



# Development Application | SUMMIT COUNTY COUNCIL

October 7, 2020



**DAKOTA PACIFIC**  
Real Estate



Charlier Associates, Inc.



## Session #1: Project Orientation

# Meet Our Team



**Jeff Gochnour**

Director of Development & Project Lead,  
Dakota Pacific Real Estate



**Chris Beynon**

Chief Development Officer, MIG, planning & design



**Mark De La Torre**

Project Manager, MIG, planning & design



**Jim Charlier**

President, Charlier Associates, transportation/  
traffic/parking



# Presentation Outline

Background and Context

Planning Process and  
Community Engagement

Site Plan: Overview of Program,  
Design and Amenities

Next Steps



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Planning Process and  
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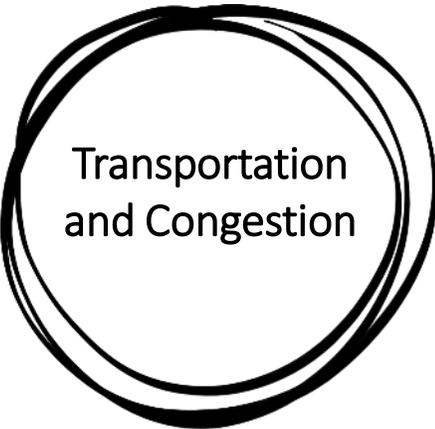


# Summit County 2017-2019 Strategic Priorities – Vision, Mission and Values



Provide excellent, ethical, efficient services that ensure quality of life for present and future generations.

## STRATEGIC EFFECTS



Transportation and Congestion



Workforce Housing



Environmental Stewardship

# Snyderville Basin General Plan

- Adopted in 2015
- Promotes “a community and an economy that are diverse, cohesive, and sustainable”
- Key components:
  - Vision and Background
  - Land Use
  - Open Space
  - Recreation
  - Sustainability, Cultural and Natural Resources
  - Housing
  - Services and Facilities
  - Transportation
  - Neighborhoods

## SNYDERVILLE BASIN GENERAL PLAN

Adopted by Ordinance 839  
June 17, 2015

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### Planning Staff

Pat Putt, Community Development Director  
Peter Barnes, Planning and Zoning Administrator  
Jennifer Strader, Senior Planner

### Snyderville Basin Planning Commission

Mike Franklin, Chair  
Bea Peck, Vice-Chair  
Colin DeFord  
Greg Lawson  
Mike Barnes  
Canice Harte  
Chuck Klingenstein

### Summit County Council

Kim Carson, Chair  
Roger Armstrong, Vice-Chair  
David Ure  
Chris Robinson  
Claudia McMullin

# Kimball Junction Neighborhood Master Plan

- Approved unanimously by Snyderville Basin Planning Commission in February 2019 and Summit County Council June 2019
- Key elements:
  - Mixed-use neighborhood
  - People-oriented environment
  - Seamlessly connected walkable neighborhood
  - Centralized parking
  - Variety of housing choices
  - Sustainable community



**Create a Mixed-Use Neighborhood**

Mixed-Use neighborhoods are designed with people in mind. They are "Places". They are places where residential, retail, service, and civic uses are connected by a network of public spaces. Mixed-Use neighborhoods promote efficiencies in people, services, mobility, and infrastructure.

**Key Action Points**

- Amend Code to target workforce multi-zone a new in
- Amend Code to develop flexible multi-use
- Amend Code's district zoning modal parking
- Audit, agree amend and all and pa
- Enhance comm the RUC locator and co come



**Create a People Oriented Built Environment**

**Establishing a more traditional street and building environment will ensure priority is given to the needs of pedestrians rather than the movement of vehicles. Traditional streets are not dominated by large parking lots, blank building walls, service areas, and utility infrastructure. Creating buildings with a continuous active edge, with doors and windows opening onto the street, and parking located behind and/or underneath the buildings can help encourage comfortable pedestrian activity. The goal should be to accommodate vehicles in an environment built for people.**

**Key Action Points**

- Ensure all new development proposals are designed to first accommodate pedestrians, rather than vehicles. Developers should provide a written narrative describing how this is accomplished as part of the application submittal requirements.
- Developers should not only consider pedestrian connectivity within their development, but also those connections to existing routes and adjacent developments.
- Encourage property owners of existing developed projects to enhance the pedestrian experience. Elements could include: updating existing infrastructure, such as adding missing sidewalk connections or adding bike lanes, relocating utility boxes, adding benches, and landscaping to create gathering areas.
- Explore opportunities within Kimball Junction to convert streets either permanently or seasonally for pedestrian traffic.
- Require that all new development proposals include provisions to ensure a comfortable pedestrian experience. Items such as benches, landscaping for shaded areas, and trash/recycling receptacles should not be an afterthought.
- Support ongoing education and training opportunities for the Planning Commission, Design Review Committees, and the public at large to educate them on traditional street and building design concepts.



# Adopted Policy Direction to Guide Future Growth



## 2017-2019 Strategic Priorities

### VISION

Summit County is a vital community that is renowned for its natural beauty, quality of life, and economic diversity, that supports a healthy, prosperous, and culturally-diverse citizenry.

### MISSION

Provide excellent, ethical, efficient services that ensure quality of life for present and future generations.

### VALUES

**Regional Collaboration:** Work with our federal, state, municipal and community partners.

**Responsive:** Take action in a timely manner, meeting the needs our citizens.

**Preservation:** Preserve our land, water, air and culture.

**Leadership:** Motivate others to collaboratively achieve goals.

### Strategic Effects

#### #1 Transportation and Congestion

The County will plan for and make improvements to our transportation system to reduce traffic congestion.

#### #2 Workforce Housing

The County will facilitate efforts to significantly decrease the deficit in workforce/affordable housing in order to have more community members who work and live in our County.

#### #3 Environmental Stewardship

Through environmental stewardship and leadership the County will implement plans and policies to secure, preserve and protect our water, land and air quality for the present and future.

#### #4 Refine County General Plans and Development Codes

The County will review and refine the General Plans and Development Codes focusing on improving and connecting the region's physical, natural, and economic environments and communities.

#### #5 Mental Health/Substance Abuse Issues

The County, in partnership with the Board of Health and the Summit County Mental Health Alliance will improve community awareness of mental wellness and substance abuse issues, and increased access to effective treatment and prevention services within Summit County.

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## KIMBALL JUNCTION

### Location

The Kimball Junction neighborhood contains property on both the east and west sides of SR-224. The east side is bordered on the north by I-80; on the east and south by the Swaner Nature Preserve; and on the west by SR-224. The west side is bordered on the north by I-80; on the east by SR-224; on the south by Summit County open space; and on the west by the Hi-Ute Ranch.

### Zoning

The zoning in this neighborhood is a combination of Rural Residential (RR), Town Center (TC), and Community Commercial (CC). The base density in the RR zone is 1 unit per 20 acres; the base density in the TC zone is determined through the Specially Planned Area process; the base density in the CC zone is determined by the ability of the development to meet all required development performance standards and criteria set forth in the Development Code.

### Neighborhood Description

The Kimball Junction neighborhood is the designated Town Center in the Snyderville Basin, which is the focal point for living, working, shopping, entertainment, and social interaction. It serves as a vital hub and employment center of the area. The Park City Tech Center is a significant development located within this planning area which is governed by a Development Agreement. It is important that the Town Center should remain an economically and socially viable area at Kimball Junction that promotes a sense of place and community identity that supports the mountain resort economy of the Snyderville Basin.

There are not many undeveloped large lots in this neighborhood so redevelopment and in-fill development is the most likely to occur. An appropriate mix of land uses, as well as various activity spaces and programs to encourage a sense of community, attracting people on a daily basis, are important objectives.

SR-224 that divides this neighborhood is the entryway to the Snyderville Basin and Park City. It is critical that the view from the road be one of quality, interest and sensitivity to the mountain environment. It is equally important that the roadway be able to operate in a safe and efficient manner. Summit County should continue to work with U.D.O.T. on future improvements to the roadway.



# Adopted Policy Direction to Guide Future Growth

***“...significantly decrease the deficit in workforce/affordable housing...”***

Summit County’s Strategic Effects

***“...develop housing in the current Tech Center...”***

Kimball Junction  
Neighborhood Master Plan

***“... encourage the creation of highly livable neighborhoods .. connected by open spaces and multi-modal transportation systems ...”***

***“All neighborhood development should focus on sustainable patterns of development.”***

Snyderville Basin General Plan

***“... balance types of housing, styles of housing, ownership category, unit sizes, and a range of affordability...”***

***“...a variety of sustainable modes of transportation.”***

Kimball Junction  
Neighborhood Master Plan

***“...highly livable neighborhoods and mixed-use areas...”***

***“... bettering the overall neighborhood connectivity and walkability...”***

Kimball Junction  
Neighborhood Master Plan

***“How a neighborhood looks affects how residents feel about where they live, work, and recreate.”***

Kimball Junction Neighborhood Master Plan

# Adopted Policy Direction to Guide Future Growth

In requesting an amendment to the current development agreement to incorporate a change in land use, our plan directly responds to this policy direction and community input

*"...significantly decrease the deficit in workforce/affordable housing..."*

Summit County's Strategic Effects

*"...develop housing in the current Tech Center..."*

Kimball Junction  
Neighborhood Master Plan

*"... encourage the creation of highly livable neighborhoods .. connected by open spaces and multi-modal transportation systems ..."*

Snyderville Basin General Plan

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*"How a neighborhood looks affects how residents feel about where they live, work, and recreate."*

Kimball Junction Neighborhood Master Plan

# Location

## Kimball Junction

West to SLC

East to US-40

South to Park City

PROJECT SITE

TANGER OUTLETS

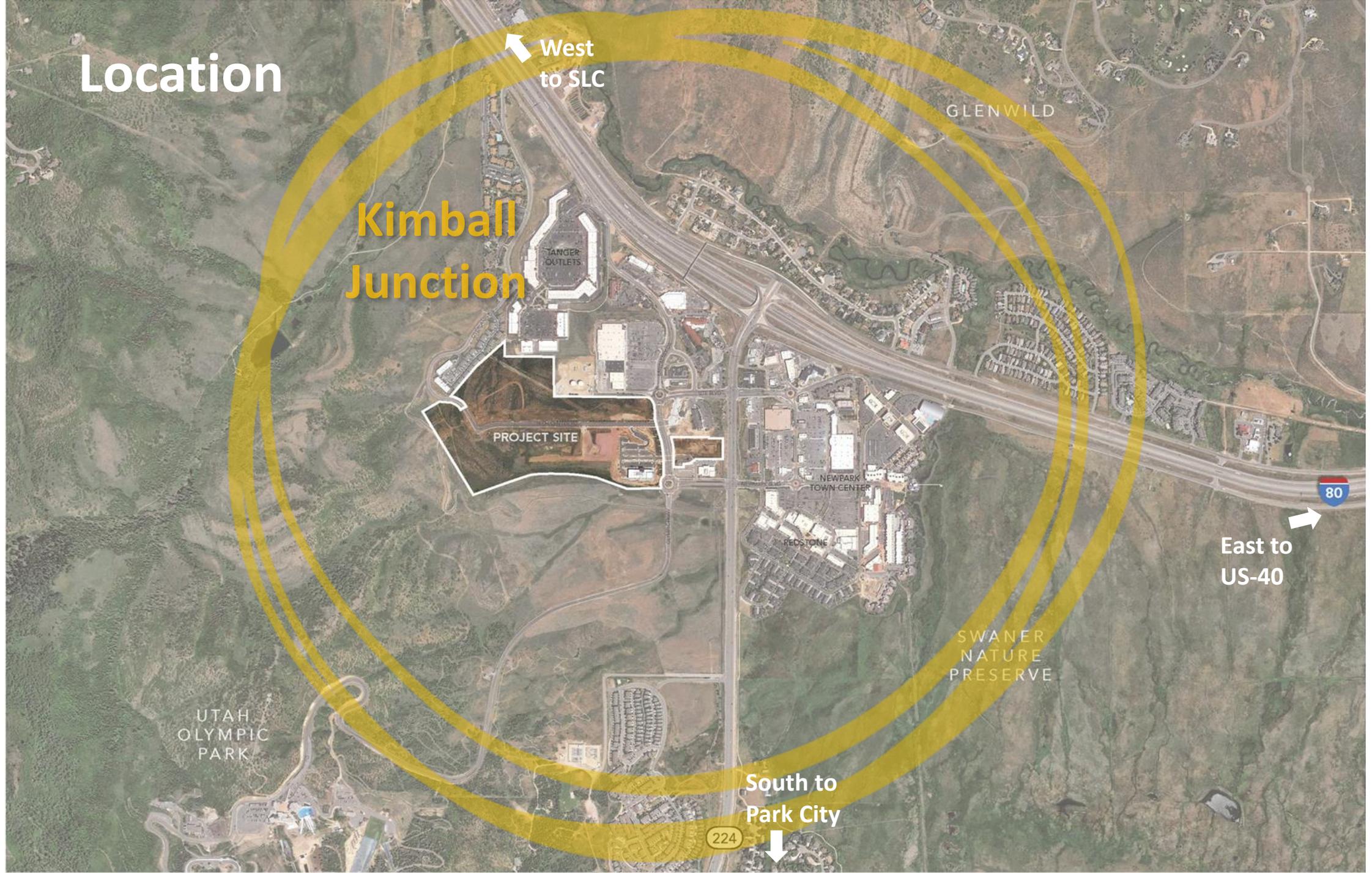
NEWARK TOWN CENTER

REDSTONE

SWANER NATURE PRESERVE

UTAH OLYMPIC PARK

GLENWILD



# Project Site







Utah Olympic Park

Skullcandy

Landmark Dr.

Transit Center

WalMart Center

Visitors Center

Richins Building

Ute Blvd.

Highway 224



Utah Olympic Park

Skullcandy

Project Area

WalMart Center

Transit Center

Richins Building

Visitors Center

Landmark Dr.

Ute Blvd.

Highway 224

# Project History

## **Office park plan approved in 2008**

- 1.3 million square feet of density
- Two buildings, 152 workforce housing units, roads, utilities constructed
- Restricted to office use; no flexibility to adjust for changing market and community needs

## **DPRE buys property in 2018, proposes mixed-use plan**

- Housing-focused mixed-use plan submitted to Summit County in 2019
- Plan responds to Summit County policy guidance
- Responds to community input, needs and challenges
- Reflects Summit County and Kimball Junction strategies and plan
- Long-term investors; sole owner of site
- Application under review

Background and Context

## Planning Process and Community Engagement

Site Plan: Overview of Program,  
Design and Amenities

Next Steps



# An Extensive Planning Process . . .

- Began in late summer 2019
- Based on principles of **listening, authenticity, transparency and open communication**
- 10 Planning Commission meetings from September 2019 to September 2020, covering a range of topics such as:
  - Site plan, program and design
  - Workforce housing
  - Transportation and mobility
  - Community amenities
  - Sustainability and more . . .
- Numerous sessions with County Staff
- Multiple meetings with local agencies and bodies (UDOT, Utah Olympic Park, etc.)



# ... with Broad and Deep Public Engagement ...

 3 FOCUS GROUPS

 334 RESPONSES TO ONLINE SURVEY

 2 VIRTUAL OPEN HOUSES

 226 LOCAL BUSINESSES VISITED; 1,100+ BUSINESSES CONTACTED

 25 DISCUSSIONS WITH NON-PROFIT, GOV'T & BIZ GROUPS; 350 PEOPLE

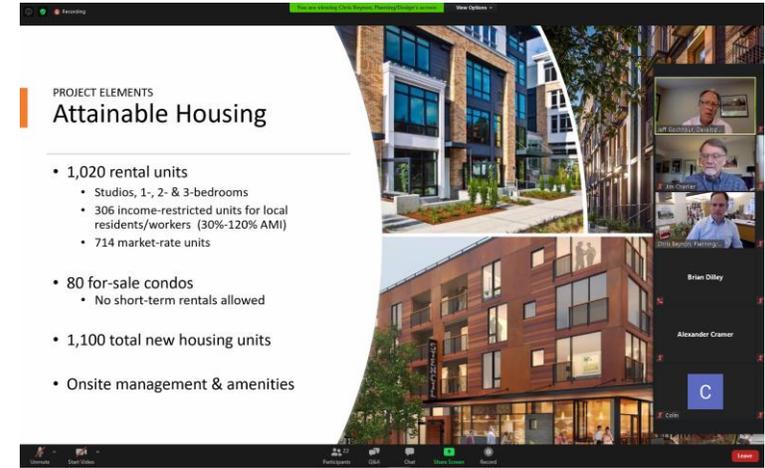
 100+ CONVERSATIONS WITH COMMUNITY MEMBERS

 2,385 PAGEVIEWS AT HEYKIMBALLJUNCTION.COM

 50,000 ONLINE AD IMPRESSIONS AT PARKRECORD.COM

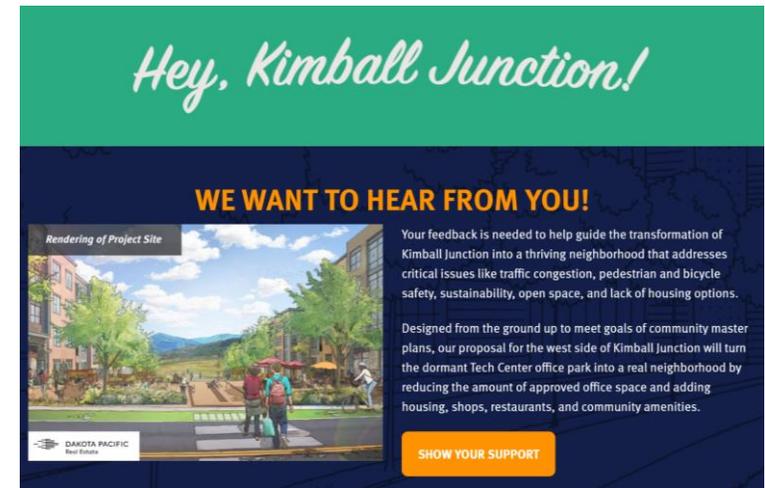
 482,867 TARGETED DIGITAL AD IMPRESSIONS

 12 NEWS STORIES



PROJECT ELEMENTS  
**Attainable Housing**

- 1,020 rental units
  - Studios, 1-, 2- & 3-bedrooms
  - 306 income-restricted units for local residents/workers (30%-120% AMI)
  - 714 market-rate units
- 80 for-sale condos
  - No short-term rentals allowed
- 1,100 total new housing units
- Onsite management & amenities



*Hey, Kimball Junction!*

**WE WANT TO HEAR FROM YOU!**

Your feedback is needed to help guide the transformation of Kimball Junction into a thriving neighborhood that addresses critical issues like traffic congestion, pedestrian and bicycle safety, sustainability, open space, and lack of housing options.

Designed from the ground up to meet goals of community master plans, our proposal for the west side of Kimball Junction will turn the dormant Tech Center office park into a real neighborhood by reducing the amount of approved office space and adding housing, shops, restaurants, and community amenities.

[SHOW YOUR SUPPORT](#)



# ... with Broad and Deep Public Engagement ...

## KIMBALL JUNCTION Mixed Use Development

VIRTUAL OPEN HOUSE 6/11/20 #1

STRONG CONNECTIVITY

8 TO 80

REDUCED POTENTIAL TRAFFIC

ALIGNED W/ EXIST. PLANS

### GENERAL COMMENTS

- CONFIRM HOSPITALITY SCALE?
  - 1370 UNITS (TRAD. HOTEL, NOT CONDOMINIUM)
- WHAT IS THE NATURE OF TECH CENTER DR?
  - MOVING PIECES (224 STUDY IS UNDERWAY)
  - GOAL: CREATE A NBHD STREET FOR SAFETY.



- HOW DO WE ACCOMMODATE OR AMENITIZE FOR SENIORS?

• PART OF ONGOING DISCUSSIONS — MAY INCLUDE A CLINIC.

- TRAFFIC DISTRIBUTION:

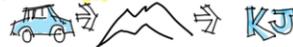
• WHAT ARE IMPACTS ON ADJACENT ROADS.

- WHAT ARE THE OTHER INPUT OPPORTUNITIES?

• SURVEY, WEBSITE, ETC.  
• IMPROVEMENT ON HOLD FOR SAFETY.

- WHY NOT AN OFFICE PARK?

• NO MARKET.  
• HOUSING APPROACH TO ADDRESS WORKER COMMUTING PATTERNS



### ADD'L COMMENTS.

- WHAT ARE THE HEIGHTS?
  - 55'-60' MAX ALONG TC
  - DISTRIBUTED, UNLIKE RESEARCH PARK



- ORIGINALLY, PEI PLAN INTENDED TO REDUCE THAT.
  - IT DID THAT, BY RESERVING 200+AC
  - NEW PLAN IS RESPONDING TO NEW NEEDS

### SITE DESIGN

- BRANDSHELL (A LA NEWPARK)
  - STILL DETERMINING PROGRAM OF PUBLIC O.S.

- RETAIL PROGRAM?

• SUPPORTIVE — CAFE, SMALL SCALE w/ ONE/TWO EXPERIENTIAL ANCHORS

- WALKABLE ACCESS TO WALMART?

• YES! WALMART ← NEWPARK



### RECREATION:

- COORDINATION w/ BASIN REC RE. TRAILS
- IF THERE'S PUBLIC DEMAND, WE'LL EXPLORE IT. →

### TRAFFIC CONCERNS.

- HOUSING DEMAND EXISTS, OTHER LOCATIONS COUNTY (IN SUMMIT) WOULD CREATE MUCH NOISE TRAFFIC.

### MIXED USE BALANCE:

- OFFICE VS. HOUSING?



- HOUSING DISTRIBUTES TRAFFIC LOAD.

### IMPACT ON EXISTING AMENITIES

- BENEFIT TO THE GREATER COMMUNITY

- OBVIOUS (PLANNED) IMPACTS



### CONNECTION ACROSS 224

- PART OF A LARGER CONVERSATION BEYOND WHAT DPRE OWNS.

- RESERVING LAND FOR WHEN UDOT COUNTY READY

### OPEN SPACE COMPARISON

- 55% INCREASE FROM EXISTING ENTITLEMENT.



### GIRODOLA? No right now.

- EAST PARCEL LAYOUT ACCOMMODATES FUTURE OPP

### HOTEL VS. OPEN SPACE?

- ADDRESSING NICHE MARKET NEED.

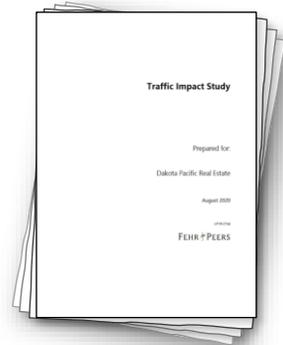
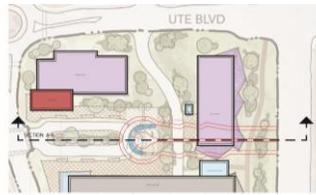
### TECH CENTER DRIVE

- CONSIDERATION FOR OTHER ALIGNMENTS — UG?
- SAFETY/QUALITY EXP. FIRST

### CLOSING COMMENTS:

- "THANKS FOR HELPING US MAKE THIS PROJECT EVEN BETTER!"

# . . . That All Helped to Evolve and Shape the Plan for the Community



## Mobility Opportunities | 21<sup>st</sup> Century Modes and Systems

enhance transit system access, service

an "8 to 80" place

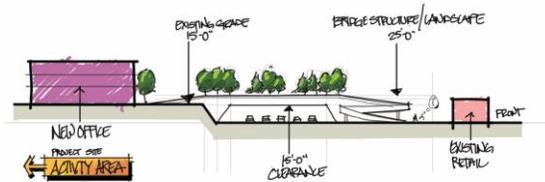
build "pedestrian first" environment



anticipate low-speed modes

anticipate autonomous vehicles

bake in travel demand management



## ECONOMIC IMPACT

Source: IMPLAN; Economic & Planning Systems

DPRE MIXED-USE

One Time Economic Impact of Construction (1)	\$470.9 M
One-Time Construction Jobs (2)	1,990
Annual Ongoing Economic Impacts (3)	\$358.0 M
Annual Ongoing Operational Jobs (4)	1,553

(1) Direct and indirect impacts

(2) Number of jobs in each year summed over entire construction period

(3) Direct, indirect and induced impacts of anticipated land users in the project

(4) Includes direct, indirect, and induced full-time and part-time workers

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# Site Plan

**LEGEND**

- Townhomes
- Multifamily
- Hotel
- Retail
- Parking
- Office



# Key Site Elements

- **Wide range of housing**, including workforce and market-rate apartments, condos, townhomes and live/work units, as well as senior housing.
- **Community-oriented facilities and spaces**, including activated urban plazas, creative work hubs, community gardens, places for live music and performances, with space reserved for future, potential civic buildings, transit-oriented facilities and amenities that would attract residents from throughout the County.
- **Local-serving retail and dining**, which will complement existing uses in Kimball Junction while providing opportunities for experiential shopping, entertainment, and creative new work/shop/live experiences.
- **Office uses** integrated within the project that provide opportunities for local employment and help to address the jobs-housing imbalance in Summit County.

# Key Site Elements

- **Hotel** to serve visitors throughout the year, provide tax revenue for the County, and offer alternative destination hospitality proximal to regional transportation infrastructure.
- **Sustainable design** such as energy-efficient building and site design, green walls, natural stormwater infrastructure, and programs for residents and workers that help reduce environmental impacts, as appropriate.
- **Creative, artistic gateways and signage elements** that foster a sense of place and navigability within the community, as well as create a more beautiful and identifiable entry for the entire region.
- **Access to nearby trails, open spaces and adjacent retail**, via a series of pedestrian pathways and bicycle facilities, with convenient trailheads that enable Summit County residents to quickly connect to Utah Olympic Park, the Wasatch Range, and beyond.

# Land Use Program

- Mixed-use community with housing, office, retail and hospitality uses
- 1.3 million square feet
- 1,100 units, including senior housing
- 306 affordable/workforce rental units for those earning 30-120% of median income
- Parking is mostly underground
- Adjacent transit center



# Housing



# Office



# Retail



Hotel



# Open Spaces and Trails

- Multiple formal and informal parks, plazas and open spaces throughout project

- Central public plaza
- Community garden
- Dog park
- Green pathways
- Children's play spaces
- Pocket parks and gathering spaces
- Trailheads



# Open Spaces and Trails



# Sustainability

- Holistic approach to social, environmental and economic sustainability
- Grouping buildings allows for more open space
- Range of housing choices for individuals and families of varying income levels
- Energy-efficient; EV- and solar-ready
- Waterwise, native landscaping with sustainable stormwater infrastructure
- Recycling and sustainable waste programs



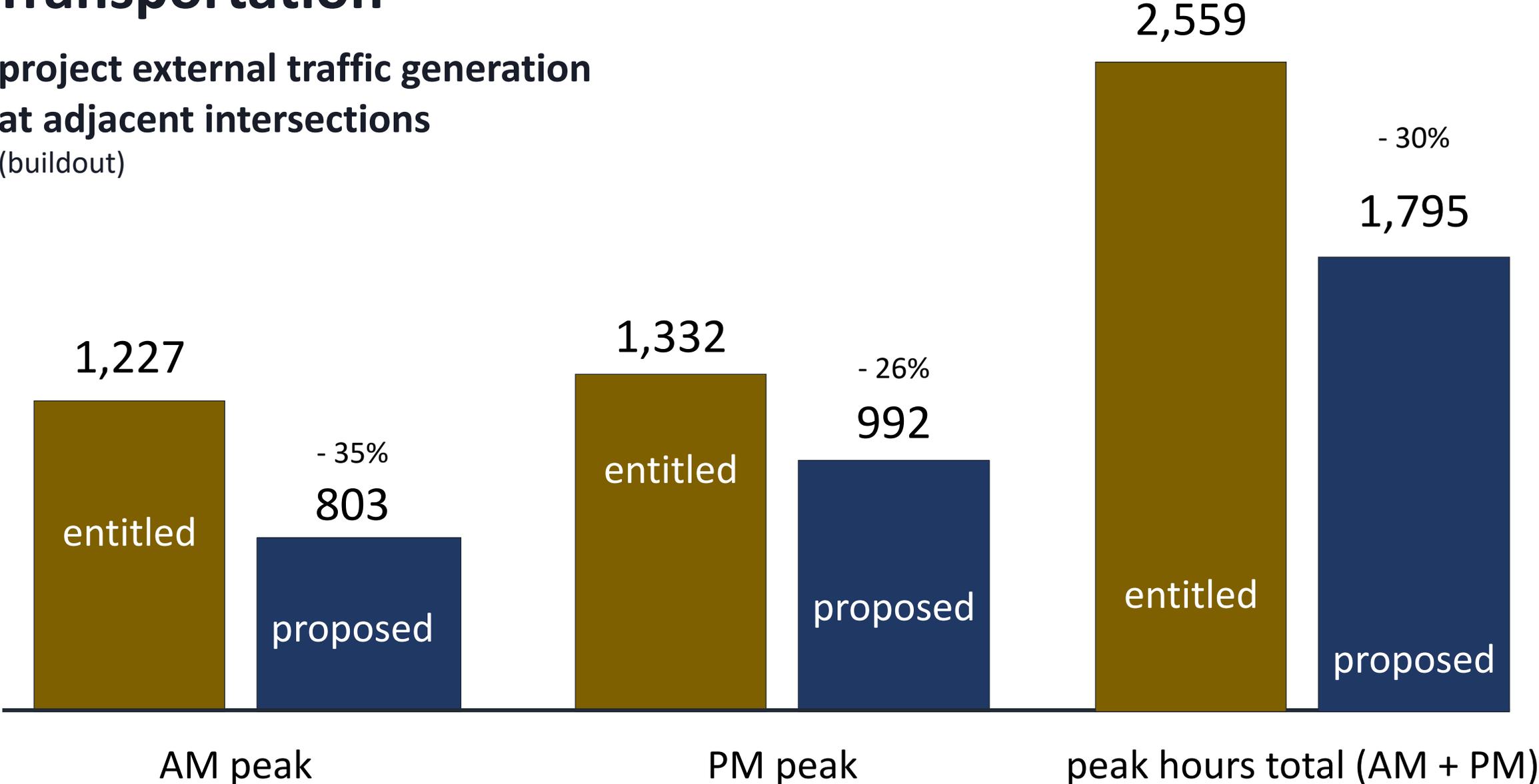
# Transportation

- Transit-oriented, mixed-use plan reduces peak traffic by 30% compared to tech park plan and spreads trips throughout the day
- We are invested in long-term regional transportation solutions
  - Kimball Junction I-80 interchange is a Phase 2 project on UDOT's long range plan (10-20 years)
  - SR 224 is not currently on UDOT's long range plan; corridor study underway
  - Opportunity to elevate focus on regional transportation investments that meet County needs (e.g. BRT, Transit Center, bike infrastructure, etc.)



# Transportation

project external traffic generation  
at adjacent intersections  
(buildout)



# Potential Future Partnership Opportunity



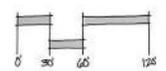
# Potential Future Partnership Opportunity



# Potential Future Partnership Opportunity



UNDERGROUND TRANSIT CENTER AND PARKING



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# The Right Project at the Right Time







# Development Application | SUMMIT COUNTY COUNCIL

October 7, 2020



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Real Estate



Charlier Associates, Inc.



## Session #1: Project Orientation

# Phasing

**LEGEND**

- Townhomes
- Multifamily
- Hotel
- Retail
- Parking
- Office

