

Olympia Hills

Planned Community (P-C) Zone Request



Organization:

Government Partners

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

Development Partners

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



INTRODUCTION

Application Components

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

Key Dates

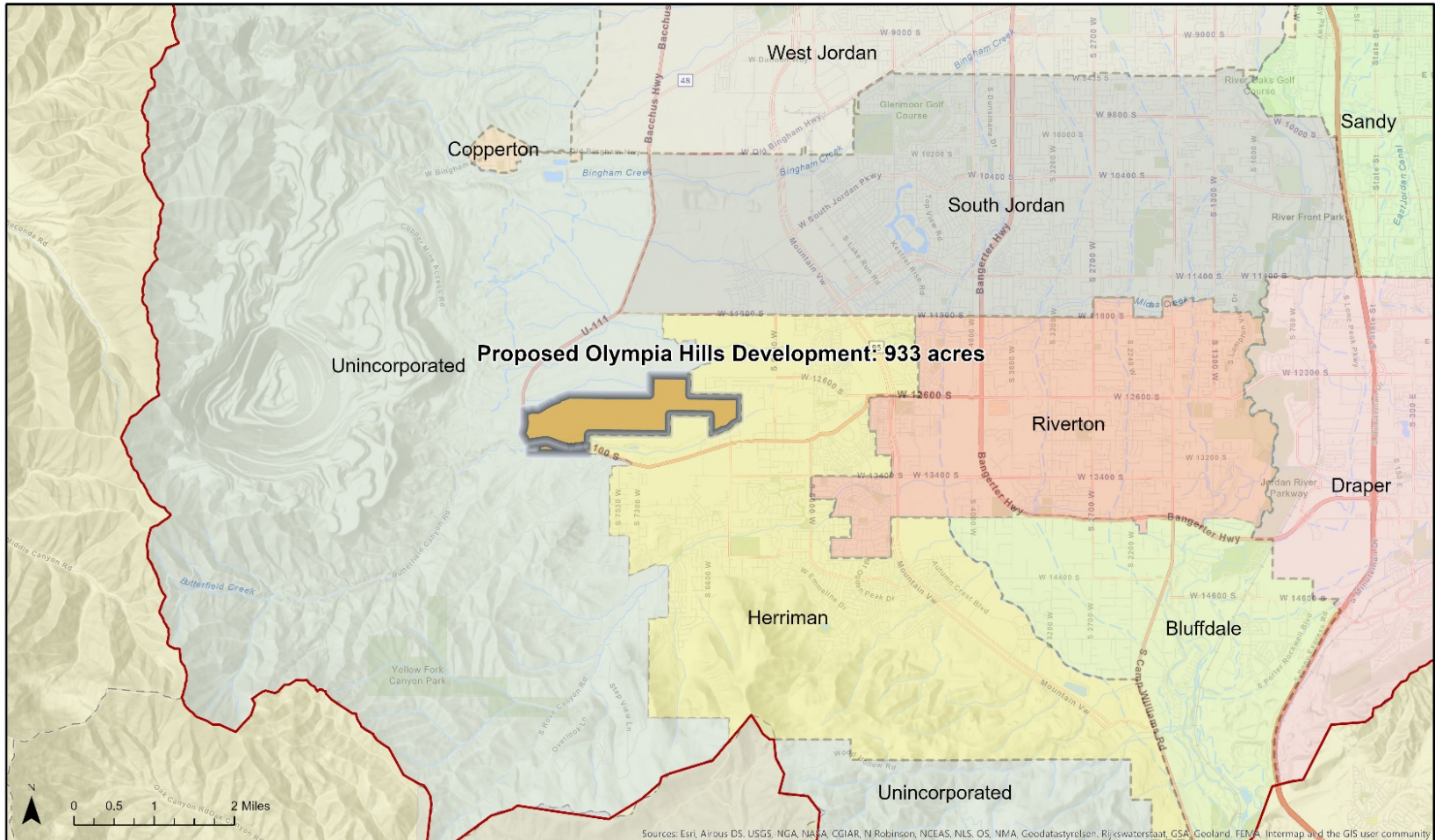
- **December 19, 2020** **Documents Available/Website Launch**
- **January 7, 2020** **Council Committee of the Whole**
- **January 14, 2020 - 6:00 PM** **Public Hearing**
- **January 28, 2020 - 4:00 PM** **Public Hearing**
- **Location: Salt Lake County Chambers** (2001 State Street – N1-110)

What is Olympia Hills?

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

APPLICATION FACTS

Where is Olympia Hills?



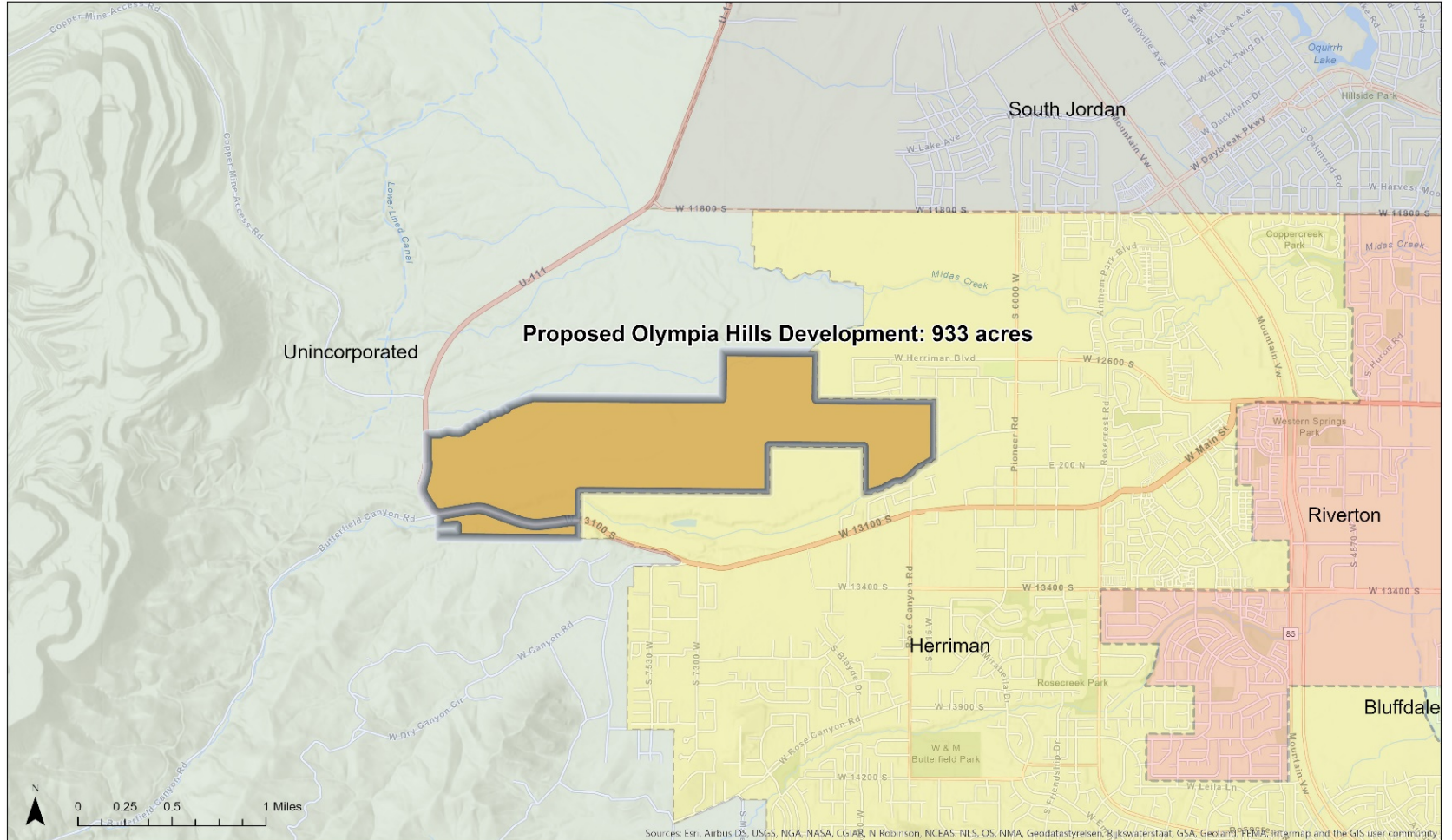
- Municipal Boundaries
- Salt Lake County Boundary
- Olympia Hills Boundary

Proposed Olympia Hills Development



APPLICATION FACTS

Where is Olympia Hills?



- Municipal Boundaries
- ▭ Salt Lake County Boundary
- ▭ Olympia Hills Boundary

Proposed Olympia Hills Development



APPLICATION FACTS

Where is Olympia Hills?



APPLICATION FACTS

What is a Planned Community?

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



APPLICATION FACTS

What is the Proposed Residential Density?

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



Olympia Hills P-C DEVELOPMENT PROCESS

Olympia Hills P-C Zone Development Process

Step 1

Step 2

Step 3

Step 4

PC Zone

Community Structure Plans (CSP)

Subdivision Plats

Site Development Review

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

2018-19 Additional Research & Input

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

APPLICATION HISTORY AND PROCESS

Salt Lake County's Role

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

Landowners Property Rights

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

APPLICATION HISTORY AND PROCESS

Council Resolution Summary – May 2019

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

APPLICATION HISTORY AND PROCESS

Council Resolution – Responding through Design Standards

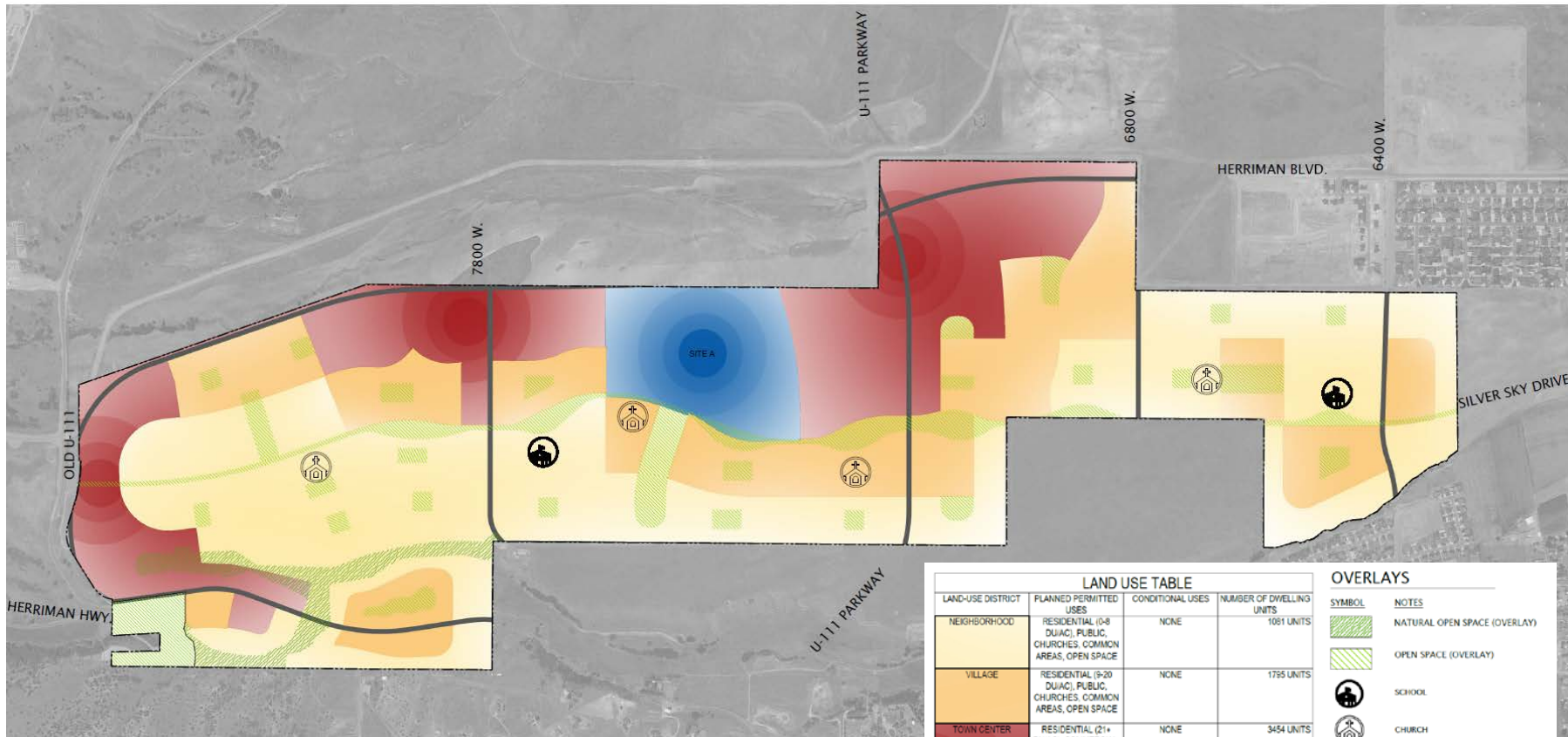
1. Complete Streets **Chapter 3 - Street Types & Design**
2. Street Connectivity, where streets connect vs. collect - **Chapter 2 Street Network**
3. Plans/commitment for infrastructure transportation, water and sewer - **Master Development Agreement**
4. Open Space (minimum totaling 20%) - **Chapter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

Proposed development is aligned with the County Council Resolution

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

THE REVISED OLYMPIA HILLS APPLICATION

Proposed Land Use Plan



LAND USE TABLE				OVERLAYS	
LAND-USE DISTRICT	PLANNED PERMITTED USES	CONDITIONAL USES	NUMBER OF DWELLING UNITS	SYMBOL	NOTES
NEIGHBORHOOD	RESIDENTIAL (0-8 DU/AC), PUBLIC, CHURCHES, COMMON AREAS, OPEN SPACE	NONE	1061 UNITS		NATURAL OPEN SPACE (OVERLAY)
VILLAGE	RESIDENTIAL (9-20 DU/AC), PUBLIC, CHURCHES, COMMON AREAS, OPEN SPACE	NONE	1755 UNITS		OPEN SPACE (OVERLAY)
TOWN CENTER	RESIDENTIAL (21+ DU/AC), COMMERCIAL, MIXED, HEALTH-CARE, PUBLIC, CHURCHES, DAY CARE, INDUSTRIAL, COMMON AREAS, OPEN SPACE	NONE	3454 UNITS		SCHOOL
INSTITUTIONAL BUSINESS, RESEARCH, OR EDUCATIONAL CAMPUS	MIX OF USES, PUBLIC FACILITIES, COMMON AREAS, OPEN SPACE	NONE	N/A		CHURCH
OPEN SPACE	INDEPENDENT FROM OPEN SPACE PROVIDED WITHIN OTHER LAND USE DISTRICTS	NONE	N/A		
TOTAL			6,330 UNITS		

THE REVISED OLYMPIA HILLS APPLICATION

Design Standards

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



THE REVISED OLYMPIA HILLS APPLICATION

Design Standards

Chapter 1: Place Types & Land Use

Establishes purpose and describes five Olympia Hills place types

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

Uses established for each Place Type



THE REVISED OLYMPIA HILLS APPLICATION

Design Standards

Chapter 2: Street Network

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

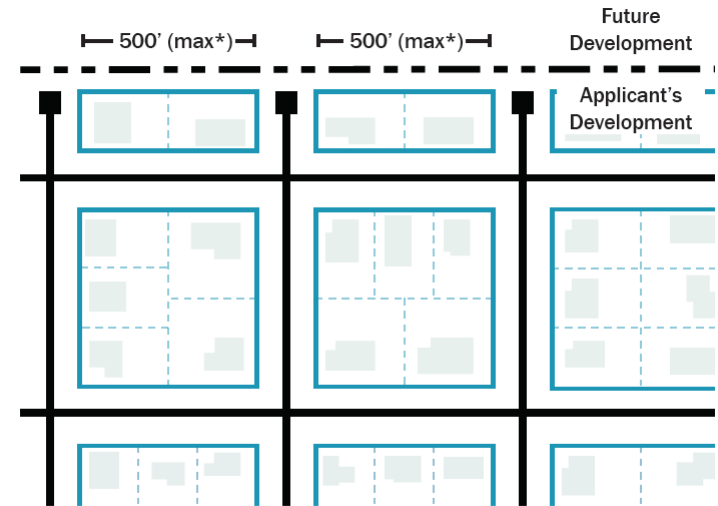


Fig. 2.8 - Stub Street Spacing

Stub



THE REVISED OLYMPIA HILLS APPLICATION

Design Standards

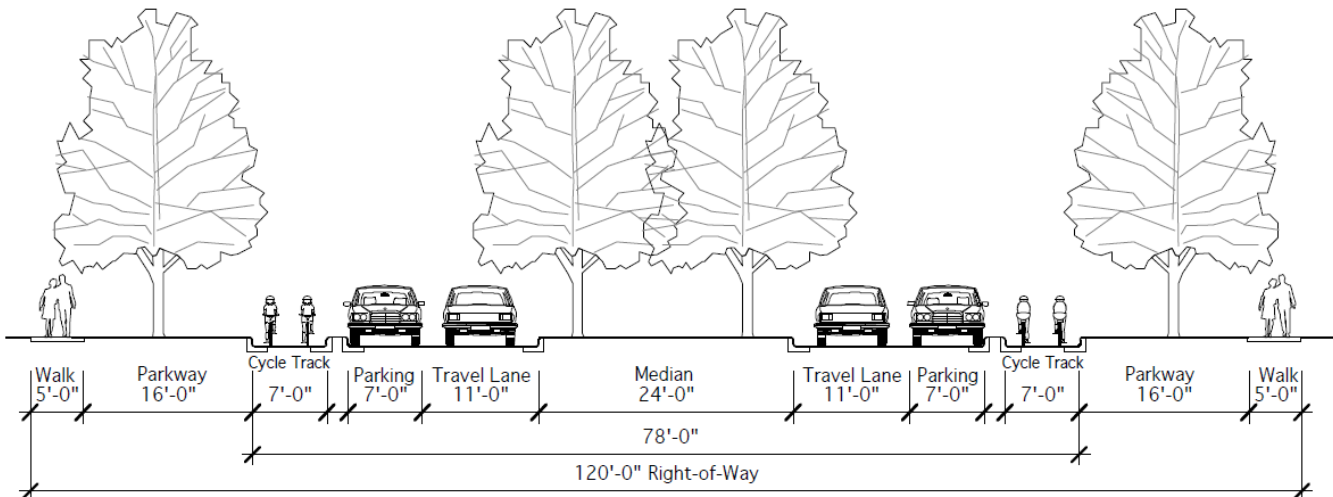
Chapter 3: Street Types & Design

- **Includes street cross-sections for:**

- neighborhood streets
- connecting streets
- avenues
- Boulevard



- **Complete to accommodate all modes: walking, biking, vehicles, transit**



THE REVISED OLYMPIA HILLS APPLICATION

Design Standards

Chapter 4: Parks, Trails & Open Space

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



THE REVISED OLYMPIA HILLS APPLICATION

Design Standards

Chapter 4: Parks, Trails & Open Space

- Requires at least four Community Parks that are each at least 10 acres in size and which comprise a total of at least 40 acres
- Requires all dwelling units to be within $\frac{1}{4}$ mile of a park, open space or trail within two years of completion of each home



THE REVISED OLYMPIA HILLS APPLICATION

Design Standards

Section 5: Site Design

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

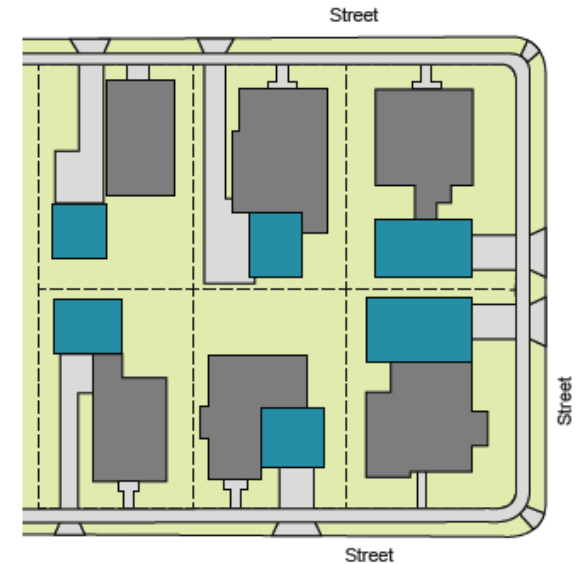
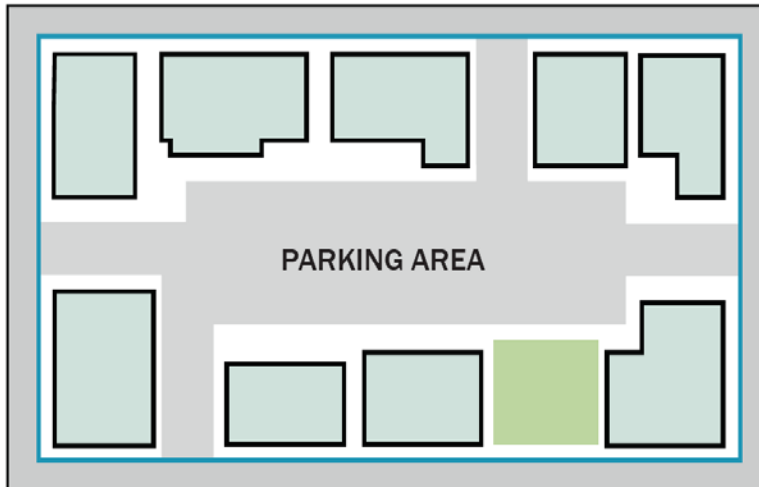
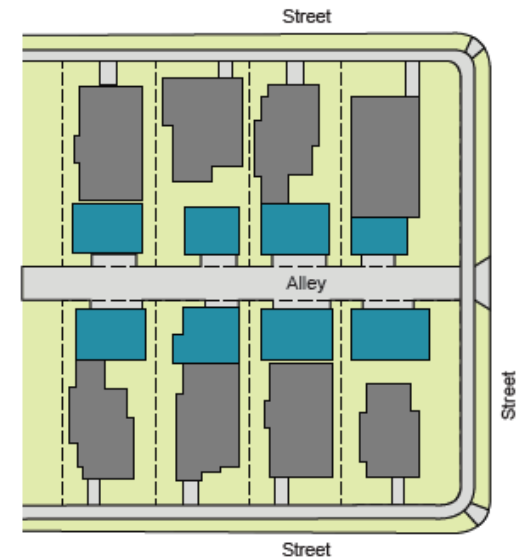


Figure 5.6 Single Family Residential Parking Access via Street



THE REVISED OLYMPIA HILLS APPLICATION

Design Standards

Chapter 6: Buildings & Architecture

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



THE REVISED OLYMPIA HILLS APPLICATION

Design Standards

Section 7: Landscape

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



Design Standards

Section 8: Sustainability

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



Olympia Hills

Traffic Impact Study

Helen Peters – Salt Lake County
Ivan Hooper – Avenue Consultants

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

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

Study Review Process

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

Purpose

- **What are they building?**

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

- **What will the traffic impacts be?**

Determine the traffic impacts due to those additional vehicle trips

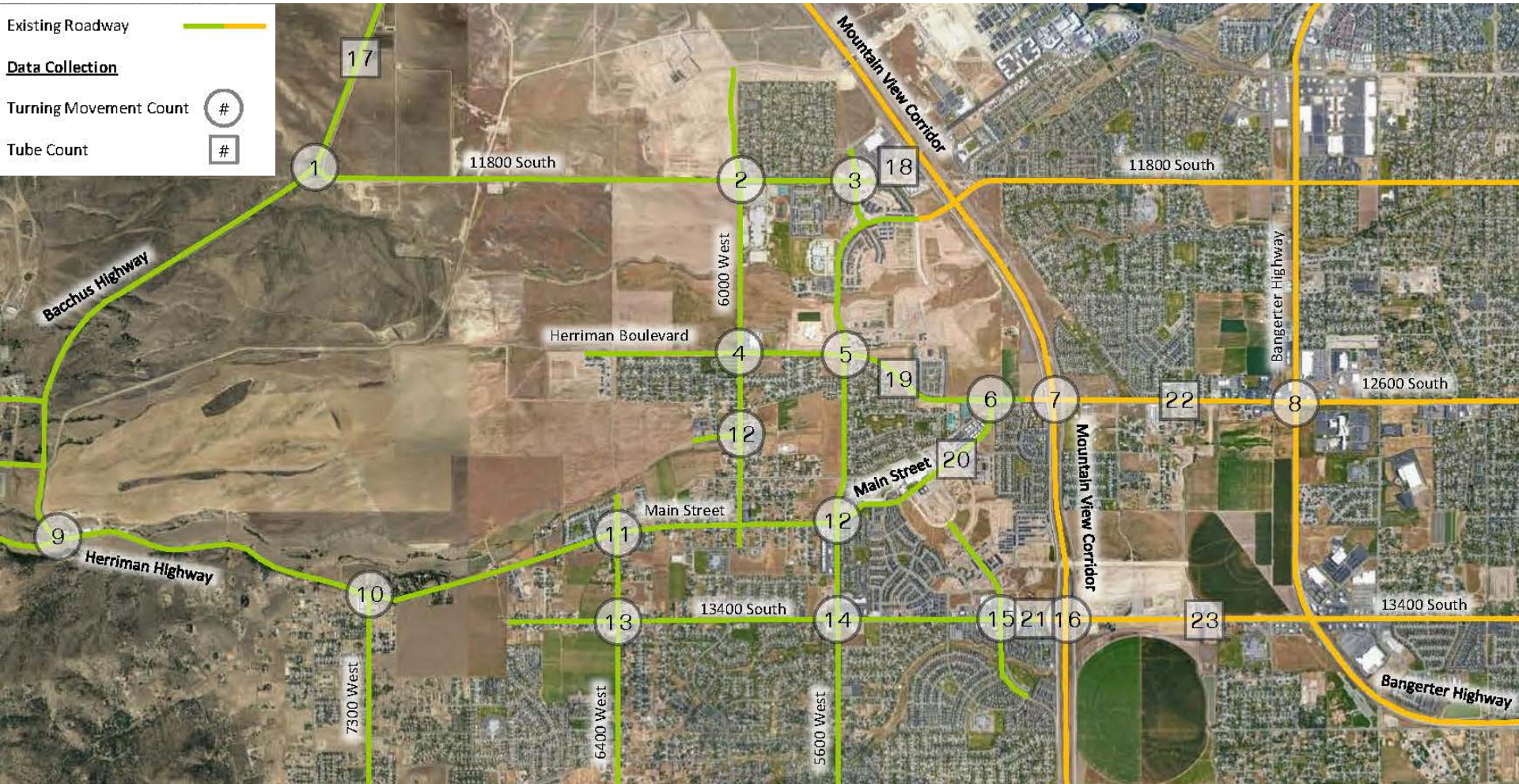
- **How will they fix it?**

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

Traffic Impact Study Process

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

Study Area and Data Collection



Source: Hales Engineering

Analysis Periods & Years

- **Analysis Periods**

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

- **Analysis Years**

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

Traffic Model Inputs (Synchro/SimTraffic Software)

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

Model Outputs (SimTraffic)

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

Trip Generation

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

Trip Distribution

- Estimate of where vehicle trips are going to and coming from

Trip Assignment

- Estimate of the roads vehicles will take

Olympia Hills Assumed Characteristics

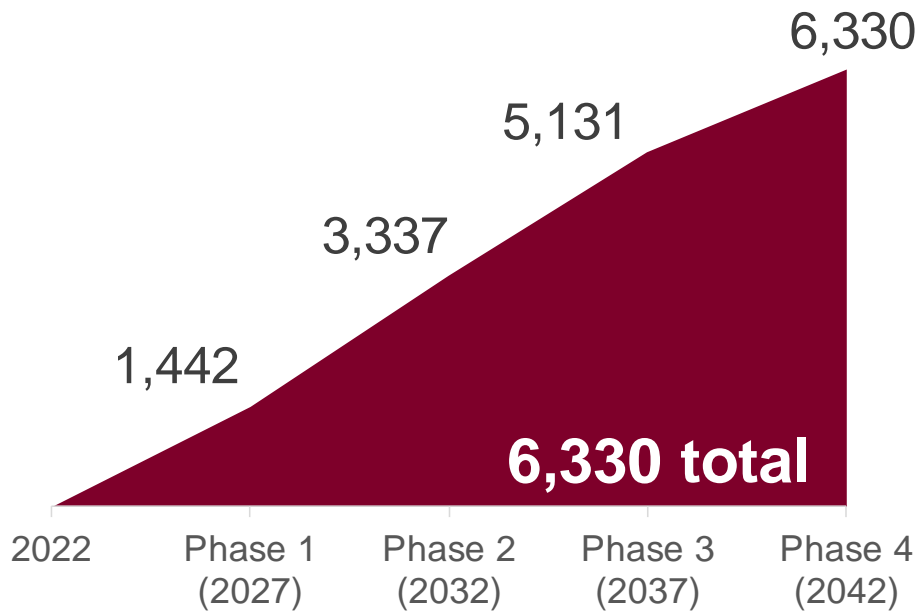
- Four phases built over 20 years
- 6,330 total residential dwelling units
- 1,775,000 SF of commercial space

Revised Trip Generation

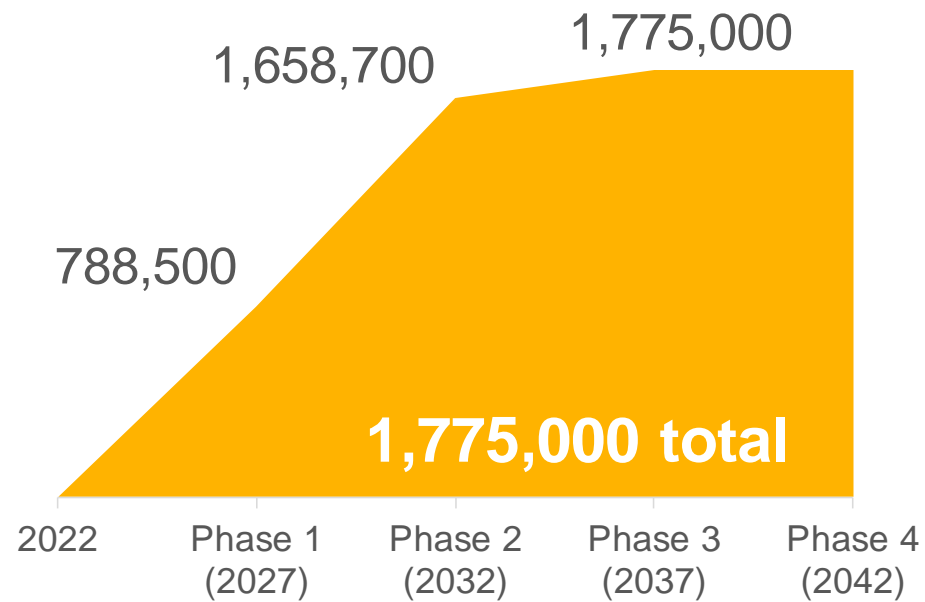
- Refined the types of housing
- Same number of residential units
- Resulted in about 7,500 fewer vehicle trips per day
- Changes in the AM and PM peak hour are within acceptable tolerance

Olympia Hills Proposed Absorption Rates

Total Households (Units)



Total Commercial (sq. ft.)



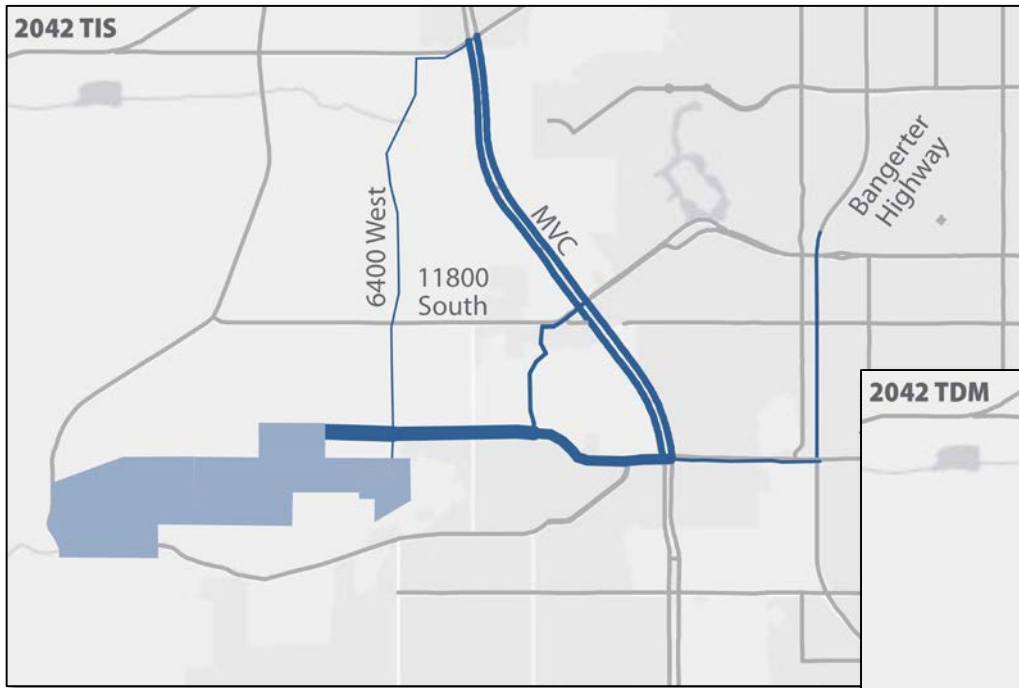
Trip Generation

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

Trip Distribution / Assignment

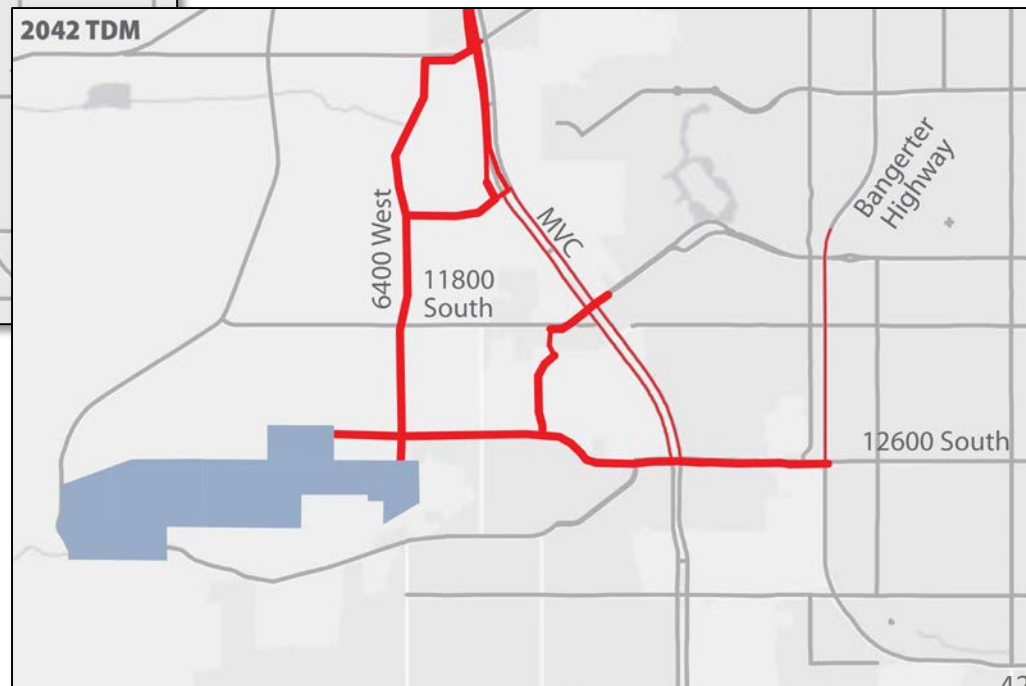
- Differences between the study and the WFRC travel model for trips to/from Mountain View Corridor and Bangerter Highway
- Study assumes east-west travel to get to MVC and Bangerter to then travel north
- The travel model suggests that most of those trips would travel north first to get to MVC and Bangerter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

2042 Trip Assignment Comparison



Study

Travel Model



Trip Assignment Sensitivity Testing

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

Define Required Mitigation

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

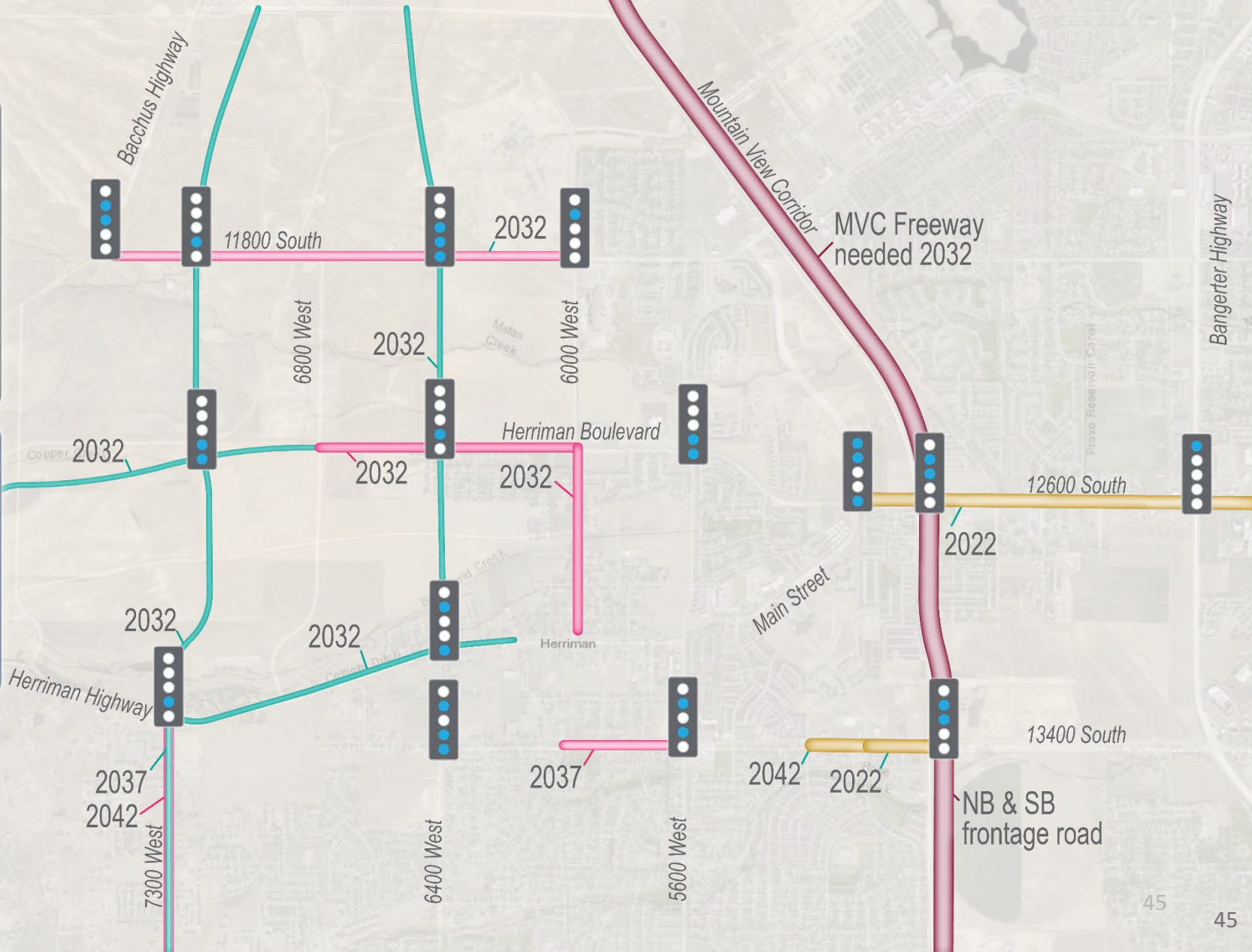
Background (without development) Mitigation Measures

Intersection Improvements

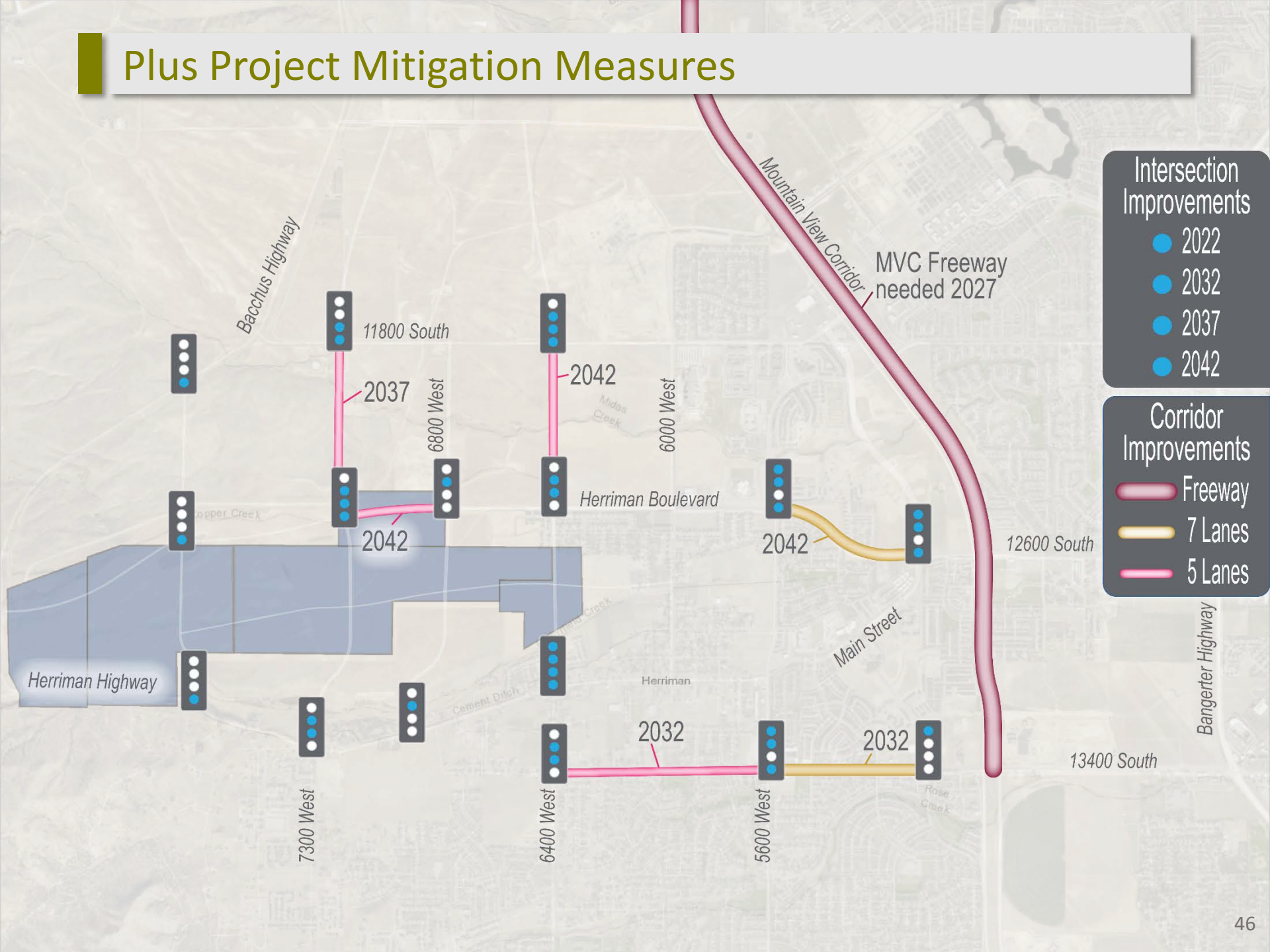
- 2022
- 2027
- 2032
- 2037
- 2042

Corridor Improvements

- Freeway
- 7 Lanes
- 5 Lanes
- 3 Lanes



Plus Project Mitigation Measures



Intersection Improvements

- 2022
- 2032
- 2037
- 2042

Corridor Improvements

- Freeway
- 7 Lanes
- 5 Lanes

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

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

Request is for approval of all three application components:

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

Public Hearing Dates

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

Full documentation for this application is available at

<https://olympiahillsrezone.com/>

Olympia Hills

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