

## **OLYMPIA WORKING GROUP SUMMARY MASTER DEVELOPMENT AGREEMENT**

**Date:** August 24, 2021

**Time:** 10:30 a.m. – 12:00 p.m.

**Attendees:** Nathan Cherpeski, Tami Moody, Chase Andrizzi, Blake Thomas, Jonathan Bowers, Olympia Development Team

This meeting was held to go over items identified by the City Council in the master development agreement (MDA) as revisions or conversation points to discuss with the Olympia team. Several items were minor and only require/required a quick text revision. Other items were identified as needing discussion or negotiation with the Olympia team in a future meeting with City Council members. For some of those items, the group introduced ideas to help progress issues closer to solutions.

The group discussed the idea of approval processes, and how to decide what applications come before the Planning Commission versus receiving administrative approval. The Council had requested—and the group is working on—a list of items that statutorily *must* receive Planning Commission approval, and let the Council decide if there are any other items they would like the Planning Commission to see.

The transportation impact study (TIS) was discussed. The goals of the TIS were reiterated—that the TIS submission to the City will show the 1) proportional offsite impacts of Olympia to specifically-identified Herriman roads and intersections, 2) the price of any necessary improvements in 2021 dollars, and 3) the year in which improvements are anticipated to be needed. The offsite roads and intersections are those either already existing or that are already identified in the City’s transportation master plan. The City’s transportation master plan does not already factor in growth from Olympia, so anything needed above the plan’s levels could be considered in calculating impacts from Olympia. Offsite improvements will be designed and constructed by the City and onsite improvements will be designed and constructed by the master developer—excepting specific projects (like the water tank) that the City has expressed a desire to design.

The group discussed the assumptions that are made as part of the TIS. The group identified one assumption that they said will especially need verification from the TIS consultant—that 80% of K-12 school traffic will remain on-project. One major reason the group is expecting solid, tangible evidence of that assumption is a rise in the use of charter schools that are not geographically bound. The TIS will be submitted to the City by September 6<sup>th</sup>. The MDA includes language that the developer will be responsible to pay for all infrastructure onsite and a pro rata share of impacts offsite. Affected offsite intersections are identified in the TIS.

The group discussed allowable units as it relates to density and the transfer of units. This idea is only applicable in cases where a project is entitled as units-per-acre (without a specific maximum number of units), and any units-per-acre that are replaced by schools or churches are accordingly moved to other areas, adding to other areas' previously approved density. However, the group discussed that this issue does not apply to Olympia, as this project would be entitled for a total number of units, and units-per-acre isn't how allowable units are calculated. Different types of land uses have various ranges of maximum allowable units, but the project as a whole has a cap on units. Units are transferrable between different areas throughout the project as long as the overall cap of 6,330 is not exceeded and the maximum density for land use types is not exceeded. The master developer has already sold 60 acres of Olympia to the Jordan School District without any sort of density marker attached, as the land is movable within the project depending on the school district's needs.

The group discussed open space requirements and the Council's desire for large amenities. One articulated concern is that higher-intensity residential areas would need more open space nearby than less-intense residential areas. The group discussed removing the requirement that all residential units be within ¼ mile of open space because they feel it may encourage too many small/pocket parks and fewer large parks.

Temporary overhead power lines were discussed. Temporary power is only approved for development while it is under construction and permanent overhead power lines are only allowable by City ordinance for very high voltages. The infrastructure group will discuss in a future meeting the locations of two power substations.

The group talked about commercial area and how to secure the City's interest that commercial uses are developed. The group discussed that commercial cannot be forced and that requiring commercial development be paced alongside residential development may invite failure of that commercial area if it is developed too soon. A grocery store in South Jordan was mentioned that the group felt was built too early—ahead of residential support—and failed, sitting empty for a few years, and eventually redeveloping into a gym. The development team noted they want and need commercial areas to develop and succeed to support and add value to the Olympia community, but the area needs residential development to mature before commercial businesses can be sustained. The proposed solution is to reserve specific land for commercial/retail use along U-111 and 12600 South, where the most traffic and highest intensity of land use will be.

These items will be discussed in a future meeting with City Councilmembers. Several other minor edits requested by the Council will be addressed in the MDA and presented as redlines.