PLANNING COMMISSION STAFF UPDATE MEMO

Planned Development District – 6695 S. Wasatch Blvd.

July 1, 2020

Staff Contact: Matt Taylor, Senior Planner
(801) 944-7066, mtaylor@ch.utah.gov

Summary

Applicant:
AJ Rock, LLC

Subject Properties

6695 S. Wasatch Blvd.

Action Requested

Zone map amendment from F-1-21 to PDD-2 (per 19.51 of the zoning ordinance)

Recommendation

Recommend Continuance

Project

PDD-19-001

Context

Property Owner	Address -- Parcel #	Acres
AJ Rock, LLC	6695 S. Wasatch Blvd. (SR 190) 222-23-426-001	21.56
AJ Rock, LLC	3402 E. Gun Club Rd. (Holladay City) 22-23-279-003	0.13
	Total Acres:	21.69

Site

Use: Single-Family Residential with Pool House

General Plan Land Use Policy: Mixed Use

Zone: F-1-21 (Foothill Residential Zone with 1/2 acre lots)

Proposed Zone: PD – Planned Development District with multiple uses and densities.

Surrounding Properties

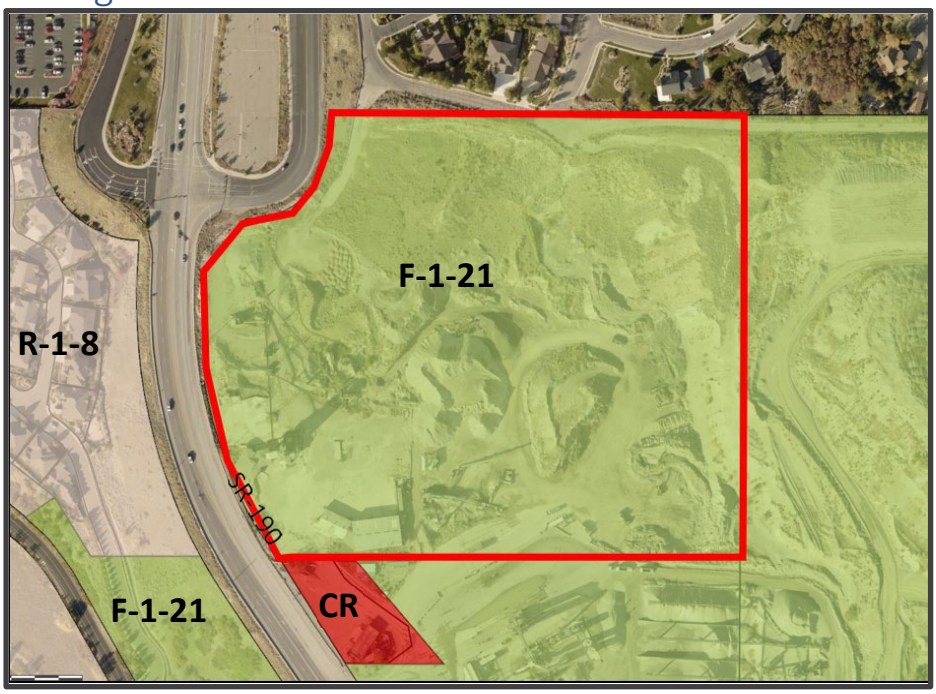
Existing Uses:
North: Single-Family Residential
South: Gravel Pit/Vacant Ski Shop
West: Highway/Single-Family Res.
East: Gravel Pit/Open Space

General Plan Land Use:
North: Single-Family Residential
South: Mixed-Use
West: Highway/Single-Family Res.
East: Mixed-Use

Zone:
North: Single-Family Residential
South: Gravel Pit/ CR – Regional Commercial
West: Highway/Single-Family Res.
East: Foothill Residential – ½ acre lots

Land Use

Zoning



Outstanding Issues Requiring Resolution Prior to Recommendations

The applicant requested that Community Development Department schedule their request for a Planning Commission Public Hearing although several outstanding items had not been finally resolved.

Preliminary Engineering Drawings

The Public Works Department cannot provide a recommendation of approval to the Planning Commission until the applicant has demonstrated that the conceptual project plan will function within city and generally accepted engineering practices. Insufficient information has been provided in the preliminary engineering drawings (grading, stormwater, slope reclamation, geologic investigation, etc.) preventing a final recommendation (see Attachment 4).

Preliminary plans should also identify dedications for Gun Club Road.

Inconsistent Development Plans

The applicant has amended the site plan twice of their own accord and have made additional changes based upon staff and Architectural Review Commission feedback. Accordingly, there is inconsistency between the current development plan and supporting documents such as the master landscape plan. All site plans need to be consistent with each other as they will be adopted as part of the regulating zoning ordinance.

Refinements to Proposed Regulating Zoning Ordinance

Some exemptions may need to be specified in the regulating ordinance for this PDD development plan. These have not been finalized and further review from the Public Works department is needed prior to finalization of the proposed ordinance. Additional regulations require drafting:

- Hillside reclamation/bonding standards.
- Utilization and maintenance standards for any angled right-of-way parking.
- Shared parking and cross-over agreement standards.

Shared Parking Analysis.

Staff has concluded a shared parking analysis, but refinements are needed prior to distribution to the Planning Commission. An update on this issue will be provided at the Planning Commission meeting.

Affordable Housing

The applicant's current Below Market Rate/Senior/Disabled housing proposal does not meet the global standards for PDD zones. A new proposal by the applicant should be prepared.

Pending Updates from the Metropolitan Water District and UDOT

Staff is reaching out to these entities to determine if there are any major site issues or requirements with the current development plan proposal.

Applicant's Proposal

The applicant is requesting to utilize the city's Planned Development District (PDD) ordinance (Chapter 19.51) to amend the zoning designation of the above-mentioned property from F-1-21 Zone (Foothill Residential) to a newly created zone, the PDD-2 Zone (Wasatch Rock Redevelopment Planned Development District). This zone does not exist yet.

Process to Create a New PDD Zone on Zoning Map

The PDD ordinance establishes the process to create a new PDD Zone, as follows:

1. The PDD ordinance limits the creation of new PDD zones to a limited number of areas within the City. These areas are further subdivided into three development intensity areas: Tier 1, 2, and 3 – Tier 1 allowing the highest intensity of development. The property proposed for the rezone falls within Tier 1 (see Figure 1).

FIGURE 1 - PDD TIER MAP - OVERLAID WITH LOCATION OF PROPOSED REZONE.

2. The Planning Commission recommends to the City Council, and the City Council approves, two actions:
    a. The zoning map is amended to designate an area for a new PDD zone.
    b. The zoning ordinance is amended to adopt a new PDD subchapter regulating the area within the new zone. The regulations fall within the scope that the PDD regulating chapter permit.
3. The new ordinance regulates allowed uses, setbacks, heights, signage, lighting standards, landscaping requirements, supplemental design standards, and other aspect of the future development (see Attachment 2).
4. A development plan is adopted as part of the ordinance as an exhibit. The future development of each phase of the site is required to follow the overall scope and direction as shown on this development plan (see Attachment 1).

PDD Approval Timeline

Planned Development District applications are processed differently than other applications for zone changes or development approvals. To help understand the steps in the process and the role each approval body serves, a general summary of the approval process (per 19.51.070) is provided as follows:

1. Pre-Application Conference
    a. The applicant met with the Community Development Director, and the Development Review Committee multiple times prior to an application being submitted;
2. Concept Plan
    a. A concept plan is required when a PDD application contains more than 50 dwelling units and/or five or more acres of non-residential development. The concept plan is required to be presented in a planning commission work session at least once prior to full application;
    b. The applicant presented a concept plan in 2018;
3. Community Workshop
    a. At least two community workshops are required to be held by the applicant, independently of the city, to present the proposal and understand the concerns of nearby residents. Meeting notes are required to be submitted to city staff as part of the official PDD application;
    b. The applicant held neighborhood meetings May 20 and July 15, 2019 (minutes – Attachment 15)
4. Draft Planned Development Zone (PDZ) Plan Submittal
    a. A draft application submittal is required to be submitted after the pre-application conference to be reviewed for minimum compliance with the PDD ordinance;
    b. Staff completed a comprehensive preliminary review of the applicant's draft PDZ plan submittal. Many of the material review comments have been addressed and incorporated into the current proposal;
5. PDD zone Application
    a. This step constitutes an official plan submittal and the beginning of the public process. This step requires detailed submittal materials, per ordinance. Staff has reviewed this application to ensure that each item is present in the application. If an item is not present, it becomes a condition of final approval to provide it for review;
6. Department Review and Report
    a. A complete review has been completed for the official plan submittal. This report, as well as all city correction letters to date constitute compliance with this step;
7. Public Notice
    a. Public notice is required to comply with state and local regulations pertaining to the adoption and/or amendment of land use regulations;
    b. See public notice section at the end of this report for details
8. Planning Commission Review and Recommendation
    a. The planning commission reviews PDD proposals in the same manner as it reviews other legislative matters. It will take official public comments, request any modifications it sees fit, and ultimately make a final recommendation to the City Council for final consideration; *****We are currently at this stage in the process. *****
9. City Council Review and Decision
    a. After a planning commission recommendation, the city council may seek additional public input and will take final action to either approve or deny the proposal.

Proposed Ordinance

Development plan: Each phase of this development will be governed by the development plan, including total building heights, setbacks, density (total number of units), required parking, landscaping, open space, and signage.

Allowed uses: Multi-family dwelling units, hotels, office space, retail, and restaurants.

Height: Maximum height from the grade per the proposed development plan:

Architectural Standards: The applicant has received a certificate of design compliance from the Architectural Review Commission (ARC). The ARC has recommended supplemental design guidelines that will be applied to each final phase of the project. Each phase of the development will be required to meet the city design guidelines as well as supplemental design guidelines that are adopted as part of the ordinance.

Lighting: Lighting will comply with Chapter 19.77 – Outdoor Lighting Regulations, with the exception that reduced lighting standards east of Wasatch Blvd will not apply.

Below Market Rate / Senior/ Disabled Housing (affordable) Requirement: The proposed ordinance outlines that 10% all residential units will be senior housing units. The proposed ordinance states that the units will "be discounted ten percent (10%) to be in line with similar market rate unit."

Staff Analysis of BMR Housing Requirements

The PDD ordinance provides the following instructions on providing affordable housing:

"All PD zone ordinances shall require the development to include below market rate or senior/disabled housing units (collectively, "BMR units") equal to at least ten percent (subject to a threshold) of the total number of dwelling units contained within the zone, as shown on Table 1. Required BMR units shall be affordable to households earning not more than 50% of the city's median income, and shall be provided in accordance with the standards, definitions and procedures contained in this code and/or the PDD ordinance."

When the city approved the PDD-1 zone, the city maintained its interpretation that whether it was BMR, senior, or disabled housing, that the ordinance specifically identifies them all collectively as "BMR units." The ordinance later states that "BMR units shall be affordable to households earning not more than 50% of the city's median income…"

Staff Recommendation

Staff recommends that the proposed PDD-2 ordinance is amended to reflect this PDD zoning regulation. If it is not amended, it will conflict with the governing provisions for the use of this zoning tool and staff will recommend denial of the application.

Preliminary Development Plan

Note: *This report contains several graphics of the proposed development plan. Figure 2 is the current layout. Other site layouts are included which contain outdated building, driveway, and site layouts. These older plans are included to illustrate landscaping, open space, plaza, and site amenities, cycling and pedestrian circulation, and site constraints. All these plans are required to be updated with the current site layout prior to Planning Commission approval of the development plan.*

The proposed development plan consists of ten buildings on 21.56 acres. The applicant is proposing to construct the following:

Building	Units / Square Feet	Height	Parking
Apartments	284 units (1 and 2-bed units)	78 ft - Five stories over two parking levels.	486 – 1.7 per unit
Condominium	99 units	128 ft - 10 stories over two parking levels.	133 – 1.34 per unit
Affordable Units	35 units*	1 story over 1 parking level	47 – 1.34 per unit
Retail – Pad A	4,200 sq. ft.	15 ft	298 shared
Retail – Pad B	4,200 sq. ft.	15 ft	
Mixed-Use Pad C	9,400 sq. ft. per floor	45 ft	
Mixed-Use Pad D	9,400 sq. ft. per floor	45 ft	
Retail Pad E	6,140 sq. ft. per floor	15 ft	
Retail Pad F	6,140 sq. ft. per floor	15 ft	
Hotel	140 rooms.	65 ft	

Table 1 – Development Plan Summary. *Based on the number of proposed market rate apartment and condominium units, at least 42 affordable housing units are required.

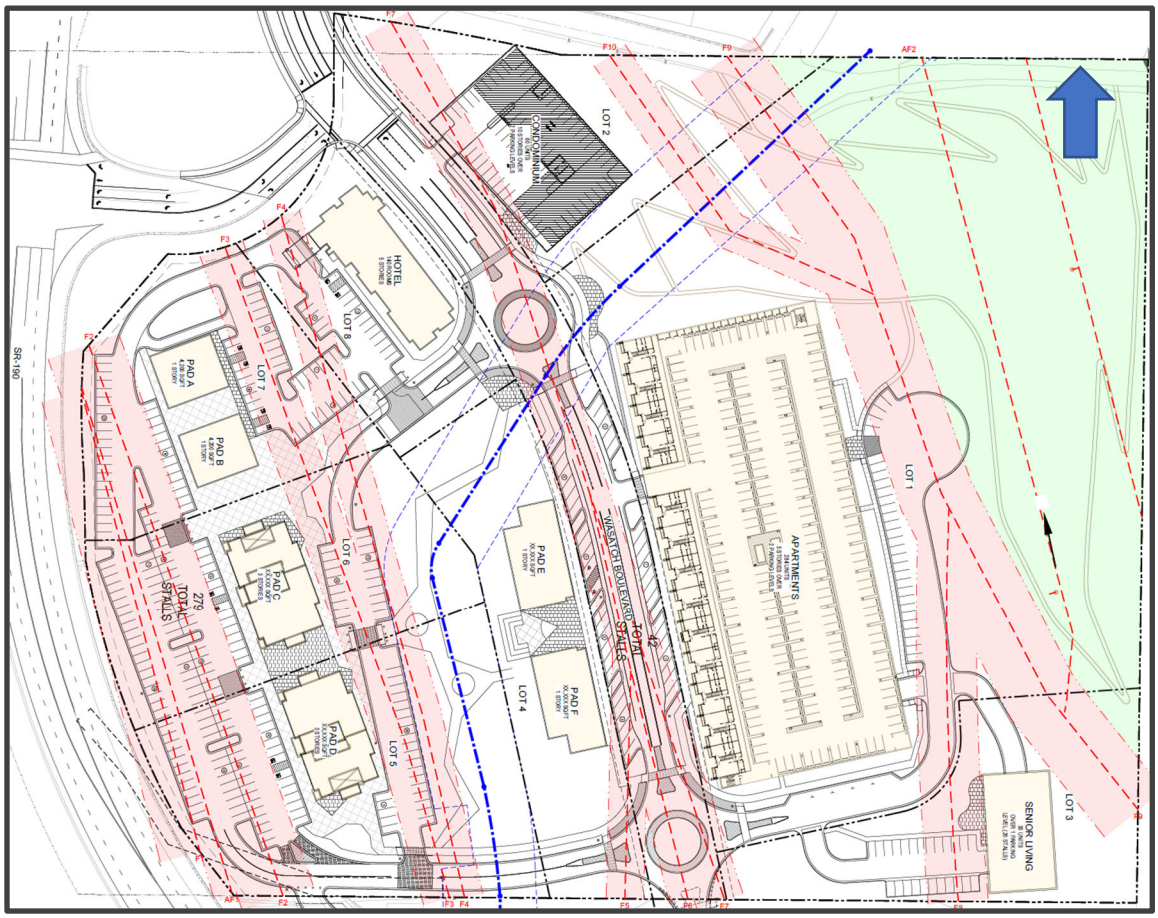


Figure 2- Current Proposed Site Layout – See Attachment X For High-Resolution

Height

The Tier 1 PDD area allows heights much greater that what the development plan proposes (outlined in Table 1). However, when the ordinance is adopted, the heights presented in the development plan will be the maximum building height that is required for each phase of the development.

Setback from Wasatch Blvd.	Tier 1 Allowance	Proposed
0’ to 20’	No Building	No Building
20’ to 50’	60’ Height	No Building
50’ to 100’	100’ Height	45’
100’ to 250’	120’ Height	65’
250’ to 500’	150’ Height	130’
500’ and greater	300’ Height	130’

TABLE 2 – TIER 1 BUILDING HEIGHT ALLOWANCE / DEVELOPMENT PLAN COMPARISON

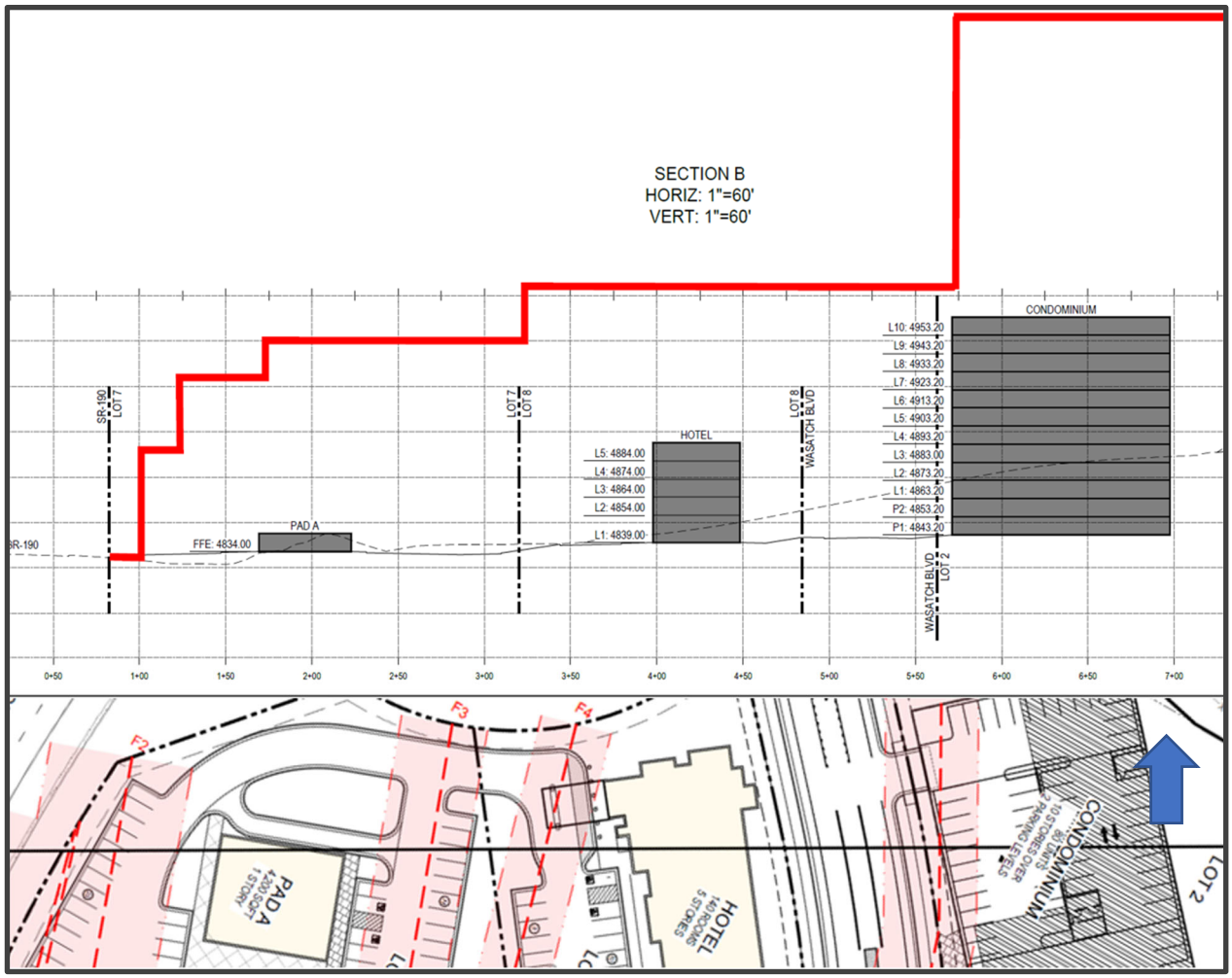


FIGURE 3 - NORTH BUILDINGS - HEIGHT CROSS SECTION (RED MAXIMUM HEIGHT PERMITTED)

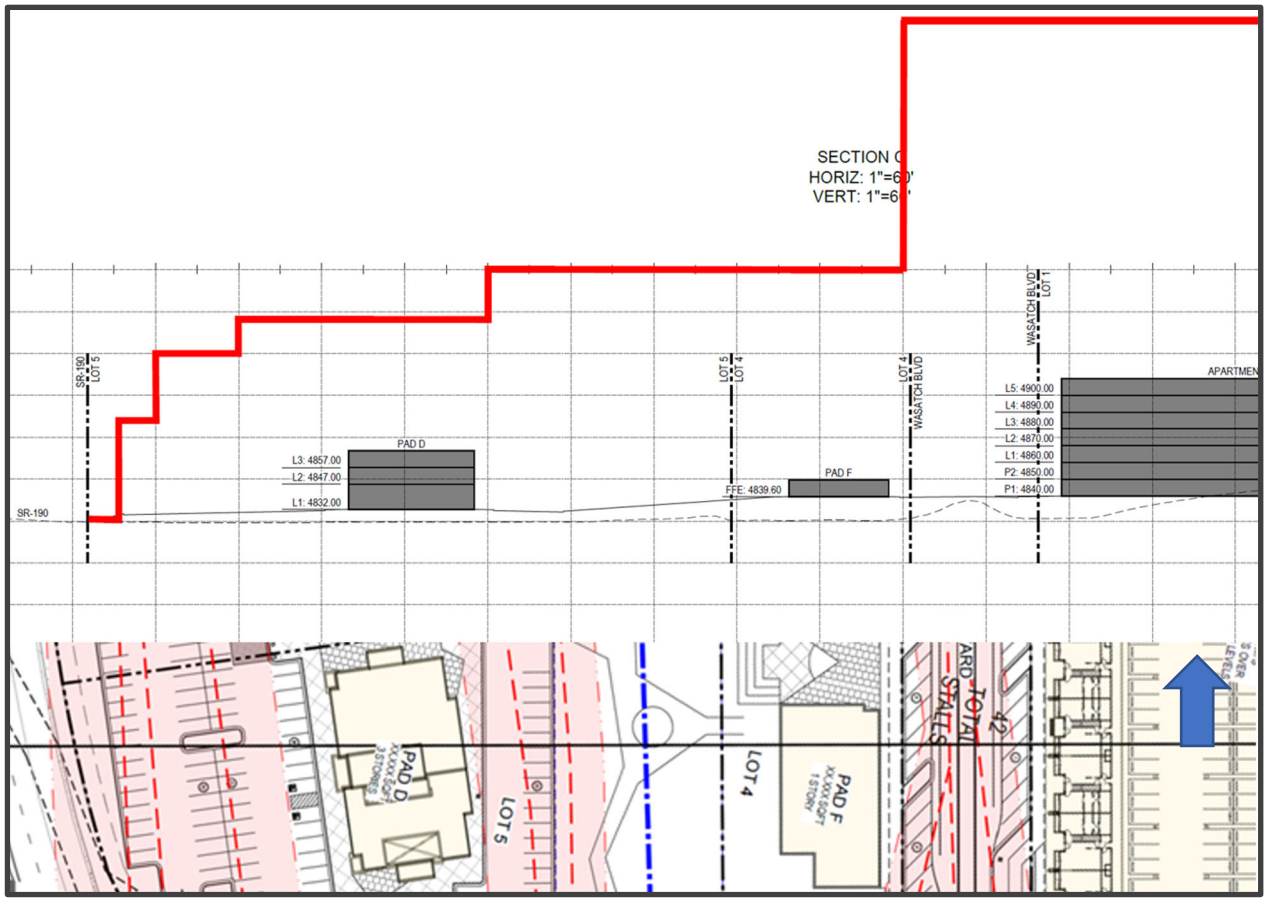


FIGURE 4 - SOUTH BUILDINGS - HEIGHT CROSS SECTION (RED MAXIMUM HEIGHT PERMITTED)

Parking

Typically, city ordinances establish parking minimums established by ITE Parking Generation. The applicant has proposed the minimum parking for each property and use is as its identified in the development plan. To determine if this proposal is acceptable, staff conducted a parking analysis of each use against ITE Parking Generation averages (see Attachment 14).

Residential Parking

Residential parking overall is provided at a higher rate than that required by similar zoning elsewhere in the city. The condominium building as a stand-alone use has a 10-stall (7%) deficiency in stalls from typical standards, but more parking than what is required is provided at the adjacent apartment and senior housing developments.

Commercial Shared Parking

The applicant is proposing that parking is shared between businesses that have alternating peak parking demand times. A prime example of shared parking peak demand opposites would be hotel and office use. Estimating that peak demand for mixed-uses will occur during a winter weekday at noon. At this time, there will be parking demand for office, retail, restaurant, and hotel guests. Staff is currently refining the shared parking analysis and will share findings at the Planning Commission hearing.

Preliminary Architecture and Supplemental Design Guidelines

Attachment 3 contains preliminary architecture and supplemental design guidelines that are recommended by the Architectural Review Commission to be adopted as part of the proposed ordinance. These guidelines will supplement the City's existing design guidelines and will be used by the ARC to review each phase of the development to ensure a design consistency throughout the project as it develops.

Landscaping and Open Space

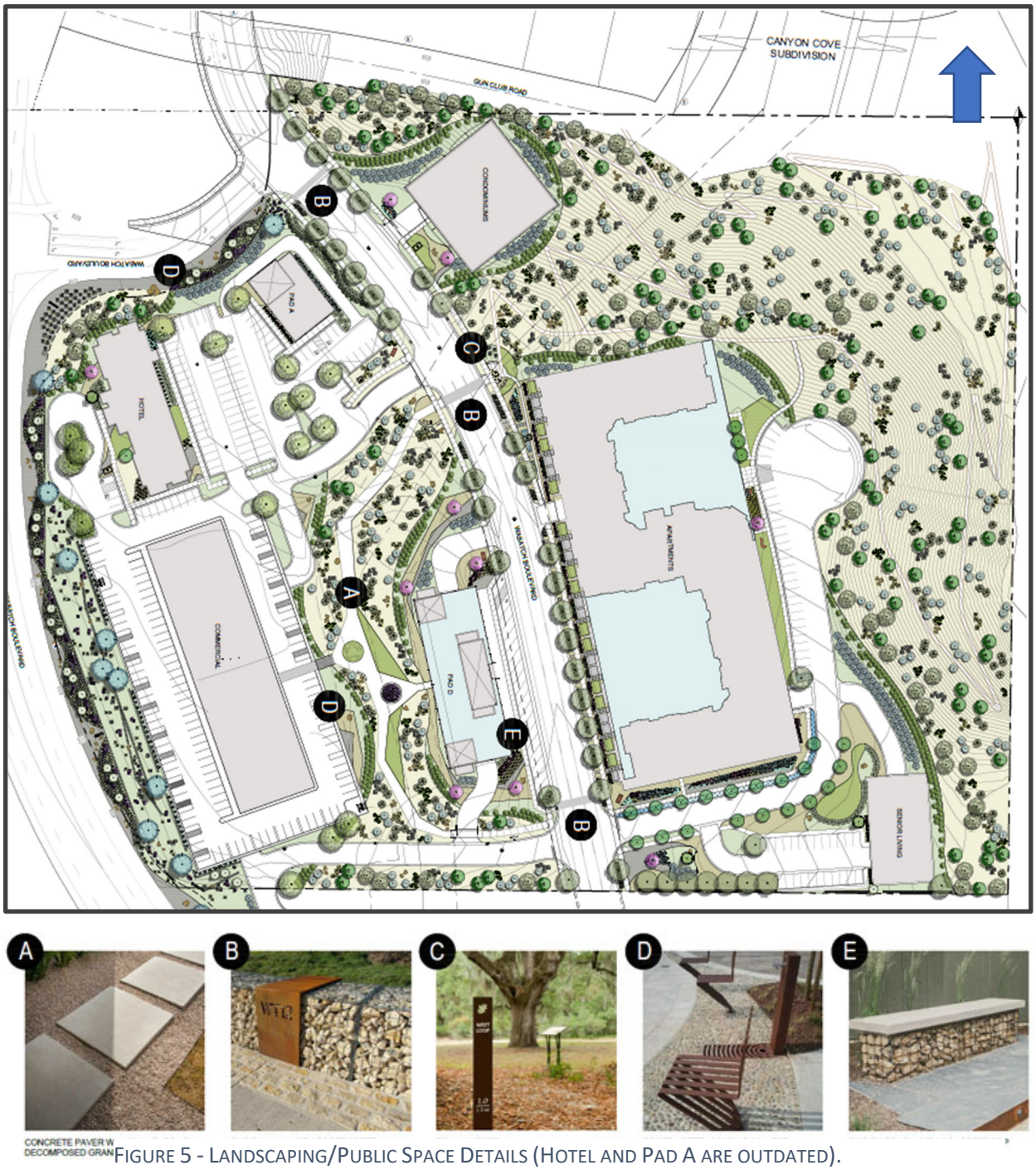
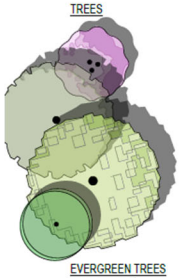
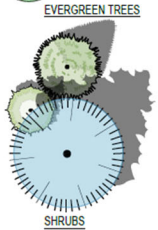


FIGURE 5 - LANDSCAPING/PUBLIC SPACE DETAILS (HOTEL AND PAD A ARE OUTDATED).

PLANT SCHEDULE: MANICURED



TREES	COMMON NAME	BOTANICAL NAME
	ACE OF HEARTS REDBUD	CERCIS CANADENSIS 'ACE OF HEARTS'
	ALLEE LACEBARK ELM	ULMUS PARVIFOLIA 'ALLEE'
	GREEN VASE SAWLEAF ZELKOVA	ZELKOVA SERRATA 'GREEN VASE'
	MUSHASHINO COLUMNAR ZELKOVA	ZELKOVA SERRATA 'MUSASHINO'



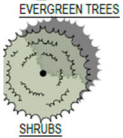
EVERGREEN TREES	COMMON NAME	BOTANICAL NAME
	WEEPING BLUE ATLAS CEDAR	CEDRUS ATLANTICA 'GLAUCA PENDULA'
	KASHMIR DEODAR CEDAR	CEDRUS DEODARA 'KASHMIR'
	COLORADO BLUE SPRUCE	PICEA PUNGENS 'GLAUCA'

SHRUBS	COMMON NAME	BOTANICAL NAME
	PURPLE STEMMED DOGWOOD	CORNUS ALBA 'KESSELRINGII'
	GREENSPIRE UPRIGHT EUONYMUS	EUONYMUS JAPONICUS 'GREENSPIRE'
	WILTONII BLUE RUG JUNIPER	JUNIPERUS HORIZONTALIS 'WILTONII'
	DWARF JAPANESE GARDEN JUNIPER	JUNIPERUS PROCUMBENS 'NANA'
	HIDCOTE BLUE LAVENDER	LAVANDULA ANGUSTIFOLIA 'HIDCOTE BLUE'
	GRO-LOW SUMAC	RHUS AROMATICA 'GRO-LOW'
	LAVENDER COTTON	SANTOLINA CHAMAECYPARISSUS
	LITTLE GIANT DWARF ARBORVITAE	THUJA OCCIDENTALIS 'LITTLE GIANT'
	MORGAN'S CHINESE ARBORVITAE	THUJA OCCIDENTALIS 'MORGAN'

ORNAMENTAL GRASSES	COMMON NAME	BOTANICAL NAME
	BLONDE AMBITION BLUE GRAMA	BOUTELOUA GRACILIS 'BLONDE AMBITION'
	EVERLITE VARIEGATED SEDGE	CAREX OSHIMENSIS 'EVERLITE'
	ELIJAH BLUE FESCUE	FESTUCA GLAUCA 'ELIJAH BLUE'
	PINK MUHLY	MUHLENBERGIA CAPILLARIS
	HEAVY METAL SWITCH GRASS	PANICUM VIRGATUM 'HEAVY METAL'
	NORTHWIND SWITCH GRASS	PANICUM VIRGATUM 'NORTH WIND'
	BLUE HEAVEN LITTLE BLUESTEM	SCHIZACHYRIUM SCOPARIUM 'MINNBLUE A'

PLANT SCHEDULE: NATIVE

TREES	COMMON NAME	BOTANICAL NAME
	BIGTOOTH MAPLE	ACER GRANDIDENTATUM



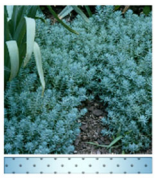
EVERGREEN TREES	COMMON NAME	BOTANICAL NAME
	PINYON PINE	PINUS EDULIS

SHRUBS	COMMON NAME	BOTANICAL NAME
	BIG SAGEBRUSH	ARTEMISIA TRIDENTATA
	CURL-LEAF MOUNTAIN MAHOGANY	CERCOCARPUS LEDIFOLIUS
	GREEN MORMON TEA	EPHEDRA VIRIDIS
	RUBBER RABBITBRUSH	ERICAMERIA NAUSEOSA
	ROCKY MOUNTAIN JUNIPER	JUNIPERUS SCOPULORUM

NON-IRRIGATED NATIVE SEED MIX

MOUNTAIN BROME	Bromus marginatus
SLENDER WHEATGRASS	Elymus trachycaulua ssp. trachycaulus
SANDBERG BLUEGRASS	Poa secunda ssp. sandbergii
BIG BLUEGRASS	Poa secunda ssp. ampla
SHEEP FESCUE	Festuca ovina
WESTERN WHEATGRASS	Pascopyrum smithii
BLUEBUNCH WHEATGRASS	Pseudoroegneria spicata ssp. spicata
BASIN BIG SAGEBRUSH	Artemesia tridentata ssp. tridentata
RUBBER RABBITBRUSH	Ericameria nauseosa
GREEN MORMON TEA	Ephedra viridis
BLUE GRAMA GRASS	Bouteloua gracilis

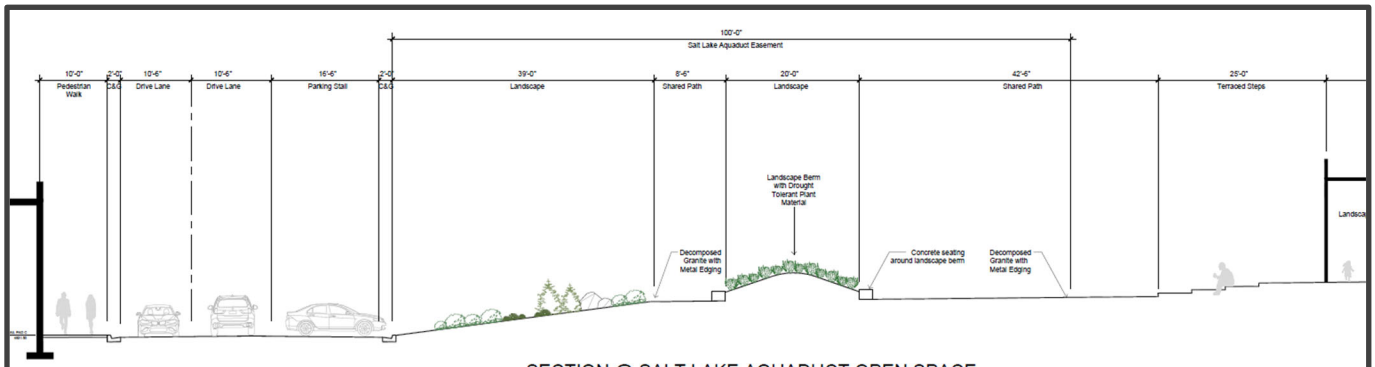
NATIVE LANDSCAPE



BLUE SPRUCE SEDUM

DECOMPOSED GRANITE

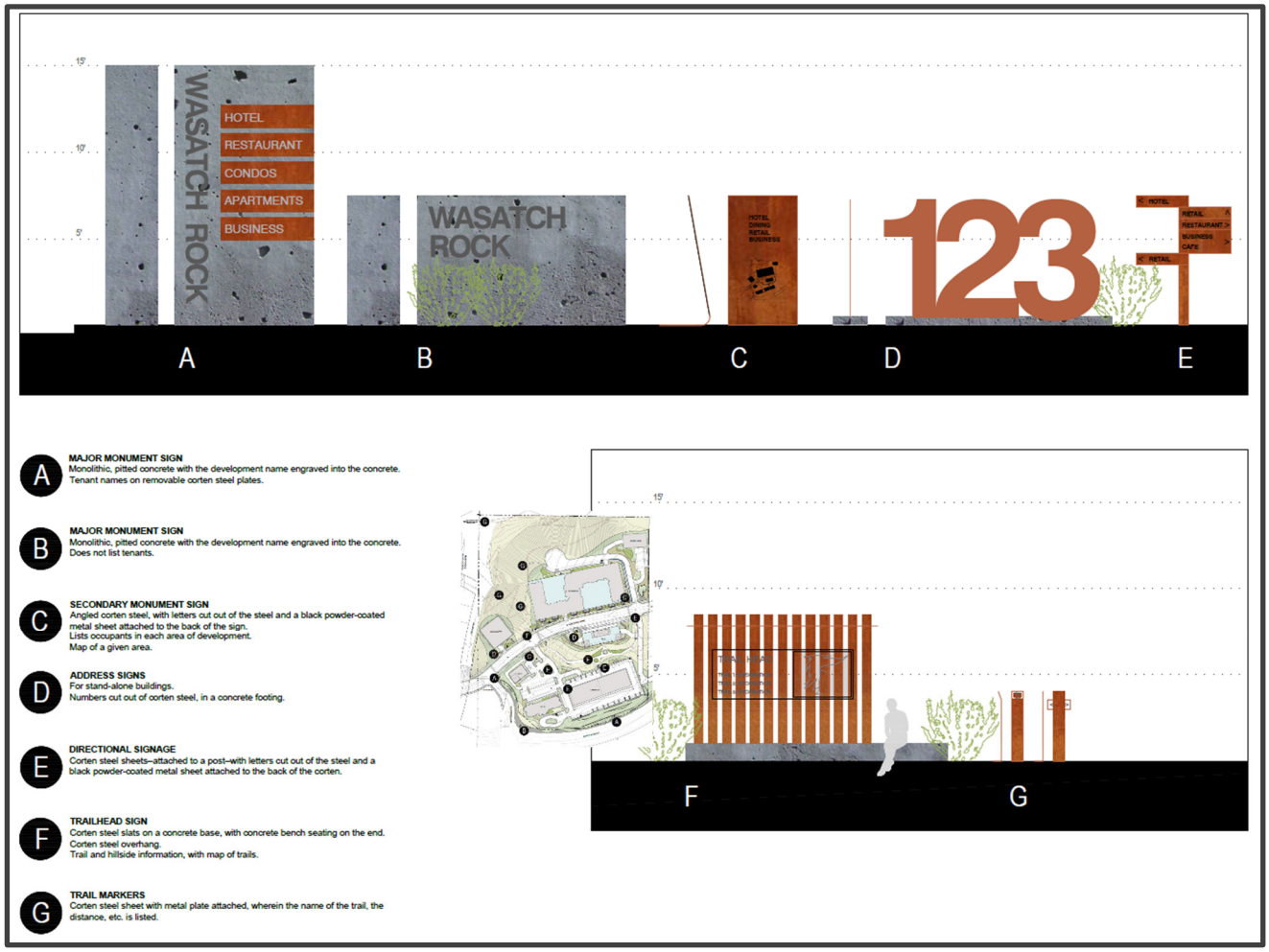
'WASATCH GREY' CRUSHED ROCK



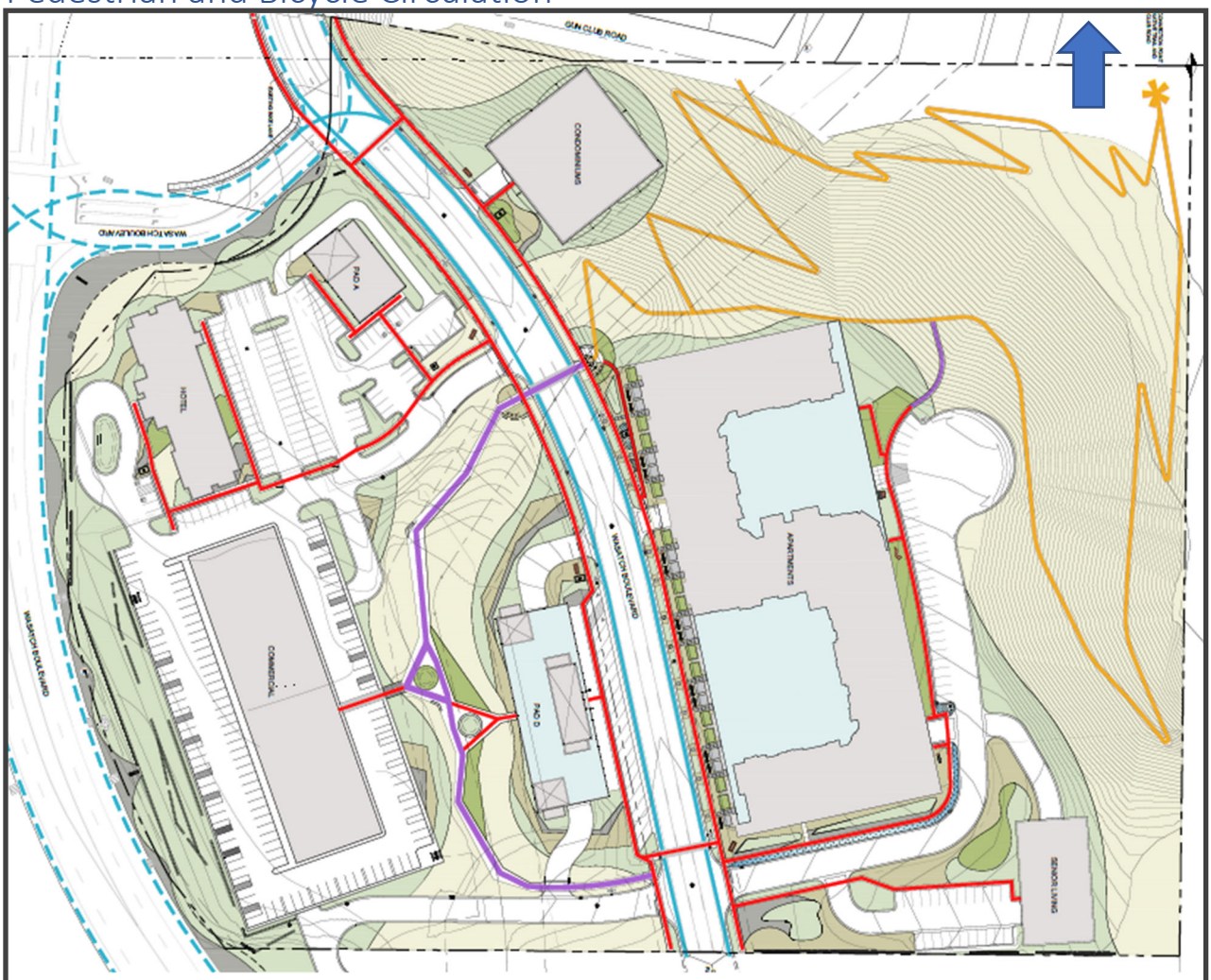
A SECTION @ SALT LAKE AQUADUCT OPEN SPACE
SCALE: 1/8" = 1'-0"

FIGURE 6 LANDSCAPING DETAIL - BUILDING SITE PLAN OUTDATED.

Signage


15'
10'
5'
WASATCH ROCK
HOTEL
RESTAURANT
CONDOS
APARTMENTS
BUSINESS
WASATCH ROCK
HOTEL
DINING
RETAIL
BUSINESS
123
HOTEL
RETAIL
RESTAURANT
BUSINESS
CAFE
RETAIL
A
B
C
D
E
A MAJOR MONUMENT SIGN
Monolithic, pitted concrete with the development name engraved into the concrete.
Tenant names on removable corten steel plates.
B MAJOR MONUMENT SIGN
Monolithic, pitted concrete with the development name engraved into the concrete.
Does not list tenants.
C SECONDARY MONUMENT SIGN
Angled corten steel, with letters cut out of the steel and a black powder-coated metal sheet attached to the back of the sign.
Lists occupants in each area of development.
Map of a given area.
D ADDRESS SIGNS
For stand-alone buildings.
Numbers cut out of corten steel, in a concrete footing.
E DIRECTIONAL SIGNAGE
Corten steel sheets--attached to a post--with letters cut out of the steel and a black powder-coated metal sheet attached to the back of the corten.
F TRAILHEAD SIGN
Corten steel slats on a concrete base, with concrete bench seating on the end.
Corten steel overhang.
Trail and hillside information, with map of trails.
G TRAIL MARKERS
Corten steel sheet with metal plate attached, wherein the name of the trail, the distance, etc. is listed.
F
G

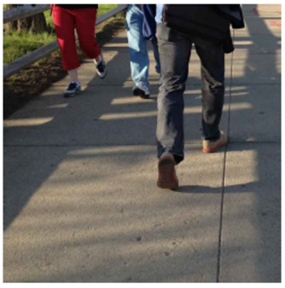
Pedestrian and Bicycle Circulation



CONNECTIVITY

The circulation of bicycle and pedestrian traffic through the site is a defining feature of Wasatch Rock Redevelopment. In addition to the shared biking and walking trails through the retail area, a new on-site trail head will connect the Bonneville Shoreline Trail with the site via a multipurpose trail along Gun Club Road.

The existing bicycle path along Wasatch Boulevard will be rerouted through the Wasatch Rock site, further encouraging passers-by to utilize this unique mixed-use development and increasing access to the multipurpose trails throughout the adjacent hillside.



PEDESTRIAN PATH

BICYCLE PATH

SHARED PEDESTRIAN AND BIKE PATH

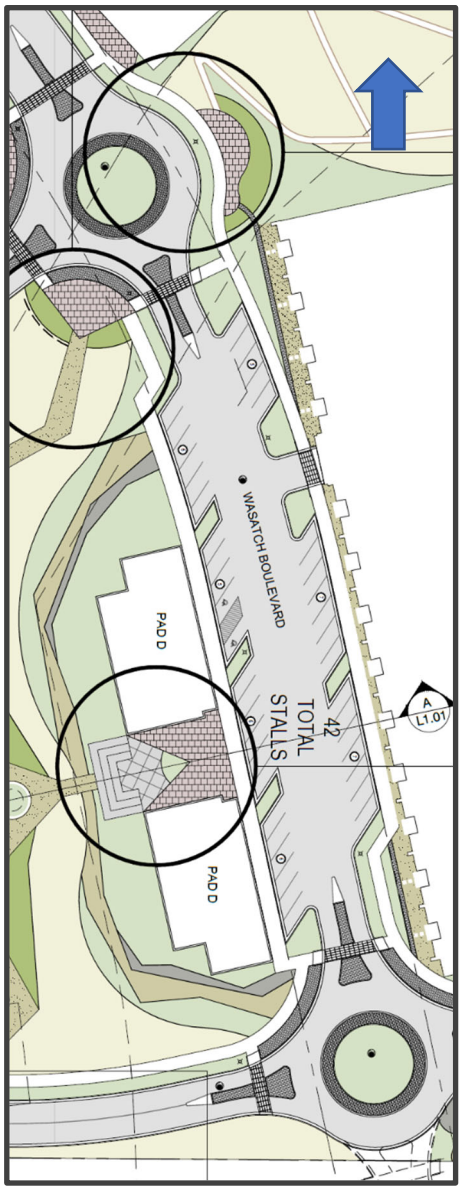
NATIVE TRAIL

Street Design

The project calls for a new main collector road to bisect the site and stub into the property southward. Based upon Architectural Review Commission feedback, the street was redesigned with a slower design speed to encourage walking and increasing bicycling. The latest iteration includes the following traffic calming measures:

Round abouts slow down traffic and create safer pedestrian crossings at intersections.

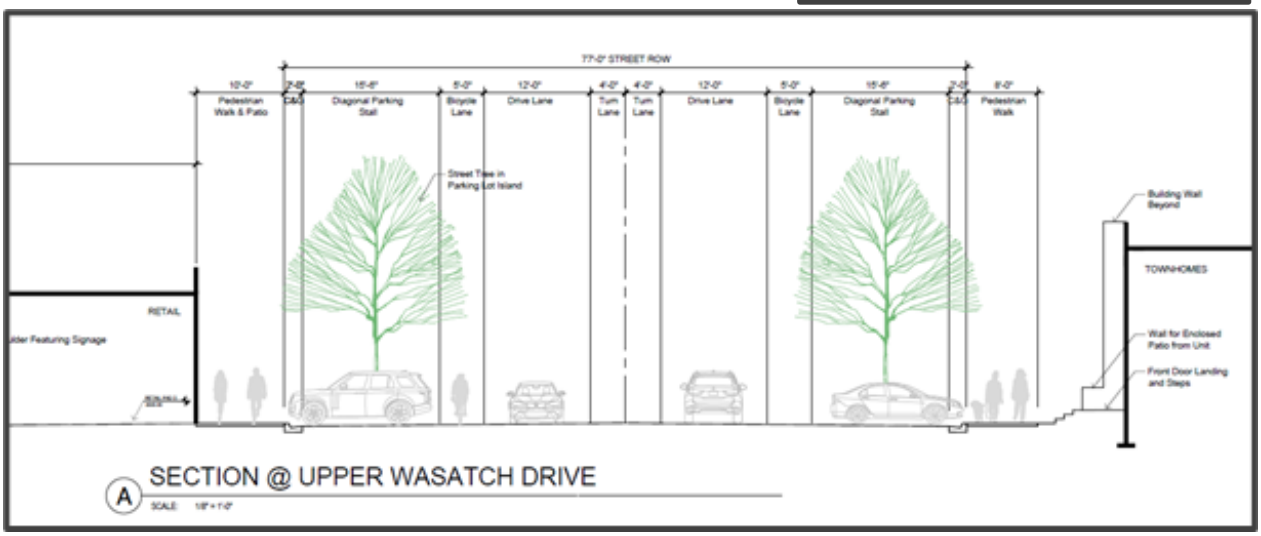
Angled parking on the sides of the street



Transit

Previous presentations to the Planning Commission on this development included a discussion reporting on the applicant's efforts to consider designing a Cottonwood Canyons transit hub in partnership with UDOT. UDOT has selected a preferred site centrally located at the gravel pit south of this site for the future transit hub. A primary consideration for the preferred site is a future centrally located intersection that will allow for efficient ingress/egress onto SR-190 and fewer site constraints allowing for a larger hub facility.

Although the hub is not planned to be at this development site, the site remains in an ideal location for current and future transit service. In addition to being near a planned future mass-transit hub, the site is within just a very short walk to an existing Salt Lake City commuter/Canyon Ski Bus park-and-ride facility to the north.



Vehicular Site Access

The site is primarily accessed via Wasatch Blvd approximately 200 feet from the SR-190 / Millrock Dr / and Wasatch Blvd Intersection. A secondary emergency access is provided for at the Southeast of the site. The property owner has a right of access over the property to the south for this purpose.

Access Onto SR-190

SR-190 is a Utah Department of Transportation (UDOT) highway. The City does not control the ability to add signals or street access onto this route. Staff understanding, based on UDOT State Administrative Rule 930-6-7, that access from this site onto SR-190 would not be permitted, primarily for three reasons:

1. Exceptions for access are not granted when there is a reasonable alternate access. Access onto Wasatch Blvd is a reasonable alternative to SR-190 in this situation.
2. Minimum street spacing from an intersection is 1000 feet and the spacing from Wasatch Blvd centerline to the edge of the property is approximately 800 feet. Signalized intersections require ½ mile of spacing.[1]
3. The property south of this site has three streets (one signalized) planned. When developed, the street labeled as "Upper Wasatch" on the development plan will have access to exit the site through these egress points.

Future access to all gravel pit redevelopment sites is likely to occur as shown on Figure 7.

[1] UDOT (2013). R930-6. Access Management. Table – 1. Online: https://www.udot.utah.gov/main_old/uconowner.gf?n=11066229893635233

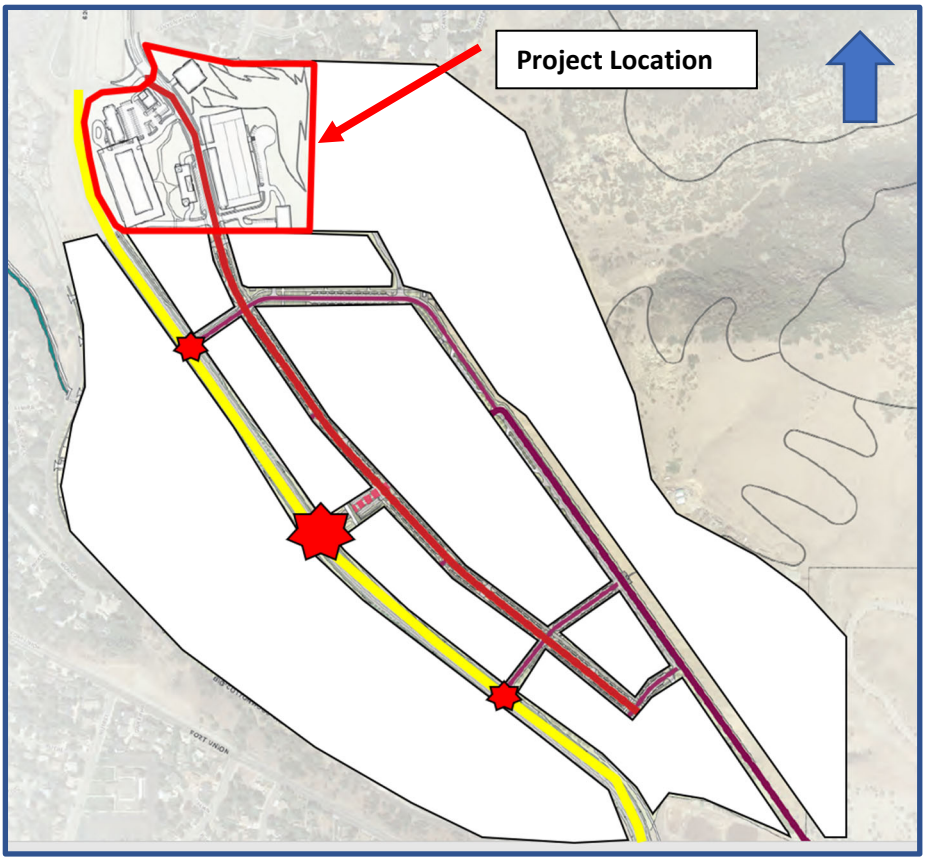


FIGURE 7 - FUTURE ACCESS POINTS FOR GRAVEL PIT REDEVELOPMENT AREAS

Documentation from UDOT confirming the application of this rule and any prohibition on street access onto SR-190 for this site will be requested of the applicant to obtain.

Public Works/Engineering Site Plan Topics

The Cottonwood Heights Public Works Department reviews plans for engineering compliance. Because of the nature of the site as a reclamation area, and the size of the development, it is important to confirm that the development plan will work at a high-level design view. Of importance to the city is preliminary grading, geologic, and storm drainage studies. If any of these development aspects end up adjusting overall site layout, densities, and building heights, that must be determined now before the development plan becomes a part of the regulating ordinance. This is to the applicant's benefit to avoid amended site plans that conflict with the adopted ordinance. Further, as the entitlement of this site resides within the zoning parameters that are approved, it is important for the city to not entitle a site development plan by ordinance that would violate other city standards. Attachment 4 is a list of outstanding items that need addressing prior to any final recommendation from the Public Works department.

Site Reclamation

Site reclamation refers to restoring or stabilizing previous gravel pit operations to safe and attractive conditions. The applicant has proposed the following general reclamation strategy for the former gravel pit. The development plan states:

> *"that the hillside on which the site sits will be re-graded to restore the natural slope…. – smoothing out the hillside -- and then be re-seeded with a native seed mix…. Throughout the site, we will incorporate the native seed mix and other native landscape corridor through the entire site."*

The applicant has provided additional details on the initial preliminary grading plan on the strategy to reclaim the slope as shown in Figure 9.

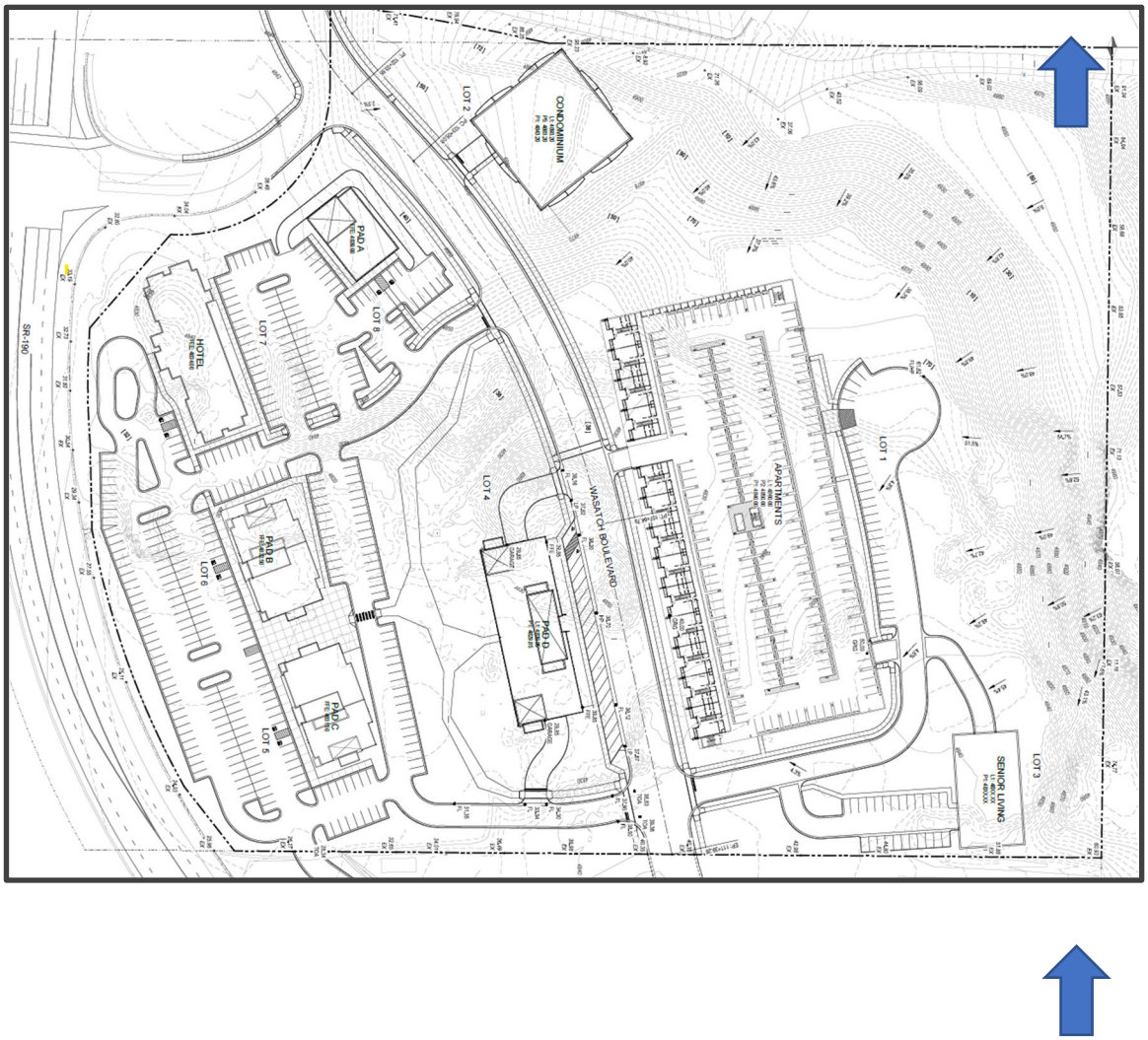
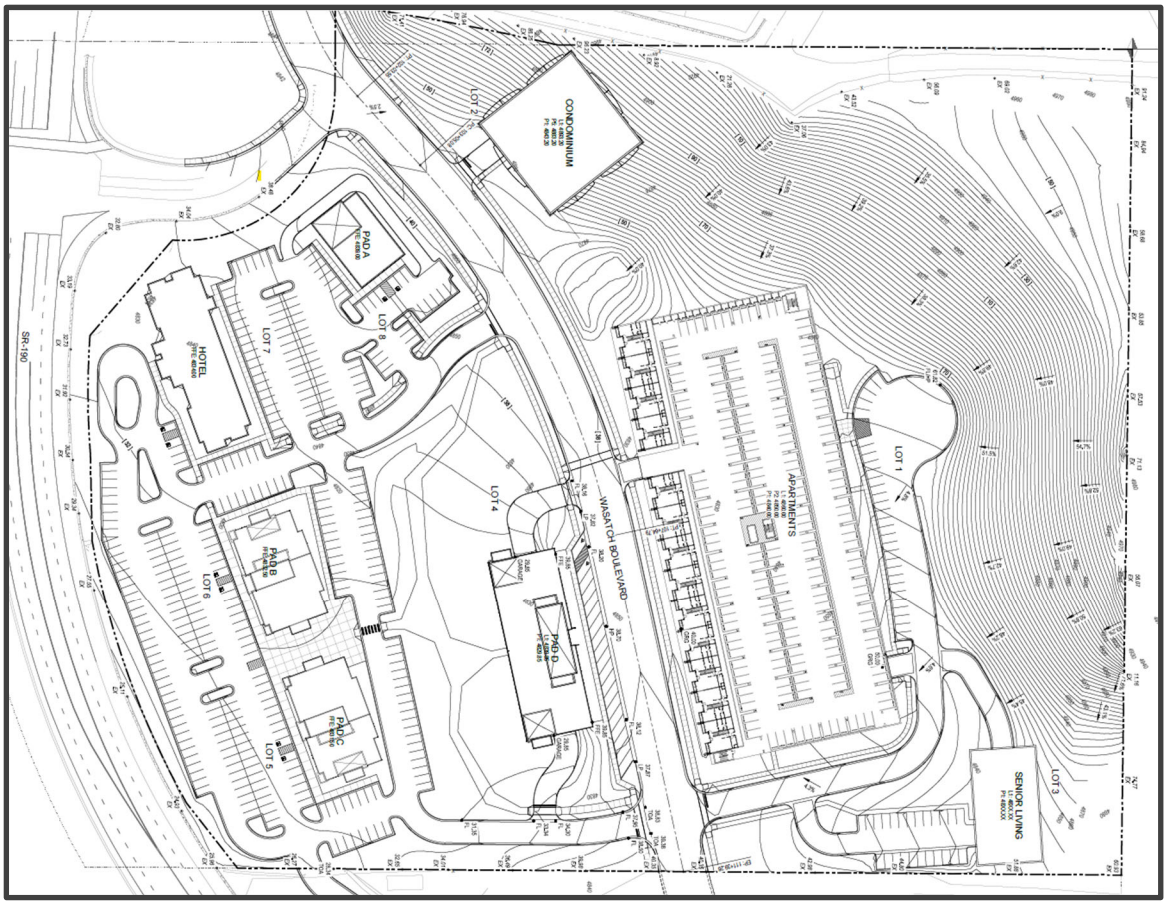


FIGURE 8 – EXISTING AND PROPOSED SITE GRADING BASED ON OLD SITE PLAN LAYOUT.



Reclamation Vegetation

See Figure 5 for details on the vegetation proposed for the hillside. Mature vegetation assist hillside stability, although establishment must be carefully done as to water avoid run-off and soil oversaturation.

Additional Reclamation Information Needed

Public works is requesting additional planning on the reclamation prior to providing a recommendation on the development plan. The reclamation plan shall include at a minimum:

- Scope of the disturbed areas
- Drainage impact to native vegetation
- Slope stabilization methods and compaction requirements
- Erosion control methods and Revegetation Plan

Recommended Reclamation Ordinance Details

Planning staff proposes that specific reclamation standards are incorporated into the PDD ordinance. These will be developed when more details are received.

Geologic Site Constraints

Due to two factors, the site's building area is highly constrained as illustrated below:

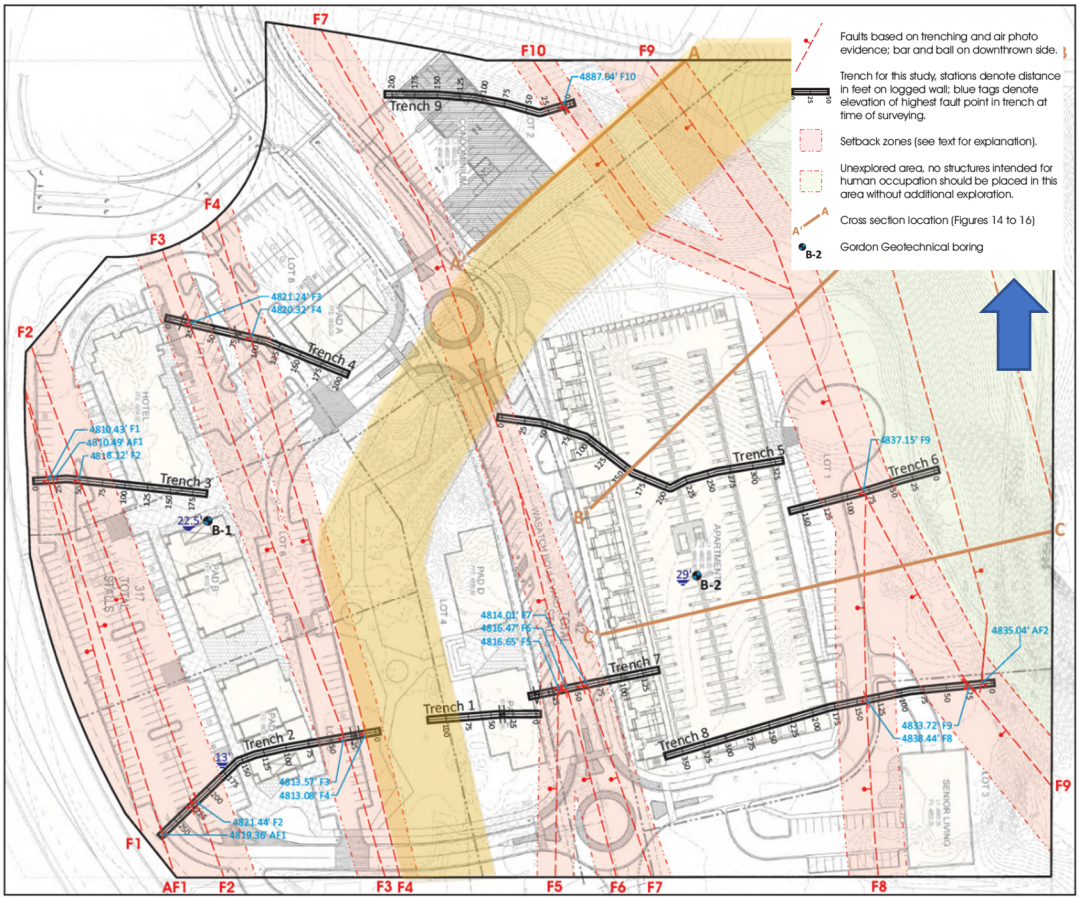


Figure 9- Major Site Constraints – Red: Fault Setback Area. Orange: MDWSS Salt Lake Aqueduc

Red areas on the above diagram indicate fault lines and their required setbacks. Per the Surface Fault Rupture Study, no structures intended for human occupancy should be located in these areas. Streets, driveways, yards, parking, and other non-occupied non-attached structures may be constructed in these areas.

The **orange** area is an easement for the Metropolitan Water District of Salt Lake and Sandy (MWDSS) and created to house Salt Lake Aqueduct. No building and only limited surface development, as approved by MWDSS.

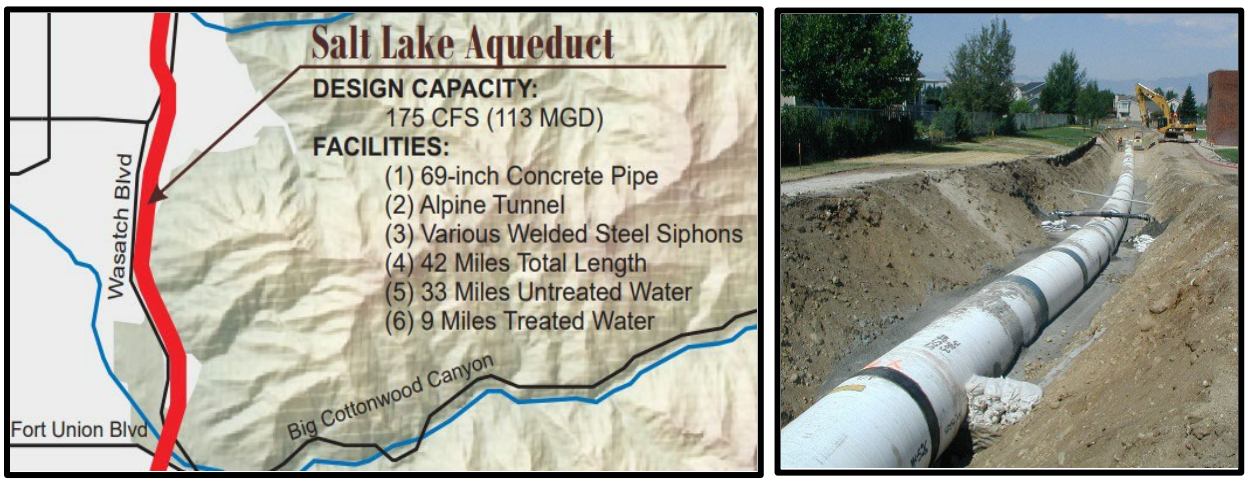


FIGURE 10 - THE SALT LAKE AQUEDUCT

Site Geologic Considerations

The applicant has submitted the following:

Geotechnical Study and Slope Stability Analysis

A summary of findings from the investigation are detailed on p. 13-15 on Attachment 5.

Surface Fault Rupture Hazard Evaluation

Conclusions and recommendations are found on p. 19 of the report (Attachment 6 - p. 78). The City Geologist has provided a review and recommendations after an evaluation of the Surface Fault Rupture Hazard Evaluation (see Attachment 7)

Staff Recommendation

As final plan design-level geotechnical engineering studies required for each final phase may present, and as Significant cuts could change fault locations and setback zone calculations, staff recommends the inclusion of ordinance language that indicates that additionally recommendations from qualified geologic engineers and accepted by the Public Works department may negate approved locations on the Development Plan.

Traffic Impact Study

A traffic impact study was completed by Hales Engineering to analyze the impact of the proposed development on existing traffic conditions (see Attachment 8).

Key points from the study are:

- Existing traffic volumes were studied in December 2017 at:
    - 6200 S / Wasatch Blvd/Millrock Dr.
    - Gun Club Road / Wasatch Blvd.
- Peak traffic hour was determined to be between 5 pm and 6 pm (35% higher than morning peak).
- Mixed-use methodologies reduce estimated trip generation by 5% in morning peak hour and 18% in evening peak hour.
- The project estimates 4,342 vehicle trips per day at total buildout (26% less than the applicant's previous proposals with more office space). Trip generation at peak times is as follows:
- Morning peak hour trips: 273
- Evening peak hour trips: 347
- All study intersections are anticipated to continue to operate at an acceptable level of service during the evening peak hour in future (2040) traffic plus project.
- The intersection into the adjacent residential are currently and project to be at an "A" service level.
- Level "D" is considered acceptable by UDOT standards[2] (see figure 10).

FIGURE 11 - TRAFFIC CLASSIFICATION LEVEL OF SERVICE

[2] UDOT (2017). Signalized Intersection Design Guidelines, p. 3. Online: https://www.udot.utah.gov/main_old/uconowner.gf?n=13679121470326565

Traffic Study Addendum

An addendum was submitted to the city addressing:

- the internal redesign of the street to a lower-design speed,
- the inclusion of roundabouts,
- and questions on traffic impacts through the development plan when property to the south develops.

The analysis concluded:

> *"It is determined that the new configuration is not likely to create any additional impact beyond what was estimated in the prior study on the existing intersections in the study area. Based on the projected ADT, it is likely that there will be some reserve capacity for the future development to the south. Should the south roundabout connect to the neighboring project to the south, it is likely that with their (southern project) accesses to SR-190, the roadway for this project would receive very little traffic flow; however, this road has enough reserve capacity to accommodate some additional vehicles."* (see Attachment 9 for the addendum).

Google Maps Traffic Data – 5:30 PM Peak Traffic

The Google Maps app for mobile devices collects user data, and other data sources to create real-time traffic condition maps. They also permit users to see typical traffic conditions. Although this resource does not provide specific numbers, they can help confirm peak-hour traffic conditions. Traffic on weekdays at 5:30 pm show minor slowing (orange), but never show slow or gridlock traffic on average.

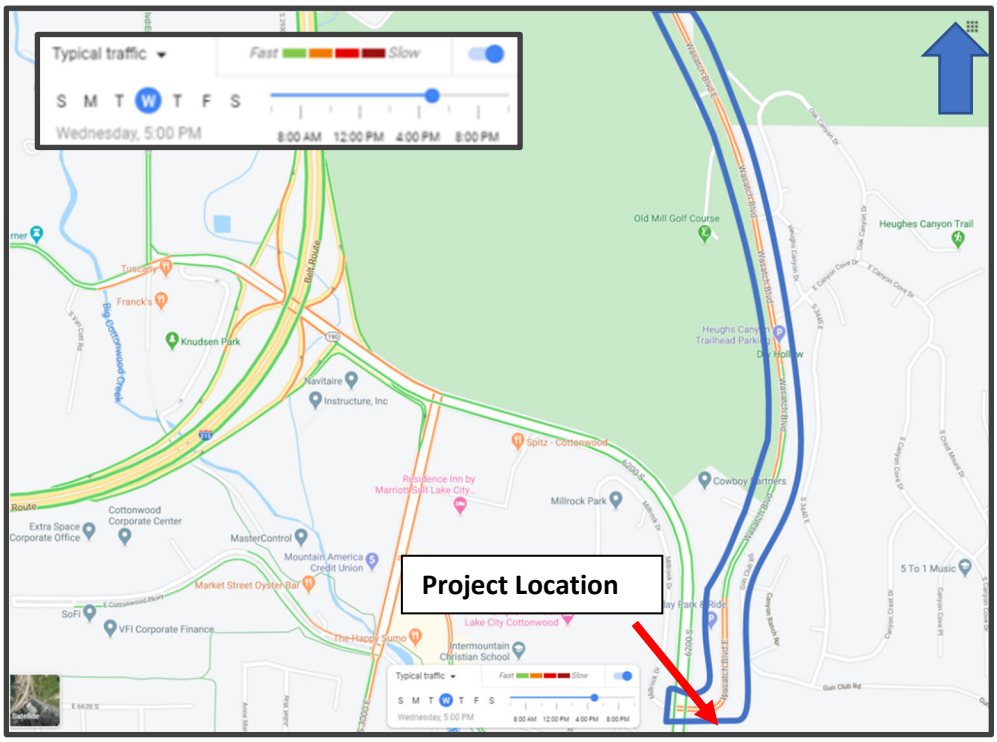


FIGURE 12 - GOOGLE MAPS APP - TRAFFIC CONGESTION AVERAGES - PEAK TRAFFIC

Fire Department Review

Unified Fire has reviewed the plan and has found access to each building site acceptable. Proposed roundabouts will need to be designed with an appropriate radius to allow for sufficient fire apparatus turning.

ANALYSIS OF PROPOSAL – KEY ISSUES

In addition to outstanding items needing resolution as outlined in the beginning of this report, the following sections will analyze:

- Evaluation of the proposal against adopted plans and policies.
- Evaluation of the proposal against PDD goals and objectives.
- Evaluation of the proposal against specific/global PDD requirements for use of a PDD zone.
- Evaluation of the proposed PDD-2 ordinance that will regulate the specifics of this site.

Evaluation of the Proposal Against Adopted Plans

The PDD ordinance was created as a tool to better implement certain aspects of the city's General Plan. Many components of the General Plan support the Planned Development District application process. As a legislative process, the PDD gives city leadership greater input in the development process than traditional development applications. Whereas most land use and zoning changes are considered without any specific development plans, the PDD is a type of zone change application that requires applicants to include a development plan as part of the proposed zone. In exchange for this level of required detail, an applicant can create zoning standards that are custom-tailored to a specific property.

Staff has evaluated policies within the City General Plan and the Wasatch Blvd. Master Plan. The full evaluation may be found in Attachment 10.

Evaluation of the Proposal Against PDD Goals and Objectives

The PDD zone establishes goal and objectives for its use as a regulatory/development tool. Attachment 11 contains staff complete analysis.

Evaluation of Proposal Against PDD Global Regulations

A point-by-point analysis of the PDD global regulations and the applicant's submittal is provided. Further detail is provided in the applicant's narrative attached to this staff report. See attachment 12.

Evaluation of Proposed PDD-2 Ordinance

The applicant has submitted a proposed zoning ordinance to regulate the specifics of the PDD-2 zone. See attachment 13.

PUBLIC NOTICE

Public notice for the Planning Commission public hearing was distributed as required by State law. A 10-day notice was provided:

- Newspaper

- State public notice website
- City bulletin board
- Affected entities and adjacent municipalities.

Additional 10-day public notice was placed in the following ways:

- On-site sign.
- Mailed notice to property owners within 1,000 feet of the project boundary.
- City public notice website.
- City email distribution system.

Public Comments

All written public comments received prior to 5:00 pm, July 1, will be distributed to the Planning Commission for their consideration.

STAFF RECOMMENDATION

Staff's review of the application is based on whether the proposal complies with the baseline standards of relevant city plans, codes, ordinances, and development standards. There are outstanding issues that remain to be addressed. Staff recommends that the public hearing is continued to the July 15, 2020 Planning Commission meeting to allow the applicant to resolve outstanding issues and for staff to review their response to them.

Model Motions

Continue

I move that we project #PDD-19-001 to the July 15, 2020 Planning Commission meeting.

Attachments

There are many very large files associated with this proposal. They files are available for download via this link:

https://drive.google.com/drive/folders/1vJ-qiw2Ip8XIrGZravU20A_-IXGioRlc

Attachments 10-15 are pending and will be uploaded as soon as they are prepared.

1. Proposed Development Plan
2. Proposed PPD-2 Ordinance
3. Supplemental Design Guidelines
4. Outstanding Issues Requiring Resolution – Cottonwood Heights Public Works
5. Geotechnical Study and Slope Stability Analysis
6. Surface Fault Rupture Hazard Evaluation
7. City Geologist Review of Geotech and Surface Fault Rupture Hazard Evaluation
8. Traffic Impact Study
9. Traffic Impact Study Addendum

10. Evaluation of the Proposal Against Adopted Plans
11. Evaluation of the Proposal Against PDD Goals and Objectives
12. Evaluation of Proposal Against PDD Global Regulations
13. Evaluation of Proposed PDD-2 Ordinance
14. Shared Parking Analysis – Pending
15. Community Workshop Minutes