



PLANNING COMMISSION MEETING AGENDA

Department of Community and Economic Development
Meeting Date: August 5, 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, August 5, 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 and related legislation enacted by the Utah Legislature since that date. (See the attached written determination of the chair or acting chair of the planning commission that conducting this meeting with a physical anchor location presents a substantial risk to the health and safety of those who may be present at the anchor location). The public may remotely hear the open portions of the meeting through live broadcast by connecting to <http://mixlr.com/chmeetings>.

To View the Work Session: Each citizen desiring to view the Work Session must register in advance to view the online video broadcast at the following link:

https://cwh.zoom.us/webinar/register/WN_G-ZqjncTS3mP90H5lwSLdA

To View or Participate in the Business Meetings: Unlike in past Planning Commission business meetings during the current pandemic, citizens now will be able to make live verbal comments during the "General Public Comment" or public hearing portion through the City's online video broadcast via Zoom. Each citizen desiring to make a citizen comment must register in advance to view or participate in the online video broadcast at the following link:

https://cwh.zoom.us/webinar/register/WN_zBR7RwQfR8-0Euxs6BZcHQ

Each registrant will receive a confirmation email containing information about joining the online video broadcast, and registrants who have entered the online video broadcast "waiting room" will be admitted one at a time for purposes of making comments to the Planning Commission. Public comments also may be given in writing by submitting the comments via email to mjohnson@ch.utah.gov by 5:00 p.m. on the meeting date. In the interest of time and those attending the meeting live, however, **submitted written comments** will be entered into the record and distributed to the Planning Commission but **will not** read at the public 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

3.1 (Project GPA-20-002)

A public hearing and possible recommendation to the City Council on a city-

initiated proposal to adopt a Bonneville Shoreline Trail Access Master Plan as an addendum to the Cottonwood Heights General Plan. **Continued from the July 15, 2020 Public Hearing.**

3.2 (Project PDD-19-001)

A public hearing to receive comments on a request from AJ Rock, LLC, for an ordinance and zone map amendment 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). **Continued from the July 15, 2020 Public Hearing.**

4.0 Consent Agenda

4.1 Approval of Planning Commission Minutes

- July 1, 2020 Planning Commission Minutes

5.0 Adjourn

Meeting Procedures

Items will generally be heard in the following order:

1. Staff Presentation
2. Applicant Presentation
3. Open Public Hearing (if item has been noticed for public hearing). Written public comment received prior to the meeting will be read into the record.
4. Close Public Hearing
5. Planning Commission Deliberation
6. Planning Commission Motion and Vote

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 mjohnson@ch.utah.gov](mailto:tomjohnson@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, July 31, 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>.

DETERMINATION OF THE PLANNING COMMISSION CHAIR CONCERNING AN ANCHOR LOCATION

Pursuant to UTAH CODE ANN. 52-4-207(4), the chair (or acting chair) of the Cottonwood Heights Planning Commission hereby determines that conducting this Planning Commission meeting at an anchor location presents a substantial risk to the health and safety of those who may be present at the anchor location. The World Health Organization, the President of the United States, the Governor of Utah, the Salt Lake County Mayor and Health Department, and the Mayor of this city have all recognized that a global pandemic exists related to the new strain of a coronavirus named SARS-CoV-2. Due to the state of emergency caused by the global pandemic, I find that conducting a meeting at an anchor location under the current state of public health emergency constitutes a substantial risk to the health and safety of those who may be present at the location. According to information from state epidemiology experts, Utah is currently in an acceleration phase, which has the potential to overwhelm the state's healthcare system.

Signature

Date



Planning Commission PROJECT MEMORANDUM

Bonneville Shoreline Trail Access Master Plan

Meeting Date: July 15, 2020

Staff Contact: Mike Johnson, CED Director

(801) 944-7060, mjohnson@ch.utah.gov

Summary

PROJECT NAME: Bonneville Shoreline Trail Access Master Plan (Project GPA-20-002)
REQUEST: General Plan Amendment / Master Plan Adoption
APPLICANT: Cottonwood Heights City
RECOMMENDATION: Approve

Background & Request

A future Bonneville Shoreline Trail alignment through Cottonwood Heights has been contemplated for many years. In the last few years, one of the city's outdoor recreation priorities is to further efforts to begin constructing the Bonneville Shoreline Trail. While a potential trail alignment has previously been studied and planned, the city has never conducted a formal analysis of trail access.

A trail can only be successful if it has proper, well-planned access points. The Bonneville Shoreline Trail Master Plan makes recommendations for the type, location, and extent of access required for the anticipated trail. The plan includes 9 locations east of Wasatch Blvd. that could potentially serve as future trailhead locations, with design recommendations for regional, secondary, and local access points. The plan does not recommend that all sites be used as trailheads, but rather that each site should be individually evaluated by the City to determine the final trailhead locations. With an adopted master plan in place, the city will have opportunities to seek potential funding assistance to begin implementation of trail access at the appropriate time in the future.

Work on the draft plan began in 2019 and has consisted of site visits, multiple meetings with a small steering committee comprised of city staff and Parks, Trails, and Open Space Committee members, and a public open house in February 2020. The plan has been presented and discussed by the Parks, Trails, and Open Space Committee, and is ready for formal consideration by the Planning Commission.

Process

The proposed plan will require public hearing and recommendation by the Planning Commission. Concurrently, it will be presented to the Parks, Trails, and Open Space Committee for recommendation. With a recommendation from both the Planning Commission and Parks,

Trails, and Open Space Committee, the plan will be considered by the Mayor and City Council for final approval and adoption.

Public comments received prior to 5:00 p.m. on July 15th will be read into the Planning Commission meeting for consideration.

Model Motions

APPROVAL

I move that we forward a recommendation of approval to the Council for project GPA-20-002, a Bonneville Shoreline Trail Access Master Plan

- Add any additional conditions of approval

DENIAL

I move that we forward a recommendation of denial to the City Council for project GPA-20-002, a Bonneville Shoreline Trail Access Master Plan

- List findings for denial

Attachments

- Bonneville Shoreline Trail Access Master Plan (Draft)



Cottonwood Heights

Bonneville Shoreline Trail - Trailhead and Access Plan

June 2020

DRAFT

THIS PAGE INTENTIONALLY LEFT BLANK

acknowledgements

Mayor

Michael J. Peterson

City Manager

Tim Tingey

City Council

Scott Bracken

Tali C. Bruce

Christine Mikell

Doug Petersen

Mike Shelton

Parks, Trails, Open Space Committee

Greg Hilbig

Michael Menssen

Erin Davis

Sarah Ricketts

Matthew Dominesey

Dave McFerren

Kristy Morrison

Greg Reid

Ronna Cohen

Jennifer Follstad Shah

Bruce Jorgensen

Melissa Fields

Roger Kehr

Ben Hill

Cottonwood Heights City Staff

Mike Johnson Community and Economic
Development Director

Consultant Team

blū line designs

Planning

THIS PAGE INTENTIONALLY LEFT BLANK

table of contents

1 INTRODUCTION & PURPOSE	5
2 NEEDS ASSESSMENT	11
2.1 - Existing Conditions Analysis	11
2.2 - Needs Assessment	12
3 GOALS, AND OBJECTIVES	15
4 RECOMMENDATIONS	19
4.1 - Types of Access	19
4.2 - Plan Recommendations	19
5 COSTS AND FUNDING	37
5.1 - Preliminary Cost Estimates	37
5.2 - Funding Opportunities	37

LIST OF FIGURES AND TABLES

Figure 1.1 - Bonneville Shoreline Trail	7
Figure 1.2 - Existing Aerial	8
Figure 1.3 - Bonneville Shoreline Trail Access Plan	9
Figure 1.3.1 - Enlargement One	10
Figure 1.3.2 - Enlargement Two	11
Figure 1.3.3 - Enlargement Three	12
Figure 1.3.4 - Enlargement Four	13
Figure 1.4 - Regional Trailhead Typical	14
Figure 1.5 - Big Cottonwood Trailhead	15
Figure 1.6 - Ferguson Trailhead	16
Figure 1.7 - Local Access Typical	17
Figure 1.8 - Typical Trailhead Improvements	18
Table 5.1 - Preliminary Cost Estimates	39

APPENDIX

A Public Open House Comment Summary	
---------------------------------------	--

THIS PAGE INTENTIONALLY LEFT BLANK



CHAPTER ONE | INTRODUCTION & SUMMARY

THE BONNEVILLE SHORELINE TRAIL (BST) IS A LONG-ENVISIONED TRAIL SYSTEM PLANNED TO EXTEND OVER 280 MILES ALONG THE WASATCH FRONT AND CONNECT COMMUNITIES FROM LOGAN TO NEPHI. THE PROPOSED BST ALIGNMENT RUNS ALONG THE EASTERN BOUNDARY OF COTTONWOOD HEIGHTS CITY, AND THOUGH MANY MILES OF THIS TRAIL HAVE BEEN BUILT IN NEIGHBORING JURISDICTIONS, CURRENTLY NO FINISHED SECTIONS OF THE BST EXIST IN COTTONWOOD HEIGHTS. THE PURPOSE OF THIS MASTER PLAN IS TO IDENTIFY AND PRIORITIZE ACCESS POINTS TO THE BST WHEN IT IS CONSTRUCTED.

1.1 - INTRODUCTION & PURPOSE

Settled within the foothills of the Wasatch Mountain Range and between two of the most prominent and popular canyons within the Salt Lake Valley, Cottonwood Heights City (the City) is perfectly situated to provide access to miles of recreational trails and to the natural amenities that the mountains provide. Recognizing the importance of providing safe, controlled, and appropriate access to these amenities, the City has placed a renewed priority on beginning construction and implementation of the Bonneville Shoreline Trail (BST) within and adjacent to City limits. (see [Figure 1.1 - Bonneville Shoreline Trail](#)) Along with that comes the need to identify the most appropriate and viable trail access points, which is the purpose and goal of this master plan document.

Recent events have only emphasized the need and desire for activities that allow people to recreate and engage with nature individually or in small groups. Some municipalities have seen trail usage increase 200-400% in 2020 compared to previous years.

1.2 - EXECUTIVE SUMMARY

This Trailhead and Access Plan documents the existing conditions analysis; the needs assessment component of the project; establishes plan goals and objectives; recommends varying types and locations of trailheads and access points; and provides preliminary estimates of construction costs for budgeting purposes.

1.2.1 - EXISTING CONDITIONS ANALYSIS

Existing conditions of possible BST access points within City boundaries were analyzed in a variety of ways. Aerial and GIS information provided by the City were used to perform a high level accessibility, spacial, ownership, and topographical analysis. The proposed BST alignment was documented and considered. Existing and proposed development within the area was also considered. Additionally, site visits were performed to provide verification and more in depth “on-the-ground” analysis. (see [Figure 1.2 - Existing Aerial](#) and [Figures 1.3.1 - 1.3.4 Enlargements One through Four](#))

In summary, existing conditions are favorable to the selection and development of different types of trail access points along the City limits. Major constraints to be dealt with include property access/ownership; proximity to existing residences; and existing topography.

1.2.2 - NEEDS ASSESSMENT

A multi-faceted approach was taken to identify needs, desires and necessary improvements as they pertain to BST trailheads and access points. This process included meeting regularly with a City steering committee; meeting with the Cottonwood Heights Parks, Trails and Open Space Committee; performing a comparative analysis with other similar Wasatch Front communities; and engaging the public through a community open house. This assessment

was further informed and supported by previous planning and studies that the City has performed.

As construction of the BST through the City is just getting started and thereby no formalized access points to the BST currently exist, the greatest identified needs are to construct the BST and then to provide legal and safe access points to the trail.

Based on the existing access points to the existing trails (non-BST) in the area, it is clear that popularity and usage outweigh the current access provisions and facilities.

1.2.3 - GOALS AND OBJECTIVES

As informed by the needs assessment task of this plan, preliminary goals and objectives were established, reviewed by the City steering committee, refined, and then presented at the Community Open House. These goals and objectives represent the essence of the City's desires and intents for access to the BST.

GOAL 1.0 | IDENTIFY AND PROVIDE SUFFICIENT AND EFFECTIVELY LOCATED REGIONAL, SECONDARY, AND LOCAL ACCESS POINTS TO THE BONNEVILLE SHORELINE TRAIL WITHIN COTTONWOOD HEIGHTS' CITY LIMITS THAT PROVIDE GOOD CONNECTIVITY TO THE WASATCH FRONT MOUNTAINS AND NATURAL AREAS.

OBJECTIVE 1.1: Provide trailhead access points that are safe and accessible to all ages and abilities.

OBJECTIVE 1.2: Provide a minimum of two regional access points, at least one per four miles of trail.

OBJECTIVE 1.3: Provide A Minimum Of Three Local Access Points, At Least One Per Mile Of Trail.

OBJECTIVE 1.4: Identify Cost Estimates And Sufficient Funding Opportunities For All Trail Access Development.

OBJECTIVE 1.5: Prioritize And Identify Phasing Of Regional And Local Access Points.

OBJECTIVE 1.6: Identify and pursue local, regional, state, and national funding opportunities to achieve plan goals and objectives.

GOAL 2.0 | PROVIDE WELL DESIGNED REGIONAL, SECONDARY, AND LOCAL ACCESS POINTS TO THE BONNEVILLE SHORELINE TRAIL WITHIN COTTONWOOD HEIGHTS' CITY LIMITS THAT HAVE APPROPRIATE WAYFINDING, AMENITIES, AND INTERPRETIVE ELEMENTS.

OBJECTIVE 2.1: Provide clear trailhead and trail signage that allows for sufficient wayfinding and information to orient and direct all trails users, including trail etiquette and regulatory signage.

OBJECTIVE 2.2: Provide interpretive signage at trail

access points to interpret the natural environment including vegetation, wildlife, history, water resources, and geologic features.

OBJECTIVE 2.3: Provide restrooms, tables, benches, waste receptacles, pavilions, drinking fountains, bike repair stations, dog waste dispensers, and other appropriate amenities at trail access points.

1.2.4 - RECOMMENDATIONS

Based upon the existing conditions analysis and the needs assessment process, three types of recommended access points are proposed: Regional Trailhead, Secondary Access, and Local Access. (*see Figure 1.3 - Bonneville Shoreline Trail Access Plan*)

REGIONAL TRAILHEADS

These are primary accesses to the BST located at key points along the trail with significant amenities and meaningful parking. These trailheads would serve regional, community, and local trail users. Three locations are proposed: one at the existing gravel pit at the northeast corner of the Wasatch Drive and Big Cottonwood Canyon Road; one on Prospector Drive just down the hill and west of the existing Ferguson Canyon Trailhead; and one just east of Wasatch Drive at the City's southern boundary.

SECONDARY ACCESS

Secondary access points are accesses that may serve community and local trail use, as well as some regional use, though due to spatial constraints, location or other considerations, amenities and parking may be limited. One location is proposed up Big Cottonwood Canyon at an existing pull off on the south side of Big Cottonwood Road.

LOCAL ACCESS

Local access points are located within individual neighborhoods with very limited amenities and limited parking (if any). These are primarily for neighborhood residents and meant to be accessed by foot or bicycle. Three local access points are recommended. The plan shows five possible locations: one at the end of Mountain Cove Circle; one at the end of 8335 South; one at the end of Golden Oaks Drive; one at the southern end of King Hills Drive; and one from the cul-de-sac at the end of King Hills Place. These identified locations offer the City options to consider when the opportunity is presented to develop a local access point. Not all of these are required nor recommended.

1.2.5 - PRELIMINARY COST ESTIMATES

To facilitate City funding and budgets and to assist in fundraising opportunities, preliminary construction cost estimates have been provided for both the specific and typical access improvements identified.

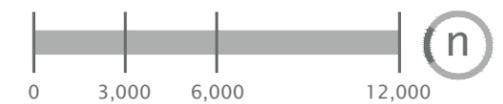
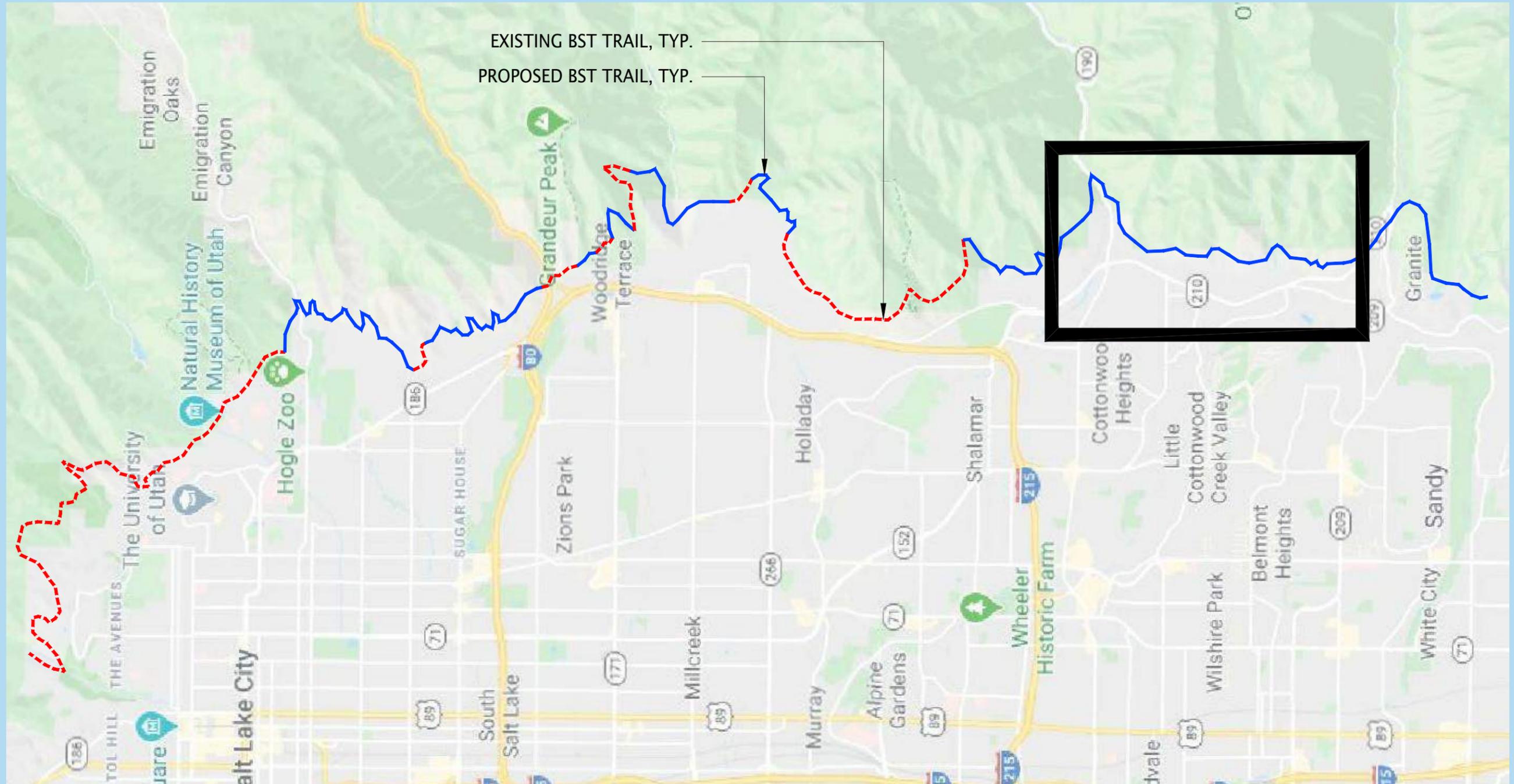
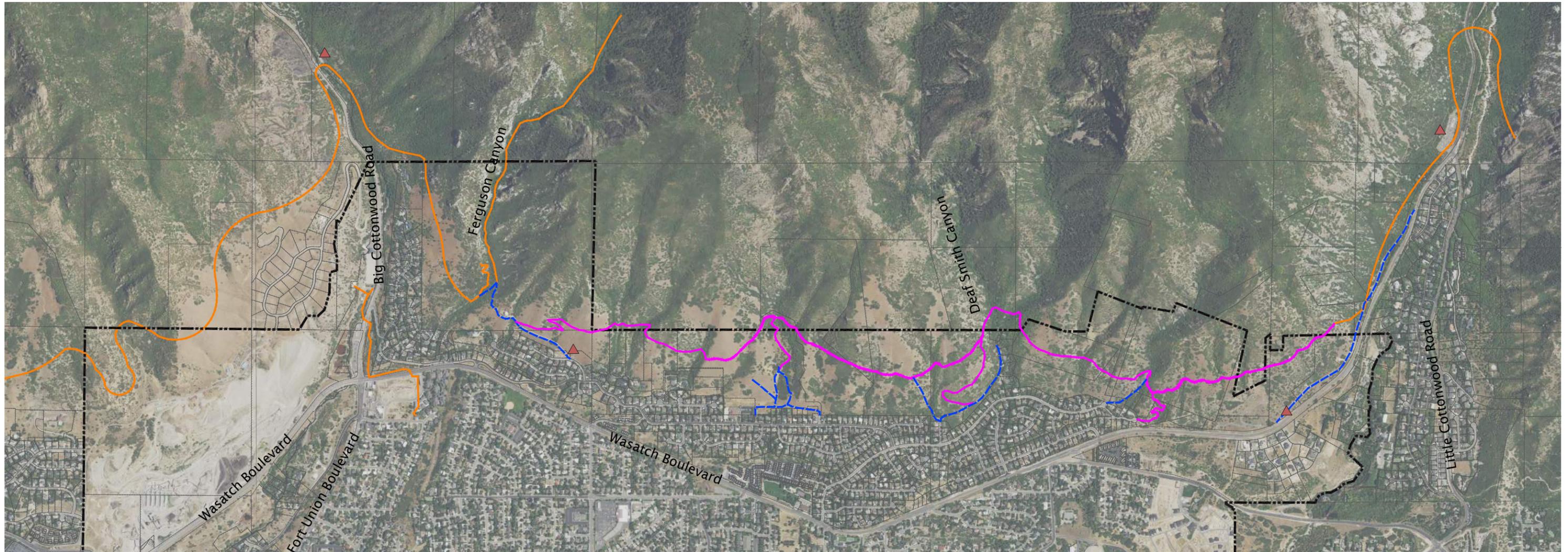


FIGURE 1.2 - EXISTING AERIAL

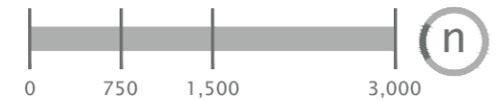


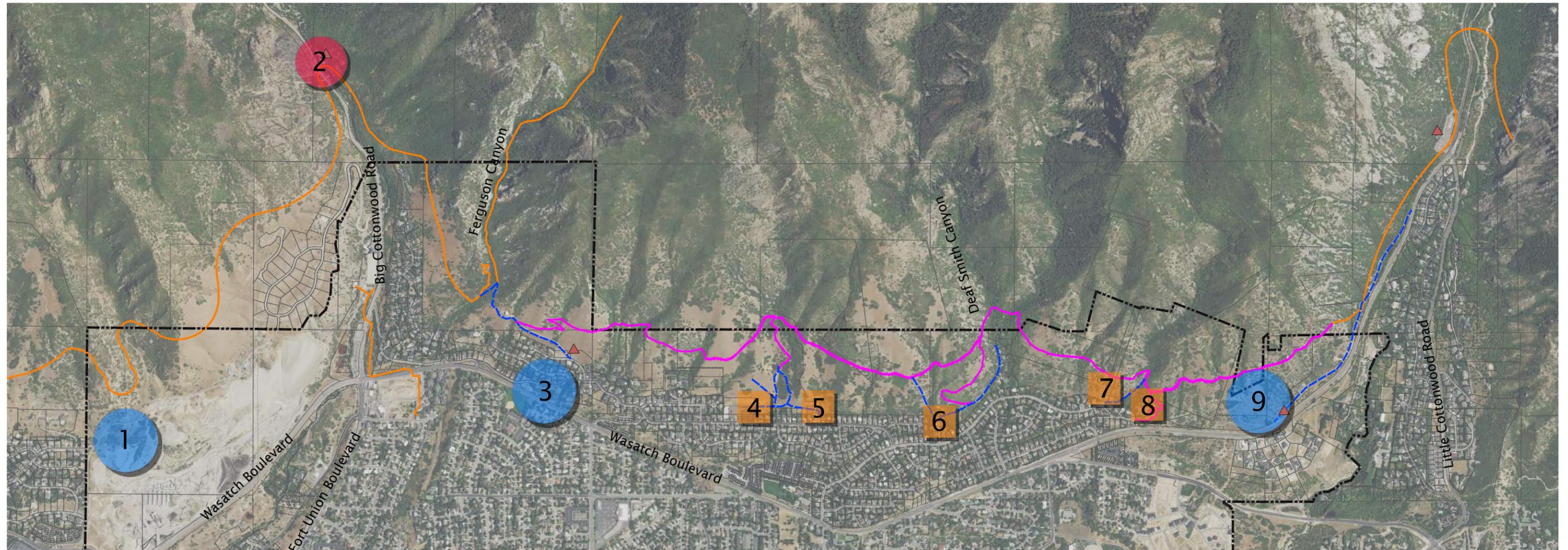
LEGEND

- - - Existing Trail
- Proposed Trail (CH)
- Proposed Trail (BST)
- ▲ Existing Trailhead
- Cottonwood Heights City Boundary



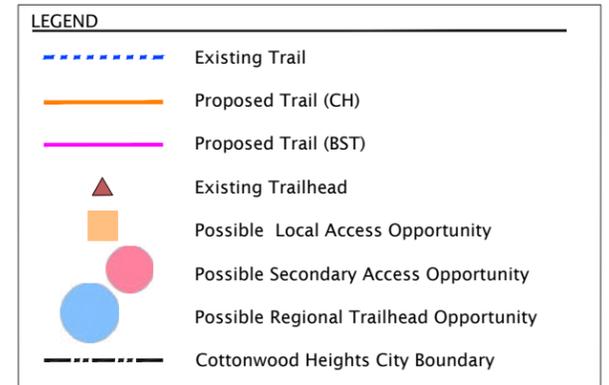
06.19.2020





Recommended Accesses:

- Three Regional Trailheads (Sites #1, #3, and #9)
- One Secondary Access (Site #2)
- Three Local Accesses (Selected from Sites #4-8)

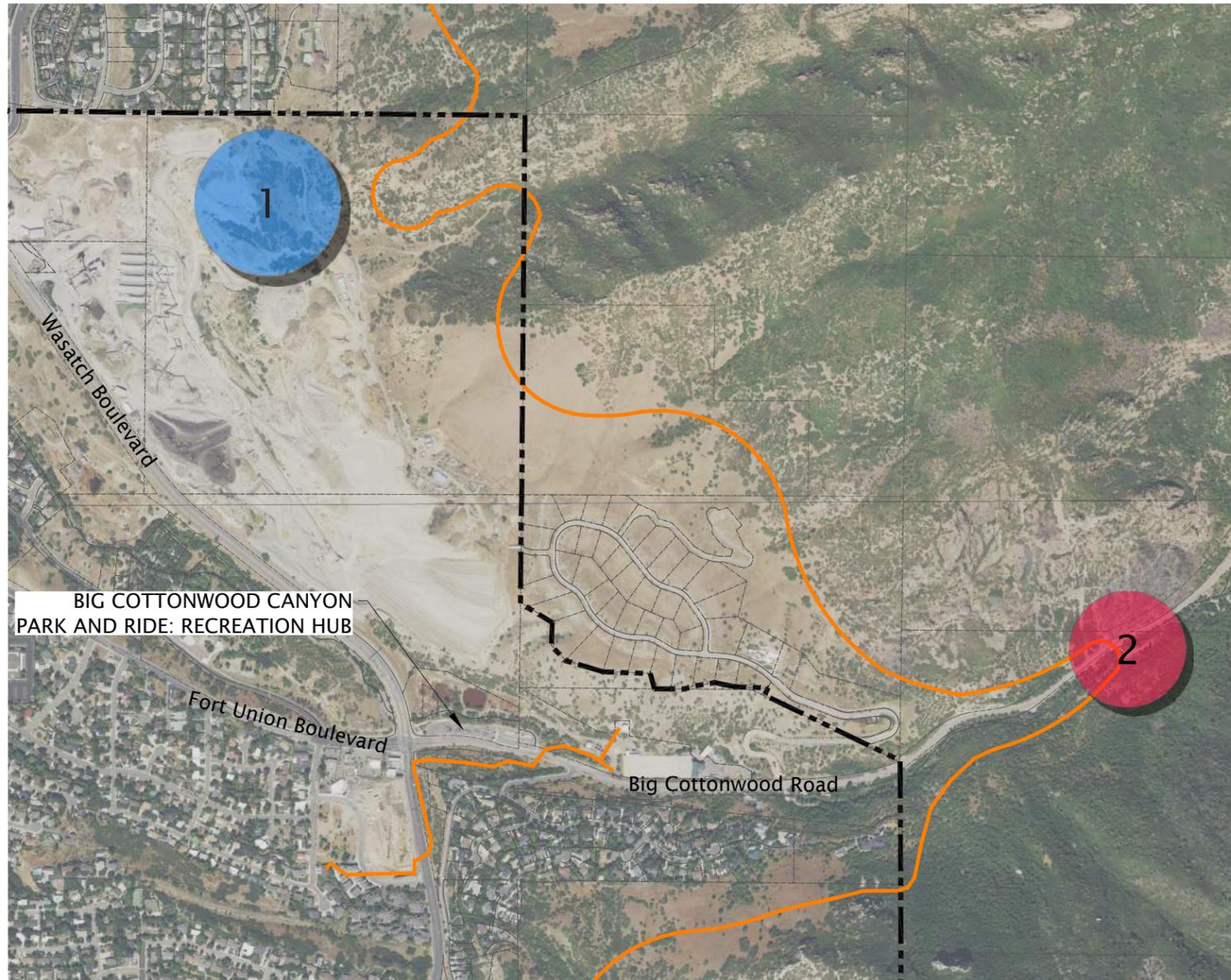


Bonneville Shoreline Trail Access Plan

06.19.2020



FIGURE 1.3.1 - ENLARGEMENT ONE



1. GRAVEL PIT: REGIONAL OPPORTUNITY

OPPORTUNITIES:

- No Existing Development
- Can Plan for Large Parking Lot/Access
- Expected Recreational Hub

CONSTRAINTS:

- Timing of Development
- Limited Existing Vegetation
- Significant Slopes



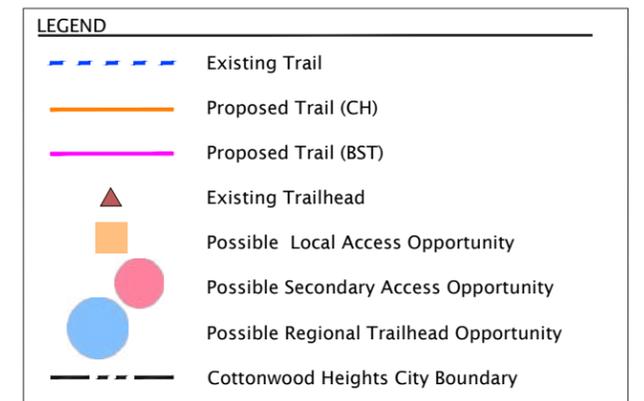
2. BIG COTTONWOOD CANYON PULL OFF: REGIONAL OPPORTUNITY

OPPORTUNITIES:

- Existing Parking Lot and Access
- Visible and Easily Accessible
- Along Proposed BST Alignment
- Forest Service

CONSTRAINTS:

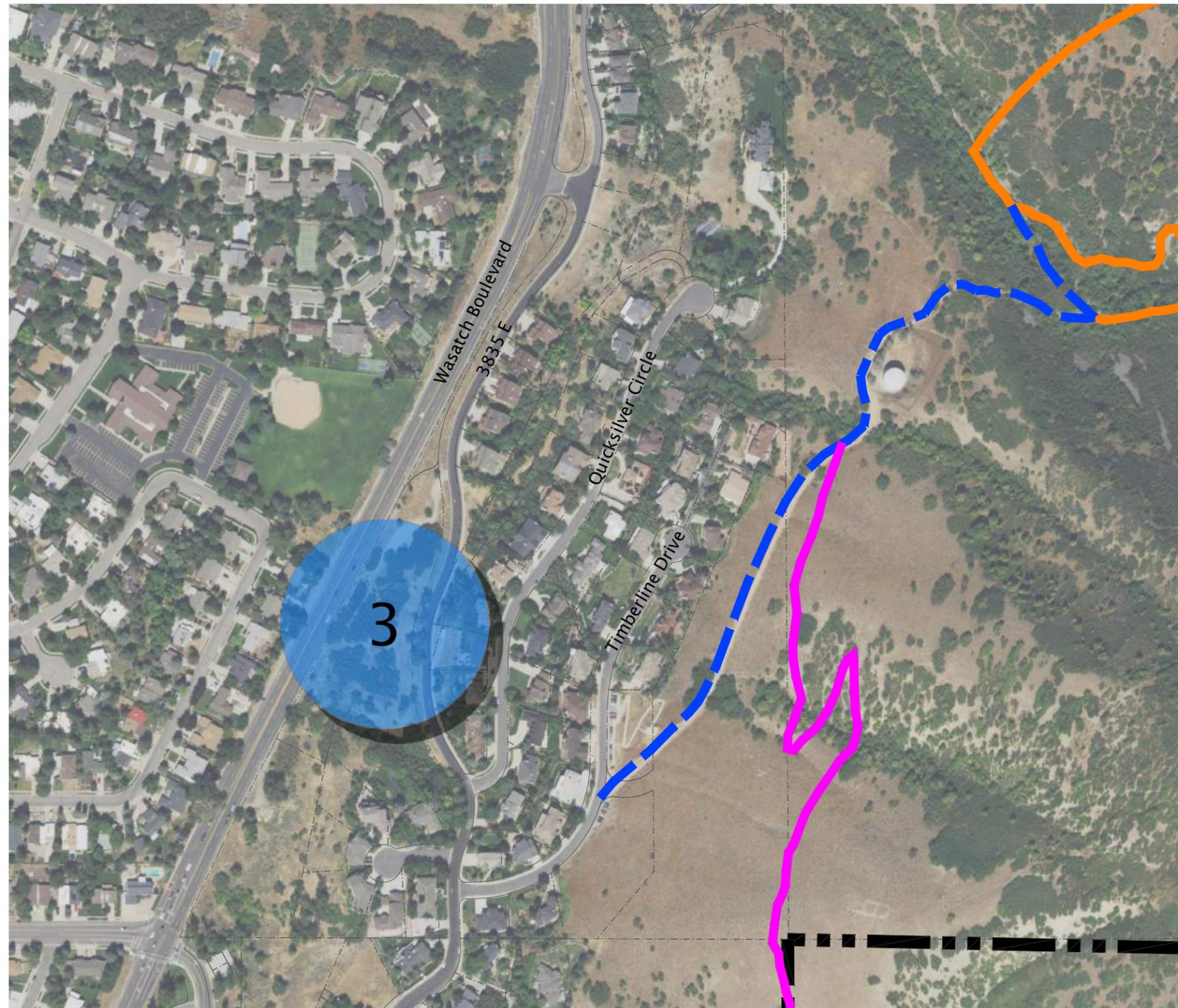
- Limited Space
- No Existing Crossing



BST Access Plan | Enlargement One

06.19.2020





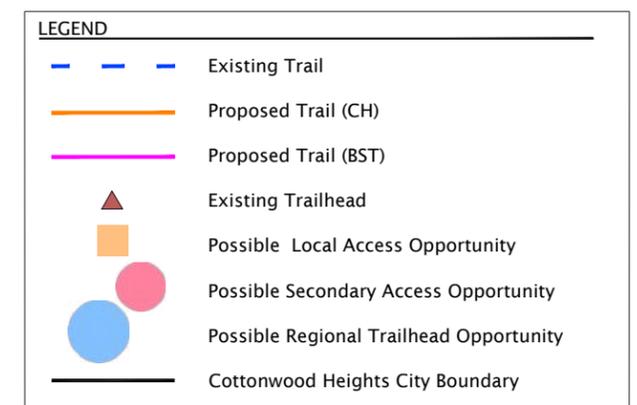
3. FERGUSON CANYON OVERFLOW: REGIONAL OPPORTUNITY

OPPORTUNITIES:

- Available Land (Salt Lake County)
- Easily Accessible from Wasatch
- Within 1/4 Mile of Existing Trailhead
- At Periphery of Neighborhood
- Possible Connection to Shared Use Path on Wasatch

CONSTRAINTS:

- 1/4 Mile Hike to Existing Trailhead Through Neighborhood
- Additional Wayfinding Needed



BST Access Plan | Enlargement Two

06.19.2020

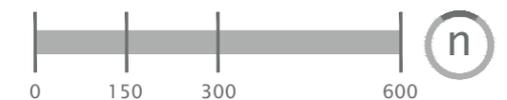
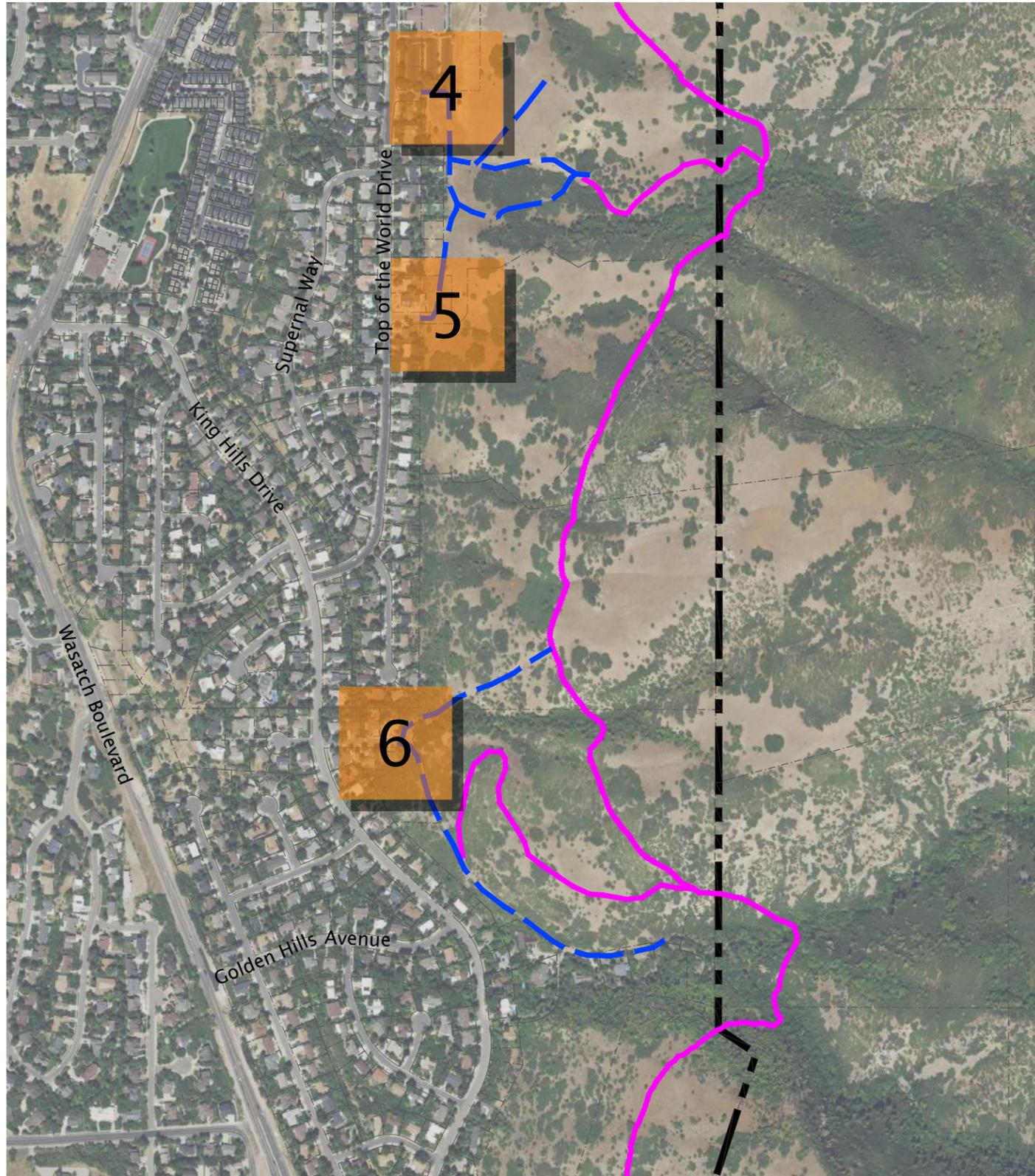


FIGURE 1.3.3 - ENLARGEMENT THREE



4. MOUNTAIN COVE CIR. (LDS CHAPEL LOCATION): LOCAL ACCESS OPPORTUNITY

OPPORTUNITIES:

- Possible Use of LDS Parking Lot
- Room for Small Parking Lot at End of Road
- Favorable Grades
- Existing Informal Trail Access

CONSTRAINTS:

- Adjacent to Home
- Existing Uses
- Ownership



5. 8335 S: LOCAL ACCESS OPPORTUNITY

OPPORTUNITIES:

- Room for Small Parking Lot at End of Road
- Favorable Grades
- Existing Informal Trail Access Space for Parking Lot

CONSTRAINTS:

- Adjacent to Homes
- Ownership



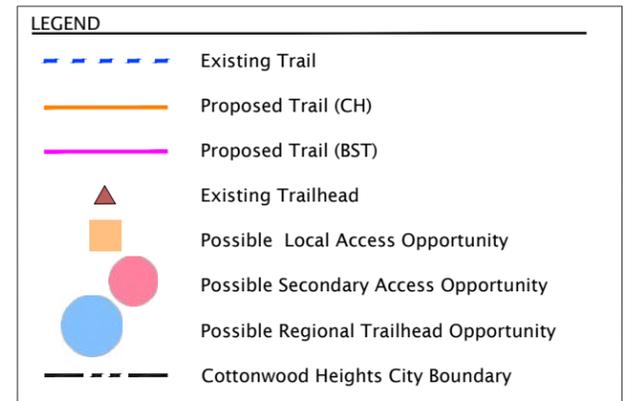
6. GOLDEN OAKS DRIVE: LOCAL ACCESS OPPORTUNITY

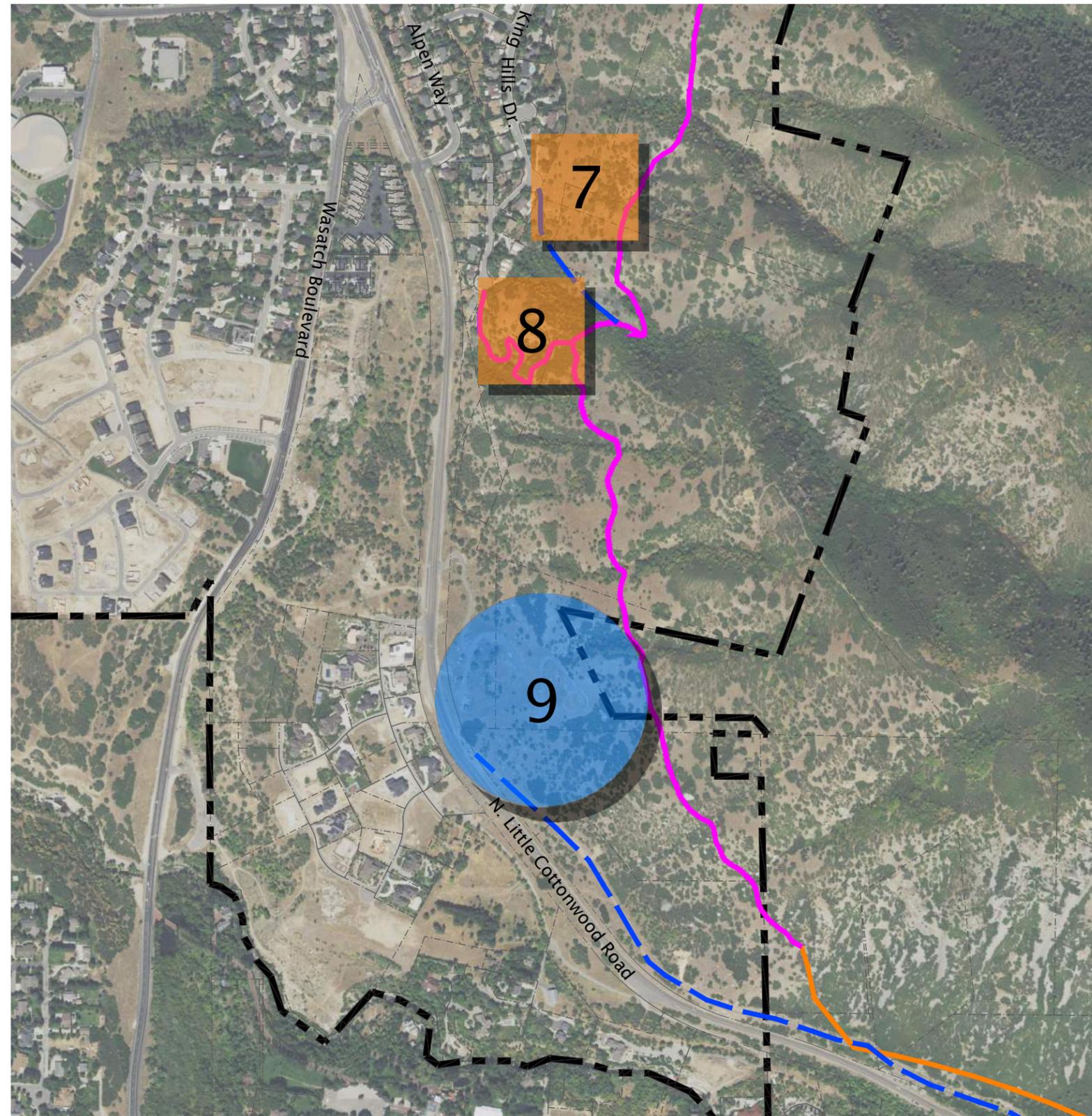
OPPORTUNITIES:

- Existing Informal Trail Access
- Access to Deaf Smith Canyon

CONSTRAINTS:

- Adjacent to Homes
- Ownership
- Sloped Hillside





7. KING HILLS DRIVE: LOCAL ACCESS OPPORTUNITY

OPPORTUNITIES:

- Good Trail Access
- Open End of Cul-de-sac

CONSTRAINTS:

- Ownership
- Sloped Hillside



8. KING HILLS PLACE: LOCAL ACCESS OPPORTUNITY

OPPORTUNITIES:

- Good Trail Access
- Open End of Cul-de-sac

CONSTRAINTS:

- Ownership
- Adjacent to Home
- Sloped Hillside



9. N. LITTLE COTTONWOOD PULL OFF: REGIONAL OPPORTUNITY

OPPORTUNITIES:

- Good Access, Open and Elevated
- Room for Parking
- Away from Neighborhood

CONSTRAINTS:

- Ownership
- Sloped Hillside
- Slope up to BST

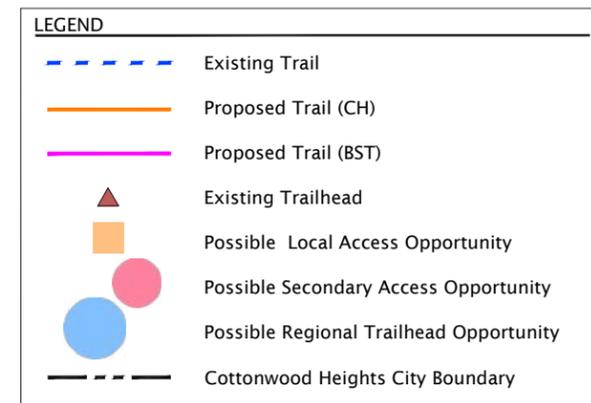


FIGURE 1.4 - REGIONAL TRAILHEAD TYPICAL

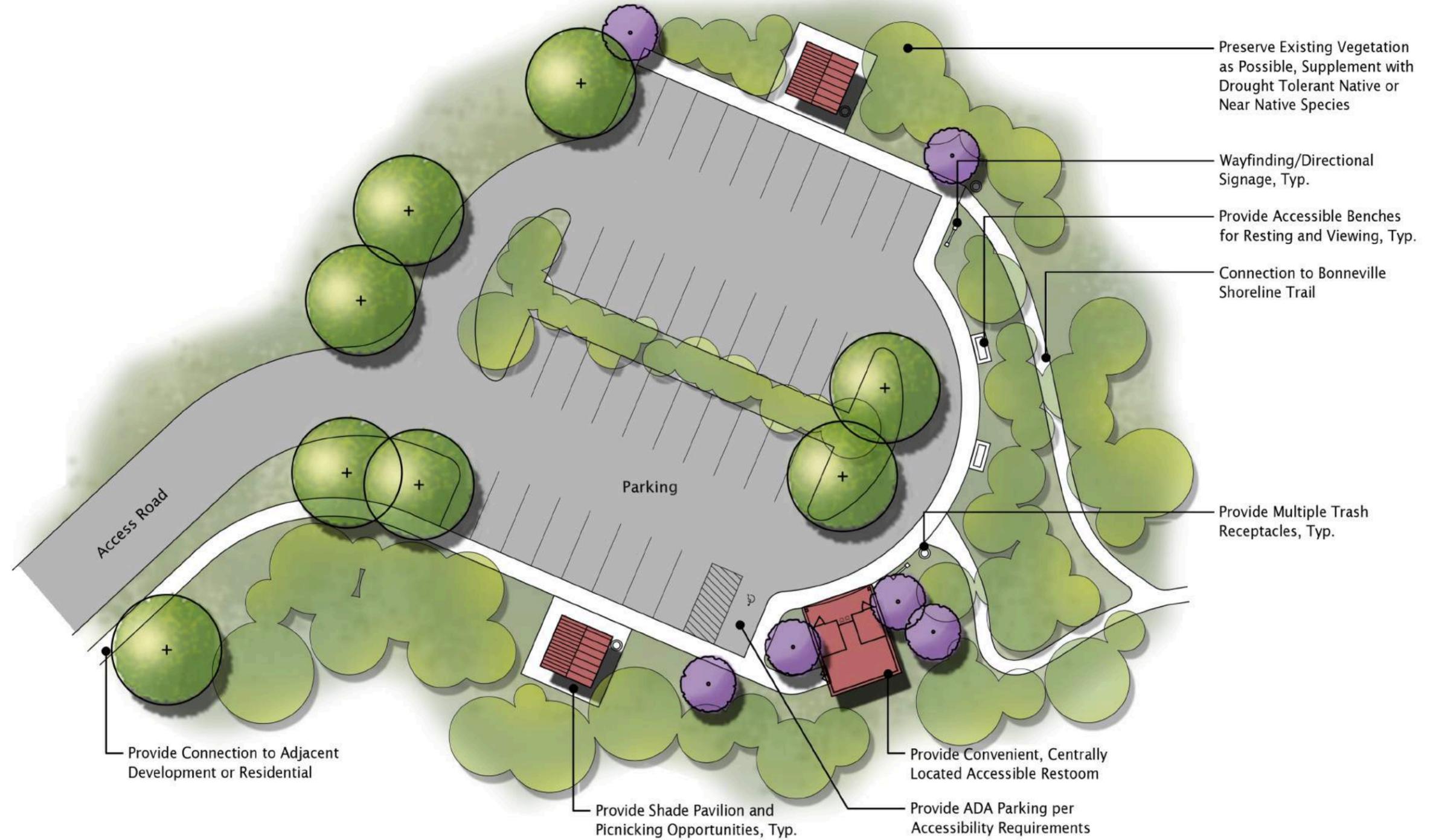
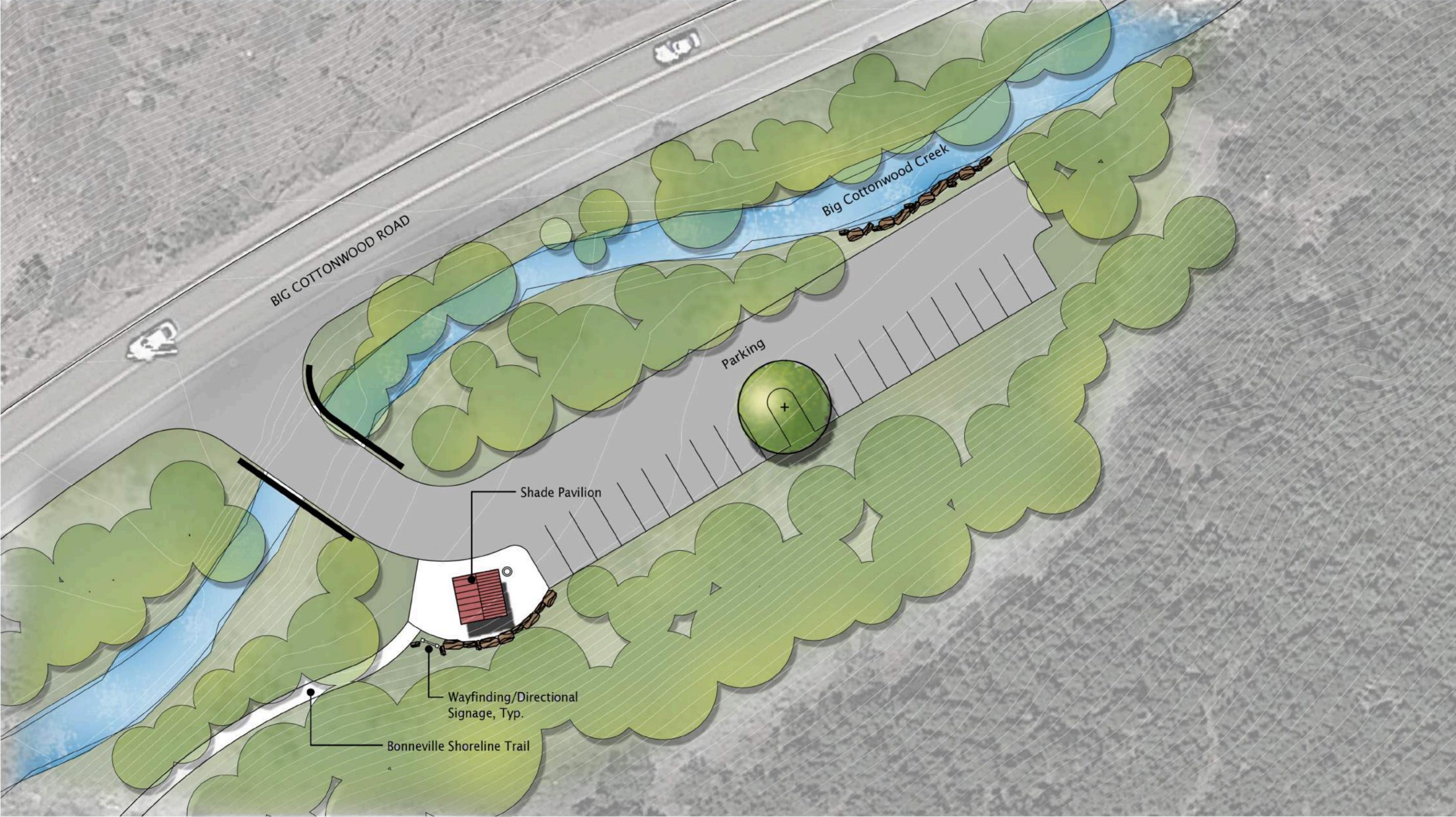


FIGURE 1.5 - BIG COTTONWOOD TRAILHEAD



Big Cottonwood Trailhead
Concept Plan

06.19.2020

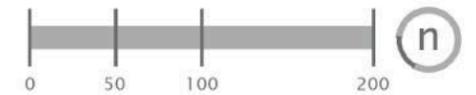


FIGURE 1.6 - FERGUSON TRAILHEAD



Ferguson Trailhead
Concept Plan

06.19.2020



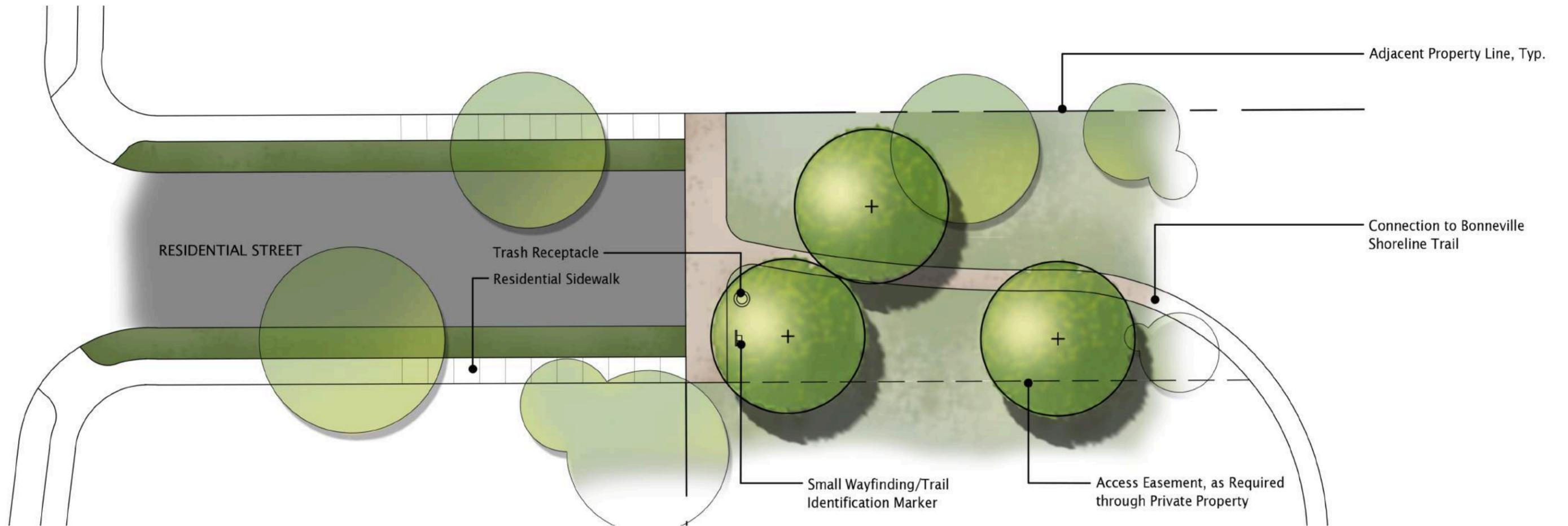


FIGURE 1.8 - TYPICAL TRAILHEAD IMPROVEMENTS

RESTROOM & PAVILIONS



SIGNAGE & WAYFINDING



SITE FURNITURE



PARKING



THIS PAGE INTENTIONALLY LEFT BLANK

THIS PAGE INTENTIONALLY LEFT BLANK



two

CHAPTER TWO | NEEDS ASSESSMENT

THE BONNEVILLE SHORELINE TRAIL (BST) WILL BE USED AND ACCESSED BY ALL TYPES OF PEOPLE. INDIVIDUAL NEEDS AND DESIRES WILL VARY DEPENDING ON MANY DIFFERENT FACTORS. THE INTENT OF THIS TASK IS TO CONSIDER THE VARYING NEEDS OF ALL DIFFERENT USER TYPES TO MOST AFFECTIVELY INFORM PLAN RECOMMENDATIONS.

2.1 - EXISTING CONDITIONS ANALYSIS

As the crow flies, the City’s eastern boundary through which the BST will traverse is approximately four miles in length. Existing conditions along this length vary substantially. The existing land use north of Big Cottonwood Canyon is predominantly a gravel pit. The middle section between Big Cottonwood Canyon and Alpen Way is fully developed as single family homes. The southern section from Alpen Way to the southern City boundary is predominantly undeveloped. (see [Figure 1.2 - Existing Aerial](#)) The only existing formalized trail access point is the Ferguson Canyon Trailhead, through there are numerous social trails that already exist on the hillsides above the City. The Ferguson Canyon Trailhead has only 16 stalls and resides within a residential neighborhood on Timberline Drive. Trail usage and parking demand already overwhelm this small trailhead. In addition to Ferguson Canyon, Deaf Smith Canyon is another well known and popular canyon within the plan area.

Many factors were considered in analyzing the best possible trail access points. These include: accessibility (pedestrian and vehicular), property ownership/use, and topography. An official site visit was performed with City staff and members of the Steering Committee to evaluate access points based on these considerations. Follow up visits to further investigate these sites and the general area were also performed.



Ferguson Canyon Trailhead

ACCESSIBILITY

Though ADA accessibility is a consideration when looking at specific site design, accessibility as it pertains to possible trail access points considers more than that. The ability to physically access the trail, whether it be by walking or by vehicle is the main consideration here. As different access locations were considered, those that quickly rose to the top were the ones that already had vehicular or pedestrian connectivity in close proximity to the proposed BST alignment. A key factor that limits accessibility is property ownership (see below). Each access point considered was evaluated based on existing or possible accessibility to the BST.

PROPERTY OWNERSHIP/USE

This was probably the most limiting evaluating factor as possible access points were considered. Of the approximate 4 miles of shared length with the BST trail alignment, approximately two-thirds of that length is already developed as single family residential lots. This

severely limits viable trail access points from both a physical standpoint and a social one. In areas where residential homes or development do not exist yet, viable access points were much easier to identify, such as at the very north end and very south end of the City. However, even when there was a clear opening through existing residential lots, in most cases, that trail access would still need to cross private property. In those cases, property would need to be acquired or some type of access easement would need to be agreed upon.

TOPOGRAPHY

Topography becomes a limiting consideration when slopes are too steep to allow for viable trails and, in the case of secondary access points and regional access points, when they do not allow for trailhead/parking development. There are many dead end roads through the middle section of the City that seemingly could provide easy trail access until topography is considered. Dealing with steep topography, even when access is possible, results in costly construction and has a greater impact to the natural hillside.



Big Cottonwood Creek

2.2.1 - STEERING COMMITTEE

The Steering Committee was made up of City staff and selected representatives from the Parks, Trails and Open Space Committee. The key purpose of the Steering Committee was to share their vision, to guide and inform the process, and to give critical feedback at key points during the process.

Six meetings were held with the Steering Committee: a kick-off and visioning meeting; a preliminary analysis review meeting; a meeting to review preliminary Goals and Objectives and draft material for the Public Open House; a meeting to review and discuss Public Open House feedback; a meeting to review the preliminary draft Trailhead and Access Plan; and a final meeting to review

the final draft Trailhead and Access Plan.

The Steering Committee was instrumental in providing valuable guidance, knowledge, and feedback during the planning process. They were also very supportive during the public engagement process and in communicating and coordinating with citizens, council members, and the Parks, Trails and Open Space Committee.

2.2.2 - PARKS, TRAILS, AND OPEN SPACE COMMITTEE

The Parks, Trails and Open Space Committee was created on August 28, 2018 “to perform research and outreach to help preserve outdoor recreational and open spaces with the intent of enhancing the quality of life in Cottonwood Heights”. The Parks, Trails and Open Space Committee has identified overarching goals including the following that pertain to and align with the goals and objectives of this plan:

- *Preserve and enhance the character, livability, and safety of the City through enhanced parks, trails and open space.*
- *Enhance the interconnectivity of trails (natural, paved, bike lanes, etc.) within the City and other communities.*
- *Preserve natural open space.*

Two presentations were given to the Parks, Trails, and Open Space Committee, presenting the preliminary analysis and a draft Trailhead and Access Plan. The Parks, Trails and Open Space Committee gave valuable feedback and was key in pushing the plan forward.

2.2.3 - PUBLIC OPEN HOUSE

A Public Open House was held on February 20, 2020 at the Cottonwood Heights City Hall to gather critical input and feedback from citizens, neighbors, and trail users. As an open house format, no formal presentation was given, but rather numerous informational boards were displayed for attendees to peruse, analyze, and give comment on. Attendees were allowed to mark or write directly on the boards and were also given a comment form to provide written feedback. Attendees were also encouraged to e-mail comments to City staff if desired. A detailed summary of public comments is included in the Appendix.

The majority of the public comments can be grouped into one of four categories:

- 1) **Access;**
- 2) **Bonneville Shoreline Trail location/alignment;**
- 3) **Privacy/Safety; and**
- 4) **Traffic/Parking**

Of these, most comments, both positive and otherwise, dealt with the Bonneville Shoreline Trail project itself and not necessarily the proposed trailheads and access points presented.

ACCESS

Comments supported multiple points of access to disperse concentrated and congested access; parking outside of residential neighborhoods; and keeping the local access points as discreet as possible, with minimal amenities, to allow them to remain purely local in use.

BONNEVILLE SHORELINE TRAIL LOCATION/ALIGNMENT

Conflicting comments were received regarding the location and alignment of the BST. Some supported the trail being higher on the hill to be further away from residences, while others supported the trail being lower on the hill for easier access. Concerns over future maintenance and impacts of the BST were also voiced.

PRIVACY/SAFETY

Many of the comments regarding access locations and BST alignment revolved around concerns over privacy and safety. Many want a buffer between the trail and their property line to maintain their privacy and to minimize the impacts of numerous trail users on the trail.

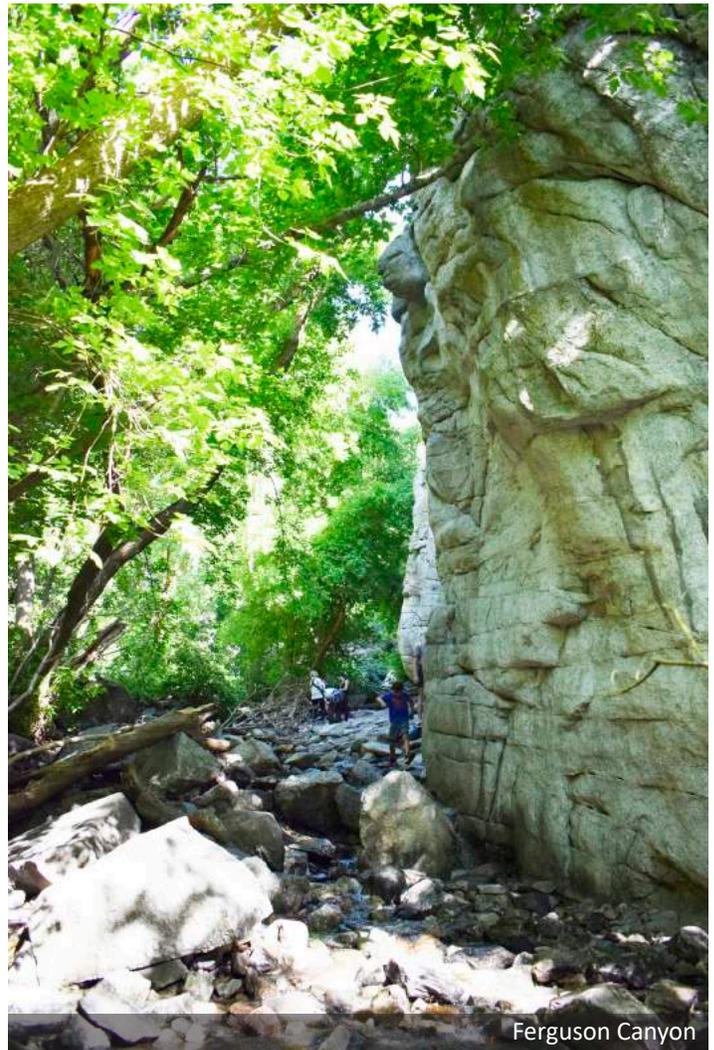
TRAFFIC/PARKING

Even though the BST through the City has not been installed yet, and the only existing formalized trail access is the Ferguson Canyon Trailhead, the residential neighborhood within the project area already experiences traffic from outside users wanting to access the hills and mountainside above the City. Comments supported providing main access points outside of the existing neighborhoods to reduce outside traffic and parking congestion on neighborhood roads. Signage discouraging or prohibiting non-local parking should be considered.

To that point, the proposed regional trailheads at the north end of the City and south end of the City, that would provide significant parking facilities outside of the existing residential neighborhood received strong support.

2.2.4 - COMPARATIVE ANALYSIS

A comparative analysis was performed analyzing similar Utah communities along the Wasatch Front with existing or proposed access to the eastern hillsides, mountains, and BST. Draper, Sandy, Holladay/Millcreek, Salt Lake City, Bountiful, and Provo were considered. Total miles of trail was quantified along with the number, type, and frequency of trail access points provided. Parking quantity was also considered. Resulting averages are included below:



- **AVERAGE MILES OF TRAIL = 7.8 miles**
- **AVERAGE NO. OF TRAILHEADS = 3.33**
- **AVERAGE FREQUENCY OF TRAILHEADS = 1 per 3.5 miles**
- **AVERAGE NO. OF LOCAL ACCESSES = 6.5**
- **AVERAGE FREQUENCY OF LOCAL ACCESS = 1 per 1.6 miles**
- **AVERAGE NO. OF PARKING STALLS = 189**

Based upon these averages a minimum target of one trailhead access per four miles and one local access per mile was established.

2.2.5 - RELATED PLANS AND STUDIES

Over recent years, the City has expended significant effort and resources to understand the needs and desires of its public pertaining to parks, recreation and trails including completing and performing numerous plans, studies and surveys. These include:

- **Cottonwood Heights General Plan (2005)**
- **Y2 Analytics Survey (2016)**
- **Y2 Analytics Survey (2017)**

- **Butterville Days Public Comments (2017)**
- **2017 Open Space Open House**
- **2018 Open Space Open House & Survey**
- **Y2 Analytics Survey (2019)**
- **Wasatch Boulevard Master Plan (2019)**

Policies, concepts, comments and ideas from these plans, studies, and surveys were used to inform the recommendations of this plan including:

- ***The need for an urban trail system and connection to the foothills and Bonneville Shoreline Trail.***

(General Plan 2005)

- ***Continue development and preservations of sidewalks, trails, open space; and provide access to open space and public lands.*** (Y2 Analytics Survey (2016))

- ***Provide additional parking, accessibility, and amenities at trailheads; and provide additional parks and trails.*** (Y2 Analytics Survey (2017))

- ***Preserve green space, develop Bonneville Shoreline Trail, and provide access to public lands.*** (Butterville Days 2017 Public Comments)

- ***Connect the BST between Big Cottonwood and Little Cottonwood Canyons and provide access to it.*** (2017 Open Space Open House)

- ***Provide access to the mountains and BST between Big Cottonwood and Little Cottonwood Canyons; and provide more trails.*** (2018 Open Space Open House & Survey)

- ***Improve quality of life through preserving existing open space and trails and providing additional open space and trails and access to the mountains.*** (Y2 Analytics Survey (2019))

2.2.6 - BONNEVILLE SHORELINE TRAIL

The Bonneville Shoreline Trail (BST) is a planned regional trail on the west slopes of the Wasatch Range on or near the shoreline bench of ancient glacial Lake Bonneville in Cache, Box Elder, Weber, Davis, Salt Lake, and Utah Counties. (*see Figure 1.1 - Bonneville Shoreline Trail*) The trail is envisioned to connect from the Idaho border to Nephi - a stretch of over 280 miles. More important than the distance of the trail is the size of the population served and the magnitude of recreational opportunity the trail provides.

Placed near the Bonneville Bench, the trail skirts the developed areas of the Wasatch Front, often forming the boundary between urban subdivisions and National Forest wilderness. The BST will provide a long distance regional hiking, biking, and equestrian trail at the back door of more than a million people and will be the trunk line of a branching regional system of trails linking city sidewalks to wilderness mountain tops. Currently, just over 100 miles of the planned trail is officially designated as the Bonneville Shoreline Trail.

Though just a small piece of the greater system (approximately four miles), completion of the trail through Cottonwood Heights is important to allow for Cottonwood Height residents to access the foothills, mountains, and eventually the entire BST system. Naturally, once the trail segment(s) within Cottonwood Heights are installed, providing viable and functional access points to the trail is of critical importance to allow for use of this invaluable amenity.



THIS PAGE INTENTIONALLY LEFT BLANK

THIS PAGE INTENTIONALLY LEFT BLANK



CHAPTER THREE | GOALS AND OBJECTIVES

ANY GOOD PLAN NEEDS TO HAVE DEFINED AND ACHIEVABLE GOALS AND OBJECTIVES. THESE WILL CONTINUE TO PROVIDE GUIDANCE AND REASONING TO IMPLEMENTATION AS TIME GOES ON.

3.1 - GOALS AND OBJECTIVES

The plan goals and objectives are based on input from City Staff, the Steering Committee, and the comparative analysis. Preliminary Goals and Objectives were presented to the Steering Committee and revised prior to presentation at the Public Open House and inclusion in this document.

GOAL ONE:

- 1.0 | IDENTIFY AND PROVIDE SUFFICIENT AND EFFECTIVELY LOCATED REGIONAL, SECONDARY, AND LOCAL ACCESS POINTS TO THE BONNEVILLE SHORELINE TRAIL WITHIN COTTONWOOD HEIGHTS' CITY LIMITS THAT PROVIDE GOOD CONNECTIVITY TO THE WASATCH FRONT MOUNTAINS AND NATURAL AREAS.

OBJECTIVES:

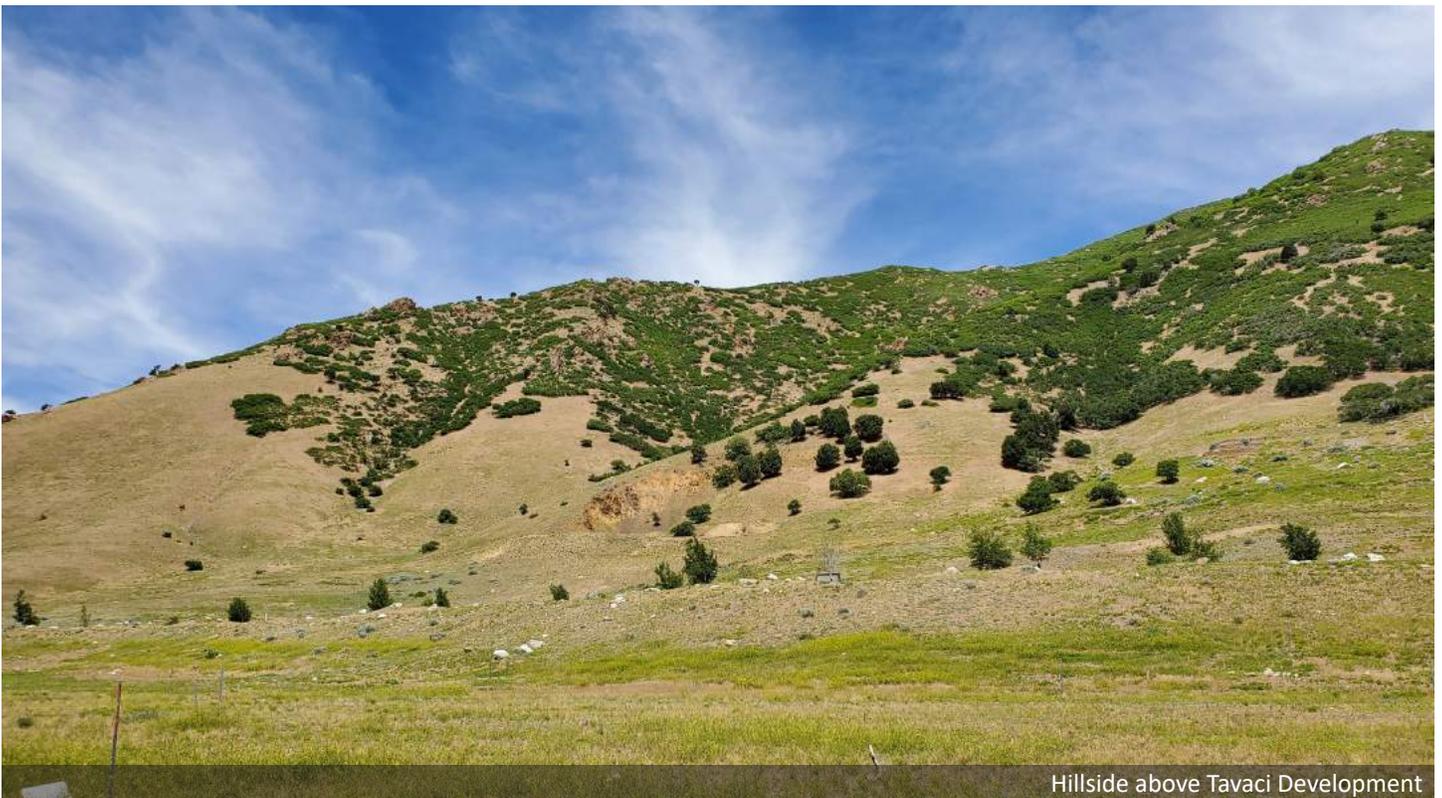
- 1.1 | PROVIDE TRAILHEAD ACCESS POINTS THAT ARE SAFE AND ACCESSIBLE TO ALL AGES AND ABILITIES.
- 1.2 | PROVIDE A MINIMUM OF TWO REGIONAL ACCESS POINTS, AT LEAST ONE PER FOUR MILES OF TRAIL.
- 1.3 | PROVIDE A MINIMUM OF THREE LOCAL ACCESS POINTS, AT LEAST ONE PER MILE OF TRAIL
- 1.4 | IDENTIFY COST ESTIMATES AND SUFFICIENT FUNDING OPPORTUNITIES FOR ALL TRAIL ACCESS DEVELOPMENT.
 - 1.4.1 | PRIORITIZE AND IDENTIFY PHASING OF REGIONAL AND LOCAL ACCESS POINTS.
 - 1.4.2 | IDENTIFY AND PURSUE LOCAL, REGIONAL, STATE, AND NATIONAL FUNDING OPPORTUNITIES TO ACHIEVE PLAN GOALS AND OBJECTIVES.

GOAL TWO:

- 2.0 | PROVIDE WELL DESIGNED REGIONAL, SECONDARY, AND LOCAL ACCESS POINTS TO THE BONNEVILLE SHORELINE TRAIL WITHIN COTTONWOOD HEIGHTS' CITY LIMITS THAT HAVE APPROPRIATE WAYFINDING, AMENITIES, AND INTERPRETIVE ELEMENTS.

OBJECTIVES:

- 2.1 | PROVIDE CLEAR TRAILHEAD AND TRAIL SIGNAGE THAT ALLOWS FOR SUFFICIENT WAYFINDING AND INFORMATION TO ORIENT AND DIRECT ALL TRAILS USERS, INCLUDING TRAIL ETIQUETTE AND REGULATORY SIGNAGE.
- 2.2 | PROVIDE INTERPRETIVE SIGNAGE AT TRAIL ACCESS POINTS TO INTERPRET THE NATURAL ENVIRONMENT INCLUDING VEGETATION, WILDLIFE, HISTORY, WATER RESOURCES, AND GEOLOGIC FEATURES.
- 2.3 | PROVIDE RESTROOMS, TABLES, BENCHES, WASTE RECEPTACLES, PAVILIONS, DRINKING FOUNTAINS, BIKE REPAIR STATIONS, DOG WASTE DISPENSERS, AND OTHER APPROPRIATE AMENITIES AT TRAIL ACCESS POINTS.



Hillside above Tavaci Development

THIS PAGE INTENTIONALLY LEFT BLANK

THIS PAGE INTENTIONALLY LEFT BLANK



CHAPTER FOUR | RECOMMENDATIONS

CONSIDERING THE EXISTING CONDITIONS ANALYSIS, THE NEEDS ASSESSMENT, AND ALL INPUT GATHERED FROM CITY STAFF, THE STEERING COMMITTEE, AND THE PUBLIC, THIS CHAPTER PRESENTS RECOMMENDED TRAILHEADS AND ACCESS POINTS ALONG THE PROPOSED BONNEVILLE SHORELINE ALIGNMENT WITHIN CITY LIMITS.

4.1 - TYPES OF ACCESS

For purposes of this plan there are three types of access points proposed: Regional Trailhead, Secondary Access, and Local Access. Each is defined below with either a specific and/or typical plan also included.

REGIONAL TRAILHEADS

These are primary accesses to the BST located at key points along the trail with significant amenities and meaningful parking. These trailheads would serve regional, community, and local trail users. Min. Frequency: 1 per 4 miles. Three recommended locations are proposed. (*see Figure 1.4 - Regional Trailhead Typical and Figure 1.6- Ferguson Trailhead*)

Typical Amenities Include:

- Trail Signage and Wayfinding
- Waste Receptacles
- Benches
- Tables
- Dog Waste Dispensers
- Restroom Facilities
- Pavilions
- Drinking Fountain
- Bike Repair Station
- Large Parking Lot

SECONDARY ACCESS

Secondary access points are accesses that may serve community and local trail use, as well as some regional use, though due to spatial constraints, location or other considerations amenities and parking may be limited. One recommended location is proposed. (*see Figure 1.5 - Big Cottonwood Trailhead*)

Typical Amenities Include:

- Trail Signage and Wayfinding
- Waste Receptacle(s)
- Tables
- Dog Waste Dispensers
- Pavilion
- Parking Lot

LOCAL ACCESS

Local access points are located within individual neighborhoods with very limited amenities and limited parking (if any). These are primarily for neighborhood residents and meant to be accessed by foot or bicycle. Min. Frequency: 1 per mile. Five possible locations are proposed, though per the recommended standard only three are necessary. These possible locations provide options for the City to consider when specific opportunities to develop these accesses is presented. (*see Figure 1.7 - Local Access Typical*)

Typical Amenities Include:

- Trail Signage and Wayfinding
- Waste Receptacle
- Dog Waste Dispensers

4.2 - PLAN RECOMMENDATIONS

In total, along the approximate four mile length within the City limits, three regional trailhead locations are proposed,

one secondary access is proposed, and three local accesses are proposed (see [Figure 1.3 - Bonneville Shoreline Trail Access Plan](#)). These more than satisfy the recommended standards established following the needs assessment and comparative analysis performed.

4.2.1 - REGIONAL TRAILHEAD LOCATIONS

LOCATION: **GRAVEL PIT (Site #1)**

DESCRIPTION: This location is ideally situated at the northern end of the City, and at the confluence of Fort Union Boulevard, Wasatch Boulevard, and the mouth of Big Cottonwood Canyon. Though currently functioning as a gravel pit, future development plans are currently underway. As development plans are submitted to the City for review, the City will work with developers to include a trailhead location as a key component of their plans. A regional trailhead here will connect proposed/existing urban trails along Wasatch and Fort Union to the BST system and will also help alleviate traffic in the existing neighborhoods east of Wasatch Boulevard. Typical regional trailhead amenities are proposed here.



LOCATION: **FERGUSON AT PROSPECTOR DRIVE (Site #3)**

DESCRIPTION: The City has had an Interlocal Cooperative Agreement with Salt Lake County since 2008 to develop this property as a trailhead to include such items as a parking lot, a pavilion, signage, and restroom facilities. Parking at this location will reduce the traffic and congestion experienced at the existing Ferguson Canyon Trailhead. This site is easily accessed just off of Wasatch Boulevard from Prospector Drive. In addition to the amenities agreed upon in the Interlocal Cooperative Agreement, this trailhead will provide walking paths (both paved and natural) and pedestrian connections to Prospector Drive to connect to Ferguson Canyon and the future BST. When this trailhead is completed, it is recommended that all on street parking on Timberline Drive for non-residents be prohibited.



LOCATION: **WATER TANKS/N. LITTLE COTTONWOOD (Site #9)**

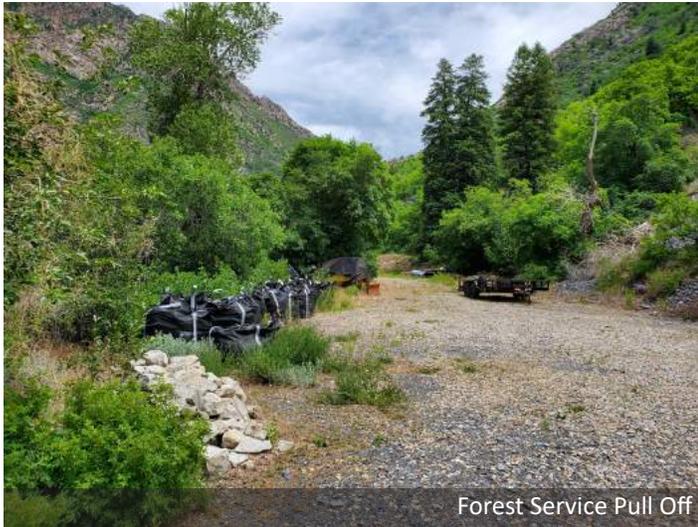
DESCRIPTION: The exact site for a trailhead in this location is to be determined, but opportunities exist as development, conservation, and/or shared use are contemplated. In conjunction with a trailhead at the gravel pit site, this location will provide a nice book end to the BST system within Cottonwood Heights. Outside of existing residential development, the potential for meaningful parking exists, further reducing the need for traffic to enter existing neighborhoods to access the BST. Typical regional trailhead amenities are proposed here.



4.2.2 - SECONDARY ACCESS LOCATION

LOCATION: **BIG COTTONWOOD CANYON PULL OFF (Site #2)**

DESCRIPTION: There is an existing Forest Service pull off on the south side of Big Cottonwood Road that could possibly fit a small parking lot to provide a secondary access to the BST. This would provide easy-access parking from Big Cottonwood Road further reducing traffic into the existing neighborhood. This location is also conveniently located near the end of a segment of the BST that is currently being constructed. Typical secondary access amenities are proposed here.



4.2.3 - LOCAL ACCESS LOCATIONS

LOCATION: **MOUNTAIN COVE CIRCLE (Site #4)**

DESCRIPTION: Mountain Cove Circle dead ends into the hillside between an LDS Church and a private residence along Top of the World Drive. The existing topography at the end of the road is fairly gentle and could provide a nice connection to the proposed BST alignment further up the hill. The property is currently privately held however so property acquisition or an access easement would need to be explored. Typical local access amenities are proposed here.

LOCATION: **8335 SOUTH (Site #5)**

DESCRIPTION: 8335 South dead ends into the hillside between two private residences along Top of the World Drive. The existing topography at the end of the road is fairly gentle and could provide a nice connection to the proposed BST alignment further up the hill. The property is currently privately held however so property acquisition or an access easement would need to be explored. Typical local access amenities are proposed here.

LOCATION: **GOLDEN OAK DRIVE (Site #6)**

DESCRIPTION: Golden Oak Drive dead ends into the hillside between two private residences off of King Hills Drive. The existing topography at the end of the road

slopes a little, but is not too steep to prohibit trail access. This location could provide a nice connection to the proposed BST alignment further up the hill and to Deaf Smith Canyon. The property is currently privately held however so property acquisition or an access easement would need to be explored. Typical local access amenities are proposed here.

LOCATION: **SOUTH KING HILLS DRIVE (Site #7)**

DESCRIPTION: At the very south end of King Hills Drive, there is a bulb out that opens up nicely to the existing hillside between residential homes. Initially there is a steep slope up from the bulb out to the open space, but eventually becomes more gentle and could provide a nice connection to the proposed BST alignment further up the hill. The property is currently privately held however so property acquisition or an access easement would need to be explored. Typical local access amenities are proposed here.

LOCATION: **KING HILLS PLACE (Site #8)**

DESCRIPTION: There is an opening between two residential homes at the south end of the King Hills Place cul-de-sac that could allow for a connection to the BST alignment further up the hill. However, the hillside here is quite steep with the only feasible trail route running along a residential property line that is elevated above that adjacent lot. The property is currently privately held however so property acquisition or an access easement would need to be explored. Typical local access amenities are proposed here.



4.3 - SIGNAGE AND WAYFINDING

Various levels of signage and wayfinding are recommended at each type of access: Regional, Secondary, and Local. (see [Figure 1.8- Typical Trailhead Improvements](#)) The final signage size, design, and content should correlate with the type of access it is. Furthermore, the signage design should be compatible with the natural character and feel of the open spaces in which these accesses will reside.

Types of signage that may be anticipated include:

- **Trailhead Identification Signage** - clearly identifying the name of the trailhead from adjacent roadways. Appropriate at Regional and Secondary access locations.
- **Trailhead Kiosk** - may include such content as trail system and wilderness mapping including both local and regional information; regulatory information; and trail system and wilderness etiquette guidelines. Appropriate at Regional and Secondary access locations.
- **Wayfinding Markers** - small and more discrete in size, could include identification and directional information. Appropriate at Regional, Secondary, and Local access locations.
- **Interpretive Signage** - could be stand alone and vary in size or be incorporated into other sign types. These could include images and/or graphics; and educational narratives that interpret the features of the area such as vegetation, wildlife, history, water resources, geologic features, etc.

and should also be appropriate to the natural setting they will be located in. (see [Figure 1.8- Typical Trailhead Improvements](#))

4.5 - LANDSCAPING

Due to the native nature of most of these sites, it is recommended that any supplemental plant material to provide shade, buffering/screening, and/or visual interest be native or adaptive to the region and drought tolerant. If available, irrigation is recommended to establish even the most drought tolerant species. If not available, supplemental hand watering is recommended for at least the first full growing season. Revegetation of disturbed areas due to construction is critical to minimize erosion and invasive species establishment.



Ferguson Canyon - Twin Peaks Wilderness

4.4 - SITE FURNITURE

A variety of different site furniture is appropriate at each type of access. Regional and Secondary accesses may feature more prominent furnishings such as pavilions and restrooms, whereas Local accesses will be more minimalistic and may only include a waste receptacle and dog waste dispenser (see [typical amenity list by access type](#)). In any case, the selected furnishings should be complementary to each other in color and material

THIS PAGE INTENTIONALLY LEFT BLANK

THIS PAGE INTENTIONALLY LEFT BLANK



CHAPTER FIVE | PRELIMINARY COST ESTIMATES

RECOGNIZING THAT THE PROPOSED TRAILHEAD AND ACCESS IMPROVEMENTS FOR THE BONNEVILLE SHORELINE TRAIL REQUIRE FUNDING, THIS CHAPTER PRESENTS PRELIMINARY CONSTRUCTION COST ESTIMATES FOR EACH OF THE IDENTIFIED PROJECTS FOR FUNDRAISING AND BUDGETING PURPOSES. IT ALSO IDENTIFIES POSSIBLE FUNDING OPPORTUNITIES TO FACILITATE CONSTRUCTION.

5.1 - PRELIMINARY COST ESTIMATES

The proposed improvements of this plan vary from the small local access point to more significant regional trailheads. Preliminary construction cost estimates have been provided for each of the proposed projects ([Table 5.1](#)). These estimates are based on current industry pricing, recent similar projects, consulting with reputable contractors, and rough quantity takeoffs from the schematic layouts included in this master plan. It is noted that these estimates do not reflect detailed design of these projects and that depending on the timing of bidding and installation pricing will undoubtedly increase due to inflation, bidding environment, and material costs.

5.2 - FUNDING OPPORTUNITIES

5.2.1 - IMPACT FEES

Impact fees are collected with new development projects to help pay for the costs of providing public services to new development. The collection and use of impact fees are governed by Utah law - UC11-36-202(1)(a)(ii).

5.2.2 - BONDS

General Obligation Bonds (G.O. Bonds) are a low interest financing option for local government projects. Though low interest, this option is sometimes unpopular because it represents an additional tax burden on the City's residents.

These bonds would need to be approved by the public through a G.O. Bond election and are therefore subject to success or failure based on the popularity of the proposed project.

Like Impact Fees, G.O. Bond funding may only be used for a project's capital expenditures and may not be used for on-going maintenance and operational costs. Other bond alternatives include Sales Tax Revenue Bonds and Lease Revenue Bonds.

5.2.3 - SPECIAL TAXES

Special taxes such as the Zoo, Arts & Parks (ZAP) tax or the Recreation, Arts & Parks (RAP) tax have been initiated and voted on by multiple Utah communities. These have successfully provided millions of dollars of improvements across the state. However this funding option is again voted on and approved by the public with an increased tax burden. Other special taxes may be utilized for parks and recreation development, but again would need to be approved by Santaquin's citizens.

5.2.4 - FEDERAL & STATE FUNDING/GRANTS

There are many types of federal and state grants that may be utilized for parks and recreation facilities but are often minimal in nature and difficult to acquire. Some of these include:

- Community Development Block Grants (CDBG): funding provided and used in low and moderate income areas. Certain restrictions and guidelines apply to how these funds are utilized.
- Land and Water Conservation Fund
- Utah Trails and Pathways / Non-motorized Trails Program
- Federal Recreation Trails Program
- UDOT Transportation Alternatives Program (MAP-

5.2.5 - PUBLIC/PRIVATE PARTNERSHIPS

Cottonwood Heights may partner with other public entities or private groups/developers on facilities that service the public but are also attractive and beneficial to the private partner. This will result in a shared cost, thus reducing the up-front burden carried by the City, but may result in a pay-to-use facility that is not free to public use.

5.2.6 - DEVELOPMENT AGREEMENTS

Establishing development agreements with new developments within Cottonwood Heights is an established way to receive dedication of park land and in some cases developed park land and/or trails for public use. The City may elect to exchange the donation of park land and/or recreation facilities for developer concessions or negotiated considerations. Such considerations may include, but are not limited to: increased densities, reduced lot sizes, impact fee credits, future reimbursements for oversized facilities or credits for multi-use facilities such as storm drainage and park space. This practice is beneficial to the City and the developer.

5.2.7 - PRIVATE DONATIONS/FUNDRAISING

The potential for local investment and interest in parks and recreation projects that are important to special interest groups, neighborhoods, businesses, or even individuals and/or families should not be overlooked. This interest may result in focused fundraising efforts or at least in the donation of time and services. However, this type of funding usually requires a significant time and focused effort by municipal staff.

TABLE 5.1 - PRELIMINARY COST ESTIMATES

Regional Trailhead Typical					
1	MOBILIZATION / DEMOBILIZATION	1	L.S.	\$ 56,529.65	\$ 56,529.65
2	SITE CLEARING AND GRUBBING	44,700	S.F.	\$ 0.10	\$ 4,470.00
3	DEMO	1	L.S.	\$ 10,000.00	\$ 10,000.00
4	SITE GRADING (PLACE AND COMPACT EXISTING MATERIAL)	1,656	C.Y.	\$ 18.00	\$ 29,800.00
5	IRRIGATION SERVICE	1	EA.	\$ 12,000.00	\$ 12,000.00
6	STORM DRAINAGE	1	L.S.	\$ 25,000.00	\$ 25,000.00
7	SEWER SERVICE	1	L.S.	\$ 8,000.00	\$ 8,000.00
8	LIGHTING/ELECTRICAL	1	L.S.	\$ 25,000.00	\$ 25,000.00
9	ASPHALT ROADWAY/PARKING	17,565	S.F.	\$ 4.50	\$ 79,042.50
10	CONCRETE PAVEMENT	3,495	S.F.	\$ 8.00	\$ 27,960.00
11	ADA RAMP	1	EA.	\$ 1,700.00	\$ 1,700.00
12	SOFT SURFACE TRAIL (5')	920	S.F.	\$ 2.50	\$ 2,300.00
13	ACCESSIBLE RESTROOM	1	L.S.	\$ 180,000.00	\$ 180,000.00
14	PAVILION (25'x25')	2	EA.	\$ 50,000.00	\$ 100,000.00
15	PICNIC TABLE	4	EA.	\$ 1,200.00	\$ 4,800.00
16	PARK BENCH	2	EA.	\$ 2,000.00	\$ 4,000.00
17	TRASH RECEPTACLE	4	EA.	\$ 1,000.00	\$ 4,000.00
18	DOG WASTE DISPENSER	2	EA.	\$ 500.00	\$ 1,000.00
19	DRINKING FOUNTAIN	1	EA.	\$ 5,000.00	\$ 5,000.00
20	TRAILHEAD SIGN	1	EA.	\$ 10,000.00	\$ 10,000.00
21	WAYFINDING SIGNAGE	2	EA.	\$ 5,000.00	\$ 10,000.00
22	DECIDUOUS TREE (2" CAL.)	14	EA.	\$ 400.00	\$ 5,600.00
23	NATIVE GRASS SEED MIX	22,185	S.F.	\$ 0.40	\$ 8,874.00
24	IRRIGATION - DRIP	1	L.S.	\$ 6,750.00	\$ 6,750.00
				Subtotal	\$ 621,826.15
				Construction Contingency (10%)	\$ 62,182.62
				Engineering Cost (10%)	\$ 62,182.62
				Estimated Total	\$ 746,191.38
Big Cottonwood Trailhead					
1	MOBILIZATION / DEMOBILIZATION	1	L.S.	\$ 17,774.48	\$ 17,774.48
2	SITE CLEARING AND GRUBBING	21,215	S.F.	\$ 0.10	\$ 2,121.50
3	DEMO	1	L.S.	\$ 10,000.00	\$ 10,000.00
4	SITE GRADING (PLACE AND COMPACT EXISTING MATERIAL)	786	C.Y.	\$ 18.00	\$ 14,143.33
5	STORM DRAINAGE	1	L.S.	\$ 5,000.00	\$ 5,000.00
6	ASPHALT ROADWAY/PARKING	10,800	S.F.	\$ 4.50	\$ 48,600.00
7	CONCRETE PAVEMENT	1,015	S.F.	\$ 8.00	\$ 8,120.00
8	ADA RAMP	1	EA.	\$ 1,700.00	\$ 1,700.00
9	BOULDER RETAINING WALL	100	L.F.	\$ 150.00	\$ 15,000.00
10	PAVILION (25'x25')	1	EA.	\$ 50,000.00	\$ 50,000.00
11	PICNIC TABLE	2	EA.	\$ 1,200.00	\$ 2,400.00
12	TRASH RECEPTACLE	1	EA.	\$ 1,000.00	\$ 1,000.00
13	DOG WASTE DISPENSER	1	EA.	\$ 500.00	\$ 500.00
14	TRAILHEAD SIGN	1	EA.	\$ 10,000.00	\$ 10,000.00
15	WAYFINDING SIGNAGE	1	EA.	\$ 5,000.00	\$ 5,000.00
16	DECIDUOUS TREE (2" CAL.)	1	EA.	\$ 400.00	\$ 400.00
17	NATIVE GRASS SEED MIX	9,400	S.F.	\$ 0.40	\$ 3,760.00
				Subtotal	\$ 195,519.32
				Construction Contingency (10%)	\$ 19,551.93
				Engineering Cost (10%)	\$ 19,551.93
				Estimated Total	\$ 234,623.18
Ferguson Trailhead					
1	MOBILIZATION / DEMOBILIZATION	1	L.S.	\$ 60,000.00	\$ 60,000.00
2	SITE CLEARING AND GRUBBING	53,745	S.F.	\$ 0.10	\$ 5,374.50
3	DEMO	1	L.S.	\$ 10,000.00	\$ 10,000.00
4	SITE GRADING (PLACE AND COMPACT EXISTING MATERIAL)	3,981	C.Y.	\$ 18.00	\$ 71,658.00
5	IRRIGATION SERVICE	1	EA.	\$ 12,000.00	\$ 12,000.00
6	STORM DRAINAGE	1	L.S.	\$ 59,000.00	\$ 59,000.00
7	SEWER SERVICE	1	L.S.	\$ 8,000.00	\$ 8,000.00
8	LIGHTING/ELECTRICAL	1	L.S.	\$ 35,000.00	\$ 35,000.00
9	ASPHALT ROADWAY/PARKING	32,000	S.F.	\$ 4.50	\$ 144,000.00
10	CONCRETE CURB & GUTTER (30")	1,460	L.F.	\$ 25.00	\$ 36,500.00
11	8-FT ASPHALT PATH	10,080	S.F.	\$ 3.50	\$ 35,280.00
12	CONCRETE PAVEMENT	7,465	S.F.	\$ 8.00	\$ 59,720.00
13	ADA RAMP	4	EA.	\$ 1,700.00	\$ 6,800.00
14	STEPS	20	EA.	\$ 3,200.00	\$ 64,000.00
15	RETAINING WALLS	1	L.S.	\$ 200,000.00	\$ 200,000.00
16	SOFT SURFACE TRAIL (5')	2,300	S.F.	\$ 2.50	\$ 5,750.00
17	ACCESSIBLE RESTROOM	1	L.S.	\$ 180,000.00	\$ 180,000.00
18	PAVILION (25'x25')	1	EA.	\$ 30,000.00	\$ 30,000.00
19	PICNIC TABLE	2	EA.	\$ 1,200.00	\$ 2,400.00
20	PARK BENCH	2	EA.	\$ 2,000.00	\$ 4,000.00
21	TRASH RECEPTACLE	3	EA.	\$ 1,000.00	\$ 3,000.00
22	DOG WASTE DISPENSER	2	EA.	\$ 500.00	\$ 1,000.00
23	DRINKING FOUNTAIN	1	EA.	\$ 5,000.00	\$ 5,000.00
24	TRAILHEAD SIGN	1	EA.	\$ 10,000.00	\$ 10,000.00
25	WAYFINDING SIGNAGE	2	EA.	\$ 5,000.00	\$ 10,000.00
26	6-FT BLACK EPOXY COATED CHAIN LINK FENCING	2600	L.F.	\$ 34.00	\$ 88,400.00
27	LANDSCAPING	1	L.S.	\$ 25,000.00	\$ 25,000.00
28	NATIVE GRASS SEED MIX	20,000	S.F.	\$ 0.40	\$ 8,000.00
29	IRRIGATION - DRIP	1	L.S.	\$ 20,000.00	\$ 20,000.00
				Subtotal	\$ 1,199,882.50
				Construction Contingency (10%)	\$ 119,988.25
				Engineering Cost (10%)	\$ 119,988.25
				Estimated Total	\$ 1,439,859.00
Local Access Typical					
1	MOBILIZATION / DEMOBILIZATION	1	L.S.	\$ 746.32	\$ 746.32
2	SITE CLEARING AND GRUBBING	3,770	S.F.	\$ 0.10	\$ 377.00
3	SITE GRADING (PLACE AND COMPACT EXISTING MATERIAL)	140	C.Y.	\$ 18.00	\$ 2,513.33
4	CONCRETE PAVEMENT	425	S.F.	\$ 8.00	\$ 3,400.00
5	SOFT SURFACE TRAIL (5')	380	S.F.	\$ 2.50	\$ 950.00
6	TRASH RECEPTACLE	1	EA.	\$ 1,000.00	\$ 1,000.00
7	DOG WASTE DISPENSER	1	EA.	\$ 500.00	\$ 500.00
8	WAYFINDING SIGNAGE	1	EA.	\$ 5,000.00	\$ 5,000.00
9	NATIVE GRASS SEED MIX	2,965	S.F.	\$ 0.40	\$ 1,186.00
				Subtotal	\$ 15,672.65
				Construction Contingency (10%)	\$ 1,567.27
				Engineering Cost (10%)	\$ 1,567.27
				Estimated Total	\$ 18,807.18

*NOTE: PRELIMINARY COST ESTIMATES DO NOT INCLUDE LAND ACQUISITION COSTS.

THIS PAGE INTENTIONALLY LEFT BLANK



blu line designs

planning | landscape architecture | urban design

8719 S. Sandy Parkway
Sandy Utah 84070

phone : 801.703.6383

Site

Use: Single-Family Residential with Pool House

General Plan Land Use Policy: Mixed Use

Zone: F-1-21 (Foothill Residential Zone with 1/2 acre lots)

Proposed Zone: PD – Planned Development District with multiple uses and densities.

Surrounding Properties

Existing Uses:

North: Single-Family Residential

South: Gravel Pit/Vacant Ski Shop

West: Highway/Single-Family Res.

East: Gravel Pit/Open Space

General Plan Land Use:

North: Single-Family Residential

South: Mixed-Use

West: Highway/Single-Family Res.

East: Mixed-Use

Zone:

North: Single-Family Residential

South: Gravel Pit/ CR – Regional Commercial

West: Highway/Single-Family Res.

East: Foothill Residential – 1/2 acre lots

Land Use



Zoning



Outstanding Issues Requiring Resolution Prior to Final Staff Recommendation

The applicant requested that Community Development Department schedule their request for a Planning Commission Public Hearing although several outstanding items had not been finally resolved.

Preliminary Engineering Drawings

The CH Public Works Department has provided an updated response to the latest site plans that were submitted on July 14 (see Attachment 4).

Refinements to Proposed Regulating Zoning Ordinance

Staff has proposed several alterations to the applicant's proposed ordinance that will help the project be regulated appropriately, as proposed (see Attachment 12).

Sensitive Land Exceptions.

Staff is requesting the applicant prepare additional ordinance language for the Planning Commission's consideration that will supersede the following Sensitive Lands Evaluation and Development Standards (SLEDS):

- 19.72.040 (A): Slopes
- 19.72.040 (F): Cut and Fill Slopes
- Any other provisions that Public Works identifies need specific standards or exceptions drafted for in the SLEDS ordinance.

Reclamation Standards

Specific reclamation standards acceptable to the Public Works Department should be incorporated into the proposed ordinance.

Utilization and Maintenance of Right-of-Way Parking

Provisions should be included that adequately address how angled parking within the right-of-way is counted toward project parking totals. Further, on-going maintenance standards and agreements should be addressed in the ordinance for snow removal that is acceptable to the Public Works Department.

Cross-Access Agreement Requirement

A provision should be included in the proposed ordinance addressing cross-access and cross-parking between each phase/lot of the development.

Affordable Housing

The applicant's current Below Market Rate/Senior/Disabled housing proposal does not meet the global standards for PDD zones. A new proposal by the applicant should be prepared.

The PDD zone also requires that 10% of all housing units are affordable (currently 42 out of 418 units). The current plan only identifies 35 affordable units.

Requested Renderings

The Planning Commission requested oblique perspective elevation renderings of the project. These have not yet been received.

UDOT Meeting on July 29

City staff meet with UDOT representatives on July 29 to hear directly from them on the status of the project approval, and explore other alternatives for site access on SR-190. UDOT indicated that the applicant has not initiated the formal approval process for an emergency access onto SR-190. As this serves as a primary fire access point, this conceptual plan does not stand ready to be approved without an indication from UDOT that the access point is approved.

Staff also discussed the possibility of utilizing the emergency access as a temporary access for regular traffic until additional access was provided southward. UDOT said they would examine the options but as of the writing of this report, would not commit to any access on SR-190.

Applicant's Proposal

The applicant is requesting to utilize the city's Planned Development District (PDD) ordinance (Chapter 19.51) to amend the zoning designation of the above-mentioned property from F-1-21 Zone (Foothill Residential) to a newly created zone, the PDD-2 Zone (Wasatch Rock Redevelopment Planned Development District). This zone does not exist yet.

Process to Create a New PDD Zone on Zoning Map

The PDD ordinance establishes the process to create a new PDD Zone, as follows:

1. The PDD ordinance limits the creation of new PDD zones to a limited number of areas within the City. These areas are further subdivided into three development intensity areas: Tier 1, 2, and 3 – Tier 1 allowing the highest intensity of development. The property proposed for the rezone falls within Tier 1 (see Figure 1).

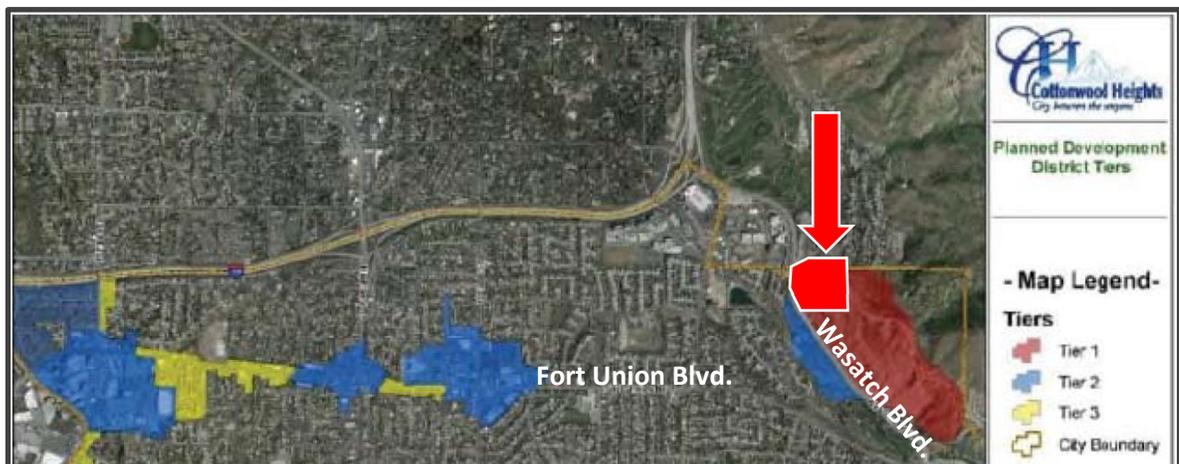


FIGURE 1 - PDD TIER MAP - OVERLAID WITH LOCATION OF PROPOSED REZONE.

2. The Planning Commission recommends to the City Council, and the City Council approves, two actions:
 - a. The zoning map is amended to designate an area for a new PDD zone.
 - b. The zoning ordinance is amended to adopt a new PDD subchapter regulating the area within the new zone. The regulations fall within the scope that the PDD regulating chapter permit.
3. The new ordinance regulates allowed uses, setbacks, heights, signage, lighting standards, landscaping requirements, supplemental design standards, and other aspect of the future development (see Attachment 2).
4. A development plan is adopted as part of the ordinance as an exhibit. The future development of each phase of the site is required to follow the overall scope and direction as shown on this development plan (see Attachment 1).

PDD Approval Timeline

Planned Development District applications are processed differently than other applications for zone changes or development approvals. To help understand the steps in the process and the role each approval body serves, a general summary of the approval process (per 19.51.070) is provided as follows:

1. Pre-Application Conference
 - a. The applicant met with the Community Development Director, and the Development Review Committee multiple times prior to an application being submitted;
2. Concept Plan
 - a. A concept plan is required when a PDD application contains more than 50 dwelling units and/or five or more acres of non-residential development. The concept plan is required to be presented in a planning commission work session at least once prior to full application;
 - b. The applicant presented a concept plan in 2018;
3. Community Workshop
 - a. At least two community workshops are required to be held by the applicant, independently of the city, to present the proposal and understand the concerns of nearby residents. Meeting notes are required to be submitted to city staff as part of the official PDD application;
 - b. The applicant held neighborhood meetings May 20 and July 15, 2019 (minutes – Attachment 15)
4. Draft Planned Development Zone (PDZ) Plan Submittal
 - a. A draft application submittal is required to be submitted after the pre-application conference to be reviewed for minimum compliance with the PDD ordinance;
 - b. Staff completed a comprehensive preliminary review of the applicant's draft PDZ plan submittal. Many of the material review comments have been addressed and incorporated into the current proposal;
5. PDD zone Application
 - a. This step constitutes an official plan submittal and the beginning of the public process. This step requires detailed submittal materials, per ordinance. Staff has reviewed this application to ensure that each item is present in the application. If an item is not present, it becomes a condition of final approval to provide it for review;
6. Department Review and Report

- a. A complete review has been completed for the official plan submittal. This report, as well as all city correction letters to date constitute compliance with this step;
7. Public Notice
 - a. Public notice is required to comply with state and local regulations pertaining to the adoption and/or amendment of land use regulations;
 - b. See public notice section at the end of this report for details
8. Planning Commission Review and Recommendation
 - a. The planning commission reviews PDD proposals in the same manner as it reviews other legislative matters. It will take official public comments, request any modifications it sees fit, and ultimately make a final recommendation to the City Council for final consideration; *****We are currently at this stage in the process.*****
9. City Council Review and Decision
 - a. After a planning commission recommendation, the city council may seek additional public input and will take final action to either approve or deny the proposal.

Proposed Ordinance

Development plan: Each phase of this development will be governed by the development plan, including total building heights, setbacks, density (total number of units), required parking, landscaping, open space, and signage.

Allowed uses: Multi-family dwelling units, hotels, office space, retail, and restaurants.

Height: Maximum height from the grade per the proposed development plan:

Architectural Standards: The applicant has received a certificate of design compliance from the Architectural Review Commission (ARC). The ARC has recommended supplemental design guidelines that will be applied to each final phase of the project. Each phase of the development will be required to meet the city design guidelines as well as supplemental design guidelines that are adopted as part of the ordinance.

Lighting: Lighting will comply with Chapter 19.77 – Outdoor Lighting Regulations, with the exception that reduced lighting standards east of Wasatch Blvd will not apply.

Below Market Rate / Senior/ Disabled Housing (affordable) Requirement: The proposed ordinance outlines that 10% all residential units will be senior housing units. The proposed ordinance states that the units will “be discounted ten percent (10%) to be in line with similar market rate unit.”

Staff Analysis of BMR Housing Requirements

The PDD ordinance provides the following instructions on providing affordable housing:

“All PD zone ordinances shall require the development to include below market rate or senior/disabled housing units (collectively, "BMR units") equal to at least ten percent (subject to a threshold) of the total number of dwelling units contained within the zone, as shown on Table 1. Required BMR units shall be affordable to households earning not more than 50% of the city's median income, and shall be provided in accordance with the standards, definitions and procedures contained in this code and/or the PDD ordinance.”

When the city approved the PDD-1 zone, the city maintained its interpretation that whether it was BMR, senior, or disabled housing, that the ordinance specifically identifies them all collectively as

“BMR units.” The ordinance later states that “BMR units shall be affordable to households earning not more than 50% of the city’s median income...”

Staff Recommendation

Staff recommends that the proposed PDD-2 ordinance is amended to reflect this PDD zoning regulation. If it is not amended, it will conflict with the governing provisions for the use of this zoning tool and staff will recommend denial of the application.

Preliminary Development Plan

Note: This report contains several graphics of the proposed development plan. Figure 2 is the current layout. Other site layouts are included which contain outdated building, driveway, and site layouts. These older plans are included to illustrate landscaping, open space, plaza, and site amenities, cycling and pedestrian circulation, and site constraints. All these plans are required to be updated with the current site layout prior to Planning Commission approval of the development plan.

The proposed development plan consists of ten buildings on 21.56 acres. The applicant is proposing to construct the following:

Building	Units / Square Feet	Height	Parking
Apartments	284 units (1 and 2-bed units)	78 ft - Five stories over two parking levels.	486 – 1.7 per unit
Condominium	99 units	128 ft - 10 stories over two parking levels.	133 – 1.34 per unit
Affordable Units	35 units*	1 story over 1 parking level	47 – 1.34 per unit
Retail – Pad A	4,200 sq. ft.	15 ft	298 shared
Retail – Pad B	4,200 sq. ft.	15 ft	
Mixed-Use Pad C	9,400 sq. ft. per floor	45 ft	
Mixed-Use Pad D	9,400 sq. ft. per floor	45 ft	
Retail Pad E	6,140 sq. ft. per floor	15 ft	
Retail Pad F	6,140 sq. ft. per floor	15 ft	
Hotel	140 rooms.	65 ft	

Table 1 – Development Plan Summary. *BASED ON THE NUMBER OF PROPOSED MARKET RATE APARTMENT AND CONDOMINIUM UNITS, AT LEAST 42 AFFORDABLE HOUSING UNITS ARE REQUIRED.

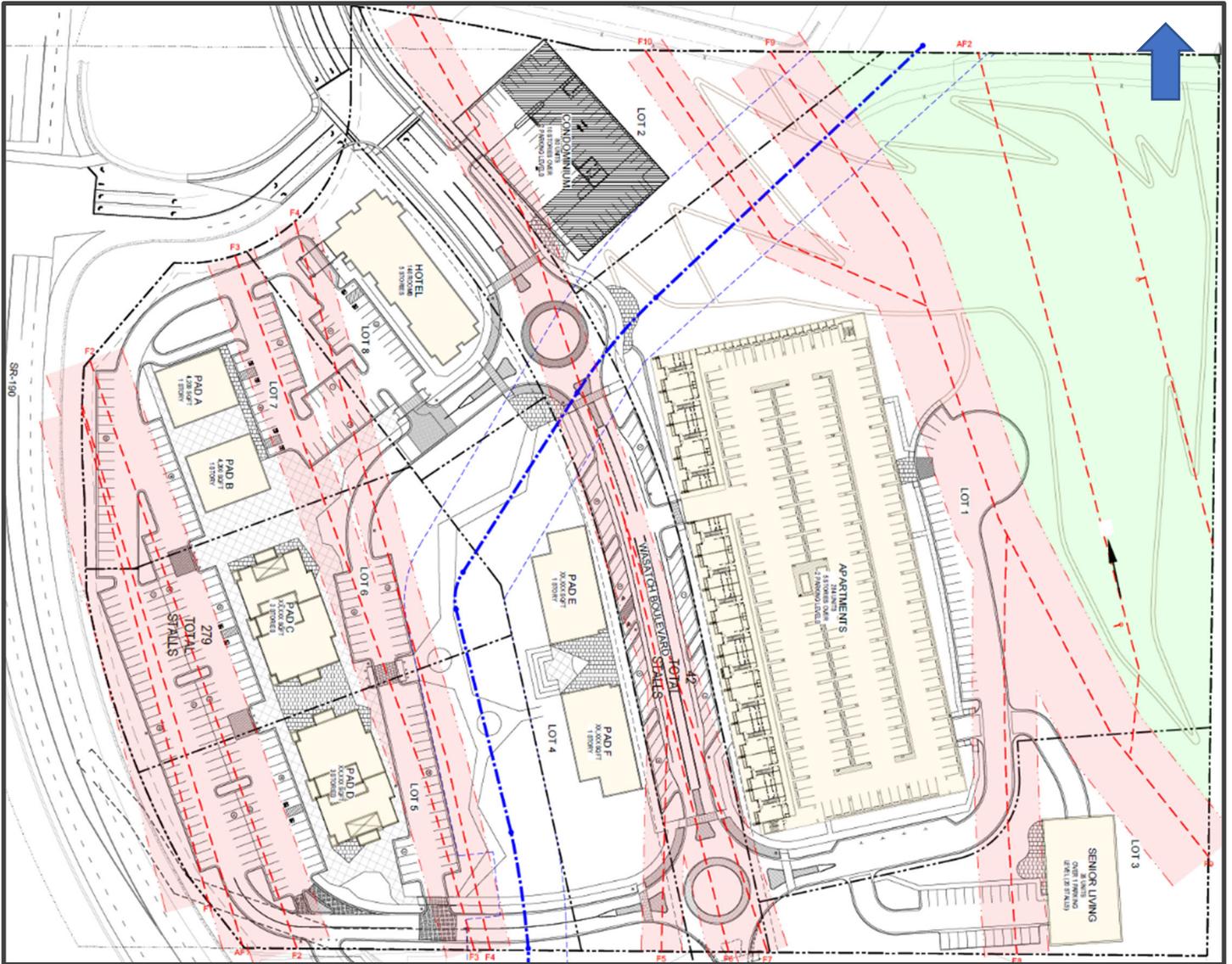


FIGURE 2- CURRENT PROPOSED SITE LAYOUT – SEE ATTACHMENT 1 FOR HIGH-RESOLUTION

Height

The Tier 1 PDD area allows heights much greater than what the development plan proposes (outlined in Table 1). However, when the ordinance is adopted, the heights presented in the development plan will be the maximum building height that is required for each phase of the development.

Setback from Wasatch Blvd.	Tier 1 Allowance	Proposed
0' to 20'	No Building	No Building
20' to 50'	60' Height	No Building
50' to 100'	100' Height	45'
100' to 250'	120' Height	65'
250' to 500'	150' Height	130'
500' and greater	300' Height	130'

TABLE 2 – TIER 1 BUILDING HEIGHT ALLOWANCE / DEVELOPMENT PLAN COMPARISON

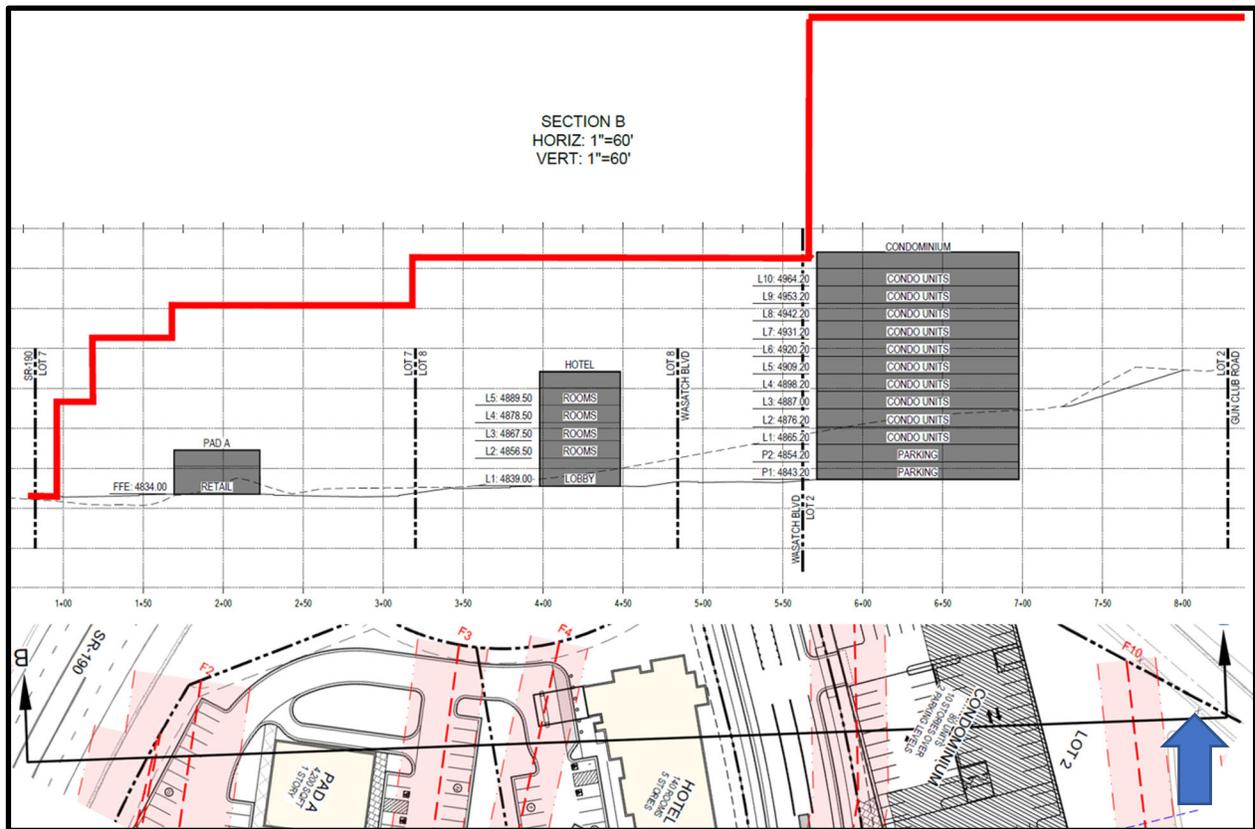


FIGURE 3 - NORTH BUILDINGS - HEIGHT CROSS SECTION (RED MAXIMUM HEIGHT PERMITTED)

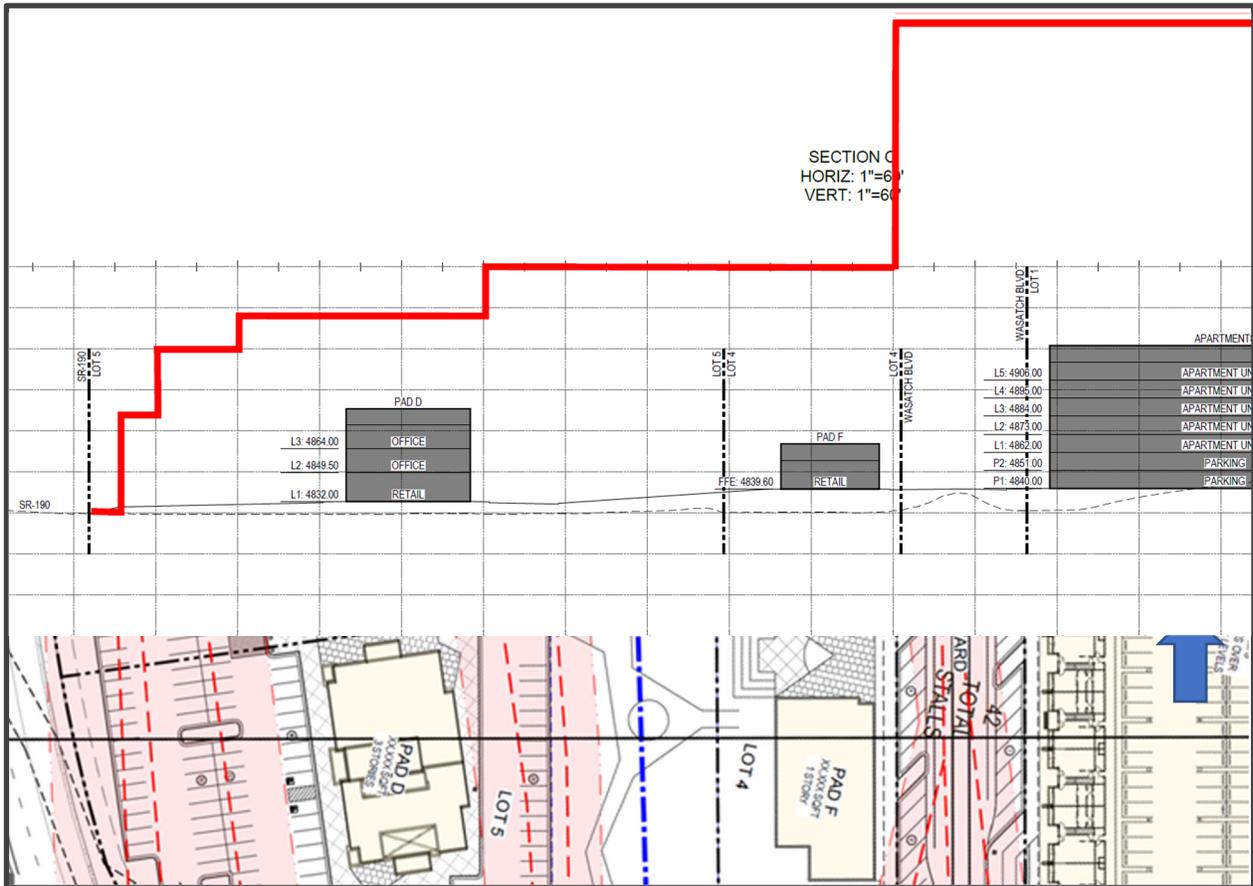


FIGURE 4 - SOUTH BUILDINGS - HEIGHT CROSS SECTION (RED MAXIMUM HEIGHT PERMITTED)

Parking

Typically, city ordinances establish parking minimums established by ITE Parking Generation. The applicant has proposed the minimum parking for each property and use is as its identified in the development plan. To determine if this proposal is acceptable, staff conducted a parking analysis of each use against ITE Parking Generation averages.

Residential Parking

Residential parking overall is provided at a higher rate than that required by similar zoning elsewhere in the city.

Commercial Shared Parking

The applicant is proposing that parking is shared between non-residential uses that have alternating peak parking demand times. A prime example of shared parking peak demand opposites would be hotel and office use where peak demand is opposite of each other. It is estimated that peak demand for this mixture of uses will occur during a winter season weekday around 12 pm.

Table 1 outlines the parking standards as proposed by the developer and how they apply to each building. Staff notes that the restaurant uses have typically seen higher parking demand (8-12 spaces per 1,000 square feet). However, their proposed retail per 1,000 square feet is also under what is typically required under the ITE Parking Generation manual (3.5 per 1,000 square feet).

If each use was a standalone use, then there would be a parking deficiency of approximately 72 parking spaces. However, with the proposed mixed of uses and alternating parking demand times, the project is estimated to have a small parking surplus available.

Proposed Non-Res. Parking Requirements					
Use	Stalls Per 1,000 Rm/Sq.	Total Rm/Sq.	Required Stalls	Provided	Shared
Hotel	0.9	140	125	61	64
Office	4	24000	96	96	0
Restaurant/Retail	5	34400	172	164	8
Total			393	321	72

Mid-week 12 pm (Winter) - Peak Demand Non-Res. Only - Shared Ratios		
Use	Utilization	Spaces Used
Hotel	50%	62
Office	90%	86
Restaurant/Retail	90%	155
Total Non-Residential Peak Demand		304
Total Non-Residential Stall Provided		321
Surplus		18

TABLE 1 – SHARED PARKING ANALYSIS

Preliminary Architecture and Supplemental Design Guidelines

Attachment 3 contains preliminary architecture and supplemental design guidelines that are recommended by the Architectural Review Commission to be adopted as part of the proposed ordinance. These guidelines will supplement the City’s existing design guidelines and will be used by the ARC to review each phase of the development to ensure a design consistency throughout the project as it develops.

Landscaping and Open Space

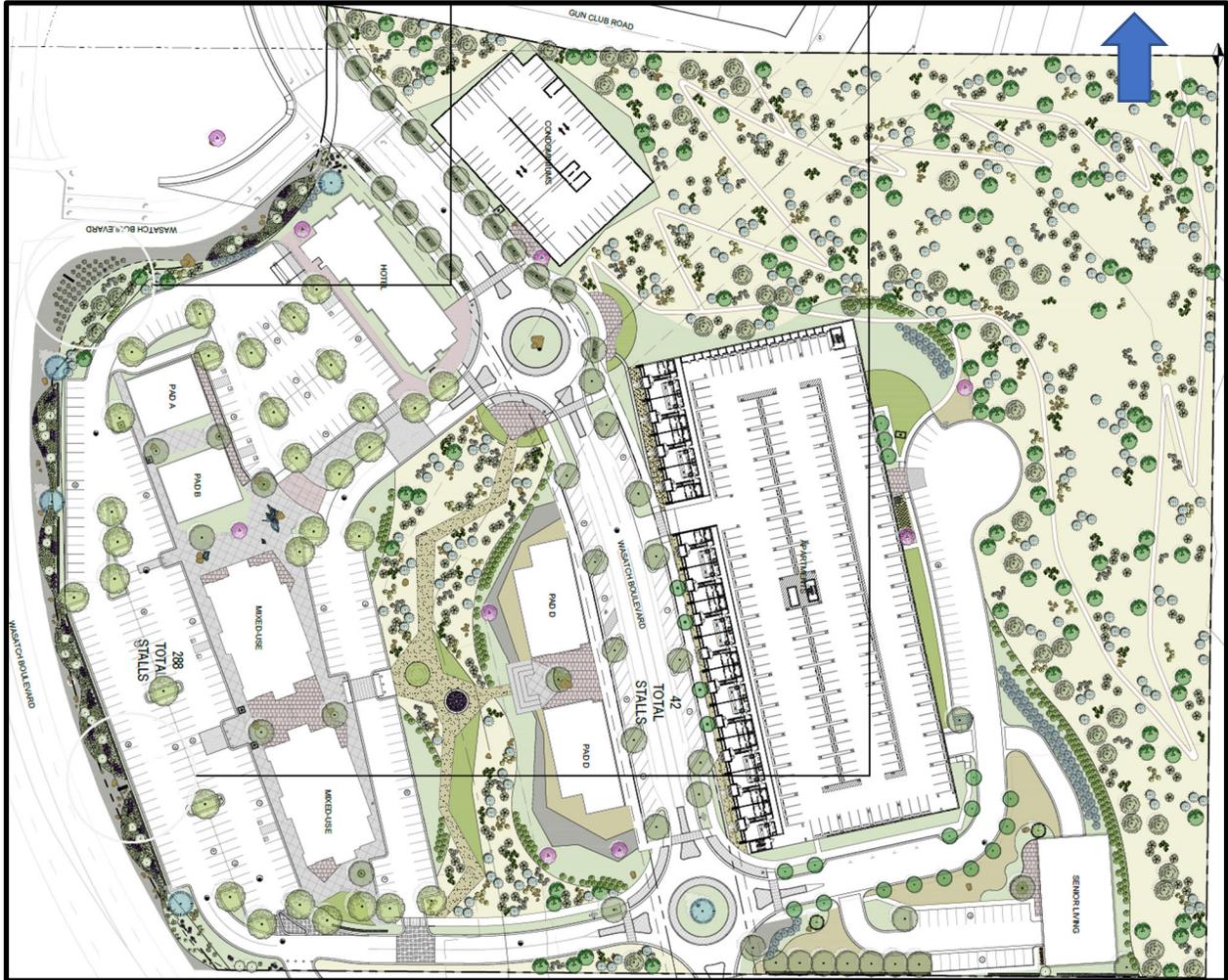
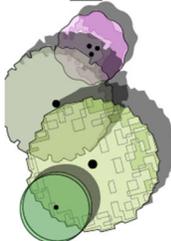


FIGURE 5 - LANDSCAPING/PUBLIC SPACE DETAILS (HOTEL AND PAD A ARE OUTDATED).

PLANT SCHEDULE: MANICURED

TREES	COMMON NAME	BOTANICAL NAME
	ACE OF HEARTS REDBUD	CERCIS CANADENSIS 'ACE OF HEARTS'
	ALLEE LACEBARK ELM	ULMUS PARVIFOLIA 'ALLEE'
	GREEN VASE SAWLEAF ZELKOVA	ZELKOVA SERRATA 'GREEN VASE'
	MUSHASHINO COLUMNAR ZELKOVA	ZELKOVA SERRATA 'MUSASHINO'
EVERGREEN TREES	COMMON NAME	BOTANICAL NAME
	WEeping BLUE ATLAS CEDAR	CEDRUS ATLANTICA 'GLAUCA PENDULA'
	KASHMIR DEODAR CEDAR	CEDRUS DEODARA 'KASHMIR'
	COLORADO BLUE SPRUCE	PICEA PUNGENS 'GLAUCA'
SHRUBS	COMMON NAME	BOTANICAL NAME
	PURPLE STEMMED DOGWOOD	CORNUS ALBA 'KESSLERLINGII'
	GREENSPIRE UPRIGHT EUONYMUS	EUONYMUS JAPONICUS 'GREENSPIRE'
	WILTONII BLUE RUG JUNIPER	JUNIPERUS HORIZONTALIS 'WILTONII'
	DWARF JAPANESE GARDEN JUNIPER	JUNIPERUS PROCUMBENS 'NANA'
	HIDCOTE BLUE LAVENDER	LAVANDULA ANGUSTIFOLIA 'HIDCOTE BLUE'
	GRO-LOW SUMAC	RHUS AROMATICA 'GRO-LOW'
	LAVENDER COTTON	SANTOLINA CHAMAECYPARISSUS
	LITTLE GIANT DWARF ARBORVITAE	THUJA OCCIDENTALIS 'LITTLE GIANT'
	MORGAN'S CHINESE ARBORVITAE	THUJA OCCIDENTALIS 'MORGAN'

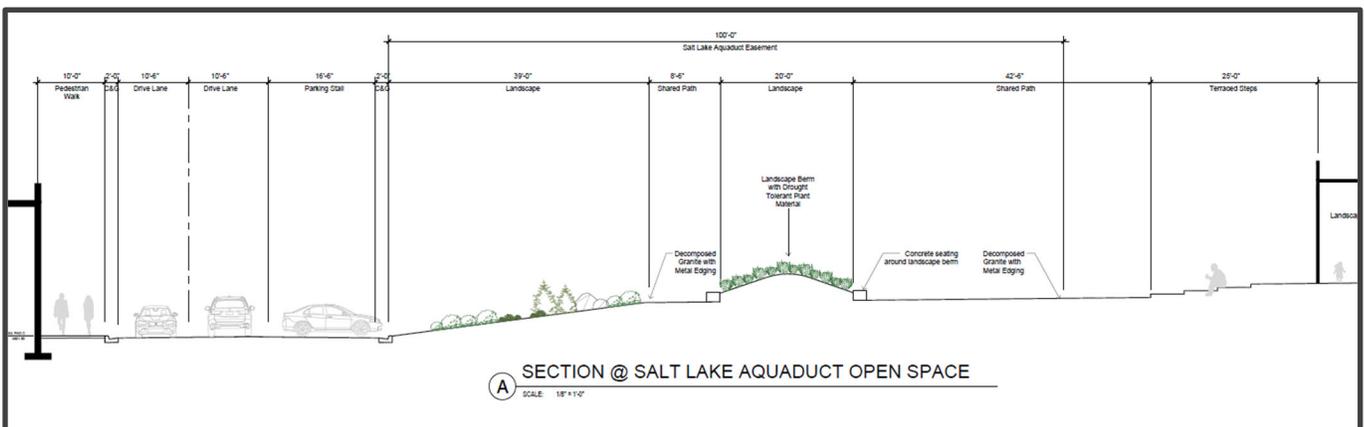
ORNAMENTAL GRASSES	COMMON NAME	BOTANICAL NAME
	BLONDE AMBITION BLUE GRAMA	BOUPELOUA GRACILIS 'BLONDE AMBITION'
	EVERLITE VARIEGATED SEDGE	CAREX OSHIMENSIS 'EVERLITE'
	ELIJAH BLUE FESCUE	FESTUCA GLAUCA 'ELIJAH BLUE'
	PINK MUHLY	MUHLENBERGIA CAPILLARIS
	HEAVY METAL SWITCH GRASS	PANICUM VIRGATUM 'HEAVY METAL'
	NORTHWIND SWITCH GRASS	PANICUM VIRGATUM 'NORTH WIND'
	BLUE HEAVEN LITTLE BLUESTEM	SCHIZACHYRIUM SCOPARIUM 'MINNBLUE A'

PLANT SCHEDULE: NATIVE

TREES	COMMON NAME	BOTANICAL NAME
	BIGTOOTH MAPLE	ACER GRANDIDENTATUM
EVERGREEN TREES	COMMON NAME	BOTANICAL NAME
	PINYON PINE	PINUS EDULIS
SHRUBS	COMMON NAME	BOTANICAL NAME
	BIG SAGEBRUSH	ARTEMISIA TRIDENTATA
	CURL-LEAF MOUNTAIN MAHOGANY	CERCOCARPUS LEDIFOLIUS
	GREEN MORMON TEA	EPHEDRA VIRIDIS
	RUBBER RABBITBRUSH	ERICAMERIA NAUSEOSA
	ROCKY MOUNTAIN JUNIPER	JUNIPERUS SCOPULORUM

NON-IRRIGATED NATIVE SEED MIX

- | | |
|----------------------|-----------------------------------------------------|
| MOUNTAIN BROME | <i>Bromus marginatus</i> |
| SLENDER WHEATGRASS | <i>Elymus trachycaulus</i> ssp. <i>trachycaulus</i> |
| SANDBERG BLUEGRASS | <i>Poa secunda</i> ssp. <i>sandbergii</i> |
| BIG BLUEGRASS | <i>Poa secunda</i> ssp. <i>amplex</i> |
| SHEEP FESCUE | <i>Festuca ovina</i> |
| WESTERN WHEATGRASS | <i>Pascopyrum smithii</i> |
| BLUEBUNCH WHEATGRASS | <i>Pseudoroegneria spicata</i> ssp. <i>spicata</i> |
| BASIN BIG SAGEBRUSH | <i>Artemisia tridentata</i> ssp. <i>tridentata</i> |
| RUBBER RABBITBRUSH | <i>Ericameria nauseosa</i> |
| GREEN MORMON TEA | <i>Ephedra viridis</i> |
| BLUE GRAMA GRASS | <i>Bouteloua gracilis</i> |



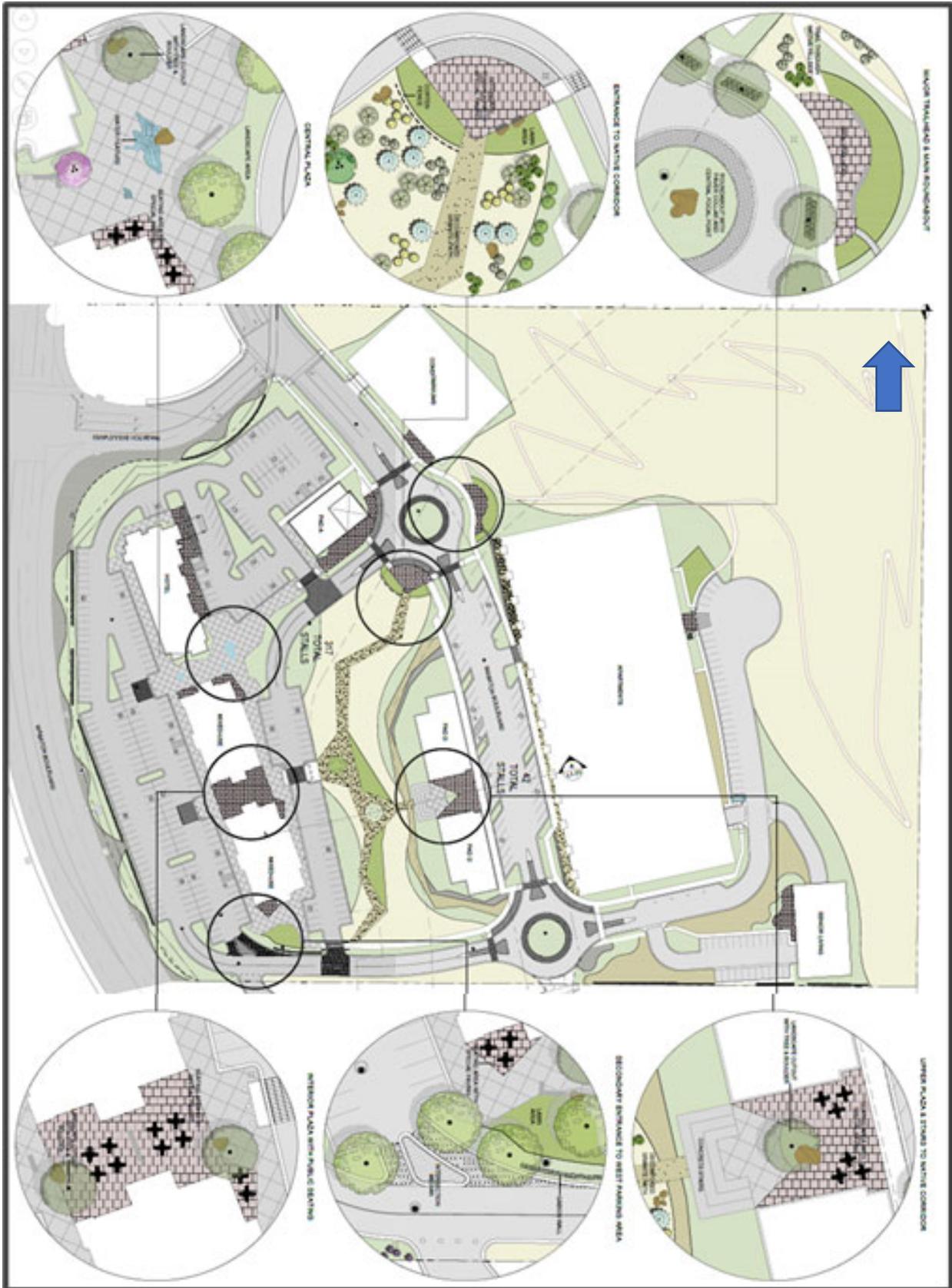


FIGURE 6 LANDSCAPING DETAIL - BUILDING SITE PLAN OUTDATED.

Signage

A MAJOR MONUMENT SIGN
 Monolithic, pitted concrete with the development name engraved into the concrete. Tenant names on removable corten steel plates.

B MAJOR MONUMENT SIGN
 Monolithic, pitted concrete with the development name engraved into the concrete. Does not list tenants.

C SECONDARY MONUMENT SIGN
 Angled corten steel, with letters cut out of the steel and a black powder-coated metal sheet attached to the back of the sign. Lists occupants in each area of development. Map of a given area.

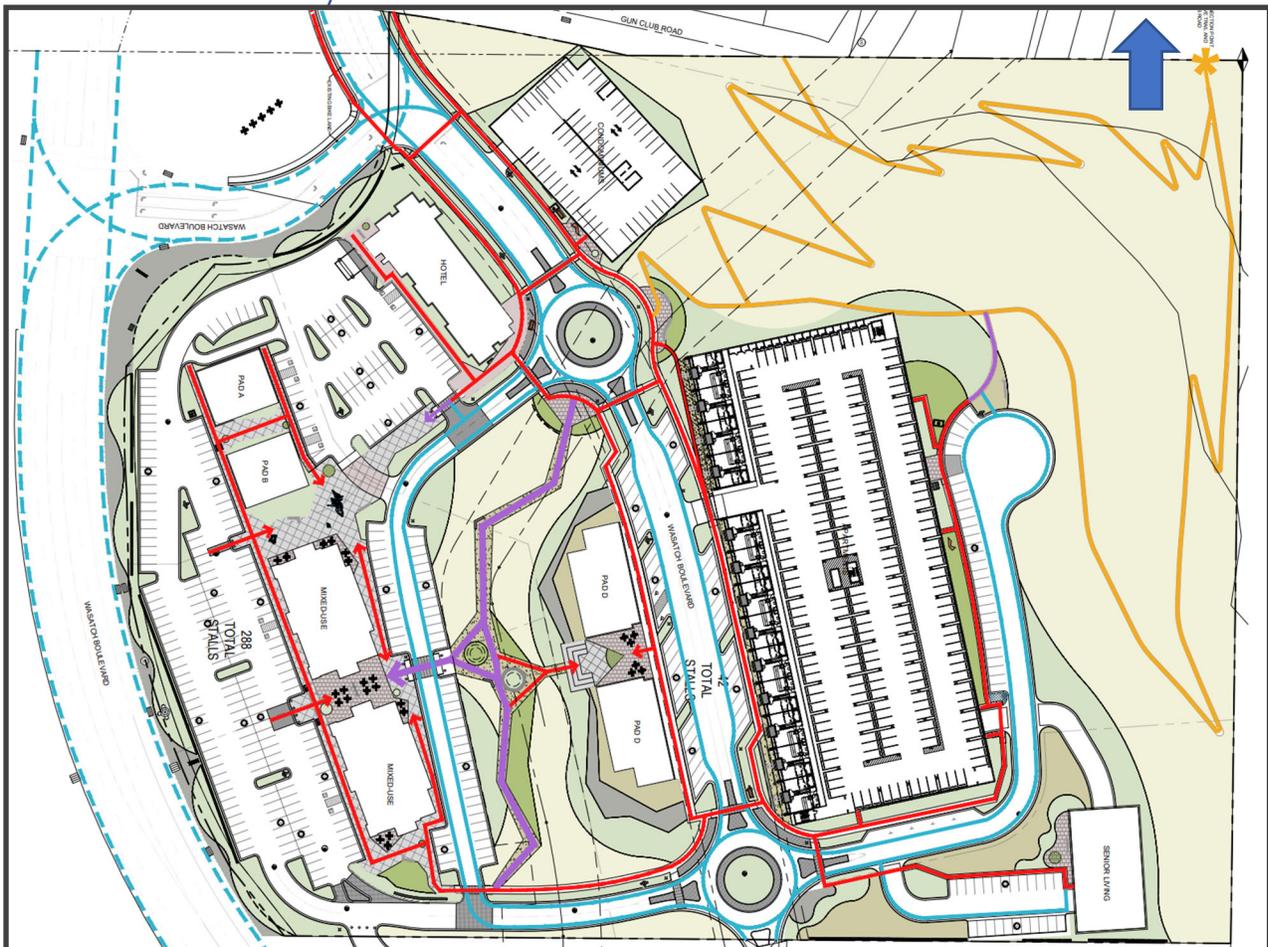
D ADDRESS SIGNS
 For stand-alone buildings. Numbers cut out of corten steel, in a concrete footing.

E DIRECTIONAL SIGNAGE
 Corten steel sheets—attached to a post—with letters cut out of the steel and a black powder-coated metal sheet attached to the back of the corten.

F TRAILHEAD SIGN
 Corten steel slats on a concrete base, with concrete bench seating on the end. Corten steel overhang. Trail and hillside information, with map of trails.

G TRAIL MARKERS
 Corten steel sheet with metal plate attached, wherein the name of the trail, the distance, etc. is listed.

Pedestrian and Bicycle Circulation



CONNECTIVITY

The circulation of bicycle and pedestrian traffic through the site is a defining feature of Wasatch Rock Redevelopment. In addition to the shared biking and walking trails through the retail area, a new on-site trail head will connect the Bonneville Shoreline Trail with the site via a multipurpose trail along Gun Club Road.

The existing bicycle path along Wasatch Boulevard will be rerouted through the Wasatch Rock site, further encouraging passers-by to utilize this unique mixed-use development and increasing access to the multipurpose trails throughout the adjacent hillside.



PEDESTRIAN PATH



BICYCLE PATH



SHARED PEDESTRIAN AND BIKE PATH



NATIVE TRAIL

Street Design

The project calls for a new main collector road to bisect the site and stub into the property southward. Based upon Architectural Review Commission feedback, the street was redesigned with a slower design speed to encourage walking and increasing bicycling. The latest iteration includes the following traffic calming measures:

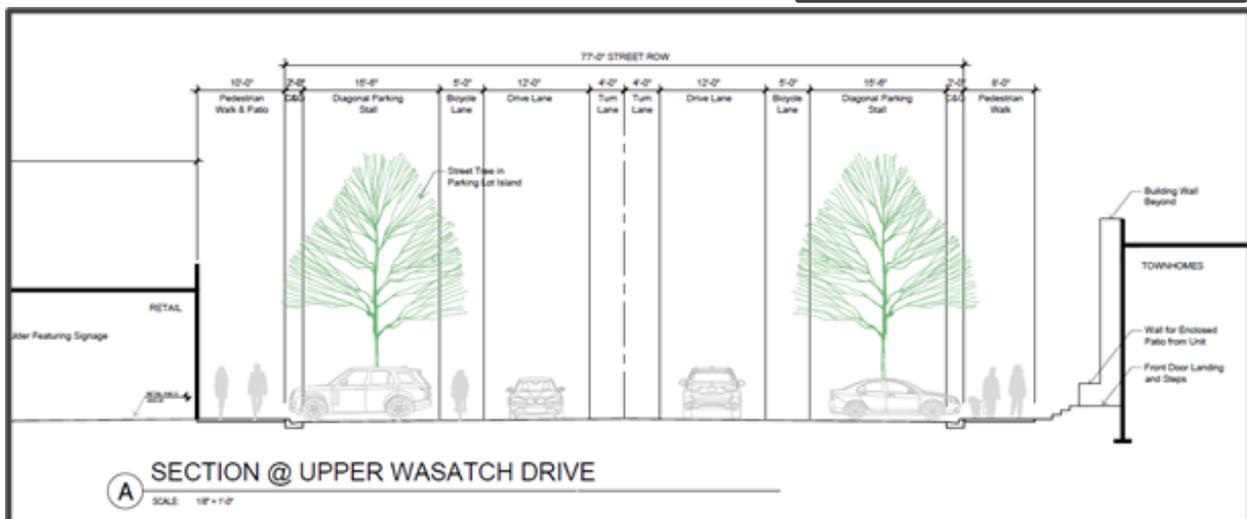
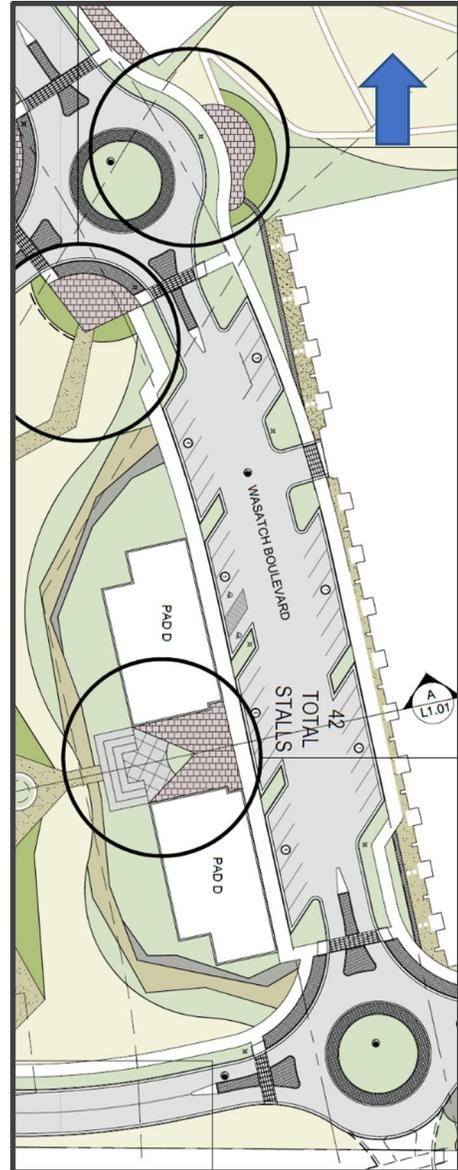
Roundabouts slow down traffic and create safer pedestrian crossings at intersections.

Angled parking on the sides of the street

Transit

Previous presentations to the Planning Commission on this development included a discussion reporting on the applicant's efforts to consider designing a Cottonwood Canyons transit hub in partnership with UDOT. UDOT has selected a preferred site centrally located at the gravel pit south of this site for the future transit hub. A primary consideration for the preferred site is a future centrally located intersection that will allow for efficient ingress/egress onto SR-190 and fewer site constraints allowing for a larger hub facility.

Although the hub is not planned to be at this development site, the site remains in an ideal location for current and future transit service. In addition to being near a planned future mass-transit hub, the site is within just a very short walk to an existing Salt Lake City commuter/Canyon Ski Bus park-and-ride facility to the north.



Vehicular Site Access

The site is primarily accessed via Wasatch Blvd approximately 200 feet from the SR-190 / Millrock Dr / and Wasatch Blvd Intersection. A secondary emergency access is provided for at the Southeast of the site. The property owner has a right of access over the property to the south for this purpose.

Access Onto SR-190

SR-190 is a Utah Department of Transportation (UDOT) highway. The City does not control the ability to add signals or street access onto this route. Staff understanding, based on UDOT State Administrative Rule 930-6-7, that access from this site onto SR-190 would not be permitted, primarily for three reasons:

1. Exceptions for access are not granted when there is a reasonable alternate access. Access onto Wasatch Blvd is a reasonable alternative to SR-190 in this situation.
2. Minimum street spacing from an intersection is 1000 feet and the spacing from Wasatch Blvd centerline to the edge of the property is approximately 800 feet. Signalized intersections require ½ mile of spacing.¹
3. The property south of this site has three streets (one signalized) planned. When developed, the street labeled as “Upper Wasatch” on the development plan will have access to exit the site through these egress points.

Future access to all gravel pit redevelopment sites is likely to occur as shown on Figure 7.

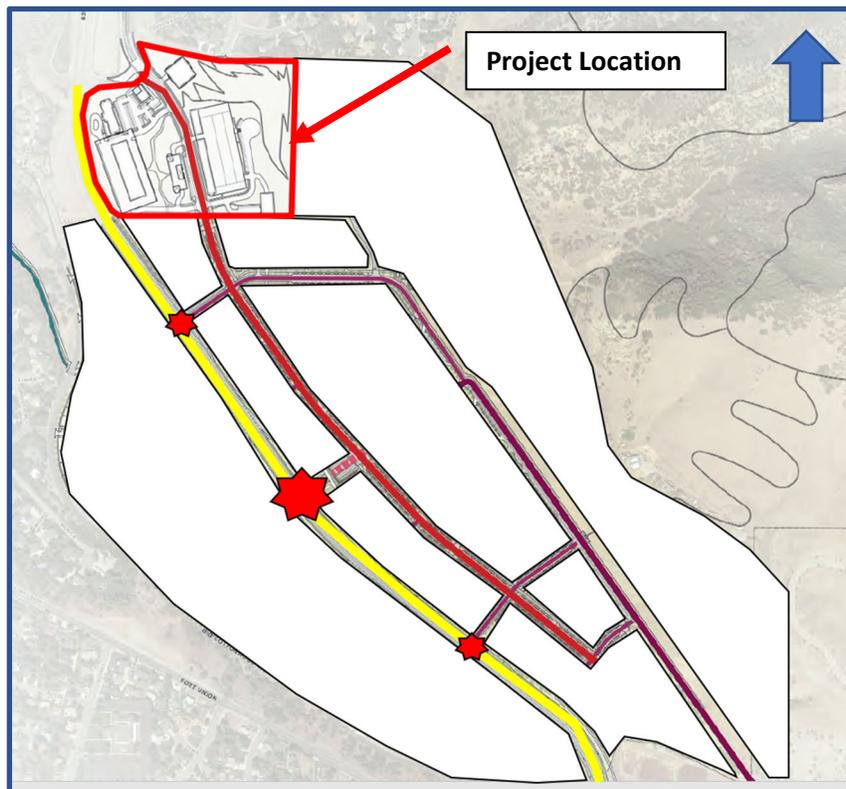


FIGURE 7 - FUTURE ACCESS POINTS FOR GRAVEL PIT REDEVELOPMENT AREAS

¹ UDOT (2013). R930-6. Access Management. Table – 1. Online:
https://www.udot.utah.gov/main_old/uconowner.gf?n=11066229893635233

UDOT has confirmed that additional street access to SR-190 in this location will not be permitted under the rules cited in this report. That could be superseded by the specific access corridor plan being prepared for this location at this time, but is still unlikely to consider access onto SR-190 from this property directly.

Public Works/Engineering Site Plan Topics

The Cottonwood Heights Public Works Department reviews plans for engineering compliance. Because of the nature of the site as a reclamation area, and the size of the development, it is important to confirm that the development plan will work at a high-level design view. Of importance to the city is preliminary grading, geologic, and storm drainage studies. If any of these development aspects end up adjusting overall site layout, densities, and building heights, that must be determined now before the development plan becomes a part of the regulating ordinance. This is to the applicant's benefit to avoid amended site plans that conflict with the adopted ordinance. Further, as the entitlement of this site resides within the zoning parameters that are approved, it is important for the city to not entitle a site development plan by ordinance that would violate other city standards. Attachment 4 is a list of outstanding items that need addressing prior to any final recommendation from the Public Works department.

Site Reclamation

Site reclamation refers to restoring or stabilizing previous gravel pit operations to safe and attractive conditions. The applicant has proposed the following general reclamation strategy for the former gravel pit. The development plan states:

"that the hillside on which the site sits will be re-graded to restore the natural slope.... – smoothing out the hillside -- and then be re-seeded with a native seed mix.... Throughout the site, we will incorporate the native seed mix and other native landscape corridor through the entire site."

The applicant has provided additional details on the initial preliminary grading plan on the strategy to reclaim the slope as shown in Figure 9.

Reclamation Vegetation

See Figure 5 for details on the vegetation proposed for the hillside. Mature vegetation assist hillside stability, although establishment must be carefully done as to water avoid run-off and soil oversaturation.

Additional Reclamation Information Needed

Public works is requesting additional planning on the reclamation prior to providing a recommendation on the development plan. The reclamation plan shall include at a minimum:

- Scope of the disturbed areas
- Drainage impact to native vegetation
- Slope stabilization methods and compaction requirements
- Erosion control methods and Revegetation Plan

Recommended Reclamation Ordinance Details

Planning staff proposes that specific reclamation standards are incorporated into the PDD ordinance. These will be developed when more details are received.

Geologic Site Constraints

Due to two factors, the site's building area is highly constrained as illustrated below:

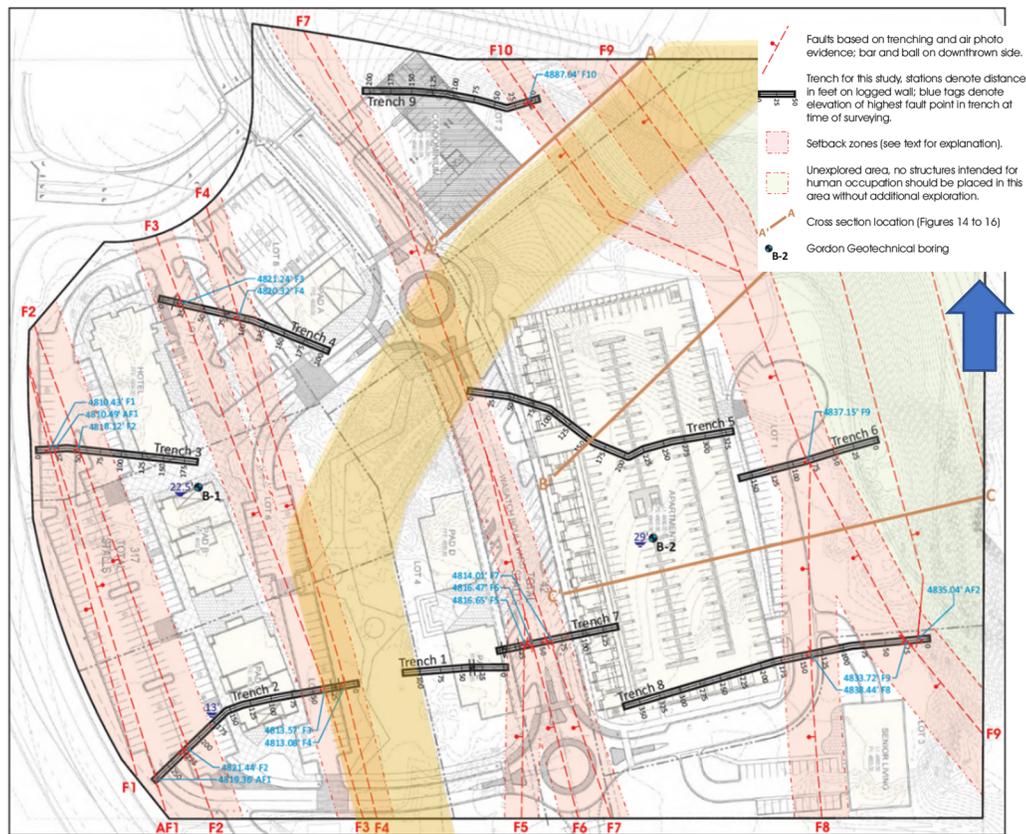


Figure 9- Major Site Constraints – Red: Fault Setback Area. Orange: MDWSS Salt Lake Aqueduct

1 **MINUTES OF THE COTTONWOOD HEIGHTS CITY**
2 **PLANNING COMMISSION WORK MEETING**

3
4 **Wednesday, July 1, 2020**

5 **5:00 p.m.**

6 **Conducted Electronically**
7

8 ***ATTENDANCE***
9

10 **Members Present:** Acting Chair Chris Coutts, Sue Ryser, Jesse Allen, Douglas Rhodes, Bob
11 Wilde, Dan Mills
12

13 **Staff Present:** CED Director Michael Johnson, Senior City Planner Matthew Taylor, City
14 Planner Andy Hulka, City Attorney Shane Topham, Deputy City Recorder
15 Heather Sundquist
16

17 **Others:** Delmas Johnson, Dimond Zollinger, Holly Mullen, Jesse Stewart
18

19 **WORK MEETING**
20

21 In the absence of Chair Graig Griffin, Acting Chair Chris Coutts called the Work Meeting to order
22 at approximately 5:00 p.m.
23

24 **1.0 Planning Commission Business.**
25

26 **1.1 Review Business Meeting Agenda**
27

28 The agenda items were reviewed and discussed.
29

30 City Planner, Andy Hulka presented the first item and stated that the matter was on last month's
31 agenda. The request is for a Conditional Use Permit for a wireless telecommunication facility at
32 8800 South King Hill Drive #A. The matter was continued to allow the applicant additional time
33 to work with the property owner and local residents on issues that were raised. Mr. Hulka reported
34 that two items are being considered. The first is the conditional use for the wireless
35 telecommunication facility. The other includes reductions in the minimum yard requirements for
36 public use. A map of the subject property was displayed. It was noted that there is currently an
37 underground facility. The property is in the F-1-21 zone.
38

39 Mr. Hulka stated that there may be some changes to the proposed site plan. What is proposed is a
40 new facility with an above-ground entrance. The new above-ground entrance will have an antenna
41 on the roof that will be approximately 14 feet tall with an additional 10 feet for the antenna above.
42 The Code does not allow accessory structures to exceed 20 feet in height. The antenna was
43 proposed to be on top of the roof of the new structure. He noted that roof-mounted antennas are
44 required to be stealth facilities. Examples of stealth facilities were displayed.
45

1 Mr. Hulka reported that it is also a requirement that accessory buildings be in the rear yard behind
2 the structure. In this case, it is proposed in a side yard, which would normally not be allowed.
3 Because it is a public use, there is an exception in the Code that allows the Planning Commission
4 to reduce the setback requirements. Mr. Hulka reviewed the recommended conditions of approval
5 set forth in the staff report.

6
7 It was noted that the objections primarily pertained to the antenna. Mr. Hulka explained that the
8 antenna is on private property and there is an easement for the pump station. The applicant, Salt
9 Lake City, feels that the easement is comprehensive enough to cover this project, which is a
10 rehabilitation project for the existing station. Some residents disagreed. Staff added an additional
11 condition of approval that requires the City Attorney to review the request and ensure that adequate
12 documentation is received.

13
14 Mr. Hulka reported that the request is for a conditional use, which is entitled to approval. The
15 Planning Commission can impose reasonable conditions to mitigate any perceived negative
16 impact. A stealth structure for the antenna could mitigate a negative impact. A condition to
17 mitigate is intended to demonstrate that within the public utility easement, they have the legal right
18 to do what is proposed to fully comply with the Code. In response to a question raised, City
19 Attorney, Shane Topham commented that the easement contains language permitting replacement
20 of the existing facilities. There are also Land Use, Development, and Management Act
21 (“LUDMA”) provisions that allow the benefit to be given to the applicant in the event of close
22 calls. It was noted that a copy of the easement was emailed to the Commission Members for their
23 review.

24
25 The issue of disguising the antenna was raised. Jesse Stewart, Deputy Director of Public Utilities,
26 stated that they intend to paint the antenna green, brown, or camouflage or other color deemed
27 acceptable to the City. Project Manager, Dimond Zollinger, stated that when he began working on
28 the project in the Fall of 2019, the design was about 60% complete. They met with the property
29 owner and proceeded with the design work. Once complete, they discovered that the height of the
30 antenna was an issue. The property owner did not object to the above-ground structure but asked
31 that they match the siding and roofing of the building to his home. There was also a drainage sump
32 on the site and the property owner wanted to place a shed in that location. As a result, the site was
33 redesigned and the drainage sump moved. Several other features of the site were adjusted as well.

34
35 Mr. Stewart stated that the height of the antenna was also lowered. The signal was to be relayed
36 from another facility to their main compound. Doing so allowed them to reduce the height of the
37 pole. Utilizing a stealth tower in the form of a pine tree was being considered. Although most
38 costly, the issue was aesthetics. Mr. Zollinger stated that the residents are more concerned about
39 their views being obstructed than the appearance of the pole. In some cases, poles disguised as
40 pine trees create more obstruction.

41
42 Height issues were discussed. After review by the State Engineer, the applicants were confident
43 that they can place the facility less than 20 feet above natural grade. It was suggested that the
44 applicants continue to work with the community on how best to camouflage the pole.

1 Senior City Planner, Matthew Taylor presented the next agenda item regarding the Wasatch Rock
2 redevelopment located at 6695 South Wasatch Boulevard. The area was previously was formerly
3 a gravel pit. The current zoning is F-1-21 one-half acre residential. Since 2005, the plan for the
4 property has been for a mixed-use area. The Wasatch Boulevard Master Plan was adopted last
5 July with the intent being to look at the future of SR-190/Wasatch Boulevard.
6

7 Mr. Taylor reported that in 2015, the City adopted the Planned Development District Ordinance
8 and identified three tiers of development intensity. The new zoning ordinance serves as a new law
9 governing the development of a defined area of land. The zoning map will be changed to identify
10 this area. A PDD differs from most zoning ordinances and will only be applied to that location.
11 The development plan requires each phase of the development to conform to what is in the
12 ordinance. Mr. Taylor described a scenario regarding special residential zoning.
13

14 Mr. Taylor explained that there is already a General Plan and policies in place with a master plan
15 as an addendum to the general plan. They have also been to the Architectural Review Commission
16 several times. The matter was before the Commission tonight because the applicant requested a
17 public hearing and there are outstanding issues to be addressed. Staff did not feel that the matter
18 was ready to move forward for a positive recommendation. Noticing issues were discussed. It
19 was noted that the general noticing standards were followed for this meeting. A continuance was
20 sought because there are still engineering details to be worked out. The Public Works Department
21 also would like to be able to provide a positive recommendation. Outstanding issues pertained to
22 drainage, storm drainage issues. Site reclamation also needed to be done.
23

24 Mr. Taylor reported that over the last year, the project has changed in terms of the size, scale, and
25 location of the buildings. The primary street and internal driveways have also been amended from
26 Architectural Review Commission feedback. As a result, the earlier drawings do not match the
27 current site plan.
28

29 There were many public comments submitted with concerns about traffic. Mr. Taylor suspected
30 that a revision will be needed to the Traffic Study and there was uncertainty in terms of what the
31 Utah Department of Transportation (“UDOT”) will allow in the future. Efforts were being made
32 to set up a meeting with UDOT to confirm possibilities regarding the access to the south.
33

34 Mr. Taylor reported that shared parking is available on the site and is encouraged. Staff continued
35 to work on the Shared Parking Analysis.
36

37 Overall, the proposed development fulfills the objectives of the General Plan but he wanted to
38 provide a detailed analysis. There is also a disparity in terms of the affordable housing
39 requirements. Staff would continue to work with the applicant on that issue. Staff continued to
40 work with the City of Holladay, UDOT, and the Salt Lake and Sandy Water District.
41

42 **1.2 Additional Discussion Items.**

43

44 Mr. Taylor was asked to address the Gateway Overlay District and the sensitive lands area and
45 describe how the proposed development conforms to both. Sue Ryser recalled that when the
46 project was first submitted, the applicants promised to provide five different elevation drawings.

1 Before proceeding to the public hearing, she wanted to see the applicants provide the elevation
2 drawings from the northwest corner at street level as well as the southwest corner at street level.
3 Mr. Taylor explained that staff had some older elevations that were submitted previously and are
4 substantially different from the current site plan. Sue Ryser was of the opinion that the
5 Commission has the obligation to provide that information to the public and noted that this project
6 is substantially different from any other. She wanted to make sure that the public can visualize the
7 concept.

8
9 It was acknowledged that the residents recognize that there is going to be increased traffic on that
10 north side. Links were provided for information on specific plans and are updated as new
11 information comes in. Another round of mailers will be sent out as well to allay any
12 misconceptions. Mr. Taylor stated that public comments can be submitted through the website but
13 direct email was the best method. Mr. Taylor reported planned to create a project-specific website
14 with the same information.

15
16 **2.0 Adjournment.**

17
18 *Commissioner Mills moved to adjourn the Work Session. Commissioner Ryser seconded the*
19 *motion. The motion passed with the unanimous consent of the Commission.*

20
21 The Work Session adjourned at approximately 6:00 p.m.

1 **MINUTES OF THE COTTONWOOD HEIGHTS CITY**
2 **PLANNING COMMISSION BUSINESS MEETING**

3
4 **Wednesday, July 1, 2020**
5 **6:00 p.m.**
6 **Conducted Electronically**
7

8 ***ATTENDANCE***
9

10 **Members Present:** Acting Chair Chris Coutts, Sue Ryser, Jesse Allen, Douglas Rhodes, Bob
11 Wilde, Dan Mills
12

13 **Staff Present:** CED Director Michael Johnson, Senior City Planner Matthew Taylor, City
14 Planner Andy Hulka, City Attorney Shane Topham, Deputy City Recorder
15 Heather Sundquist
16

17 **Others:** Delmas Johnson, Dimond Zollinger, Holly Mullen, Jesse Stewart, Adam
18 Davis, Sharon Turner, Thomas Henroid, Jory Walker, Ryan Hales, Serra
19 Lakomski, Scott Schoonover
20

21 **BUSINESS MEETING**
22

23 In the absence of Chair Graig Griffin, Acting Chair Chris Coutts called the Business Meeting to
24 order at approximately 6:00 p.m.
25

26 **1.0 Welcome and Acknowledgments.**
27

28 Chair Coutts welcomed those in attendance and read the opening statement regarding the reason
29 for the electronic meeting.
30

31 **1.1 Ex Parte Communications or Conflicts of Interest to Disclose.**
32

33 There were no conflicts.
34

35 **2.0 General Public Comment**
36

37 There were no public comments.
38

1 **3.0 Business Items**

2
3 **3.1 (Project CUP-20-009) A Public Hearing and Possible Action on a Request**
4 **from Dimond Zollinger (Salt Lake City Department of Public Utilities) for a**
5 **Conditional Use Permit for Wireless Telecommunication Facility (Roof-**
6 **Mounted Antenna) and a Reduction to the Minimum Yard Requirements for**
7 **a Public Use at 8800 South Kings Hill Drive #A in the F-1-21 - Foothill**
8 **Residential Zone.**
9

10 City Planner, Andrew Hulka, presented the staff report and stated that the request is for a
11 Conditional Use Permit for a wireless telecommunication facility and a reduction to the minimum
12 yard requirements for public use at 8800 South Kings Hill Dr. #A. The property is located off of
13 a private lane and pertains to a water pump that is currently underground and serves four units in
14 the subdivision. Photos of the site were displayed. He noted that there is an existing pump station
15 on the site that is currently underground. The request is for an update to the existing facility with
16 new equipment, part of which is an above-ground entrance structure with stairs for maintenance
17 workers to access the facility. An antenna was also proposed on top of the structure. The privately-
18 owned residential property is located in the F-1-21 Foothill Residential zone.

19
20 Mr. Hulka reported that the proposed structure will be in the same location as the existing facility.
21 There are plans for additional retaining, a storage shed for the property owner, and a gas-powered
22 generator. An updated site plan will be coming from the applicant who has worked with the
23 property owner to find a different location for the gas generator to allow additional parking or
24 storage space.

25
26 Mr. Hulka showed a rendering of the north elevation that will be visible from the single-family
27 home. The proposed structure is about 14 feet tall on the lower end and because the property
28 slopes on one end the height on one end will be slightly greater. What is proposed is a 14-foot tall
29 structure with an antenna of up to 10 feet tall. What is proposed is a communications antenna for
30 the Water Department that will allow them to remotely monitor water quality, water pressure, and
31 the status of equipment at the station. Mr. Hulka presented images of the proposed antenna and
32 another Salt Lake City pump station with an antenna.

33
34 Mr. Hulka explained that the ordinance requires a stealth facility for the wireless antenna. He
35 referenced the definition of a stealth facility, which is camouflaged to blend in with its
36 surroundings to be indistinguishable by the casual observer from the structure on which it is placed
37 or the surroundings in which it is located. Examples of stealth facilities include antennas that are
38 disguised as flagpoles, indigenous trees, rocks, or architectural elements.

39
40 Mr. Hulka stated that the structure proposed to be located in the side yard of the single-family
41 home. Typically, detached structures such as sheds or a detached garage are not allowed in a side
42 yard, but because this is for a public facility, there is an exception in the Code that allows the yard
43 requirements to be reduced by the Planning Commission. The Planning Commission cannot
44 authorize a reduction in the yard requirements if the rule for additional height is in use. In this
45 case, it is not. A reduction will not be authorized unless evidence is presented that establishes that
46 the reduction will not under the circumstances of the particular case be detrimental to the health,

1 safety, or general welfare of persons residing or working in the vicinity or be injurious to property
2 or improvements in the vicinity. Staff received a substantial amount of public comment.

3
4 CED Director, Michael Johnson reported that he would read verbatim the public comments
5 received by email prior to 5:00 p.m. today. The comments would be emailed to the Commission
6 Members after they are read into the record. Comments received after 5:00 p.m. would be emailed
7 to the Commission but not read into the record. Mr. Johnson reported that the matter was originally
8 scheduled for a public hearing on June 3 and continued. Because that meeting was not held, the
9 residents were not able to physically be present to comment. Mr. Johnson read the comments from
10 the June 3 meeting as well as those received after June 3.

11
12 *Theodora Sakata* expressed concern over a recent department of public facilities request to place
13 a wireless telecommunications facility at 8800 South Kings Hill Drive. She has received few
14 details on what the facility will entail, what construction will be required, and zoning and
15 environmental details. As a homeowner/resident without air conditioning, the local trees play an
16 important role in keeping their property habitable in the summer. She believed that such an
17 installation would create a visual blight on the landscape and threaten property values. She
18 questioned what type of machinery is required to make improvements on the drinking water pump
19 and if this will set a precedent for other uses that are similarly zoned.

20
21 *Dean Moncur* reported that VHF communication is not less susceptible to hacking than cell phone
22 or wireless systems using strong passwords. He believed that VHF communications are less secure
23 than Wi-Fi and cell systems. He expressed opposition to the proposed antennae.

24
25 *Jason Ehrhart* reported that he taught Science of Crypto during his work in the high-tech industry
26 and worked for Netscape when the initial protocol SSL/TLS was invented. During that time, he
27 worked with many organizations within the security industry. He has worked on security projects
28 in the financial services and healthcare industries as well. Mr. Ehrhart stated that the networking
29 stack should not matter if it is done by a wired connection or wireless such as a radio or Wi-Fi.
30 During the second Iraq War, 128-bit symmetrical keys were broken and the National Security
31 Agency (“NSA”) no longer recommends them for use in security matters. He explained that a
32 determined hacker can break wired or wireless signals given enough time and effort. The
33 Department of Defense (“DOD”) manages this risk by compartmentalizing each access point. If
34 such a determined attacker manages to gain access to the network, it has access to nearly nothing
35 else in the network. He stated that if a person manages to gain access to the pump station, it would
36 be rather obvious especially because it sits in his neighbors’ yard. He believed access to a wireless
37 signal can happen from a living room and be somewhat less obvious. He was in favor of an
38 underground internet connection, which would be considerably less expensive and equally secure.
39 He was aware of the neighbor whose yard this would directly impact and he was not happy with
40 the proposal.

41
42 *Kevin Farley* reported that he moved to his current property in 2015 mainly due to the existing
43 trees in the neighborhood and on his property. He was opposed to the idea of having trees trimmed
44 to maintain antennae reception and believed it was aesthetically undesirable and does not blend in
45 with the natural surroundings.

1 *Tyler Harris* stated they have operated in good faith with the Water Department throughout the
2 project; however, they remain unwilling to budge on the addition of some equipment. They feel it
3 is extremely unnecessary and will potentially harm their property value. He indicated that they do
4 not wish to hold up progress on the majority of the project but are not willing to accept what is
5 proposed without a fight. He explained that they still oppose the addition of an antenna and will
6 be discussing legal options and hiring legal counsel to represent them going forward. The Water
7 Department discussed possible locations for their backup generator but he had not received a final
8 answer as to the placement.

9 Mr. Johnson reported that the following comments were received before June 3.

10
11 *Tyler and Jessica Harris* are residents of Kings Hill Drive, which is the subject property. Salt Lake
12 City Water plans to install a building with a large roof antenna and gas-powered generator adjacent
13 to their property. He emphasized that it is not a utility yard and is where his children play. The
14 pump house services four homes and the contract is very clear. It is only intended to serve his
15 small community. They have never had an outage cause them to go without water or had anyone
16 attempt to tamper with the facility. He believed the proposal is not only a significant investment,
17 but fiscally irresponsible, exceedingly inconvenient, and potentially dangerous. He expressed
18 opposition to the request.

19
20 *Suzanne Harris* identified herself as the current and original homeowner of 8800 South Kings Hill
21 Drive #A. The pump house in question has existed on her property during the entire 40 years she
22 has lived at this location. She has gone through considerable expense over the years to provide
23 the Water Department with easier access to and around the pump house. They have done their best
24 to work with Dimond Zollinger to reach a mutually beneficial agreement on the renovation. She
25 understood that a main door and improved stairway is in the best interest of the City's employees
26 and was willing to make that concession on their behalf. However, a tall antenna is out of the
27 question and this type of unsightly technology has never and will never be welcomed or necessary
28 in her small, secluded, and secure community. She believed there was no basis for a security
29 argument and opposed the addition of a generator as well as the antennae.

30
31 *Kevin Farley* gave his address as 8763 South Kings Hill Drive adjacent to the property in question.
32 He asked if his driveway will be used for access to construction and wondered where they park.
33 He also asked if the antennae require trees on his property to be trimmed or limited if it will restrict
34 his ability to modify his home or garage in the future, whether it will attract lighting, and if the
35 new pump house will generate noise. He also asked if there will be an interruption of utilities
36 during construction.

37
38 *Hallie and Matt Yurick* expressed opposition to the wireless telecommunications facility being
39 placed at 8800 Kings Hill Drive #A.

40
41 *Michelle Lewis* was confused as to how the project can be proposed without the consent of the
42 homeowner. She expressed concern with what this abuse of power will mean for their
43 neighborhood.

44
45 *Nicholas Chachas* gave his address as 8800 Kings Hill Drive #B and was opposed to the
46 installation of the proposed antennae. He stated that they purchased their home to get away from

1 these types of things. He believed that if communication is a necessity, there must be a more
2 modern and appropriate way as it will disrupt their view and is unsightly. Communication had
3 been done personally by the Water Company and paid for with tax dollars. He stressed that the
4 proposed antennae is not acceptable.

5
6 *Dean Moncur* was strongly opposed to the proposed antennae located at 8800 Kings Hill Drive
7 #A. He stated that the home has existed over four decades without the proposed antennae, which
8 is neither necessary nor desired. He understood and accepted the possible risk of not having water
9 to a few homes in the event of an outage. He opposed the unwanted and unneeded antennae.

10
11 *Jackie McDowell* expressed opposition to the proposed telecommunications antennae going up on
12 a private home without the homeowner's consent and was unsure as to how it could even be
13 considered.

14
15 *Jason Ehrhart* gave his address as 8795 Kings Hill Drive and asked why the proposal cannot
16 include an in-ground internet connection that would cost far less and be far less intrusive to a
17 private household. He believed a direct connection would be a less expensive option. Since
18 communication no longer goes over airways, it would be a higher security solution as well.

19
20 *Freddy Fredrickson* asked the City to reconsider the obstruction caused and beauty lost by adding
21 an unnecessary tower in Smith Canyon. He has lived at the Mouth of the Canyon for 15 years and
22 enjoys its beauty.

23
24 Commissioner Ryser asked if the pump station only serves four homes why so much is being
25 invested.

26
27 Mr. Hulka stated that the present station is several decades old and there are concerns regarding
28 having underground access and general updating. He believed the antennae is part of a wider,
29 larger system Salt Lake City utilizes for monitoring all of their facilities.

30
31 Commissioner Ryser asked for clarification regarding the expense being put into the project for
32 only four homes.

33
34 *Jesse Stewart* from Salt Lake City Public Utilities reported that they examine their infrastructure
35 and how it affects their workers as well as general public health and safety. Workers visit the site
36 multiple times per week and with the SCADA system, they would be able to see the site remotely.
37 If an additional trip were necessary, they would have an advanced warning to do so. He pointed
38 out that although there are only four customers, they take their health and safety seriously. This
39 not only provides the necessary culinary water but the fire flow needed. Updating the pump station
40 is addressed based on their condition. He explained that the station would be replaced with new
41 pumps, piping, and a new SCADA system brought above ground for worker and community safety.
42 It is a critical piece of infrastructure and aging is also taken into consideration. It is visited at least
43 once per week regardless of whether there is a full entrance or not.

44
45 Commissioner Wilde expressed concern with the language in the easement regarding the right-of-
46 way. It specifies that the easement may be used for installation, maintenance, replacement, and

1 repair of the pump station. Based on what currently exists, he questioned whether the proposed
2 antennae is a replacement.

3
4 Mr. Stewart stated that once they touch the pump structures, they must meet current codes and
5 standards. Water codes as well as electrical code issues must be met. He confirmed they are not
6 replacing it as-is and are replacing it to meet additional codes and to address worker safety.

7
8 Commissioner Wilde noted that on pages 7 and 8 of the staff analysis the application is described
9 as “generally compliant”. He believed that meant that they may be generally compliant but not
10 specifically compliant. Based on the proposed verbiage and the fact that it is not compliant, there
11 was some question as to whether they want to overlook what the ordinance states and agree that
12 close is good enough. He asked how they will decide on future applications when the standard
13 will be what is written or decide that close is good enough.

14
15 Mr. Hulka believed the intent was not to push anything through and stated that the language is
16 standard in staff reports. The report referred to how much the height of the antennae would need
17 to be reduced to meet the standards. They would comply with the conditions, which are certified
18 by an Engineer and determined to meet stealth facility requirements. Staff will ensure that all
19 appropriate requirements are met.

20
21 Commissioner Coutts reviewed staff’s conditions and wanted to make sure that the following are
22 considered:

- 23
24 1. A building permit must be obtained from the City prior to construction of the
25 facility.
- 26
27 2. As part of the building permit application, the applicant must submit a Certificate
28 from a licensed Professional Engineer certifying that the design of the facility meets
29 all applicable standards, including, but not limited to electrical safety, material, and
30 design integrity, seismic safety, etc.
- 31
32 3. The antennae must be designed as a stealth facility, which is camouflaged to blend
33 in with its surroundings to such an extent that it is indistinguishable by the casual
34 observer from the structure on which it is placed or the surrounding in which it is
35 located. The antenna may be disguised as a flagpole, designed as part of an
36 architectural element such as a steeple or chimney, or otherwise camouflaged with
37 materials and colors that blend in with the surrounding area as approved by the
38 Planning Commission.
- 39
40 4. On no more than one occasion within six months after the facility has been
41 constructed, the Planning Commission or Planning Department may require the
42 color be changed if it is determined that the original color does not blend in with
43 the surroundings.
- 44
45 5. The roof-mounted antenna shall not vary from the height requirements for
46 accessory structures in the F-1-21 zone. The distance from the top of the antenna to

1 the average natural grade of the above-ground entrance structure must not exceed
2 20 feet.

- 3
- 4 6. Continuous outside lighting of the facility is prohibited.
- 5
- 6 7. Any existing landscaping disturbed or removed during the construction process
7 must be repaired or replaced by the applicant.
- 8
- 9 8. All utility lines on the lot leading to the accessory building and antenna structure
10 shall be underground.
- 11
- 12 9. The applicant shall provide proof of legal right to build in the existing pump station
13 easement or appropriate owner's consent to build as proposed, subject to approval
14 of the City Attorney.
- 15

16 Commissioner Ryser asked if an additional condition should be added regarding what is
17 appropriate for a stealth antenna.

18

19 Holly Mullen, Communications and Public Engagement Manager for Salt Lake City Public
20 Utilities, emphasized that they do this regularly with neighborhoods and communities in terms of
21 coming to a consensus. She visited the site with Dimond Zollinger to meet with the Harris family
22 to discuss the proposed project. She stated that Ms. Zollinger has continued to meet with the
23 Harrises and others in the area and are committed and understand that these types of issues cannot
24 be forced. She stated that they are committed to working with the residents.

25

26 Commissioner Allen expressed concern with adding language about the community. He
27 understood the intent to gain consensus from neighbors and making sure it is appropriate. He was
28 unsure how to quantify what is meant by neighbors and consensus. He believed the language was
29 too vague. He suggested that the color be evaluated after 12 months to allow the neighbors to
30 evaluate and understand what is most appropriate.

31

32 Commissioner Ryser agreed with the idea of 12 months and suggested it return to the Planning
33 Department rather than the Planning Commission. City Attorney, Shane Topham stated that the
34 Planning Commission can delegate to staff.

35

36 Commissioner Wilde believed what has been presented does not rise to the level of a stealth
37 facility. Commissioner Allen stated that the concern comes down to the antennae and the
38 technology involved, which is not within the purview of the Commission. He asked if there is a
39 professional that could evaluate the technology to verify that the antenna is the best method moving
40 forward.

41

42 The applicant confirmed that they have had discussions with industry experts who confirmed that
43 this is a technology used throughout their system. The system runs from Cottonwood Heights to
44 the Salt Lake Airport and includes multiple pump stations. What is proposed is standard for the
45 system and industry.

46

1 In response to a question raised, Mr. Topham confirmed that he prefers to reference the easement
2 document. The inclusion of a concept replacement, whether that includes the concept of
3 refurbishment or upgrade, would be the issue. An easement is the type of property interest that he
4 believed to be the overarching theme. He stated that the fact that they are having this discussion
5 shows that there is some grey area. Ultimately, the question is whether the Commission feels
6 comfortable with the conditions being imposed and is willing to address the anticipated detrimental
7 effects. Doing so will allow a pathway forward for the City to make the final decisions.
8

9 Commissioner Rhodes asked about the recommendation that the City meet with homeowners to
10 reach a solution. She believed it was the four homeowners the antennae would serve who were
11 opposed to it.
12

13 Mr. Hulka stated that Salt Lake City has met with the neighborhood and immediate property
14 owners on several occasions. He spoke with Tyler Harris who stated that they do not want the
15 antennae. Mr. Hulka reviewed the proposed conditions with Mr. Harris who declined to make a
16 recommendation due to their opposition to the antennae. Relocation of the generator was
17 suggested.
18

19 Mr. Topham pointed out that there is not a requirement under State law for all residents to be happy.
20 Instead, the Planning Commission is charged with looking at the application, determine the
21 reasonably anticipated detrimental impacts of the application, and decide if conditions can be
22 imposed to reasonably mitigate them. He would be hesitant, if asked, to say that getting the
23 consensus of all residents should be asked of the applicant. The Commission is charged with
24 making the difficult decision under the conditional use.
25

26 Commissioner Wilde did not consider what is proposed to be a stealth facility. The City has
27 indicated that they will complete the upgrades and come back and check on it later. He suggested
28 that the City define a stealth facility.
29

30 **MOTION:** Commissioner Wilde moved to table the matter until the next meeting. Commissioner
31 Mills seconded the motion. Vote on motion: Commissioner Ryser-Aye, Commissioner Mills-Aye,
32 Commissioner Wilde-Aye, Commissioner Allen-Abstain, Commissioner Rhodes-Aye, Acting
33 Chair Coutts-Aye. The motion passed unanimously with one abstention.
34

35 **3.2 (Project PDD-19-001) A Public Hearing Request from AJ Rock, LLC, for an**
36 **Ordinance Amendment, Zone Map Amendment, and Approval of a**
37 **Development Plan for Approximately 21.5 Acres of Property located at 6695**
38 **South Wasatch Boulevard Utilizing the City’s Planned Development District**
39 **(PDD) Ordinance and Changing the Zoning Designation from F-1-21 (Foothill**
40 **Residential) to PDD-2 (this is a zoning designation prepared specifically for**
41 **the subject property by the applicant, within the guidelines of Chapter 19.51**
42 **of the City’s Zoning Ordinance).**
43

44 City Planner, Matt Taylor presented the staff report and stated that the above is a request from AJ
45 Rock, LLC, for an ordinance amendment, zone map amendment and approval of a development
46 plan for approximately 21.5 acres of property located at 6695 South Wasatch Boulevard utilizing

1 the City's Planned Development District (PDD) Ordinance and changing the zoning designation
2 from F-1-21 (Foothill Residential) to PDD-2. It was noted that the PDD-2 is a zoning designation
3 prepared specifically for the subject property by the applicant, within the guidelines of Chapter
4 19.51 of the City's Zoning Ordinance. The subject property is commonly called the AJ Rock
5 gravel pit.
6

7 Aerial photographs were presented. Mr. Taylor stated that the gravel pit has outlived its usefulness
8 as a gravel pit operation and the developer is now looking at a redevelopment proposal. The zoning
9 allows for one-half acre lots. Mr. Taylor stated that that often when these types of zones are put
10 in place, they do not wish to expand conforming rights to a property owner that may be rendered
11 non-conforming. Because this area is essentially a clean slate, it provides tremendous opportunity
12 for the Cottonwood Height community to fill the facility and land use needs that are not currently
13 met within the existing fabric of the City. Potential land uses and businesses appropriate areas
14 include hotels, restaurants, clubs, coffee shops, art galleries, bookstores, and other retail businesses
15 similar to that of Park City's Main Street.
16

17 In addition to the General Plan, Mr. Taylor stated that the City has developed another Master Plan.
18 It was adopted specifically by the City Council last July as an appendix to the General Plan. A
19 graphic from the plan was reviewed. He explained that the plan depicts the gravel pit developed
20 as a walkable urban space. Other ideas promoted in the plan include mountain recreation park
21 features such as mountain biking, rock climbing, lift gondola, day lodge, food, beverage and retail
22 services, recreation park, hotels, connective street network and that the development is a mix of
23 housing, office and retail. Transit options were described.
24

25 Mr. Taylor depicted highlights and stated that the aesthetic embrace of the natural hillside should
26 be merged with urban building materials and design that is suitable for a bustling place with
27 commerce and mixed-use development. The plan includes the development of a streetscape that
28 is inviting to pedestrian, walkers, and encourages active transportation as well as building
29 frontages, which engage the public, create interest, and human connection. He confirmed that the
30 full Master Plan is available online.
31

32 Mr. Taylor reported that the City adopted a tool called the Planned Development District (PDD)
33 in 2015 that was intended to be a redevelopment tool. It has three tiers with Tier 1 being the most
34 intense use. The typical land use designation includes a zoning ordinance that is a collection of
35 laws that are codified and organized to give clear instruction to the limits and rights a piece of
36 property has in developing a site. The PDD consists of zones or zoning ordinances that do not yet
37 exist. The General PDD Ordinance gives direction and organization for creating a PDD zone
38 providing basic standards when created.
39

40 Mr. Taylor stated that there are a number of other goals and objectives and staff's feature report
41 will provide an analysis of each. Much of what the developer has proposed aligns with the goal
42 list. Because they are creating a unique zone to facilitate the proposed development, it also seeks
43 to involve the public. In May and July of 2019, the developer and applicant-initiated community
44 workshops that can be found on the City website. Staff has been through multiple substantial
45 updates and introductory meetings with both the Planning Commission and the Architectural
46 Review Commission to get to the current first public hearing stage. He described the public notice

1 process and confirmed that courtesy mailings only go out at the time of public hearings as they are
2 costly. This is typically the only time staff sends an actual piece of mail to property owners.

3
4 Mr. Taylor stated that they will be recommending a continuance and do not ask the Planning
5 Commission to make a recommendation. He explained that moving forward, the Planning
6 Commission will serve as is an advisory body on this issue to the City Council who will
7 recommend a policy change. He believed that further discussion needs to take place to clarify how
8 many would be allowed. Many of the uses on the site have shared parking and he believed it is a
9 good tool for urban planning to allow daytime and nighttime uses to share parking spaces.

10
11 Refinements to the proposed ordinance were next discussed. Mr. Taylor stated that there are a
12 number of items staff desires to amend in the ordinance or propose amending in the ordinance.
13 Additional coordination with the City of Holladay, UDOT, and the Metropolitan Water District of
14 Salt Lake and Sandy was desired. This is an initial public hearing where staff can lay out details,
15 the public can share concerns, and the Planning Commission can identify key issues. He confirmed
16 that all of the plans are available on the Cottonwood Heights Planning Commission agenda website
17 where a quick link will be added in the near future.

18
19 Mr. Taylor reviewed the proposed plan and stated that the hotel and retail pads have moved east
20 to west and the developer has indicated that it is partly due to COVID-19 with less demand in the
21 hotel industry. He stated that there are a number of site constraints limiting the developer's ability
22 in terms of building placement and the potential for the site as well as with the Salt Lake Aqueduct.
23 A visual plan was described.

24
25 Mr. Taylor reported that the applicant has given much thought to landscaping and asked for an
26 amendment to make it consistent with the current site plan. The area between the condominiums
27 and apartments will be a hillside area and where the gravel pit site reclamation will occur. The
28 developer has proposed to grade the slope and level it to more of a 2:1 slope. He confirmed that
29 engineering questions will be reviewed at the next meeting. An elevation profile was reviewed.
30 The Architectural Review Commission ("ARC") granted a Certificate of Design Compliance after
31 several modifications were made in late April and have recommended supplemental design
32 guidelines that will enhance the current guidelines.

33
34 The Commission next reviewed two cross sections of upper Wasatch Drive. Mr. Taylor stated that
35 the ARC feedback provided direction on how to transform the street into a more urban, walkable
36 area where pedestrians can interact with the façades of the buildings. Bike lanes are proposed
37 along with angled parking as reviewed by the City's Traffic Engineer. He explained that the lower
38 cross section would cross through the Salt Lake aqueduct open space. A trail system connecting
39 to the upper areas of the site and will be integrated through the internal bicycle system. Signage
40 was discussed.

41
42 Mr. Taylor stated that the Sensitive Lands Ordinance will apply and further explore how to deal
43 with post gravel pit slopes exceeding 30%.

44
45 Access onto Wasatch Boulevard was next discussed. Mr. Taylor stated that both gravel pits must
46 be considered when planning access into traffic. SR-190 is UDOT-controlled with limited access

1 due to intersection spacing guidelines. It was staff's impression that a full intersection off of SR-
2 190 will not be allowed due to the proximity to an already existing intersection. A Traffic Study
3 was conducted by Hales Engineering and revised after the size of the project was scaled back
4 reflecting fewer traffic trips than originally proposed. Currently, the Traffic Engineer projects 43
5 vehicle trips per day, which is 26% less than the original proposal. Peak times showed 347 trips
6 per hour or roughly five trips per minute. Staff was still unclear on access points south of the site.
7 Staff recommended a continuance.

8
9 Tom Henroid from Rockworth Companies was present representing AJ Rock, LLC. He agreed
10 with the recommendation by staff for a continuance. They would like a list of comprehensive
11 items needed to get staff at a level where they are comfortable making a recommendation. They
12 have responded to the Planning Commission, City Planners, Public Works comments, and the
13 ARC who forwarded a favorable recommendation for their design theme, landscape, and
14 streetscape design. He confirmed that there has been a recent design change to the hotel pad and
15 Pads A and B as COVID-19 has negatively affected the hospitality industry. A current site plan
16 was presented. Mr. Henroid stated that they are in the process of providing a Grading, Utility and
17 Landscape Plan to unify the current plan.

18
19 Mr. Henroid addressed deficiencies and wanted to put forth that there are no slopes on the site that
20 are not disturbed.

21
22 Architect Jory Walker stated that they have worked on numerous similar projects and are able to
23 say that the slope is non-existing.

24
25 Mr. Taylor explained that they do not disagree but this is a technicality and there is a need to
26 determine how to deal with a technical ordinance. They should draft an ordinance
27 recommendation that circumvents technical language. It is not a commentary on the validity but
28 on the technicality.

29
30 Mr. Henroid stated that they are interested in knowing the scope of the Revised Traffic Study
31 aligning with the UDOT access standards.

32
33 Chair Coutts believed that the objective is to determine what the City, Planning Commission, and
34 City Council need to see to confirm a complete application.

35
36 Mr. Henroid recognized the refinement of the shared parking and the need for further discussion
37 regarding the PDD Ordinance and affordable housing. It was confirmed that there are 80 proposed
38 condominiums with 285 apartments on 21.5 acres.

39
40 Commissioner Ryser questioned the traffic increase and future growth. Mr. Taylor stated they
41 have a rough projection of how traffic travels through this site onto upper Wasatch Boulevard and
42 how much runs west or south.

43
44 Ryan Hales from Hales Engineering, stated that while evaluating traffic for the project, several
45 questions were raised. He explained that due to a previous lawsuit with UDOT, there are identified
46 access points along SR-190 that need to be taken into account. Based on those points, ongoing

1 discussion with UDOT, and the location to the south of the gravel pit, unplanned future land uses
2 were considered and remaining issues need to be worked out with UDOT. In the evaluation done
3 for the project, they identified how much traffic will be on the proposed project's segment of the
4 road and found that there is reserved capacity built into the cross section. Additional traffic from
5 the south development can plan from the subject property to Wasatch Boulevard.

6
7 Commissioner Allen commented that it is possible to make assumptions on what the future
8 development demand will be based on the project and others in calculating the impacts they would
9 have. He believed it did not fully address the concern.

10
11 Mr. Taylor noted that additional project views were not enclosed as they no longer include multiple
12 proposed buildings and are no longer accurate or relevant. Mr. Henroid confirmed that they will
13 supply a complete rendering of the proposal with multiple views.

14
15 Mr. Johnson read into the record the public comments received by email prior to the 5:00 p.m.
16 deadline. The comments would be emailed to the Commission Members after they are read into
17 the record. Comments received after 5:00 p.m. were to be emailed to the Commission but not read
18 into the record. He noted that as in a live meeting, comments will be limited to three minutes for
19 an individual and five minutes for a group.

20
21 Patricia Waller: Kindly register our family's strong opposition to approval of any proposal for an
22 ordinance amendment, zone map amendment and the development of the property located at 6695
23 South Wasatch Boulevard, at least as it is being proposed. This location holds the zoning
24 designation of F-1-21 (Foothill Residential) for very specific reasons, including and especially the
25 safety of its residents. Our neighborhood (Canyon Cove) already has very limited access capacity
26 and that combined with the very steep topography of this area makes it very difficult for emergency
27 vehicles to access our area. Therefore, I advise against any attempt to introduce access into Canyon
28 Cove from any development south as introducing any ancillary traffic on the intersection of
29 Wasatch Boulevard and Utah State Road 190 would be catastrophic to the flow in that area. Please
30 feel free to contact me directly if there is any additional information that I may be able to
31 provide or to further discuss this issue.

32
33 Brett Mathews: The request by AJ Rock to rezone 6695 South Wasatch Boulevard from F-1-21
34 to PDD-2 should be denied because it lacks multiple ingress / egress points. Clearly a project of
35 this size must have multiple access points. Denying this request until UDOT grants a "temporary"
36 access point off of SR-190 will signal to UDOT the importance of the need for multiple access
37 points. I say temporary because it can be closed and relocated when the southern part of the gravel
38 pit is developed and access to that southern part is created off of SR-190.

39
40 Additionally, the sheer size of this project alone dictates that if there is to be only one access point
41 then it must be on SR-190. If the only access point for this property is to be off of Wasatch
42 Boulevard it will be a disaster given how close it would be to the SR-190/Wasatch Boulevard
43 intersection, and how busy the park-and-ride lot is during the winter months. Avoid this disaster
44 by requiring the developer get access to SR-190 before proceeding with the rezoning request. If
45 you decide to ignore all the sound reasoning you've been given to deny this rezoning request, and
46 decide to grant it, then please add this one condition - When the southern part of gravel pit starts

1 being developed and it's accessible from SR-190 that any access point from this property to
2 Wasatch Boulevard be closed (or will be for emergency traffic only).

3
4 In closing, I'm not anti-development. But rather feel that the health and wellbeing of citizens is
5 equally important to that of development. Neither needs to sacrifice and will not be if this rezoning
6 request is denied until the developer gets access to this property from SR-190.

7
8 Tracy Bagley: My family and I are horrified to hear about the development plans at the mouth of
9 Big Cottonwood Canyon. The gateway to our gems of canyons will be destroyed. Many of us
10 moved up here to get away from congestion and enjoy the wildlife and quality of life. Please
11 register a strong NO from us!

12
13 Mark Tucker: I just wanted to reach out and voice my opinion about AJ Rock's proposed
14 development south of our neighborhood. If what I'm hearing is correct, there would be only one
15 entrance and exit to the site using our neighborhood roads. While I'm all for development and
16 sustainable grown, if what I've learned is correct about just one entrance and the exit is true, that's
17 insanity.

18
19 I don't know if you've noticed or witnessed what's been going on along Wasatch Boulevard
20 recently with the BST connected to Heughes Canyon Trailhead or this past winter with cars parked
21 almost to the golf course, but the sheer amount of traffic Wasatch is bearing right now has hit
22 critical mass. It's past inconvenient, it's become dangerous to especially for those riding their
23 bikes. Please reconsider rezoning this property until further options for traffic flow can be studied
24 and teased out.

25
26 Ellen Burrelle: Please read the following public comment at tonight's City Council Meeting.
27 Regarding the AJ Rock PDD request, I am opposed to the high-density nature of the project and
28 the lack of adequate egress ingress within the current plan. The public health of surrounding
29 residential neighborhoods, whether they fall within Cottonwood Heights city limits or not, should
30 be the paramount concern for the city council above incoming tax revenues for the City. The needs
31 of public health and safety for walking, bicycling as well as protection from the air, noise, and
32 light pollution created by large commercial multi use projects such as this one. Also, the north
33 gravel pit would be the ideal location for UDOT's intended Intermodal transportation hub
34 associated with the LCCEIS. Because of its closer proximity to I-215 than the south gravel pit, it
35 would be less disruptive to Residential neighborhoods and create less air pollution.

36
37 Scott Woller: Kindly register our family's strong opposition to any proposal that would involve
38 high-density housing near 6200 South/gravel pit just north of the mouth of Cottonwood Canyon.
39 The addition of high-density housing there is UNSAFE. The neighborhood roads in Canyon Cove
40 (the neighborhood just north of the 6200 South gravel pit) are TOO STEEP for emergency
41 vehicles. There have been prior attempts of developers to access our neighborhood in the fashion
42 that is proposed that have FAILED ON THE GROUNDS OF SAFETY.

43
44 I advise against any attempt to introduce access into Canyon Cove from any development south as
45 introducing any ancillary traffic would be UNSAFE. The Wasatch Boulevard intersection with
46 Utah State Road 190 is far too congested and the introduction of high-density housing would only

1 degrade the fragile ecosystem at the mouth of Big Cottonwood Canyon. Please feel free to contact
2 me directly if there is any additional information that I may be able to provide.

3
4 Jerry Gill: Having just been informed about the development of the north area of the “gravel pit”
5 area at 6695 South Wasatch Boulevard, we have grave concerns about the impact of increased
6 traffic on many hundreds of residents just east of Wasatch Boulevard between this development
7 and the I-80/ I-215 interchange.

8
9 Apparently, the only entrance and exit point planned for the development is at the north end of the
10 property, which will naturally funnel directly onto Wasatch Boulevard, a narrow stretch of road
11 with only one lane in each direction already overused by vehicular traffic, despite the I-215
12 freeway. Today’s volume of traffic on that section is already of significant concern for the safety
13 of cyclists and pedestrian traffic (notably the school children that regularly jog in the bike lanes
14 and occasionally dart across the road, presumably during their P.E. classes). Adding hundreds
15 more vehicles every day will inevitably lead to a tragic result.

16
17 If indeed traffic to and from this development is expected to increase by thousands of vehicles in
18 coming years, the many residents in the area, whose only access points to their neighborhoods are
19 T-junctions at Wasatch Boulevard with STOP signs, will face substantial traffic congestion.

20
21 It is disappointing to see Cottonwood Heights make decisions that have a significant negative
22 impact on Holladay residents with no intention to communicate clearly and in a timely manner
23 with those residents. It is also disappointing to see Holladay City seem to agree to a traffic plan
24 that empties Cottonwood’s tax-generating new development onto an overloaded, narrow, and
25 thoroughly unsuitable road, which, as mentioned above, currently serves as the only access point
26 to many hundreds of Holladay residents. I assume those Holladay residents will also be paying
27 for the repair and upkeep of Wasatch Boulevard to handle the hundreds and hundreds of additional
28 vehicles. Cottonwood Heights, Holladay, and UDOT need to come up with a plan to direct the
29 traffic onto SR-190, and to delay the project until all parties can agree a solution that eliminates
30 the increased use of Wasatch Boulevard.

31
32 Jamison Gordon: I am a lifelong resident of Holladay City in the Heughs Canyon neighborhood
33 just north of your proposed development at the AJ Rock gravel pit. I am deeply concerned that
34 the current proposal is grossly inconsiderate of your Holladay neighbors and poses a significant
35 public safety concern. The proposal as it currently stands would attract massive amounts of traffic
36 and pollution while directing the majority of the cars directly onto Wasatch Boulevard northbound
37 past my house and several nearby neighborhoods. As you may know, there are many trailheads
38 along Wasatch Boulevard which attracts hundreds of hikers and bikers every day. The parking lot
39 across the street is overflowing with cars lined up all the way to the entrance of Canyon Cove
40 during the ski season. There are many children, bikers, runners, and pedestrians who would be
41 endangered by a large uptick in cars traveling through the narrow one lane highway as you have
42 proposed. There is also no room to widen Wasatch Boulevard which would require approval by
43 Cottonwood Heights, Holladay, East Millcreek, and Salt Lake City and would not be a welcomed
44 change. Cottonwood Heights and Holladay City have both attracted residents for the high-quality
45 residential neighborhoods in the foothills. It seems that this proposal invites too much industrial

1 development while negatively impacting all surrounding neighbors. The proposed development
2 is not wanted by residents or neighbors. Please hear our concerns and act accordingly.

3
4 Gabe Haley: I am a homeowner and would like the following opinion to be shared with the City
5 Council Members prior to their vote this evening on the AJ Rock, LLC request for rezoning to
6 PDD-2 at 6695 South Wasatch Boulevard.

7
8 Cottonwood Heights City Council members, please do not approve re-zoning of the property at
9 6695 South Wasatch Boulevard. For the reasons listed below, please keep the current zoning
10 designation of Foothill Residential (F-1-21). If you will not vote to retain the zoning as Foothill
11 Residential, I implore you to delay the vote to a later date to ensure the developer has adequately
12 addressed all of the outstanding issues as outlined below and in the staff report and the staff has
13 had ample opportunity to research and respond to the developer's proposals. Maintaining the
14 zoning of this area as Foothill Residential (F-1-21) and developing it under that zoning would
15 achieve the goal of beautifying the existing gravel pit area while also eliminating the negative
16 impacts on safety, the environment and living standards as listed below.

17
18 Reasons to maintain the current Foothill Residential zoning:

- 19
20 1. Excessive traffic due to 418 residential units, 140 hotel rooms and business traffic will be
21 detrimental to current residents, wildlife, scenery, and outdoor recreation.
22
23 a. The current Traffic Mitigation Strategy is not an acceptable plan. As discussed in
24 the Planning Commission Staff Update Memo (dated July 1, 2020), direct access
25 to SR-190 will not be permitted. Creating an extension of Wasatch Boulevard just
26 north of the intersection with Millrock Drive/SR-190 will overwhelm both Wasatch
27 Boulevard north of that point as well as the current intersection at Wasatch/Millrock
28 Drive/SR-190. The current traffic study declares that SR-190 will have to have
29 more lanes added to support this development. Moving the ingress/egress point to
30 Wasatch Boulevard will not mitigate that requirement and will only overwhelm
31 Wasatch Boulevard north of that point.
32
33 b. The additional traffic from this development will create significant hazards to the
34 current residents, outdoor recreationalists, and wildlife along Wasatch Boulevard.
35 Wasatch Boulevard is one of the most popular outdoor recreation routes in the
36 entire greater Salt Lake area. The additional traffic congestion will severely
37 diminish this incredible resource through reduction in safety due to increased
38 pedestrian/automobile incursions and increased air and sound pollution. All of
39 these dangers also apply to the native wildlife that still thrive alongside the low-
40 density neighborhoods currently in the area. The current infrastructure does not
41 support high density development of this type and to allow it to progress will create
42 major additional burdens on the local residents, City and State as well as eliminate
43 incredible natural resources that people throughout the valley enjoy.
44
45 2. Large high-density development will destroy the natural beauty that is the hallmark of the
46 Wasatch Front and Cottonwood Heights.

- 1
2 a. The large and tall buildings as well as large parking lots will always stand out as an
3 eyesore on the side of the beautiful mountain and one of the highlights of
4 Cottonwood Heights, the entrance to Big Cottonwood Canyon. No amount of
5 landscaping can cover up large and tall buildings and empty spaces created by
6 parking lots. The current zoning would mitigate this because the single-family
7 homes on larger lots are able to easily able to blend into the side of the mountain
8 with mature landscaping.
9
- 10 b. The light pollution created by this development will destroy the low light zone
11 currently enjoyed by residents in the area and a feature that currently adds to the
12 beauty of this part of the valley. While this alone is reason enough to question the
13 approval of this development, under no circumstances should this development be
14 allowed to proceed with any exception to the current reduced lighting standards
15 east of Wasatch Boulevard. The City Council should not allow that exception and
16 require the developer to prove how they are able to develop the property with all
17 necessary safety precautions while following the reduced lighting standards. The
18 additional traffic brought in by the development will also add to the light pollution
19 east of Wasatch Boulevard, further reducing the natural beauty of this area.
20
- 21 3. Additional high-density development will create further infrastructure nightmares for the
22 City of Cottonwood Heights and surrounding areas.
23
- 24 a. Cottonwood Heights is already wrestling with major infrastructure hurdles that are
25 creating huge headaches for the City staff and destroying the quality of life of
26 Cottonwood Heights residents. The traffic congestion being experienced
27 throughout the City, particularly on Wasatch Boulevard between Big Cottonwood
28 and Little Cottonwood Canyons is a perfect example of this. Because the City of
29 Cottonwood Heights cannot control the popularity of the two canyons nor the City
30 as it is currently developed, all you can do is respond to the current situation. The
31 part of Wasatch Boulevard in question (north of the Millrock Drive/SR-190
32 intersection) is already overwhelmed with traffic and unsatisfactory parking on
33 peak outdoor recreation days in the summer and winter. You have the opportunity
34 now to stop additional new infrastructure problems and the associated devastation
35 they create for local residents by leaving the area zoned as Foothill Residential.
36
- 37 b. Early on in the developer’s proposals they were intending to align their location
38 with the future UDOT transit hub. The transit hub will no longer be co-located
39 with the development. As this was one of the most appealing features of this major
40 development, in consideration of driving a major development like this to where it
41 will most benefit the residents of Cottonwood Heights as well as make use of the
42 already planned development of infrastructure, you should not approve the re-
43 zoning this property and encourage the developer to pursue their development
44 where it will be co-located with the new UDOT transit hub.
45

1 In addition to the above-mentioned issues, the developer has failed to adequately address a number
2 of issues. For all of these reasons, please vote to keep the area at 6695 South Wasatch Boulevard
3 zoned as Foothill Residential (F-1-21). If you do not agree with my arguments that lower density
4 residential development (as currently zoned) is better for the City and its residents, you should not
5 vote to rezone this land until the developer has adequately resolved all of the outstanding issues.
6 Do not allow the developer's failure to properly plan in advance turn into another nightmare and
7 financial burden for the City of Cottonwood Heights and its residents. Delay this vote until the
8 developer has solved the traffic issues, amended the building plan to fall within the light
9 restrictions east of Wasatch Boulevard, addressed the planned shortfall of parking spaces, provided
10 more concrete preliminary engineering drawings, provided consistent development plans, solved
11 the proposed regulating zoning ordinance conflicts, and solved the affordable housing issue.

12
13 John and Marsha Olson: We are extremely opposed to the proposed density development at the
14 gravel pit above Wasatch Boulevard. We just moved into the Canyon Ranch condominiums a year
15 ago, and we love the area the way it is, with beautiful homes and great neighbors. Please help us
16 oppose the proposal.

17
18 Sue Mak: I am one of the residents living in Canyon Cove neighborhood. I am writing to let you
19 know that I am strongly against the proposed development on the north side of the gravel pit.
20 There are so many cars park at Heughs Canyon Trailhead, Mount Olympus Trailheads, UTA
21 parking lot, and Wasatch Boulevard by skiers and hikers currently. I do not think adding additional
22 8,000 to 10,000 automobiles is feasible. It will create significant amount of pollution to our
23 neighborhood and put our families in danger especially for those who with asthma or breathing
24 problems. The additional noise and pollution will destroy our beautiful mountains and
25 neighborhoods we cherish so much. I believe the development will impact the quality of our life
26 dramatically and really hope that you can stop it and make Cottonwood Heights city a great place
27 for all of us.

28
29 Thank you for your time and consideration. I really hope that my family can continue to live in
30 a quiet, beautiful, and healthy neighborhood. Please feel free to reach out to me if you have any
31 questions.

32
33 Lisa and Scott Mietchen: Since 1992, I have lived in the Canyon Cove neighborhood, north of the
34 proposed gravel pit development. I love Canyon Cove and we raised our children here, but it has
35 some unique issues. As you know, our neighborhood is in a unique situation being the ONLY
36 residential neighborhood that will be directly bordering the development, but not located in
37 Cottonwood Heights where the development will be built.

38
39 My greatest concern is the significant traffic problem that will be created by the current
40 development plan. The one proposed development egress that will be located on the bend at
41 Wasatch Boulevard, east of the light, will not work. Canyon Cove residents will not be able to
42 exit our neighborhood to go south without tremendous trouble. We are completely landlocked and
43 that intersection is our only route south. The distance between the bend and the intersection is
44 small. There's no conceivable way to efficiently move traffic through that space with this new,
45 additional egress.

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

8
9 In the summer, there are cars parked on both sides of Wasatch Boulevard, as hikers trek up the
10 Heughs Canyon trail. There have been many days we've counted 60 to 70 plus cars parked along
11 Wasatch Boulevard while people hike. The traffic issue of the proposed development troubles me
12 greatly. I understand there are issues with what UDOT will allow, but Cottonwood Heights, with
13 UDOT's help, **must** find another solution. One terrible solution is not the answer. The Canyon
14 Cove neighborhood cannot be locked out of our only route south.

15
16 The link below is a video a friend took this past winter. It was a typical weekend ski day. Although
17 I liked that these cars were out of Big Cottonwood Canyon, I'm sure you can see this would be a
18 major problem traffic in the area increases from the new development. Thank you for considering,
19 and sharing, this email with the Planning Commission. We look forward to a better solution.

20
21 Peter Crowley: With the daily overflow of parking from the 6200 South Wasatch parking lot up
22 and down Wasatch Boulevard north of 6200 South in the winter, how is the plan going to handle
23 the inevitable overflow into their parking lot? What plans are there to facilitate cars and people in
24 and out from the property onto Wasatch Boulevard? Ample sidewalks? Any changes to the road
25 as it makes its bend to 6200 South? Will there be additional future entrances into the properties
26 farther south from the light at 6200?

27
28 Kera Savage: I write you today as a concerned citizen. It was recently brought to my attention
29 that there is a push to rezone the existing Foothill Residential Zone at the north end of the Gravel
30 Pit on 6695 South Wasatch to a multi-use zone. There are a number of concerns I have with the
31 proposal including: increased traffic on Wasatch Boulevard, pedestrian safety, light, and air
32 pollution, as well as effect on natural surroundings. I assume that this is seen as an opportunity to
33 expand business and residential opportunities in a desirable part of the valley, but the reason it is
34 desirable is precisely what this development will strip from the area: natural beauty and proximity
35 to nature. It will make getting to and from Big Cottonwood Canyon more difficult and eventually
36 deter people from frequenting this area, hurting all businesses future and present. Far from
37 encouraging business development and economic success, it will be seen as an eyesore that is
38 difficult to navigate and people will do their shopping and exploring elsewhere. Not to mention
39 the impact on joggers, cyclists, hikers, and people simply parking to enjoy the beautiful sunset
40 views. We will be losing one of the last places in the valley that allows people to sit back and
41 enjoy all greater Salt Lake City has to offer without ever leaving the city. This development is
42 shortsighted and will eventually end up hurting everybody it was intended to help. Please
43 reconsider rezoning this area to multi-use and leave it residential only. Thank you for your time.

44
45 Suzan Jones: I am a homeowner and long-time resident of the City of Holladay. My house is
46 located in the Canyon Cove development just above Old Mill golf course. I am writing to inform

1 you of extreme opposition to the proposed multi-use development that is being planned on
2 Wasatch Boulevard on land owned by AJ Rock, LLC.

3
4 Canyon Cove is a neighborhood of single-family homes and has been since before I moved here
5 20 years ago. As you know, our neighborhood streets are already straining from traffic and parking
6 for the Heughs Canyon trail and the Mount Olympus trail, congestion from the park-and-ride,
7 trucks from the gravel pit, golfers driving to the Old Mill course, and other traffic to the area. The
8 additional density of a mixed-use development would inflict too much additional pressure on our
9 neighborhood, it's streets, and city services.

10
11 Local government needs to be responsive to its constituents and we are united against this
12 development. If it proceeds, then clearly new civic leaders and planners will be required for
13 Holladay and Cottonwood Heights. I will be closely following developments regarding this.

14
15 Douglas Shelby: By way of introduction, we are Walker Development, LLC, which owns the
16 property adjacent to the east and south of this proposed project.

17
18 There has been a great deal of planning, engineering, and a number of site-restriction studies to
19 produce the documents submitted by A.J. Rock. The proposed plans show the extension of
20 Wasatch Boulevard going onto our property at a site of A.J. Rock's choosing. Walker was not
21 personally consulted with concerning the alignment of this road, nor asked for input from A.J.
22 Rock, its engineers, or city staff. We object to any planning which is binding on Walker in the
23 future. We recognize that a zoning change is required for A.J. Rock to move ahead with the
24 anticipated use of their planned development. We have no objections. However, for the
25 foreseeable future, the mining and other processing done in producing aggregate products on
26 Walker property will continue. Consequently, A.J. Rock, the Planning Commission, and
27 Cottonwood Heights City will have responsibility for any and all arising complaints. We ask that
28 in future documents which show illustrations of Walker property, please include current, existing
29 aggregate facilities, and thus reflects a more accurate representation to future residents.

30
31 Jenny Tempfer: I currently live in Canyon Cove, specifically 6504 Canyon Cove Place, and as a
32 resident I would like to strongly oppose the rezoning proposal for the Foothill Residential Zone
33 proposed by AJ Rock. As a resident located just above Wasatch Boulevard, this proposal directly
34 affects me and I have serious concerns regarding foresee able issues and safety.

35
36 I would be surprised if you haven't seen all the cars parked (some illegally) along Wasatch
37 Boulevard from the Park and Ride during the ski season. This not only has brought about
38 congestion along Wasatch Boulevard and our neighborhood, it is extremely unsafe. I've personally
39 witnessed individuals getting in and out of their car with their ski gear almost getting hit by a car
40 driving by. I've also witnessed a car door almost taking out a biker when parked on Wasatch
41 Boulevard near the Park and Ride lot. I would suggest you contact Holladay City regarding the
42 illegal parking as well. There have been numerous concerns about the parking on the street that
43 have been addressed with the City. You cannot allow for Wasatch Boulevard to be anything but
44 a residential zone. People already dangerously pass the speed limit.

1 Not only has Wasatch Boulevard been greatly affected during the ski season, the pandemic has
2 also created another parking issue along Wasatch Boulevard as well as a neighborhood issue. On
3 any given weekend since April, there are dozens of cars parked along Wasatch Boulevard in order
4 to get to the hiking trail. There are a few parking stalls for the trail, but with people out hiking
5 now more than ever there is a tremendous number of hikers. And when parking stalls are full and
6 Wasatch Boulevard has dozens of cars parked along the sides, cars start to drive the neighborhood,
7 often speeding, looking for other places to park. This traffic has put individuals at risk while out
8 walking because of the speed and hills and turns that obstruct views when driving too fast. In good
9 conscious, for the safety of individuals you CANNOT let this be rezoned.

10
11 Eric Kraan: PDD Round 2. I am happy to see the scar of the gravel pit that welcomes the world
12 to our city begin the metamorphosis into what we can all hope will create a memorable arrival site,
13 as well as create the initial impression to those travelling through it of arriving/departing a special
14 place we all call home. The north-side of the Gravel Pit should be thought of as the foyer of our
15 eastern city entrance, a place where residents, commuters, and recreation seekers can take a deep
16 breath and feel not only welcomed, but re-energized and excited to finally be here. Sadly, and I
17 hope I am found wrong through this process of the PDD, but from what the residents of our City
18 have learned from previous presentations or present plans, the northern piece of the gravel pit will
19 do no more than blend into the type of development that is already in existence north at 6200
20 South. It will become more bland buildings to the passer by on the way to a location across our
21 city, perhaps without ever knowing they had ever arrived at our City. Think about how many
22 establishments along 6200 South think or claim to be in Cottonwood Heights but are part of
23 Holladay - even many residents of Cottonwood Heights are unsure where our city starts or ends.
24 That can change with this one project.

25
26 It is for this reason that I would like this body, through your powers and duties as the land use
27 authority of our City, to make the sensible recommendation to the City Council to exercise their
28 legislative duty through the use of the PDD (a legislative land use decision) and accommodate the
29 proposed Mobility Hub for the Gravel Pit at this location. A Hub's purpose should be to connect
30 our community to the regional network, organize and distribute efficiently and effectively human
31 activity throughout the local transportation network, and more importantly create an effective and
32 perhaps even dramatic sense of place to people travelling up the hill on 6200 South ensuring that
33 there is no doubt as to where they have arrived, to Cottonwood Heights. This is a strategic location,
34 and to blend it into bland land use would not only dilute the value of the City overall; it will devalue
35 adjacent land's potential.

36
37 Lisa McFarlane: In addition to the previous email regarding traffic concerns, I would also like to
38 ask what this development will do to my property value? What of the increased noise and
39 pollution? These are valid concerns that deserve your attention.

40
41 (July 1 email) I would like to express my concern as a resident of Holladay City concerning the
42 proposed development on the Gravel Pit in Cottonwood Heights. This will have a direct impact
43 on Holladay City, especially my neighborhood of Canyon Cove. With the traffic already
44 overflowing due to trailhead access and ski bus parking, this new development will only increase
45 a dangerous situation to not only other vehicles but bikers, runners, and those of us who use our
46 own neighborhood to walk our dogs and play with our children. I have heard a plan to use the

1 UTA Park & Ride as overflow parking. I would plead with all involved to remember the line of
2 cars up and down Wasatch Boulevard during ski season; so much so that it hinders visual line of
3 sight to drive in a safe manner on many days. This is also becoming more and more of an issue as
4 we are all wanting to enjoy the outdoors and hike the trails using Wasatch Boulevard parking
5 during the summer months as well.

6
7 My family is opposed to this "for-profit only" development and ask for reconsideration that takes
8 into account public safety, fairness, and common decency to one's neighbor. I am sure there is a
9 reasonable solution that would be mutually beneficial to ALL involved.

10
11 *Jan Erickson:* I have reviewed your plans regarding the redevelopment of the gravel pit located at
12 6995 South Wasatch Boulevard. I own a home in Canyon Cove, on the south side of the
13 subdivision close to the pit itself. I always knew that there would eventually be development there
14 and generally welcomed it. I am very familiar with the redevelopment of the gravel pit in Sandy
15 which became Quarry Bend. Rather than a dusty eyesore of a pit, it became a park and walking
16 trail wrapping around the multi-family development on the north side, all of the way behind Lowe's
17 and Hobby Lobby. It created big box shopping as well as a gas station and many small retailers
18 as well. A development such as this would be a wonderful addition to the area.

19
20 I do have a few concerns I would like to voice regarding the development plans. Quarry Bend
21 created a large number of townhomes which extended two levels above the ground, but the
22 development plans for quarry on Wasatch Boulevard call for several high-rise buildings on the
23 north end of the development, right next to the quiet residential Canyon Cove subdivision. We
24 bought homes in this area for the solitude and for the views. To build such large developments
25 right next to a quiet neighborhood seems quite inappropriate. This would destroy our privacy and
26 our views at the same time. This was never the case in Quarry Bend. No one's privacy or views
27 were ever affected. We would ask you to reconsider the height of the buildings or place the taller
28 buildings on the south side of the development rather than the north side. According to your own
29 policies for redevelopment, the first goal is to consider the existing communities in the area and
30 the impact thereon. We ask you to consider this in your development of this area. It would not
31 harm the development or the lucrative nature thereof to simply move the taller developments to
32 the south side rather than the north.

33
34 Second, I have quite a concern regarding the entrance to the proposed development. The small
35 Wasatch Boulevard is not suited for the entrance to such a large development. However, the
36 substantial 6200 South is. Wasatch Boulevard becomes a bottleneck every winter as skiers flood
37 the thoroughfare for the canyons. In the summer, it is again a bottleneck filled with hikers for the
38 Heugh's Canyon trail. The Olympus trailhead is also located in the same area, as is the Old Mill
39 Golf Course. It is also a frequented by hikers, bicyclists during the day and sightseers parked to
40 see the City lights at night. It is simply not capable of handling such a massive influx of traffic.
41 However, 6200 South is.

42
43 We respectfully request that you make 6200 South the main entrance to the development.
44 Furthermore, the parking lot on the corner of Wasatch Boulevard. and 6200 South is packed with
45 cars, especially during the ski season. It simply cannot handle more traffic for a substantial period
46 during each year. It would be a poor presumption that it could be considered overflow parking for

1 any such development as it cannot handle the flood of traffic it is already deluged with every ski
2 season. Moving the high-level development to the south side of the area would solve this problem,
3 as more parking structures could be constructed there.
4

5 In summary, the redevelopment of the gravel pit can be an incredible addition to the area. Only
6 slight adjustments are needed. First, in consideration of existing residents, please move the high-
7 rise buildings further south in the development. Second, please use only 6200 South for all
8 entrances and exits into and out of the development. This will ensure that is truly a great addition
9 to the area and for all who have already chosen to call it home. I appreciate your implementation
10 of these small changes to make an amazing development.
11

12 Arthur and Diane Walden: We are concerned citizens from the Canyon Cove subdivision of
13 Holladay that will be greatly impacted by the major development of the gravel pit to the south.
14 More cooperative planning with Holladay and UDOT regarding our neighborhood should be done
15 to assess the impact on traffic congestion on Wasatch Boulevard., SR-190, and parking for
16 skiing/trails.
17

18 Clearly, access to the development should be much further away 200 feet from the current
19 intersection of 6200/SR-190 & Wasatch Boulevard. The southwestern edge of the proposed
20 development is the more appropriate location for access, as it is ~1000 ft south of the 6200/SR-
21 190 and Wasatch Boulevard. intersection. Anything further north, especially along Wasatch
22 Boulevard would worsen traffic that has already become very crowded due to additional park and
23 ride ski traffic and trailhead parking. UDOT and City of Holladay need to be more involved in
24 the planning of this development. At a minimum, computer simulation of traffic issues should be
25 done to assess the impact of various development options. Please reject or take no action on this
26 project until significant cooperative investigation on the impacts of this development with
27 Holladay city and UDOT have been completed.
28

29 Merri Lee Zaba: My apologies about the video. Here is a new link that should work. It's a stark
30 view of the winter ski traffic along Wasatch.
31

32 Gay Lynn Bennion: I've reviewed the plans for this zoning request on the City's website. I
33 appreciate that this zoning request represents many hours of work for you and for the planning
34 commission. Thank you for your involvement. I appreciate the firm commitment in the plans for
35 affordable housing. When we moved back to Utah from Maryland eight years ago, I was surprised
36 by the high cost of housing, and prices have only increased. I commend this stand on the inclusion
37 of affordable housing units.
38

39 I have spoken with Layne Gordon. She and many of the residents in the Heughs Canyon
40 neighborhood are concerned the only access to this development will heavily impact their
41 neighborhood, along Gun Club Road. I hope that you will include another exit point in your final
42 agreement if this zoning change is to be allowed.
43

44 Rob Dahle: Over the last several days I have received correspondence and inquiries regarding the
45 21-acre "gravel pit" development, to include a voice mail from Mayor Peterson I intend to return
46 this afternoon. So as not to waste everyone's time, I'll reference you to the pasted email sent by

1 District 5 Rep. Dan Gibbons. I think it properly reflects our position. We very much appreciate
2 you reaching out to us as this development gets underway. The location of the development more
3 directly impacts the businesses and residents of Holladay than it does Cottonwood Heights. That
4 said, you are really under no obligation to include us, so the fact that you are willing to collaborate
5 says a lot about the leadership in your City. We recognize and appreciate your consideration.
6

7 I think most residents are actually happy to see this area developed. The concern seems to be the
8 traffic improvement infrastructure currently proposed. Would love to get together with appropriate
9 staff and officials from Cottonwood Heights, discuss our concerns and consider possible options
10 that would address our concerns. There is also a concern about the Park and Ride, its present
11 capacity and challenges that lie ahead as the entire site is developed out. Thank again for your
12 consideration. We look forward to working with you as development continues.
13

14 Dwayne and Doralee Freebairn: I am contacting you to express our opposition to the suggested
15 development of the north end of the gravel pit located at 6695 South Wasatch Boulevard.
16 Approving this development would adversely affect the Canyon Cove Subdivision. My wife has
17 respiratory problems and the additional dust caused by construction and the increased traffic would
18 negatively affect her lungs. We feel that the proposed development exceeds the capacity of the
19 land and in addition to the increased dust and dirt of developing this area, the projected density of
20 the project would destroy the ambiance we so enjoy living in the Cove. It would definitely destroy
21 Holladay's semi-rural character.
22

23 Susan Goodsell: I am representing the Canyon Ranch Condominiums Homeowners Association
24 located just north of the gravel pit area. We are against any rezoning of the AJ Rock Gravel Pit
25 area. We are also against having any access to that area through Gun Club Road. That is a small
26 neighbor road and would not be conducive to the traffic a development of that size would bring.
27 We also hope that before you make a final decision on the plans for that development you think of
28 the beauty of that Wasatch Mountain area and lean more towards more recreational/open green
29 space areas rather than high density, high rise commercial and housing development. On top of
30 that, the last thing we need is a thousand more cars on the Wasatch Boulevard corridor.
31

32 Kevin Hjelm: I would just like it noted that many people in the surrounding neighborhoods
33 purchased their homes with the understanding that the gravel pit may someday be developed with
34 single family homes on ½ acre lots and that would be fine. Changing the zoning to put in more
35 high-density housing and office space was not what I was told when I spent a great deal of money
36 to move into my neighborhood. I have talked with many of my neighbors and we all feel the same
37 way. The congestion on the corner of Wasatch is already too much and this project is just going
38 to drive traffic on to the old Wasatch Road above the Old Mill Golf Course right past a lot of
39 housing. This is not what the citizens expect from their elected officials and we would hope that
40 you would take this into consideration and not rezone this plot of land.
41

42 Diane Wilkins: I am writing to express my significant concern regarding some information I
43 received today regarding the proposed A.J. Rock rezoning. As a homeowner and long-time
44 resident of the Canyon Cove community located immediately north of the proposed area, I was
45 extremely disappointed and distressed to be notified of this change with almost no prior,
46 unambiguous notification. Indeed, the first flier placed into our mailboxes just a few days ago did

1 not even indicate the date or time of the upcoming meeting. The flier also indicated that no public
2 comment would be allowed during the meeting itself. Although the flier indicated that members
3 of the public can submit comments/questions prior to the meeting, insufficient information was
4 provided in the flier to enable a concerned citizen to actually be able to do so.

5
6 The absence of appropriate and timely notification clearly implies a lack of concern for residents
7 of the surrounding community during this process. It appears to be a careful attempt to circumvent
8 public input. With the availability of live interactive video conferencing, certainly there are other
9 options for enabling appropriate and fair opportunities for dialogue surrounding the proposal
10 during the COVID19 crisis. I am frankly appalled at the clear disregard for due process. The
11 current re-zoning proposal appears to be requesting a significant change to the density originally
12 proposed for this location. The Canyon Cove neighborhood is a typical, quiet, low-density
13 community located immediately east of Wasatch. The new plans apparently propose:

- 14
15 • An expanded number of multiple high-rise buildings immediately adjacent to the
16 community (10, with no adequate boundary between the north side of the property
17 development and the existing single-family homes in Canyon Cove).
- 18
19 • Inadequate parking for the proposed high-rise buildings, thereby creating an extremely
20 high likelihood of forcing parking in a public park-and-ride lot that is already filled to
21 capacity during ski season and has an associated existing problem with overflow parking
22 along Wasatch itself.
- 23
24 • Highly probably future traffic congestion at an inadequately designed intersection of
25 Wasatch and SR-19.
- 26
27 • The development's existing dead-end access that has no potential for egress out to SR-19.
- 28
29 • Increased air particulates due to increased traffic density.
- 30
31 • Significantly increased noise and lighting during evening hours, which will directly be
32 impacting the adjacent community's homes.

33
34 I am eager to hear how the proposed re-zoning plans do NOT create the problems listed above.
35 While certainly local homeowners such as myself can understand the desire and need to develop
36 the property, the current re-zoning plans appear to have a significant negative impact on the
37 existing community. ***To be perfectly clear – I continue to be open to hearing about the proposal
38 and having my concerns clarified and corrected - particularly if the community's understanding
39 is in error. However, the current process does not appear to facilitate an opportunity to me to
40 perform an assessment of the information. With the current information available to me, I am
41 opposed to the re-zoning request at this time.***

42
43 Linda Leckman: Thank you for your response. Have you seen Wasatch Boulevard near the ski
44 parking lot when it is a good snow day? The egress point will be into what is already traffic mess.
45 It would be great if you follow the suggestion of Dan Gibbons to defer any decision until
46 collaborating with Holladay leadership.

1
2 *Mark Wilkins:* Also, the potential for the Gun Club road to become a major road and increase
3 traffic through Canyon Cove to get to any additional entrances that might arise off Gun Club Road
4 into AJ Rock's property. This is concerning the AJ Rock rezone issue. I have been given the
5 following address as where we can view the proposed plans:

6 <https://drive.google.com/drive/folders/1vJ-qiw2Ip8XlrGZravU20A-1XGioRlc?usp=sharing>
7

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

11
12 As a Canyon Cove resident, I have grave concern as to the rumored density of construction at this
13 site. Multiple high-rise buildings, inadequate parking, future congestion at an inadequately
14 designed intersection of Wasatch and SR-19, proposed use of the park and ride lot that is already
15 overflowing back down Wasatch in the ski season and not just on the weekend, development's
16 dead end access with no potential for egress out to SR-19.

17
18 I believe the plans are being intentional hidden from the public under the guise of COVID-19 to
19 circumvent the public input process. I believe the interests of Canyon Cove (Holladay) are not
20 being address in the proposed Cottonwood Heights zoning changes. I believe Holladay City
21 should have coequal input on this proposed zoning change. In fact, it is rumored that all CH cares
22 about is the increased tax base (all about the money). And the <http://mixir.com/chmeetings> is a
23 total joke, can't get on that either!

24
25 *Merri Lee Zaba:* I live in the Canyon Cove neighborhood, north of the proposed gravel pit
26 development. As you know, our neighborhood is in a unique situation being the ONLY residential
27 neighborhood that will be directly bordering the development, but not located in Cottonwood
28 Heights where the development will be built. My greatest concern is the significant traffic problem
29 that will be created by the current development plan. The one proposed development egress that
30 will be located on the bend at Wasatch Boulevard, east of the light, will not work. Canyon Cove
31 residents will not be able to exit our neighborhood to go south without tremendous trouble. We
32 are completely land-locked and that intersection is our only route south.

33
34 The distance between the bend and the intersection is small. There's no conceivable way to
35 efficiently move traffic through that space with this new, additional egress. In the wintertime, that
36 intersection is already extremely congested with skier vehicles parked along Wasatch Boulevard.
37 This past winter it was the worst ever in our 15 years living here. It was a regular occurrence to
38 have an entire lane going southbound near the light that was filled with parked vehicles. They
39 parked IN THE right-hand lane. Not to mention parked vehicles going both north and south on
40 the side of the road. Going north, vehicles were typically parked all the way back, on both sides
41 of Wasatch, to the entrance of Canyon Cove Drive - hundreds of cars. In the summertime, there
42 are cars parked on both sides of Wasatch Boulevard, as hikers trek up Heugh's Canyon trail. There
43 have been many day's we've counted 60- 70+ cars parked along Wasatch Boulevard while people
44 hike.

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

5
6 The link below is a video I took this past winter. It was a typical weekend ski day. Although I
7 liked that these cars were out of Big Cottonwood canyon, you can see this would be a major
8 problem traffic in the area increases from the new development.

9
10 Thank you for considering, and sharing, this email with the Planning Commission. We look
11 forward to a better solution.

12
13 *Jim O'Callaghan:* I've read the notice of a hearing regarding the request from AJ Rock for a
14 change in zoning. There was no link to information describing the impact of said change, or the
15 detailed plans that AJ Rock envisions, or if AJ Rock has not identified plans, what CH City
16 envisions and what the permit enables. Further, the new zoning is critically described as 'prepared
17 specifically for specific property' conveniently not describing what this is. I reviewed the CH
18 website and noted that you have requested corrections from AJ Rock (thank you) but couldn't find
19 detailed plans for their use of the site.

20
21 My questions then would be:

- 22
- 23 • The uses allowed under the special zoning are quite broad, is there any info that describes
24 the actual intended use?
- 25
- 26 • If the zoning change will impact local existing residents, what mitigation is required to
27 address impact, e.g. traffic, noise, lighting, runoff to river, etc.?
- 28
- 29 • What provisions are being made for active transportation (non-motorized) to address
30 expected increased traffic, speeding, congestion, pollution?
- 31
- 32 • Is CH City providing tax abatements or other incentives to encourage this development?
- 33
- 34 • What impact fees will AJ Rock be required to pay to address the additional burden
35 (19.51.020 – more concentrated projects) that the development will generate?
- 36

37 *Richard Petersen:* This mail out has been a disaster. The first attempt didn't mention the date of
38 the meeting, so another mail out was required. Neither mail out really says what the request is.
39 Just tell us what the applicant wants to do - in so many words. Having said that and researching
40 19.51, it appears the applicant wants a mixed-use type commercial development, for just 21.5 acres
41 of the gravel pit. More importantly, when is the entire gravel pit going to be addressed. It is a huge
42 noise, traffic, broken windshield, dust, and particulate pollution problem. Converting the entire
43 gravel pit into something worthy of its location along the beautiful Wasatch Front is an opportunity
44 for Cottonwood Heights to improve our City for the next 100 years. We shouldn't piecemeal the
45 transition of the gravel pit, we should have a well thought out comprehensive plan. Otherwise we
46 risk creating another developer-driven blighted area like Fort Union Boulevard or Redwood Road.

1 Don't let the developers screw up a once in a lifetime opportunity to do something great for the
2 most number of residents.

3
4 *Chris Sotiriou:* I am writing to provide input, and to voice concern, regarding the proposed Zone
5 Map Amendment to approximately 21.5 acres of property located at 6695 South Wasatch
6 Boulevard in Cottonwood Heights. I live in Canyon Cove, the property that abuts to the proposed
7 property. Like many of my neighbors, I am concerned about what the traffic flow will be along
8 Wasatch Boulevard—an indispensable access point and the only access point to our residence. As
9 you may be aware, Wasatch Boulevard has become increasingly congested over the past several
10 years. For example, during the winter ski months, it is commonplace to see cars parked from 6200
11 South to the north entry point of Canyon Cove. This creates a lot of havoc because the congestion
12 cuts both visibility and maneuverability along Wasatch Boulevard. Similarly, in the summer
13 months, Wasatch Boulevard becomes congested once again as people use it to access Heughs
14 Canyon.

15
16 My primary concern is that the proposed development will increase traffic and further burden an
17 already strained roadway leading our neighborhood. I would like to see a workable plan that will
18 cause zero to minimal disruption to our neighborhood. One alternative is to convert Wasatch
19 Boulevard to a one-way road from 6200 South to 4500 South with traffic moving north. Wasatch
20 Boulevard is an ideal route for bicycles, walkers, joggers, and the like. Having a one-way road
21 would allow out-door enthusiasts the opportunity to utilize the road safely for bicycling and
22 running. It makes logical sense because it would provide people with better and safer access to
23 the Mt. Olympus Trail Head. It would also minimize congestion by cutting out southbound traffic
24 because motorists could use the 6200 South off ramp when traveling from the north.

25
26 To clarify, I am not advocating that traffic from the development be routed through Wasatch
27 Boulevard: rather, 6200 South would remain the workhorse of traffic access to and from the
28 development. Additionally, the one-way road need not start at 6200 South, although that is
29 probably the best place to start to effectively eliminate most congestion issues; instead, it could
30 start after the entry way to the Old Mill golf course.

31
32 Granted, this alternative might create significant consternation at first because people will have to
33 travel about fifteen blocks to access the freeway. Nonetheless, this worked well on 11th Avenue
34 in Salt Lake thirty-years ago when Memory Grove was changed to a one-way street headed west.
35 Overtime, people got used to the minor inconvenience and gained safer access to the Grove for
36 bicycling and jogging. Today, 11th Avenue stands as a paragon of excellence for having user
37 friendly access from the Avenues to Capitol Hill and back.

38
39 Here too, Cottonwood Heights and Holladay could have the same model that would be friendly
40 toward non-motor vehicle use and alleviate congestion at the same time. The short-term pain will
41 be well worth the long-term gain. This would also promote the policy of having more user friendly
42 alternatives to motor vehicles. Additionally, having only a northbound flow of traffic would
43 prevent dangerous left-hand turns from Wasatch Boulevard to 6200 South. This would comport
44 with a recent study from Brigham Young University that concluded that eliminating left-hand turns
45 would reduce the total number of accidents by 75 percent, or so.

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

6
7 Linda Leckman: I have lived in the Canyon Cove subdivision for 36 years, and I care very much
8 about this area. Canyon Cove is directly north of the area where you have a request from AJ Rock,
9 LLC, for a zoning change on 21.5 acres. I understand that development of that area is inevitable
10 and to be desired compared to the current state of that property. The critical issue is traffic
11 management, specifically how will that development access Wasatch Boulevard? Having traffic
12 flow from the development through Canyon Cove subdivision is not an option. This is a residential
13 area only. Please carefully consider and plan for the large number of cars and the traffic that will
14 be created with the development.

15
16 *At Chair Coutts request, the Commission took a brief break from public comments to address*
17 *Action Item 4.1 after which Mr. Johnson continued reading the public comments.*

18
19 David Lundquist: Rezoning of the area to multiple use and densities designed through Cottonwood
20 Heights should be denied due to no multiple South Direct Access on to SR-190 for the first phase
21 and all subsequent phases for the entire project. The entire development traffic cannot be allowed
22 to move North on Gun Club Road, Wasatch Boulevard and through all the residential
23 neighborhoods. Our health, safety, quality of life and property values will be sacrificed. UDOT
24 denied egress on to SR-190 on the South side will be dead ended. This project needs pre-approval
25 by UDOT for 3 to 5 direct exits on to SR-190 for the required volume of traffic. SR-190 to I-215
26 is designed to handle this type of development traffic.

27
28 The AJ Rock parcel already has direct exit on to highway SR-190 currently being used by his
29 business and a local ski rental shop. I currently have observed vehicles turning left and right on to
30 SR-190. Parking for the project is inadequate including the lack of overflow parking on the site
31 for the first phase development. Also, the lack of a complete development plan for all development
32 phases has not been prepared for evaluation and public comment. This needs to be provided up
33 front not five years down the road. This Project Plan has not been thought through all the way.

34
35 Lack of existing road infrastructure for vehicles to travel along Gun Club Road to the North and
36 through the local residential subdivisions and along Wasatch Drive cannot handle 8,000 to 10,000
37 cars per day. Noise pollution will become horrific. How do you sleep with all the additional noise?
38 We cannot allow the Gun Club Road and Wasatch Boulevard to become a high-speed route,
39 bumper to bumper traffic, jammed with car exhaust and then we can't even exit our neighborhood
40 streets. Safety and quality of life for all will be compromised for all by using the local area to the
41 North of project. This impact everyone down to 33rd South along Wasatch Drive. We have
42 children in danger from the massive increase in traffic, fuel emissions, road wear and tear and
43 contaminates.

44
45 All the neighborhoods in Holladay and Millcreek are impacted negatively by this project. Holladay
46 gets zero benefit while the local citizens bear all the burdens personally and financially.

1 Cottonwood Heights and AJ Rock materially benefit from this development for years to come. I
2 urge you to reject this Cottonwood Heights project at this time.

3
4 Lori Khodadad: I live in Canyon Cove and my backyard abuts the Gun Club Road just over the
5 hill from the proposed development. I am in favor of a "good" development with amenities that
6 benefit the majority of the citizens it impacts. However, the traffic flow and access points are of
7 utmost concern to me. Wasatch Boulevard is not only a busy highway for traffic, but also a highly
8 used road for outdoor recreation. Between 3300 South and 6200 South there are numerous
9 trailheads including Mt. Olympus, Bonneville Shoreline, Neffs and Heughs Canyon as well as the
10 Old Mill Golf Course and bike and running lanes on both sides. It is the main artery for these
11 types of activities. On any given day during the 2019/2020 ski season the 6200 South Park n Ride
12 lot was filled to capacity and cars lined both sides of Wasatch as far as the North end of the Old
13 Mill Golf Course. Cars even parked in the traffic lanes going both directions until signs were
14 installed making it illegal. During warmer months cars line both sides of the road to hike Mt.
15 Olympus and Heughs Canyon. A thorough traffic study needs to be conducted taking all of these
16 factors into consideration. It is unacceptable to add thousands of cars to an already overly
17 congested road and blind curve where 6200 South and Wasatch meet. Please come up with a better
18 plan for access to this property for the safety and continued enjoyment of the residents who use
19 this road.

20
21 Dan Gibbons: I'm a member of the Holladay City Council representing District 5, which
22 immediately abuts this proposed project on the north. I recommend disapproval of this application
23 pending a more in-depth review of the significant access and traffic issues with Holladay City and
24 UDOT. The developer is proposing to construct a new intersection on north Wasatch Boulevard.
25 This intersection would be:

- 26
- 27 1. The sole access point for 400+ new dwellings, retail pads and a 140-room hotel.
- 28
- 29 2. Only 200 feet from SR-190; and
- 30
- 31 3. Constructed on the inside of a blind corner, with dramatic elevation change.
- 32

33 The developer's narrative description of the proposed intersection and accompanying drawings are
34 very non-specific. Would this be a signalized intersection or a three-way stop? What turn lanes
35 would it have? Note that the traffic study does not address any engineering issues. Note also that
36 the proposed intersection straddles or sits immediately adjacent to the Holladay City boundary.
37 To consider approval without considerable input from Holladay City is very problematic. At a
38 minimum, there are traffic infrastructure issues that may very well impact the Holladay community
39 disproportionately.

40
41 Another key issue that must be considered is the future access, including a signaled intersection
42 and two other access points, that will be available to developer on SR-190. The developer
43 concedes that: "Future access to all gravel pit redevelopment sites is likely to occur . . . The
44 property south of this site has three streets (one signalized) planned. When developed . . . [we]
45 will have access to exit the site through these egress points." (See page 18 and Figure 7). The
46 traffic study is also specifically predicated on future access to the south: "Based on the projected

1 ADT, it is likely that there will be some reserve capacity for the future development to the south.
2 . . . it is likely that with their (southern project) accesses to SR-190, the roadway for this project
3 would receive very little traffic flow . . .” (See Traffic Study Addendum, Page 6).
4

5 Accordingly, I strongly recommend that the Commission reject, or at a minimum, take no action
6 on the proposed ordinance and zone map amendments, and preliminary project approval, pending
7 significant cooperative engagement and discussion with Holladay City and UDOT on the question
8 of vehicle access. With great appreciation for all you do!
9

10 Connie Millicam: I have been a homeowner since 1985. I did not receive public notice of this
11 big development next to the gravel pit. Are the planning permit fees that the City will receive
12 more important than the lung damage from the dust that is coming off of the gravel pit? My
13 husband died of lung disease December 30, 2019 and our previous neighbor across the street
14 required a lung transplant. I cannot believe the gravel pit is still there with the thousands of
15 building permits that have been issued since we built our house 35 years ago, here. This has been
16 quite a beautiful area for wildlife and the natural mountains in the background. We cannot handle
17 the high traffic that this huge development will add to Wasatch Boulevard. Summer brings
18 hundreds of bicycles on Wasatch Boulevard and slick roads happen during the winter with
19 dangerous drops off the west side of the road. Please keep me informed of the Planning
20 Commission’s process as I live in the neighborhood.
21

22 Valija Avizonis: I am sending this email to voice my concerns over the proposed A.J. Rock request
23 for zoning change at 6695 South Wasatch Boulevard. My understanding is that all traffic from
24 this high-density development will exit the area to the north onto Wasatch Boulevard. Traffic
25 from the development will markedly intensify the already congested traffic in this area of Wasatch
26 Boulevard. The traffic and parking from skiers in the winter, catching the bus at the park and ride
27 lot in that area already is a severe safety hazard, now augmented year-round by people parking to
28 hike Mt. Olympus or Heugh’s Canyon trails. This is extremely dangerous for the runners, bikers
29 and walkers who use this corridor regularly. Adding an additional 8-10,000 cars will severely
30 overtax the area and Wasatch Boulevard is wholly inadequate to handle that kind of increase in
31 traffic.
32

33 It is time for Utahns to not allow greedy developers to maximize their profits and dump congestion,
34 road maintenance and traffic issues on city governments. The density proposed will destroy the
35 character of the area both in Cottonwood Heights and Holladay. Please look thoughtfully at the
36 proposed development, consider alternatives both to traffic flow and quality of life.
37

38 Brian Call: As a resident in the Canyon Cove neighborhood, I’m concerned about the new
39 development in the gravel pit. I do oppose the change from the ½ acre lots to high density uses.
40 I’m also concerned about the lack of egress from the proposed development onto Wasatch
41 Boulevard. I’ve been told by other neighbors that all the traffic in and out this development will
42 flow directly through the Canyon Cove neighborhood and not out on to Wasatch Boulevard. Is
43 that true?
44

45 Joel Miller: Your rezone plan for 6695 South Wasatch is exceptionally premature and should at
46 least await UDOT approval for egress from SR-190. UDOT must know something that you are

1 not telling the affected community, as they are not approving this. If they will not approve egress,
2 why should you approve this unless there is some sort of personal financial benefit? Furthermore,
3 access from the south must be likewise available (not as a distant plan), and until this access is
4 available, the plans for this project must be placed on hold. This rezone plan reads as a favor for
5 AJ Rock. After sensible logistics related to traffic and parking are intelligently worked out (using
6 the ski parking areas for overflow parking is misuse of this facility and abuse by the developer),
7 then a rezone plan can be considered.

8
9 Lane Gordon: Thank you so much for your assistance in obtaining the AJ Rock proposal. Please
10 see the attached pictures taken along Wasatch and behind our house. As you can see there is a lot
11 of traffic at all times with pedestrians, bikers, people in and out of their cars, children, pets, and
12 hikers. How safe would it be to add thousands of cars daily as this funnels traffic immediately
13 into Holladay on Wasatch Boulevard where residents live. Something has to be done about the
14 egress of this proposal. We appreciate your input. Sincerely, Heughs Canyon and Canyon Cove
15 Residents.

16
17 Katie Eisenbarth: I have been to meetings and kept up with the plans for the development of this
18 lot. I am excited to see this area change from an eyesore/hazard into something useful. However,
19 it has come to my attention that access to this land is going to be on Wasatch road by the light.
20 This winter, this area was nearly inaccessible due to skiers with cars lining both sides of the road
21 and traffic from skiing. It left me very late to work, and unable to enjoy where I live. While this
22 is not necessarily your concern, the idea that it would be acceptable to add more congestion to that
23 curve is totally unacceptable. The congestion has actually gotten worse now with the pandemic.
24 We now have cars lining both sides of the road all the way to the golf club as hikers try to access
25 the trail. I deserve to be able to access my home and enjoy where I live. I am already having to
26 fight for this due to the trail and ski access. Enough is enough.

27
28 This has all changed since I moved here three years ago and was not known to me at the time. If a
29 roundabout/stop sign etc. is out in, will I be compensated for my time I lose everyday stuck in
30 traffic? Will I be compensated if I have to move because of this? I know this answer is no and
31 because I live in Holladay and not Cottonwood Heights, I cannot vote on the representatives who
32 make this decision. My community will continue to fight that access point. We have over a
33 hundred families with resources in our neighborhood, so please be respectful to our needs.

34
35 Chair Coutts reminded the Planning Commission that staff's recommendation is that their review
36 of the application is based on whether the proposal complies with baseline standards of relevant
37 City plans, codes, ordinances, and development standards. There are outstanding issues as
38 discussed earlier that remain to be addressed. Staff has recommended the public hearing is
39 continued to the July 15th meeting to allow the applicant to resolve outstanding issues and for Staff
40 to review response time. She recommended they do not place a date on the continuance if they go
41 in that direction and base it on the receipt of answers to the outstanding issues as well as staff's
42 time to review those. Changes to the alignment of the buildings was also a concern.

43
44 Mr. Johnson stated that from staff's perspective, they were intending to have the Public Works
45 Director and City Engineer present at the next meeting to discuss their concerns. Publishing
46 comments and allowing the Commission and applicant to review may allow for further discussion.

1 Chair Coutts asked for clarification regarding the availability of information.

2
3 Mr. Johnson explained that the City website includes a page specific to the Planning Commission
4 where all agendas are posted and links to all of the existing plans, reports, traffic studies and
5 documentation as a part of the packet are located.

6
7 **MOTION:** Commissioner Wilde moved to continue the item to the next meeting with the
8 understanding that if the applicant and staff have not resolved the issues they consider to be
9 necessary, it may be moved to the next meeting. Commissioner Mills seconded the motion. Vote
10 on motion: Commissioner Ryser-Aye, Commissioner Mills-Aye, Commissioner Wilde-Aye,
11 Commissioner Allen-Aye, Commissioner Rhodes-Aye, Commissioner Wilde-Aye, Acting Chair
12 Coutts-Aye. The motion passed unanimously.

13
14 **4.0 CONSENT AGENDA**

15
16 **4.1 Approval of Planning Commission Minutes.**

17
18 **4.1.1 June 3, 2020 Planning Commission Minutes.**

19
20 *Commissioner Rhodes moved to approve the minutes of the June 3, 2020, meeting with the*
21 *changes noted. Commissioner Mills seconded the motion. The motion passed with the*
22 *unanimous consent of the Commission.*

23
24 **5.0 ADJOURNMENT**

25
26 *Commissioner Rhodes moved to adjourn. Commissioner Wilde seconded the motion. The*
27 *motion passed with the unanimous consent of the Commission.*

28
29 The Planning Commission Meeting adjourned at approximately 9:31 p.m.

1 *I hereby certify that the foregoing represents a true, accurate and complete record of the*
2 *Cottonwood Heights City Planning Commission Meeting held Wednesday, July 1, 2020*

3
4

5 Teri Forbes

6 Teri Forbes
7 T Forbes Group
8 Minutes Secretary

9
10 Minutes Approved: _____