



STAFF REPORT

DATE: December 1, 2022

TO: The Honorable Mayor and City Council

FROM: Bryce Terry, Assistant City Engineer

SUBJECT: Draft Transportation Master Plan Discussion

RECOMMENDATION:

It is recommended for the council to review the draft Transportation Master Plan and draft impact fee schedule and provide feedback to staff.

ISSUE BEFORE COMMISSION:

Should the draft Transportation Master Plan, Impact Fee Facility Plan, and Impact Fee Analysis be adjusted at all?

BACKGROUND/SUMMARY:

The City has been working to update the Herriman Transportation Master Plan. This plan will create a vision and project list for the City's transportation system to accommodate future growth in the City. The last Transportation Master Plan was adopted in 2019, before Olympia was annexed into Herriman.

This plan incorporates updates in the city boundaries, and new land uses. The newly adopted General Plan was the basis for the land use assumptions in this plan and is the basis for future traffic projections.

DISCUSSION:

The Transportation Master Plan (TMP) covers a lot of information, but generally speaking, the biggest takeaway is the future roadway project list. The consultant for this project, ran a traffic model based on the newly adopted General Plan land use guidelines. This model was run at several different forecast years:

- Existing (2020)
- Phase 1 (2030)
- Phase 2 (2040)
- Phase 3 (2050)

Based on these model runs, the projected number of trips (vehicles/day) on each road was produced. Then, those trips were compared to the existing roadway network capacity. From this comparison, roadway improvements, such as widening projects or new roads, could be identified as needed to accommodate the future traffic projections. Based on this, a project list of future roadway improvements was developed into the draft Transportation Master Plan.

Here are some key pages for review in the attached draft TMP:

- **2030 Traffic Projections & Level of Surface Maps** – pages 32-34
- **2050 Traffic Projections & Level of Surface Maps** – pages 36-38
- **Herriman City Roadway Classifications and Cross Sections** – pages 40-44
- **Proposed Roadway Network and Traffic Signal Maps** – pages 45-46
- **Streets Facilities Plan (Roadway Project list by Phase – Also included in the IFFP)** – pages 53-59

Impact Fee Analysis:

As a result, of the Transportation Master Plan and the Impact Fee Facility Plan, an impact fee analysis is able to be created to analyze how much of these future roadways projects can be attributed to future growth. Based on this analysis, the consultant calculated the maximum allowable impact fee to be charged to future development. Transportation Impact fees are broken down by the type land use of the development and how many trips each land use produces.

Our current impact fee schedule is as follows:

Table 1. Current Transportation Impact Fee Schedule

Land Use	Unit	Fee
Business	1000 Sq. Feet Gross Floor Area	\$ 1,400.00
Commercial	1000 Sq. Feet Gross Floor Area	\$ 4,350.00
Medium/High Density Residential	Dwelling Unit	\$ 1,750.00
Single Family Residential	Dwelling Unit	\$ 2,100.00

The proposed updates are as follows:

Table 2. Proposed Update to Transportation Impact Fee Schedule

Land Use	Unit	Fee
Industrial Park	1000 Sq. Feet Gross Floor Area	\$ 1,375.40
Mini-Warehouse	Storage Units (100s)	\$ 7,330.01
Single-Family Detached Housing	Dwelling Unit	\$ 3,848.67
Single-Family Attached Housing (shared wall with adjoining u	Dwelling Unit	\$ 2,938.54
Multifamily Housing (Low-Rise) - Not Close to Rail Transit	Dwelling Unit	\$ 2,750.80
Hotel	Room	\$ 3,260.96
Elementary School	Students	\$ 926.46
Middle School / Junior High School	Students	\$ 857.07
High School	Students	\$ 791.77
Church	1000 Sq. Feet Gross Floor Area	\$ 12,839.77
Hospital	1000 Sq. Feet Gross Floor Area	\$ 4,395.56
General Office Building	1000 Sq. Feet Gross Floor Area	\$ 4,424.13
Retail Strip Mall	1000 Sq. Feet Gross Leasable Area	\$ 13,333.61
Drive-in Bank	1000 Sq. Feet Gross Floor Area	\$ 26,621.30
Self Service Car Wash	Wash Stall	\$ 44,078.04

This update includes more categories to apply land use more accurately to impact fee. The current fee categories are quite ambiguous. This update provides additional and direction clarity for additional land uses.

ALTERNATIVES:

1. Move forward with the TMP, IFFP, and IFA as drafted.
2. The Council has the option to adopt less than the full impact fee as presented, meaning Council can adopt only a portion of the full impact fee. This option would be detrimental to funding roadway projects in the future, but could incentivize additional growth in the City.

FISCAL IMPACT:

The proposed impact fee schedule is a significant increase as compared to the current impact fees. This will not have an immediate impact to our impact fee budget, but we will have a significant long term impact to increase our ability to fund roadway projects.

ATTACHMENTS:

Draft Transportation Master Plan – Herriman TMP 2022_12_01.pdf
Draft Impact Fee Facilities Plan – Herriman IFFP 2022_12_22.pdf
Draft Impact Fee Schedule – Herriman Impact Fee Schedule_Draft.pdf