

Northern Gravel Pit Development

Staff Update

June 1, 2021

Project Background

- February 2018 – City Council Site Visit (pre-application)
- July 2018 – City Council work session discussion (pre-application)
- May / July 2019 – Developer Initiated Community Workshops (pre-application)
- **August 2019 – Complete Application Received (administrative staff review began)**
- October/November 2019 – Planning Commission introductory discussion
- **January, February, April, May 2020– Architectural Review Commission consideration (recommended unanimous approval)**
- **July – October 2020 – Planning Commission consideration (6 meetings) – recommended approval 5-1**
- December 2020 – February 2021 – City Council Project Discussion, affordable housing text amendment
- January, March 2021 – Discussion of project with PTOS Committee for feedback
- April/May 2021 - Administrative review of documentation, review of Council questions/concerns, preparation of final decision package





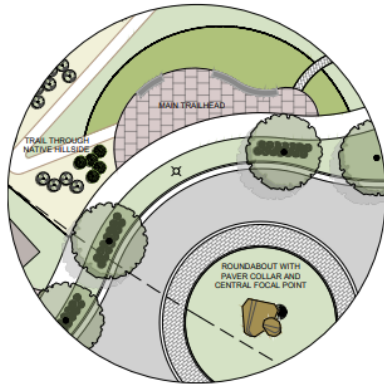




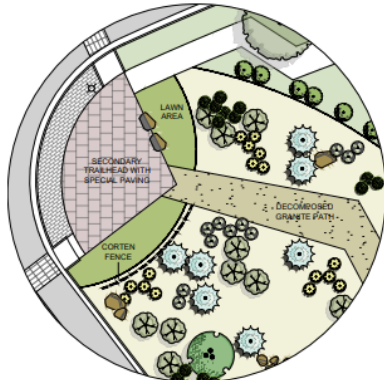




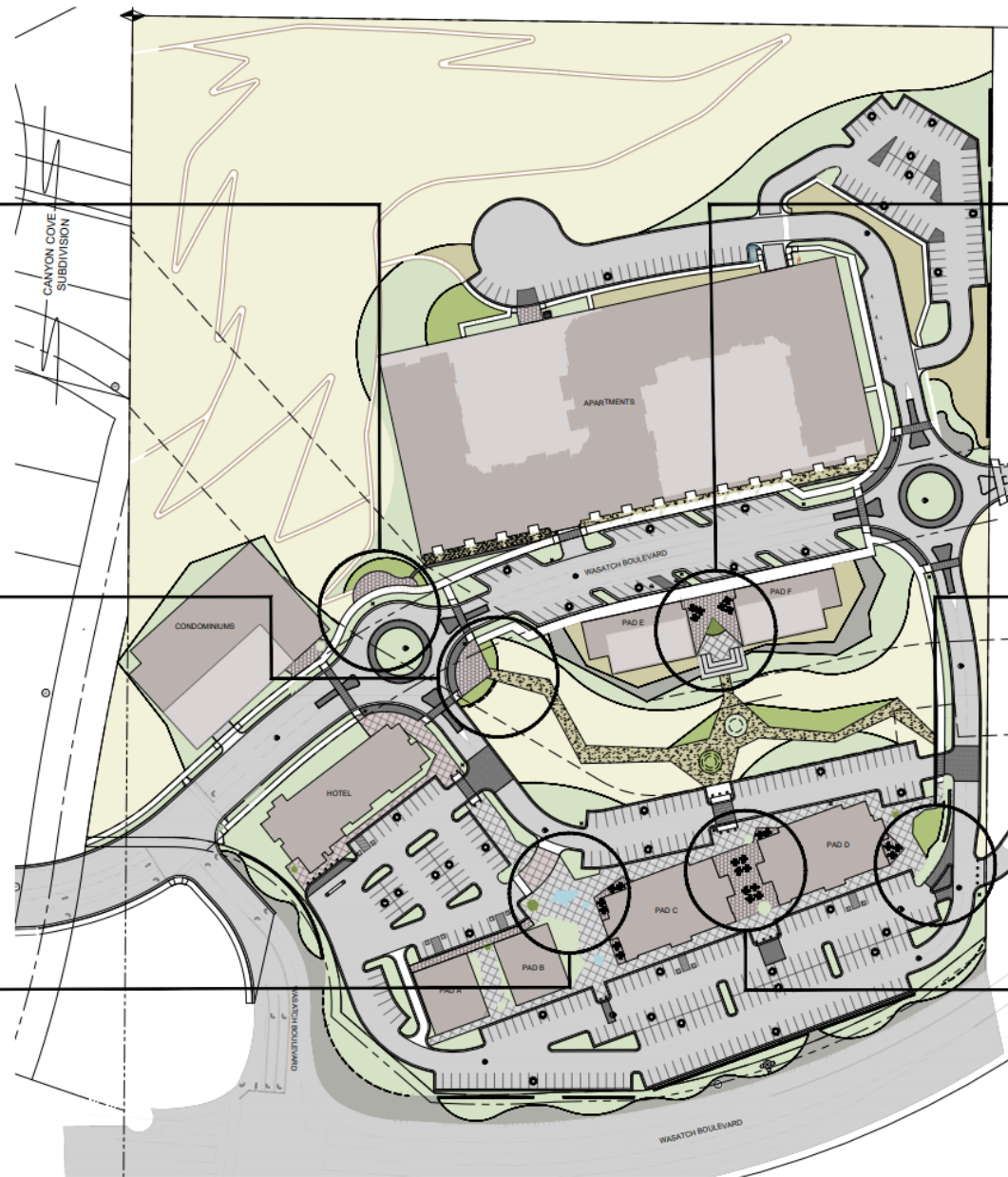
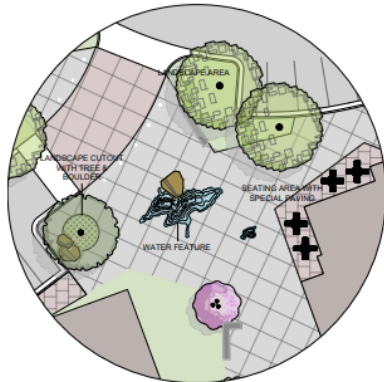
MAJOR TRAILHEAD & MAIN ROUNDABOUT



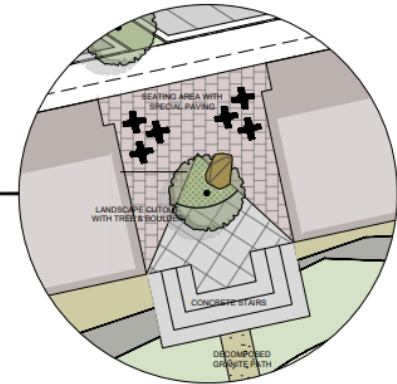
ENTRANCE TO NATIVE CORRIDOR



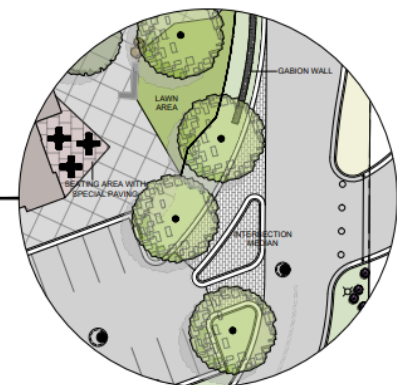
CENTRAL PLAZA



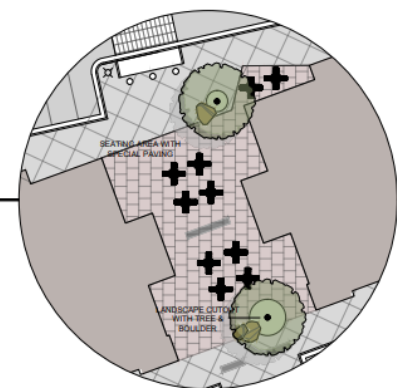
UPPER PLAZA & STAIRS TO NATIVE CORRIDOR



SECONDARY ENTRANCE TO WEST PARKING AREA



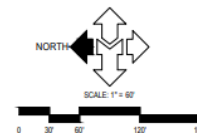
INTERIOR PLAZA WITH PUBLIC SEATING



L1 - SITE MASTER PLAN

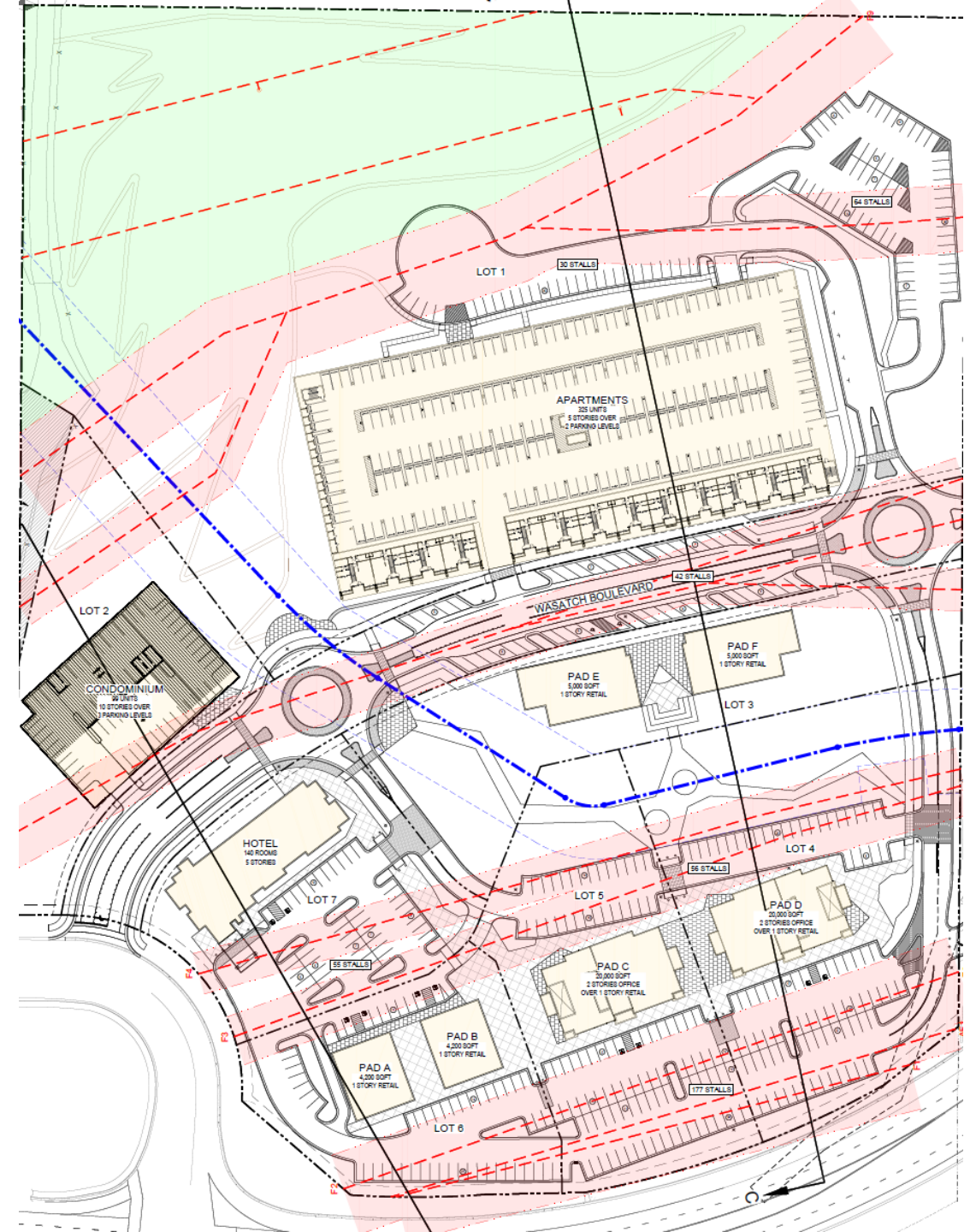
WASATCH ROCK REDEVELOPMENT

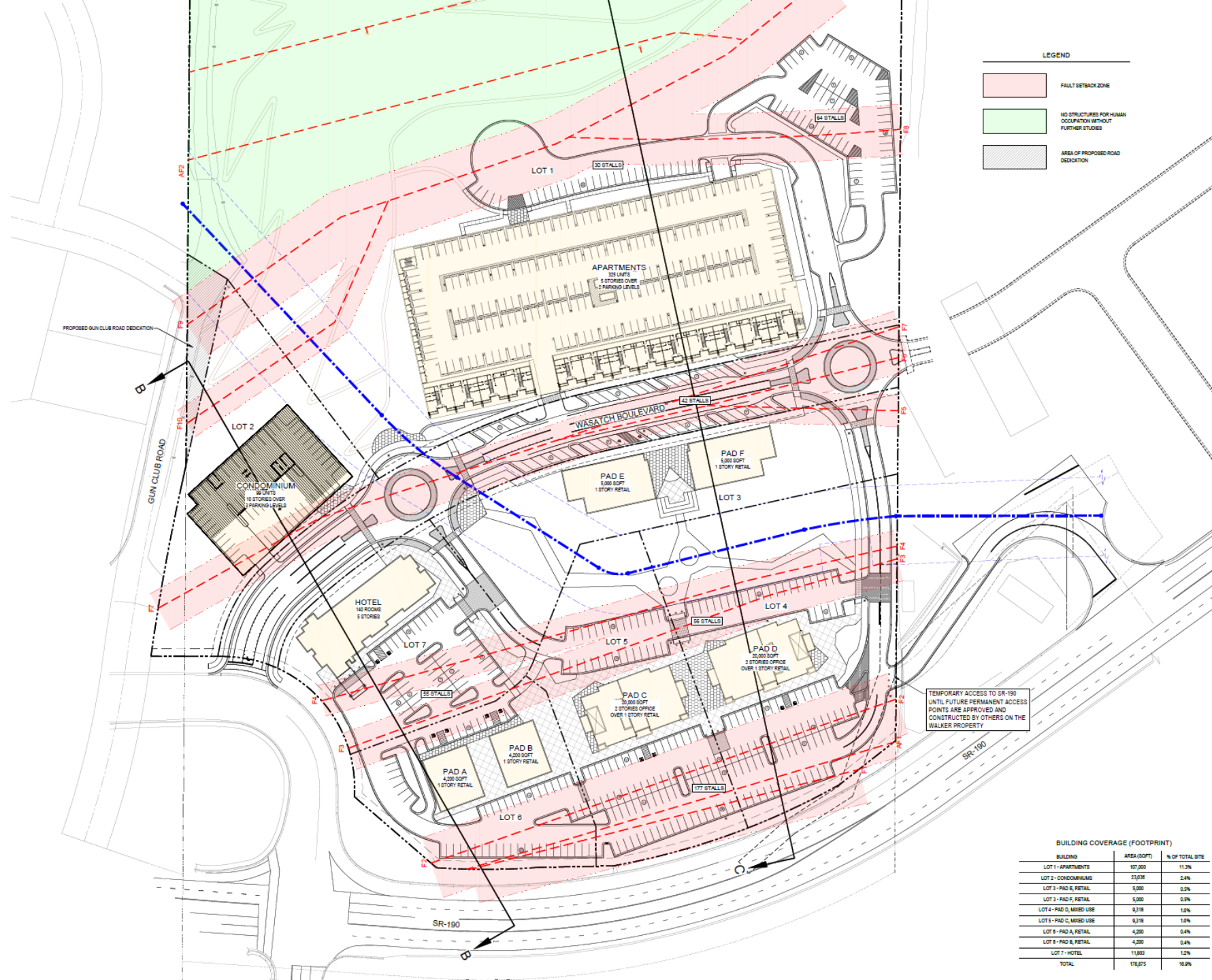
Cottonwood Heights, Utah



Proposed Uses

- Apartments:
 - 325 units (5 stories + 2 stories parking)
- Condominiums:
 - 99 units (10 stories + 2 stories parking)
- Retail Pads:
 - 4 retail pads (18,400 s.f. total) – 1 story each
- Hotel:
 - Approx. 140 rooms (5 stories)
- Mixed Use Office/Retail:
 - 2 buildings (40,000 s.f. total)
 - 3 stories each (2 stories office over 1 story retail)
- Open Space:
 - Native hillside & public trail – 263,334 s.f.
 - Landscape area – 206,055 s.f.
 - Plaza space – 39,771 s.f.





Building Massing (Condominium)

- Proposed building size – 13 total stories (3 stories parking, 10 stories condominiums)
- Apartments – 7 total stories (2 parking, 5 apartments)
- Hotel – 5 stories
- Mixed Use – 3 stories
- Retail – 1 story

Community Amenities Provided

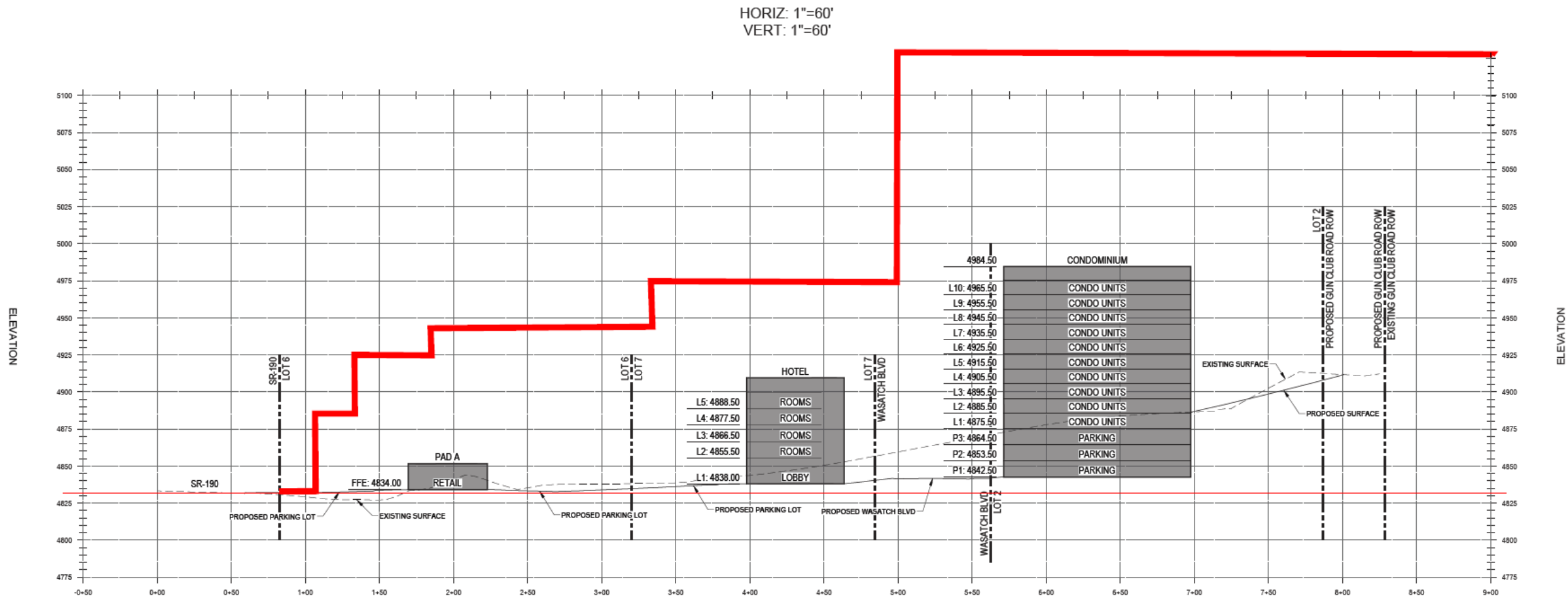
- Mixed residential housing
 - For-purchase, high-end condominiums
 - Market-rate rental units
 - Deed-restricted affordable rental units (63 total units)
- Trail and trailhead at location identified in BST Master Plan
 - Hillside trail alignment will connect to future BST through the area
- New public road with wide sidewalks, bike lanes, etc. – will connect to future southern development
- Pedestrian plazas and courtyards open to public (approx. 25% landscape and open space excluding hillside areas)
 - 15% total required in Mixed-Use ordinance

Ordinance Requirement

- Maximum height based on setback from Wasatch Boulevard (SR-190)(maximum 300')
- Proposed condominium:
 - Maximum height based on location – 300'
 - Approximate proposed height – 145'

Setback from Wasatch Blvd.	Building Height (ft.)
0 to 20'	No Building
20' to 50'	60' Height*
50' to 100'	100' Height*
100' to 250'	120' Height*
250' to 500'	150' Height*
500' and more	300' Height*

**Measured from the average grade elevation of Wasatch Boulevard.*



FORM 1-59



Long-Range Plan Support for Proposed Massing

- PDD Ordinance:
 - ‘Development within the PDD should be designed to...encourage a mixture of uses, including complementary high density multi-family residential and oft units...’
 - Minimum building height requirement in PDD zone
- Wasatch Boulevard Master Plan:
 - The Preferred Scenario identified the potential for high density, mixed-use urban development at the gravel pit, in exchange with the recommendation to limit commercial redevelopment elsewhere in the Wasatch Boulevard area
 - ‘The Preferred Scenario preserves and enhances the scenic and natural qualities along the corridor by concentrating new development in the gravel pit’

Long-Range Plan Support for Proposed Massing

- Wasatch Boulevard Master Plan
 - ‘The Preferred Scenario identifies potential land uses and locations for new development or redevelopment along the corridor by:
 - Focusing development in the gravel pit, which balances preservation, moving people, transportation choices, recreation, scenery, and canyon access
 - Acknowledging the potential for a high amount of development in a way that balances corridor goals’
 - ‘High-density, mixed-use development in the gravel pit’
 - ‘Shape a canyon-oriented, walkable urban activity center at the Gravel Pit’
 - ‘The idea of an intense, walkable, mixed-use place also oriented to both canyon access and on-site recreation was popular with the public and was one of the highest-scoring concepts in the team’s evaluation.’

WELL-DESIGNED DENSITY



WALKABLE, RIDEABLE STREETS



GREAT PUBLIC SPACES



Financial Analysis (estimate)**

ADDITIONAL MARKET VALUE

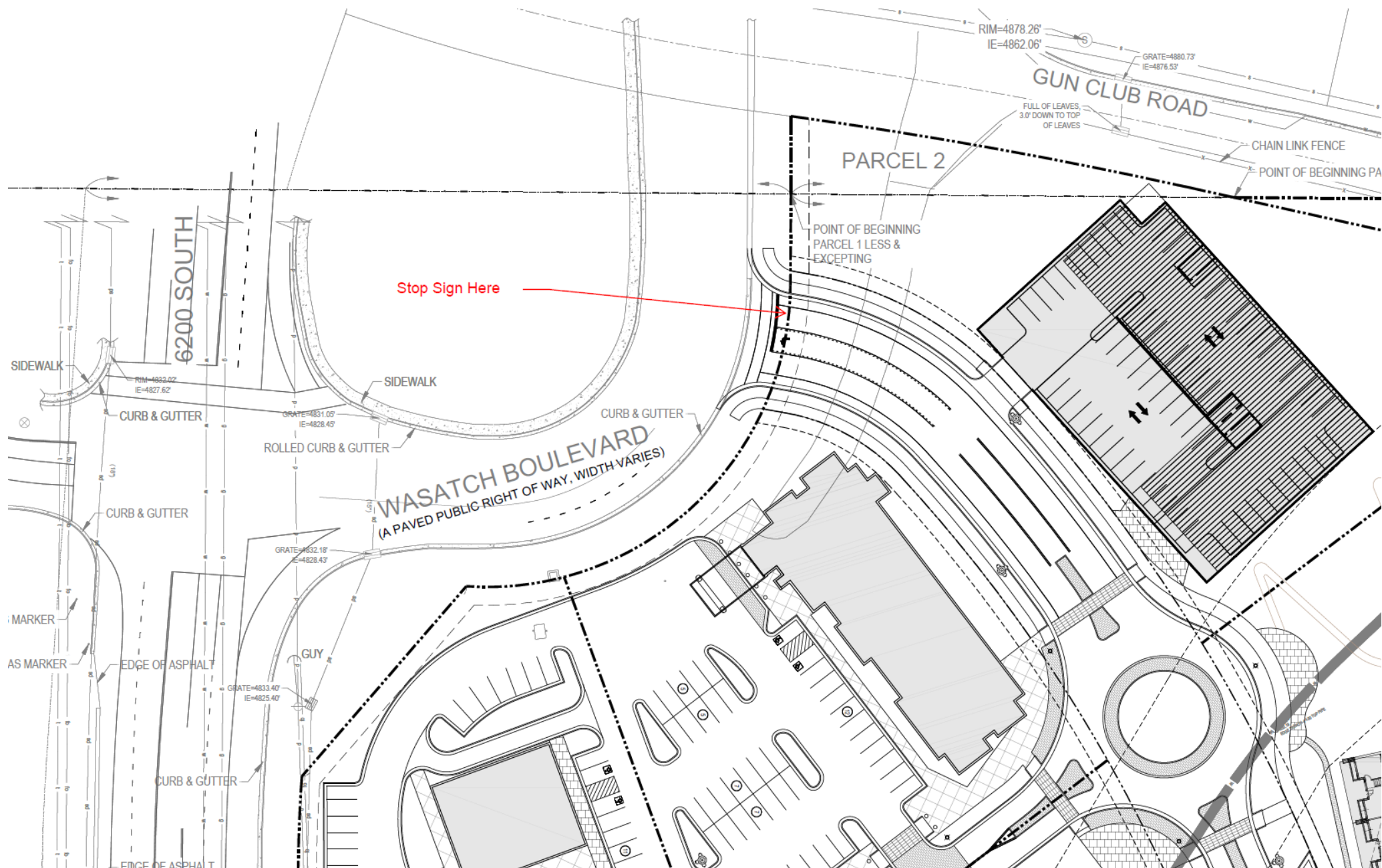
- Multi-family - \$75.5 million
- Retail - \$20.1 million
- Office - \$7 million
- Hotel - \$14 million
- **TOTAL - \$116.8 million**

TAXABLE VALUE ADDED

- **\$82.78 million**

Population growth – 1,029

New jobs/employees - 735



SR-190

Traffic Update

Background:

- Majority of public comments were from Holladay residents concerned about traffic impact and impeded traffic flow
- Additional concern – large development with only one point of access

Work to Date:

- Traffic studies were completed for the project
- Staff requested that the applicant review additional traffic mitigation options
- Various options were modeled and discussed with city staff and Holladay officials
- Revised intersection alignment submitted by developer (4/19/21)
 - Solution in response to ongoing concerns from Holladay City; better solution than the one presented to Council last meeting
 - Properly handles all project traffic, maintains same levels of service
 - Allows existing traffic patterns on Wasatch Boulevard to remain largely unchanged

Traffic Update

Progress:

- Staff required, with developer agreement, that the proposed emergency access be converted to a regular temporary access
- Staff and developer are supportive of the updated intersection alignment that allows access to/from adjacent Holladay area unimpeded. Safer solution than what was previously shown.

Other:

- All road infrastructure work is within CH city limits. Work done to date has been in a collaborative effort to resolve concerns from Holladay residents
- Both CH and Holladay will need to continually analyze the long-term impacts of the anticipated road system and its impacts on the area
- Long-range planning efforts and development proposals further south may warrant future changes to the intersection configuration

[1.24. City Engineering Preliminary Review](#)

[1.25. Developer Response to City Engineering Review](#)

Other Appendices

[2. Proposed Ordinance \(August 2020 revision\)](#)

[4. Outstanding Issues Requiring Resolution - Cottonwood Heights Public Works](#)

[5.1. Geotechnical Study and Slope Stability Analysis](#)

[5.2. Review of Geotechnical Study and Slope Stability Analysis](#)

[5.3. Developer Response to City Review of Geotechnical Study and Slope Stability Analysis](#)

[5.4 October 2020 Updated Slope Stability Analysis](#)

[5.5 October 2020 Slope Stability Analysis Update Letter](#)

[5.6 Updated Review of Previously Submitted Geologic Hazards Evaluations](#)

[5.7 Updated Review of Previously Submitted Geotechnical and Slope Stability Analyses](#)

[5.8 Developer Response to items 5.6 & 5.7](#)

[**5.9 January 2021 Updated Review of Previously Submitted Sensitive Lands Evaluations](#)

[**5.10 March 18 Developer Response](#)

[**5.11 Review of March 18, 2021 Developer Response](#)

[6.1. Geologic Hazards Evaluation - Surface Fault Rupture](#)

[6.2. Review of Geologic Hazards Evaluation - Surface Fault Rupture](#)

[7. Traffic Impact Study](#)

[8. Traffic Impact Study Addendum](#)

[9. Developer Held Community Meeting Minutes](#)

[10. Review Letter by the Metropolitan Water District of Salt Lake and Sandy](#)

[11. Evaluation of Proposal Against PDD Goals and Objectives, and Adopted City Plans](#)

[12. Evaluation of Proposal Against PDD Global Regulations](#)

[13a. Staff Recommended Changes to Proposed PDD Ordinance \(September 2020\)](#)

[**13b. Planning Commission Recommended Changes to Proposed PDD Ordinance \(October 2020\)](#)

[14. Aerial Photography of Wasatch Blvd/SR-190 Intersection and UTA Park and Ride: 2007-2020](#)

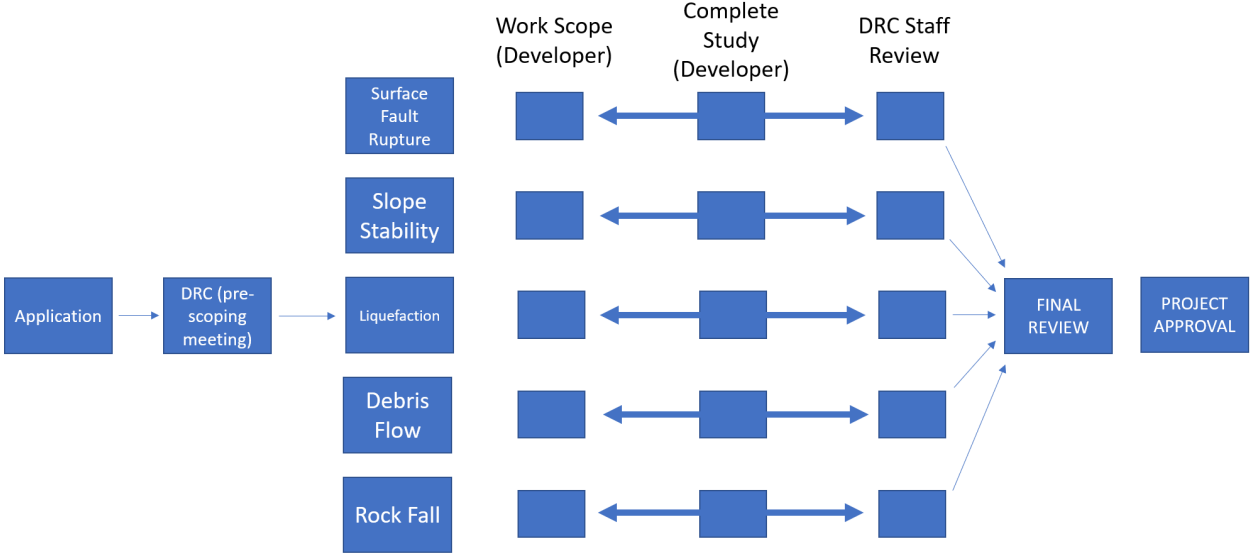
[15. Public Comments as of July 15, 2020](#)

[15b. Public Comments - August 5th, 2020](#)

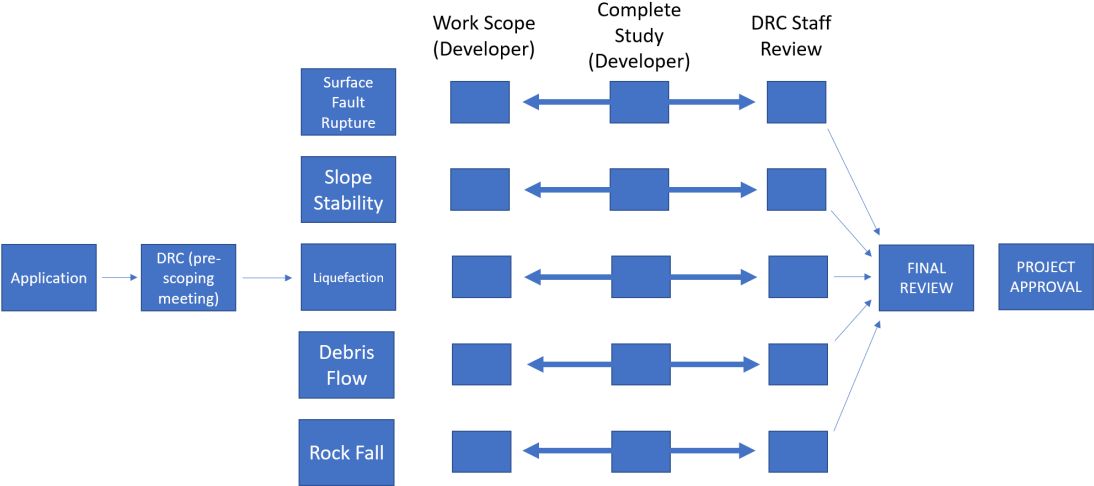
[15c. Public Comments - October 7, 2020](#)

[16. Review and Response to Public Comments about Geologic Hazards Concerns](#)

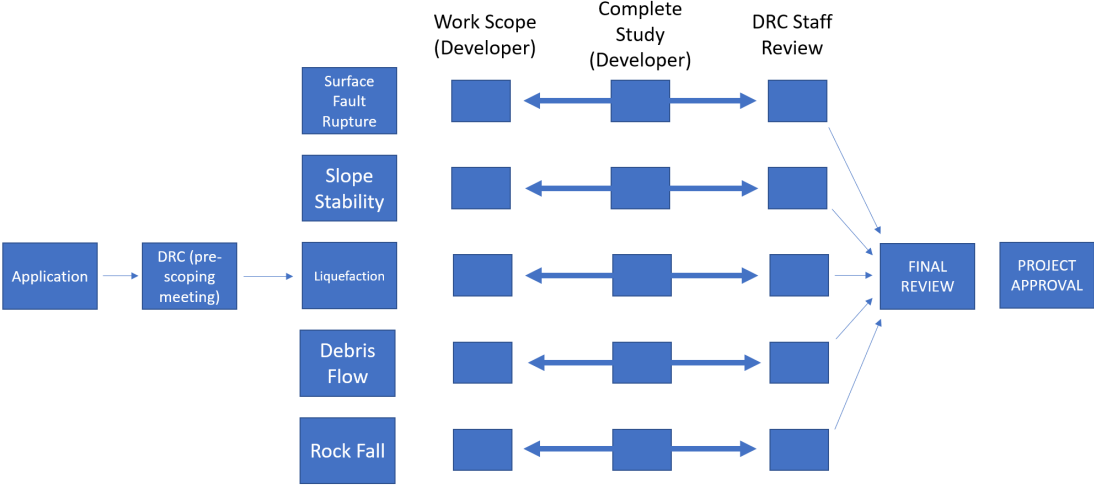
**SLEDS report requirements prior to rezone
(identification & analysis of existing and suspected hazards)**



**Demonstration of compliance with original reports
(site plan approval & building permit review)**



**Field Inspection & reports prior to / during
construction**



Regulatory Language to Ensure Compliance

- *“Development in the PDD-2 zone is subject to all applicable sensitive lands development standards detailed in Title 19.72, and each phase of the development shall be required to properly complete additional site studies and reports necessary to comply with findings and recommendations of all completed and required sensitive lands reports (e.g. slope stability analyses, fault hazard studies, liquefaction studies, soils reports, etc.). Such requirements shall be complete before building permits are issued for each phase of the development and are subject to review and approval by the city’s Development Review Committee (DRC).”*
 - Example - requirements include the additional trenching of each building pad at finished grade level
 - Hillside reclamation is a phase 1 requirement for the PDD-2 project and falls under slope stability requirements of the SLEDS ordinance.
- Final site plans for each phase must comply with the approved development plan
 - Any site modification required due to sensitive lands constraints shall result in a new legislative process to amend the PDD-2 zone.

Current Status (April 8, 2021 Summary Letter)

From GeoStrata:

“It is our opinion, based on our reviews of the Western Geologic & Environmental geologic hazards reports and the G2 geotechnical engineering reports submitted to Cottonwood Heights City for review as of the March 18, 2021 G2 Response letter No. 4, that these geologic hazard reports and geotechnical engineering reports are sufficient to represent the required geologic hazard reports for the city’s consideration of the requested rezone and initial master development plan.

Based on our understanding of the current entitlement phase of this project, the SLEDs requirements concerning completion of all studies prior to city approval (i.e. 19.72.110) have been satisfied.”