Olympia Hills Planned Community (P-C) Zone Request





INTRODUCTION

Organization:

Government Partners

- Greater Salt Lake Municipal Services District
- Salt Lake County
 - Regional Development
 - Parks & Recreation
 - District Attorney
 - Engineering
- Landmark Design (Land Use Consultants)
- Avenue Consultants (Traffic Consultants)

Development Partners

- Olympia Land L.L.C.
- The Last Holdout L.L.C.
- Blu line designs (Landscape and Land Use Consultants)
- IBI Group (Architecture and Land Use Consultants)
- Horrocks Engineers (*Traffic Consultants*)
- Hales Engineering (Traffic Consultants)
- Metrostudy (Housing and Economic Development Consultants)



Municipal Services



INTRODUCTION

Application Components

- General Plan Amendment
- Zone Change
- P-C Zone Plan/Master Development Agreement

Key Dates

- December 19, 2020 Documents Available/Website Launch
- January 7, 2020 Council Committee of the Whole
- January 14, 2020 6:00 PM Public Hearing
- January 28, 2020 4:00 PM Public Hearing
- Location: Salt Lake County Chambers (2001 State Street N1-110)



What is Olympia Hills?

- Olympia Hills is a request for a Planned Community (P-C) Zone for a 933-acre site in southwest Salt Lake County
- Olympia Hills is envisioned to include housing, commercial, office and park uses, including a 100-acre Utah State University Educational Campus
- Details of the application are available at <u>https://olympiahillsrezone.com/</u>



Where is Olympia Hills?



Where is Olympia Hills?



Where is Olympia Hills?



What is a Planned Community?

- Large scale
- Comprehensively planned
- Major uses: housing, commercial, jobs, parks & more



What is the Proposed Residential Density?

- Per Master Development Agreement (MDA)
- Maximum residential unit count of 6,330
- 6,330 units / 933 acres = 6.8 units per acre
- Density is dispersed throughout the project and is not on a per-acre basis





Olympia Hills P-C DEVELOPMENT PROCESS

	Olympia Hills P-C Zone Development Process			
	Step 1	Step 2	Step 3	Step 4
	PC Zone	Community Structure Plans (CSP)	Subdivision Plats	Site Development Review
Submittals	Land Use Plan, Traffic Impact Study	Transportation & infrastructure plans Building typologies	Subdivision Plats & Engineered Plans	Site Plans
	Development Application	Open space, trails & park systems plans	Phases of development	Building Plans
	General Plan Amendment	Updated Traffic Impact Study (TIS)	Technical Studies as required	Technical Studies as required
Review Process	Staff/Outside Review	Review for compliance with the Development Agreement	Review for compliance with the Development Agreement	Review for compliance with the Development Agreement
	Public Involvement & Recommendation by Planning Commission	Staff (Technical) Review	Staff (Technical) Review	Staff (Technical) Review
	Hearings (Public Involvement) & Decision by County Council	Public Review & Input to Planning Commission	Planning Commission Review	
Milestones if Approved	General Plan Amendment	Planning Commission & Staff Approval	Recorded subdivision plats	Approved site plans
	PC Zone Applied to the Property	Approved transportation, infrastructure & mitigation plans	Final layout of specific streets & infrastructure	Approved building plans
	Master Development Agreement (including Design Standards)	Location of Town Centers, Village Centers, Institutional Areas, Neighborhoods & Building Typologies	Recorded Covenants & Restrictions	Approved landscape plans
	Approved uses, maximum number of residential units & land use	Approved open space, trails & park systems plans		Building Permits Issued

2018-19 Additional Research & Input

- Two (2) public open house meetings held by the developer
- Oquirrh View Existing Conditions Research Report was completed, documenting conditions along the West Bench of Salt Lake County
- Salt Lake County helped fund and is participating in the Southwest Visioning Study
- Public input received throughout the application process
- Growth Summit Series



Salt Lake County's Role

- Olympia Hills is within unincorporated Salt Lake County
- Salt Lake County has land use authority for unincorporated areas
- The County is required to respond to applications according to policies and ordinances

Landowners Property Rights

- Right to apply for rezone and develop property according to Salt Lake County ordinances
- Application for Olympia Hills made according to Planned Community (P-C) Ordinance



Council Resolution Summary – May 2019

- Only 33,000 buildable acres left in the county
- 85% of the developable land left is located on west side of the county
- A housing shortage exists
- There is rapid growth and development pressure
- Transportation and traffic shortcomings are prevalent in the area
- There is a lack of roadway connectivity in the area
- Economic development should be aligned with transportation and housing decisions
- Planned communities are a major component of attracting new business to the county
- The need to plan for transit is essential
- Density should be well-planned

Council Resolution – Responding through Design Standards

- 1. Complete Streets Chapter 3 Street Types & Design
- 2. Street Connectivity, where streets connect vs. collect Chapter 2 Street Network
- 3. Plans/commitment for infrastructure transportation, water and sewer Master Development Agreement
- 4. Open Space (minimum totaling 20%) Chapter 4 Parks, Trails & Open Space
- 5. Mix of housing types within neighborhoods (various ages and price) Chapter 1.0 Place Type & Land Uses
- 6. Mix of housing options with incentives for affordable housing and rent/buy Master Development Agreement
- 7. Design standards in the following areas:
 - i. Community wide (place making, centers, parks, trails and street connectivity) throughout Design Standards
 - ii. Site design (parking, building placement, walks, landscaping, lighting and signs) Chapter 5.0 Site Design
 - iii. Architecture (not uniform or "cookie cutter", mixture of architecture in residential and commercial construction - Chapter 6.0 Buildings & Architecture
 - iv. Design that encourages communities (not only neighborhoods) throughout Design Standards
 - v. Parking as a supportive element (not the central design) Chapter 5 (Section 7 Parking)
 - vi. Street parking Chapter 3 Street Types & Design
 - vii. Sustainable and energy-efficient design features Chapter 8 Sustainability Overview
 - viii. Design standards review committee Master Development Agreement
 - ix. Work with UTA and UDOT (on future road alignments) Chapter 3 Street Types & Design
- 8. Multi-family residential areas clustered around Town Centers and Villages Chapter 1 Place Types & Land Uses
- 9. Place holders for Transit right of ways, trail systems, schools and churches Master Development Agreement
- **10.** Plan road connectivity to adjacent neighborhoods Chapter 2 Street Network
- 11. Transition edges of development to be compatible with adjoining communities Chapter 6 Buildings & Architecture
- **12.** Incentives for meeting development standards and/or penalties for not complying Master Development Agreement
- 13. Parameters that the Mayor deems necessary Master Development Agreement

Proposed development is aligned with the County Council Resolution

- Complete streets
- Street connectivity
- Minimum parks and open space = 20%
- A mix of housing types and options
- Includes affordable housing rent/purchase/workforce
- Opportunities for southwest area jobs



Proposed Land Use Plan



Design Standards

- Crafted specifically for this master planned community
- Incorporates terms from the Master Development Agreement (MDA)
- Focused on place-making and community design
- Graphic and easy-tounderstand



Design Standards

Chapter 1: Place Types & Land Use

Establishes purpose and describes five Olympia Hills place types

- Town Center
- Village Center
- Commercial Center
- Neighborhood
- Campus/Institutional

Uses established for each Place Type









Design Standards

Chapter 2: Street Network

- Requires street connectivity within project and surrounding
- Establishes maximum block sizes







Design Standards

Chapter 3: Street Types & Design

- Includes street cross-sections for:
 - neighborhood streets
 - connecting streets
 - avenues
 - Boulevard



• Complete to accommodate all modes: walking, biking, vehicles, transit



Design Standards

Chapter 4: Parks, Trails & Open Space

- Requires a minimum of 20% open space
- Requires 5-acres of parks per 1,000 residents
- Requires one Regional Park that is at least 50 acres in size





Design Standards

Chapter 4: Parks, Trails & Open Space

- Requires at least four Community Parks that are each at least 10 acres in size and which comprise a total of at least 40 acres
- Requires all dwelling units to be within ¼ mile of a park, open space or trail within two years of completion of each home





Design Standards

Section 5: Site Design

- Key Requirements
 - Parking behind or side of buildings
 - Placement of garages
 - Connecting parking lots
 - Dark sky lighting required
 - Sidewalks connecting buildings, streets and sites





Figure 5.6 Single Family Residential Parking Access via Street



Design Standards

Chapter 6: Buildings & Architecture

- Key Requirements:
 - Unique architecture (no duplicating/cookie cutter)
 - Controls building heights and building form
 - Requires sustainable building construction practices







Design Standards

Section 7: Landscape

- Key Requirements
 - Mandates water-wise landscaping
 - Input from Jordan Valley Water Conservancy District
 - Tree and park strip requirements on streets
 - Landscape buffers as transitions





Design Standards

Section 8: Sustainability

- Incorporated throughout the design standards
- Aligned with environmental initiatives
- Key Requirements
 - Pollution reduction
 - Energy efficient buildings
 - Water conservation
 - Multi-modal transportation planning





Olympia Hills Traffic Impact Study

Helen Peters – Salt Lake County Ivan Hooper – Avenue Consultants



- Conceptual traffic impact study based on a plausible land use development scenario
- Impacts and mitigations are conceptual
- New traffic impact studies will be performed for each Community Structure Plan
 - Based on actual planned land uses
 - Specific traffic impact mitigation measures will be identified





• Study review process

- Purpose and process of a Traffic Impact Study (TIS)
 - What are they building?
 - What will the traffic impacts be?
 - How will they fix it?
- Findings from review of the revised Olympia Hills Traffic Impact Study



Study Review Process

- Olympia Hills submitted their initial traffic impact studies in spring/summer 2019
- Reviewed and provided comments on the traffic studies submitted
- Discussed comments with the development team
- Resolved primary areas of concern in consultation with UDOT, WFRC, and the traffic consultant for the Southwest Visioning Study
- Collaboration led to fewer comments on the new traffic impact study



Purpose

• What are they building?

Determine how many additional vehicle trips the proposed development will add to the roadway system

• What will the traffic impacts be?

Determine the traffic impacts due to those additional vehicle trips

• How will they fix it?

Determine roadway improvements that will be needed to accommodate the increased traffic demand



Purpose and Process

Traffic Impact Study Process

- Define the study area, analysis periods, and analysis years
- Obtain existing traffic volumes and analyze existing conditions
- Develop and analyze future traffic volumes without the development (i.e. background conditions)
- Define proposed development attributes to determine development traffic volumes
- Analyze background + project conditions to determine required mitigation measures



Study Area and Data Collection



Source: Hales Engineering

Analysis Periods & Years

Analysis Periods

- AM Peak Hour (occurs usually between 7-9 AM)
- PM Peak Hour (occurs usually between 4-6 PM)
- Represents the heaviest traffic of the day

Analysis Years

- 2019 (Existing)
- 2022 (Begin Construction)
- 2027 (Phase 1 Complete)
- 2032 (Phase 2 Complete)
- 2037 (Phase 3 Complete)
- 2042 (Phase 4 Complete Buildout)



Traffic Analysis Methodology

Traffic Model Inputs (Synchro/SimTraffic Software)

- Roadway Configuration
- Peak Hour Traffic Volumes
- Signal timing plans

Model Outputs (SimTraffic)

- Intersection Level of Service (LOS)
 - Ranking A to F based on delay per vehicle
 - LOS D is typically associated with acceptable delay
 - Used as the threshold for requiring mitigation
- Queue Lengths
 - Used to determine if additional vehicle queue storage is needed



Trip Generation

- Estimate of new vehicle trips created by development
- Based on Institute of Transportation Engineers (ITE) Trip Generation Manual (National Standard)
- Includes adjustments for trips internal to the development and transit

Trip Distribution

Estimate of where vehicle trips are going to and coming from

Trip Assignment

Estimate of the roads vehicles will take



Olympia Hills Assumed Characteristics

- Four phases built over 20 years
- 6,330 total residential dwelling units
- 1,775,000 SF of commercial space



Revised Trip Generation

- Refined the types of housing
- Same number of residential units
- Resulted in about 7,500 fewer vehicle trips per day
- Changes in the AM and PM peak hour are within acceptable tolerance



Olympia Hills Proposed Absorption Rates





Trip Generation

- Vehicle trips at buildout (from Addendum 1)
 - 69,000 daily
 - 4,500 AM peak hour
 - 6,000 PM peak hour
- Assumed about 10% internal trips
- Assumed a 2.5% transit reduction
 - Based on Riverton at 2.5%
 - Herriman has about 1%
 - Doesn't account for drive to park-and-ride stations/lots



Trip Distribution / Assignment

- Differences between the study and the WFRC travel model for trips to/from Mountain View Corridor and Bangerter Highway
- Study assumes east-west travel to get to MVC and Bangerter to then travel north
- The travel model suggests that most of those trips would travel north first to get to MVC and Bangerter
- Important to realize that the travel model is a tool



2042 Trip Assignment Comparison



Trip Assignment Sensitivity Testing

- Conducted sensitivity testing to redistribute some of this volume from 12600 South to 11800 South & 6400 West
- The mitigation recommendations remained consistent with the sensitivity testing



Define Required Mitigation

- Analyze Background and "Plus Project" scenarios
- Identify locations where "Plus Project" causes traffic performance to deteriorate to unacceptable levels
- Identify improvements needed to bring traffic performance up to acceptable levels
- Numerous mitigation measures are proposed



Background (without development) Mitigation Measures



Plus Project Mitigation Measures



Community Structure Plans Requirements

With the submission of future Community Structure Plans required for development, the developer shall:

- Conduct a micro level analysis that will establish the Transportation Master Plan (TMP) for Olympia Hills
- The TMP for Olympia Hills should include further analysis of on-site circulation and necessary off-site improvements
- Determine specific responsibility for the construction and/or funding to the necessary offsite improvements will be made



Request is for approval of all three application components:

- General Plan Amendment
- Zone Change to the P-C Zone
- Approval of the P-C Zone Plan and Master Development Agreement (including all exhibits)



Public Hearing Dates

- January 14th, 2020 6:00 PM
- January 28th, 2020 4:00 PM

Full documentation for this application is available at https://olympiahillsrezone.com/



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