



CITY COUNCIL MINUTES

Wednesday, March 25, 2026

Approved April 8, 2026

The following are the minutes of the City Council meeting of the Herriman City Council. The meeting was held on **Wednesday, March 25, 2026, at 5:30 p.m.** in the Herriman City Council Chambers, 5355 West Herriman Main Street, Herriman, Utah. Adequate notice of this meeting, as required by law, was posted in the City Hall, on the City's website, and delivered to members of the Council, media, and interested citizens.

Presiding: Mayor Lorin Palmer

Councilmembers Present: Terrah Anderson, Matt Basham, Jared Henderson, Teddy Hodges

Staff Present: City Manager Nathan Cherpeski, Assistant City Manager Wendy Thomas, City Recorder Jackie Nostrom, Finance Director Kyle Maurer, City Attorney Todd Sheeran, Communications Manager Jonathan LaFollette, Interim Police Cody Stromberg, Assistant to the City Manager Trevor Ram, Community Development Director Blake Thomas, City Planner Michael Maloy, Public Works Director Justun Edwards, UFA Assistant Chief Anthony Widdison, Operations Director Monte Johnson, City Engineer Bryce Terry, HPD Commander Brent Adamson, HPD Commander Zach Adams, and Operations Director Monte Johnson.

5:30 PM – WORK MEETING: (Fort Herriman Conference Room)

1. Council Business

Mayor Lorin Palmer Called the meeting to order at 5:31 p.m.

1.1. Review of this Evening's Agenda

Mayor Palmer reviewed the agenda and noted that there had been some concerns about fireworks map that came up in discussion before the meeting. He explained that rather than having a big discussion that evening, they would remove the fireworks item from the consent agenda and

provide staff with direction to develop tighter regulations, particularly given recent issues. Staff would then return with recommendations at a future meeting.

1.2. Future Agenda Items

Councilmember Terrah Anderson suggested that it would be helpful to have an overview presentation about the athletic complex during a future meeting. She offered to meet with someone individually to get the basics and information if that would be more efficient. City Manager Nathan Cherpeski agreed this would be valuable, noting it was one of their capital goals and should start discussions.

Councilmember Matt Basham proposed adding a future agenda item related to water conservation. After touring a water tank with staff and discussing the city's water dashboard tool, he suggested creating a citywide conservation contest. The idea would involve using usage data to compare residents' current year consumption to the previous year as a percentage, with prizes for those achieving the greatest reductions.

Councilmember Basham viewed this as an excellent way to introduce residents to the water dashboard while incentivizing conservation. Mayor Palmer asked about the difficulty of obtaining the necessary data, with staff noting they would need to research the system's historical data capabilities. He suggested promoting the dashboard through utility bills and noted there were currently about 700 registered users.

The Council expressed interest in exploring this concept further, recognizing its potential for both education and conservation promotion. They also briefly discussed secondary water possibilities as an alternative approach.

1.3. Council discussion of future citizen recognitions

Councilmember Basham brought up recognizing the winners of the city scholarships. Councilmember Anderson confirmed they had done this in City Council before and asked about the timing. The selection date was confirmed as May 18th, which is when the high school presents the awards as a surprise to students at their ceremony.

Mayor Palmer explained that Mountain Ridge High School holds an awards night where they present various scholarships, and it has become customary for the City to be part of that ceremony since recent winners have all been from Mountain Ridge. He noted it's a good opportunity for the City to be visible to parents and the community, not just the three scholarship recipients. The Council agreed to bring the recipients to a City Council meeting for recognition after the school awards night.

2. Administrative Reports

2.1. Discussion of the department requested fiscal year 2027 and 2028 budgets for Public Safety (Police, Animal Services, Community Services, Emergency Management, and Crossing Guards) – Kyle Maurer, Director of Finance and Administrative Services

Finance Director Kyle Maurer presented the public safety budget proposals, acknowledging the presence of the Interim Police Chief and Commanders who had returned early from a conference to answer questions. Director Maurer outlined the staff goals for the evening: reviewing proposed budgets, identifying items requiring additional information, noting any fundamental disagreements, and revisiting the property tax philosophy established for the Herriman City Safety Enforcement Area (HCSEA).

Director Maurer provided background on how property tax worked, explaining that the City received the same funding as the prior year plus additional revenues from new growth such as new business buildings or homes. He noted that police services were funded by a separate taxing district dedicated solely to public safety, with funds split between HCSEA funded portions and general tax dollar-funded services.

The organizational chart showed the police department structured in three divisions: administrative, operations, and special services, with a current FTE count of 50 including both sworn and civilian personnel. Proposed additions would include new positions in fiscal year 2027 and an additional FTE in fiscal year 2028.

Budget Overview and Personnel Requests: the fiscal year 2027 proposal included an expenditure increase of over \$1.1 million, with the majority attributed to personnel costs. Personnel requests were being funded using new growth money that had been set aside for growth-related expenditure increases, specifically for hiring additional officers based on trigger points in the growth silo model.

For fiscal year 2027, the department requested a commander position to cover administrative division, community services, emergency management function, and internal affairs. This position would be funded 40% by HCSEA police funds, 25% by the fire district due to emergency management functions, and 35% by the general fund. Additionally, they requested a sergeant position using growth funding to help balance supervisory responsibilities.

For fiscal year 2028, an officer position was requested because growth silo metric 2.1 had been triggered, specifically, 60% of priority 1 calls being answered in less than 6 minutes. The first-year cost was substantially higher due to the vehicle needed for the position, though these vehicle funds would be returned to growth funding the following year.

Personnel Cost Components: Director Maurer broke down the personnel-related costs into three categories. The cost of living adjustment (COLA) of 3.21% represented 42% of the shortage between revenues and expenses and would require a 2% tax increase if funded wholly by taxes. Step increases, which are automatic annual progressions for qualifying officers until they reach the top step, represented 26% of the shortfall and would require a 1.3% tax increase.

Councilmember Anderson asked for clarification on step increases, and Interim Police Chief Cody Stromberg confirmed they are tied to time in grade rather than merit-based performance. Market adjustments were needed to address compression issues between chief, deputy chief, commander, and sergeant positions. The majority of market adjustments sought to relieve compression and ensure adequate salary separation between positions to allow for future lieutenant positions as the department grows.

Discussion on Organizational Structure and Supervision: Mayor Palmer expressed his consistent support for public safety as the city's number one priority while voicing concerns about becoming top-heavy with administrative positions. He asked how they ensure proper balance as the organization grows.

Interim Police Chief Stromberg explained that over the past eight years, while the department had grown significantly by adding animal services, code enforcement, and other functions, they hadn't addressed the leadership structure proportionally. This had stretched the current leadership structure to potential failure points with task saturation issues. He noted that while being top-heavy is a legitimate concern, they needed to address supervision needs that had been building over time.

The discussion revealed that the current silo structure for growth doesn't adequately factor in supervision needs. Plans were being developed to create an updated structure that would include triggers for supervisory positions, though these metrics might not be as black-and-white as calls for service metrics. Interim Police Chief Stromberg mentioned they would bring an updated draft during the budget process over the next couple of months.

The national standard for supervisory span of control in public safety is typically 5-7 direct reports, with 7 being at the upper limit. In high-liability areas like patrol or active investigations units, this number becomes even more critical. Interim Police Chief Stromberg explained that the two highest liability areas for police agencies are failure to train and failure to supervise, making adequate supervision crucial for both operational effectiveness and legal protection.

Councilmember Anderson asked about what constitutes high liability, Interim Police Chief Stromberg detailed how proper supervision involved sergeants being present with their officers during high-stakes situations, watching body camera footage, and providing real-time guidance

rather than after-the-fact review. This active supervision helps identify and address potential behavioral or decision problems before they escalate into serious incidents.

Growth Silo Model Discussion: Councilmember Henderson provided extensive background on the growth silo model established in 2023, explaining the philosophy behind separating new growth money from operational costs. He described how most taxing districts typically use new growth revenue to cover inflationary costs, leading to large tax increases when they finally need to add personnel. Herriman's approach was to set aside new growth money specifically for hiring new officers when triggered by specific metrics, allowing for more predictable and sustainable growth.

The model ensured that funds are available when trigger points are met rather than requiring an 18-month process of truth in taxation and revenue collection. Councilmember Henderson emphasized this was innovative compared to other entities and had worked well for hiring decisions, though some adjustments were needed for other aspects.

The council discussed how the model handled various scenarios, with growth funding intended to cover 100% of new officer costs including vehicles and equipment. If insufficient funds were available, alternative conversations would be necessary.

Operating Expenses: Major operating expense increases included dispatch services rising over \$60,000 (about 15% increase), representing 0.57% in tax increase equivalent. Clothing and uniforms required increases after remaining static for years despite adding officers and rising costs. Software costs were also increasing, though the department recommended reductions in general supplies and fuel based on actual usage patterns showing an 18% cushion above current spending.

Looking ahead to fiscal year 2028, dispatch was expected to increase another 11-12%, and the department requested increases in overtime, seminars, training and travel after cutting back in previous years. General supplies were projected to increase 16% and software costs would continue rising based on existing contracts.

Capital Equipment: The department requested 13 vehicle replacements for fiscal year 2027 and 9 for fiscal year 2028, funded through the vehicle replacement fund established previously. They also requested replacement of federal equipment that had reached end of useful life and a light trailer. Staff recommended using \$80,000 from the unspent mental health position allocation for these equipment replacements.

Regarding the mental health position, Interim Police Chief Stromberg explained that the landscape had changed significantly with state investments in mental health resources. Their repeat mental health customers were being better served by available resources, leading to decreased mental

health call numbers. While the position might be needed in the future, it wasn't currently an emergent need. The position was designed as a case manager and liaison rather than providing direct mental health services.

Property Tax Analysis: Director Maurer estimated the HCSEA would collect approximately \$10.6 million in tax revenue, representing a 4% increase. Property tax estimation is challenging due to unknown assessment amounts and the two-year cycle before seeing full revenue from new builds, so staff estimates conservatively given that funding supports personnel positions.

The restricted account currently held over \$1 million in fund balance, split between the mental health specialist allocation and approximately \$720,000 in new growth funding available even after approving the requested sergeant, commander, and officer positions.

If the budgets were approved as presented, tax increases above CPI would be 1.46% in fiscal year 2027 and 1.94% in fiscal year 2028, assuming consistent CPI rates.

Philosophy Questions and Challenges: Director Maurer raised several philosophy questions staff had identified. The current philosophy of using new growth funding only for new officers and their equipment didn't account for other operating increases due to staff and population growth. The largest example was dispatch costs, which increased partly due to additional residents, though quantifying the exact portion was difficult.

Staff questioned whether initiatives that delay hiring, such as GRAMA request software that could postpone civilian staffing needs, should be eligible for new growth funding. Additionally, personnel costs were already exceeding cost of living increases.

Tax Rate History and Comparisons: Director Maurer included tax rate history since the police department's inception, showing the first increase of 12.2% in 2023, with the largest portion funding a vehicle replacement fund contributing about \$700,000 annually. The 2025 increase addressed inflation within the department. Director Maurer noted that social media claims about UPD being cheaper were unfounded, with the current tax rate being about 50% of what UPD would cost.

Councilmember Henderson provided context on the 2023 reset, explaining that previous years involved some creative accounting where the City subsidized the police department from the general fund. The 2023 increase properly established dedicated funding and stopped the general fund subsidy. He noted that as the sales tax base grows over time, it could provide another lever to offset property tax burdens for other initiatives.

COLA Philosophy Discussion: The Council discussed their 10-year rolling CPI average approach for cost of living adjustments. City Manager Cherpeski explained that instead of the traditional annual guessing game about what other agencies are doing, they established a predictable 10-year rolling average system. This approach provided stability and prevents boom-bust cycles common in public safety compensation.

The 10-year rolling CPI average was currently 3.21%, compared to the state's 2.6% this year. Most entities use annual CPI figures, making Herriman's approach somewhat unique. The system would likely keep them about 1% higher than other agencies for the next 4-5 years, but staff felt it was preferable to dramatic market adjustments later.

Interim Police Chief Stromberg noted they were currently around the 60th percentile for compensation, and the original COLA proposal would have pushed them to the 85th percentile, which was too high. The adjusted 3.21% kept them around the 60-64th percentile, which was sustainable given their good culture and benefits package.

Animal Services Budget: Animal Services expenditures remained relatively flat in fiscal year 2027 with only a \$3,800 increase, rising more significantly in fiscal year 2028. The main efficiency request was an animal control module for their software costing \$10,000 in 2027 and \$6,000 annually thereafter. The largest increase anticipated opening of the new shelter, with a \$15,000 increase in animal shelter and care operating expenses for new supplies.

Staff noted that moving out of rental space would save money that could partially offset new building operations and maintenance costs.

Community Services Budget: Community Services showed higher increases than Animal Services, with about \$65,000 net increase after accounting for revenues and expenditures, dropping to a 5% increase in fiscal year 2028. Personnel costs increased because new employees were taking city insurance while previous employees had opted for cash-out plans at half the insurance cost.

Administrative law judge costs increased \$15,000 to account for more cases being processed through that system. Software subscriptions increased due to implementing software shared between Community Services and Animal Services, plus a 5% annual contract increase.

The software system served as case management software for all administrative enforcement functions including animal code violations, civil code enforcement violations, and parking violations. The new AI module would help identify efficiencies by handling phone inquiries through automated systems, similar to tools being implemented in dispatch and other customer service industries.

Emergency Management and Crossing Guards: Crossing Guards showed a \$15,000 personnel increase due to three contingent allocations approved by council in December, plus minor operating increases and COLA budgeting. Emergency Management showed no personnel costs because the proposed commander position would assume those duties, eliminating the emergency planning specialist position and saving about \$36,000. The general fund portion of the commander would be about \$127,000 in the first year, dropping to \$93,000 thereafter.

The police department was credited with better tracking of crossing guard expenditures after the function was separated from police operations, ensuring proper cost allocation and tracking.

Final Budget Context: Director Maurer noted that the initial budget proposal had called for a 12.5% tax increase, but after meetings and challenges from leadership, the department returned with a much leaner budget while maintaining expected service levels.

2.2. City Status Report: February 2026 – Trevor Ram, Assistant to the City Manager

Assistant to the City Manager Trevor Ram presented the February 2026 City Status Report. He explained the vacancy rate, which helped explain population discrepancies between various estimates. He noted that the transportation master plan shows a 2025 population closer to 68,000, and the vacancy rate helped explain much of that difference.

The vacancy rate represents a rolling 12-month average of the proportion of water meters reading zero for three months versus the total meters recorded. Every demographer working on sub-county population estimates applies some sort of vacancy rate, with the Gartner Group and Utah Population Committee using a blanket 1% figure. Herriman uses actual water meter data to provide a more accurate estimate, assuming that meters unused for three months indicate vacant properties due to sales, remodeling, or other factors.

3. Adjournment

Councilmember Hodges moved to adjourn the City Council work meeting at 7:00 p.m. Councilmember Basham seconded the motion, and all voted aye.

7:00 PM – GENERAL MEETING:

4. Call to Order

Mayor Palmer called the meeting to order at 7:11 p.m.

4.1. Invocation/Thought/Reading and Pledge of Allegiance

Mr. Chase Andrizzi led the audience in the Pledge of Allegiance.

4.2. City Council Comments and Recognitions

There were no City Council comments or recognitions presented at this meeting.

5. Public Comment

Steve Slessinger submitted an electronic comment regarding firework restrictions and stated that, as a resident in the southwest corner of the city near the hills, the issue was of particular importance to him and his neighbors due to wildfire risk. He recommended that the City Council consider expanding the fireworks restriction map to include additional areas along the south and west sides of the city that are in close proximity to the hills. Specifically, he suggested extending the restriction area in the southwest corner, noting that wind conditions could increase the risk of wildfire. He also recommended expanding the restriction area near Emmaline Drive eastward to Rosecrest and north to Mirabelle, citing the area's proximity to the hills as justification.

6. City Council Reports

6.1. Councilmember Jared Henderson

Councilmember Henderson provided an update on the Front Waste Recycling District separation process, noting that the city had been working for nearly a year to separate from the district and contract services directly through a private provider. He explained that talks had stalled but resumed after working with partners to change legislation that would make exiting the service district easier. Councilmember Henderson indicated that there had been no recent contact with the district since the legislation passed, but efforts would continue with the negotiating committee. He noted that the change would likely result in lower costs for residents, with potential savings of approximately 25% by going private.

Councilmember Henderson also reported on the UFA fire district budget season, mentioning that three committee meetings and several board meetings had occurred. The budget would next go to the finance committee, which he chairs, and he would report back on developments.

6.2. Councilmember Teddy Hodges

Councilmember provided updates on the Jordan Basement Improvement District, stating that plant tours and RFQs/RFPs for the new plant expansion had been completed, and the selection of a contractor/engineer firm was underway. He mentioned an upcoming wastewater treatment conference before the league conference in April, where several Jordan Basement Improvement District members would receive awards.

Councilmember Hodges also reported on the South Valley Chamber board meeting, discussing yearly updates, development updates for "the point," and the chamber's Youth Shark Tank program for entrepreneurs and new small business award program.

6.3. Councilmember Matt Basham

Councilmember Basham had no report.

6.4. Councilmember Terrah Anderson

Councilmember Anderson reported attending the USU Leadership Conference in Logan with the Herriman Youth Council, taking a group of 19 participants. She described the conference theme as "united we stand" with emphasis on leadership skills, communication, and working together despite disagreements. Councilmember Anderson noted that applications for next year's Youth Council would open in the next month or two and encouraged all incoming ninth-grade students to apply.

7. Mayor Report

Mayor Palmer reported that Herriman had been awarded a \$50 million grant from the state for road improvements in the western part of the city. Out of a requested \$70 million, the city received \$50 million to help accommodate growth in that area.

8. Reports, Presentations and Appointments

8.1. UFA 2025 Annual Report – Division Chief Anthony Widdison

Unified Fire Authority Division Chief Anthony Widdison presented the 2025 annual report, providing a high-level overview of fire and EMS service delivery in Herriman. He reported that UFA responded to 2,245 incidents within Herriman City in 2025, with approximately 40% being emergent or priority 1 calls requiring lights and sirens responses. The primary call type was medical emergencies, which Division Chief Widdison noted was consistent with fire-based EMS systems nationally.

Division Chief Widdison explained that call volume showed a gradual year-over-year increase with predictable seasonal patterns, with higher activity in summer and fall months due to increased outdoor activity and travel. He emphasized that while this trend was manageable and expected, it required monitoring as the community continued to grow.

Division Chief Widdison presented details that most calls were medical in nature, including falls, seizures, breathing problems, cardiac issues, and motor vehicle crashes. Fire calls comprised a much smaller portion of overall workload but were characterized as high-risk, high-consequence, and high-impact events that drove the need for staffing, training, and equipment.

Emergency response performance remained consistent throughout the year despite increased call volume, indicating the system was keeping pace with current demand. Division Chief Widdison explained their regional response model, which dispatched the closest available unit regardless of boundaries, sometimes resulting in Herriman units responding to Riverton calls and vice versa.

Looking forward, Division Chief Widdison anticipated continued demand increases as Herriman grows, with focus on monitoring trends, maintaining performance, and ensuring system evolution with community growth. He concluded by recognizing the city's support and leadership in prioritizing the rebuild of station 103, calling it a significant investment benefiting both firefighters and the community for years to come.

9. Public Hearing

9.1. Public Hearing and consideration of an ordinance to approve the updated Transportation Master Plan, Impact Fee Facility Plan, Impact Fee Analysis, and an Impact Fee Enactment that would impose a Transportation Impact Fee – Bryce Terry, City Engineer

City Engineer Bryce Terry presented the updated transportation master plan, explaining that the city had been working on this update for approximately one year. The significant portion of the work involved analyzing socioeconomic data in Herriman, taking the Wasatch Front Regional Council's base model and making local adjustments for greater accuracy at the micro level.

City Engineer Terry explained that the consultant, WCG, analyzed all development agreements and zoning, examining traffic analysis zones within the city to project land use, population, and total trips for the transportation system. The projections showed continued growth through 2035 and out to 2050, though City Engineer Terry noted these were projections subject to change. He emphasized that this project would serve as the base for all other master plans and data refinement.

The master plan examined three scenarios: 2025 (existing year), 2035 (interim growth), and 2050 (final scenario). Based on modeled traffic, the plan identified where roads were failing or over capacity and built a project list including widening projects, new roads, and intersection improvements.

City Engineer Terry presented intersection projects planned through 2050, with most phase 1 projects for years 2025-2034 concentrated in the Olympia area and South Hills due to anticipated growth. The plan also included roadway segments, with solid lines representing widening projects and dashed lines indicating new roads.

The impact fee facility plan focused on phase 1 projects deemed impact fee eligible. City Engineer Terry explained that only the growth portion of traffic was impact fee eligible, following the principle that growth would pay for growth. He provided examples showing that typically 20%-80% of new road costs were impact fee eligible, with the remainder funded through general funds or grants.

Due to the adoption of public infrastructure districts (PIDs) in South Hills, Wasatch, the auto mall, and Olympia areas, and UDOT taking responsibility for 12600 South widening, the impact fees were decreasing by approximately 27%. For single-family homes, this meant a reduction from nearly \$3,900 to \$2,700 per building permit.

City Engineer Terry acknowledged that while lower impact fees would reduce revenue and require CIP adjustments, they would make Herriman more attractive for economic development by removing a barrier that businesses had cited when considering building in the city.

Looking ahead to 2050, City Engineer Terry presented maps showing projected traffic levels if all planned projects were completed. Green areas indicated volume below capacity with good level of service, yellow showed delays at certain times, and red indicated at or exceeding capacity. He noted that even with planned improvements, some major traffic patterns would challenge the system, particularly on 12600 South, where UDOT was conducting another study to address massive traffic volumes between Mountain View corridor and Bangerter.

Councilmember Basham praised the interactive website component of the master plan.

Mayor Palmer opened the public hearing.

No public comments were offered.

Councilmember Henderson moved to close the public hearing. Councilmember Hodges seconded the motion and all voted aye.

Councilmember Henerson moved to approve Ordinance No. 2026-06 adopting an updated Transportation Master Plan. Councilmember Hodges seconded the motion.

The vote was recorded as follows:

<i>Councilmember Terrah Anderson</i>	<i>Aye</i>
<i>Councilmember Matt Basham</i>	<i>Aye</i>
<i>Councilmember Jared Henderson</i>	<i>Aye</i>
<i>Councilmember Teddy Hodges</i>	<i>Aye</i>
<i>Mayor Lorin Palmer</i>	<i>Aye</i>

The motion passed unanimously.

Councilmember Henderson moved to approve Ordinance No. 2026-07 Adopting a Transportation Impact Fee Facilities Plan, Transportation Impact Fee Analysis, and an Impact Fee Enactment

that imposes a Transportation Impact Fee; providing for the calculation and collection of such fee; and providing for appeal, accounting, severability of the same, and other related matters. Councilmember Hodges seconded the motion.

The vote was recorded as follows:

<i>Councilmember Terrah Anderson</i>	<i>Aye</i>
<i>Councilmember Matt Basham</i>	<i>Aye</i>
<i>Councilmember Jared Henderson</i>	<i>Aye</i>
<i>Councilmember Teddy Hodges</i>	<i>Aye</i>
<i>Mayor Lorin Palmer</i>	<i>Aye</i>

The motion passed unanimously.

10. Consent Agenda

10.1. Approval of the 2026 Arbor Day Proclamation

10.2. Accounting of Recently Approved Change Orders

10.3. Approval of the February 25, 2026, City Council meeting minutes

10.4. Approval of an Ordinance to Amend Section 4-2-3, of the Herriman City Code regarding Firework Discharge Restrictions and Adopting an updated Restriction Map

Councilmember Basham moved to approve the consent agenda as written with the removal of item 10.4. to be placed on the Discussion and Action Items portion of the agenda. Councilmember Anderson seconded the motion.

The vote was recorded as follows:

<i>Councilmember Terrah Anderson</i>	<i>Aye</i>
<i>Councilmember Matt Basham</i>	<i>Aye</i>
<i>Councilmember Jared Henderson</i>	<i>Aye</i>
<i>Councilmember Teddy Hodges</i>	<i>Aye</i>
<i>Mayor Lorin Palmer</i>	<i>Aye</i>

The motion passed unanimously.

11. Discussion and Action Items

10.4. Approval of an Ordinance to Amend Section 4-2-3, of the Herriman City Code regarding Firework Discharge Restrictions and Adopting an updated Restriction Map

Councilmember Basham expressed concerns about the fireworks restriction map given the anticipated dry summer and water restrictions. He highlighted areas of particular concern,

including City-owned property behind Cove Park with dry scrub oak and the western border of Herriman adjacent to High Country 1, noting past fire incidents linked to fireworks in these locations. City Manager Nathan Cherpeski suggested that identifying specific areas of concern would help guide staff review, and he noted that some properties had been cross hatched at the request of schools or large property owners who did not want fireworks on their grounds.

Councilmember Henderson requested that the map include statistical information, such as the number of fire calls annually and those related to fireworks during July, to provide context for the designated areas. Councilmember Hodges recommended expanding restricted areas near city borders and dry terrain due to increased fire risk, suggesting a temporary ban on fireworks in certain areas for safety. Assistant City Manager Wendy Thomas emphasized the importance of accounting for adjacent properties and maintaining enforceable boundaries, noting that 200-foot buffer zones were difficult to depict and enforce accurately on the map.

Discussion also touched on the distinction between general fireworks use and professional displays, which are heavily regulated. The consensus was to continue refining the map and revisit the issue once further weather and regulatory updates were available.

Councilmember Henderson moved to continue the Ordinance to Amend Section 4-2-3, of the Herriman City Code regarding Firework Discharge Restrictions and Adopting an updated Restriction Map to a future meeting. Councilmember Hodges seconded the motion and all voted aye.

11.1. Discussion regarding the results of the Community Meeting on the Intersection of Herriman Rose Blvd & Herriman Main St – Bryce Terry, City Engineer

City Engineer Bryce Terry provided background on the intersection issue, explaining that the City, police department, and school worked together to relocate the safe route to school crossing for Silvercrest Elementary from the uncontrolled intersection of Herriman Rose and Herriman Main Street to the adjacent traffic signal approximately 600 feet to the east.

This relocation generated concern from the school community about students having to walk the longer detour route. The community requested the City examine solutions for the original intersection. In September 2024, the City conducted a traffic signal warrant study using two weeks of traffic data, pedestrian data, and crash data. The intersection did not meet any warrants for a traffic signal installation.

City Engineer Terry explained that even if warrants were met, the location presented engineering concerns due to curves on both sides limiting visibility and proximity to the existing traffic signal that would create traffic pattern disruption.

A community meeting was held in December 2024, primarily attended by the Silvercrest Elementary school community. The meeting resulted in requests for safer crossing options at Herriman Rose. The City examined various scenarios including full medians, roundabouts, and HAWK signals, but each presented challenges due to sight distance issues.

The City developed an alternative solution: a median in the middle of the intersection that would allow pedestrians to bypass left turns by creating a pedestrian refuge median where they could cross to the middle, then cross the other side of the road in stages. This concept was submitted for a safe route to school grant through UDOT in May 2025, and the City was awarded the grant in September 2025.

City Engineer Terry indicated that UDOT's funding was contingent on making this the official safe route to school. When this requirement was brought back to Council, the decision was made to hold a public meeting for broader community input.

The February community meeting received strong opposition to the project. Using QR codes for official comment tracking, 85% of comments opposed the project, 5% supported it, and 10% were neutral or asked questions. The primary concern was restricting left turns out of the neighborhood, which residents felt was an unacceptable sacrifice of mobility for pedestrian improvements.

City Engineer Terry addressed the most common alternative suggestion from the meeting which included installing a traffic signal. He explained three reasons why traffic signals require warrants before installation: safety related to unwarranted signals which increase rear-end accidents, fiscal responsibility to prevent arbitrary installation requests, and liability of stepping outside federal MUTCD standards increases legal exposure.

The second most common request was for a pedestrian/hawk signal. City Engineer Terry explained similar concerns regarding poor visibility at the intersection location and potential issues with offsetting the signal. Changes to a HAWK signal would represent a major scope change from the UDOT grant submission, and it wouldn't address vehicle safety concerns at the intersection.

Based on the overwhelming community opposition, staff recommended retaining the existing safe route to school at the controlled traffic signal and not utilizing the grant funding. City Engineer Terry noted this didn't preclude future intersection improvements, as the transportation master plan included general intersection improvements that could be revisited as growth occurred and conditions changed.

Councilmember Hodges praised staff's work and the well-attended community meeting, noting that it represented input from the broader community beyond just school families. He expressed that even as a parent, he wouldn't feel comfortable having his child use the proposed pedestrian island crossing rather than walking the additional 600 feet to the controlled intersection with full traffic signal, crossing guard, and proper safety measures.

Councilmember Anderson asked about the total number of survey participants, with staff confirming 59 submitted comments.

Mayor Palmer agreed this was the right decision but expressed desire to see reduced speed limits and other low-cost alternatives to slow traffic in the area, calling it a critical pedestrian-friendly zone with multiple civic buildings nearby. Councilmember Hodges agreed about speed concerns throughout the City, noting similar issues on 13400 South, Main Street, 12600 South, and 5600 West, but questioned the effectiveness of simply lowering speed limits without enforcement.

City Engineer Terry acknowledged that speed limit changes alone would likely be ineffective without enforcement but suggested looking at infrastructure modifications and corridor-wide safety improvements. He mentioned potential signal timing changes and other safety recommendations from the master plan for school areas.

Councilmember Hodges moved to maintain the existing safe route to school, continuing to cross children at the traffic signal and decline the funds for intersection improvements. Councilmember Basham seconded the motion.

The vote was recorded as follows:

<i>Councilmember Terrah Anderson</i>	<i>Aye</i>
<i>Councilmember Matt Basham</i>	<i>Aye</i>
<i>Councilmember Jared Henderson</i>	<i>Aye</i>
<i>Councilmember Teddy Hodges</i>	<i>Aye</i>
<i>Mayor Lorin Palmer</i>	<i>Aye</i>

The motion passed unanimously.

11.2. Discussion Regarding the Results of the Community Meeting Regarding a Petition to Vacate the Trail near Rose Creek Estates Subdivision – Bryce Terry, City Engineer

City Engineer Terry presented the results of the community meeting regarding a petition to vacate a trail in the Rose Creek Estates neighborhood connecting north of 13400 South and west of 5600 West, near the commercial area with Vasa, KFC, and car wash facilities.

He explained the City had received a petition signed by 13 of the 16 residents whose properties backed up to the trail, requesting consideration of trail vacation. Council had directed staff to examine costs and processes for potential vacation, which would require plat amendments as the cleanest method for property disposal, requiring signatures from all property owners.

The City researched options for vacation, determining the trail could be vacated entirely to one side or split down the middle to adjacent properties. To gather broader neighborhood input beyond just trail-adjacent residents, the staff sent postcards to the entire neighborhood and areas north with trail connections, included QR codes for comment submission, and placed A-frame signs at both trail entrances with meeting information.

The February community meeting results showed 60% of respondents opposed vacation, 30% favored it, and 10% were neutral or asked questions. Those favoring vacation, generally the adjacent property owners, cited concerns including loitering, late-night activity, security and privacy issues, trash problems, motorized vehicles accessing the trail, and lack of maintenance.

Those opposing vacation, typically broader neighborhood users, indicated they utilized and enjoyed the trail for various purposes and therefore wanted it retained as a public facility.

Staff recommended retaining the trail based on the majority opposition but suggested potential improvements to address concerns. These included increased maintenance priority, applying recycled asphalt to shoulders to reduce weeds and improve appearance, and installing gates at access points to prevent motorized vehicle entry, estimated at approximately \$1,000 in materials and labor.

Mayor Palmer opened the public comment portion for this item:

Adam Jacobson explained he was the petitioner and that over two decades of residence, he had observed increased problems as the neighborhood became more transient and traffic increased along 13400 South. He described the trail as a "magnet for loitering and unauthorized motor vehicles" and noted that widening 13400 South would exacerbate problems. Mr. Jacobson emphasized that 13 of 16 adjacent residents had security issues, with people entering backyards and hiding in playhouses. He timed walking from his house to Vasa, finding the trail saved only one minute compared to the problems created. He argued the trail didn't meet the Herriman Trail Master Plan intent, serving primarily as a stub trail for the immediate neighborhood rather than providing broader connectivity.

Daniel Murray an adjacent resident, supported vacation based on similar security and loitering concerns. He described people looking into yards, cutting through properties, and problematic late-night activity, primarily from youth traveling between the skate park and nearby commercial

establishments. Mr. Murray acknowledged not wanting to set precedent for closing trails but viewed this as a unique exception due to its isolated nature and problems.

Jim Peterson spoke in favor of retaining the trail, describing it as a vital community asset and part of why Herriman was a great place to live. Mr. Peterson noted he had used the trail extensively for various purposes including walking his dog, pharmacy visits, grocery shopping, and accompanying children learning to ride bikes. He emphasized the trail was heavily used, especially in warmer months where he might pass 50+ people during walks. Mr. Peterson argued trails kept pedestrians off busy streets and allowed car-free access to destinations. He expressed concern about timing of the proposal during winter months when trail usage was naturally lower and worried about precedent for other trail closures. He noted residents pay park fees in conjunction with the utility bill and felt closing trails was unfair given continued fee payment.

Councilmember Basham noted visiting the trail and observing maintenance needs. He established a baseline position that removing community trail amenities would require significant justification. Interim Police Chief Stromberg confirmed the area generated calls for service, explaining that while originally designed with three-rail fencing providing visibility and openness, the installation of privacy fencing had created an alley effect that historically attracted unscrupulous behavior due to the trail's length and enclosed nature.

Councilmember Basham inquired about whether problematic youth were neighborhood residents or coming from other areas. Mr. Jacobson clarified that while some were local neighborhood children, many problems occurred at night with non-residents, particularly youth from the skate park cutting through to reach commercial establishments.

Councilmember Henderson analyzed the situation from multiple perspectives, noting concerns about removing public space while recognizing the unique problems this particular trail segment created. He distinguished this trail from others due to its lack of direct connection to other trails or parks, proximity to commercial rather than residential uses, dead-ending onto 13400 South, and invitation for unsafe street crossings to reach the skate park. Councilmember Henderson noted that if all 16 adjacent property owners agreed to vacation terms, he would be more inclined to support vacation given the specific circumstances but emphasized the need for unanimous agreement and proper legal framework.

Councilmember Hodges agreed with the assessment, noting the trail's unique characteristics compared to other city trails with proper green space buffers. He observed that all visible adjacent properties had installed privacy fencing, creating the problematic alley effect.

Councilmember Anderson expressed concern about precedent-setting and inquired about prohibited privacy fencing, which staff confirmed was not allowed in the area. She suggested exploring lighting solutions, possibly mid-height bollard lighting that wouldn't shine into yards.

Councilmember Basham asked about survey response numbers and noted attendance at the community meeting exceeded the survey responses.

Mayor Palmer acknowledged understanding both perspectives, referencing regret about a previous western trail closure decision. Councilmember Henderson suggested continuing the item to gather more information on both mitigation and vacation options, including costs and implementation details.

City Engineer Terry clarified the vacation process, explaining that three plats would be involved if splitting the trail down the middle (west side plat, east side plat, and commercial property at the bottom corner), but only one plat amendment would be needed if vacating entirely to one side, reducing surveyor and recording costs.

Discussion continued about vacation logistics, with staff clarifying that plat amendments would require all affected property owner signatures and couldn't be recorded without complete agreement. The Council discussed cost allocation between the City and benefiting property owners.

Interim Police Chief Stromberg noted that mitigation efforts would include code enforcement for non-conforming privacy fences, with compliance costs falling on residents rather than the city.

Councilmember Henderson moved to continue the discussion to vacate the Rose Creek Estates trail for public use to a future meeting. He requested staff to provide detailed information on both mitigation options, including costs and ongoing maintenance, and vacation procedures, including costs and legal requirements. Councilmember Basham seconded the motion and all voted aye.

11.3. Discussion and consideration of an ordinance amending Chapter 6-6 of the Herriman City Code relating to the Parking Permit Program – Wendy Thomas, Assistant City Manager

Assistant City Manager Wendy Thomas presented a code amendment that would change administrative authority for the parking permit program from the Community Development Director to the City Manager or designee, since the Community Development Department had never administered the parking program. The amendment also limited the amount of personal data collected based on new state-mandated data privacy requirements.

Assistant City Manager Thomas clarified that this was purely administrative cleanup, not changing any parking codes, fees, boundaries, or program elements. The permit program itself remained unchanged, and the city manager's office had been handling the program administratively already.

Councilmember Anderson moved to approve Ordinance No. 2026-08 amending Title 6, Chapter 6 relating to the parking permit program. Councilmember Hodges seconded the motion.

The vote was recorded as follows:

<i>Councilmember Terrah Anderson</i>	<i>Aye</i>
<i>Councilmember Matt Basham</i>	<i>Aye</i>
<i>Councilmember Jared Henderson</i>	<i>Aye</i>
<i>Councilmember Teddy Hodges</i>	<i>Aye</i>
<i>Mayor Lorin Palmer</i>	<i>Aye</i>

The motion passed unanimously.

11.4. Discussion and consideration to approve the Herriman Parks Mowing Contract –

Anthony Teuscher, Deputy Director of Parks, Recreation and Events

Deputy Director of Parks, Recreation and Events Anthony Teuscher presented the parks mowing contract recommendation, explaining that the City maintained just over 8 million square feet of mowing areas including large parks and park strips. Following Council direction from the previous year to put the contract out to bid, staff prepared an RFP published February 10, 2026 with submissions due February 27, 2026 receiving 19 proposals.

A five-person committee representing three city departments scored proposals using criteria of 25% each for organization and qualification, understanding scope, cost, and schedule. Cost was objective while other criteria were subjective based on committee member opinions.

The top five scoring companies were Cutting Edge Landscaping, Elite Grounds, Horticulture Group, Huskies Landscaping, and Lawn Butler Holdings. Huskies Landscaping received the highest overall score and was the committee's unanimous recommendation.

Deputy Director Teuscher explained that Huskies had been the city's previous mowing contractor and had proven successful with high-quality work, reliability, and efficiency. They met all contract qualifications, required minimal oversight (reducing administrative burden), communicated well, and responded quickly to issues. While not the lowest cost option, the committee felt they provided the best overall value.

Cost comparisons showed Horticulture Group with the lowest proposal, Lawn Butler Holdings second lowest, Cutting Edge Landscaping third, Huskiez Landscaping fourth, and Elite Grounds fifth among cost rankings.

Councilmember Hodges praised the strong response to the RFP and noted the value of retaining experienced contractors whose familiarity with the work provided benefits beyond simple cost considerations. He felt the scoring metrics were appropriate.

Councilmember Henderson agreed with the RFP process and suggested the City should periodically conduct RFPs for various contracts as good practice. City Manager Nathan Cherpeski confirmed the City had a procurement policy requiring periodic competitive processes, with staff working to remind department managers of these requirements.

Councilmember Henderson moved to approve and award the Herriman City Parks Mowing Services contract to Huskiez Landscaping as the highest-ranked proposer and authorizing the City to enter into contract negotiations. Councilmember Hodges seconded the motion.

The vote was recorded as follows:

<i>Councilmember Terrah Anderson</i>	<i>Aye</i>
<i>Councilmember Matt Basham</i>	<i>Aye</i>
<i>Councilmember Jared Henderson</i>	<i>Aye</i>
<i>Councilmember Teddy Hodges</i>	<i>Aye</i>
<i>Mayor Lorin Palmer</i>	<i>Aye</i>

The motion passed unanimously.

11.5. Discussion and consideration of an amendment to the DAI and Wasatch South Hills Water Infrastructure Reimbursement Agreement – Justun Edwards, Public Works Director

Public Works Director Justun Edwards presented an amendment to a water infrastructure reimbursement agreement originally approved in August 2024. The agreement allowed a developer to build critical water infrastructure including two water tanks, pump station, and pipelines in the south portion of the city to enable continued development.

The original agreement required completion within 18 months or posting of an assurance completion bond for the remaining balance. Construction began in late October 2024, and Council had toured the well-constructed tanks in June. While construction had moved steadily, it had been slower than anticipated due to various delays.

One significant delay occurred during summer when construction was postponed because cutting into the existing waterline would require several days of downtime that couldn't be accommodated during peak usage months.

The developer was requesting extension of the completion deadline from February 22nd to October 31st. The water tanks were essentially complete, with one functioning and providing water to the development area via temporary pumping. The lower tank needed utilities and site work before leak testing. The pump station was furthest behind but had made significant progress over the past two months, with foundation walls installed and completion expected by late August.

Approximately \$7 million of the \$15.9 million reimbursable work remained to be completed. The developer indicated that posting the required completion bond could impact their ability to finish the project and continue developing water lines within their development area.

Staff recommended approval of the extension based on the developer's continuous progress, noting there had never been periods of inactivity, only construction complications typical of such projects.

Councilmember Anderson asked about notification timing regarding the deadline extension. Director Edwards explained discussions began around the first of the year, with formal amendment requests coming in early February, allowing adequate notice rather than last-minute requests.

Councilmember Hodges moved to approve the first amendment to the Water Infrastructure Reimbursement Agreement between Herriman City and DAI Rosecrest, LLC and Wasatch South Hills Development Co. Councilmember Basham seconded the motion.

The vote was recorded as follows:

<i>Councilmember Terrah Anderson</i>	<i>Aye</i>
<i>Councilmember Matt Basham</i>	<i>Aye</i>
<i>Councilmember Jared Henderson</i>	<i>Aye</i>
<i>Councilmember Teddy Hodges</i>	<i>Aye</i>
<i>Mayor Lorin Palmer</i>	<i>Aye</i>

The motion passed unanimously.

11.6. Review and consider a recommendation to amend the Herriman City Official Zoning Map from OP Office Professional to C-1 Commercial for ±0.97 acres of property located generally at 6319 W 13400 South (City File No. Z2026-004) – Michael Maloy, City Planner

City Planner Michael Maloy presented a legislative zoning amendment for property just under one acre fronting 13400 South. The current zoning was Office Professional, consistent with the neighborhood commercial designation in the general plan. However, the general plan also allowed C-1 commercial zoning, making the requested change consistent with adopted planning documents.

The applicant sought to repurpose an older home on the property for a bike shop. Repair services and general retail were permitted in C-1 zoning but not allowed in Office Professional, driving the rezone request. City Planner Maloy noted this property had been difficult to develop appropriately and had never achieved successful land use in his eight years with the city.

The Planning Commission held a public hearing and recommended approval with a 6-0 vote. Public comment from residents expressed strong desire to see regular occupancy and maintenance of the property, addressing code issues and general property maintenance concerns. Residents specifically requested perimeter walls or fencing, which zoning code required when changing from residential to commercial use.

Councilmember Henderson asked about the complete list of allowed uses in C-1 zoning, expressing concern not about the current proposal but about future potential uses. The Council discussed specific uses that might not be compatible with adjacent residential properties.

After reviewing the allowed uses list, the Council identified several uses for potential restriction through zoning conditions: churches, hospitals, resource recycling collection points, major utilities/utility substations, firework stands, and wireless telecommunications facilities. Mayor Palmer suggested these restrictions, with Council agreement.

Councilmember Basham asked about repair services definition, which City Planner Maloy clarified as various fixing services like vacuum or appliance repair, distinct from automotive repair which had separate definitions.

The applicant confirmed this was an established bike shop business from another community interested in relocating to this site. Mayor Palmer expressed enthusiasm for having a bike shop, noting years of community requests for such services.

Councilmember Basham moved to approve Ordinance No. 2026-05 amending Herriman City's Official Zoning Map for .97 acres located at 6319 W 13400 S from OP (Office Professional) to C-1 (Commercial) excluding the following land uses: churches, hospitals, resource recycling collection points, major utilities/utility substations, firework stands, and wireless

telecommunications facilities. Councilmember Anderson seconded the motion. (Renumbered from Ordinance No. 2026-209 to maintain sequential numbering)

The vote was recorded as follows:

<i>Councilmember Terrah Anderson</i>	<i>Aye</i>
<i>Councilmember Matt Basham</i>	<i>Aye</i>
<i>Councilmember Jared Henderson</i>	<i>Aye</i>
<i>Councilmember Teddy Hodges</i>	<i>Aye</i>
<i>Mayor Lorin Palmer</i>	<i>Aye</i>

The motion passed unanimously.

12. Future Meetings

- 12.1. Next Planning Meeting: April 1, 2026
- 12.2. Next City Council Meeting: April 8, 2026

13. Closed Session

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

Councilmember Basham moved to temporarily recess the City Council meeting to convene in a closed session to discuss the character, professional competence, or physical or mental health of an individual, as provided by Utah Code Annotated §52-4-205 at 9:35 p.m. Councilmember Hodges seconded the motion.

The vote was recorded as follows:

<i>Councilmember Terrah Anderson</i>	<i>Aye</i>
<i>Councilmember Matt Basham</i>	<i>Aye</i>
<i>Councilmember Jared Henderson</i>	<i>Aye</i>
<i>Councilmember Teddy Hodges</i>	<i>Aye</i>
<i>Mayor Lorin Palmer</i>	<i>Aye</i>

The motion passed unanimously.


The Council reconvened the Council meeting at 11:20 p.m.

14. Adjournment

Councilmember Hodges moved to adjourn the City Council meeting at 11:20 p.m. Councilmember Henderson seconded the motion, and all voted aye.

15. Recommence to Work Meeting (If Needed)

I, Jackie Nostrom, City Recorder for Herriman City, hereby certify that the foregoing minutes represent a true, accurate and complete record of the meeting held on March 25, 2026. This document constitutes the official minutes for the Herriman City Council Meeting.



Jackie Nostrom, MMC
City Recorder