

From: [Joel Miller](#)
To: [Matthew Taylor](#)
Cc: dgibbons@cityofholladay.com
Subject: [EXT:]
Date: Saturday, June 27, 2020 6:12:47 PM

Your rezone plan for 6695 S. Wasatch is exceptionally premature and should at least await UDOT approval for egress from SR-190. UDOT must know something that you are not telling the affected community, as they are not approving this. If they will not approve egress, why should you approve this unless there is some sort of personal financial benefit? Furthermore, access from the south must be likewise available (not as a distant plan), and until this access is available, the plans for this project must be placed on hold.

This rezone plan reads as a favor for AJ Rock.

After sensible logistics related to traffic and parking are intelligently worked out (using the ski parking areas for overflow parking is mis-use of this facility and abuse by the developer), then a rezone plan can be considered.

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Joel

Joel S. Miller

From: [Jerry Gill](#)
To: dgibbons@cityofholladay.com; [Matthew Taylor](#)
Subject: [EXT:]6695 S. Wasatch Blvd Development
Date: Wednesday, July 1, 2020 4:05:00 PM

Gentlemen,

Having just been informed about the development of the north area of the "gravel pit" area at 6695 S. Wasatch Blvd. , we have grave concerns about the impact of increased traffic on many hundreds of residents just east of Wasatch Blvd between this development and the I-80/I-215 interchange.

Apparently, the only entrance and exit point planned for the development is at the north end of the property, which will naturally funnel directly onto Wasatch Blvd, a narrow stretch of road with only one lane in each direction already overused by vehicular traffic, despite the I-215 freeway. Today's volume of traffic on that section is already of significant concern for the safety of cyclists and pedestrian traffic (notably the school children that regularly jog in the bike lanes and occasionally dart across the road, presumably during their P.E. classes). Adding hundreds more vehicles every day will inevitably lead to a tragic result.

If indeed traffic to and from this development is expected to increase by thousands of vehicles in coming years, the many residents in the area, whose only access points to their neighbourhoods are T-junctions at Wasatch Blvd with STOP signs, will face substantial traffic congestion.

It is disappointing to see Cottonwood Heights make decisions that have a significant negative impact on Holladay residents with no intention to communicate clearly and in a timely manner with those residents. It is also disappointing to see Holladay City seem to agree to a traffic plan that empties Cottonwood's tax-generating new development onto an overloaded, narrow, and thoroughly unsuitable road, which, as mentioned above, currently serves as the only access point to many hundreds of Holladay residents. I assume those Holladay residents will also be paying for the repair and upkeep of Wasatch Blvd to handle the hundreds and hundreds of additional vehicles?

Cottonwood Heights, Holladay, and UDOT need to come up with a plan to direct the traffic onto SR-190, and to delay the project until all parties can agree a solution that eliminates the increased use of Wasatch Blvd. Respectfully,

Jerry Gill



From: [Gaylynn Bennion](#)
To: [Matthew Taylor](#)
Subject: [EXT:]AJ Rock - zoning change request
Date: Tuesday, June 30, 2020 4:54:24 PM

Dear Mr. Rock,

This is for public comment.

I've reviewed the plans for this zoning request on the city's website. I appreciate that this zoning request represents many hours of work for you and for the planning commission. Thank you for your involvement.

I appreciate the firm commitment in the plans for affordable housing. When we moved back to Utah from Maryland 8 years ago, I was surprised by the high cost of housing, and prices have only increased. I commend this stand on the inclusion of affordable housing units.

I have spoken with Layne Gordon. She and many of the residents in the Heughs Canyon neighborhood are concerned the only access to this development will heavily impact their neighborhood, along Gun Club Road. I hope that you will include another exit point in your final agreement if this zoning change is to be allowed.

Best regards,

Gay Lynn Bennion
Candidate - Utah House of Representatives, District 46

Gay Lynn Bennion

From: [Susan Goodsell](#)
To: [Matthew Taylor](#)
Cc: [Daniel Shea](#); [Alison Weinberg-Fahey](#)
Subject: [EXT:]AJ Rock , LLC
Date: Tuesday, June 30, 2020 12:08:41 PM

I am representing the Canyon Ranch Condominiums Home Owners Association located just north of the gravel pit area. We are against any rezoning of the AJ Rock Gravel Pit area. We are also against having any access to that area through Gun Club Road. That is a small neighbor road and would not be conducive to the traffic a development of that size would bring. We also hope that before you make a final decision on the plans for that development you think of the beauty of that Wasatch Mountain area and lean more towards more recreational/open green space areas rather than high density, high rise commercial and housing development. On top of that, the last thing we need is a thousand more cars on the Wasatch Boulevard corridor.

Thank You,

Susan Goodsell
Canyon Ranch Condominiums Home Owners Association

Sent from [Mail](#) for Windows 10

From: [Khodadad, Lori](#)
To: [Matthew Taylor](#)
Subject: [EXT:]AJ Rock Development
Date: Monday, June 29, 2020 2:17:37 PM

Public comments regarding PDD-19-001 to be read at the July 1st Public Hearing

Dear Planning Commission Members,

I live in Canyon Cove and my backyard abuts the Gun Club Road just over the hill from the proposed development. I am in favor of a "good" development with amenities that benefit the majority of the citizens it impacts. However, the traffic flow and access points are of utmost concern to me. Wasatch Boulevard is not only a busy highway for traffic, but also a highly used road for outdoor recreation. Between 3300 S and 6200 S there are numerous trailheads including Mt. Olympus, Bonneville Shoreline, Neffs and Heughs Canyon as well as the Old Mill Golf Course and bike and running lanes on both sides. It is the main artery for these types of activities. On any given day during the 2019/2020 ski season the 6200 S Park n Ride lot was filled to capacity and cars lined both sides of Wasatch as far as the North end of the Old Mill Golf Course. Cars even parked in the traffic lanes going both directions until signs were installed making it illegal. During warmer months cars line both sides of the road to hike Mt Olympus and Heughs Canyon. A thorough traffic study needs to be conducted taking all of these factors into consideration. It is unacceptable to add thousands of cars to an already overly congested road and blind curve where 6200 S and Wasatch meet. Please come up with a better plan for access to this property for the safety and continued enjoyment of the residents who use this road.

Thank you,

Lori Khodadad



LORI KHODADAD, REALTOR®

CRS, GRI, Global Luxury Specialist

Coldwell Banker Realty

Union Heights Office



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From: [Sue Mak](#)
To: [Matthew Taylor](#)
Subject: [EXT:]AJ Rock Development on the North Side of the Gravel Pit
Date: Wednesday, July 1, 2020 1:50:43 PM

Dear Mr. Taylor,

I am one of the residents living in Canyon Cove neighborhood. I am writing to let you know that I am strongly against the proposed development on the north side of the gravel pit. There are so many cars park at Heughs Canyon Trail head, Mt. Olympus Trail Heads, UTA parking lot and Wasatch Blvd by skiers and hikers currently. I do not think adding additional 8000 to 10,000 automobile is feasible. It will create significant amount of pollution to our neighborhood and put our families in danger especially for those who with asthma or breathing problems. The additional noise and pollution will destroy our beautiful mountains and neighborhood which we cherish so much. I believe the development will impact the quality of our life dramatically and really hope that you can stop it and make Cottonwood Heights city a great place for all of us.

Thank you for your time and consideration. I really hope that my family can continue to live in a quiet, beautiful and healthy neighborhood. Please feel free to reach out to me if you have any questions. I can be reached at [REDACTED].

Best Regards,

Sue Mak

From: [Jenny Tempfer](#)
To: [Matthew Taylor](#)
Subject: [EXT:]AJ Rock development rezone proposal
Date: Wednesday, July 1, 2020 10:56:29 AM

Cottonwood Height Citys

Attn: Mr. Taylor,

I currently live in Canyon Cove, specifically 6504 Canyon Cove Place, and as a resident I would like to strongly oppose the the rezoning proposal for the Foothill Residential Zone proposed by AJ Rock.

As a resident located just above Wasatch Blvd, this proposal directly effects me and I have serious concerns regarding foresee able issues and safety.

I would be surprised if you haven't seen all the cars parked (some illegally) along Wasatch Blvd from the park and ride during the ski season. This not only has brought about congestion along Wasatch Blvd and our neighborhood, it is extremely unsafe. I've personally witnessed individuals getting in and our of their car with their ski gear almost getting hit by a car driving by. I've also witnessed a car door almost taking out a biker when parked on Wasatch Blvd near the park and ride lot. I would suggest you contact Holladay City regarding the illegal parking as well. There has been numerous concerns about the parking on the street that have been addressed with the city. You can not allow for Wasatch Blvd to be anything but a residential zone. People already dangerous pass the speed limit.

Not only has Wasatch Blvd been greatly affected during the ski season, the pandemic has also created another parking issue along Wasatch Blvd as well as a neighborhood issue. On any given weekend since April there are dozens of cars parked along Wasatch Blvd in order to get to the hiking trail. There are a few parking stalls for the trail, but with people out hiking now more than ever there is a tremendous amount of hikers. And when parking stalls are full and Wasatch Blvd has dozens of cars parked along the sides, cars start to drive the neighborhood, often speeding, looking for an another places to park. This traffic has put individuals at risk while out walking because of the speed and hills and turns that obstruct views when driving to fast.

In good conscious, for the safety of individuals you CAN NOT let this be rezoned.

Please feel free to contact me for any questions or further input.

Jenny Tempfer

[REDACTED]

[REDACTED]

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Jenny Tempfer

[REDACTED]

From: [James OCallaghan](#)
To: [Matthew Taylor](#)
Subject: [EXT:]AJ Rock Hearing questions
Date: Monday, June 29, 2020 10:31:40 AM

Matt, I've read the notice of a hearing regarding the request from AJ Rock for a change in zoning. There was no link to information describing the impact of said change, or the detailed plans that AJ Rock envisions, or if AJ Rock has not identified plans, what CH city envisions and what the permit enables. Further, the new zoning is critically described as 'prepared specifically for specific property' conveniently not describing what this is.

I reviewed the CH website and noted that you have requested corrections from AJ Rock(thank you), but couldn't find detailed plans for their use of the site.

My questions then would be:

- The uses allowed under the special zoning are quite broad, is there any info that describes the actual intended use?
- If the zoning change will impact local existing residents, what mitigation is required to address impact, e.g. traffic, noise, lighting, runoff to river, etc.?
- What provisions are being made for active transportation (non motorized) to address expected increased traffic, speeding, congestion, pollution?
- Is CH city providing tax abatements or other incentives to encourage this development?
- What impact fees will AJ Rock be required to pay to address the additional burden (19.51.020 - more concentrated projects) that the development will generate?

Thanks for your assistance.

Sincerely,

Jim OCallaghan

e: [REDACTED]

m: [REDACTED]

From: printing@helpumail.net
To: [Matthew Taylor](#)
Subject: [EXT:]AJ rock project
Date: Tuesday, June 30, 2020 8:12:27 AM

I would just like it noted that many people in the surrounding neighborhoods purchased their homes with the understanding that the gravel pit may some day be developed with single family homes on ½ acre lots and that would be fine. Changing the zoning to put in more high density housing and office space was not what I was told when I spent a great deal of money to move into my neighborhood. I have talked with many of my neighbors and we all feel the same way. The congestion on the corner of Wasatch is already too much and this project is just going to drive traffic on to the old Wasatch Road above the Old Mill Golf Course right past a lot of housing. This is not what the citizens expect from their elected officials and we would hope that you would take this into consideration and not rezone this plot of land.

Thank you
Kevin S.

Hjelm

From: [S JONES](#)
To: [Matthew Taylor](#)
Cc: [Andrew Hulka](#); [Michael Johnson](#); dgibbons@cityofholladay.com
Subject: [EXT:]AJ Rock Proposed Development
Date: Wednesday, July 1, 2020 1:10:10 PM

Mr. Taylor:

I am a home owner and long-time resident of the City of Holliday. My house is located in the Canyon Cove development just above Old Mill golf course. I am writing to inform you of extreme opposition to the proposed multi-use development that is being planned on Wasatch Boulevard on land owned by AJ Rock, LLC.

Canyon Cove is a neighborhood of single-family homes and has been since before I moved here 20 years ago. As you know, our neighborhood streets are already straining from traffic and parking for the Heughs Canyon trail and the Mount Olympus trail, congestion from the park-and-ride, trucks from the gravel pit, golfers driving to the Old Mill course, and other traffic to the area. The additional density of a mixed-use development would inflict too much additional pressure on our neighborhood, it's streets, and city services.

Local government needs to be responsive to its constituents and we are united against this development. If it proceeds, then clearly new civic leaders and planners will be required for Holladay and Cottonwood Heights.

I will be closely following developments regarding this.

Regards,

Suzan Jones

From: [Mark Wilkins](#)
To: [Matthew Taylor](#); dqibbons@cityofholladay.com
Subject: [EXT:]AJ Rock Rezone.
Date: Monday, June 29, 2020 9:17:17 PM

Matt Taylor,

This is concerning the AJ Rock rezone issue. I have been given the following address as where we can view the proposed plans:

https://drive.google.com/drive/folders/1vJ-qiw2Ip8XlrGZravU20A_-IXGioRlc?usp=sharing

This address does not work even when “upper case i” is substituted for “lower case L“. Do you have a link as to where these plans may be viewed? How can you have a vote on a proposed zoning change without the plans being reviewed by the public and public comment?

As a Canyon Cove resident I have grave concern as to the rumored density of construction at this site. Multiple high rise buildings, inadequate parking, future congestion at an inadequately designed intersection of Wasatch and SR-19, proposed use of the park and ride lot that is already overflowing back down Wasatch in the ski season and not just on the weekend, development’s dead end access with no potential for egress out to SR-19.

I believe the plans are being intentional hidden from the public under the guise of COVID-19 to circumvent the public input process. I believe the interests of Canyon Cove (Holladay) are not being address in the proposed Cottonwood Heights zoning changes. I believe Holliday city should have coequal input on this proposed zoning change. In fact it is rumored that all CH cares about is the increased tax base (all about the money). And the <http://mixir.com/chmeetings> is a total joke, can’t get on that either!

Regards,
Mark Wilkins
dmbw1010@q.com

From: [Bret Mathews](#)
To: [Matthew Taylor](#)
Subject: [EXT:]AJ Rock rezoning request
Date: Wednesday, July 1, 2020 4:53:40 PM

The request by AJ Rock to rezone the 6695 S Wasatch Boulevard from F-1-21 to PDD-2 should be denied because it lacks multiple ingress / egress points. Clearly a project of this size must have multiple access points. Denying this request until UDOT grants a "temporary" access point off of SR-190 will signal UDOT the importance of the need for multiple access points. I say temporary because it can be closed and relocated when the southern part of the gravel pit is developed and access to that southern part is created off of SR-190.

Additionally, the sheer size of this project alone dictates that if there is to be only one access point then it must be on SR-190.

If the only access point for this property is to be off of Wasatch Boulevard it will be a disaster given how close it would be to the SR-190 / Wasatch Boulevard intersection, and how busy the park-and-ride lots is during the winter months. Avoid this disaster by requiring the developer get access to SR-190 before proceeding with the rezoning request.

If you decide to ignore all the sound reasoning you've been given to deny this rezoning request, and decide to grant it, then please add this one condition: When the southern part of gravel pit starts being developed and it's accessible from SR-190 that any access point from this property to Wasatch Boulevard be closed (or will be for emergency traffic only).

In closing I'm not anti-development. But rather feel that the health and well being of citizens is equally important to that of development. Neither needs to be sacrificed and won't be if this rezoning request is denied until the developer gets access to this property from SR-190.

Sincerely
Bret Mathews



From: [Peterson Richard A](#)
To: [Matthew Taylor](#)
Subject: [EXT:]AJ Rock Zone map amendment request
Date: Monday, June 29, 2020 4:36:58 PM

This mail out has been a disaster. The first attempt didn't mention the date of the meeting, so another mail out was required. Neither mail out really says what the request is. Just tell us what the applicant wants to do - in so many words.

Having said that and researching 19.51, it appears the applicant wants a mixed use type commercial development, for just 21.5 acres of the gravel pit. More importantly, when is the entire gravel pit going to be addressed. It is a huge noise, traffic, broken windshield, dust, and particulate pollution problem. Converting the entire gravel pit into something worthy of its location along the beautiful Wasatch front is an opportunity for Cottonwood Heights to improve our city for the next 100 years. We shouldn't piece meal the transition of the gravel pit, we should have a well thought out comprehensive plan. Otherwise we risk creating another developer-driven blighted area like Fort Union Boulevard or Redwood Road. Don't let the developers screw up a once in a lifetime opportunity to do something great for the most number of residents.

Sincerely,

Richard Peterson

From: [steven rokeach](#)
To: [Matthew Taylor](#)
Cc: [REDACTED]; [Dan Gibbons](#)
Subject: [EXT:]AJ Rock, LLC development
Date: Sunday, June 28, 2020 1:03:59 PM

This question/comment should be made public.

Has there or will there be an environmental impact study regarding the impact of construction, traffic when completed, air quality and noise on surrounding neighborhoods and communities?
Steven Rokeach MD

Sent from [Mail](#) for Windows 10

From: [Vilija Avizonis](#)
To: [Matthew Taylor](#); dgibbons@cityofholladay.com
Subject: [EXT:]AJROCK development
Date: Sunday, June 28, 2020 9:56:08 PM

Dear Mr. Taylor,

I am sending this email to voice my concerns over the proposed AJROCK request for zoning change at 6695 S Wasatch Blvd. My understanding is that all traffic from this high density development will exit the area to the north onto Wasatch Blvd. Traffic from the development will markedly intensify the already congested traffic in this area of Wasatch Blvd. The traffic and parking from skiers in the winter, catching the bus at the park and ride lot in that area already is a severe safety hazard, now augmented year round by people parking to hike Mt. Olympus or Heugh's Canyon trails. This is extremely dangerous for the runners, bikers and walkers who use this corridor regularly. Adding an additional 8-10,000 cars will severely overtax the area and Wasatch Blvd is wholly inadequate to handle that kind of increase in traffic.

It is time for Utahns to not allow greedy developers to maximize their profits and dump congestion, road maintenance and traffic issues on city governments. The density proposed will destroy the character of the area both in Cottonwood Heights and Holladay.

Please look thoughtfully at the proposed development, consider alternatives both to traffic flow and quality of life.

Thank you for your consideration.

Vilija Avizonis

[REDACTED]
[REDACTED]

From: [Mark Tucker](#)
To: [Matthew Taylor](#)
Cc: [Lori Khodadad](#)
Subject: [EXT:]Canyon Cove and new development
Date: Wednesday, July 1, 2020 4:50:04 PM

Hi Matt,

I just wanted to reach out and voice my opinion about AJ Rock's proposed development south of our neighborhood.

If what I'm hearing is correct, there would be only one entrance and exit to the site using our neighborhood roads.

While I'm all for development and sustainable grown, if what I've learned is correct about just one entrance and the exit is true, that's insanity...

I don't know if you've noticed or witnessed what's been going on along Wasatch Blvd recently with the BST connected to Heughes Canyon Trailhead or this past winter with cars parked almost to the golf course but the sheer amount of traffic Wasatch is bearing right now has hit critical mass. It's past inconvenient, it's become dangerous to especially for those riding their bikes.

Please reconsider rezoning this property until further options for traffic flow can be studied and teased out.

Respectfully,

Mark Tucker

Sent from my iPhone

From: [Linda Leckman](#)
To: [Matthew Taylor](#)
Subject: [EXT:]Change of zoning hearing, July 1
Date: Monday, June 29, 2020 2:28:57 PM

Mr. Taylor,

I have lived in the Canyon Cove subdivision for 36 years, and I care very much about this area. Canyon Cove is directly north of the area where you have a request from AJ Rock, LLC, for a zoning change on 21.5 acres. I understand that development of that area is inevitable and to be desired compared to the current state of that property. The critical issue is traffic management, specifically how will that development access Wasatch Boulevard? Having traffic flow from the development through Canyon Cove subdivision is not an option. This is a residential area only.

Please carefully consider and plan for the large number of cars and the traffic that will be created with the development.

Linda Leckman



From: [REDACTED]
To: [Matthew Taylor](#)
Subject: [EXT:]Comment for the Record on PDD - 6695 S. Wasatch Blvd. (PDD-19-001)
Date: Wednesday, July 1, 2020 2:34:25 PM

Mr. Taylor,

I am a homeowner at [REDACTED] and would like the following opinion to be shared with the city council members prior to their vote this evening on the AJ Rock, LLC request for rezoning to PDD-2 at 6695 S. Wasatch Blvd.

Cottonwood Heights City Council members, please do not approve re-zoning of the property at 6695 S. Wasatch Boulevard. For the reasons listed below, please keep the current zoning designation of foothill residential (F-1-21). If you will not vote to retain the zoning as foothill residential, I implore you to delay the vote to a later date to ensure the developer has adequately addressed all of the outstanding issues as outlined below and in the staff report and the staff has had ample opportunity to research and respond to the developer's proposals.

Maintaining the zoning of this area as foothill residential (F-1-21) and developing it under that zoning would achieve the goal of beautifying the existing gravel pit area while also eliminating the negative impacts on safety, the environment and living standards as listed below.

Reasons to maintain the current foothill residential zoning:

1. Excessive traffic due to 418 residential units, 140 hotel rooms and business traffic will be detrimental to current residents, wildlife, scenery and outdoor recreation.
 - a. The current traffic mitigation strategy is not an acceptable plan. As discussed in the Planning Commission Staff Update Memo (dated July 1, 2020), direct access to SR-190 will not be permitted. Creating an extension of Wasatch Boulevard just north of the intersection with Millrock Dr / SR-190 will overwhelm both Wasatch Boulevard north of that point as well as the current intersection at Wasatch / Millrock Dr / SR-190. The current traffic study declares that SR-190 will have to have more lanes added to support this development. Moving the ingress/egress point to Wasatch Boulevard will not mitigate that requirement and will only overwhelm Wasatch Boulevard north of that point.
 - b. The additional traffic from this development will create significant hazards to the current residents, outdoor recreationalists and wildlife along Wasatch Boulevard. Wasatch Boulevard is one of the most popular outdoor recreation routes in the entire greater Salt Lake area. The additional traffic congestion will severely diminish this incredible resource through reduction in safety due to increased pedestrian/automobile incursions and increased air and sound pollution. All of these dangers also apply to the native wildlife that still thrive alongside the low density neighborhoods currently in the area. The current infrastructure does not support high density development of this type and to allow it to progress will create major additional burdens on the local residents, city and state as well as eliminate incredible natural resources that people throughout the valley enjoy.
2. Large high density development will destroy the natural beauty that is the hallmark of the Wasatch Front and Cottonwood Heights.

- a. The large and tall buildings as well as large parking lots will always stand out as an eyesore on the side of the beautiful mountain and one of the highlights of Cottonwood Heights, the entrance to Big Cottonwood Canyon. No amount of landscaping can cover up large and tall buildings and empty spaces created by parking lots. The current zoning would mitigate this because the single family homes on larger lots are able to easily able to blend into the side of the mountain with mature landscaping.
 - b. The light pollution created by this development will destroy the low light zone currently enjoyed by residents in the area and a feature that currently adds to the beauty of this part of the valley. While this alone is reason enough to question the approval of this development, under no circumstances should this development be allowed to proceed with any exception to the current reduced lighting standards east of Wasatch Boulevard. The City Council should not allow that exception and require the developer to prove how they are able to develop the property with all necessary safety precautions while following the reduced lighting standards. The additional traffic brought in by the development will also add to the light pollution east of Wasatch Boulevard, further reducing the natural beauty of this area.
3. Additional high density development will create further infrastructure nightmares for the City of Cottonwood Heights and surrounding areas.
- a. Cottonwood Heights is already wrestling with major infrastructure hurdles that are creating huge headaches for the city staff and destroying the quality of life of Cottonwood Heights residents. The traffic congestion being experienced throughout the city, particularly on Wasatch Boulevard between Big Cottonwood and Little Cottonwood Canyons is a perfect example of this. Because the City of Cottonwood Heights cannot control the popularity of the two canyons nor the city as it is currently developed, all you can do is respond to the current situation. The part of Wasatch Boulevard in question (north of the Millrock Dr / SR-190 intersection) is already overwhelmed with traffic and unsatisfactory parking on peak outdoor recreation days in the summer and winter. You have the opportunity now to stop additional new infrastructure problems and the associated devastation they create for local residents by leaving the area zoned as foothill residential.
 - b. Early on in the developer's proposals they were intending to align their location with the future UDOT transit hub. The transit hub will no longer be co-located with the development. As this was one of the most appealing features of this major development, in consideration of driving a major development like this to where it will most benefit the residents of Cottonwood Heights as well as make use of the already planned development of infrastructure, you should not approve the re-zoning this property and encourage the developer to pursue their development where it will be co-located with the new UDOT transit hub.

In addition to the above mentioned issues, the developer has failed to adequately address a number of issues. For all of these reasons, please vote to keep the area at 6695 S. Wasatch Boulevard zoned as foothill residential (F-1-21),

If you don't agree with my arguments that lower density residential development (as currently zoned) is better for the city and its residents, you should not vote to re-zone this land until the

developer has adequately resolved all of the outstanding issues. Do not allow the developer's failure to properly plan in advance turn into another nightmare and financial burden for the City of Cottonwood Heights and its residents. Delay this vote until the developer has solved the traffic issues, amended the building plan to fall within the light restrictions east of Wasatch Boulevard, addressed the planned shortfall of parking spaces, provided more concrete preliminary engineering drawings, provided consistent development plans, solved the proposed regulating zoning ordinance conflicts, and solved the affordable housing issue.

Thank you for your time and consideration.

Very Respectfully,
Gabe Haley

From: rsutelk@xmission.com
To: Matthew Taylor
Cc: utelk@xmission.com; rsutelk@xmission.com
Subject: [EXT:]Cottonwood Heights Planning Commission Project #PDD-19-001
Date: Wednesday, July 1, 2020 11:01:23 AM

RE: A.J. Rock
6695 S. Wasatch Blvd (SR 190)

By way of introduction, we are Walker Development LLC, which owns the property adjacent to the East and South of this proposed project.

There has been a great deal of planning, engineering, and a number of site-restriction studies to produce the documents submitted by A. J. Rock.

The proposed plans show the extension of Wasatch Blvd going onto our property at a site of A.J. Rock's choosing.

Walker was not personally consulted with concerning the alignment of this road, nor asked for input from A. J. Rock, its engineers, or city staff.

We object to any planning which is binding on Walker in the future.

We recognize that a zoning change is required for A. J. Rock to move ahead with the anticipated use of their planned development. We have no objections.

However, for the foreseeable future, the mining and other processing done in producing aggregate products on Walker property will continue.

Consequently, A. J. Rock, the planning commission, and Cottonwood Heights City will have responsibility for any and all arising complaints.

We ask that in future documents which show illustrations of Walker property, please include current, existing aggregate facilities, and thus reflect a more accurate representation to future residents.

Thank you.

Douglas M. Shelby
General Manager, Walker Development LLC

From: [REDACTED]
To: [Matthew Taylor](#)
Subject: [EXT:]Density Development at Gravel Pit
Date: Wednesday, July 1, 2020 1:53:35 PM

We are extremely opposed to the proposed density development at the gravel pit above Wasatch Blvd. We just moved in to the Canyon Ranch condominiums a year ago, and we love the area the way it is, with beautiful homes and great neighbors. Please help us oppose the proposal.

Thank you,

John and Marsha Olsen

[REDACTED]

Sent from my iPhone

From: [Katie Eisenbarth](#)
To: [Matthew Taylor](#)
Subject: [EXT:]Development of gravel pit on wasatch/6200 S-comment
Date: Friday, June 26, 2020 11:44:34 AM

I have been to meetings and kept up with the plans for the development of this lot. I am excited to see this area change from an eyesore/hazard into something useful. However, it has come to my attention that access to this land is going to be on wasatch road by the light. This winter, this area was nearly inaccessible due to skiers with cars lining both sides of the road and traffic from skiing. It left me very late to work, and unable to enjoy where I live. While this is not necessarily your concern, the idea that it would be acceptable to add more congestion to that curve is totally unacceptable. The congestion has actually gotten worse now with the pandemic. We now have cars lining both sides of the road all the way to the golf club as hikers try to access the trail. I deserve to be able to access my home and enjoy where I live. I am already having to fight for this due to the trail and ski access. Enough is enough. This has all changed since I moved here three years ago and was not known to me at the time. If a roundabout/stop sign etc is out in, will I be compensated for my time I lose everyday stuck in traffic? Will I be compensated if I have to move because of this? I know this answer is no, and because I live in Holladay and not Cottonwood Heights, I cannot vote on the representatives who make this decision. My community will continue to fight that access point. We have over a hundred families with resources in our neighborhood, so please be respectful to our needs.

Katie Eisenbarth
Sent from my iPhone

From: [Janes watts](#)
To: [Matthew Taylor](#)
Subject: [EXT:]Development of gravel pit
Date: Wednesday, July 1, 2020 1:19:14 PM

Mr. Taylor

I am a resident of Canyon Cove and I've had an opportunity to review the proposed plans for the development of the gravel pit on Wahsatch Boulevard. I am very much opposed to the density and mixed use that as depicted in the drawings. Please take this into consideration as you move forward.

James Watts
Attorney

Sent from my iPhone

From: [REDACTED]
To: [Matthew Taylor](#)
Subject: [EXT:]Development on the North side of the gravel pit located at 6695 S. Wasatch Blvd.
Date: Monday, June 29, 2020 2:26:54 PM

Mr. Matt Taylor

Rezoning of the area to multiple use and densities designed through Cottonwood Heights should be **denied** due to no multiple South Direct Access on to SR-190 for the first phase and all subsequent phases for the entire project. The entire development traffic **can not** be allowed to move North on Gun Club Road, Wasatch Blvd and through all the residential neighborhoods. Our health, safety, quality of life and property values will be sacrificed.

- UDOT **denied egress** on to SR-190 on the South side will be dead ended.
- This project needs **preapproval by UDOT for 3 to 5 direct exits on to SR-190** for the required volume of traffic. SR-190 to I-215 is designed to handle this type of development traffic.
- The AJ Rock parcel already has direct exit on to highway SR-190 currently being used by his business and a local ski rental shop. I currently have observed vehicles turning left and right on to SR-190.
- Parking for the project is **inadequate** including the lack of overflow parking on the site for the first phase development. All so, the lack of a complete development plan for all development phases has not been prepared for evaluation and public comment. This needs to be provided up front not five years down the road. This project plan has not been thought through all the way.
- **Lack of existing road infrastructure** for vehicles to travel along Gun Club Road to the North and through the local residential subdivisions and along Wasatch Drive can not handle 8,000 to 10,000 cars per day. Noise pollution will become horrific. How do you sleep with all the additional noise? We can not allow the Gun Club Road and Wasatch Blvd to become a high speed route, bumper to bumper traffic, jammed with car exhaust and then we can't even exit our neighborhood streets.
- **Safety and quality of life** for all will be compromised for all by using the local area to the North of project. This impact everyone down to 33rd South along Wasatch Drive. We have children in danger from the massive increase in traffic, fuel emissions, road wear and tear and contaminates.
- All the neighborhoods in Holladay and Millcreek are impacted negatively by this project. Holladay gets zero benefit while the local citizens bear all the burdens personally and financially. Cottonwood Heights and AJ Rock materially benefit from this development for years to come.

I urge you to reject this Cottonwood Heights project at this time.

Thank You

David Lundquist



Sent from [Mail](#) for Windows 10

From: lisa@frcigroup.com
To: [Matthew Taylor](#)
Subject: [EXT:]FW: Gravel Pit Development Concerns
Date: Wednesday, July 1, 2020 1:40:12 PM

From: [REDACTED]
Sent: Tuesday, June 30, 2020 2:38 PM
To: [REDACTED]
[REDACTED]
Subject: Gravel Pit Development Concerns

Hi Mr. Taylor and Mr. Gibbons -

I would appreciate you sharing this with your colleagues, as I do not have very many email addresses.

Since 1992, I have lived in the Canyon Cove neighborhood, north of the proposed gravel pit development. I love Canyon Cove and we raised our children here, but it has some unique issues. As you know, our neighborhood is in a unique situation being the ONLY residential neighborhood that will be directly bordering the development, but not located in Cottonwood Heights where the development will be built.

My greatest concern is the **significant traffic problem** that will be created by the current development plan. The one proposed development egress that will be located on the bend at Wasatch Boulevard, east of the light, will not work. Canyon Cove residents will not be able to exit our neighborhood to go south without tremendous trouble. We are completely land-locked and that intersection is our only route south. The distance between the bend and the intersection is small. There's no conceivable way to efficiently move traffic through that space with this new, additional egress.

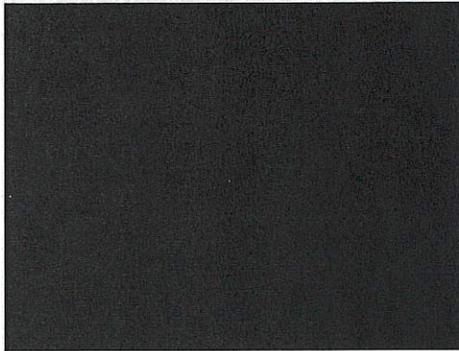
In the wintertime, that intersection is already extremely congested with skier vehicles parked along Wasatch Boulevard. I am an inveterate skier, but this past winter it was the worst ever in our 15 years living here. It was a regular occurrence to have an entire lane going southbound near the light that was filled with parked vehicles. They parked IN THE right hand lane. Not to mention parked vehicles going both north and south on the side of the road. Going north, vehicles were typically parked all the way back, on both sides of Wasatch, to the entrance of Canyon Cove Drive....hundreds of cars.

In the summer, there are cars parked on both sides of Wasatch Boulevard, as hikers trek up the Heughs Canyon trail. There have been many days we've counted 60-70+ cars parked along Wasatch Boulevard while people hike.

The traffic issue of the proposed development troubles me greatly. I understand there are issues with what UDOT will allow, but Cottonwood Heights, with UDOT's help, **must** find another solution. One terrible solution is not the answer. The Canyon Cove neighborhood cannot be locked out of our only route south.

The link below is a video a friend took this past winter. It was a typical weekend ski day. Although I liked that these cars were out of Big Cottonwood Canyon, I'm sure you can see this would be a major problem traffic in the area increases from the new development.

[20200110_115014.mp4](#)



20200110_115014.mp4

Thank you for considering, and sharing, this email with the planning commission. We look forward to a better solution.

Lisa and Scott Mietchen
801-971-3443

From: [Brian Call](#)
To: [Matthew Taylor](#)
Cc: [Brian Call](#)
Subject: [EXT:]FW: PLANNING COMMISSION MEETING AGENDA - JULY 1, 2020
Date: Sunday, June 28, 2020 3:16:43 PM
Attachments: [1.0 PC Agenda - 2020_06_03.pdf](#)

Hi Matt,

As a resident in the Canyon Cove neighborhood, I'm concerned about the new development in the gravel pit. I do oppose the change from the ½ acre lots to high density uses. I'm also concerned about the lack of egress from the proposed development onto Wasatch Blvd. I've been told by other neighbors that all the traffic in and out this development will flow directly through the Canyon Cove neighborhood and not out on to Wasatch Blvd. Is that true?

Thanks,

Brian Call

From: Cottonwood Heights City Website <cottonwoodheights.utah@enotify.visioninternet.com>
Sent: Friday, June 26, 2020 10:23 PM
To: briancall@hotmail.com
Subject: PLANNING COMMISSION MEETING AGENDA - JULY 1, 2020

PLANNING COMMISSION MEETING AGENDA - JULY 1, 2020

Date: 06/26/2020 10:22 PM

PLANNING COMMISSION MEETING AGENDA

Department of Community and Economic Development

Meeting Date: July 1, 2020

NOTICE is hereby given that the Cottonwood Heights Planning Commission will electronically hold a work session meeting at approximately 5:00 p.m., and a business meeting beginning at approximately 6:00 p.m., or soon thereafter, on **Wednesday, July 1, 2020**. In view of the current COVID-19 pandemic, this meeting will occur only electronically, without a physical location, as authorized by the Governor's Executive Order 2020-05 dated March 18, 2020. The public may remotely hear the open portions of the meeting through live broadcast by connecting to <http://mixlr.com/chmeetings>.

***** Public comments may be submitted to city staff by email at mtaylor@ch.utah.gov up to the start of the meeting at 5:00 p.m., MST. Comments received by that deadline will be verbally read into the meeting's record by the Planning Commission Chair or a designee**

for up to three minutes per submission. Comments received after the start of the meeting will be forwarded to the Planning Commission, but not read into the meeting record or addressed during the meeting. There will be no opportunity for verbal comments, questions or other input by the public during this electronic meeting.***

5:00 p.m. WORK MEETING

1.0 Planning Commission Business

- **1.1. Review Business Meeting Agenda**

The Commission will review and discuss agenda items.

- **1.2. Additional Discussion Items**

The Commission may discuss the status of pending applications and matters before the Commission and new applications and matters that may be considered by the Commission in the future.

6:00 p.m. BUSINESS MEETING

1.0 Welcome and Acknowledgements

1.1. Ex parte communications or conflicts of interest to disclose.

2.0 General Public Comment

General public comments will be read into the record following the procedure detailed above.

3.0 Business Items

1. **(Project CUP-20-009)**

A public hearing and possible action on a request from Dimond Zollinger (Salt Lake City Department of Public Utilities) for a conditional use permit for a wireless telecommunication facility (roof-mounted antenna) and a reduction to the minimum yard requirements for a public use at 8800 S. Kings Hill Dr. #A. in the F-1-21 – Foothill Residential zone.

2. **(Project PDD-19-001)**

A public hearing request from AJ Rock, LLC, for an ordinance amendment, zone map amendment, and approval of a development plan for approximately 21.5 acres of property located at 6695 S. Wasatch Blvd. utilizing the city's Planned Development District (PDD) ordinance and changing the zoning designation from F-1-21 (Foothill Residential) to PDD-

2 (this is a zoning designation prepared specifically for the subject property by the applicant, within the guidelines of chapter 19.51 of the city zoning ordinance).

4.0 Consent Agenda

1. Approval of Planning Commission Minutes

1. June 3, 2020 Planning Commission Minutes

5.0 Adjourn

Meeting Procedures

Planning Commission applications may be tabled if: 1) Additional information is needed in order to act on the item; OR 2) The Planning Commission feels there are unresolved issues that may need further attention before the Commission is ready to make a motion. **NO agenda item will begin after 9 pm** without a unanimous vote of the Commission. The Commission may carry over agenda items, scheduled late in the evening and not heard, to the next regularly scheduled meeting.

Submission of Written Public Comment

Written comments on any agenda item should be received by the Cottonwood Heights Community and Economic Development Department prior to the start of the meeting to be read into the record. Comments should be emailed to mtaylor@ch.utah.gov. Comments received after the start of the meeting will be distributed to the Commission members after the meeting.

Notice of Compliance with the Americans with Disabilities Act (ADA)

In compliance with the Americans with Disabilities Act, individuals needing special accommodations or assistance during this meeting shall notify the City Recorder at (801) 944-7021 at least 24 hours prior to the meeting. TDD number is (801) 270-2425 or call Relay Utah at #711.

Confirmation of Public Notice

On Friday, June 26, 2020 a copy of the foregoing notice was posted in conspicuous view in the front foyer of the Cottonwood Heights City Offices. The agenda was also posted on the City's website at www.cottonwoodheights.utah.gov and the Utah public notice website at <http://pmn.utah.gov>.

DATED THIS 26th day of June, 2020, Paula Melgar, City Recorder

[Change your eNotification preference.](#)

[Unsubscribe from all Cottonwood Heights, UT eNotifications.](#)

EXTERNAL ATTACHMENT: Only Open if you trust this sender.

From: [Tracey Bagley](#)
To: [Matthew Taylor](#)
Subject: [EXT:]Gravel pit development
Date: Wednesday, July 1, 2020 4:52:29 PM

Dear sir,

My family and I are horrified to hear about the development plans at the mouth of Big Cottonwood Canyon. The gateway to our gems of canyons will be destroyed.

Many of us moved up here to get away from congestion and enjoy the wildlife and quality of life.

Please register a strong NO from us !

Tracey BAGLEY



Sent from my iPhone

From: [Merri Lee Zaba](#)
To: [Matthew Taylor](#)
Cc: djibbons@cityofholladay.com
Subject: [EXT:]Gravel Pit Development Concerns
Date: Monday, June 29, 2020 9:26:19 PM

Hi Mr. Taylor -

Please feel free to share this email and the video link at the bottom.

I live in Canyon Cove neighborhood, north of the proposed gravel pit development. As you know, our neighborhood is in a unique situation being the ONLY residential neighborhood that will be directly bordering the development, but not located in Cottonwood Heights where the development will be built.

My greatest concern is the **significant traffic problem** that will be created by the current development plan. The one proposed development egress that will be located on the bend at Wasatch Boulevard, east of the light, will not work. Canyon Cove residents will not be able to exit our neighborhood to go south without tremendous trouble. We are completely land-locked and that intersection is our only route south. The distance between the bend and the intersection is small. There's no conceivable way to efficiently move traffic through that space with this new, additional egress.

In the wintertime, that intersection is already extremely congested with skier vehicles parked along Wasatch Boulevard. This past winter it was the worst ever in our 15 years living here. It was a regular occurrence to have an entire lane going southbound near the light that was filled with parked vehicles. They parked **IN THE** right hand lane. Not to mention parked vehicles going both north and south on the side of the road. Going north, vehicles were typically parked all the way back, on both sides of Wasatch, to the entrance of Canyon Cove Drive....hundreds of cars.

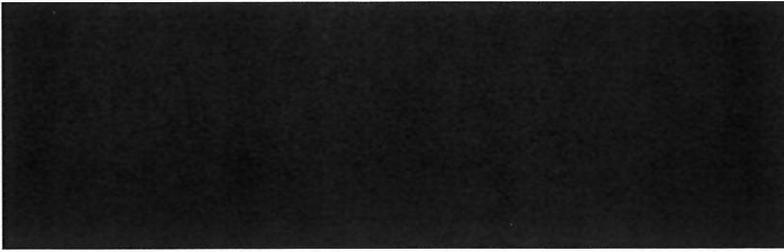
In the summertime, there are cars parked on both sides of Wasatch Boulevard, as hikers trek up Heugh's Canyon trail. There have been many day's we've counted 60-70+ cars parked along Wasatch Boulevard while people hike.

The traffic issue of the proposed development troubles me greatly. I understand there are issues with what UDOT will allow, but Cottonwood Heights city, with UDOT's help, **must** find another solution. One terrible solution is not the answer. The Canyon Cove neighborhood can not be locked out of our only route south.

The link below is a video I took this past winter. It was a typical weekend ski day. Although I liked that these cars were out of Big Cottonwood canyon, you can see this would be a major problem traffic in the area increases from the new development.

[20200110_115014.mp4](#)





20200110_115014.mp4

Thank you for considering, and sharing, this email with the planning commission. We look forward to a better solution.

Merri Lee Zaba



From: [Lisa Macfarlane](#)
To: [Matthew Taylor](#)
Cc: djibbons@cityofholladay.com
Subject: [EXT:]Gravel Pit Development
Date: Wednesday, July 1, 2020 7:41:03 AM

I would like to express my concern as a resident of Holladay City concerning the proposed development on the Gravel Pit in Cottonwood Heights. This will have a direct impact on Holladay City, especially my neighborhood of Canyon Cove. With the traffic already overflowing due to trailhead access and ski bus parking, this new development will only increase a dangerous situation to not only other vehicles but bikers, runners, and those of us who use our own neighborhood to walk our dogs and play with our children. I have heard a plan to use the UTA Park & Ride as overflow parking. I would plead with all involved to remember the line of cars up and down Wasatch Blvd during ski season; so much so that it hinders visual line of sight to drive in a safe manner on many days. This is also becoming more and more of an issue as we are all wanting to enjoy the outdoors and hike the trails using Wasatch Blvd parking during the summer months as well.

My family is opposed to this "for-profit only" development and ask for reconsideration that takes into account public safety, fairness and common decency to one's neighbor. I am sure there is a reasonable solution that would be mutually beneficial to ALL involved.

Kindly,
Lisa Macfarlane
Jim Macfarlane
Joshua Macfarlane

From: [Layne Gordon](#)
To: [Matthew Taylor](#)
Subject: [EXT:]Gravel Pit Hearing July 1st @ 6:00pm (Please attach to official record)
Date: Saturday, June 27, 2020 3:18:46 PM
Attachments: [Gravel Pit Letter for Hearing July 1 2020.docx](#)

Matt, Thank you so much for your assistance in obtaining the AJ Rock proposal. Please see the attached pictures taken along Wasatch and behind our house. As you can see there is a lot of traffic at all times with pedestrians, bikers, people in and out of their cars, children, pets and hikers. How safe would it be to add thousands of cars daily as this funnels traffic immediately into Holladay on Wasatch Blvd where residents live. Something has to be done about the egress of this proposal. We appreciate your input. Sincerely, Heughs Canyon and Canyon Cove Residents

EXTERNAL ATTACHMENT: Only Open if you trust this sender.

Comments to include in Hearing: July 1

Proposed Gravel Pit Rezoning

AJ Rock has proposed a 21.69 acre development on the **North side of the gravel pit** located next to us at 6695 S. Wasatch Blvd. They wish to **rezone** the existing Foothill Residential Zone with ½ acre lots to a Planned Development District with multiple uses and densities designed by them. When asked specifically, Matt Taylor who is the senior planner at Cottonwood Heights, confirmed the South side of the development will still be **dead ended** and UDOT has not authorized **egress from SR-190. This funnels the entire development traffic through and past our neighborhoods. July 1st** marks the first of much damage to come. **Our health, safety, quality of life and property value will be sacrificed. We must speak now if we hope to have a voice.** Covid has moved hearings to phone listening only so citizens cannot present pictures and arguments that cannot be seen or understood otherwise and are critically important to fully comprehending the impact this would have on our Holladay area.

There are **10 high rise buildings** planned in this first phase with **1000 parking places** on this North end alone. The 2016 feasibility proposal estimates eventually stories upon stories of high rise buildings with an **estimated 8,000-10,000 automobile** and at least 3 multi-level parking structures. The current North proposed parking is multiuse and inadequate. The developer suggests using the public parking at the intersection of Wasatch and SR-190 as overflow. During ski season, with all the cars lining our portion of Wasatch, there **isn't** any excess space. It cannot accommodate the present need. **Between skiers, cars parked at Heughs Canyon Trail Head, Mt. Olympus Trail Head, parked cars valley site- seeing and Old Mill Golf Course, where are we going to funnel that many cars? How many people walk and bike along this stretch of road? What about their safety? This area has been designated as recreational use. There are pedestrians everywhere!**

If you think, "It doesn't matter...Its down on Wasatch," it does matter! Neighbor's backyards are directly on Wasatch. They have **children in danger**, mine with asthma. **There are particulates from road wear, fuel emissions, microscopic dust particles which drift for blocks. We all breathe these contaminates.** Those same children walk, run out or throw balls into the street. **The noise pollution destroys quality of life.** How do you sleep? If we allow Wasatch Blvd to become a high speed route, bumper to bumper, jammed with exhaust, we won't even be able to exit our neighborhood. Remember during the Marathon? **What if there was an emergency or natural disaster?** Where are these landlocked people going to go? Where will we go with two exits to our **landlocked neighborhood?** The U of U helicopter lands in our cul-de-sac to transport injured hikers every year. What happens to them? **Property value drops.** Who wants to buy a house sitting in the equivalent of rush hour on I-15? Part of the AJ Rock land includes the Gun Club Road. This use has been very controversial in the past. Remember when they widened Wasatch? You don't think **frustrated reckless drivers** won't again try to get

through quicker by **speeding through our neighborhood**? Unless you live here, you can't remember what a nightmare that was once before. We had a near fatality.

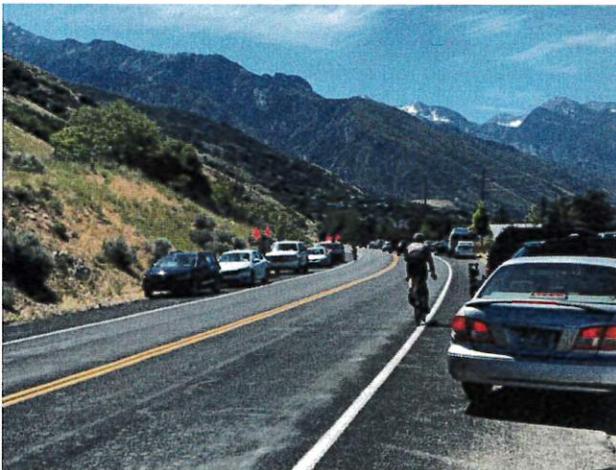
A Cottonwood Heights official said he believed not enough people are affected. To the contrary, this impacts people along this corridor clear to 33rd South with increased traffic. The road widening of Wasatch South of us has created tremendous unrest and protest. They face a similar **impact to quality of life**. We are all in this together. Cottonwood Heights and AJ Rock tremendously benefit financially from this development. **It is understood that it's about money. However, Holladay gets zero benefit but its citizens bear all the cost personally and financially.** Whose **taxes** pay for road hazard and replacement? A police officer in Holladay stated, "It's impossible to patrol that area now. I can't imagine trying to get emergency vehicles through that mess."

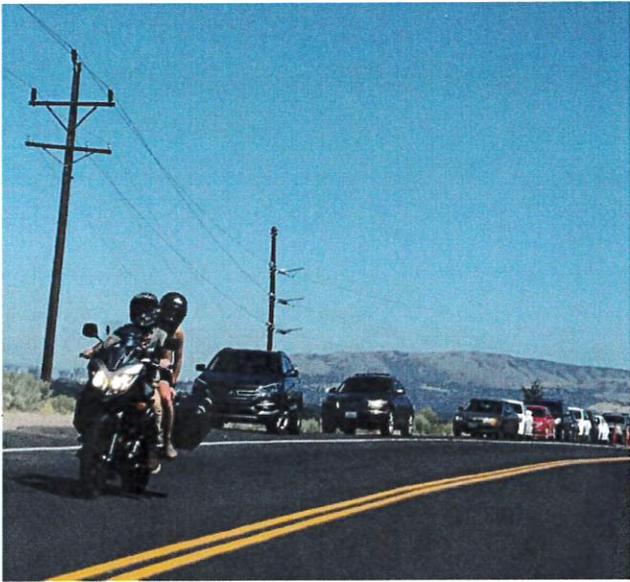
Please look long term. Recognize this is the beginning of what is to come. **Matt Taylor realistically acknowledged that it would be 5-7 years before any access is opened to the South and in all likelihood much much longer.** We all chose this area to live for different reasons. A major reason is to avoid the very undesirable urban issues we now face right next door. **Should one property owner's financial interest (AJ Rock) supersede the health and safety of all others? We don't oppose development if it is done safely and with an interest in preserving what is important. The egress to this development MUST change! It cannot funnel all this traffic past homes and residents, people walking dogs, biking and at risk!!!!** This is an opportunity to speak up and have a voice. We won't acquiesce. Holladay planning and zoning have a right to be informed as do we. We have all been left out of the loop. The material presented by AJ Rock conveniently has a big red arrow over our neighborhood. Out of sight, out of mind? Calls to Holladay City Mayor Rob Dahle, and District 5 Holladay City Counselmen Dan Gibbons dgibbons@cityofholladay.com, who ran for election campaigning to "preserve (Holladay's) semi rural character" and "maintain low density zoning standards," are only the beginning. Please find enclosed pictures of the area this will force thousands of more cars past. **We will be proactive. Please care about our environment and well being. Please, support our very real concerns for health and safety and be one of us as a community.**

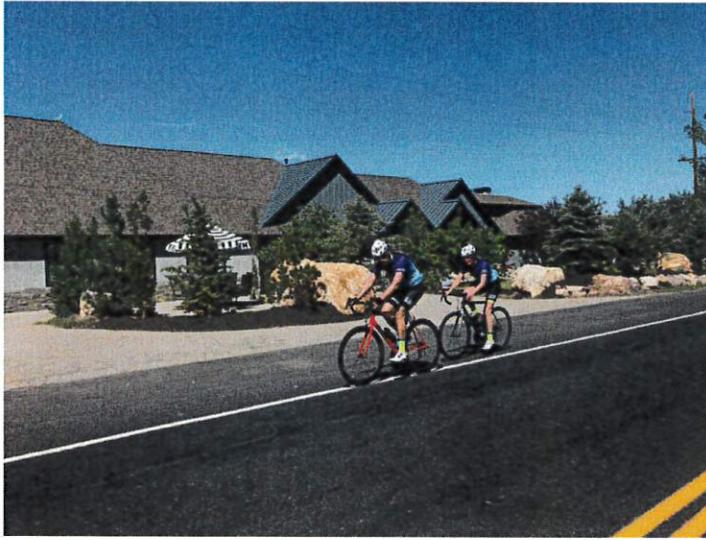
Sincerely,

Steve & Melanie Gordon



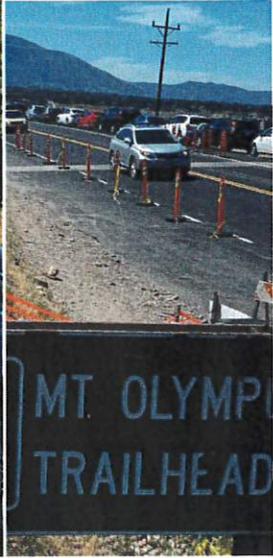






Verizon LTE 11:23 AM 64%
January 14 3:25 PM Edit





From: [Melanie Mulvey](#)
To: [Matthew Taylor](#)
Subject: [EXT:]highly opposed
Date: Wednesday, July 1, 2020 1:19:12 PM

As a resident of Canyon Cove – I am highly opposed to a high density development planned for the gravel pit/Wasatch area. What an eyesore at the base of beautiful big cottonwood canyon. The 7-eleven near there is already the most trafficked 7-eleven in the country. Too much traffic as is CLEARLY. The pollution is abhorrent. Property values will tank – no one wants to live near a beautiful canyon (s) and then have a supersized development next door. Development greed is so gross. If you have an interest in the actual community and not increasing the tax base – you'll perpetuate a decent community in which people actually want to live. Thank you.

Melanie Mulvey

FUEL Marketing



EXTERNAL ATTACHMENT: Only Open if you trust this sender.

From: [Connie Millecam](#)
To: [Matthew Taylor](#)
Subject: [EXT:]Objection to zoning approval of plan at approx 6700 So. Wastach Blvd.
Date: Monday, June 29, 2020 10:33:44 AM

Dear Mr. Taylor,

I have been a home owner at [REDACTED], Nice 1985. I did not receive public notice of this big development next to the gravel pit. Are the planning permit fees that the City will receive more important than the lung damage from the dust that is coming off of the gravel pit? My husband died of lung disease December 30, 2019 and our previous neighbor across the street required a lung transplant. I cannot believe the gravel pit is still there with the thousands of building permits that have been issued since we built our house 35 years ago, here. This has been quite a beautiful area for wildlife and the natural mountains in the background. We cannot handle the high traffic that this huge development will add to Wasatch Blvd. Summer brings hundreds of bicycles on Wasatch Blvd. and slick roads happen during the winter with dangerous drops off the west side of the road.

Please keep me informed of the planning commissions process as I live in the neighborhood.

Sincerely,
Connie Millecam

[REDACTED]
[REDACTED] home phone
[REDACTED] cell phone
Email [REDACTED]

From: [Scott Woller](#)
To: [Matthew Taylor](#)
Subject: [EXT:]OPPOSITION TO HIGH DENISTY DEVELOPMENT AT 6200 S GRAVEL PIT
Date: Wednesday, July 1, 2020 4:33:30 PM

Hello Matt:

Kindly register our families strong opposition to any proposal that would involve high-density housing near 6200 S./gravel pit just north of the mouth be Cottonwood Canyon.

The addition of high-density housing there is UNSAFE.

The neighborhood roads in Canyon Cove (the neighborhood just north of the 6200 South gravel pit) are TOO STEEP for emergency vehicles. There have been prior attempts of developers to access our neighborhood in the fashion that is proposed that have FAILED ON THE GROUNDS OF SAFETY.

I advise against any attempt to introduce access into Canyon Cove from any development south as introducing any ancillary traffic would be UNSAFE.

The Wasatch Blvd intersection with Utah State Road 190 is far too congested and the introduction of high density housing would only degrade the fragile ecosystem at the mouth of Big Cottonwood Canyon.

Please feel free to contact me directly if there is any additional information that I may be able to provide.

Sincerely,

Scott

Scott C. Woller, MD FACP FCCP

Chair, Department of Medicine

Co-Director Thrombosis Program

Intermountain Medical Center

Professor in Research, Intermountain Healthcare

Professor of Medicine

University of Utah School of Medicine

By Mail:

[Redacted]

[Redacted]

scott.woller@imail.org



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From: [Patricia Woller](#)
To: [Matthew Taylor](#)
Subject: [EXT:]Project PDD-19-001 safety concerns
Date: Wednesday, July 1, 2020 5:04:52 PM

Hello Matt:

Kindly register our familie strong opposition to approval of any proposal for an ordinance amendment, zone map amendment and the development of the property located at 6695 S. Wasatch Blvd, at least as it's being proposed. This location holds the zoning designation F-1-21 (Foothill Residential) for very specific reasons, including and specially the safety of its residents - Our neighborhood (Canyon Cove) already has very limited access capacity and that combined with the very steep topography of this area makes it very difficult for emergency vehicles to access our area. Therefore, I advise against any attempt to introduce access into Canyon Cove from any development south as introducing any ancillary traffic on the intersection of Wasatch Blvd and Utah State Road 190 would be catastrophic to the flow in that area.

Please feel free to contact me directly if there is any additional information that I may be able to provide or to further discuss this issue.

Sincerely,

Scott and Patricia Woller

From: [Dan Gibbons](#)
To: [Matthew Taylor](#)
Cc: [Rob Dahle](#); [Tali Bruce](#); [Gina Chamness](#); [Paul Allred](#)
Subject: [EXT:]Public Comments Regarding Project PDD-19-001 (To Be Read at July 1, 2020 Public Hearing)
Date: Monday, June 29, 2020 11:02:15 AM

Dear Planning Commission Members:

I'm a member of the Holladay City Council representing District 5, which immediately abuts this proposed project on the north. I recommend disapproval of this application pending a more in-depth review of the significant access and traffic issues with Holladay City and UDOT.

The developer is proposing to construct a new intersection on north Wasatch Blvd. This intersection would be:

1. The sole access point for 400+ new dwellings, retail pads and a 140-room hotel;
2. Only 200 feet from SR-190; and
3. Constructed on the inside of a blind corner, with dramatic elevation change.

The developer's narrative description of the proposed intersection and accompanying drawings are very non-specific. Would this be a signalized intersection or a three-way stop? What turn lanes would it have? Note that the traffic study does not address any engineering issues.

Note also that the proposed intersection straddles or sits immediately adjacent to the Holladay City boundary. To consider approval without considerable input from Holladay City is very problematic. At a minimum, there are traffic infrastructure issues that may very well impact the Holladay community disproportionately.

Another key issue that must be considered is the future access, including a signaled intersection and two other access points, that will be available to developer on SR-190. The developer concedes that:

“Future access to all gravel pit redevelopment sites is likely to occur . . . The property south of this site has three streets (one signalized) planned. When developed . . . [we] will have access to exit the site through these egress points.” (See page 18 and Figure 7).

The traffic study is also specifically predicated on future access to the south:

“Based on the projected ADT, it is likely that there will be some reserve capacity for the future development to the south. . . . it is likely that with their (southern project) accesses to SR-190, the roadway for this project would receive very little traffic flow . . .” (See Traffic Study Addendum, Page 6).

Accordingly, I strongly recommend that the Commission reject, or at a minimum, take no action on the proposed ordinance and zone map amendments, and preliminary project approval, pending significant cooperative engagement and discussion with Holladay City and UDOT on the question of vehicle access.

With great appreciation for all you do!

Daniel Bay Gibbons

HOLLADAY CITY COUNCIL

From: [Christopher Sotiriou](#)
To: [Matthew Taylor](#)
Subject: [EXT:]Public Hearing Comments re: AJ Rock LLC
Date: Monday, June 29, 2020 3:25:10 PM

To Whom It May Concern:

I am writing to provide input, and to voice concern, regarding the proposed Zone Map Amendment to approximately 21.5 acres of property located at 6695 South Wasatch Boulevard in Cottonwood Heights. I live in Canyon Cove, the property that abuts to the proposed property. Like many of my neighbors, I am concerned about what the traffic flow will be along Wasatch Boulevard—an indispensable access point and the only access point to our residence.

As you may be aware, Wasatch Boulevard has become increasingly congested over the past several years. For example, during the winter ski months, it is commonplace to see cars parked from 6200 South to the north entry point of Canyon Cove. This creates a lot of havoc because the congestion cuts both visibility and maneuverability along Wasatch Boulevard. Similarly, in the summer months, Wasatch Boulevard becomes congested once again as people use it to access Heughs Canyon.

My primary concern is that the proposed development will increase traffic and further burden an already strained roadway leading our neighborhood. I would like to see a workable plan that will cause zero to minimal disruption to our neighborhood.

One alternative is to convert Wasatch Boulevard to a one-way road from 6200 South to 4500 South with traffic moving north. Wasatch Boulevard is an ideal route for bicycles, walkers, joggers, and the like. Having a one-way road would allow out-door enthusiasts the opportunity to utilize the road safely for bicycling and running. It makes logical sense because it would provide people with better and safer access to the Mt. Olympus Trail Head. It would also minimize congestion by cutting out southbound traffic because motorists could use the 6200 South off ramp when traveling from the north.

To clarify, I am not advocating that traffic from the development be routed through Wasatch Boulevard; rather, 6200 South would remain the workhorse of traffic access to and from the development. Additionally, the one-way road need not start at 6200 South, although that is probably the best place to start to effectively eliminate most congestion issues; instead, it could start after the entry way to the Old Mill golf course.

Granted, this alternative might create significant consternation at first because people will have to travel about fifteen blocks to access the freeway. Nonetheless, this worked well on 11th Avenue in Salt Lake thirty-years ago when Memory Grove was changed to a one-way street headed west. Overtime, people got used to the minor inconvenience and gained safer access to the Grove for bicycling and jogging. Today, 11th Avenue stands as a paragon of excellence for having user friendly access from the Avenues to Capitol Hill and back.

Here too, Cottonwood Heights and Holladay could have the same model that would be friendly toward non-motor vehicle use and alleviate congestion at the same time. The short-term pain will be

well worth the long-term gain. This would also promote the policy of having more user friendly alternatives to motor vehicles.

Additionally, having only a northbound flow of traffic would prevent dangerous left-hand turns from Wasatch Boulevard to 6200 South. This would comport with a recent study from Brigham Young University that concluded that eliminating left-hand turns would reduce the total number of accidents by 75 percent, or so.

I hope that the Commission will consider this as an alternative to merely letting traffic run rough shod through the pristine foothills along Wasatch Boulevard. A one-way street is an economical way to alleviate congestion and provide a safe venue for out-door enthusiasts connecting the Mt. Olympus trailhead to the mouth of Big Cottonwood Canyon. I appreciate your attention to this matter.

Kindest regards,

Chris Sotiriou

Sent from [Mail](#) for Windows 10

From: [Skip Walden](#)
To: [Matthew Taylor](#)
Cc: [Walden Diane Rasmussen](#)
Subject: [EXT:]Public Hearing on Zone map amendment
Date: Tuesday, June 30, 2020 7:07:49 PM

Dear Matt and other Cottonwood Heights Planning Commission members,

We are concerned citizens from the Canyon Cove subdivision of Holladay that will be greatly impacted by the major development of the gravel pit to the south.

— More cooperative planning with Holladay and UDOT regarding our neighborhood should be done to assess the impact on traffic congestion on Wasatch blvd, SR-190, and parking for skiing/trails.

— Clearly, access to the development should be much further away 200' from the current intersection of 6200/SR-190 & Wasatch Blvd. The southwestern edge of the proposed development is the more appropriate location for access, as it is ~1000 ft south of the 6200/SR-190 & Wasatch blvd. intersection. Anything further north, especially along Wasatch blvd. would worsen traffic that has already become very crowded due to additional park and ride ski traffic and trailhead parking.

— UDOT and City of Holladay need to be more involved in the planning of this development. At a minimum, computer simulation of traffic issues should be done to assess the impact of various development options.

Please reject or take no action on this project until significant cooperative investigation on the impacts of this development with Holladay city and UDOT have been completed.

Thank you for your consideration.

Arthur and Diane Walden

From: [Peter Crowley](#)
To: [Matthew Taylor](#)
Subject: [EXT:]Questions for AJ Rock
Date: Wednesday, July 1, 2020 1:33:04 PM

Matt,

Please add the following questions to the list for the AJRock meeting tonight.

With the daily overflow of parking from the 6200 S Wasatch parking lot up and down Wasatch Blvd north of 6200 S in the winter, How is the plan going to handle the inevitable overflow into their parking lot?

What plans are there to facilitate cars and people in and out from the property onto Wasatch Blvd? Ample sidewalks? Any changes to the road as it makes its bend to 6200 S? Will there be additional future entrances into the properties farther south from the light at 6200?

Thanks, Peter

--

Peter Crowley



From: [steven rokeach](#)
To: [Matthew Taylor](#)
Cc: [REDACTED]; [Dan Gibbons](#)
Subject: [EXT:]Questions regarding AJ Rock development
Date: Sunday, June 28, 2020 12:59:05 PM

This question/comment should be shared publicly.

Will there be any restrictions on the hours of construction of the AJ Rock, LLC development. Will they be working at night and on weekends?

Steven Rokeach MD

Sent from [Mail](#) for Windows 10

From: [steven rokeach](#)
To: [Matthew Taylor](#)
Cc: [REDACTED]; [Dan Gibbons](#)
Subject: [EXT:]Questions regarding proposed development by AJ Rock, LLC
Date: Sunday, June 28, 2020 12:54:07 PM

This question/comment should be publicly read during the meeting.
Will the ongoing dumping of waste from the gravel pit above the proposed development continue during and after construction?

Sent from [Mail](#) for Windows 10

From: [Jim O'Callaghan](#)
To: [Matthew Taylor](#)
Subject: [EXT:]Re: [EXT:]AJ Rock Hearing questions
Date: Monday, June 29, 2020 6:04:00 PM

Thank you

Sent from my iPhone
Jim O'Callaghan
801-652-4960
jim.ocallaghan@comcast.net

> On Jun 29, 2020, at 5:45 PM, Matthew Taylor <MTaylor@ch.utah.gov> wrote:

>

> James,

>

> I am attaching the staff report that was completed late Friday. It should answer many of your questions.

>

> In response to your questions:

> The uses allowed under the special zoning are quite broad, is there any info that describes the actual intended use?

> 1) The proposed uses will be multi-family residential, retail, office, and hotel. It is proposed as a multi-phase project for some specific tenants may not be identified until the developer can build the phase (often dependent on if they line up a tenant).

>

> If the zoning change will impact local existing residents, what mitigation is required to address impact, e.g. traffic, noise, lighting, runoff to river, etc.?

> 2)

> - Cottonwood Heights has a construction mitigation ordinance (see bottom of email).

> - The attached report references and provides a link to the traffic study that indicate that intersections and capacity level of service will meet UDOT standards in 2040.

> - All new lighting will be required to meet our recently adopted "dark sky" ordinance which limits overall luminosity and requires fixtures that do not shine into adjacent property (that is a real basic summary).

> - All runoff will be regulated through our storm drain program. I refer you to Public Works for specifics on that but it will be taken care of in a way that does not further impact our facilities or rivers.

>

> What provisions are being made for active transportation (non motorized) to address expected increased traffic, speeding, congestion, pollution?

> - The site will have active transportation facilities built through the site. Bike lanes will be extended from Wasatch Blvd into the redevelopment site southward. Our long-range plan is for a off-road multi-use path to extend from this site to Fort Union/Big Cottonwood Canyon separate from SR-190.

>

> Is CH city providing tax abatements or other incentives to encourage this development?

> - I am not aware of any tax abatements proposals at this time. This is not to say that the developer will not ask for the city to consider one in the future, but for now, I do not believe that is on the table.

>

> What impact fees will AJ Rock be required to pay to address the additional burden (19.51.020 - more concentrated projects) that the development will generate?

> - The city collects a storm water and transportation impact fee.

>

> Best regards,

>

> Matt Taylor

> Senior Planner

> Cottonwood Heights City

>

> (801)944-7066

>
>
>
>
>

> M. Construction mitigation plan for all construction. Prior to commencement of construction, a written construction mitigation plan addressing the following elements must be approved by the director or his designee. The construction mitigation plan shall address the following elements: (Please note: all elements may not apply to each individual project. There may also be additional elements, unique to the project that involve public health and safety issues).

> 1. Hours of operation. The hours of operation are 7:30 A.M. to 6:00 P.M., Monday thru Saturday, and 9:00 A.M. to 6:00 P.M. on Sunday. Upon a clear and convincing showing by the applicant that a waiver to the hours of operation is necessary and will not jeopardize the public health, safety or welfare, the director may modify hours of operation through the building permit. Exclusively indoor construction beyond the hours of operation listed above in this subsection shall be exempt from such hours of operation unless the director determines that such extended hours will adversely impact the surrounding neighborhood.

> 2. Parking. Construction vehicle parking shall be restricted at construction sites so as to not block reasonable public and safety vehicle access along the street and sidewalks. Within paid and permit only areas, an approved parking plan must be obtained from the Public Works Department.

> 3. Deliveries. Deliveries of all materials and supplies may be regulated as to time (hours of operation) and routing.

> 4. Stockpiling & staging. In order to reduce the number of delivery trips to construction sites, the stockpiling of materials on site may be required.

> 5. Construction phasing. Due to narrow streets, topography, small lot configuration, traffic circulation, weather, construction parking and material staging problems, some projects may be required to be phased. In cases where phasing is deemed necessary, the first project to receive a building permit shall have priority, however, the building official shall have authority to phase projects as necessary to assure efficient, timely and safe construction.

> 6. Trash management and recycling of materials. Construction sites shall provide adequate storage and a program for trash removal. Construction material recycling bins are encouraged on sites with adequate room for separation of materials.

> 7. Control of dust & mud. A program for the control dust or other airborne debris shall be required. Provisions must be made to prevent the tracking of mud on streets and it will be required to remove any such mud daily. Placing gravel in the egress and ingress areas to a job site is one method to control mud and dust problems.

> 8. Noise. Any noise above 65 decibels violates the noise ordinance, as well as any excessive or unusually loud noise that is plainly audible beyond the property line or outside the hours of operation.

> 9. Grading and excavation. Because of the truck hauling involved in grading and excavation, restrictions on trucking routes as well as the hours of operation may be necessary to mitigate the adverse impacts from such operations. Destination and total cubic yards of dirt shall be addressed. Any excavation six feet (1.8 m) or more in depth shall be protected from falling hazards by guardrail roofs, systems, fences, or barricades.

> 10. Temporary lighting. An approved temporary lighting plan must be obtained from the Planning Department if any exterior temporary lighting is necessary for construction.

> 11. Construction sign. A sign shall be posted in a location where the sign is readable from the street or driveway. The sign shall not exceed 12 square feet in size and six feet in height. The lettering shall not exceed four inches in height. Information on the sign shall include:

- > a. Name, address and phone number of the contractor
- > b. Name, address and phone number of the person responsible for the project
- > c. Name and phone number of the party to call in case of an emergency

>

> -----Original Message-----

> From: James OCallaghan <jim.ocallaghan@comcast.net>

> Sent: Monday, June 29, 2020 10:31 AM

> To: Matthew Taylor <MTaylor@ch.utah.gov>

> Subject: [EXT:]AJ Rock Hearing questions

>

> Matt, I've read the notice of a hearing regarding the request from AJ Rock for a change in zoning. There was no link to information describing the impact of said change, or the detailed plans that AJ Rock envisions, or if AJ Rock

has not identified plans, what CH city envisions and what the permit enables. Further, the new zoning is critically described as 'prepared specifically for specific property' conveniently not describing what this is.

>

> I reviewed the CH website and noted that you have requested corrections from AJ Rock(thank you), but couldn't find detailed plans for their use of the site.

>

>

> My questions then would be:

> - The uses allowed under the special zoning are quite broad, is there any info that describes the actual intended use?

> - If the zoning change will impact local existing residents, what mitigation is required to address impact, e.g. traffic, noise, lighting, runoff to river, etc.?

> - What provisions are being made for active transportation (non motorized) to address expected increased traffic, speeding, congestion, pollution?

> - Is CH city providing tax abatements or other incentives to encourage this development?

> - What impact fees will AJ Rock be required to pay to address the additional burden (19.51.020 - more concentrated projects) that the development will generate?

>

>

> Thanks for your assistance.

>

> Sincerely,

>

> Jim OCallaghan

> e: jim.ocallaghan@comcast.net

> m: 801-652-4960

>

>

>

> <PDD-19-001 - PC Staff Report - 1 JuL 2020 - 6695 S Wastch Blvd v. 0.4.pdf>

From: [Linda Leckman](#)
To: [Matthew Taylor](#)
Subject: [EXT:]Re: [EXT:]Change of zoning hearing, July 1
Date: Monday, June 29, 2020 9:47:07 PM

Thank you for your response. Have you seen Wasatch Blvd. near the ski parking lot when it is a good snow day? The egress point will be into what is already traffic mess. It would be great if you follow the suggestion of Dan Gibbons to defer any decision until collaborating with Holladay leadership.
Linda Leckman

Sent from my iPhone

> On Jun 29, 2020, at 6:00 PM, Matthew Taylor <MTaylor@ch.utah.gov> wrote:

>

> Linda,

>

> Thank you for reaching out. This project does not propose accessing the Canyon Cove neighborhood directly in any way. Egress from the site is proposed to be on Wasatch Blvd. I am attaching the staff report that summarizes the traffic study findings and provides a link to the full report. In summary, the traffic study shows that intersections and traffic volumes will meet UDOT standards for acceptable service in the year 2040. The study does not examine timeframes beyond them.

>

> Please call me with any additional questions or comments you may have.

>

> Best regards,

>

> Matt Taylor

> Senior Planner

> Cottonwood Heights City

>

> (801)944-7066

>

>

> -----Original Message-----

> From: Linda Leckman [REDACTED]

> Sent: Monday, June 29, 2020 2:29 PM

> To: Matthew Taylor <MTaylor@ch.utah.gov>

> Subject: [EXT:]Change of zoning hearing, July 1

>

> Mr. Taylor,

>

> I have lived in the Canyon Cove subdivision for 36 years, and I care very much about this area. Canyon Cove is directly north of the area where you have a request from AJ Rock, LLC, for a zoning change on 21.5 acres. I understand that development of that area is inevitable and to be desired compared to the current state of that property. The critical issue is traffic management, specifically how will that development access Wasatch Boulevard? Having traffic flow from the development through Canyon Cove subdivision is not an option. This is a residential area only.

>

> Please carefully consider and plan for the large number of cars and the traffic that will be created with the development.

>

> Linda Leckman

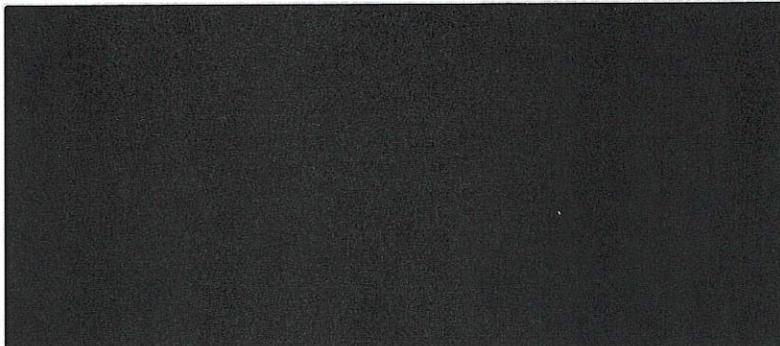
> [REDACTED]

> [REDACTED]

From: [Merri Lee Zaba](#)
To: [Matthew Taylor](#)
Subject: [EXT:]Re: [EXT:]Gravel Pit Development Concerns
Date: Tuesday, June 30, 2020 6:57:23 PM
Attachments: [image002.png](#)
[image005.png](#)
[image007.png](#)

My apologies about the video. Here is a new link that should work. It's a stark view of the winter ski traffic along Wasatch.

[20200110_115014.mp4](#)



20200110_115014.mp4

On Tuesday, June 30, 2020, 03:39:26 PM MDT, Matthew Taylor <mtaylor@ch.utah.gov> wrote:

Merri Lee,

This email acknowledges the receipt of your comments. We thank you for your time in preparing them. They will be read into the public record this Wednesday evening to the Planning Commission.

Unfortunately, I was unable to view the video you sent and only saw this message when I clicked the link:

From: [Mark Wilkins](#)
To: [Matthew Taylor](#); dqibbons@cityofholladay.com
Subject: [EXT:]Re: AJ Rock Rezone.
Date: Monday, June 29, 2020 9:27:41 PM

Also the potential for the Gun Club road to become a major road and increase traffic through Canyon Cove to get to any additional entrances that might arise off Gun Club road into AJ Rock's property.

On Jun 29, 2020, at 9:17 PM, Mark Wilkins <dmbw1010@q.com> wrote:

Matt Taylor,

This is concerning the AJ Rock rezone issue. I have been given the following address as where we can view the proposed plans:

[https://drive.google.com/drive/folders/1vJ-qiw2Ip8XlrGZravU20A - IXGioRlc?usp=sharing](https://drive.google.com/drive/folders/1vJ-qiw2Ip8XlrGZravU20A-IXGioRlc?usp=sharing)

This address does not work even when "upper case i" is substituted for "lower case L".

Do you have a link as to where these plans may be viewed? How can you have a vote on a proposed zoning change without the plans being reviewed by the public and public comment?

As a Canyon Cove resident I have grave concern as to the rumored density of construction at this site. Multiple high rise buildings, inadequate parking, future congestion at an inadequately designed intersection of Wasatch and SR-19, proposed use of the park and ride lot that is already overflowing back down Wasatch in the ski season and not just on the weekend, development's dead end access with no potential for egress out to SR-19.

I believe the plans are being intentional hidden from the public under the guise of COVID-19 to circumvent the public input process. I believe the interests of Canyon Cove (Holladay) are not being addressed in the proposed Cottonwood Heights zoning changes. I believe Holliday city should have equal input on this proposed zoning change. In fact it is rumored that all CH cares about is the increased tax base (all about the money). And the <http://mixir.com/chmeetings> is a total joke, can't get on that either!

Regards,
Mark Wilkins



From: [Lisa Macfarlane](#)
To: [Matthew Taylor](#)
Cc: dqibbons@cityofholladay.com
Subject: [EXT:]Re: Gravel Pit Development
Date: Wednesday, July 1, 2020 7:46:52 AM

In addition to the previous email regarding traffic concerns, I would also like to ask what this development will do to my property value? What of the increased noise and pollution? These are valid concerns that deserve your attention.

Respectfully,
Lisa Macfarlane
Canyon Cove Resident

On Wed, Jul 1, 2020 at 7:40 AM Lisa Macfarlane <[REDACTED]> wrote:

I would like to express my concern as a resident of Holladay City concerning the proposed development on the Gravel Pit in Cottonwood Heights. This will have a direct impact on Holladay City, especially my neighborhood of Canyon Cove. With the traffic already overflowing due to trailhead access and ski bus parking, this new development will only increase a dangerous situation to not only other vehicles but bikers, runners, and those of us who use our own neighborhood to walk our dogs and play with our children. I have heard a plan to use the UTA Park & Ride as overflow parking. I would plead with all involved to remember the line of cars up and down Wasatch Blvd during ski season; so much so that it hinders visual line of sight to drive in a safe manner on many days. This is also becoming more and more of an issue as we are all wanting to enjoy the outdoors and hike the trails using Wasatch Blvd parking during the summer months as well.

My family is opposed to this "for-profit only" development and ask for reconsideration that takes into account public safety, fairness and common decency to one's neighbor. I am sure there is a reasonable solution that would be mutually beneficial to ALL involved.

Kindly,
Lisa Macfarlane
Jim Macfarlane
Joshua Macfarlane

From: [Rob Dahle](#)
To: [Dan Gibbons](#)
Cc: [Layne Gordon](#); [Woods Silleroy](#); [Vilija Avizonis](#); [Brian Call](#); [Wilson A. Bateman](#); [steven rokeach](#); [Jake W](#); [Joel Miller](#); [Ellen Weinstein](#); [Merri Lee Zaba](#); [Mark Wilkins](#); [Diana G Wilkins](#); [Cathy Snowball](#); [Jan Erickson](#); [Mildred Martensen](#); [Bill Hurtado](#)
Subject: [EXT:]Re: Update on Gravel Pit Rezone Application
Date: Wednesday, July 1, 2020 1:59:05 PM

Dan,

First let me thank you for picking up the baton! This will effect District 5 for generations, so It's important we weigh in. I did speak with Mayor Peterson last night. They are aware of our concern and totally open to our input. I have suggested a meeting with leaders from our city and theirs to explore options that may better address the concerns of the residents that have so thoughtfully weighed in.

On a separate note, I received a call from Kimberly Haroldson this morning regarding the same issue. I told her I was aware of the issue, she then brought up a huge gravel mound that is building on the East side of the pit? Her concerns were related to both dust and mass. Told her I was not aware of this issue, that she may want to contact Cottonwood Heights planning for clarity.

Thanks again for involving yourself directly with this issue.

Rob Dahle

On Jul 1, 2020, at 7:37 AM, Dan Gibbons <dgibbons@cityofholladay.com> wrote:

Dear Canyon Cove Residents:

Thank you for all of the comments you have submitted to Cottonwood Heights City. As you know, I've submitted my own comments in opposition to the proposal. I met yesterday with Mayor Dahle about this issue. He has also submitted his own comments in opposition and is in close contact with Mayor Mike Peterson of Cottonwood Heights on the subject, so there is already collaborative discussion underway to come up with an alternate access plan.

Matt Taylor, Senior Planner at Cottonwood Heights, has also written to me and assured us that the CH Planning Division staff *are recommending a continuance* because of a very long list of issues that the developer has not adequately addressed, including the access issue.

I'll be listening to the hearing this evening and will keep you posted down the road as things develop.

Best regards to all of you (and special thanks to Lori Khodadad and Layne Gordon for first bringing this issue to my attention)!

Dan Gibbons

HOLLADAY CITY COUNCIL

From: [Diana G Wilkins](#)
To: [Matthew Taylor](#); dgibbons@cityofnolladay.com
Subject: [EXT:]Resident Concern: Proposed AJ Rock Rezone
Date: Monday, June 29, 2020 10:10:52 PM

Dear Mr. Taylor and Mr. Gibbons:

I am writing to express my significant concern regarding some information I received today regarding the proposed A J Rock rezoning.

As a homeowner and long-time resident of the Canyon Cove community located immediately north of the proposed area, I was extremely disappointed and distressed to be notified of this change with almost no prior, unambiguous notification. Indeed, the first flier placed into our mailboxes *just a few days ago* did not even indicate the **date or time of the upcoming** meeting. The flier also indicated that no public comment would be allowed during the meeting itself. Although the flier indicated that members of the public can submit comments/questions prior to the meeting, insufficient information was provided in the flier to enable a concerned citizen to actually be able to do so. This absence of appropriate and timely notification clearly implies a lack of concern for residents of the surrounding community during this process. It appears to be a careful attempt to circumvent public input. With the availability of live interactive video conferencing, certainly there are other options for enabling appropriate and fair opportunities for dialogue surrounding the proposal during the COVID19 crisis. I am frankly appalled at the clear disregard for due process.

-
The current re-zoning proposal appears to be requesting a significant change to the density originally proposed for this location. The Canyon Cove neighborhood is a typical, quiet, low-density community located immediately east of Wasatch. The new plans apparently propose:

- an expanded number of multiple high rise buildings immediately adjacent to the community (10, with no adequate boundary between the north side of the property development and the existing single family homes in Canyon Cove);
- inadequate parking for the proposed high rise buildings, thereby creating an extremely high likelihood of forcing parking in a public park-and-ride lot that is *already filled to capacity during ski season and has an associated existing problem with overflow parking along Wasatch itself*;
- highly probably future traffic congestion at an inadequately designed intersection of Wasatch and SR-19;
- the developments' existing dead-end access that has no potential for egress out to SR-19;
- increased air particulates due to increased traffic density;
- significantly increased noise and lighting during evening hours, which will directly impacting the adjacent community's homes;

I am eager to hear how the proposed re-zoning plans do NOT create the problems listed above. While certainly local homeowners such as myself can understand the desire and need to develop the property, the current re-zoning plans appear to have a significant negative impact on the existing community. **To be perfectly clear – I continue to be open to hearing about the proposal and having my concerns clarified and corrected - particularly if the community's understanding is in error. However, the current process does not appear to facilitate an**

opportunity to me to perform an assessment of the information. With the current information available to me, I am opposed to the re-zoning request at this time.

Diana G. Wilkins, PhD., M.S., MT(ASCP)

Homeowner

From: [Kara Savage](#)
To: [Matthew Taylor](#)
Subject: [EXT:]Rezoning PDD 6695 S Wasatch
Date: Wednesday, July 1, 2020 1:17:35 PM

Dear Mr. Taylor,

I write you today as a concerned citizen. It was recently brought to my attention that there is a push to rezone the existing Foothill Residential Zone at the north end of the Gravel Pit on 6695 S. Wasatch to a multi use zone. There are a number of concerns I have with the proposal including: increased traffic on Wasatch Blvd, pedestrian safety, light and air pollution, as well as effect on natural surroundings. I assume that this is seen as an opportunity to expand business and residential opportunities in a desirable part of the valley, but the reason it is desirable is precisely what this development will strip from the area: natural beauty and proximity to nature. It will make getting to and from Big Cottonwood Canyon more difficult and eventually deter people from frequenting this area, hurting all businesses future and present. Far from encouraging business development and economic success, it will be seen as an eyesore that is difficult to navigate and people will do their shopping and exploring elsewhere. Not to mention the impact on joggers, cyclists, hikers, and people simply parking to enjoy the beautiful sunset views. We will be losing one of the last places in the valley that allows people to sit back and enjoy all greater Salt Lake City has to offer without ever leaving the city. This development is shortsighted and will eventually end up hurting everybody it was intended to help. Please reconsider rezoning this area to multi-use and leave it residential only. Thank you for your time.

Respectfully,
Kara Haley

From: [REDACTED]
To: [Matthew Taylor](mailto:Matthew.Taylor@cityofholladay.com)
Cc: dqibbons@cityofholladay.com; rdahle@cityofholladay.com
Subject: [EXT:]Wasatch Boulevard Development Concerns - Please enter into official public record
Date: Wednesday, July 1, 2020 3:51:10 PM

Mr. Taylor,

I am a lifelong resident of Holladay City in the Heughs Canyon neighborhood just north of your proposed development at the AJ Rock gravel pit. I am deeply concerned that the current proposal is grossly inconsiderate of your Holladay neighbors and poses a significant public safety concern. The proposal as it currently stands would attract massive amounts of traffic and pollution while directing the majority of the cars directly onto Wasatch Blvd northbound past my house and several nearby neighborhoods. As you may know, there are many trailheads along Wasatch Blvd which attracts hundreds of hikers and bikers every day. The parking lot across the street is overflowing with cars lined up all the way to the entrance of Canyon Cove during the ski season. There are many children, bikers, runners, and pedestrians who would be endangered by a large uptick in cars traveling through the narrow one lane highway as you have proposed. There is also no room to widen Wasatch Blvd which would require approval by Cottonwood Heights, Holladay, East Millcreek, and Salt Lake City and would not be a welcomed change. Cottonwood Heights and Holladay City have both attracted residents for the high quality residential neighborhoods in the foothills. It seems that this proposal invites too much industrial development while negatively impacting all surrounding neighbors. The proposed development is not wanted by residents or neighbors. Please hear our concerns and act accordingly.

Sincerely,

Your neighbor Jamison Gordon

From: [Jan Erickson](#)
To: [Matthew Taylor](#)
Cc: dqibbons@cityofholladay.com
Subject: [EXT:]Wasatch Boulevard Gravel Pit Redevelopment Plan
Date: Wednesday, July 1, 2020 12:08:21 AM

Hello Matt -

I have reviewed your plans regarding the redevelopment of the gravel pit located at 6995 South Wasatch Boulevard. I own a home in Canyon Cove, on the south side of the subdivision close to the pit itself. I always knew that there would eventually be development there and generally welcomed it. I am very familiar with the redevelopment of the gravel pit in Sandy which became Quarry Bend. Rather than a dusty eyesore of a pit, it became a park and walking trail wrapping around the multi-family development on the north side, all of the way behind Lowe's and Hobby Lobby. It created big box shopping as well as a gas station and many small retailers as well. A development such as this would be a wonderful addition to the area.

I do have a few concerns I would like to voice regarding the development plans. Quarry Bend created a large number of townhomes which extended two levels above the ground, but the development plans for quarry on Wasatch Boulevard call for several high-rise buildings on the north end of the development, right next to the quiet residential Canyon Cove subdivision. We bought homes in this area for the solitude and for the views. To build such large developments right next to a quiet neighborhood seems quite inappropriate. This would destroy our privacy and our views at the same time. This was never the case in Quarry Bend. No one's privacy or views were ever affected. We would ask you to reconsider the height of the buildings, or place the taller buildings on the south side of the development rather than the north side. According to your own policies for redevelopment, the first goal is to consider the existing communities in the area and the impact thereon. We ask you to consider this in your development of this area. It would not harm the development or the lucrative nature thereof to simply move the taller developments to the south side rather than the north.

Second, I have quite a concern regarding the entrance to the proposed development. The small Wasatch Boulevard is not suited for the entrance to such a large development. However, the substantial 6200 South is. Wasatch Boulevard becomes a bottleneck every winter as skiers flood the thoroughfare for the canyons. In the summer, it is again a bottleneck filled with hikers for the Heugh's Canyon trail. The Olympus trailhead is also located in the same area, as is the Old Mill Golf Course. It is also frequented by hikers, bicyclists during the day and sight-seers parked to see the city lights at night. It is simply not capable of handling such a massive influx of traffic. However, 6200 South is. We respectfully request that you make 6200 South the main entrance to the development. Furthermore, the parking lot on the corner of Wasatch Blvd. and 6200 South is packed with cars, especially during the ski season. It simply cannot handle more traffic for a substantial period during each

year. It would be a poor presumption that it could be considered overflow parking for any such development as it cannot handle the flood of traffic it is already deluged with every ski season. Moving the high-level development to the south side of the area would solve this problem, as more parking structures could be constructed there.

In summary, the redevelopment of the gravel pit can be an incredible addition to the area. Only slight adjustments are needed. First, in consideration of existing residents, please move the high-rise buildings further south in the development. Second, please use only 6200 South for all entrances and exits into and out of the development. This will ensure that is truly a great addition to the area and for all who have already chosen to call it home. I appreciate your implementation of these small changes to make an amazing development.

Jan Erickson
Canyon Cove Resident

From: [Ellen Weinstein](#)
To: [Matthew Taylor](#)
Subject: [EXT:]Zone Map Amendment for 6995 S Wasatch Blvd, Cottonwood Heights
Date: Monday, June 29, 2020 12:52:03 PM

Dear Mr. Taylor,

I reside at [REDACTED] in the Canyon Cove subdivision that abuts the above-referenced site. I am writing to object to the proposed amendment for several reasons. First, the traffic flow on Wasatch Blvd is highly compromised and a development of the magnitude proposed will create traffic issues at the intersection of Wasatch Blvd and Route 190. Many drivers use Wasatch Blvd to bypass interstate 215 and travel at speeds above the allowable limit. Further the park-and-ride lot for skiers is under-parked and many cars are parked illegally on the sides of Wasatch Blvd. creating traffic issues and potential accidents. The proposed development shows ingress and egress only from Wasatch Blvd which is inconceivable given the problems with the existing traffic flows.

Second, while a re-development of the gravel pit is appealing, the proposed density and uses are questionable. I believe that any proposed office use should be stricken as the surrounding office buildings are already challenged with occupancy issues. Further, I would like to see a larger number of condominiums and a smaller number of apartment and senior living units. Rental units are less desirable than owned units as the residents are less likely to care for the property and turnover is high. This location is highly desirable and the surrounding homeowners and, hopefully, the Cottonwood Heights city officials would like to have neighbors that will care for their property.

Finally, Rockworth Companies does not appear to have the experience developing large mixed use projects. Based on their website, they seem to do primarily smaller multifamily developments. A development this large in a highly visible location should have a well-capitalized, competent sponsor with experience in these projects. Should this development company fail to execute or go awry with funding, as many larger developers often do, a half complete or defective development would be a blemish for the city of Cottonwood Heights and an eyesore for visitors heading to Big and Little Cottonwood Canyons.

In conclusion, I believe the development of the gravel pit is a welcome idea but the proposed development and developer have many shortcomings. Prior to approving a zoning change that would give the developer broad discretion in its use, the city council should seriously review these issues.

Sincerely,
Ellen Weinstein
[REDACTED]

From: [Rob Dahle](#)
To: [Matthew Taylor](#)
Cc: [Ellen Weinstein](#); [REDACTED]; [Dan Gibbons](#); [Paul Allred](#); [Gina Chamness](#); [Mike Peterson](#); [Tali Bruce](#); [Holly Smith](#)
Subject: [EXT:]Zone Map Amendment, 6995 So. Wasatch Blvd., Cottonwood Heights
Date: Tuesday, June 30, 2020 2:32:17 PM

Dear Mr. Taylor,

Over the last several days I have received correspondence and inquiries regarding the 21 Acre "gravel pit" development, to include a voice mail from Mayor Peterson I intend to return this afternoon.

So as not to waste everyone's time, I'll reference you to the pasted email sent by District 5 Rep. Dan Gibbons. I think it properly reflects our position.

We very much appreciate you reaching out to us as this development gets underway. The location of the development more directly impacts the businesses and residents of Holladay than it does Cottonwood Heights., That said, you are really under no obligation to include us, so the fact that you are willing to collaborate says a lot about the leadership in your city. We recognize and appreciate your consideration.

I think most residents are actually happy to see this area developed. The concern seems to be the traffic improvement infrastructure currently proposed. Would love to get together with appropriate staff and officials from Cottonwood Heights, discuss our concerns and consider possible options that would address our concerns.

There is also a concern about the Park and Ride, its present capacity and challenges that lie ahead as the entire site is developed out.

Thank again for your consideration. We look forward to working with you as development continues.

Sincerely,

Rob Dahle
Mayor, City of Holladay

June 29, 2020

Dear Planning Commission Members:

I'm a member of the Holladay City Council representing District 5, which immediately abuts this proposed project on the north. I recommend disapproval of this application pending a more in-depth review of the significant access and traffic issues with Holladay City and UDOT.

The developer is proposing to construct a new intersection on north Wasatch Blvd. This intersection would be:

1. The sole access point for 400+ new dwellings, retail pads and a 140-room hotel;
2. Only 200 feet from SR-190; and
3. Constructed on the inside of a blind corner, with dramatic elevation change.

The developer's narrative description of the proposed intersection and accompanying drawings are very non-specific. Would this be a signalized intersection or a three-way stop? What turn lanes would it have? Note that the traffic study does not address any engineering issues.

Note also that the proposed intersection straddles or sits immediately adjacent to the Holladay City boundary. To consider approval without considerable input from Holladay City is very problematic. At a minimum, there are traffic infrastructure issues that may very well impact the Holladay community disproportionately.

Another key issue that must be considered is the future access, including a signaled intersection and two other access points, that will be available to developer on SR-190. The developer concedes that:

"Future access to all gravel pit redevelopment sites is likely to occur . . . The property south of this site has three streets (one signalized) planned. When developed . . . [we] will have access to exit the site through these egress points." (See page 18 and Figure 7).

The traffic study is also specifically predicated on future access to the south:

"Based on the projected ADT, it is likely that there will be some reserve capacity for the future development to the south. . . . it is likely that with their (southern project) accesses to SR-190, the roadway for this project would receive very little traffic flow" (See Traffic Study Addendum, Page 6).

Accordingly, I strongly recommend that the Commission reject, or at a minimum, take no action on the proposed ordinance and zone map amendments, and preliminary project approval, pending significant cooperative engagement and discussion with Holladay City and UDOT on the question of vehicle access.

With great appreciation for all you do!

Daniel Bay Gibbons

HOLLADAY CITY COUNCIL

From: [Matt Ervin](#)
To: [Matthew Taylor](#)
Subject: FW: [EXT:][SUSPECTED PHISHING] [EXT:]Development or gravel pit.
Date: Tuesday, June 30, 2020 1:37:23 PM
Attachments: [\[EXT\]Development or gravel pit..eml](#)
[image001.png](#)
[image002.png](#)
[image003.png](#)
[image004.png](#)
[image005.png](#)

Hey Matt,
This is actually a fine email.
It's just that someone sent a text message to your email address.
It is addressed to a "Dan"

You can open up the attachment which is the original email and see the full message. But just in case here is a copy and past of the text it included.

"

dgibbons@cityofholladay.com

Dan, I am contacting you to express our opposition to the suggested development of the North end of the Gravel Pit located at 6695 S Wasatch Blvd. Approving this development would adversely affect the Canyon Cove subdivision. My wife has respiratory problems and the additional dust caused by construction and the increased traffic would negatively affect her lungs. We feel that the proposed development exceeds the capacity of the land and in addition to the increased dust and dirt of developing this area, the projected density of the project would destroy the the ambiance we so enjoy living in the Cove. It would definitely destroy Holladays "semi rural character"
Thank you for your help on this matter,
Dwayne and Doralee Freebairn

"

From: Sophos <reporting@staysafe.sophos.com>
Sent: Tuesday, June 30, 2020 1:34 PM
To: IT <it@ch.utah.gov>
Subject: [EXT:][SUSPECTED PHISHING] [EXT:]Development or gravel pit.

This email was generated by Sophos Central. Please do not reply to this email.



Suspected phishing attempt reported



Reported By: MTaylor@ch.utah.gov
On: 2020-06-30T19:34:13Z

From: [Tim Tingey](#)
To: [Michael Johnson](#); [Matthew Taylor](#); [Paula Melgar](#)
Subject: FW: [EXT:]AJ Rock Dev. At Tonight's meeting
Date: Wednesday, July 1, 2020 4:38:58 PM

FYI--just received this.

Tim Tingey
City Manager
D: 801-944-7010
ttingey@ch.utah.gov

-----Original Message-----

From: Ellen Birrell [REDACTED]
Sent: Wednesday, July 1, 2020 4:37 PM
To: Tim Tingey <TTingey@ch.utah.gov>
Subject: [EXT:]AJ Rock Dev. At Tonight's meeting

Please read the following public comment at tonight's city Council meeting.

Regarding the AJ Rock PDD request, I am opposed to the high density nature of the project and the lack of adequate egress ingress within the current plan. The public health of surrounding residential neighborhoods, whether they fall within Cottonwood Heights city limits or not, should be the paramount concern for the city council above incoming tax revenues for the city. The needs of public health and safety for walking, bicycling as well as protection from the air, noise, and light pollution created by large commercial multi use projects such as this one.

Also, the North gravel pit would be the ideal location for UDOT's intended Intermodal transportation hub associated with the LCCEIS. Because of its closer proximity to I-215 than the south gravel pit, it would be less disruptive to Residential neighborhoods and create less air pollution.

Ellen Birrell
[REDACTED]
[REDACTED]

[REDACTED]
Sent from my iPhone

From: [Michael Johnson](#)
To: [Matthew Taylor](#)
Subject: FW: [EXT:]Planning Commission Public Comment - PDD application public hearing
Date: Wednesday, July 1, 2020 8:09:43 AM

FYI – See below gravel pit public comment. I have already responded to Mr. Kraan, so you can just add this to the other comments to be read tonight.

Mike Johnson
Cottonwood Heights

From: Eric Kraan [REDACTED]
Sent: Wednesday, July 1, 2020 12:18 AM
To: Michael Johnson <MJohnson@ch.utah.gov>; Tim Tingey <TTingey@ch.utah.gov>; Tali Bruce <TBruce@ch.utah.gov>
Subject: [EXT:]Planning Commission Public Comment - PDD application public hearing

Dear neighbors serving in the Planning Commission,

PDD round 2. I am happy to see the scar of the Gravel Pit that welcomes the world to our city begin the metamorphosis into what we can all hope will create a memorable arrival site, as well as create the initial impression to those travelling through it of arriving/departing a special place we all call home.

The north-side of the Gravel Pit should be thought of as the foyer of our eastern city entrance, a place where residents, commuters, and recreation seekers can take a deep breath and feel not only welcomed, but re-energized and excited to finally be here.

Sadly, and I hope I am found wrong through this process of the PDD, but from what the residents of our city have learned from previous presentations or present plans, the northern piece of the gravel pit will do no more than blend into the type of development that is already in existence north at 6200 south. It will become more bland buildings to the passer by on the way to a location across our city, perhaps without ever knowing they had ever arrived at our city. Think about how many establishments along 6200 s. think or claim to be in Cottonwood Heights but are part of Holladay - even many residents of Cottonwood Heights are unsure where our city starts or ends. That can change with this one project.

It is for this reason that I would like this body, through your powers and duties as the land use authority of our city, to make the sensible recommendation to the City Council to exercise their legislative duty through the use of the PDD (A legislative land use decision) and accommodate the proposed Mobility Hub for the Gravel Pit at this location.

A Hub's purpose should be to connect our community to the regional network, organize and distribute efficiently and effectively human activity throughout the local transportation network, and more importantly create an effective and perhaps even dramatic sense of place to people travelling up the hill on 6200 s. ensuring that there is no doubt as to where they have arrived; to Cottonwood Heights. This is a strategic location, and to blend it into bland land use would not only dilute the value of the city overall, it will devalue adjacent land's potential.

Kindly,

Eric Kraan

From: [Taylor Jeppson](#)
To: [Matthew Taylor](#)
Subject: [EXT:]
Date: Thursday, July 2, 2020 2:18:06 PM

I don't want high density buildings in canyon cove. I've lived here since 1985, one of the first.
Taylor Jeppson 

Sent from [Mail](#) for Windows 10

From: [Jerry Gill](#)
To: dgibbons@cityofholladay.com; [Matthew Taylor](#)
Subject: [EXT:]6695 S. Wasatch Blvd Development
Date: Wednesday, July 1, 2020 4:05:00 PM

Gentlemen,

Having just been informed about the development of the north area of the "gravel pit" area at 6695 S. Wasatch Blvd. , we have grave concerns about the impact of increased traffic on many hundreds of residents just east of Wasatch Blvd between this development and the I-80/I-215 interchange.

Apparently, the only entrance and exit point planned for the development is at the north end of the property, which will naturally funnel directly onto Wasatch Blvd, a narrow stretch of road with only one lane in each direction already overused by vehicular traffic, despite the I-215 freeway. Today's volume of traffic on that section is already of significant concern for the safety of cyclists and pedestrian traffic (notably the school children that regularly jog in the bike lanes and occasionally dart across the road, presumably during their P.E. classes). Adding hundreds more vehicles every day will inevitably lead to a tragic result.

If indeed traffic to and from this development is expected to increase by thousands of vehicles in coming years, the many residents in the area, whose only access points to their neighbourhoods are T-junctions at Wasatch Blvd with STOP signs, will face substantial traffic congestion.

It is disappointing to see Cottonwood Heights make decisions that have a significant negative impact on Holladay residents with no intention to communicate clearly and in a timely manner with those residents. It is also disappointing to see Holladay City seem to agree to a traffic plan that empties Cottonwood's tax-generating new development onto an overloaded, narrow, and thoroughly unsuitable road, which, as mentioned above, currently serves as the only access point to many hundreds of Holladay residents. I assume those Holladay residents will also be paying for the repair and upkeep of Wasatch Blvd to handle the hundreds and hundreds of additional vehicles?

Cottonwood Heights, Holladay, and UDOT need to come up with a plan to direct the traffic onto SR-190, and to delay the project until all parties can agree a solution that eliminates the increased use of Wasatch Blvd. Respectfully,

Jerry Gill



From: [Bret Mathews](#)
To: [Matthew Taylor](#)
Subject: [EXT:]AJ Rock rezoning request
Date: Wednesday, July 1, 2020 4:53:40 PM

The request by AJ Rock to rezone the 6695 S Wasatch Boulevard from F-1-21 to PDD-2 should be denied because it lacks multiple ingress / egress points. Clearly a project of this size must have multiple access points. Denying this request until UDOT grants a "temporary" access point off of SR-190 will signal UDOT the importance of the need for multiple access points. I say temporary because it can be closed and relocated when the southern part of the gravel pit is developed and access to that southern part is created off of SR-190.

Additionally, the sheer size of this project alone dictates that if there is to be only one access point then it must be on SR-190.

If the only access point for this property is to be off of Wasatch Boulevard it will be a disaster given how close it would be to the SR-190 / Wasatch Boulevard intersection, and how busy the park-and-ride lots is during the winter months. Avoid this disaster by requiring the developer get access to SR-190 before proceeding with the rezoning request.

If you decide to ignore all the sound reasoning you've been given to deny this rezoning request, and decide to grant it, then please add this one condition: When the southern part of gravel pit starts being developed and it's accessible from SR-190 that any access point from this property to Wasatch Boulevard be closed (or will be for emergency traffic only).

In closing I'm not anti-development. But rather feel that the health and well being of citizens is equally important to that of development. Neither needs to be sacrificed and won't be if this rezoning request is denied until the developer gets access to this property from SR-190.

Sincerely
Bret Mathews



From: [Mark Tucker](#)
To: [Matthew Taylor](#)
Cc: [Lori Khodadad](#)
Subject: [EXT:]Canyon Cove and new development
Date: Wednesday, July 1, 2020 4:50:04 PM

Hi Matt,

I just wanted to reach out and voice my opinion about AJ Rock's proposed development south of our neighborhood.

If what I'm hearing is correct, there would be only one entrance and exit to the site using our neighborhood roads.

While I'm all for development and sustainable grown, if what I've learned is correct about just one entrance and the exit is true, that's insanity...

I don't know if you've noticed or witnessed what's been going on along Wasatch Blvd recently with the BST connected to Heughes Canyon Trailhead or this past winter with cars parked almost to the golf course but the sheer amount of traffic Wasatch is bearing right now has hit critical mass. It's past inconvenient, it's become dangerous to especially for those riding their bikes.

Please reconsider rezoning this property until further options for traffic flow can be studied and teased out.

Respectfully,

Mark Tucker

Sent from my iPhone

From: [Will McCarvill](#)
To: [Matthew Taylor](#)
Subject: [EXT:]Comments on Zone Map Amendment
Date: Sunday, July 5, 2020 12:52:27 PM

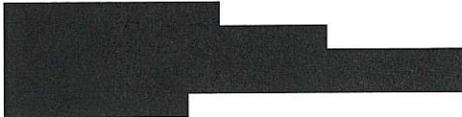
Sorry these are late.

The Gateway Overlay District 19.49 limits building heights to 45 feet. The developer wants building heights in excess of 150 feet. So which ordinance is used?

The developer shows a relocation of Wasatch Boulevard so that it goes through the center of the proposed development. Until the south end of it is developed does the proposed north end development only have one access to Wasatch Blvd/6200 S? The traffic problems will very bad. The conflict between commuter traffic, ski traffic and development traffic looks to be unsolvable. The two proposed roundabouts will also impede traffic flow.

thanks, Will

--

A large black rectangular redaction box covering the signature and name of the sender.

From: [Tracey Bagley](#)
To: [Matthew Taylor](#)
Subject: [EXT:]Gravel pit development
Date: Wednesday, July 1, 2020 4:52:29 PM

Dear sir,

My family and I are horrified to hear about the development plans at the mouth of Big Cottonwood Canyon. The gateway to our gems of canyons will be destroyed.

Many of us moved up here to get away from congestion and enjoy the wildlife and quality of life.

Please register a strong NO from us !

Tracey BAGLEY



Sent from my iPhone

From: [Scott Woller](#)
To: [Matthew Taylor](#)
Subject: [EXT:]OPPOSITION TO HIGH DENISTY DEVELOPMENT AT 6200 S GRAVEL PIT
Date: Wednesday, July 1, 2020 4:33:30 PM

Hello Matt:

Kindly register our families strong opposition to any proposal that would involve high-density housing near 6200 S./gravel pit just north of the mouth be Cottonwood Canyon.

The addition of high-density housing there is UNSAFE.

The neighborhood roads in Canyon Cove (the neighborhood just north of the 6200 South gravel pit) are TOO STEEP for emergency vehicles. There have been prior attempts of developers to access our neighborhood in the fashion that is proposed that have FAILED ON THE GROUNDS OF SAFETY.

I advise against any attempt to introduce access into Canyon Cove from any development south as introducing any ancillary traffic would be UNSAFE.

The Wasatch Blvd intersection with Utah State Road 190 is far too congested and the introduction of high density housing would only degrade the fragile ecosystem at the mouth of Big Cottonwood Canyon.

Please feel free to contact me directly if there is any additional information that I may be able to provide.

Sincerely,
Scott

Scott C. Woller, MD FACP FCCP

Chair, Department of Medicine
Co-Director Thrombosis Program
Intermountain Medical Center
Professor in Research, Intermountain Healthcare
Professor of Medicine
University of Utah School of Medicine

By Mail:

[REDACTED]

[REDACTED]

scott.woller@imail.org



NOTICE: This e-mail is for the sole use of the intended recipient and may contain confidential and privileged information. If you are not the intended recipient, you are prohibited from reviewing, using, disclosing or distributing this e-mail or its contents. If you have received this e-mail in error, please contact the sender by reply e-mail and destroy all copies of this e-mail and its contents. EXTERNAL ATTACHMENT: Only Open if you trust this sender.

From: [Rick S](#)
To: [Matthew Taylor](#)
Subject: [EXT:]opposition
Date: Wednesday, July 1, 2020 7:41:55 PM

there simply can not be only one entrance ---on the north side

From: [Patricia Woller](#)
To: [Matthew Taylor](#)
Subject: [EXT:]Project PDD-19-001 safety concerns
Date: Wednesday, July 1, 2020 5:04:52 PM

Hello Matt:

Kindly register our familie strong opposition to approval of any proposal for an ordinance amendment, zone map amendment and the development of the property located at 6695 S. Wasatch Blvd, at least as it's being proposed. This location holds the zoning designation F-1-21 (Foothill Residential) for very specific reasons, including and specially the safety of its residents - Our neighborhood (Canyon Cove) already has very limited access capacity and that combined with the very steep topography of this area makes it very difficult for emergency vehicles to access our area. Therefore, I advise against any attempt to introduce access into Canyon Cove from any development south as introducing any ancillary traffic on the intersection of Wasatch Blvd and Utah State Road 190 would be catastrophic to the flow in that area.

Please feel free to contact me directly if there is any additional information that I may be able to provide or to further discuss this issue.

Sincerely,

Scott and Patricia Woller

From: [Tim Tingey](#)
To: [Michael Johnson](#); [Matthew Taylor](#); [Paula Melgar](#)
Subject: FW: [EXT:]AJ Rock Dev. At Tonight's meeting
Date: Wednesday, July 1, 2020 4:38:58 PM

FYI--just received this.

Tim Tingey
City Manager
D: 801-944-7010
ttingey@ch.utah.gov

-----Original Message-----

From: Ellen Birrell [REDACTED]
Sent: Wednesday, July 1, 2020 4:37 PM
To: Tim Tingey <TTingey@ch.utah.gov>
Subject: [EXT:]AJ Rock Dev. At Tonight's meeting

Please read the following public comment at tonight's city Council meeting.

Regarding the AJ Rock PDD request, I am opposed to the high density nature of the project and the lack of adequate egress ingress within the current plan. The public health of surrounding residential neighborhoods, whether they fall within Cottonwood Heights city limits or not, should be the paramount concern for the city council above incoming tax revenues for the city. The needs of public health and safety for walking, bicycling as well as protection from the air, noise, and light pollution created by large commercial multi use projects such as this one.

Also, the North gravel pit would be the ideal location for UDOT's intended Intermodal transportation hub associated with the LCCEIS. Because of its closer proximity to I-215 than the south gravel pit, it would be less disruptive to Residential neighborhoods and create less air pollution.

Ellen Birrell
[REDACTED]
[REDACTED]

[REDACTED]
Sent from my iPhone

