



SANDY CITY COMMUNITY DEVELOPMENT

JAMES SORENSEN
COMMUNITY DEVELOPMENT
DIRECTOR

KURT BRADBURN
MAYOR

MATTHEW HUISH
CHIEF ADMINISTRATIVE OFFICER

MEMORANDUM

July 5, 2018

To:	Planning Commission	
From:	Community Development Department	
Subject:	Synergy Canyons Business Park Subdivision and Site Plan Review	Industrial (ID)
	9150 South Sandy Parkway (500 West)	SPR-01-18-5341
	[Civic Center, Community #2]	SUB-01-18-5342
		32.51 Acre

Public Notice: In addition to the posting of the meeting agenda, this project was noticed to property owners within 500 feet of the subject property, by U.S. Mail delivery.

PROPERTY CASE HISTORY	
Case Number	Case Summary
SPR-78-26	Site plan review for the Mountain Fuel Supply Company site in 1978.
SPR-79-45	Site plan review for the Beehive Machinery site in 1979.
SPR-82-31	Site plan review for Mountain Fuel Supply Company site extension in 1982.

DESCRIPTION OF REQUEST

The applicant, Mr. Soren Urry, representing Synergy Development, is requesting that the Planning Commission review and approve a three-lot commercial subdivision, a phased master development plan and preliminary site plan review for the proposed Synergy Canyons Business Park development. The Planning Commission is the Land Use Authority for approval of these actions, as designated in the Sandy City Development Code.

BACKGROUND

This approximately 32.5-acre site is owned by the Canyons School District and the southern 25 acres are under a sales contract with Synergy Development of Park City, Utah. The 25 acres being developed by Synergy Development will become lots #1 and #2 in the subdivision. The remaining 7.33 acres will become lot #3, and will be retained by the school district. Easements for the northwest access driveway across lot #3 will be provided to Synergy Development. The property has never been legally subdivided, and is composed of eight separate land parcels. The project case history table reveals that the existing buildings were developed in the late 1970's and early 1980's by a private business and Mountain Fuel Supply Company, the old name for the natural gas utility provider for Utah. At some time in the last decade or so, Canyons School District purchased seven of these property parcels and has used the various buildings for administrative offices and some school bus and vehicle maintenance activities, as well as for some leasing to other private businesses.

Along the western edge of the industrially zoned property are two long parcels of land that were once owned by the Galina Canal Company, which is now abandoned. The north parcel of the old canal land was also purchased by the school district. The south parcel of the old canal was recently purchased by Synergy Development. These two old canal parcels separate the residential development of the Jefferson Place Condominiums and the industrially used property on the bluff above. The actual canal was located about half-way down the steep slope, between the upper bluff and the lower land where the residential development is located. This steep slope area is located within the Sandy City designated "Sensitive Area Overlay Zone".

The Canyons School District has determined that the bulk of this property is surplus to its needs and intends to sell off property for development, in an effort to raise funds to construct additional administrative facilities at the main school district administrative office location on 9400 S. Street and 300 East Street.

All zoning in this area is existing and no zone changes are being requested. The proposed uses for the business park are permitted in the Industrial (ID) zoning district. Properties abutting the school property on the north are zoned Regional Commercial (RC). There is industrial zoning existing on the east, across 500 West Street. Industrial zoning exists to the south of the subject property. On the west is a large residential condominium project, built in the late 1980's and early 1990's and zoned Residential Planned Unit Development, 12 units per acre PUD(12). The two old canal parcels are also zoned PUD(12)

NEIGHBORHOOD MEETING

A neighborhood/community meeting is not required for this application, but it was determined by staff as being potentially beneficial and was therefore held for this project on June 7, 2018. Attached is the meeting summary, attendance log and the written correspondence received by staff before the meeting. The meeting was attended by 16 people, 10 were citizens and the other 9 were City staff or representatives of the developer.

This meeting was constantly disrupted by several residents of the Jefferson Place Condominium project, who were extremely upset with the proposed development of this property. The developer attempted to present visual information about the project, but was unable to continue, due to the disruption and the interruptions. City staff tried to take control of the meeting, and some essential information and feedback was eventually received from the other citizens in attendance.

ANALYSIS

PROPOSED SITE PLAN AND BUILDINGS.

City staff has been working with the developer on this project since last November. The project has been revised and refined, with many City staff suggested changes and additions being accepted by the developer. Some of the activity and changes that have transpired include:

- Two Transportation Impact Studies by transportation engineers.
- Two revisions as to the access driveway numbers and locations on 500 W. Street.
- Two revisions to the access driveway on the northwest corner of the site leading to 700 West for utility access and providing an alternative ingress/egress to the project.
- Two revisions to the internal site circulation and building locations and configurations.
- Two rounds of upgrades to the building architecture and building materials, colors and articulation.

- Expansion of the proposed subdivision to include all of the school district's property and all of the old canal property.
- Revisions to the proposed parking locations, reducing the proposed number of parking stalls along the west edge of the hill.
- Increasing the rear yard setback of the building away from the crest of the hill.
- Eliminating any of the previously proposed regrading of the west facing steep slope below the old canal channel.
- Minimizing the regrading of the west facing steep slope above the old canal channel.
- Moving the proposed fence/masonry wall from the bottom of the hill property line location to the middle of the slope, and finally to the top of the slope and making it solid, not see through.
- Many changes to the storm water management design.
- Improving the existing driveway intersecting 500 West Street on the curve, at the northeast corner of the project.

Master Development and Phasing Plan. The phasing plan for the new development consists of two phases, starting with proposed lot one on the south portion of the site, constructing building number one facing 500 West Street (29,283 square feet) and building number two to the west (88,463 square feet) and the west access driveway, storm water retention pond, buffer wall and slope regrading and revegetation. Phase two includes the balance of the new development site and the other four buildings, and the rest of the 500 West street improvements. Lot three will be retained by the school board for its future uses or possible future development.

Access. Traffic increases and traffic noise were a major concern of the area citizens that have given input so far about this project. As discussed above in this report, two new driveway intersections will be provided on 500 West Street, and this will provide approximately 75 percent of the ingress/egress to the site for both employee vehicles and large truck use. A traffic study has been submitted for the project and has been accepted by the City Transportation Engineer. (Please see the attached email from Britney Ward, the Sandy City Transportation Engineer, and the executive summary of the Transportation Impact Study). Access and egress will be sufficient for the intended use.

Building Siting and Massing. The proposed six building complex meets or exceeds the minimum zoning requirements for all building setbacks from the perimeter of the property. The rear (west) building setback adjacent to residential zoning is required to be at least 30 feet. The proposed building rear yard setback in this project varies between 145 feet to as much as 200 feet from the west property line at the base of the hill. Building height in the ID zone is allowed up to 80 feet. These buildings are typically 35 feet tall, with the building corner architectural features raising to approximately 39 feet.

Buffering the Residential Properties to the West. Whenever residential zoning abuts non-residential land uses, buffering is required to reduce use conflicts and to mitigate impacts. One common theme of the citizen comment was a concern about possible negative impacts of the commercial/business/industrial land uses in proximity to the existing residential uses. The following design elements and improvements are incorporated into the current project proposal as follows:

- Preserving the existing trees and vegetation on the lower portion of the old canal property.
- Not locating a fence or wall at the west property line.
- Minimizing the regrading of the steep hillside above the old canal channel.
- Locating the eight-foot-tall solid masonry wall at the top of the hill to screen the visual impact of the parking and the driveways, limit sound travel down the slope, and separate the non-residential land use activities from the residential land use.

- Intensively landscaping the ten-foot landscape buffer strip on the east side of the wall.
- Revegetating the disturbed portions of the old canal property above the old canal channel.
- Shifting the proposed building to the east, away from the crest of the hill to reduce visual impacts of the new buildings and to increase the distance between the two land uses and activities.
- A willingness to enter into some form of an “Open Space Easement” to protect the steep slope area below the new buffer wall.

Parking. This business park development proposes to construct 361,653 square feet of commercial/business and light industrial building in what is termed commercial business/industrial “Flex Space”, in six large single story, tilt-up concrete buildings, arranged on 25.01 acres of the site. Both truck parking and employee vehicle parking will be provided on site. All the parking will be shared between the various uses and overall will meet the City’s parking requirements for the mixing of the various uses. Approximately 746 vehicle parking stalls will be provided for the new construction. This does not include the proposed large truck parking. Parking will be adequate to accommodate the intended land uses and activities.

Landscaping. Approximately 200,000 square feet of new landscaping will be added to the new development area. In addition to the new landscaping around the new buildings, all of the existing vegetation on the steep west slope area below the old canal channel will remain untouched. Additionally, only limited portions of the existing vegetation on the steep slope will be disturbed by some minor slope grading above the old canal channel. Landscaping will meet City requirements.

Fencing. The Sandy City Development Code requires that where ever new commercial or industrial development occurs abutting any residential zoning, that the new development provide an eight-foot-high solid masonry wall and ten feet of buffer landscaping at the zone boundary. In this project, the zone boundary is at the top of the slope, along the east side of the old canal parcels. Doing this will provide both sight, sound and access buffering for the residential development below, as requested by the residents.

Architectural Design & Materials. The building architectural design, materials and colors meet the requirements of the City’s Architectural Design Requirements, (Please see the attached building elevation drawings and building renderings for details on the proposed new buildings).

SUBDIVISION

Proposed three-lot commercial subdivision. Preliminary subdivision review by city staff has been completed and meets or will meet City requirements, including inclusion of all of the Canyons School District property. Through the subdivision plat, approximately 7,000 square feet of street dedication will occur to widen 500 West Street and to obtain proper curve radii and transitions. The plat will also dedicate drainage and utility and access easements. It is anticipated that the plat will also establish some form of “Open Space Preservation” easement to protect the west sloping hillside area.

Sensitive Lands Overlay District and Geotechnical Studies. As part of the finalization of the subdivision plat, the City Engineer will finalize his review of the required sensitive lands and geotechnical studies and reports. No issues with these requirements are anticipated.

STAFF RECOMMENDATION

Staff recommends that the Planning Commission **approve:**

- The proposed master development and phasing plan;
- The preliminary site plan for phases one and two for the new development;
- The preliminary three lot commercial/business/industrial subdivision plat, for the proposed Synergy Canyons Business Park development, located at 9150 south 500 West Street, based on the staff report, and the **three findings listed below and subject to the following nine conditions:**

FINDINGS:

- A. That the various City Departments and Divisions, including the City Engineer and the Transportation Engineer, have preliminarily approved the proposed site plan and subdivision plat.
- B. That the proposed buildings design, materials and colors meet the Sandy City Architectural Design Requirements,
- C. That the reasonably anticipated negative impacts of increased traffic and land use conflicts of the proposed development upon the area and the neighboring residential development have been considered and will be mitigated through sensitive site and building design, enforcement of City Codes and required improvements made to the site and the abutting streets.

CONDITIONS:

1. That the developer proceeds through the final site plan review process with staff prior to the start of any construction (including payment of development fees and posting of an appropriate bond to guarantee completion of all required improvements on and off the site), according to the Site Plan Review Procedures Handout. The final site plan shall be in compliance with all Development Code requirements and those modifications required by the Planning Commission.
2. That the development complies with all Building & Safety, Fire and Life Safety Codes applicable to this type of use.
3. All utility boxes (i.e. transformers, switch gear, telephone, cable TV, etc.) shall be shown on the site plan and shall be placed underground or moved behind the front setback (minimum of 30 feet from the front property line) and screened from view. Each box shall be shown in its exact location and shall be noted with its exact height, width and length and approved by staff.
4. That the architectural design, colors and materials proposed for this development and as approved by the Planning Commission as complying with the Sandy City Architectural Design Standards be finalized with staff prior to the issuance of a building permit.
5. That the developer be responsible for the placement of a temporary 6-foot-high chain link fence around the perimeter of the project during the construction phase of the project for security. Said fence shall also be required to include fabric to prohibit blowing dust problems, if it becomes necessary or if it is required by the Community Development Department during Site Plan Review.
6. That the applicant complies with the Sandy City Noise Ordinance, including working hours during construction.

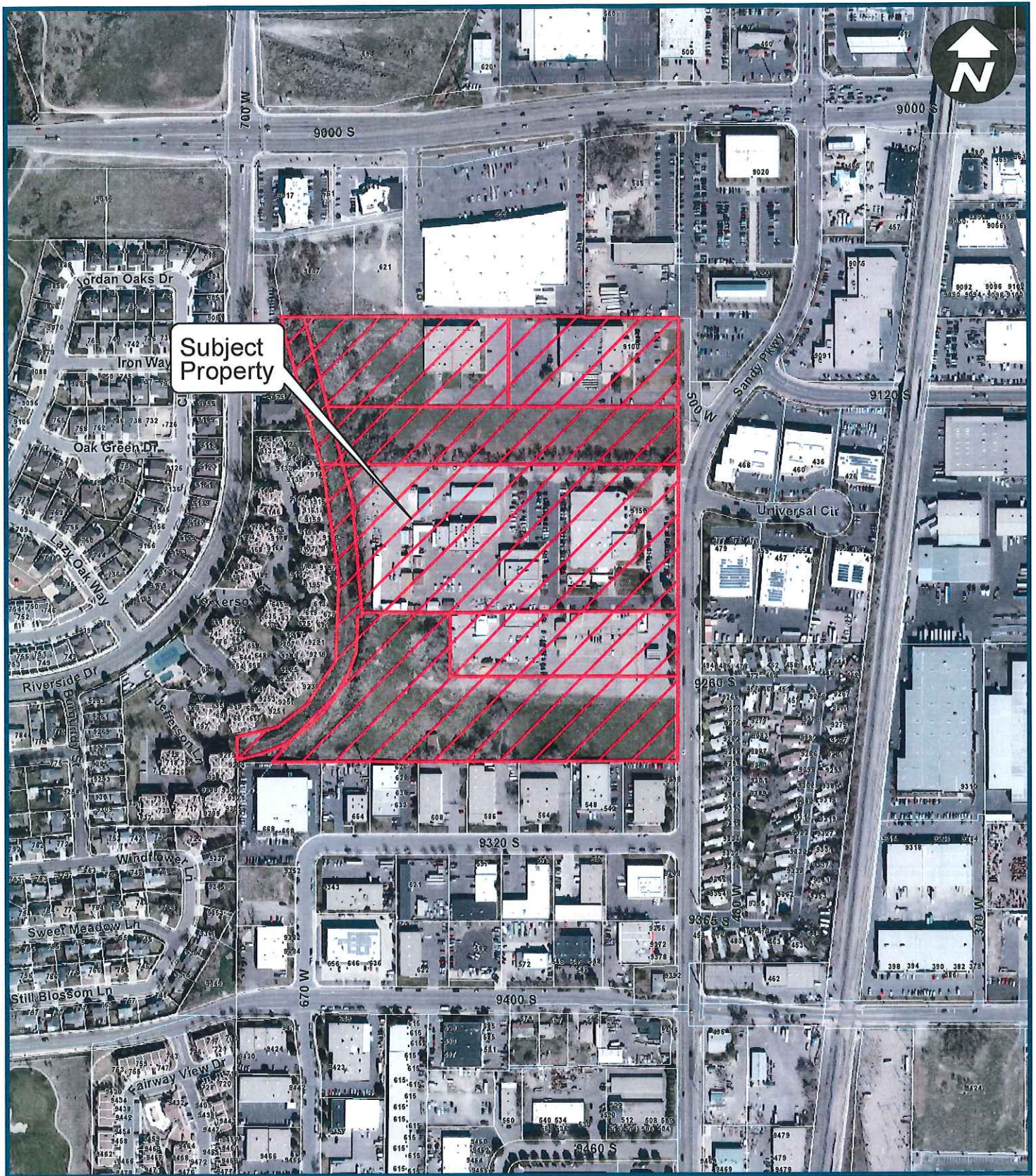
7. That the applicant complies with all department requirements as noted in all Preliminary Review letters prior to submittal for final site plan review.
8. That the City Engineer determine compliance with the Sensitive Area Overlay District requirements and review of the geotechnical report and require incorporation of any mitigating requirements identified by these studies.
9. That the City staff work with the applicant to establish some form of "Open Space Preservation" Easement to protect the vegetation and final grade of the west facing steep slope area, acceptable to the City Administration.

Planner:

Reviewed by:



Douglas L. Wheelwright
Development Services Manager



SPR-01-18-5341 :: SUB-01-18-5342
Synergy Canyons
9150 S 500 W



PRODUCED BY OLIVIA CVETKO
THE COMMUNITY DEVELOPMENT DEPARTMENT



DEPARTMENT OF PUBLIC WORKS

Kurt Bradburn
Mayor

Matthew Huish
Chief Administrative Officer

Michael Gladbach, P.E.
Director

READY-FOR-PLANNING-COMMISSION MEMORANDUM

DATE: January 22, 2018

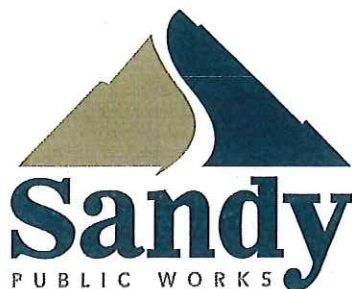
TO: Doug Wheelwright, Development Services Manager

FROM: Ryan C. Kump, P.E., City Engineer *R. Kump*
Britney Ward, P.E., City Transportation Engineer *Britney Ward*
David J. Poulsen, Development Engineering Coordinator *David J. Poulsen*

SUBJECT: **Project Name:** Sandy Canyons
Plan Case Number: SPR-01-18-005341
Project Address: 9150 South Sandy Parkway

A review of the above-mentioned project has been made. Following is a list of comments from the Public Works Department:

1. THE PRELIMINARY SITE PLAN AND OTHER DOCUMENTS SUBMITTED BY THE DEVELOPER ARE GENERALLY ADEQUATE at this stage of the project with regard to Public Works Department concerns. A number of items will be required prior to final approval, including items mentioned in the drawing redlines, the "Plan Case Comments," and the "City Engineer Requirements" letter, but these items are not required as part of this preliminary submittal.
2. THE PUBLIC WORKS DEPARTMENT RECOMMENDS THAT THE PLANNING COMMISSION DECLARE THAT PLANNING COMMISSION PRELIMINARY SITE PLAN REVIEW IS COMPLETE, and that final project documents be prepared by the developer for review by city staff members.
3. PRIOR TO FINAL APPROVAL BY THE PUBLIC WORKS DEPARTMENT, the developer is required to complete all items mentioned in the drawing redlines, the "Plan Case Comments," and the "City Engineer Requirements" letter.



DEPARTMENT OF PUBLIC WORKS

Kurt Bradburn
Mayor

Matthew Huish
Chief Administrative Officer

Michael Gladbach, P.E.
Director

READY-FOR-PLANNING-COMMISSION MEMORANDUM

DATE: January 22, 2018

TO: Doug Wheelwright, Development Services Manager

FROM: Ryan C. Kump, P.E., City Engineer *Ryan C. Kump*
Britney Ward, P.E., City Transportation Engineer *Britney Ward*
David J. Poulsen, Development Engineering Coordinator *David J. Poulsen*

SUBJECT: **Project Name:** Synergy Canyons Subdivision Plat A
Plan Case Number: SUB-01-18-005342
Project Address: 9150 South Sandy Parkway

A review of the above-mentioned project has been made. Following is a list of comments from the Public Works Department:

1. THE PRELIMINARY SUBDIVISION PLAT AND OTHER DOCUMENTS SUBMITTED BY THE DEVELOPER ARE GENERALLY ADEQUATE at this stage of the project with regard to Public Works Department concerns. A number of items will be required prior to final approval, including items mentioned in the drawing redlines, the "Plan Case Comments," and the "City Engineer Requirements" letter, but these items are not required as part of this preliminary submittal.
2. THE PUBLIC WORKS DEPARTMENT RECOMMENDS THAT THE PLANNING COMMISSION DECLARE THAT PLANNING COMMISSION PRELIMINARY SUBDIVISION PLAT REVIEW IS COMPLETE, and that final project documents be prepared by the developer for review by city staff members.
3. PRIOR TO FINAL APPROVAL BY THE PUBLIC WORKS DEPARTMENT, the developer is required to complete all items mentioned in the drawing redlines, the "Plan Case Comments," and the "City Engineer Requirements" letter.



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NOTICE OF PUBLIC MEETING

City Council District #1—Civic Center, Community#2

Dear Property Owner,

On **Thursday, July 5, 2018, beginning at 6:15 P.M.**, the Sandy City Planning Commission will hear an application for an overall development master plan, preliminary Site Plan Review, and Subdivision Review for an approximately 30 acre property currently owned by the Canyons School District. The Planning Commission meeting will be held in the City Council Chamber, Suite 211 of the Sandy City Hall, 10000 South Centennial Parkway.

The proposed development, named Synergy Canyons, consists of the redevelopment of approximately 24 acres of the approximately 30 acres of property owned by the Canyons School District, located at 9150 S. 500 W. Street in Sandy City. Synergy Development, of Park City, Utah, is under contract to purchase the southern approximately 24 acres from the school district and develop the project. The new development will consist of clearing the site of existing buildings and uses, constructing six large flex space business/industrial buildings, arranged in a business park configuration, and subdividing the 30 acres of property into three large lots. The property is currently zoned Industrial (ID), and the proposed development and land uses are allowed in the zoning district as permitted uses. The Planning Commission is the land use authority governing site plan approval and subdivision consideration.

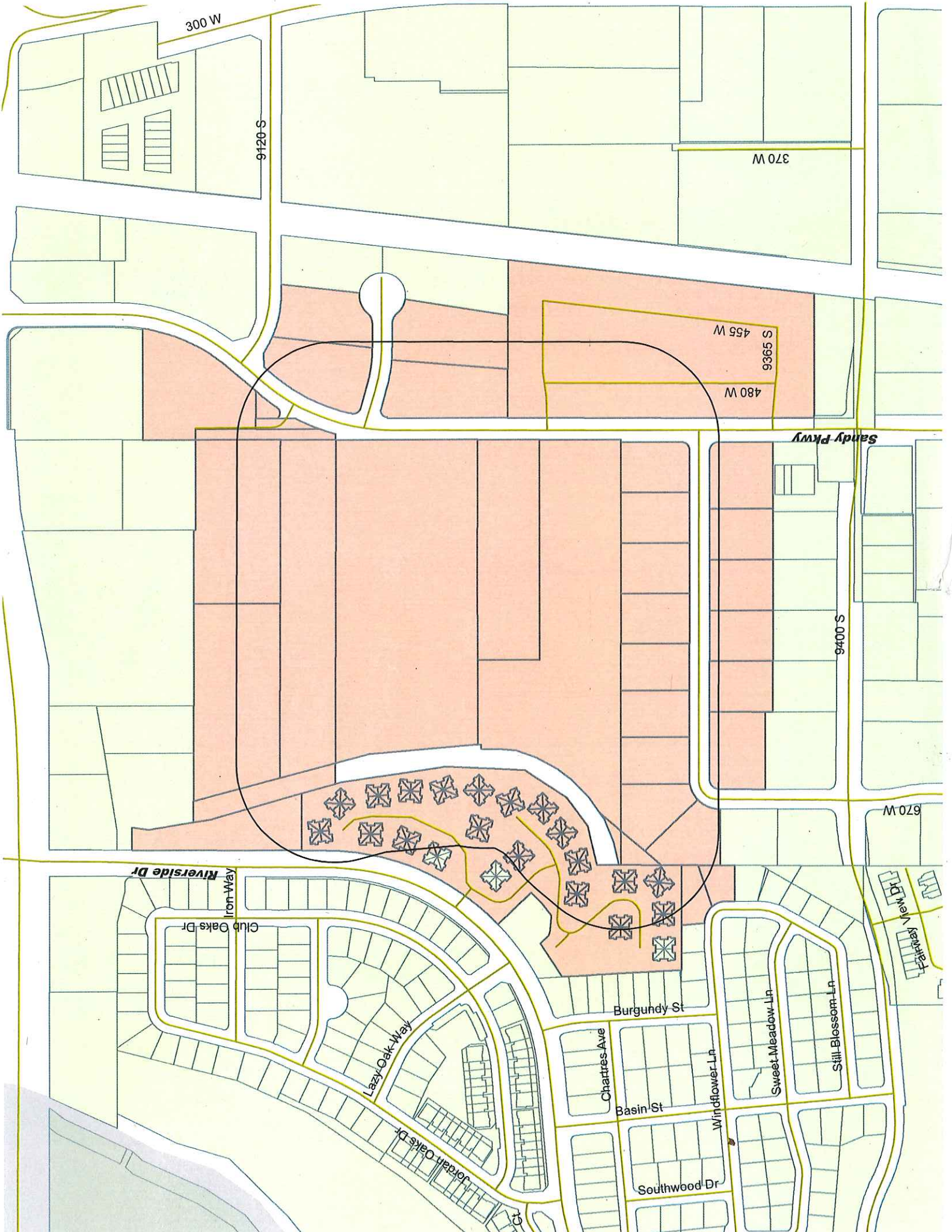
If you have questions or comments concerning this proposal, please attend this meeting. You may also contact **Doug Wheelwright**, Development Services Manager at **801-568-7255 or by email at dwheelwright@sandy.utah.gov** before 3:00 P.M. the day of the meeting, and he will answer questions. Written comments received in the office before the meeting will be read by staff during the meeting, and will also be forwarded to the members of the Planning Commission as part of the staff report to them.

We are sending this courtesy notice to known property owners within 500 feet of this proposal. Please pass this information on to others who you think may also be interested.

Thank you,

SANDY CITY PLANNING DIVISION

PLEASE SEE THE MAP LOCATED ON THE REVERSE SIDE OF THIS NOTICE.



300 W

9120 S

370 W

9365 S
480 W
455 W

Sandy Pkwy

9404 S

670 W

Riverside Dr

Club Oaks Dr

Iron Way

Lazy Oak Way

Jordan Oaks Dr

Burgundy St

Chartres Ave

Basin St

Southwood Dr

Windflower Ln

Sweet Meadow Ln

Still Blossom Ln

Kentwood Dr
Fairway Dr



SANDY CITY COMMUNITY DEVELOPMENT

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Neighborhood Meeting Summary – Community #2

Date: 6.7.18

Location: City Hall – Multipurpose Room

Community #/Name: Community #2

Community Coordinator: Pete Keers

Project Name: Synergy Canyons Industrial Flex Space

Number of Attendees: 16

Applicants: Synergy Development

Number of Invitees: 175 notices

Length of Meeting: 90 minutes

Notice Radius: 500 ft.

Project Description: Proposed redevelopment of vacant and existing buildings owned by the Canyons School District – 9150 S 500 W. Access will be from 2 new driveways on 500 W and a new secondary access private driveway connecting to 700 W. Six new buildings are proposed for the southern portion of the property. Existing zone is Industrial (ID).

Community Comments:

Concerns:

1. Noise
 - a. Residents asked what hours noise will be an issue – Sandy business hours are 7 AM -10 PM. The applicant could apply for extended hours or get a noise permit from the county to work on nights and weekends. If the noise becomes excessive, the residents can file a complaint.
2. Pollution and dust are big concerns
 - a. They are required to maintain dust levels with water trucks
3. Smells
4. Privacy
5. Height of buildings will knock out all the light and views
 - a. Proposed buildings are 35 feet high – 2 stories, existing building are 20 feet high
 - b. Parking lot will have landscaping to help soften the look
6. Chain link fence will be taken down and a wrought iron fence will be put in
 - a. Residents would like the fence line to be as far away from the homes as possible – they prefer it to not be at the canal line, they want it as far East as possible
 - b. Could sound proof wall could be built instead of the fence?
7. Vegetation being taken out – residents would like as much vegetation left as possible
8. Is there any way to pull the buildings closer to 500 W? – they will take this into consideration



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9. No open-air garbage will exist – there will be dumpsters
10. Is the driveway near the property line necessary? – Fire department requires there to be fire access. So, they would either have to build the building closer to their homes or have the driveway there.
11. Traffic is a big concern – on 500 W, 700 W and Riverside Drive
 - a. There was a traffic study and they said the impact was net 0. Some residents are worried this is not accurate and does not account for new development in the area (proposed 3 new townhomes near property)
 - b. 700 W – issue with semi-trucks parking on the road for days – would like to see a restriction for size and no overnight parking on this road
12. Is it necessary to build the connection road that connects to private driveway (700 W)?
 - a. Concerns about 700 W exit and traffic and potential accidents at 9000 S and 700 W
 - i. They suggest more traffic speed monitoring/enforcing, maybe speed bumps
 - ii. There is a blind hill and pedestrian crossing
 - iii. Truck traffic coming in from the backway may cause accidents/traffic
13. Riverside parkway traffic and speed of drivers
 - a. Is there a way for the city to stipulate that trucks and vehicles over a certain size cannot access Riverside Drive? – The City can follow up
 - b. Potentially add a meter sign
14. Decreased property value, ruining homes and lives
15. Ensure the entire neighborhood is notified about the planning commission – complaints about the entire neighborhood not getting noticed for the neighborhood meeting.
16. Resident does not want any additional road that connects with Riverside Drive because it will create heavy traffic and her neighborhood will become loud and uncomfortable to live in, and it will also bring her property value down and this is unacceptable to her and if she needs to she will go to court. She is also worried about the large trucks that will drive on Riverside Drive that will cause a lot of noise and pollution and disrupt the peace of her neighborhood.
 - a. Another neighbor agrees completely.
17. One resident is worried about natural springs under the canal that caused flooding at Jefferson Place many years ago, and is worried this will happen again. She said they were told by the Health Department that the ground is toxic. She thinks Beehive Machinery had left all sorts of toxins. She also said the owner on plat map shows it was the Mumford Family not the School District. She tried to buy the property for back taxes but was refused – the City will look into this to verify

Support:

1. Another resident feels there will be very little noise from concrete tilt bit building and this is the best construction there is, he thinks this is a classy project. He has done hundreds of hours on Pheasant Hollow which is similar to this proposed project. His main concern is traffic on 500 W.

Neighborhood Meeting – Community #2 Sign-In Sheet

June 7, 2018

	Name	Email	Cell Phone Number
1	Glenn Foley	gffoley@xmission.com	(office) 801-265-2667
2	Pam Wharten	PWharten801@comcast.com	801-699-4506
3	Rodriguez		
4	Rafael Ratin		
5	Jill Coradri	1620summer@gmail.com	
6	Debbie Salvemich	debbysake@hotmail.com	
7	Christina Lopez	clopez1225@yahoo.com	801-231-8230
8			
9			
10			
11			
12			
13			



Neighborhood Meeting – Community #2 Sign-In Sheet

June 7, 2018

	Name	Email	Cell Phone Number
1	Olga Ekkeot	Olga 119752@gmail.com	
2	Red Burkholz	red@heliuscreative.com	
3	Jack Maylan	MINATOR1579@GMAIL.COM	
4			
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11			
12			
13			



Doug Wheelwright

From: Pam Wharton <pwharton801@gmail.com>
Sent: Wednesday, June 20, 2018 4:55 PM
To: Jamie Jacobson
Cc: gpfoley@xmission.com; 1620summer@gmail.com; debrajake@hotmail.com; clopez1225@yahoo.com; rod@heliuscreative.com; minator1579@gmail.com; olga111975@gmail.com; Doug Wheelwright
Subject: Re: Sandy City Neighborhood Meeting

Hi Jamie;

Thanks for the information, Due to the delays during the meeting I was unable to stay the entire time.

Here are a few things I would like to add.

1. Item #13. I do agree with this request, the traffic and neglect of speed limits are a big problem on this road, I think at least one of those meter signs would really help.

A. we do currently have a big problems on 700 west with Semi trucks parking on the road, at times this road will be lined with Semi truck parking there for days at a time, I think restriction for size or no over night parking on this road would really help.

2. # 16 100% agree, please NO connector on this road

Thanks for allowing additional input.

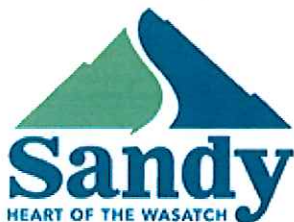
On Fri, Jun 15, 2018 at 9:51 AM, Jamie Jacobson <jjacobson@sandy.utah.gov> wrote:

Hi All,

Sorry for the delay in getting this to you. Please see attached the minutes from the neighborhood meeting last week.

Please let me know if I need to add anything.

Many thanks,
Jamie



sandy.utah.gov

Jamie Jacobson
Management Analyst – Admin

10000 S. Centennial Pkwy. | Sandy, UT 84070
o: 801.568.7114
jjacobson@sandy.utah.gov



Doug Wheelwright

From: bruce jessop <brucejessop@hotmail.com>
Sent: Saturday, May 26, 2018 10:03 PM
To: Doug Wheelwright
Subject: Synergy Canyons Concerns

Dear Doug and Members of the Planning Commission,

I am an owner/resident in Jefferson Place Condominiums and also a board member on the Jefferson Place HOA. I live with my wife and three small children directly west of the proposed property development so that our living room window and deck will directly face the proposed development. I do not know if I will be able to attend the Neighborhood Meeting, so I greatly appreciate the opportunity for my concerns to be forwarded to staff and considered at the meeting.

My first concern is about the proximity of industrial buildings to our units. Will there be a wall and/or tree barrier planted between the development and Jefferson place to protect us from industrial machinery sounds, traffic, and general noise pollution? We are already dealing with loud machinery sounds coming from one of the businesses on the hill just to the southwest of us, to the point that those of us with babies and napping children have to close the windows during the day and use white noise machines to drown it out. I am worried about the additional noise that some industrial businesses might bring. Also, will construction be limited to reasonable hours so that we will not have to deal with added noise pollution from heavy machinery and construction equipment in the early morning or at night?

Another concern is the potential decrease in property value for those of us facing the new development. I understand that I can't protect my beloved view of the mountains, but I am concerned about what might be facing us from our windows when this is finished, and how it could affect our ability to sell our property in the future, or if it will lower the value of our property. I know that my view was a major selling point when I bought my place. I sincerely hope that the right landscaping and barriers are carefully considered in this development to protect the value of Jefferson Condominiums property as much as possible.

Finally, my last major concern is how this will affect our privacy. Our condominiums are at the bottom of the hill just below the development. I am worried that businesses and customers might be able to look down the hill into our homes. I don't know the details of the proposed plans, so I am hoping that my concerns are unfounded because considerations have been made to beautify the barrier between us and protect the privacy of our neighborhood. I hope and believe this development can even be a good thing for us if it is done correctly.

Thank you for your time and service to our community!

Sincerely,

Bruce Jessop
9229 South Jefferson Place
(801)598-2207

Doug Wheelwright

From: Jill Larsen <jill.kimberly.larsen@gmail.com>
Sent: Sunday, May 27, 2018 7:02 PM
To: Doug Wheelwright
Subject: Synergy Canyons (9150 s 500 w)

Hello Doug,

I live close to this new development and I wanted to get the details of the proposed bldg and regulations. I also was wondering if I can ask for info on certain things regarding the new build. Like hours of operation, open dump sites, hight of the buildings, and how close they will be to my home at the Jefferson Place Condos.

Also can I request ideas for the site?

Thanks,
Jill

Doug Wheelwright

From: Christina Lopez <clopez1225@yahoo.com>
Sent: Thursday, June 07, 2018 10:42 AM
To: Doug Wheelwright
Subject: Questions re Proposed Development (Synergy Canyons) affecting 9100 S 700 W

Mr. Wheelwright,

I am a homeowner on the corner of Iron Way and 700 West (9071 S Club Oaks Drive) and have lived here since 2007. When I moved to this home, 700 West was quiet except for the traffic of the residents living in the area. When the Legends at River Oaks Apartment Homes were completed, traffic increased significantly. And the speed of the traffic also increased to 40 mph and sometimes 50 mph, rarely adhering to the posted 30 mph. I've heard many squealing brakes, sounding horns and cussing from cars moving northbound and southbound on 700 west because of someone slowing down to turn into the subdivisions or the Jefferson complex. Too many near accidents. I've also had close calls while maintaining my property of being hit by a car flying around the corner to get out of fast moving traffic. It is a dangerous situation.

Along with the apartment home traffic, traffic from the current industrial between 9300 South and 9800 South has increased on 700 West, including semi trucks, large box trucks, tow trucks, etc. Because they are business related they have no patience for the residential traffic. Again hazardous for us residents.

My questions are:

1. Why can't the traffic for this industrial project be routed to 500 west (the Parkway) where it makes more sense? Access to the businesses off of the parkway would be faster and easier. And safer for the residents along 700 West.
2. If 700 West is used, what kind of enforcement will be put in place to keep traffic from moving at the current 40 mph and sometimes 50 mph. What will be done to keep the older residents walking dogs and children riding bikes on the sidewalk on 700 west safe?
3. How much noise is anticipated from this project? Will the businesses be manufacturing type adding to our already noisy freeway and train levels?
4. Property values of the homes along 700 West is drastically reduced because of the increased traffic. Potential buyers want nothing to do with the noise of the traffic, and adding industrial noise to the area will kill the value of our homes. Do you have some plan in place to help us keep our values where they need to be? I am a real estate agent and have experienced the negative response while trying to sell a home in the neighborhood.

Very concerned,
Christina

Christina Lopez
Equity Real Estate - Advantage
1218 East 7800 South, #150
Sandy, Utah 84094
Cell: 801-231-8230

Doug Wheelwright

From: Britney Ward
Sent: Wednesday, June 27, 2018 4:11 PM
To: Doug Wheelwright
Subject: RE: 6.7.18 Neighborhood Meeting Summary.docx Synergy Canyons

Doug-

Here are my responses to the neighborhood traffic concerns that you can use for your staff report. You can disregard my last email, as this one is better suited to addressing their concerns.

Riverside Dr (700 W), 9400 S, and Sandy Pkwy (500 W) are all Major Collector roads. They can take about 20,000 trips per day. The traffic study explains that Riverside Dr currently sees near 2,000 trips a day, and 500 W sees 18,000. Synergy Canyons will generate just over 1,100 daily trips, including truck traffic. The trips generated by Synergy Canyons will be distributed through all of the driveways, one on 700 W, two on 500 W, and three future connections to neighboring properties. The Developments projected traffic will not significantly impact the performance of the existing and proposed driveways and adjacent roadways. Because these three collector roads provide the routing and access to the development, an increase in traffic should not be experienced within the surrounding neighborhoods and neighborhood streets.

The 700 West private driveway is planned to be the main access for truck traffic. It is worth noting the proximity of this access to the 9000 South signal. Because of this, trucks accessing the development from 700 W should be making right in movements only. Because Canyons Synergy does not have direct access to 700 W (it is through a private driveway), Sandy City cannot require the development to reconstruct the private driveway to limit access/turn movements.

The high crash rate on 500 W between 9000 S and Universal Cir is an area Sandy City is aware of. Since about 2014, we have seen about 1 crash per month between 9000 S and 9070 S. This summer, the feasibility of extending the existing raised median to the south is being reviewed. It is likely that by preventing left turns in/out of driveways near the intersection, the number of conflict points and ultimately the crash rate will be reduced. The Canyons Synergy traffic study also addresses the crash rate at the 9120 S 500 W intersection. While none of the crashes in the study period were severe, the number of crashes placed the Crash Rate above the Critical Crash Rate. However, the Crash Rate should be reduced with the reduction and realignment of accesses to meet City standards. Extending the raised median at the intersection should also reduce the crash rate at 9120 S.

Sandy City does have a small budget to purchase a few driver feedback signs each year. These signs are installed on streets that see a higher severity of speed. Our first step is to take vehicle volume and speed count recordings over a 24 hour period. This data is then compared to all other recordings that have been taken to come up with the severity rating. If a resident feels that they are seeing excessive speed on a particular street, they are welcome to request a study be done. They might also be interested in calling police dispatch to request police enforcement. Both 700 W and 9400 S have a speed limit of 30mph, and 500 W is 35mph.

Sandy City does not limit truck traffic or vehicle weights on our roads outside of Utah Code. Axel loading limits on roads are used in order to prevent damage to roadways, and are not appropriate to use for limiting the number of truck trips. For more information, see section 204 of Sandy City Code and Utah Code 72-7-404.

Doug, let me know if there is something else you wanted me to address that I didn't. If you would like to include pages from the traffic study in the planning commissions packet, I would suggest Pages 4 (the executive summary), and page 13 (project trip distribution percentages).



sandy.utah.gov

Britney Ward
Transportation Engineer

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From: Doug Wheelwright
Sent: Monday, June 25, 2018 3:43 PM
To: Britney Ward <BWard@sandy.utah.gov>
Subject: FW: 6.7.18 Neighborhood Meeting Summary.docx Synergy Canyons

From: Jamie Jacobson
Sent: Tuesday, June 12, 2018 4:28 PM
To: Doug Wheelwright <DWheelwright@sandy.utah.gov>
Subject: 6.7.18 Neighborhood Meeting Summary.docx

Hi Doug,

Attached are the minutes from Thursday's meeting. Do you mind looking them over and letting me know if I need to make any changes?

Many thanks,
Jamie



Canyons Synergy Project – 500 West Sandy, Utah

Traffic Impact Study (TIS)

Avenue Consultants

May 25, 2018



1 EXECUTIVE SUMMARY

A five-building office warehouse development is planned to be built at 9150 South 500 West in Sandy, Utah on the current site of the Canyons School District West Administration Building and a Questar natural gas filling station. Access to the property is provided via four existing driveways on 500 West. Two of these accesses will be removed and the remaining two accesses will be moved to meeting access spacing requirements and align with existing intersections. The accesses will be built to accommodate anticipated truck traffic. Two shared accesses with the adjacent property to the north will provide access for the adjacent property.

Avenue obtained existing AM and PM peak period traffic volumes along 500 West and 700 West and identified that the highest peak hour morning volumes occur from 7:30-8:30 AM and the highest peak hour evening volumes from 4:00–5:00 PM. The development is expected to generate 1,132 new daily trips (weekday) with 95 trips during the AM peak hour and 103 trips during the PM peak hour. Avenue distributed and assigned the trips to the surrounding street network and evaluated driveway/access operations with project traffic for the expected opening year of 2018 and for a future horizon year of 2023.

The additional project traffic will not significantly impact the performance of the existing and proposed driveways or adjacent roadways. All unsignalized intersections along 500 West and 700 West are expected to operate at LOS D or better 5 years after project completion, with the exception of the intersection of Driveway 5/Universal Circle & 500 West, which operates at a LOS E. Our transportation safety analysis discovered about half of the historic (2012 to 2014) crashes on 500 West between 9050 South to 9400 South occurred near 9120 South. Through this segment the roadway alignment transitions from 450 West to 500 West with an S-curve and sight distances at the existing and proposed accesses must be designed for the vertical and horizontal curves of this roadway, using standards from *AASHTO A Policy on Geometric Design of Highways and Streets*.

2 INTRODUCTION

Avenue Consultants (Avenue) prepared the following traffic impact study (TIS) to identify any traffic impact mitigation requirements for the proposed uses. This memo documents and details the estimated impacts the proposed development will have on traffic operations. This study includes a traffic operations evaluation of the new access points and nearby intersections. It includes an evaluation of existing (2017) traffic conditions as a baseline traffic level and future 2018 and 2023 traffic conditions with and without the project traffic.

3 STUDY AREA CONDITIONS

3.1 Site Location

The proposed development is planned to be built at 9150 South and 500 West in Sandy, Utah. The existing site is currently owned by Canyons School District and houses the school district's West Administration Building and a Questar natural gas fueling station. Figure 1 shows the site plan of the proposed project, access points, and the street network adjacent to the site.

for 9000 South and 700 West which is operating at a LOS E in the AM peak, largely due to delay on the minor streets. The LOS values for all driveways are operating at acceptable levels in existing conditions.

5.4 Transportation Safety Analysis

Avenue evaluated two segments of roadways in the study area. The first segment analysis on 700 West includes crashes from approximately 9050 South to 9400 South. This segment was approximately 0.63 miles in length. Three years of available crash data were included in the analysis (2012-2014). The Average Annual Daily Traffic (AADT) used for the analysis was derived from the 2012 to 2014 AADT data of north, east and west legs of the 9000 South and 700 West intersection. The commonly compared critical crash rate for a segment analysis is assumed to be 2.69 crashes per million vehicle miles traveled (MVT). As shown in Table 3, the segment crash rate in this area is 1.28 MVT, which is lower than the critical crash rate. On the 0.63-mile segment analyzed, 4 crashes occurred between 2012 – 2014, none of which were severe.

The second segment analysis on 500 West includes crashes that occurred from approximately 9050 South to 9400 South. This segment was approximately 0.45 miles in length. Three years of available crash data were included in the analysis (2012-2014). The Average Annual Daily Traffic (AADT) used for the analysis was derived from an average of the 2012 to 2014 AADT along the same corridor as the crash data. As shown in Table 3, the segment crash rate in this area is 4.96 MVT, which is higher than the critical crash rate. On the 0.45-mile segment analyzed, 44 crashes occurred between 2012 – 2014, none of which were severe.

Since the crash rate on the 500 West segment evaluation was so high, crash locations were analyzed more closely. From 9120 South to Universal Circle on 500 W, 20 crashes occurred between 2012-2014. Only three occurred at Universal Circle while the other 17 occurred at the T-intersections of 9120 South and Driveway 1. Many of these crashes are front to rear crashes and angle crashes which may be attributed to sudden stops or vehicles turning onto 500 West without a sufficient gap or time to accelerate or decelerate. Through this segment, the roadway alignment transitions from 450 West to 500 West with an S-curve that presents sight distance concerns at the existing and proposed accesses that must be designed in accordance with standards defined in *AASHTO A Policy on Geometric Design of Highways and Streets*. The northbound right turning movement from 9000 South also regularly backs up through this location, which in conjunction with the sight distance, might be a contributing factor to the high crash rate.

Table 3: Segment Crash Analysis

Location	Crashes	EVDT/AADT	# Years	Crash Rate	Critical Crash Rate
700 West between 9050 South to 9400 South	4	4,500	3	1.28	2.69 ¹
500 West between 9050 South to 9400 South	44	18,000	3	4.96	2.69 ¹
1. Segment crash rate units are crashes/MVT					
CONFIDENTIAL: Crash data in this report is protected under 23USC409					

6 PROJECT TRAFFIC

This section details the trip generation, distribution, and assignment of project trips to the surrounding roadway network.

6.1 Trip Generation

Avenue estimated vehicle trips generated by the proposed development based on the characteristics of the intended land use and the intensity of development. The project trip generation was derived from trip rates

developed by the Institute of Transportation Engineer's (ITE) *Trip Generation Handbook, 10th Edition*. This handbook provides vehicle trip generation standards and recommendations for various land uses based upon nationwide studies of existing developments in comparable settings. Avenue selected land use types which most accurately reflect the planned use of the project site. The ITE Land Use that was chosen for this development was warehousing (Land use code 150).

The proposed development includes five buildings of office warehouse totaling 317,919 ft². Table 4 reports the trip generation estimates for the proposed development and splits the trips into number of entering (in) and existing trips (out).

Table 4: Development Trip Generation

ITE Land Use	ITE Code	Number of Units	Unit Type	Weekday Daily	AM Peak Hour			PM Peak Hour		
					Total	In	Out	Total	In	Out
Warehousing	150	317,919	ft ²	1,132	95	75	20	103	26	77

6.2 Trip Adjustments

The base trip generation was not adjusted for internal capture or pass-by trips.

6.3 Trip Distribution and Assignment

The total estimated traffic entering and exiting the site was distributed and assigned to the surrounding roadway network. Trip distribution is the process of determining the general direction that site traffic is coming from or going to a site. Trip distribution is dependent upon the land use characteristics of the project and upon the general location of other land uses where project trips would originate or terminate. Avenue developed the project trip distribution based on the exiting traffic patterns at the counted locations. Figure 5 shows the detailed project trip assignment percentages for traffic entering and exiting the site at the existing and proposed driveways. Project traffic was assigned to the adjacent roadways based on these distributions.

Figure 5: Project Trip Distribution Percentages

Figure 5: Project Trip Distribution Percentages
Schematic Drawing Not To Scale

