

## **OLYMPIA WORKING GROUP SUMMARY PLANNING/DESIGN GUIDELINES**

**Date:** June 2, 2021

**Time:** 12:00 – 2:45pm

**Attendees:** Clint Smith, David Watts, Chase Andrizzi, Wendy Thomas, Tami Moody, Troy Carr, Blake Thomas, Michael Maloy, Clint Spencer, Olympia Development Team

Before the group discussion started, a few items were mentioned. First, the project has been renamed “Olympia,” simply dropping the “Hills” from its name. Second, the street guidelines will be discussed in an upcoming City Council meeting. And third, it was reaffirmed that the whole City Council will see draft versions of the master development agreement (MDA) as the City and Olympia meld their ideas together.

A rough, in-progress draft version of the Olympia Hills/Herriman City design guidelines was presented in this meeting. Sections of the document currently are as follows:

- 1 Place Types & Land Uses
- 2 Sustainability Overview
- 3 Streets Types and Designs
- 4 Parks, Trails, Open Space
- 5 Site Design
- 6 Buildings and Architecture
- 7 Landscape
- 8 Signage
- 9 Appendix

The first section discussed was the Site Design section. The development team said Salt Lake County had required setbacks in the Towne Center-designated areas to be 0-6 feet (and no further) from the right-of-way (sidewalk edge). The group prefers some flexibility to increase that setback for some places that make sense—like residential areas (the group suggested a minimum of 5’ for residential)—and the ability to have smaller or 0’ setbacks for commercial areas. For residential areas, a greater setback is preferred to have some transition space from public areas (sidewalk) to semi-private and private areas (the living space), whereas that buffer isn’t as necessary for commercial spaces. The setback distances are currently drafted from foundation to foundation, rather than foundation to lot line to foundation to avoid having to double setback distances on adjacent lots. The rest of the setbacks will be re-examined and discussed at a later time.

Regarding parking, the group discussed having as much on-site parking as possible for residential lots. It was noted that parking is often an aspect of every development that gets negative feedback. In general, it is preferred to have a two-car garage and a two-car driveway for homes. For private roads, the group is crafting setbacks in a way to allow for parking as well as the necessary room

for fire trucks. One method for this is for setbacks on the garage side of the house to be either very short (3-5') or long (18' or more). This avoids the issue of small driveways where the rear of parked cars still protrudes into the street. For roads with the small, or apron, driveways, more on-street parking will be accommodated. The group noted they preferred wider streets for parking rather than parking stalls. One way to accomplish the on-street parking is by bulb-outs that create a wide shoulder but narrow at intersections. Bulb outs have previously created some concern in regard to snow removal. For parking stalls on residential lots, the group intends to set a standard for inside dimensions of 9x18' for single garages and 18x18 for two-car garages. Additionally, the developer suggested requiring 20' driveway lengths for front-load townhomes. Standards will be crafted in a way that different garage placements (rear, side, front) will all be able to allow sufficient parking for the home size.

Schools are permitted in any of the designated land uses throughout the project. Commercial is allowed in any of the town center areas. In the current agreement with Salt Lake County, the County asked all items that would typically go to Planning Commission review to go to the County Council. The developer highlighted all such areas in the draft design guidelines with Herriman City for review to evaluate which would make the most sense to be reviewed by the administrator, Planning Commission, or City Council.

The County had limited all commercial center place types to be no larger than 75 acres. The group discussed deleting that hard maximum limitation in the draft guidelines and potentially to require a minimum. It was also suggested to require a soft maximum, but allow for exceeding that limit with an additional City Council approval process. The group will revisit that item at a later meeting.

Another discussion item was vacation rentals by owner (VRBO), like AirBnB. The City currently does not permit any short-term rentals for less than 30 days. The group discussed allowing VRBOs in limited areas, perhaps as an entertainment zoning overlay, like around the proposed trailhead. The group suggested addressing the VRBO at a citywide level rather than just in the Olympia development area. Options could include allowing VRBO permits only in multi-family areas, or to require sufficient parking, charge a specific tax, and so forth.

The group would like standards to be included for rooftop gardens. There was discussion about maintenance costs for landscaped areas between sidewalks and walls (typically about 2' wide). It was noted that the water efficiency standards would not allow sod to be installed in these spaces and that the maintenance costs should be lower because of this.

Street lighting for private roadways and alleys was discussed. Private roads should include lighting similar to public roadways. Alleys would be allowed to use wall-mounted lighting instead of standard street lights due to concerns with clearances for street light poles.

Fences are currently set to be required to be a minimum of 2' from sidewalks to allow room for signs, biker safety, and visual space. Fences are to be 6' high, and opacity on the front side of

lots to be no more than 60%. The development teams wants to ensure that there is consistency in fencing throughout their project but not be locked into a single color because in previous experiences they have seen trends change.

There are several kinds of roof types. The group would also like to spell out in the MDA that included images are simply showing types of roof lines, and are not meant as more comprehensive visual guidelines. It was also affirmed that porches are designated as outdoor rooms, and a clarification will be added that they are not to be enclosed.

The current guideline draft requires front elevations to have three architectural features and all other sides to have two architectural features. Features do not include standard items like the garage, front door, or windows. The goal is to avoid a large single texture/color on a flat wall. Building materials are not spelled out by minimum quantities. The group discussed how to prevent unappealing design while acknowledging there can be nice buildings with 100% use of a single material (even stucco). To allow creativity but still a high standard of aesthetics, the group discussed requiring design plans to go before the architectural review committee (ARC) for approval before submittal to the City's Building Department. That requirement would also be spelled out in the MDA and at the front of the design standards in the "Intent" section. Another provision allowing the administrator or Building Department to push designs back to the ARC will be included.

The group discussed setting maximum building heights in terms of stories rather than feet. The intent of this is to allow for architectural flexibility without having to cram a roofline into a given range. A concern was brought up that not setting a footage requirement may result in a pair of same-story buildings being significantly different heights. This item will be revisited, but for now, there will be a max height requirement added and a process to gain administrator approval for topographical issues regarding building height. It was requested that a note be included that a rooftop deck/patio does not count as a story. Additionally, the current draft requires a current building height transition of no more than two stories of difference, i.e. a five-story building could not be next to a two-story building.

Currently, the draft shows a maximum building height of:

- Towne center: 10 stories (the developer noted that it's not anticipated that buildings this height will be constructed.
- Village center: 5 stories
- Commercial center: 5 stories
- Institutional: 4 stories
- Neighborhood: 3 stories
- Open space: 3 stories

One comment was made suggesting a requirement for builders to offer rooftop solar or other sustainable energy on new homes.

The draft document removed the designated street tree list and now refers to Herriman City approved tree list.

The group discussed how to resolve any potential future conflicts between the City's water efficiency standards, those from Jordan Valley Water, and any from the state of Utah. One suggestion was to defer to whatever promotes the most water efficiency. However, after a brief discussion, it was agreed to instead refer to the current Herriman City code. If a phase has begun or has been approved, the phase will be allowed to finish with the water standards applicable upon approval (in case of a water standards change). Phases of the project will be subject to water standards current when the phase is applied for.

For smaller signage, the project will allow for gabion basket styles (large metal cages filled with medium-sized rocks). The intent of this style is to retain the history of mining in the area.

The developer noted that they have been coordinating with both Rocky Mountain Power and Dominion Energy about potential substations to facilitate their respective utilities.

The developer noted that the Salt Lake County Council has placed Olympia on their meeting agenda for the next week to discuss a potential issue with creating a peninsula upon annexation. It's not anticipated to delay the current process but is simply a hurdle to clear. The development team and City staff will be in contact with the County to address the issue.

It is anticipated that the first full presentation of the Olympia project (culmination of all work group meeting materials) at a City Council meeting will be on August 11<sup>th</sup>. Ahead of that time, the presentation will be before the Planning Commission throughout July. Additionally, the City will host community meetings regarding the project throughout mid-July to early August.