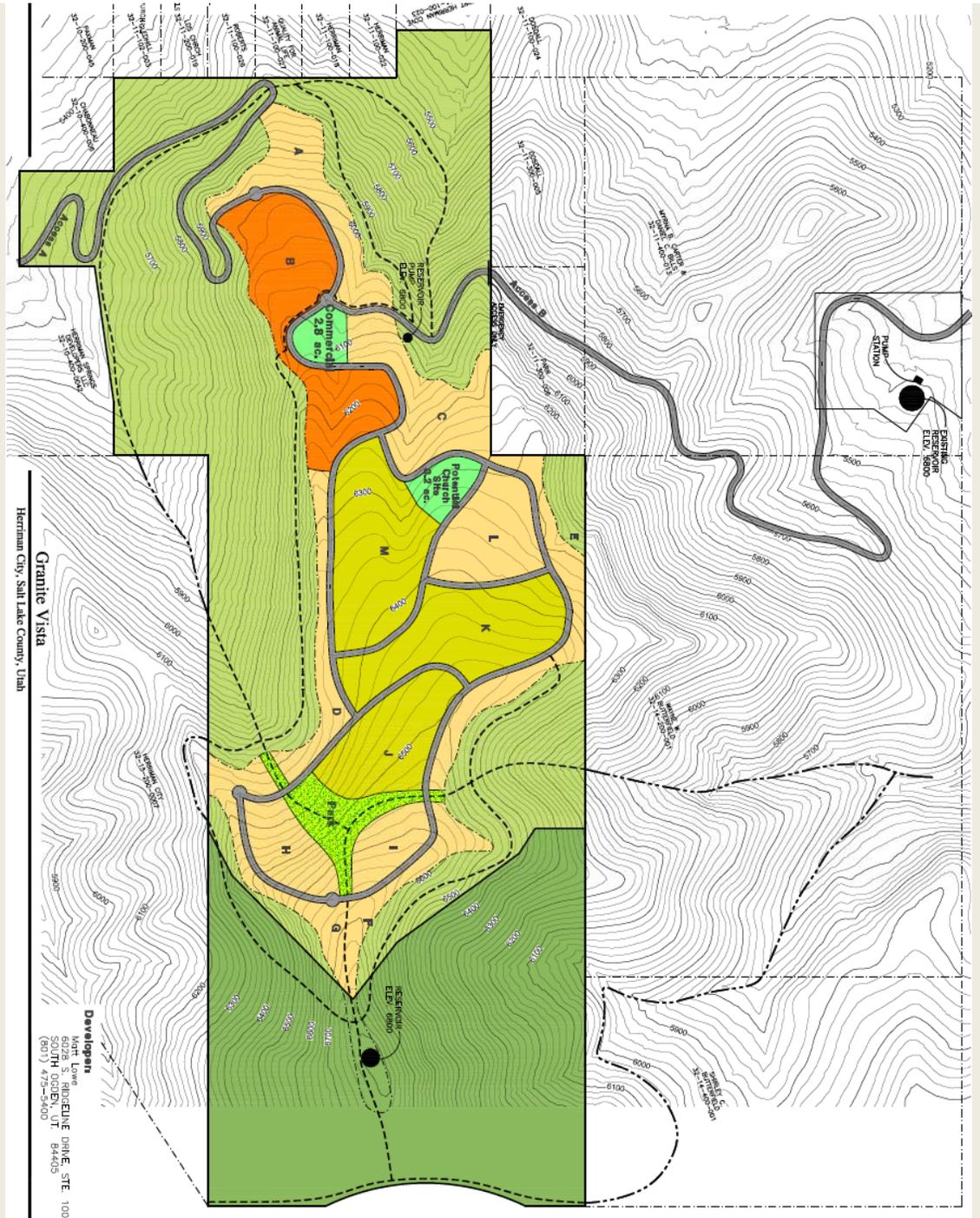
The Bluffs

- Currently Outside the City Limits

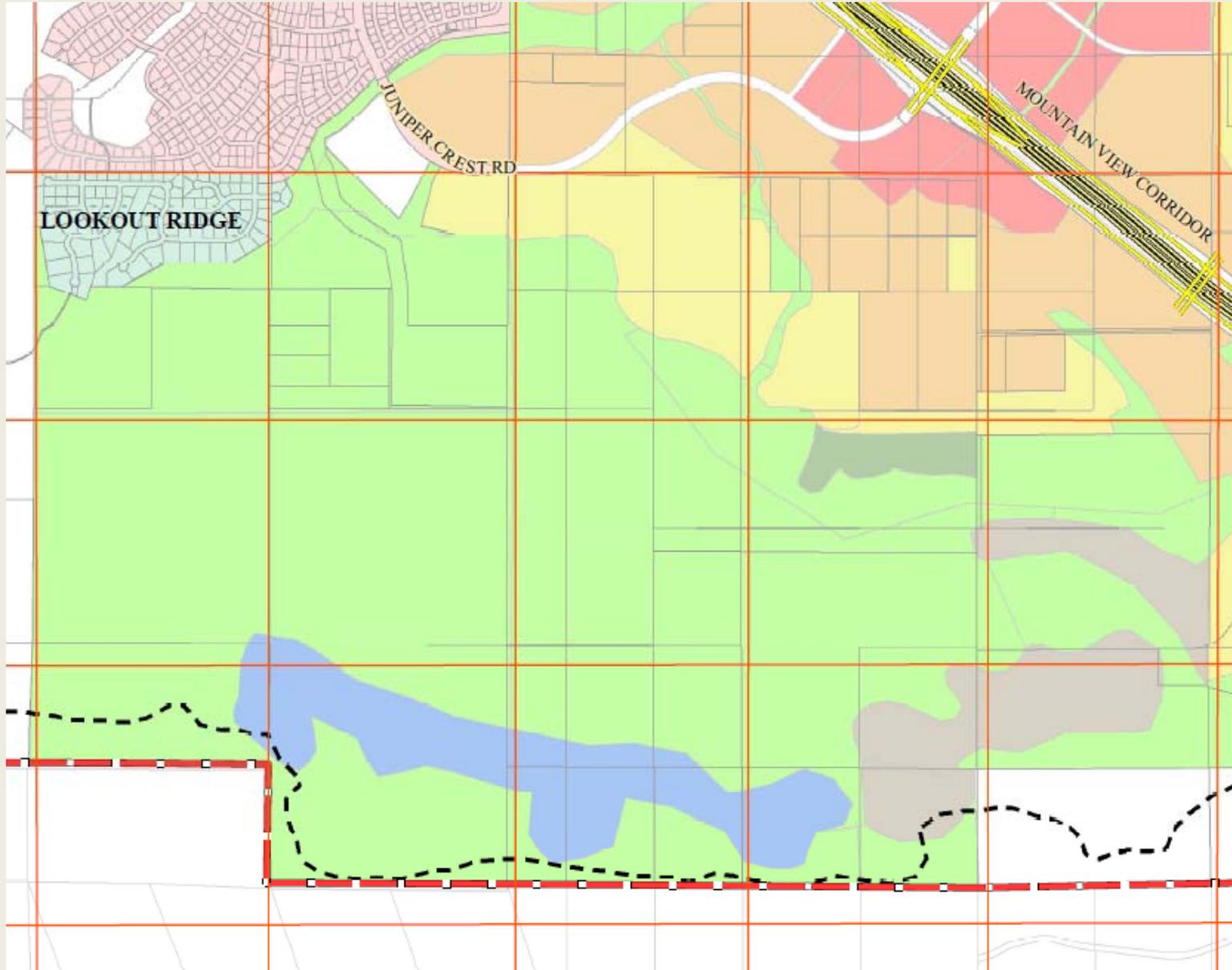


Sky Village

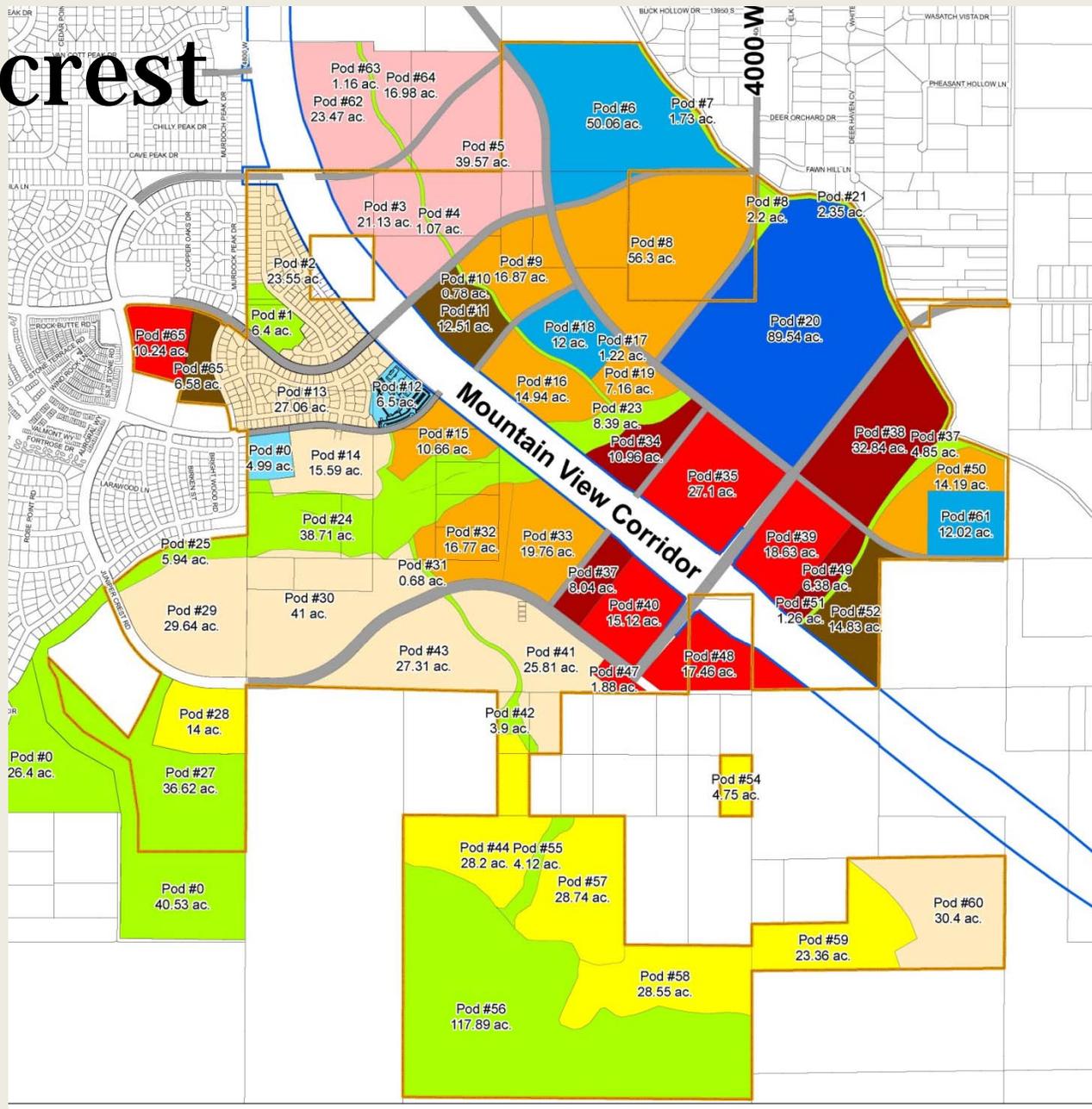
- 496 Acres
- Proposing One Unit Per Acre



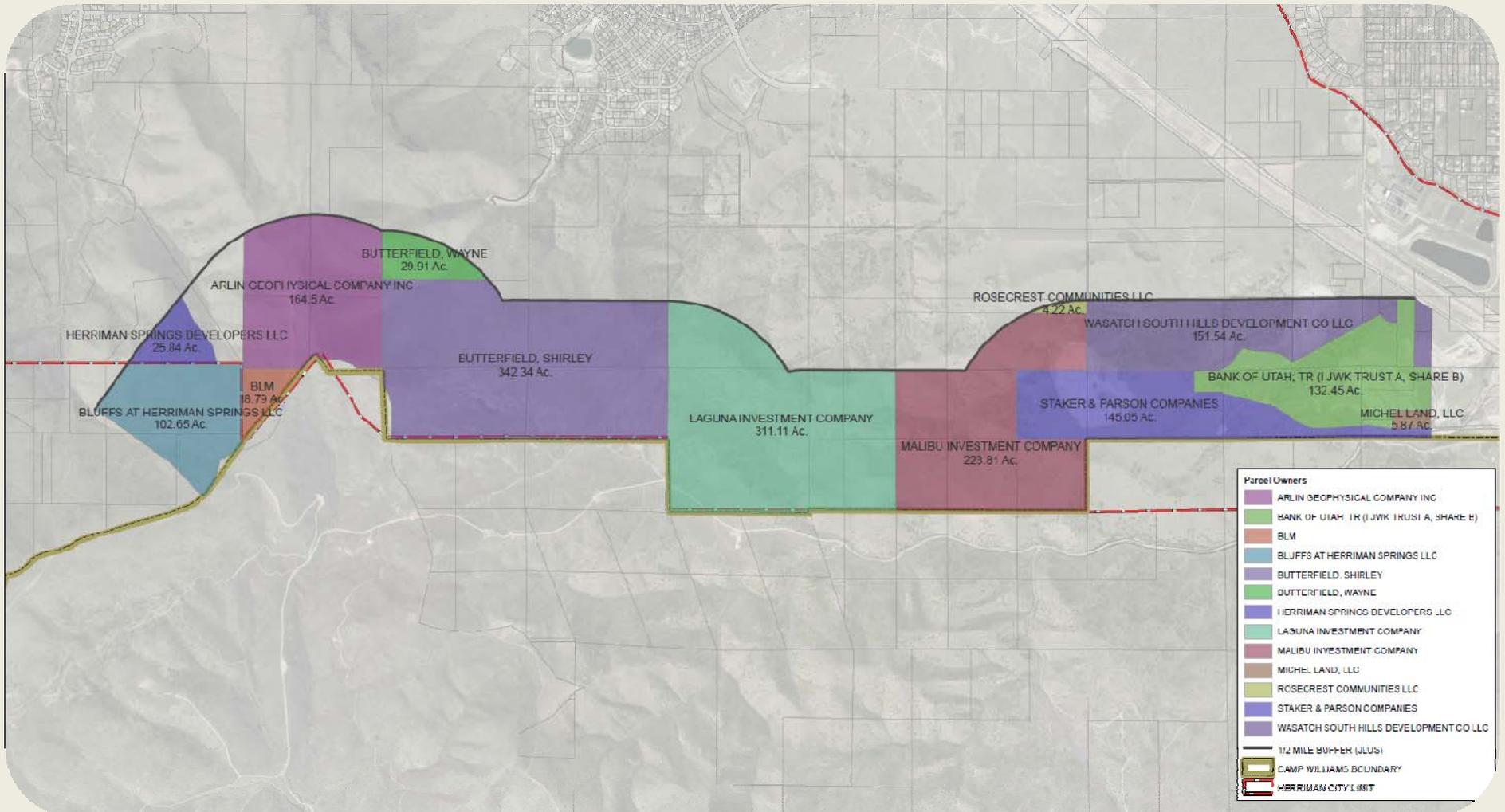
Malibu/Laguna



Rosecrest



Army Compatible Use Buffer (ACUB)



Parks Survey

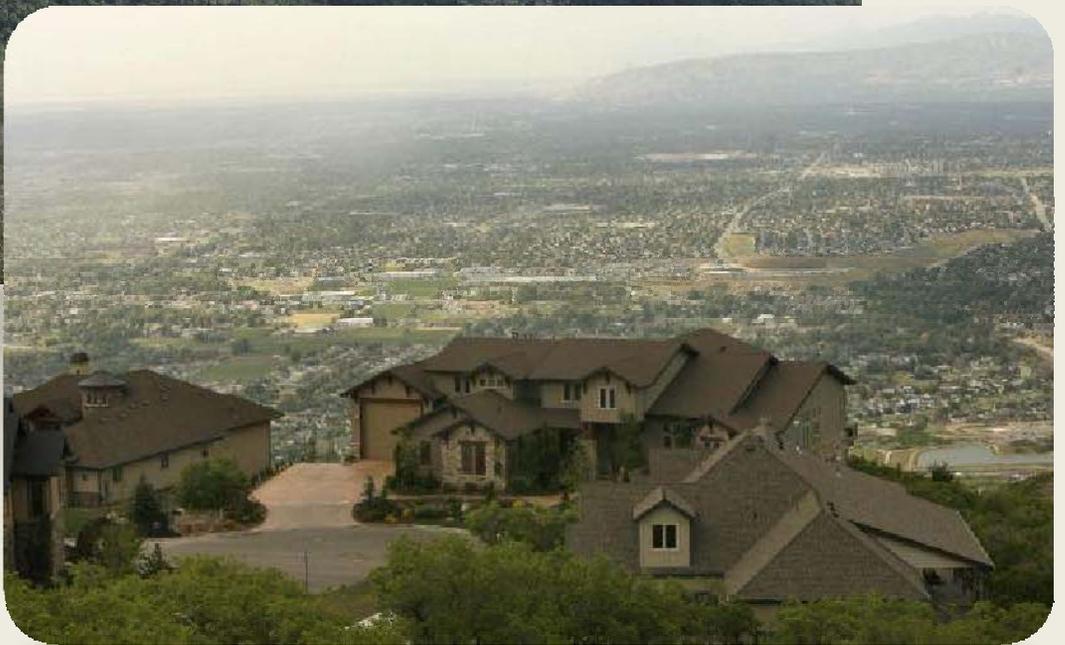
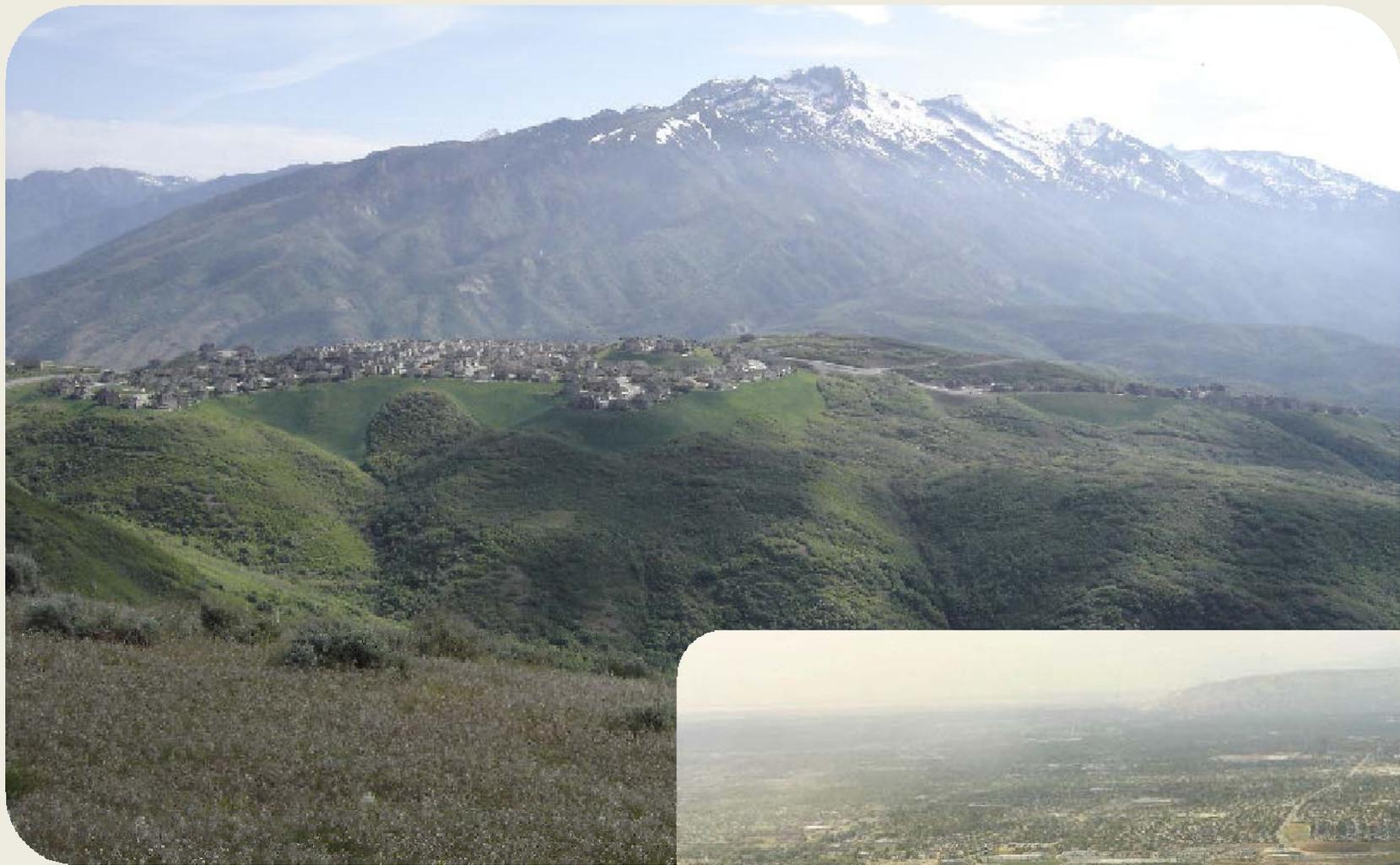
SUMMARY OF COMMENTS FROM INFORMAL INTERNET SURVEY

Following is a summary of comments received via the informal internet survey document . The results are not statistically valid, but the information received does indicate general issues, preferences, and comments. Written comments in response to "other" are not included.

| Please list three choices regarding how your household leisure and recreational needs are met? | | |
|--|------|---------|
| Church | 139 | 13.04% |
| Public lands (forest service, ski resorts, trails and roadways, BLM) | 173 | 16.23% |
| Herriman City parks, open spaces and trails | 289 | 27.11% |
| At home gym | 72 | 6.75% |
| Private fitness clubs | 71 | 6.66% |
| HOA facilities – Private parks | 39 | 3.66% |
| Programs offered by other cities | 48 | 4.50% |
| Needs are not met | 38 | 3.56% |
| Herriman City programs | 85 | 7.97% |
| Golf course | 43 | 4.03% |
| Programs by schools or community groups | 69 | 6.47% |
| RESULTS/total for % | 1066 | 100.00% |

| What type of parks are most needed in Herriman City? | | |
|---|-----|---------|
| (1) Very large natural open space reserves | 103 | 15.82% |
| (2) Large community parks for multi-use | 0 | 0.00% |
| (3) Park land for sports fields | 83 | 12.75% |
| (4) Neighborhood parks | 154 | 23.66% |
| (5) Linear parks along rivers, drainages and washes | 62 | 9.52% |
| (6) Specialty parks, i.e. dog, skate board, BMX, etc. | 112 | 17.20% |
| (7) Trail-head parks | 137 | 21.04% |
| RESULTS/total for % | 651 | 100.00% |

| Would you support an increase to the Parks Fee to help fund these on-going costs? | | |
|---|-----|---------|
| (1) _____ Yes | 230 | 62.16% |
| (2) _____ No | 140 | 37.84% |
| RESULTS/total for % | 370 | 100.00% |













What Now?

- **Preparing for a Public Hearing Regarding Hillside Development/Preservation**
- **Tentatively Scheduled for October 8th**
- **Will Mail Flyers to Every Resident**

