Attachment 11 – City PDD and Adopted Plan Review

Gravel Pit North PDD – City Policies and Statements Review

The Proposed Project Aligns with Statements or Policies – Staff Response/Analysis

Strongly Disagree	Disagree	More Information Requested	Neutral	Agree	Strongly Agree

PDD Goals and Objectives

19.51.020 Goals and objectives.

Policy	Staff Analysis
a. Promote employment and activity centers such as shopping, entertainment, cultural arts, recreational and community centers, health care facilities, and public transit; b. Provide for a range of employment uses at appropriate intensities and locations, support the integration of living and working uses, and support public transit services; c. Promoting more efficient use of land and public services, potentially allowing more concentrated projects in appropriate circumstances; d. Promote layout, design and construction of development that is sensitive to the natural land form and environmental conditions of the immediate and surrounding area and promote preservation of property with unique features, such as property having historical significance; e. Ensure the adequacy of public facilities to accommodate population growth; f. Encourage quality and variety in building and landscape design to create a vibrant pedestrian environment; g. Encourage the planned development of parcels sufficiently large to permit comprehensive site planning and building design by using master planning as a tool to achieve the goals of the general plan, project harmony, design consistency and the purposes of this chapter; h. Encourage opportunities for public transit services that promote multimodal connections at local and regional levels; i. Encourage a mixture of uses, including complementary high density multi-family residential and loft units, retail service, office, lodging, entertainment and cultural uses, and create a vibrant pedestrian/transit oriented environment to promote pedestrian activity; j. Ensure that provision is made for public and private open space; k. Encourage creative approaches to the use of land through variation in siting of buildings and the appropriate mixing of several land uses, activities and dwelling types, including a variety of housing types; l. Achieve economic development goals concentrated in specific areas of the city by allowing higher intensity and higher quality developments that warrant	Overall, this project seems to comply with the goals and objectives of the PDD zone. The proposal does not specifically contain cultural art elements or health care facilities, but the site is a very constrained 20 acres and it seems that the general goal is achieved. Additionally, the much larger gravel pit to the south will have ample opportunity to consider meeting all PDD activity goals. Staff needs additional information to evaluate topics identified in gold.

greater financial investments which, in turn, provide an enhanced economic base for the city; m. Preserve the health, safety and welfare of the public; and n. Implement the purposes and intent of this chapter, this title and the city's general plan, as determined by the city. 2. Such goals/purposes are to be ensured through the preparation and submission of comprehensive development plans showing innovative site layout, design character and integration with the surroundings of the proposed site. C. Rezoning of a specific site to an individually designed PD zone should more appropriately address the unique physical and locational attributes of the subject property. Uses and development standards shall be established by a unique PD zone ordinance (a "PDZ ordinance") adopted for a specific property by legislative action of the city council following planning commission recommendation. Each PDZ ordinance is to be designed according to a detailed plan submitted by the applicant and approved by the city council (following planning commission recommendation), whether with or without amendments or modifications, as part of the PDZ ordinance. D. Growth through use of PD zones generally should occur in a phased and organized manner to avoid costly, premature extension of basic infrastructure and to maintain the integrity of the current and projected general plan. Application for rezoning to a PD zone will be considered where the city concludes that a proposal meets the objectives and criteria set forth in this section, and where the merit of the mix of uses, architectural design, public amenities (serving both the project and city) and pedestrian-oriented spaces combine to meet the collective vision of the planning commission and city council, creating a clearly superior development project than would otherwise be possible through the strict application of zoning district regulations available outside this chapter. E. The city council may approve, as a legislative action following recommendation by the planning commission, a request to rezone a site in a PDD to a PD zone if the city determines that the development achieves the following objectives: 1. An integrated mixed-use development containing two or more uses that include a pedestrian orientation as defined in Section 19.51.060(D)(1) in its design and functionality; 2. Consistency with the city's general plan ensuring a compatible and functional relationship to the area and along the major corridors; 3. Site features, uses, public amenities and aesthetic characteristics that encourage public pedestrian activity, multi-modal transportation connection points, vitality, convenience and safety in and around the development; 4. The plan coherently provides both a physical and functional integration of the site components to each other, to other properties in the PDD and to the balance of the city, including design features that will assure an appropriate transition of uses, building heights, architectural massing and spatial relationships respecting nearby areas; and 5. The site is fully served by public streets, municipal services and public utilities of adequate capacity; provided, however, that where infrastructure capacity is judged by the city to be inadequate: (a) The city may accept the applicant's agreement in such form as the city may	

require under this code insuring that suitable improvements will be installed in a timely manner; and (b) No building permit shall be issued until the city's approval and acceptance of such an agreement.	

B.1. Development within the PDD should be designed to:

a. Promote employment and activity centers such as shopping, entertainment, cultural arts, recreational and community centers, health care facilities, and public transit;
b. Provide for a range of employment uses at appropriate intensities and locations, support the integration of living and working uses, and support public transit services;
c. Promoting more efficient use of land and public services, potentially allowing more concentrated projects in appropriate circumstances;
d. Promote layout, design and construction of development that is sensitive to the natural land form and environmental conditions of the immediate and surrounding area and promote preservation of property with unique features, such as property having historical significance;
e. Ensure the adequacy of public facilities to accommodate population growth;
f. Encourage quality and variety in building and landscape design to create a vibrant pedestrian environment;
g. Encourage the planned development of parcels sufficiently large to permit comprehensive site planning and building design by using master planning as a tool to achieve the goals of the general plan, project harmony, design consistency and the purposes of this chapter;
h. Encourage opportunities for public transit services that promote multimodal connections at local and regional levels;
i. Encourage a mixture of uses, including complementary high density multi-family residential and loft units, retail service, office, lodging, entertainment and cultural uses, and create a vibrant pedestrian/transit oriented environment to promote pedestrian activity;
j. Ensure that provision is made for public and private open space;
k. Encourage creative approaches to the use of land through variation in siting of buildings and the appropriate mixing of several land uses, activities and dwelling types, including a variety of housing types;
l. Achieve economic development goals concentrated in specific areas of the city by allowing higher intensity and higher quality developments that warrant greater financial investments which, in turn, provide an enhanced economic base for the city;
m. Preserve the health, safety and welfare of the public; and
n. Implement the purposes and intent of this chapter, this title and the city's general plan, as determined by the city.

3. Such goals/purposes are to be ensured through the preparation and submission of comprehensive development plans showing innovative site layout, design character and integration with the surroundings of the proposed site.

C. Rezoning of a specific site to an individually designed PD zone should more appropriately address the unique physical and locational attributes of the subject property. Uses and development standards shall be established by a unique PD zone ordinance (a "PDZ ordinance") adopted for a specific property by legislative action of the city council following planning commission recommendation. Each PDZ ordinance is to be designed according to a detailed plan submitted by the applicant and approved by the city council (following planning commission recommendation), whether with or without amendments or modifications, as part of the PDZ ordinance.

D. Growth through use of PD zones generally should occur in a phased and organized manner to avoid costly, premature extension of basic infrastructure and to maintain the integrity of the current and projected general plan. Application for rezoning to a PD zone will be considered where the city concludes

that a proposal meets the objectives and criteria set forth in this section, and where the merit of the mix of uses, architectural design, public amenities (serving both the project and city) and pedestrian-oriented spaces combine to meet the collective vision of the planning commission and city council, creating a clearly superior development project than would otherwise be possible through the strict application of zoning district regulations available outside this chapter.

E. The city council may approve, as a legislative action following recommendation by the planning commission, a request to rezone a site in a PDD to a PD zone if the city determines that the development achieves the following objectives:

6. An integrated mixed-use development containing two or more uses that include a pedestrian orientation as defined in Section 19.51.060(D)(1) in its design and functionality;
7. Consistency with the city's general plan ensuring a compatible and functional relationship to the area and along the major corridors;
8. Site features, uses, public amenities and aesthetic characteristics that encourage public pedestrian activity, multi-modal transportation connection points, vitality, convenience and safety in and around the development;
9. The plan coherently provides both a physical and functional integration of the site components to each other, to other properties in the PDD and to the balance of the city, including design features that will assure an appropriate transition of uses, building heights, architectural massing and spatial relationships respecting nearby areas; and
10. The site is fully served by public streets, municipal services and public utilities of adequate capacity; provided, however, that where infrastructure capacity is judged by the city to be inadequate:
    (a) The city may accept the applicant's agreement in such form as the city may require under this code insuring that suitable improvements will be installed in a timely manner; and
    (b) No building permit shall be issued until the city's approval and acceptance of such an agreement.

Cottonwood Heights General Plan

Statement or Policy
2.4 Opportunities and Constraints There are also potential development opportunities in the gravel quarry area. The gravel excavation will likely continue for some time, but once it reaches its productive limit, the property could be redeveloped. This area is already heavily disturbed and is relatively gentle in slope making it a prime area for development. The City should work with the private landowners to explore land development opportunities that can meet the needs of the landowner, while providing an asset to the community at large.
2.5 Land Use Plan: Future Land Use **Gravel Pit Area.** The privately-owned gravel quarry area along the northeastern city boundary is one of the larger currently undeveloped spaces within the existing city. The quarry operation still has a number of years of productivity left, so developing a small area plan for this space is not urgent. However, once operation ceases, the City would be wise to have a plan in place for the type of development it would like to see occur on the property. It is also likely that development of the gravel pit area may occur in phases as the mining potential of sections of the quarry is exhausted. A development plan for the gravel pit would be helpful in guiding appropriate development if this phased development approach occurs. Because this area is essentially a clean slate, it provides tremendous opportunities for the Cottonwood Heights community to fill the facilities and land use needs that are not currently met within the existing fabric of the city. This area is a gateway to the city from Big Cottonwood Canyon and an area that many visitors to the state would pass through on their way to and from world-class ski resorts in both Big and Little Cottonwood Canyons. Given this unique situation, this area has been identified on the Proposed Land Use Map as a future mixed-use area, with a more campus or resort feel, and would cater to the interests and needs of visitors to the Canyons. Potential businesses and land uses appropriate for this area include hotels, restaurants, clubs, coffee shops, art galleries, bookstores, and other retail business similar to those along Park City's Main Street. This area is privately-owned, and the City's vision for the future development of this area would need to be coordinated with the landowner to ensure solutions which meet both parties' needs.
2.7 Tools and Implementation Strategies **Small Area Plans.** … Small area plans would be appropriate for areas with future development or redevelopment potential such as the gravel pit,…
2.8 Citizen Comments The key issues identified in community workshops for land use are: Establish and/or redevelop (may not necessarily be officially designated as RDA areas) "secondary" commercial districts. Secondary districts are secondary in the sense that they are not designated as a city center and do not contain key civic services such as city offices. i. Development of the gravel pit area to the east of Wasatch Boulevard. a. A mixed-use area that would include retail, residential, and entertainment uses. b. A retail shopping area similar to the Gateway or Foothill Village in Salt Lake City, or the Park City Main Street or Red Stone Village in Summit County. c. A mixed-use area that is centered around servicing skiers and other users of the canyons – including hotels, short-term rental apartments and/or condominiums, restaurants, and other retail. d. An amphitheater and/or cultural center for the city. e. A City Center that would include city offices as well as mixed-use retail/ housing.

6.4 Economic Development Plan

Potential for Retail Economic Development

Visitor/skier days at the two Cottonwood Canyons resorts approached 1.8 million days for the 2004-2005 season. There is the potential to develop ski-related amenities, including housing, restaurants, specialty retail and entertainment (i.e., "nightlife") at the gravel pit site that will serve not only the tourist trade but also improve amenities for existing residents.

Office Development

Future large-scale development of office space may be limited by the remaining amount of developable land in the City that has good transportation access to serve the daily needs of office workers. Depending on the reclamation of the gravel pit, there may be some potential in that area. Other office development may occur on a smaller scale or as a mixed-use in existing retail areas.

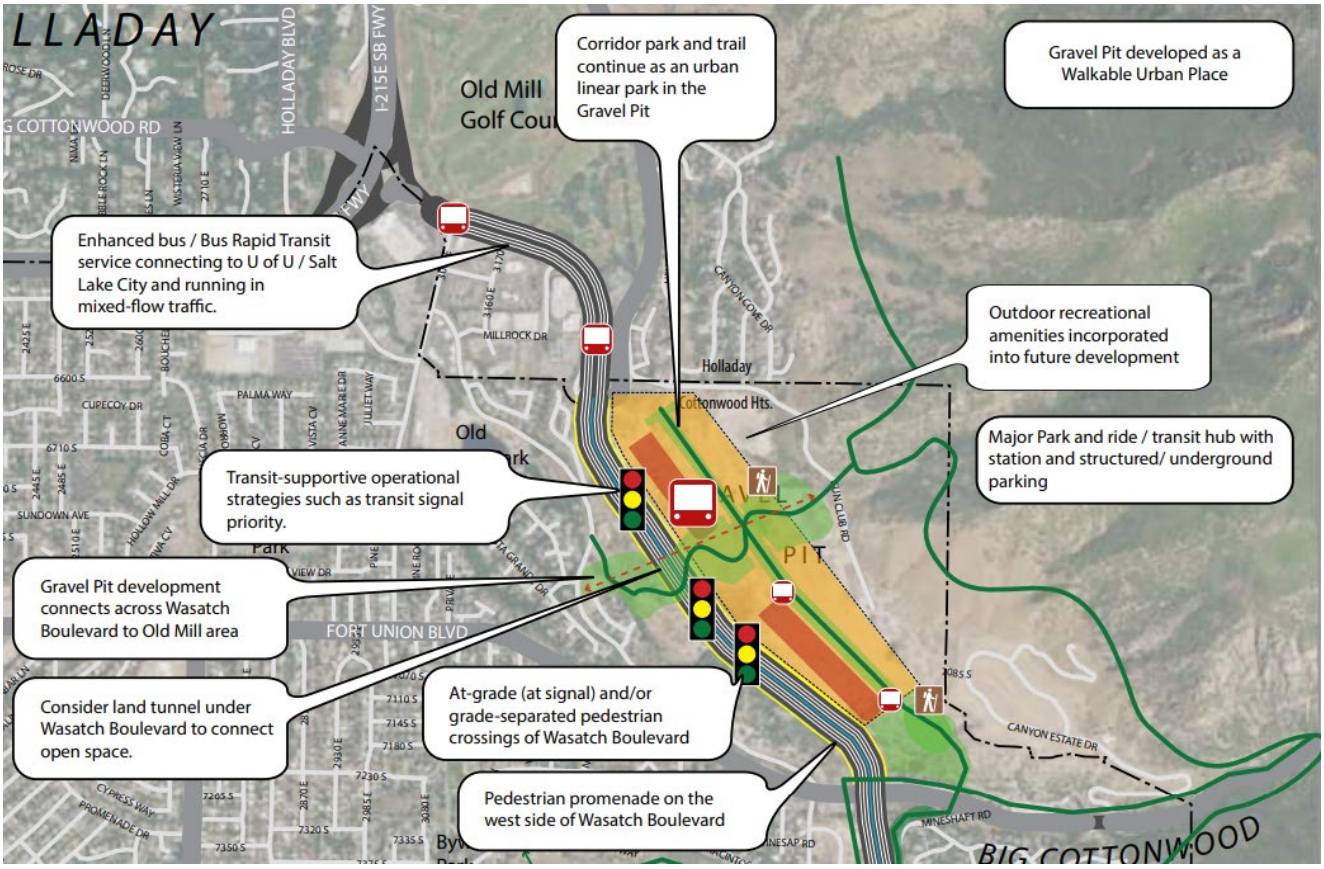
6.5 Citizen Comments

Skier/Tourism Market

Development of a mixed-use area, including overnight accommodations, retail, restaurant and entertainment along Wasatch Blvd. or the gravel pit area to capture the visitor market traveling up Big and Little Cottonwood canyons.

Wasatch Boulevard Master Plan

p. 156 – Preferred Scenario (graphic)



Policy	Staff Analysis
Corridor park and trail continue as an urban linear park in the Gravel Pit.	The green space over the Salt Lake Aqueduct can tie into future corridor park/trail into the south of the is site. Future development south of this site have the potential to tie-in to planned green space on the south and east.
Gravel Pit developed as a walkable urban place	Overall, the project has a strong pedestrian and bicycle street/road network. Internal driveways are designed to implement a city block structure that increases walkability. Building facades and public amenities are planned to directly interact with pedestrians on the street and internal driveways. Surface parking lots do weaken the sense of place by reducing the sense of enclosure on the perimeter of the internal open space. It also makes a longer walk between places of interest for the pedestrian. Interesting frontages help individuals continue walking by keeping them engaged with their surroundings and act as breadcrumbs as they progress toward their destination.
Enhanced bus / Bus Rapid Transit service connecting to U of U / Salt Lake City and running in mixed traffic flow.	This policy refers to the future design of the SR-190 portion of Wasatch Blvd on the project's west side. However, developing a high-intensity mixed-use project helps support the need for frequent / high capacity transit. Residents, workers, and patrons of this project will have reason to utilize it, whether they are commuting to/from other cities, or this is part of a base camp solution for canyon recreational users. The project's proximity to Old Mil and Canyon Corporate Centers reinforces this as a central hub that can further enhance the need for increased transit service.
Transit-supportive strategies such as transit signal priority.	This policy refers to the future design of the SR-190 portion of Wasatch Blvd on the project's west side.
Gravel Pit development connects across Wasatch Boulevard to Old Mill area. Consider land tunnel under Wasatch Boulevard to connect open space.	Not applicable to this project. This is planned to be a Component of the south gravel pit redevelopment.
Pedestrian promenade on the west side of Wasatch Boulevard.	Not applicable to this project. Much of the property on the west side of Wasatch Blvd. is owned by the same owners of the south gravel pit. We expect that this goal will be addressed at that time, or when an UDOT expansion of SR-190 is underway.
Outdoor recreational amenities incorporated into future development.	This project has proposed an active open space trail and passive park open space. A future water feature,

	patio and seating areas, and enhanced plaza-like atmosphere is proposed.
Major park and ride / transit hub with station and structured / underground parking.	Although discussed and considered for this site, it was UDOT's team ultimately decided to focus planning efforts in the south gravel pit. Development of this site will assist the likelihood of increased transit ridership when it is completed.

p. 159-162 Preferred Scenario Statements.

The Preferred Scenario preserves and enhances the character and livability of existing residential neighborhoods by:

Policy	**Staff Analysis**
Focusing new development focused on Gravel Pit area, preserving character of existing corridor neighborhoods.	This proposal may remove development pressure for the time being from other existing neighborhoods.
Linking disconnected neighborhoods together through shared use pathways and trails along Wasatch Boulevard.	This proposal assists in this goal by increasing the amount of connections to existing and future development. As a first phase of providing road connections, pedestrian, and bicycle facilities to the south gravel pit, when the south develops a strong alternative pathway connecting neighborhoods southward to areas northward will be bridged.
Reducing the barrier of Wasatch Boulevard with improved pedestrian and bicycle crossings. Minimizing the pavement width of Wasatch Boulevard roadway as much as possible, despite the additional lane capacity.	This proposal will eventually provide alternative north-south connections for pedestrians and cyclists.
Improving resident access onto Wasatch Boulevard through a slower street, features such as roundabouts, and warnings for canyon traffic not to block the intersections.	This proposal will eventually provide connection to an alternative and slower designed street within the gravel pit redevelopments as an alternative to SR-190.
Creating a proactive, assertive development review process that will provide residents with a chance to shape the development of key parcels within neighborhoods.	Utilizing the PDD process achieve this by determining the development scope prior to rezoning and entitlements. Further, each phase of the development will be reviewed in detail by staff, the ARC, the public and the Planning Commission.
Lowering the speed of Wasatch Boulevard, through a new design and a lower posted speed.	Development along SR-190 will help serve to create a less-wide feeling in the area. It has been shown that faster speeds often correlate with how wide or open an area feels.

The Preferred Scenario moves people through the corridor reliably and safely by:

Policy	**Staff Analysis**

Adding a transit-prioritized lane in each direction on Wasatch Boulevard in Segment 1, increasing the corridor's capacity to move people more reliably.	This applies to the overall redevelopment of Wasatch Blvd.
Adding a lane or shoulder for peak traffic use in each direction on Wasatch Boulevard in Segment 3, increasing the corridor's capacity to move people more reliably.	This applies to the overall redevelopment of Wasatch Blvd.
Initiating an enhanced bus or bus rapid transit line north along the Valley's east side and terminating at or near the Gravel Pit, providing a high-capacity transit possibility to carry people from the Gravel Pit to major activity centers, reflecting a strong travel market. Cottonwood Heights will work closely with UTA to achieve this increased service and infrastructure.	Project will support demand for BRT/high-capacity transit. Shared parking coupled with not providing an overabundance of parking further supports this goal.
Improving and emphasizing transit access along the corridor through road design and function (e.g. flex lanes, transit preemption, BRT, etc.).	This applies to the overall redevelopment of Wasatch Blvd.
Slowing the speed of Wasatch Boulevard south of Big Cottonwood Canyon.	Not applicable.
Implementing traffic calming features such as medians and roundabouts.	This project has proposed roundabouts, medians, and other traffic calming measures for its internal circulation.
Enhancing visibility of pedestrians and cyclists at crosswalks at major intersections.	Although this policy was written for the main Wasatch Blvd. corridor, this project provides a street design for its internal circulation.

The Preferred Scenario increases travel choices along the corridor by:

Policy	**Staff Analysis**
Initiating an enhanced bus or bus rapid transit line north along the Valley's east side and terminating at or near the Gravel Pit, providing a robust transit alternative to carry people from the Gravel Pit to major activity centers.	Project will support demand for BRT/high-capacity transit. But over-parked site may undermine this goal.
Implementing transit-supportive roadway and operational features between Gravel Pit and I-215 can improve transit travel times between Gravel Pit hub and I-215.	This project seems neutral to this goal.
Shaping the Gravel Pit as a walkable urban place that provides a fundamentally different walking and riding lifestyle choice for people living in this new place.	The applicant has responded to ARC and staff feedback on amending the proposed development plan to amend street design, building placement, and public amenities to better meet this goal. It is important to recognize site geologic and utility constraints that limit many other options.

Creating a network of paths and crossings along the corridor will make short trips easier to take on foot and bike and improve transit access.	This project will consist of a key piece that will allow for future development of this policy along SR-190.

The Preferred Scenario enhances opportunities for recreation along the corridor by:

Policy	Staff Analysis
Creating a network of paths that is a venue for recreation for all types of interests and abilities – paved and dirt trails, routes to parks and loops.	This project assists in achieving this goal.
Connecting the corridor's activity centers and communities to the Cottonwood canyons.	This will create a new activity center and serve as a vital step in bridging the gap between Old Mill Corporate Center and Holladay City to Big Cottonwood Canyon and the Canyon Centre Mixed-Use Development activity center.
Encouraging the creation of a major recreational amenity and/or mountain recreation park in the Gravel Pit development creates a recreational focus and hub.	This project does not achieve this goal but can be viewed as being supportive in creating this as the south gravel pit redevelops.
Completing the Bonneville Shoreline Trail and associated new access points, tying Cottonwood Heights into a regional recreation network.	In addition to the project's proposed trail system that connects to Gun Club Road, the city will be requesting right-of-way dedications on Gun Club Road. Both components may be useful in the future in helping achieve this goal.
Implementing the city's Bicycle and Trails Master Plan by enhancing the on-street bike lane and lowering of vehicle speeds to improve conditions for road cyclists.	Provides an alternative path for cyclists, but SR-190 is not proposed to be improved per this plan and therefore will not facilitate this goal.

The Preferred Scenario preserves and enhances the scenic and natural qualities along the corridor by:

Policy	Staff Analysis
Concentrating new development in the Gravel Pit.	This proposal helps achieve this goal.
Emphasizing the natural Wasatch foothill landscape, reinforcing scenic aspects of the corridor important to people.	This project will seek to reclaim and create a new landscaped/native landscape hillside in place of gravel pit scars. This action will help achieve the goal of emphasizing, rather than distracting from, the natural landscape.
Preserving key views along the corridor.	This project will certainly change the view of the gravel pit. In this particular situation, this policy probably should not apply is it is a goal to enhance the view of the gravel pit through reclamation and redevelopment.
Lending a more human scale to the corridor through a pathway system, traffic calming, slower	This proposal helps achieve this goal.

vehicle speeds, and roadway design (landscaped medians, parkstrips, etc.).	
Creating walkable frontage and streetscape in the Gravel Pit development, including along Wasatch Boulevard, will create a more attractive character on the northern segment of the corridor.	No pedestrian facilities are planned along Wasatch Blvd in this proposal.
Building a pedestrian promenade on the west side of Wasatch across from the Gravel Pit, creating a scenic resource.	This proposal is not associated with this goal.

The Preferred Scenario promotes and prioritizes sustainable solutions to Wasatch Canyon access at a local and regional scale by:

Policy	**Staff Analysis**
In partnership with UTA, shaping a vibrant canyons hub, with a wealth of park-and-ride spaces, high-quality transit center, frequent transit service to the key canyons destinations, and complementary land uses such as retail and restaurants, hotel rooms, and on-site recreation.	Many of the goals stated here are achieved by this project. Those that aren't are more likely to be incorporated into other gravel pit redevelopment areas (such as quality transit center and frequent transit).
Implementing flex shoulders on Wasatch Boulevard south of Bengal Boulevard that are open to transit and HOVs only on peak ski days, providing a way to incent trip reduction in the canyons and emphasizing more efficient means of transportation year round.	Not applicable.
Improving communication about canyon and parking conditions.	Not applicable.
Implementing resident access improvements.	Not applicable.

The Preferred Scenario identifies potential land uses and locations for new development or redevelopment along the corridor by:

Policy	**Staff Analysis**
Focusing development in the Gravel Pit, which balances neighborhood preservation, moving people, transportation choices, recreation, scenery, and canyon access.	This goal seems to be achieved by the project.
Acknowledging the potential for a high amount of development in a way that balances the corridor goals.	This goal seems to be achieved by the project.
Identifying a process for development along the corridor south of Big Cottonwood that allows the City to be proactive in working with public to define	Not applicable.

a development that meets corridor goals and goals of other City policy.	

Wasatch Blvd Gravel Pit Area Master Plan (Economic Study)

This is a Study Only and Not Adopted as a General Plan Document by the City Council

Recommended Land Uses

Recommended land uses are based on the population and employment projections, as well as the feedback received from specialists in the development industry. The recommended land uses are separated into two phases (2020-2030, and 2030-2040) and are summarized in Table 3.

Table 3: Recommended Land Uses

Type	Acres	Total Building Area	Absorption: 2020-2030	Absorption: 2030-2040
Office	50	Up to 2,000,000 square feet	50,000 to 100,000 square feet per year	Over 100,000 square feet per year
Residential	25-30	Up to 3,000 units	150 to 200 units per year	100 to 150 units per year
Retail	15-20	250,000 square feet	25,000 square feet per year	NA
Lodging	5	Upwards of 150 rooms	150 rooms	Dependent on offices

Land Use Vision

Conceptual land use plans were developed by blu line designs for the gravel pit, based on the land use recommendations shown in Table 3. These conceptual plans illustrate how the recommended land uses could be accommodated throughout the gravel pit site, and how people and vehicles can circulate within the site on an internal roadway and pathway network. The following figures illustrate how buildings could be massed and arranged on the site.

Figure 2: Rendering of Proposed Development at Gravel Pit, from the West

Figure 4: Rendering of Proposed Development at Gravel Pit, from the North

Figure 6: Rendering of Proposed Development at Gravel Pit, Office Buildings

- Office buildings are concentrated in the northern half of the site, enveloping a central parking structure. In these renderings, some of the office buildings are shown at the ten-story level identified for the 2040 buildout phase in the market study.
- A transit hub is located near the office building complex central to the master plan. As per UTA recommendation, the transit hub assumes enough space to park six buses with adequate turnaround space for those vehicles. This study assumes that UTA buses would circulate through the gravel pit site rather than bypassing it on Wasatch Boulevard and proposes using the site's parking for a park-and-ride. The project anticipates three access points proposed on Wasatch Boulevard with two of them being signalized (and discussed further in the Transportation Impacts and Needs section of this Summary) that would provide access for transit and private vehicles to the site.
- Higher density residential buildings are projected throughout the site, and single family residential lots are proposed along the eastern edge.
- A mixed-use "Main Street" concept runs north-south in the southern half of the site, combining ground-floor retail with upper levels of office and apartments or condominiums, along a pedestrian-friendly streetscape.
- A proposed hotel is located at the south end of "Main Street", along the southern boundary of the gravel pit.
- The conceptual plans include 12,537 parking stalls in structured parking distributed throughout the site, as well as 2,079 surface parking stalls. The renderings show recreational green space on top of one of the parking structures, which could provide an amenity to residents and others in this development.