

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

**Date:** June 4, 2021

**Time:** 10:30 – 12:00pm

**Attendees:** Steven Shields, Blake Thomas, Justun Edwards, Jonathan Bowers, Chase Andrizzi, Tami Moody, Michael Maloy, Olympia Development Team

The group started by talking about roadway cross sections. Lane widths were discussed for public and private roads. If a lane is going to be used for home addressing or fire access, it needs to be wider. If it is going to be used for an alley, it can have parking on one side and access on the other. It was noted that it would make most sense to have homes face the road. Fire services require roads to have a driveable surface of at least 20' for a pass-through/access and at least 26' in order to locate fire hydrants along the road. The current proposed design for a minor local private road would have to be restricted for no parking on one side of the road if it were to meet the fire needs. Regular private roads will have sidewalks and alleys will not. It was noted that the anticipates there will be more private roads than public roads in residential subdivisions throughout Olympia.

One key discussion was surrounding the question of the acceptability to address homes on a lane. The concerns are that if addresses are off a road, it has to meet the City requirements that 26 ft width can't have parking. The City Council, in recent discussions regarding the engineering standards, has stated a desire to require a minimum of 26' but as the minimum it would only be acceptable if the street had access (structures) only on one side of it. The group talked about the ability to have driveways on one side and alley entrance for the other side. This item will be discussed with the Council at the upcoming City Council meeting to discuss the pros and cons with the City limitations on the road width and accessibility, including for public/private garbage services and fire services.

It was noted that the project is being rebranded as Olympia (dropping "Hills").

The group discussed the Hales traffic study and identified level of service. Included in the study is a comparison of "background" and "plus project" needs. "Background" refers to needs as if Olympia was to not be built (and therefore is the responsibility of the City), and "plus project" means impacts resulting from Olympia. There are some projects that were identified in the Hales study that are not in the City's transportation master plan. Those items, as well as some items that are in the TMP but would be accelerated by Olympia, need to be further analyzed. An example is 7300 W should be five lanes with Olympia, whereas the TMP has it at three lanes. The group will reach out to the consultants to meet and identify the discussion areas in the plans.

There was a discussion on what can be done with the impact fees generated by Olympia, how to track and ensure that funds collected are spent on infrastructure improvements within Olympia

and infrastructure improvements necessitated by the development of Olympia, and how to define that in an agreement. This is anticipated to be discussed during the finance group meeting on Friday.

Regarding water and storm drains, the group is working on establishing allowable discharge rates and related items. It was noted that the roads discussions are further along than the stormwater infrastructure discussions. The vast majority of improvements on stormwater systems will take place inside Olympia. The recently realigned Copper Creek to Midas Creek channel will need to be sufficient to be safe and carry the capacity of new flows. There will need to be an analysis on if the new development will necessitate any channel improvements and what the cost of those improvements will be, including potential channel realignment. Some of the property runoff will flow to Butterfield Creek, which then is conveyed through a Salt Lake County pipe system in 12600 South, eventually flowing into Midas Creek at Mountain View Corridor. An estimated 60% of runoff from the development will be conveyed through Copper Creek to Midas Creek, 20% to Butterfield Creek and along 12600 South, and 20% will be required to be retained onsite and infiltrated into the ground per rules set forth by the State of Utah. The County, who controls all the drainage channels, has agreed to allow a maximum discharge rate of 0.1 cubic feet per second (cfs) per acre. The group will continue to identify areas within the development for potential regional stormwater retention areas. The group discussed low impact development (LID) and their locations. LID will help mitigate the impacts of runoff by retaining a portion of stormwater on-site. The group will put a narrative together to how it is being managed and that the 80th percentile storm is retained, which is required by the State of Utah. Storage of the runoff that comprises the 80<sup>th</sup> percentile flows will be stored in a subsurface system and infiltrated into the ground. Surface storage for runoff in excess of the 80<sup>th</sup> percentile storm is anticipated to be above ground once the system for the 80th percentile storm volume is full.

The group needs to formalize the infrastructure plan prior to getting a more accurate cost estimate. It was noted the group is developing a comprehensive infrastructure plan in order to determine the cost which can then be used to calculate an impact fee or contract fee amount. The council and developer will then have the option to determine which option is best for funding the project backbone infrastructure. It was discussed that language can be included in the MDA requiring periodical evaluation and adjustment of the fee if necessary.

Regarding water infrastructure, the group is awaiting the results of an outside study. Then, similarly to the road infrastructure, the existing water master plan will be compared with the Olympia plan to see what was already anticipated if Olympia wasn't constructed compared to new costs and expansions needed resulting from the development.