

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 – 1/2 acre lots

Land Use



Zoning



Outstanding Issues Requiring Resolution Prior to Final Staff Recommendation

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 CH Public Works Department has provided an updated response to the latest site plans that were submitted on July 14 (see Attachment 4).

Refinements to Proposed Regulating Zoning Ordinance

Staff has proposed several alterations to the applicant's proposed ordinance that will help the project be regulated appropriately, as proposed (see Attachment 12).

Sensitive Land Exceptions.

Staff is requesting the applicant prepare additional ordinance language for the Planning Commission's consideration that will supersede the following Sensitive Lands Evaluation and Development Standards (SLEDS):

- 19.72.040 (A): Slopes
- 19.72.040 (F): Cut and Fill Slopes
- Any other provisions that Public Works identifies need specific standards or exceptions drafted for in the SLEDS ordinance.

Reclamation Standards

Specific reclamation standards acceptable to the Public Works Department should be incorporated into the proposed ordinance.

Utilization and Maintenance of Right-of-Way Parking

Provisions should be included that adequately address how angled parking within the right-of-way is counted toward project parking totals. Further, on-going maintenance standards and agreements should be addressed in the ordinance for snow removal that is acceptable to the Public Works Department.

Cross-Access Agreement Requirement

A provision should be included in the proposed ordinance addressing cross-access and cross-parking between each phase/lot of the development.

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.

The PDD zone also requires that 10% of all housing units are affordable (currently 42 out of 418 units). The current plan only identifies 35 affordable units.

Requested Renderings

The Planning Commission requested oblique perspective elevation renderings of the project. These have not yet been received.

UDOT Meeting on July 29

City staff meet with UDOT representatives on July 29 to hear directly from them on the status of the project approval, and explore other alternatives for site access on SR-190. UDOT indicated that the applicant has not initiated the formal approval process for an emergency access onto SR-190. As this serves as a primary fire access point, this conceptual plan does not stand ready to be approved without an indication from UDOT that the access point is approved.

Staff also discussed the possibility of utilizing the emergency access as a temporary access for regular traffic until additional access was provided southward. UDOT said they would examine the options but as of the writing of this report, would not commit to any access on SR-190.

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.

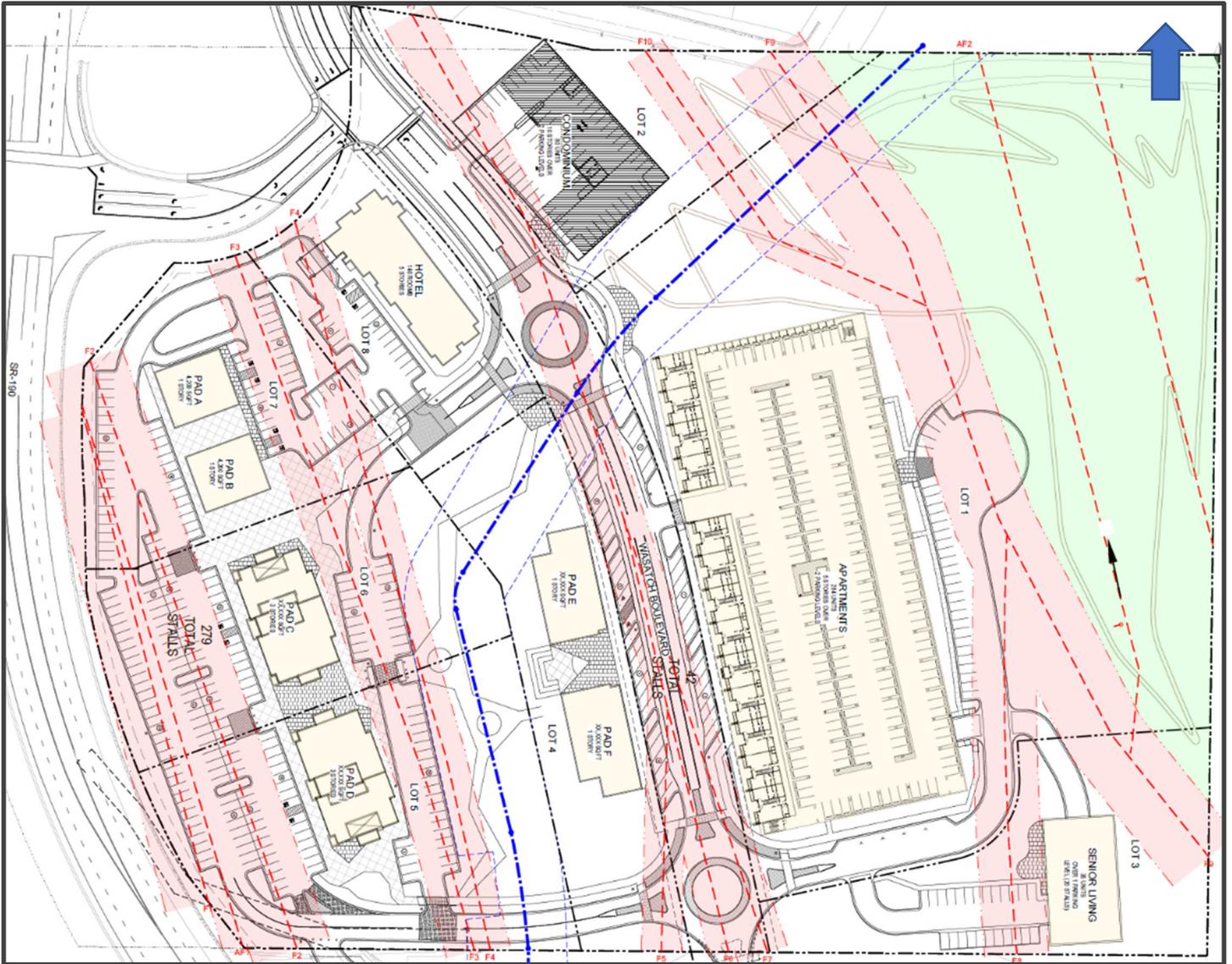


FIGURE 2- CURRENT PROPOSED SITE LAYOUT – SEE ATTACHMENT 1 FOR HIGH-RESOLUTION

Height

The Tier 1 PDD area allows heights much greater than 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

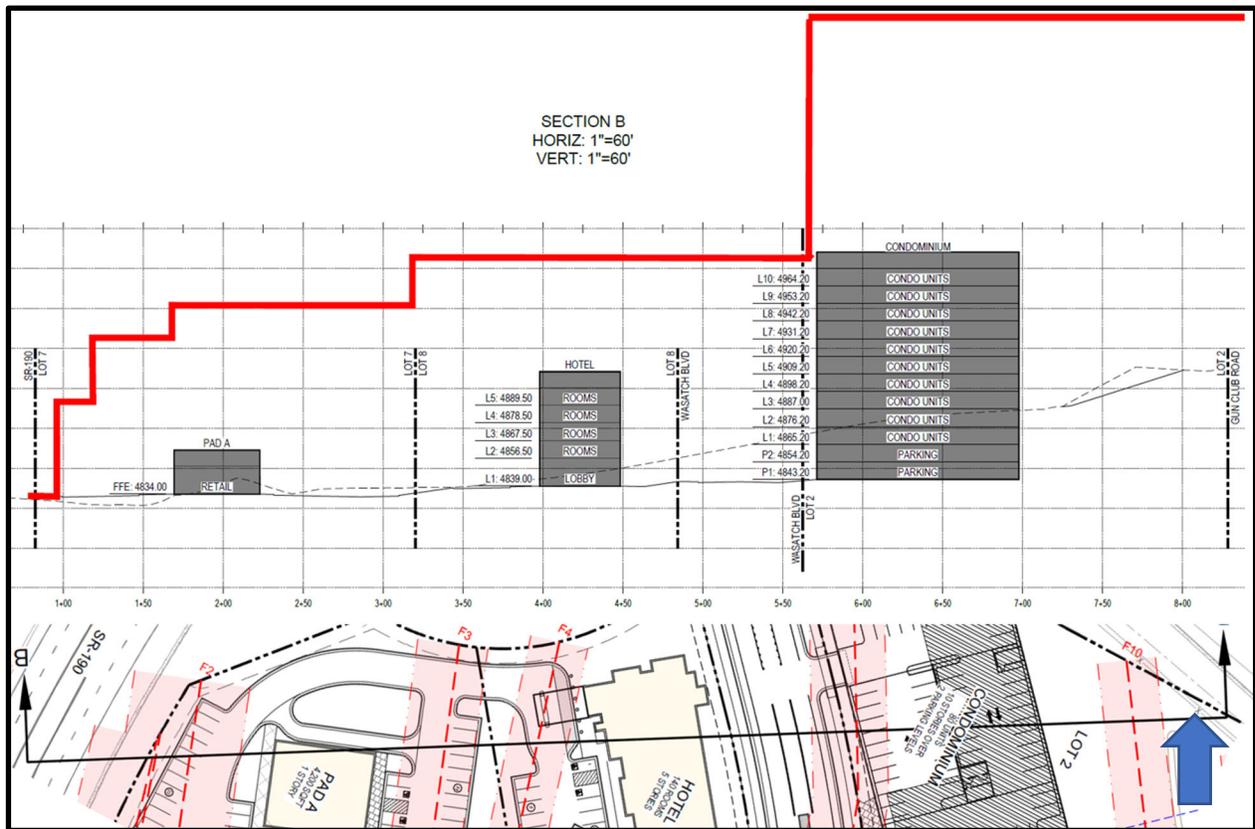


FIGURE 3 - NORTH BUILDINGS - HEIGHT CROSS SECTION (RED MAXIMUM HEIGHT PERMITTED)

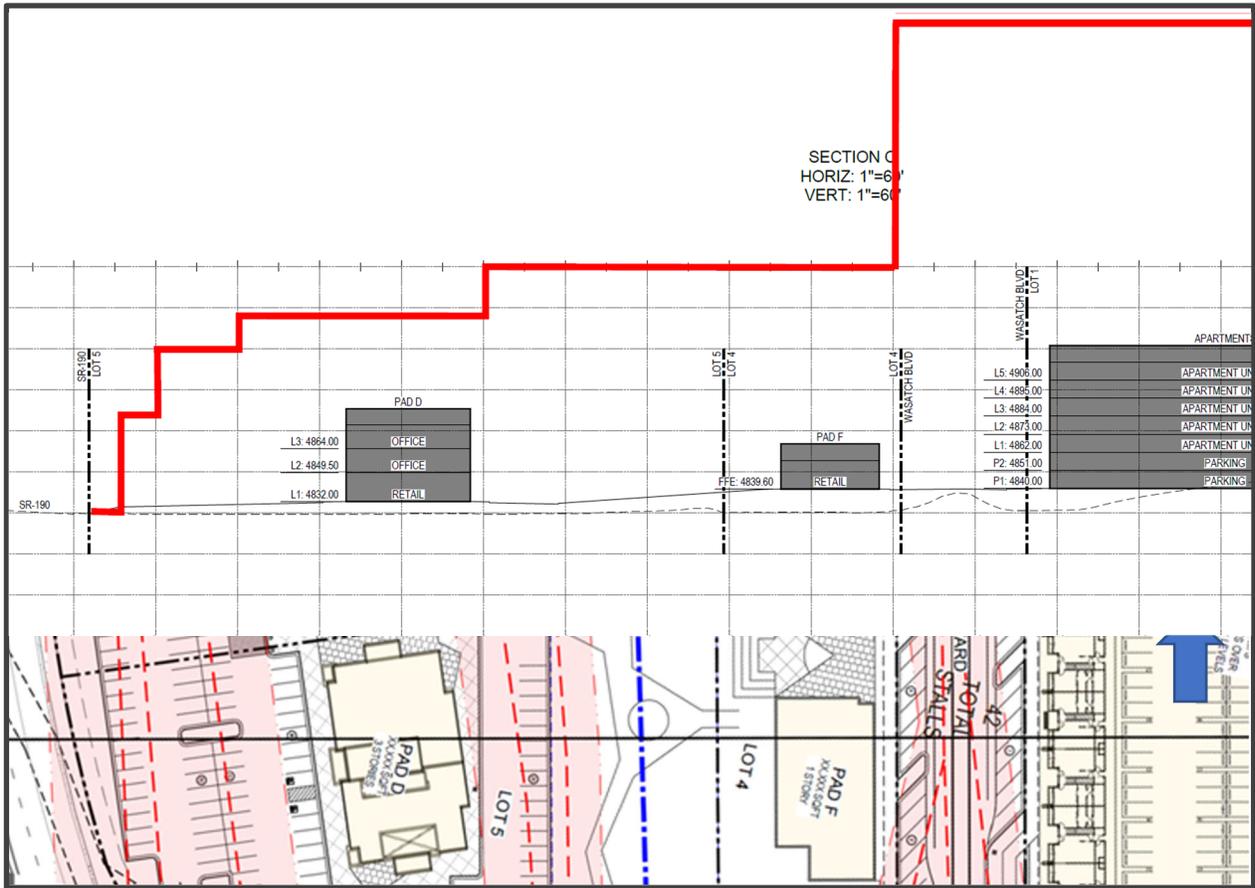


FIGURE 4 - SOUTH BUILDINGS - HEIGHT CROSS SECTION (RED MAXIMUM HEIGHT PERMITTED)

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.

Residential Parking

Residential parking overall is provided at a higher rate than that required by similar zoning elsewhere in the city.

Commercial Shared Parking

The applicant is proposing that parking is shared between non-residential uses that have alternating peak parking demand times. A prime example of shared parking peak demand opposites would be hotel and office use where peak demand is opposite of each other. It is estimated that peak demand for this mixture of uses will occur during a winter season weekday around 12 pm.

Table 1 outlines the parking standards as proposed by the developer and how they apply to each building. Staff notes that the restaurant uses have typically seen higher parking demand (8-12 spaces per 1,000 square feet). However, their proposed retail per 1,000 square feet is also under what is typically required under the ITE Parking Generation manual (3.5 per 1,000 square feet).

If each use was a standalone use, then there would be a parking deficiency of approximately 72 parking spaces. However, with the proposed mixed of uses and alternating parking demand times, the project is estimated to have a small parking surplus available.

Proposed Non-Res. Parking Requirements					
Use	Stalls Per 1,000 Rm/Sq.	Total Rm/Sq.	Required Stalls	Provided	Shared
Hotel	0.9	140	125	61	64
Office	4	24000	96	96	0
Restaurant/Retail	5	34400	172	164	8
Total			393	321	72

Mid-week 12 pm (Winter) - Peak Demand Non-Res. Only - Shared Ratios		
Use	Utilization	Spaces Used
Hotel	50%	62
Office	90%	86
Restaurant/Retail	90%	155
Total Non-Residential Peak Demand		304
Total Non-Residential Stall Provided		321
Surplus		18

TABLE 1 – SHARED PARKING ANALYSIS

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

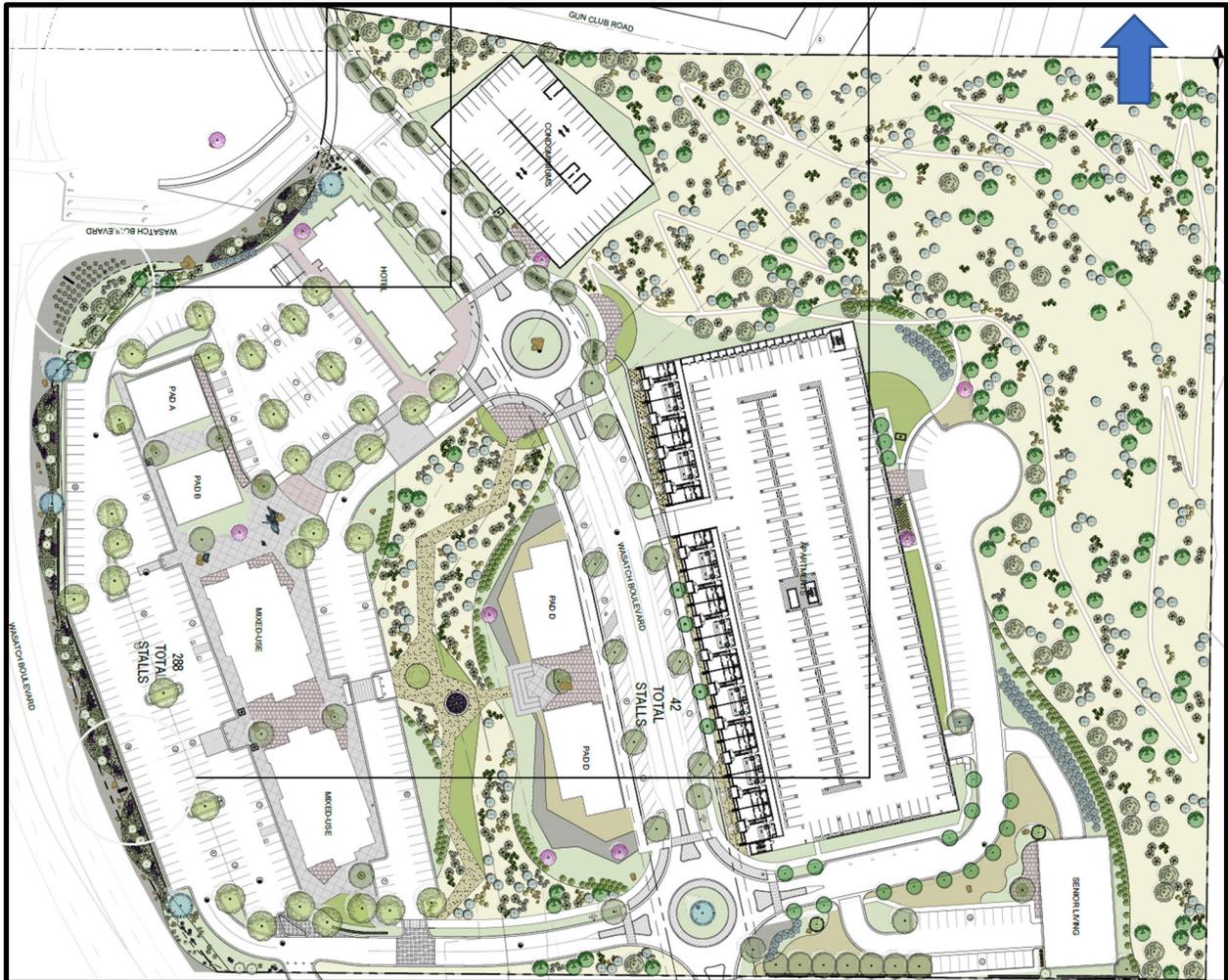


FIGURE 5 - LANDSCAPING/PUBLIC SPACE DETAILS (HOTEL AND PAD A ARE OUTDATED).

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 'KESSLERLINGII'
	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'

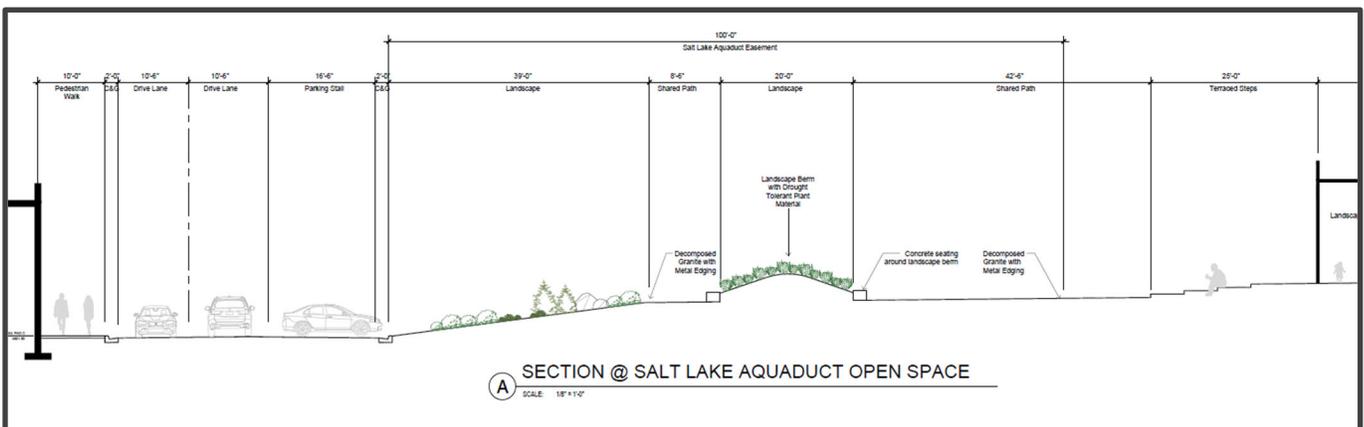
ORNAMENTAL GRASSES	COMMON NAME	BOTANICAL NAME
	BLONDE AMBITION BLUE GRAMA	BOUTELOUA GRACILIS 'BLONDE AMBITION'
	EVERLITE VARIEGATED SEDGE	CAREX OSHIMENSIS 'EVERLITE'
	ELIJAH BLUE FESCUE	FESTUCA GLAUCA 'ELIJAH BLUE'
	PINK MUHLY	MUHLENBERGIA CAPILLARIS
	HEAVY METAL SWITCH GRASS	PANICUM VIRGATUM 'HEAVY 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 | <i>Bromus marginatus</i> |
| SLENDER WHEATGRASS | <i>Elymus trachycaulus</i> ssp. <i>trachycaulus</i> |
| SANDBERG BLUEGRASS | <i>Poa secunda</i> ssp. <i>sandbergii</i> |
| BIG BLUEGRASS | <i>Poa secunda</i> ssp. <i>amplex</i> |
| SHEEP FESCUE | <i>Festuca ovina</i> |
| WESTERN WHEATGRASS | <i>Pascopyrum smithii</i> |
| BLUEBUNCH WHEATGRASS | <i>Pseudoroegneria spicata</i> ssp. <i>spicata</i> |
| BASIN BIG SAGEBRUSH | <i>Artemisia tridentata</i> ssp. <i>tridentata</i> |
| RUBBER RABBITBRUSH | <i>Ericameria nauseosa</i> |
| GREEN MORMON TEA | <i>Ephedra viridis</i> |
| BLUE GRAMA GRASS | <i>Bouteloua gracilis</i> |



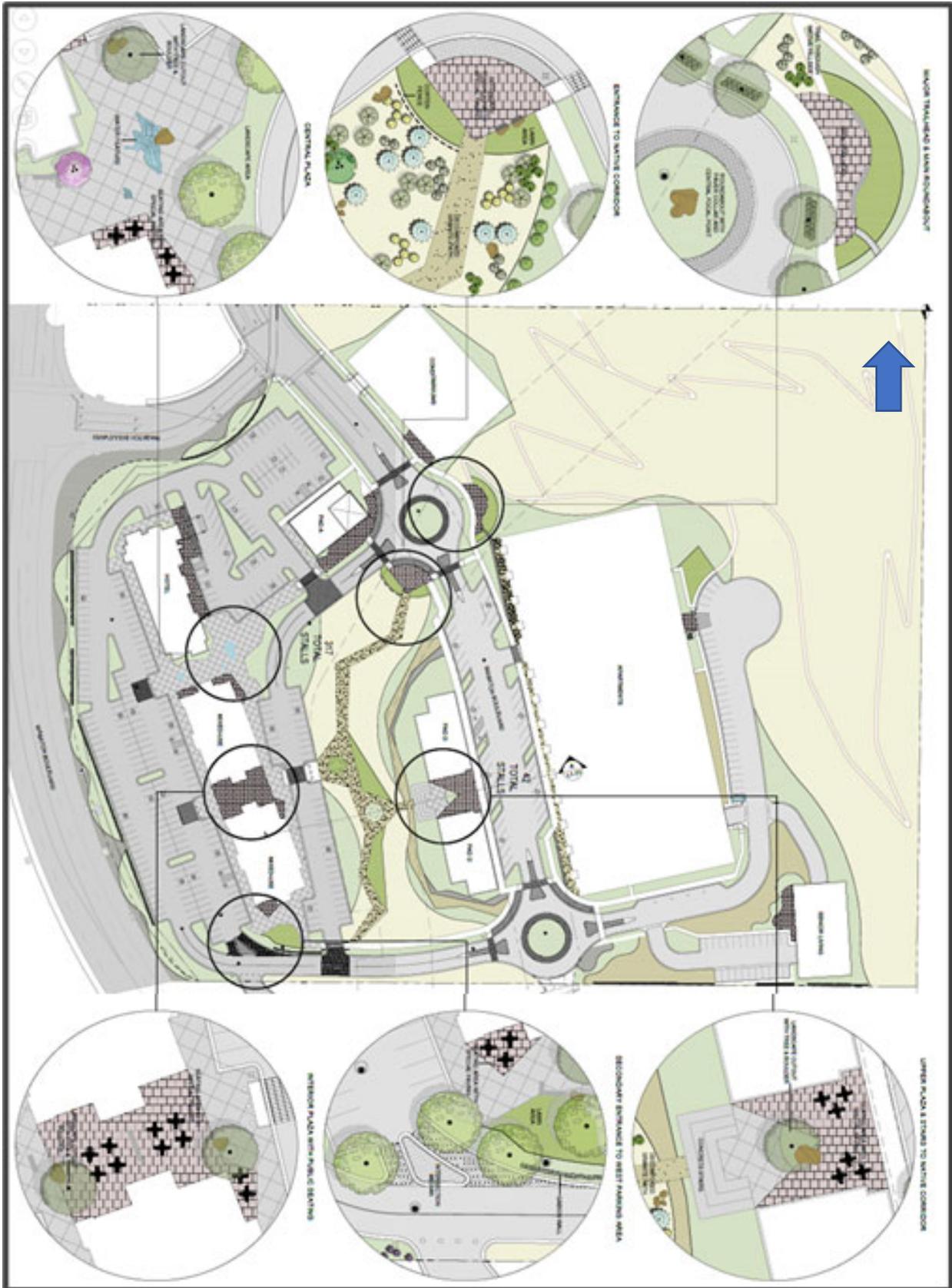


FIGURE 6 LANDSCAPING DETAIL - BUILDING SITE PLAN OUTDATED.

Signage

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.

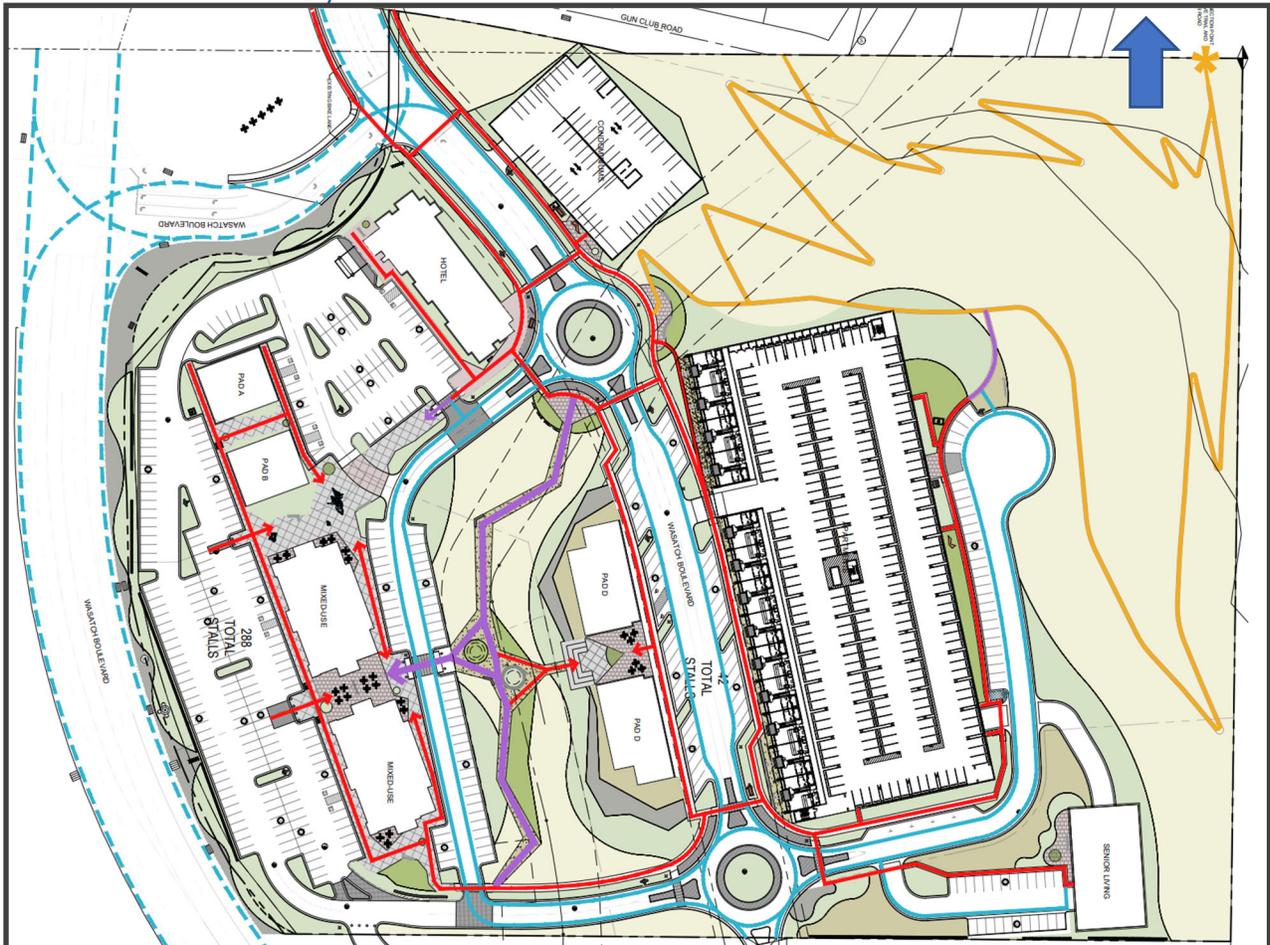
D ADDRESS SIGNS
 For stand-alone buildings. Numbers cut out of corten steel, in a concrete footing.

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.

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:

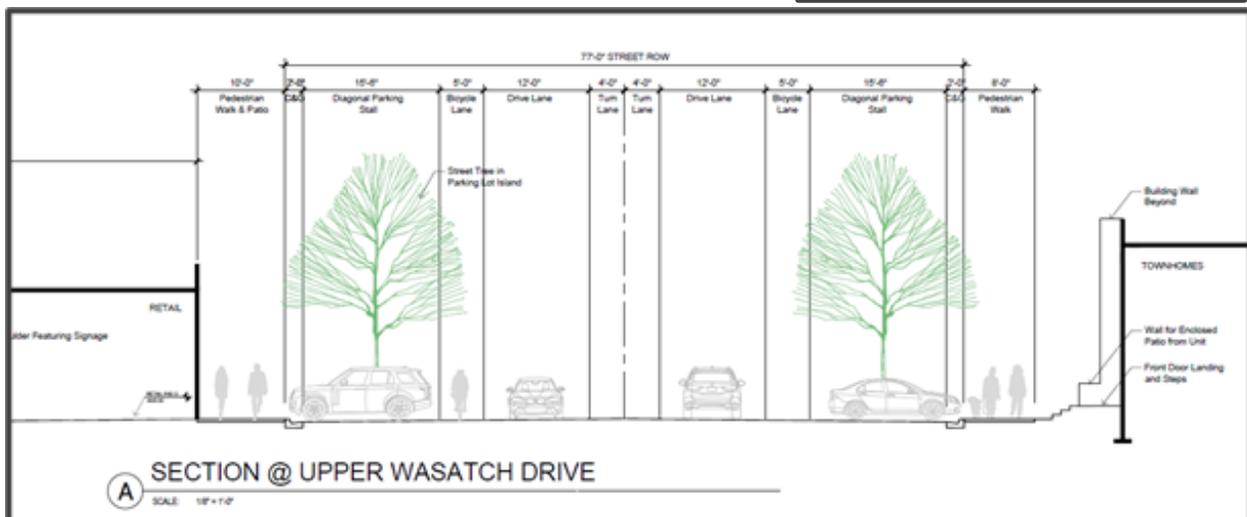
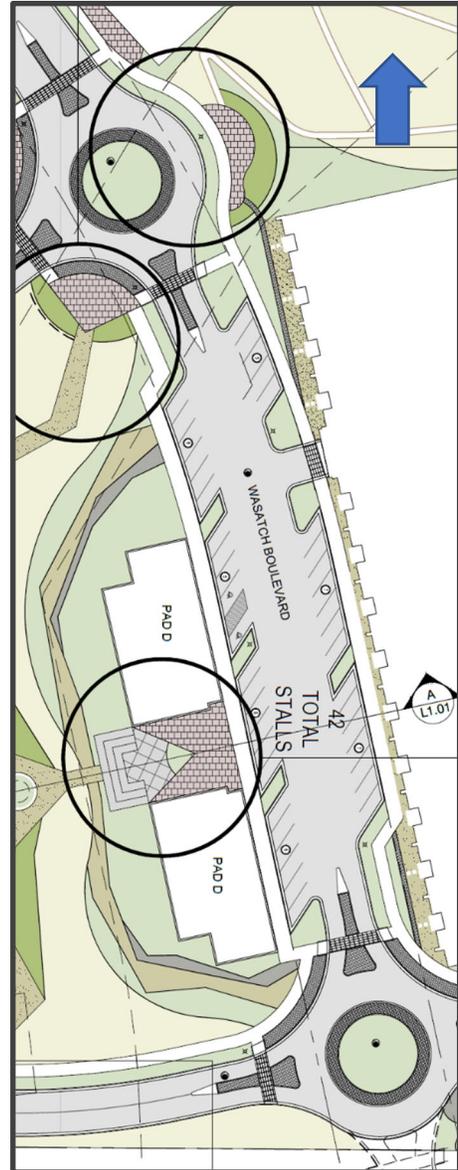
Roundabouts slow down traffic and create safer pedestrian crossings at intersections.

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.

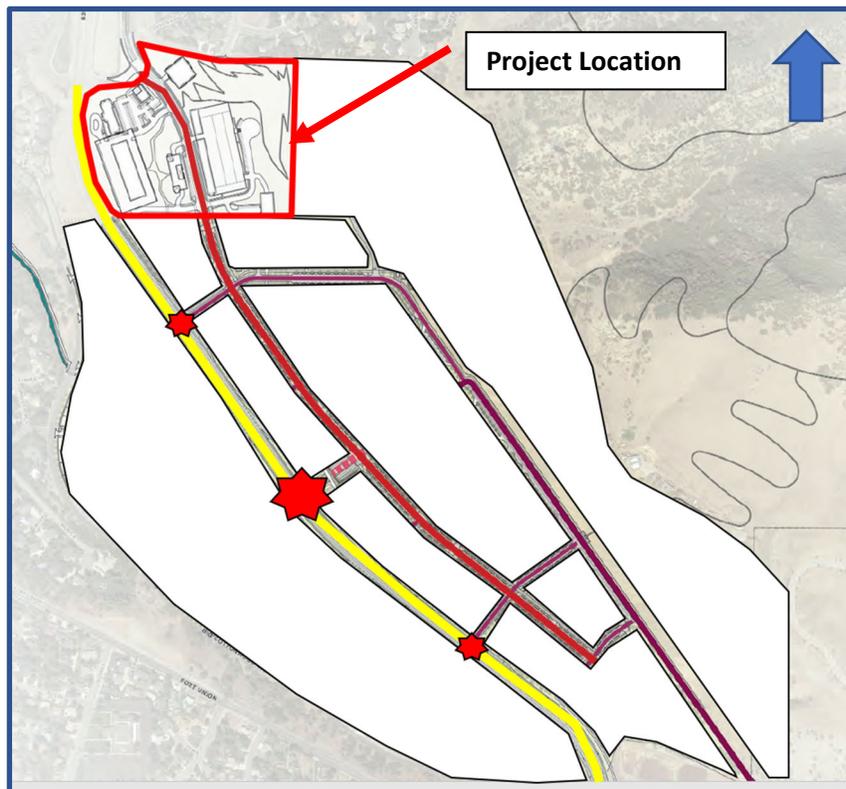


FIGURE 7 - FUTURE ACCESS POINTS FOR GRAVEL PIT REDEVELOPMENT AREAS

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

UDOT has confirmed that additional street access to SR-190 in this location will not be permitted under the rules cited in this report. That could be superseded by the specific access corridor plan being prepared for this location at this time, but is still unlikely to consider access onto SR-190 from this property directly.

Public Works/Engineering Site Plan Topics

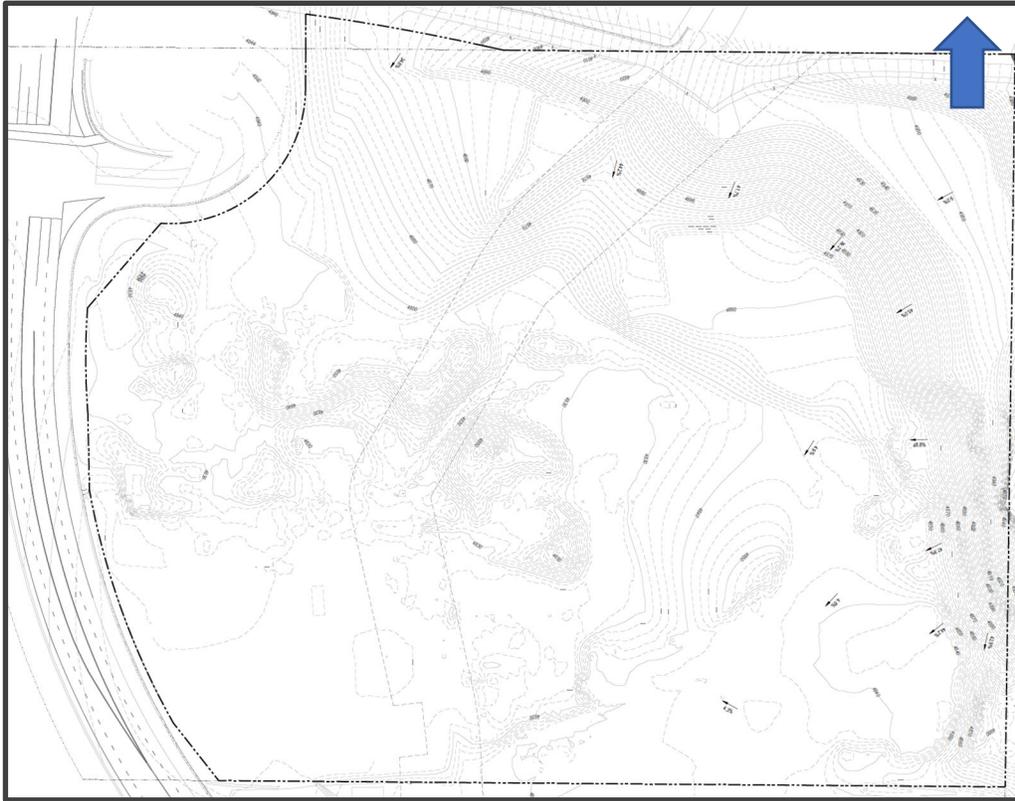
The Cottonwood Heights Public Works Department reviews plans for engineering compliance. Because of the nature of the site as a reclamation area, and the size of the development, it is important to confirm that the development plan will work at a high-level design view. Of importance to the city is preliminary 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

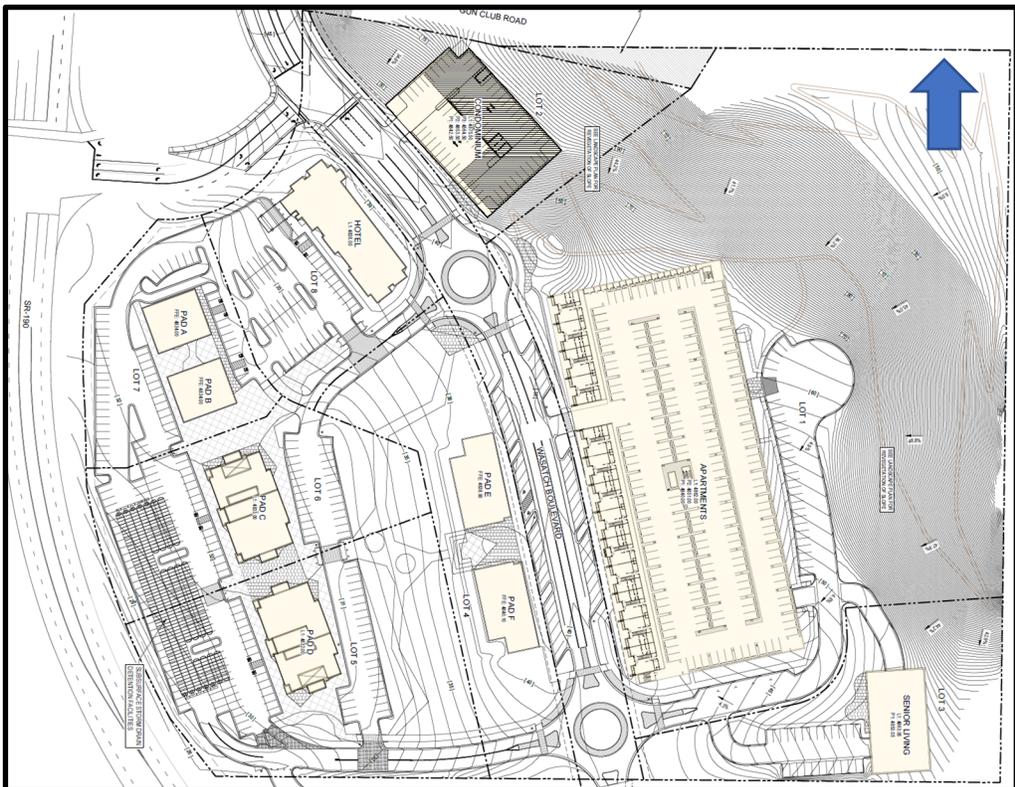
Site reclamation refers to restoring or stabilizing previous gravel pit operations to safe and attractive conditions. The applicant has proposed the following general reclamation strategy for the former gravel pit. The development plan states:

“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.



Existing Grading



Proposed Grading/Reclamation

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:

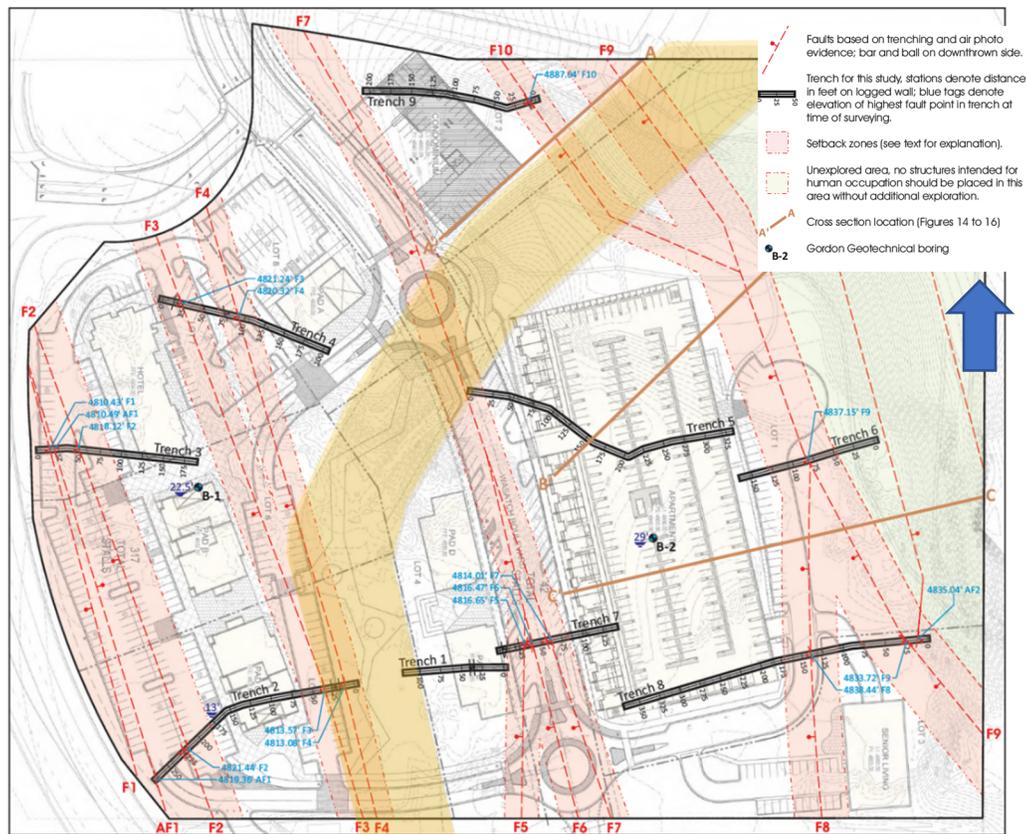


Figure 9- Major Site Constraints – Red: Fault Setback Area. Orange: MDWSS Salt Lake Aqueduct