

TOOELE CITY PLANNING COMMISSION MINUTES
March 8, 2017

Date: Wednesday, March 8, 2017
Time: 7:00 p.m.
Place: Tooele City Hall Council Chambers
90 North Main Street, Tooele Utah

Commission Members Present:

Matt Robinson, Chairman
Shauna Bevan, Vice-Chairwoman
Chris Sloan
Ray Smart
Melanie Hammer
Russell Spendlove
Phil Montano
Brad Clark

City Employees Present:

Roger Baker, City Attorney
Rachelle Custer, City Planner
Paul Hansen, City Engineer

Council Members Present:

Chairwoman Winn
Councilman McCall

Minutes prepared by Cami Cazier.

Chairman Robinson called the meeting to order at 7:00 p.m. He recognized and welcomed Girl Scout Troop #2339.

1. **Pledge of Allegiance**

The Pledge of Allegiance was led by Chairman Robinson.

2. **Roll Call**

Matt Robinson, Present
Shauna Bevan, Present
Chris Sloan, Present
Ray Smart, Present
Melanie Hammer, Present
Russell Spendlove, Present
Phil Montano, Present
Brad Clark, Present

3. Public Hearing and Recommendation on an ordinance amending Tooele City General Plan, Land Use Element Map for approximately 9.15 acres located at approximately 850 North 100 East from General Commercial to High Density Residential.

Presented by Rachelle Custer

Items #3 and #4 will be introduced together, as they represent the same property. These requests are for approval of a General Plan Land Use Element Map amendment and Zoning Map amendment for approximately 9.15 acres consisting of parcels 18-099-0-0003 and 18-099-0-0004 located at approximately 850 North 100 East. The property is currently zoned GC General Commercial. The applicant is requesting an HDR Zoning District to construct 125 townhomes. The proposal will consist of sixteen buildings and three acres of open space with playground equipment and a basketball court. The HDR Zoning District allows for up to sixteen units per acre; the proposal is for approximately fourteen units per acre. This is strictly a request for a General Plan Land Use Element Map and Zoning Map amendment. This does not approve any development, unit numbers, etc. The applicant will have to come back and go through the subdivision and site plan approval process for multi-family at the time he decides to develop.

The property to the north is Scholar Academy and the property to the south is Lakeview Apartments. The property to the west is commercial development and east is zoned R1-7 for single family residential uses. High density residential generally creates a good buffer between commercial and single family residential uses.

Staff recommends approval of the request for a General Plan, Land Use Element Map amendment Matt Carter, application number 2170087, subject to the following conditions:

1. That all requirements of the Tooele City Community Development and Public Works Department are satisfied throughout the development of the site and the construction of all buildings on the site, including provision of municipal type utilities and permitting.
2. Any proposed development for any portion of the property will be required to address and install any and all infrastructure and municipal-type utilities needed to service the project to the satisfaction of the Community Development and Public Works Department.

Chairman Robinson asked the Commission for any questions or concerns.

Commissioner Smart expressed a concern about the past drought conditions for Tooele City and the availability of water for other new housing developments as well as this property.

Ms. Custer responded that each development is required to bring their own water rights. The State only allots so many water rights per aquifer, so they will be required to bring water rights in from the State.

Commissioner Smart asked if the State has done tests to measure the amount of water available.

Ms. Custer responded that the City continually develops new water sources to provide for the community.

Chairman Robinson opened the public hearing. Per Mr. Baker's suggestion, Chairman Robinson stated that all public comments for this item will apply to both the Land Use Element Map amendment and the Zoning Map amendment, as they both refer to the same property.

Andrea Cahoon came forward. She was representing the purchaser of the property. As a resident of Tooele City, she believes that the location for this development is perfect because it's close to grocery stores, a school, and Main Street. She couldn't think of any good commercial uses for the property.

Chairman Robinson closed the public hearing at 7:08 p.m.

Commissioner Sloan moved to forward a positive recommendation to the City Council for the Mountainview Townhomes General Plan, Land Use Element Map amendment request by Matt Carter for property located at approximately 850 North 100 East, application number 2170087, based on the findings and subject to the conditions listed in the Staff Report dated March 8, 2017. Commissioner Hammer seconded the motion. The vote was as follows: Commissioner Hammer, "Aye," Commissioner Smart, "Aye," Commissioner Bevan, "Nay," Commissioner Sloan, "Aye," Commissioner Spendlove, "Aye," Commissioner Montano, "Aye," and Chairman Robinson, "Aye."

4. Public Hearing and Recommendation on an ordinance amending Tooele City Zoning Map for approximately 9.15 acres located at approximately 850 North 100 East from General Commercial to High Density Residential.

Presented by Rachelle Custer

This item was introduced with item #3.

Chairman Robinson opened the public hearing for the Zoning Map amendment. There were no additional comments.

Chairman Robinson closed the public hearing at 7:10 p.m.

Commissioner Sloan moved to forward a positive recommendation to the City Council for the Mountainview Townhomes Zoning Map amendment request by Matt Carter for property located at approximately 850 North 100 East, application number 2170087, based on the findings and subject to the conditions listed in the Staff Report dated March 8, 2017. Commissioner Hammer seconded the motion. The vote was as follows: Commissioner Hammer, "Aye," Commissioner Smart, "Aye," Commissioner Bevan, "Nay," Commissioner Sloan, "Aye," Commissioner Spendlove, "Aye," Commissioner Montano, "Aye," and Chairman Robinson, "Aye."

5. Public Hearing and Recommendation on an ordinance amending Tooele City General Plan, Land Use Element Map for approximately 8.81 acres located at approximately 600 East 2400 North from General Commercial to High Density Residential.

Presented by Rachelle Custer

Items #5 and #6 will be introduced together, as they represent the same property. This application is a request for approval of a General Plan, Land Use Element Map amendment and Zoning Map amendment for approximately 8.81 acres located on the east side of SR 36, at approximately 600 East 2400 North. The property is currently zoned GC General Commercial. The applicant is requesting a High Density Residential zoning to construct 38 to 54 townhomes and 96 garden style, walk up apartments. High Density Residential does allow up to 16 units per acre which would allow for a maximum of 140 units. The parcel is 19.61 acres with 600 East master planned to divide the parcel. The applicant is leaving the west 8 acres as General Commercial retail development with the east 8.81 acres proposed to be High Density Residential. The property to the west is General Commercial, and north is zoned Research and Development which is a Commercial Land Use. South is Light Industrial and is currently developed with Light Industrial uses and some medical offices. East is zoned Rural Residential and is in the County.

There is a property owner in opposition of this amendment. More information was included in the Commissioner's packets. One of the existing businesses has a concern regarding mixing children and families that come with High Density Residential with industrial truck traffic. Ms. Custer also received a phone call from another adjacent property owner who did not submit anything in writing. However, he expressed that he supports the High Density Residential on the east portion of the lot, but strongly feels the west portion should remain General Commercial.

This is strictly a request for a General Plan Land Use Element Map and Zoning Map amendment. This does not give any development rights or approvals. The applicant will have to come back and meet all of Tooele City's Codes with their development for any approvals.

Staff recommends approval of the request for a General Plan, Land Use Element Map amendment by Rob Heywood representing The Ritchie Group, LC, application number 2170062, subject to the following conditions:

1. That all requirements of the Tooele City Community Development and Public Works Department are satisfied throughout the development of the site and the construction of all buildings on the site, including provision of municipal type utilities and permitting.
2. Any proposed development for any portion of the property will be required to address and install any and all infrastructure and municipal-type utilities needed to service the project to the satisfaction of the Community Development and Public Works Department.

Chairman Robinson asked the Commission for any questions or concerns.

Commissioner Sloan asked for clarification on the map shown overhead for the adjacent property owner's area of concern.

Ms. Custer referred to the photo and pointed out the area in question. She also pointed out a dirt road that would separate the High Density Residential and the General Commercial.

Chairman Robinson opened the public hearing for both the Land Use Element Map amendment and the Zoning Map amendment, as they both refer to the same property.

Alan Cohen came forward. He, along with his sons that were also present, are the owners of the subject property. They are also the sole owners of an LLC called Bear-All, LLC, which has title to the subject property. His family has been in business in Salt Lake City for 90 years. Currently, his sons, who are the fourth generation of their business, are the managers. As a means of diversifying themselves, they purchased this land about 10-11 years ago in the height of the real estate boom. It was their intention to hold the property 3-5 years and then team up with developers or put it up for sale. At the time, the property was in the Greenbelt. Believing that Tooele was in a growth phase, they chose to change the zoning. Shortly after however, the real estate market crashed.

They have tried to sell the land as a Commercial Property for the past 6-7 years but have been unsuccessful. They have used four different real estate agents and have used various pricing strategies and incentives. They have also utilized the internet, direct mail and other resources, all to no avail. Based on the advice of several qualified experts, they decided to build apartments on half the property and retain the other half as Commercial. They have already been approached by at least two developers who are interested in the Commercial side.

Mr. Cohen believes this to be a growth opportunity not only for them, but for the surrounding businesses that currently exist, including the medical offices, fast food restaurants, gas station, Home Depot, and adjacent furniture store. He believes that Tooele City will attain growth through the tax base. He also believes the UTA Park & Ride will be an advantage to everyone. He expressed his gratitude to Rachelle Custer and Paul Hansen for their assistance in this process.

James Knight came forward next. He represented Skretting, which is a fish feed manufacturer near the subject property. He asked for the color satellite photo of the subject property to be shown overhead again. He mentioned a letter that he had given to the Commission in regards to his concerns for these amendments. This letter is attached to the minutes as Exhibit A.

Skretting purchased their land from a private owner in 2008, which was Nelson and Sons. Nelson and Sons is still the corporate entity name that they use, however they operate under Skretting. Nelson and Sons was originally located in Murray, Utah and operated there for about 100 years. Over that time, the city grew and they had to find another place to relocate. When they purchased the land in Tooele around 1996, there was concern that the same situation would occur; that the city would develop residential areas around them.

Mr. Knight pointed out that the land south and east of 2400 North belongs either to Skretting or ENS, a joint partnership of Skretting's. That land is all zoned Light Industrial and they have no intent to sell that land for residential use. Also near the subject property is C.R. England, which also has truck traffic. Clean Harbors is also nearby, which takes care of industrial hazardous waste. The land for the medical buildings to the west was purchased from Skretting, as well as the Pit Stop Carwash. It is Skretting's intent to continue to sell their land for light industrial use.

Mr. Knight stated that Skretting has been actively involved in the community and employ many residents of Tooele. They predict a 23% growth in their business this year. Their main concern is safety for the City's residents, and they believe that transport trucks and children just don't go well together.

Commissioner Sloan asked for more specific details about truck traffic in the subject area, such as how many per day. Mr. Knight answered that about 3,000 trucks traveled through their area last year, and they predict even more this year as a result of the predicted 23% business growth. He also pointed out that they operate 24 hours/day, even in the winter when it gets dark earlier. This is a concern because High Density Residential typically brings young families, and Mr. Knight worries about young children around the busy truck traffic.

Mary Alice Shields-Watkins came forward next. She represented the land directly to the east of the subject property. It is zoned RR-5 and is in the County. It's approximately 150 acres and they have no intention of disposing of or selling the land. Her concern is trespassing on their property. It is currently being farmed. Trespassers have used a dirt road that runs along the north side of the railroad tracks and it has crept further north, getting closer to Droubay Road. She is concerned that use of this dirt road will increase with residential development in the area.

Mr. Baker pointed out that this is a rail crossing that would not be allowed by the railroad to be developed or improved in any way. It's not part of the City's transportation master plan. Any development of any nature on that property would probably require something obstructing traffic crossing the railroad.

Commissioner Hammer asked for clarification about which property Mr. Baker was referring to. Mr. Baker responded that he was referring to any property developed in the City that was on the west side of and adjacent to the railroad tracks. They probably would be required to obstruct the crossing of those tracks from that development.

Rob Heywood came forward to address the Commission next. He works for the Ritchie Group, which is the development partner for the Cohen brothers on this property. He referenced the letter from James Knight, which addressed the concerns of Skretting. Mr. Heywood wanted to address the traffic concerns pointed out in the letter. He doesn't believe that this truck traffic is different from other truck traffic throughout the rest of the City. While he shares concern for children, he assured the Commission that traffic engineers and the site design plan team would consider those issues when developing the site. He stated that while all the land to the south of 2400 was in control of Skretting, they also desired to have control of their land to the north of the subject property. With the coming growth of that area, whether Light Industrial or Commercial,

housing is a chief need for the workforce employees. Their market research shows that there is a demand for housing in Tooele City, and they hope to be able to provide a beautiful, desirable place to live that is close to many of the work opportunities provided by Skretting and others.

Commissioner Smart expressed a concern about the odor coming from the Skretting facility. He related a story about his family's dairy that was constantly taken to court over the smell, and they eventually gave up the business over it. He worries that potential residents would complain to Skretting enough to run them out.

Mr. Heywood responded that the odor problem was an issue that they had been researching. He has personally conducted many "sniff tests" and believes that the traffic issue is more of a problem than the smell.

Mr. Cohen returned to the podium to talk about research that they have conducted on the smell problem. He passed out folders to the Commission that held the research data that he has compiled. This information is included at the end of these minutes. Mr. Cohen made sixteen visits to the subject property on various dates and times beginning Oct. 25, 2016 and ending on Feb. 28, 2017. At no time did he observe any unusual odors. His research includes wind speeds and direction as provided by the National Weather Service of Salt Lake City. Mr. Cohen admitted that the research he conducted was not scientific. However, he concluded that if such a problem exists, it is slight and insignificant to his investment goals and that the risk, if any, is his and is acceptable.

Commissioner Spendlove remarked that he believes the smell to be a problem, and noticed it just that morning near Home Depot. He worries that it will negatively affect the property owner's ability to find tenants.

Mr. Cohen responded that he has tried to find ways to monitor the air on a continuing basis, but has been unable to find such equipment. He reiterated that he is satisfied with the risk.

Mr. Knight returned to the podium. He did not receive a copy of the odor study conducted by Mr. Cohen. He was uncomfortable that the data was not scientific. He was also concerned that he was not aware of Mr. Cohen making visits to his property. Mr. Knight pointed out that his facility did not operate during the month of December, and January and February were slow months. As a result, the odor issue should not have been a problem anyway during those months when Mr. Cohen conducted his study. Their busy time is during the summer, when children are outside more often. Mr. Knight also mentioned that his company continues to make efforts to help the odor problem.

Chairman Robinson closed the public hearing at 7:45 p.m.

At the advice of Mr. Baker, Chairman Robinson stated that the letter from Skretting and the research study and accompanying letter be included as part of the public comments in the public hearing.

Mr. Baker added to the discussion that he has lived or worked in Tooele since 1993, and while driving on SR-36 has noticed that under moist, winter conditions with a north breeze, the air is pungent. Mr. Baker spoke with Chris Nelson and his brothers in 1995, 1996, and several times after that. He recalled being told by them that they were forced to leave West Jordan because of odor concerns from encroaching residential development. The complaints about the odor became very strong from the residents. When Nelson and Sons moved to their current location in Tooele, it was outside the Tooele City limits and was the Tooele County Industrial Park. The land was developed by the County and then became owned by the England family and others. It was annexed sometime later, and at that time, the Nelsons expressed to Mr. Baker why they moved out here and expressed concern that the situation may happen to them again, i.e., conflicts due to residential development encroaching on their facility.

Commissioner Sloan asked Mr. Baker who instigated the annexation request, the City or property owners?

Mr. Baker didn't recall, but believes it may or may not have been part of the Tooele Associates Annexation that happened about the same time.

Commissioner Montano related a story about a similar issue regarding the Brickyard Plaza in Salt Lake City. They were also forced to relocate as a result of their operations bothering nearby residents. Commissioner Montano is very familiar with the subject property and is aware of the odor, but commended the facility for their continued attempts at improving the problem. It is much better than it was in the past.

Commissioner Montano also expressed his favorable view of personal property rights. He believes that property owners have the right to develop their property as needed, and diversifying may be the best solution to protect their investment.

Commissioner Sloan was in agreement with Commissioner Montano about being pro personal property rights. He is in the real estate profession, and has been a part of situations similar to this one. Commissioner Sloan remarked that in the state of Utah, less than 23% of the housing is available to people making less than \$50,000 per year. Market studies indicate that we have a tremendous housing shortage, especially rental properties.

Commissioner Sloan admitted that he was struggling with this issue. He agreed that the subject property could be a nice, walkable community. Additionally, he said that nothing makes a better buffer between Commercial and Residential than High Density Residential. Odor and traffic issues aside, he stated that he was likely to favor the property owner in this situation because it is in the public good to develop this sort of product in this area. In our City, we constantly hear of the need for commercial opportunities. Despite the fact that people believe that if we build a Costco, people will move here, it actually works the other way around. Without appropriate housing, we are unlikely to get new commercial businesses. That being said, Commissioner Sloan warned that he will be "mean and nasty" when an actual development plan comes before the Commission, particularly with the traffic and safety issues.

Commissioner Smart added that he agrees with supporting personal property rights. However, he believes that the property owners are fully aware of the situation, and they know that once people move in, the residents have the ability to complain and create problems for the property owners and neighboring businesses.

Commissioner Sloan clarified that he understands that the property owners say that they will take full responsibility of any issues that may arise. However, he believes that once they have sold the property, the owners will be gone and any problems will become the responsibility of someone else. Having been in the development business, he knows what typically happens in these situations.

Mr. Baker pointed out to Commissioner Sloan that this is likely the only opportunity to be “mean and nasty” if he had concerns about the development. By law, once a property is rezoned, then the City must approve development applications consistent with that zoning. By law, the Commission is not required to approve zoning changes. Those are policy issues that the Commission and City Council set.

Commissioner Montano asked Paul Hansen for any comments as far as traffic and road concerns.

Paul Hansen reiterated that they don’t have an application for development, just a concept. They haven’t yet been through any of the City Code requirements in terms of traffic or other studies. Those studies will be required once an application is filed. The one factor on traffic is that 2400 North is not expected to extend across the rail traffic. Any traffic from 600 East to the end of the cul-de-sac will be either the subject properties’ residents or the industrial users on the south side.

Commissioner Sloan moved to forward a positive recommendation to the City Council for the Hialeah Run at Tooele General Plan, Land Use Element Map amendment request by Rob Heywood representing The Ritchie Group, LC for property located at approximately 600 East 2400 North, application number 2170062, based on the findings and subject to the conditions listed in the Staff Report dated March 8, 2017. Commissioner Montano seconded the motion. The vote was as follows: Commissioner Hammer, “Nay,” Commissioner Smart, “Nay,” Commissioner Bevan, “Nay,” Commissioner Sloan, “Aye,” Commissioner Spendlove, “Nay,” Commissioner Montano, “Aye,” and Chairman Robinson, “Aye.” **With a 4-3 vote, a negative recommendation will be forwarded to the City Council.**

6. Public Hearing and Recommendation on an ordinance amending Tooele City Zoning Map for approximately 8.81 acres located at approximately 600 East 2400 North from General Commercial to High Density Residential.

Presented by Rachelle Custer

This item was introduced with item #5.

Chairman Robinson opened the public hearing for the Zoning Map amendment.

Rob Heywood came forward again. He stated that it was the intention of the land owners to have this be a legacy asset, to hold it indefinitely and not sell it.

Chairman Robinson closed the public hearing at 8:02 p.m.

Chairman Robinson moved to forward a positive recommendation to the City Council for the Hialeah Run at Tooele Zoning Map amendment request by Rob Heywood representing The Ritchie Group, LC for property located at approximately 600 East 2400 North, application number 2170061, based on the findings and subject to the conditions listed in the Staff Report dated March 8, 2017. Commissioner Montano seconded the motion. The vote was as follows: Commissioner Hammer, “Nay,” Commissioner Smart, “Nay,” Commissioner Bevan, “Nay,” Commissioner Sloan, “Nay,” Commissioner Spendlove, “Nay,” Commissioner Montano, “Aye,” and Chairman Robinson, “Aye.” **With a 5-2 vote, a negative recommendation will be forwarded to the City Council.**

7. Recommendation on preliminary plan approval for Canyon Village – Rust - a 15.75 acre 60 lot residential development to be located at approximately 1800 N. Copper Canyon Drive.

Presented by Rachelle Custer

This application is a request for approval of a preliminary plan for approximately 15.75 acres located at approximately 1800 North Copper Canyon Dr. The property is currently zoned HDR High Density Residential to be developed into single family homes. It is proposed to contain sixty lots, with a minimum of 7,000 square foot. There are six 15,000 square foot lots that can be developed as dense as a four-plex in this Zoning District. That will come before the Commission in final plats as they phase it out. This is just preliminary approval for the overall layout, roads, utilities, etc.

Pine Canyon Road is in the County and the County has provided the applicant with the right of way requirements to include the City’s double frontage requirements. There is double frontage along Copper Canyon Drive and Pine Canyon Road, so they will be required to abide by the Tooele City Codes on double frontage standards.

Staff recommends approval of the request for a Preliminary Plan by Adam Nash, representing Growth Aid LLC, application number 2160631, subject to the following conditions:

1. That all requirements of the Tooele City Engineering and Public Works Divisions are satisfied throughout the development of the site and the construction of all buildings on the site, including permitting.
2. That all requirements of the Tooele City Building Division are satisfied throughout the development of the site and the construction of all buildings on the site, including permitting.
3. That all requirements of the Tooele Fire Department are satisfied throughout the development of the site and the construction of all buildings on the site.
4. Plans are to be stamped and signed by a professional engineer, registered in the State of

Utah.

5. Double Frontage lot requirements along all double frontage streets, to include establishing an HOA per Tooele City Code 7-19-17.1 shall apply.
6. Single family and multi-family design guidelines per Tooele City Code 7-11a and 7-11b shall apply.

Commissioner Bevan moved forward a positive recommendation to the City Council for the Canyon Village – Rust Preliminary Plan, for the purpose of creating 60 residential lots at approximately 1800 North Copper Canyon Drive, application number 2160631, based on the findings and subject to the conditions listed in the Staff Report dated March 8, 2017.

Commissioner Sloan seconded the motion. The vote was as follows: Commissioner Hammer, “Aye,” Commissioner Smart, “Aye,” Commissioner Bevan, “Aye,” Commissioner Sloan, “Aye,” Commissioner Spendlove, “Aye,” Commissioner Montano, “Aye,” and Chairman Robinson, “Aye.”

8. **Review and Approval of Planning Commission Meeting minutes for meeting held February 22nd 2017.**

Commissioner Hammer moved to approve the minutes for the meeting held February 22nd, 2017. Commissioner Bevan seconded the motion. The vote was as follows: Commissioner Hammer, “Aye,” Commissioner Smart, “Aye,” Commissioner Bevan, “Aye,” Commissioner Sloan, “Aye,” Commissioner Spendlove, “Aye,” Commissioner Montano, “Aye,” and Chairman Robinson, “Aye.”

Councilman McCall commended the Commission for their professional discussion of the items and concerns during the meeting.

10. Adjourn

Commissioner Bevan moved to adjourn the meeting. Chairman Robinson adjourned the meeting at 8:08 p.m.

The content of the minutes is not intended, nor are they submitted, as a verbatim transcription of the meeting. These minutes are a brief overview of what occurred at the meeting.

Approved this 22nd day of March, 2017

Matt Robinson, Chairman Tooele City Planning Commission

Exhibit A

Zoning change.

To whom it may concern;

Skretting is a manufacturing company located here in Tooele at 712 East 2400 North. The company was originally located in Murray, Utah under the operating name Nelson and Sons which was privately owned. Nelson and Sons operated in Murray for about 100 years but was forced to relocate due to city grow which left no room to expand.

In 1996 Nelson & Sons purchased land in Tooele to continue their operation, at that time and they also entered into a partnership to purchase approx. 38 acres of land under the name ENS, this was to ensure room for further growth but moreover, to protect against residential grow as had happened in Murray, Utah.

Skretting purchased Nelson & Sons in January 2008 and immediately invested another 12 million dollars to install new receiving bins. We have since invested approximately 1 million dollars every year since, including 2.8 million in 2016. Skretting Tooele is a growing operation which produced 21,000 MT of fish feed in 2016 and we expect to produce 27,000 MT in 2017 for a 23% growth.

Between Skretting and ENS we have investment in nearly all the land south of 2400 North and intend to sell this land for commercial/light industrial use. We have recently turned down 2 offers which would have required the same zoning change that is currently being requested for the land North of 2400 North. The reason for not accepting the highly profitable offer was due to safety concerns. In 2016 the transport truck traffic on this road was about 30 per/day supplying our 24 hour operation, as stated before, we expect to increase sales this year by additional 23% which would result in higher truck traffic. In short, transport trucks and children don't go well together.

We have sold off lots of the land for both the medical building and the carwash located on 400 East. Our intent is to continue to sell the remaining land for commercial/light industrial use, again this would increase transport truck traffic along this road, further endangering young children if a HDR area was to be place along this corridor. We take safety very seriously and were shown by us by turning down 2 offers that were highly profitable, just ensure our residents are not exposed to these traffic dangers.

Skretting is an active community member and has donated too many groups to help the community. Such as;

- Tooele Food Bank
- Special Olympics Utah
- Children's Wish Foundation International
- Huntsman Cancer Institute
- Jared McMakin's Eagle Scout project to build nesting boxes for water fowl
- Community softball team
- Overlake Elementary Focus on Art Program
- Impact (Homeless student fund in Tooele County)
- Kickin' Cancer's Can
- 4-H livestock show in Tooele County
- Little league baseball team
- Disability Mentoring Day

- Back to School Community Closet
- Scholar Academy Night of the Arts

Plus hosted the Tooele County School District Special Education Transition program.

We are very proud of our community and our support in it, including the many local businesses that we support.

In closing, we have turned down offers that would require this zoning change on land we own due to safety concerns and I hope you would do the same for the land North of 2400 North. Our children are too valuable to be exposed to these risks.

Thank you



hiialeah run @ Tooele

Alan Cohen

Phone: 801 201 2927

Email: orandal84@gmail.com

March 8, 2017

Ladies and Gentlemen,

When my partners and I first considered a multi-family development at this location we were warned or informed, however we chose to take it, of a foul odor which sometimes permeated the area. This odor said to be emanating from the factory located at 712 E. 2400 North. Over the course of time and after many visits to the site, I or anyone whom accompanied me, failed to notice anything unusual. However, as a owner of the proposed project, it was very important to be aware if such a drawback existed. Obviously an investment of this magnitude could be substantially impaired if such a condition prevailed. So, after researching and failing to find any technological aids to determine a study methodology, I chose to do a personal study on my own. Below are the results of that study. Though I admit, the findings are not scientific in nature, they have convinced me that, if such a problem exists, it is slight and insignificant to my investment goals and that the risk, if any, is mine and is acceptable.

- 1. All information gathered from National Weather Service Salt Lake City(noaa.gov)***
- 2. Historical Prevailing Wind Speeds and Directions as measured at Salt Lake International Airport, the closest point of comparison***

Note:

a. Some difference may exist between the measurement site and the property site as to wind direction, which is the key event of study here. Therefore one would have to interpolate wind directions in Tooele from the available data. Having spent a great deal of time on the Great Salt Lake in my younger days, I have concluded the data here is very close to valid at the proposed location.



b. The study of Wind Speed and Direction is significant only in the fact that if there were an unusual odor wafting from the factory sight, it would only be noticed were the wind to pass over the proposed multi-family site.

c. In that vain, we should note the following:

Approximate (give or take 10 degrees) True Compass Bearings from the Factory Smoke Stack to Various Locations on the Subject Property.

<i>TO:</i>	<i>540 East</i>	<i>118 degrees</i>
	<i>650 East</i>	<i>135 degrees</i>
	<i>End 2400 N</i>	<i>180 degrees</i>

Therefore, if a problem existed the winds coming from these directions would most affect the subject property.

3. Exhibits shown here are as follows.

Exhibit one: Site visits on Exhibit one were made by the author on the days and times so noted. The exhibit indicates day, time, sky condition, wind speed and approximate direction.

There were 16 visits made on various dates and times beginning October 25, 2016 and ending on February 28, 2017 as noted. At no time were any unusual odors observed.

*Exhibit two: (Consisting of 13 Pages: Page one is the annual data and Pages 2 through 13 are Monthly data)
Historical Prevailing Wind Speeds and Directions as measured at Salt International Airport. (See above)*

CONCLUSIONS:

Considering the data in paragraph (c.) above, the winds which would most affect the site would emanate from between 118 degrees and 180 degrees give or take ten degrees.



Page one of Exhibit two (annual wind speed and direction) indicates the following:

Winds from the designated directions could occur up to 25% of the time. (Considering it is calm 15% of the time) However, half of the time these winds are 10 to 15 knots. (11 to 17 MPH.) Logic would tell us that higher winds would dissipate the odor, if any.

And finally, the 16 visits to the property indicated 0 evidence of any odor under any of the conditions which existed at the time of the visits. So considering the percentages above stated, one would have to conclude that some evidence would have been noticed on, at least, one visit. This was not the case. This in turn would lead one to suspect that the warnings received though possible, were perhaps excessive.

I thank you for taking the time to consider this study, and though I freely admit it is far from scientific, the results of the study combined with the many site visits give me confidence there should not be a problem.

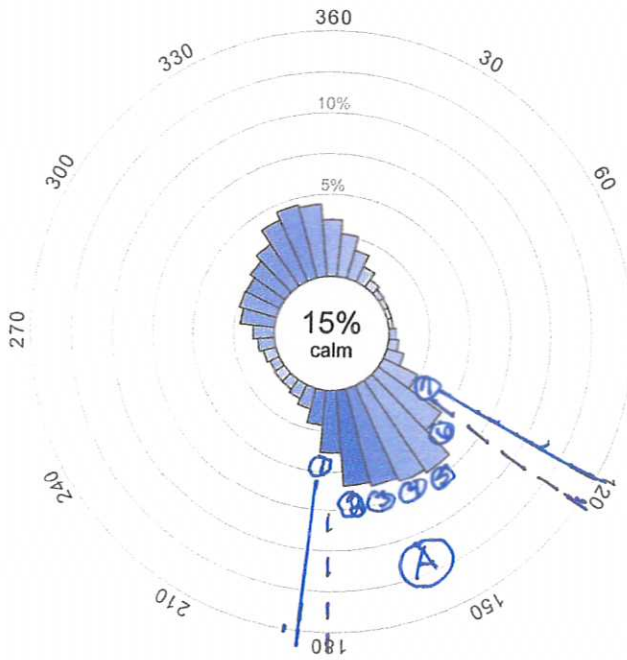
Respectfully submitted

Alan S. Cohen

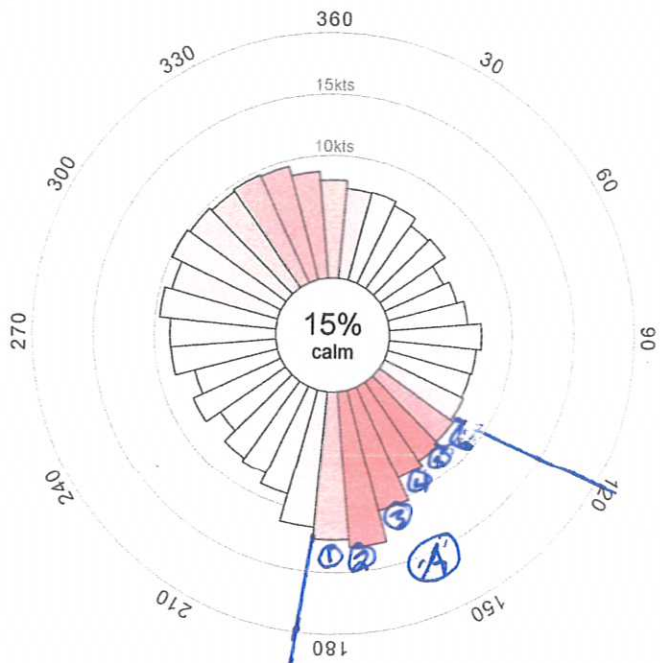
SITE STUDY EXHIBIT ONE

DATE	SKY CONDITION	TIME	WIND	COMMENT, ODOR??
10/25/2016	Partly Cloudy	3:00 PM	N-5	None
11/1/2016	Over cast	8:45 AM	S 1 to 2	None
11/4/2016	Cloudy Slt Inversion	8:55 AM	S 1 to 2	None
11/7/2016	Cloudy Inversion	12:00 PM	0 to N 5	None
11/22/2016	Partly Cloudy	1:00 PM	0 to N 1	None
12/5/2016	Partly Cloudy	12:00 PM	NW-5	None
12/8/2016	Over cast	10:20 AM	0	None
12-?-16	Cloudy Slt Inversion	1:00 PM	0	None No Smoke
12/30/2016	Inversion	3:00 PM	0	None No Smoke
1/8/2017	Inversion	11:20 AM	N to SW 5	None
1/24/2017	Over cast	10:42 AM	NW 3	None
2/1/2017	Severe Inversion	10:20 AM	NW 3	None
2/17/2017	Cloudy Slt Inversion	9:20 AM	0	None
2/17/2017	Over cast	10:20 AM	NW 2	None
2/28/2017	Partly Cloudy	9:46 AM	NW 5	None

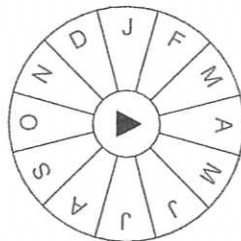
KSLC: Salt Lake City International Airport



Frequency by Direction



Average Speed by Direction

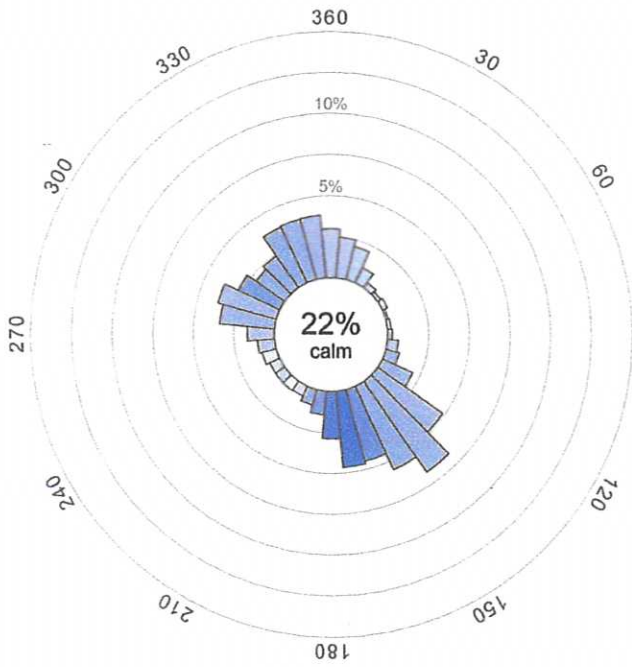


40.7764, -111.9586 [WeatherSpark](#) [Wunderground](#) [VFRMap](#) [RunwayFinder](#) [NavMonster](#)

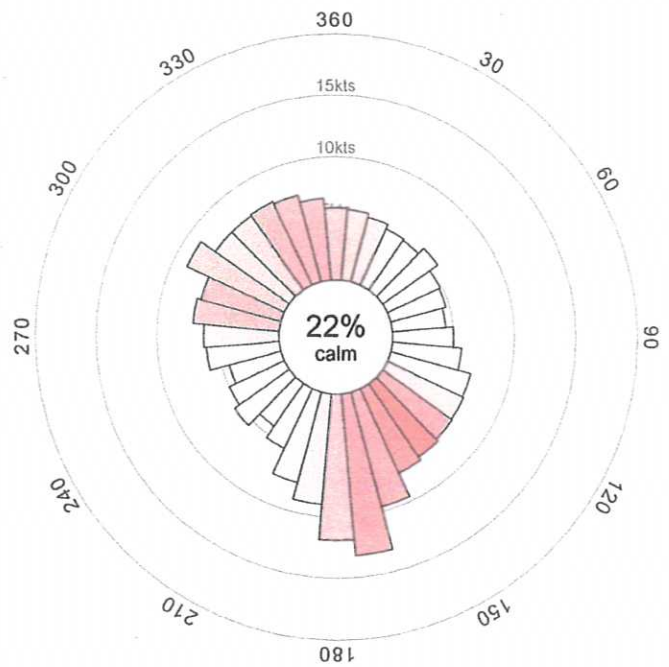
A diagram of the prevailing winds at KSLC: Salt Lake City International Airport. The blue diagram at left is a wind rose: the bar length shows the frequency of winds from each direction. In the red diagram at right the bar length shows the average speed of winds when they come from that direction. For more information, see [about this site](#).

[Wind History](#). Copyright © 2011 Daedalus Bits, LLC. All rights reserved.

KSLC: Salt Lake City International Airport



Frequency by Direction



Average Speed by Direction

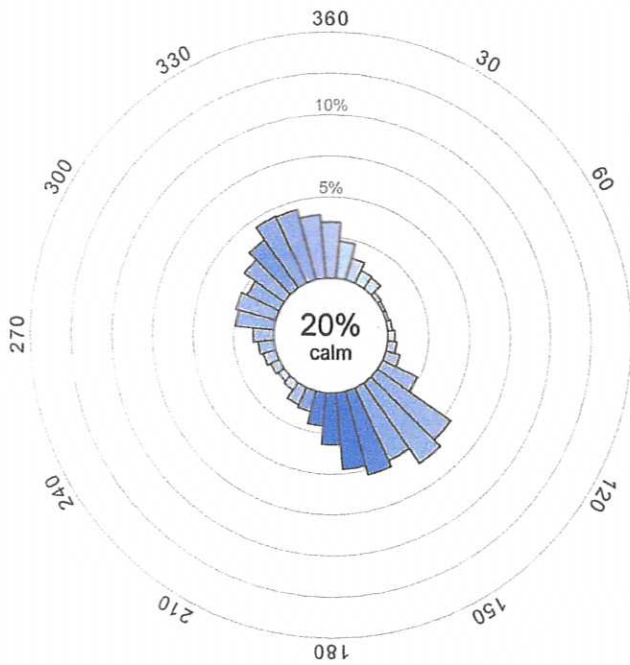


40.7764, -111.9586 [WeatherSpark](#) [Wunderground](#) [VFRMap](#) [RunwayFinder](#) [NavMonster](#)

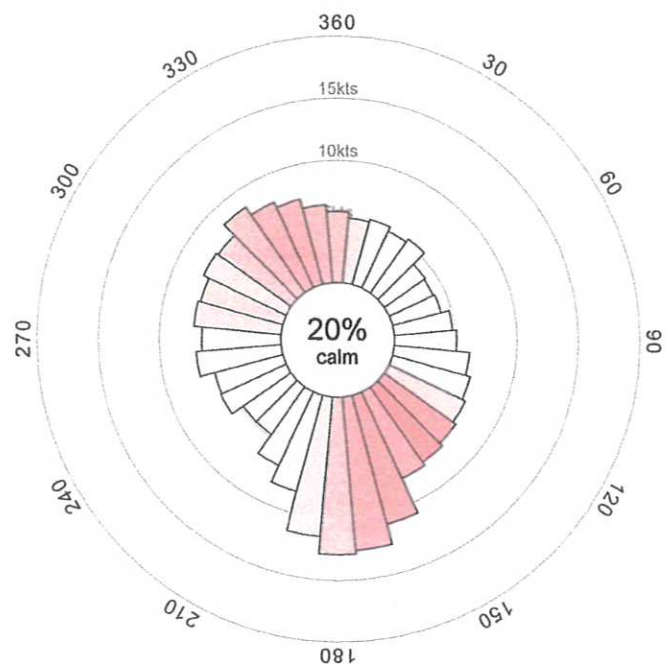
A diagram of the prevailing winds at **KSLC: Salt Lake City International Airport**. The blue diagram at left is a wind rose: the bar length shows the frequency of winds from each direction. In the red diagram at right the bar length shows the average speed of winds when they come from that direction. For more information, see [about this site](#).

[Wind History](#). Copyright © 2011 Daedalus Bits, LLC. All rights reserved.

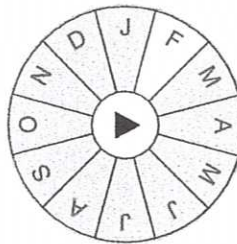
KSLC: Salt Lake City International Airport



Frequency by Direction



Average Speed by Direction

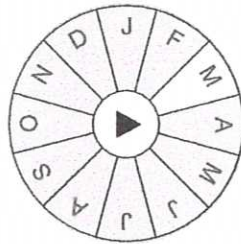
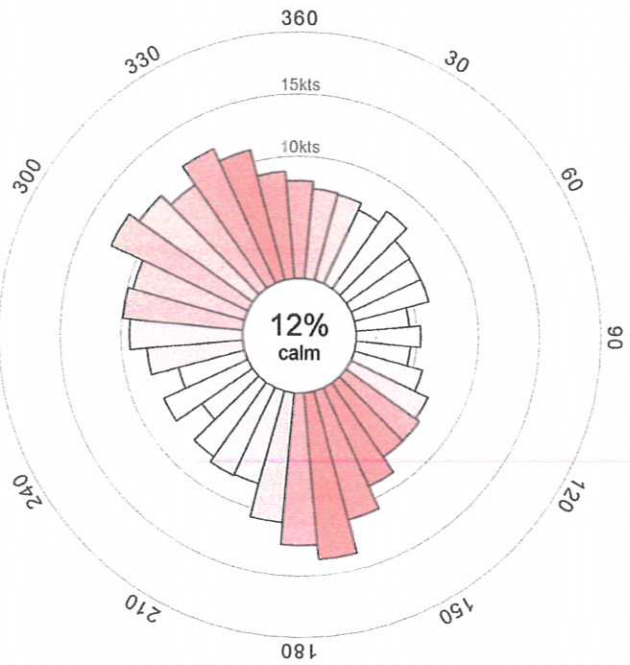
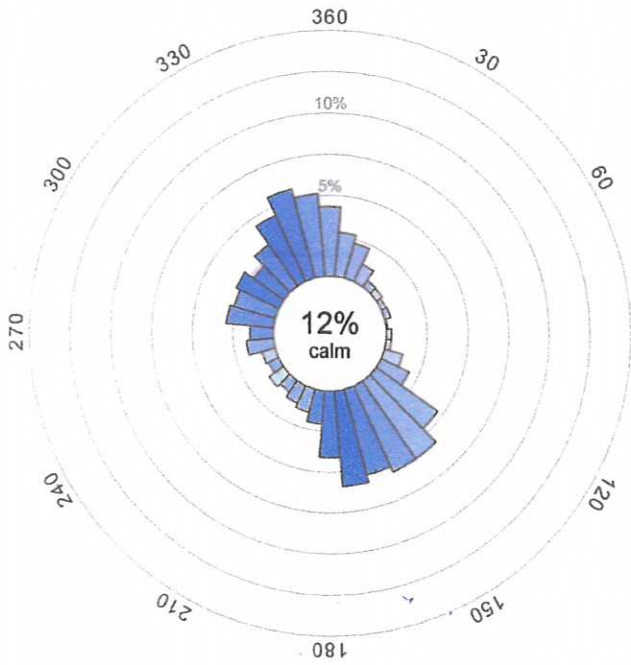


40.7764, -111.9586 [WeatherSpark](#) [Wunderground](#) [VFRMap](#) [RunwayFinder](#) [NavMonster](#)

A diagram of the prevailing winds at KSLC: Salt Lake City International Airport. The blue diagram at left is a wind rose: the bar length shows the frequency of winds from each direction. In the red diagram at right the bar length shows the average speed of winds when they come from that direction. For more information, see [about this site](#).

[Wind History](#). Copyright © 2011 Daedalus Bits, LLC. All rights reserved.

KSLC: Salt Lake City International Airport

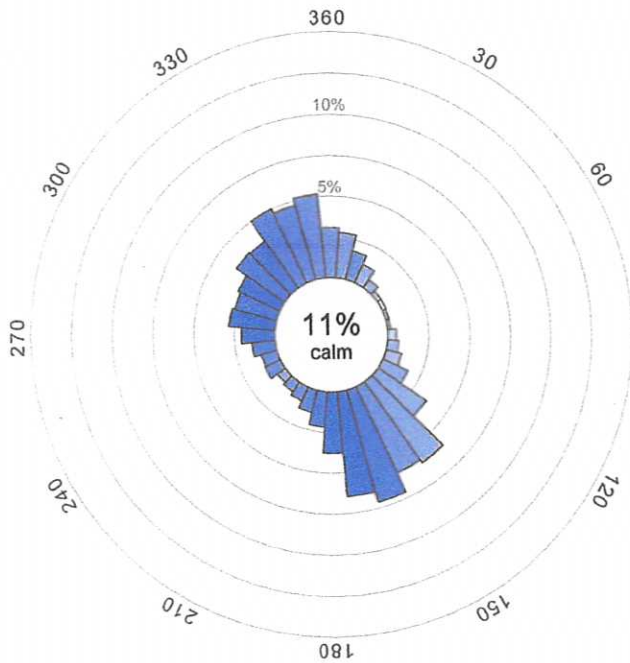


40.7764, -111.9586 [WeatherSpark](#) [Wunderground](#) [VFRMap](#) [RunwayFinder](#) [NavMonster](#)

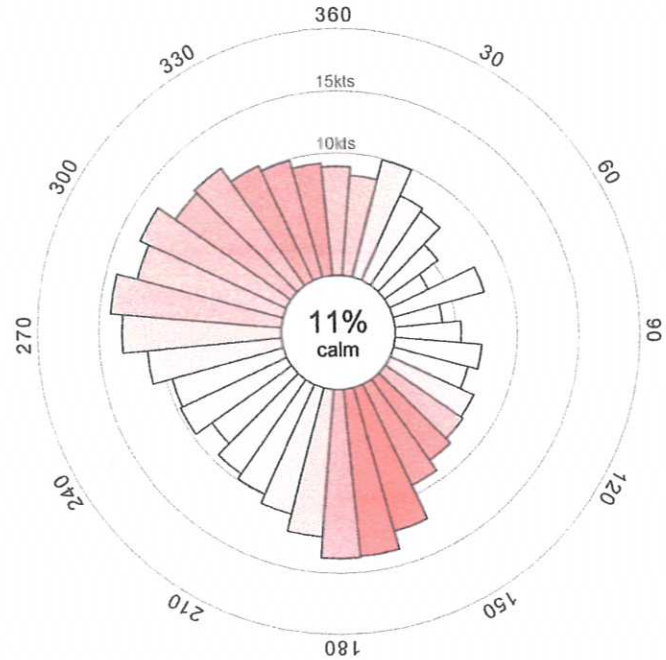
A diagram of the prevailing winds at **KSLC: Salt Lake City International Airport**. The blue diagram at left is a wind rose: the bar length shows the frequency of winds from each direction. In the red diagram at right the bar length shows the average speed of winds when they come from that direction. For more information, see [about this site](#).

Wind History. Copyright © 2011 Daedalus Bits, LLC. All rights reserved.

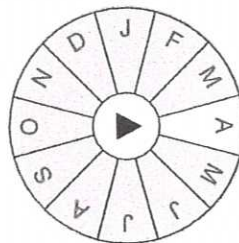
KSLC: Salt Lake City International Airport



Frequency by Direction



Average Speed by Direction

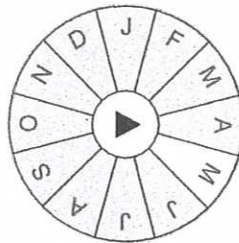
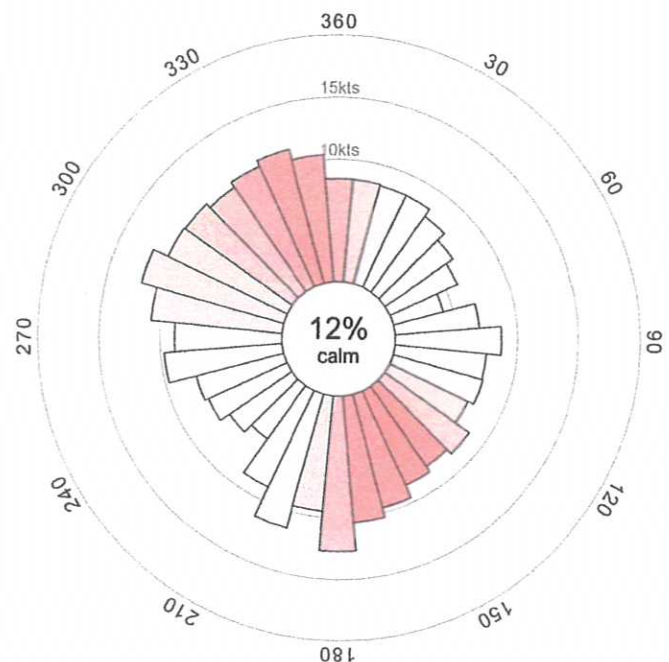
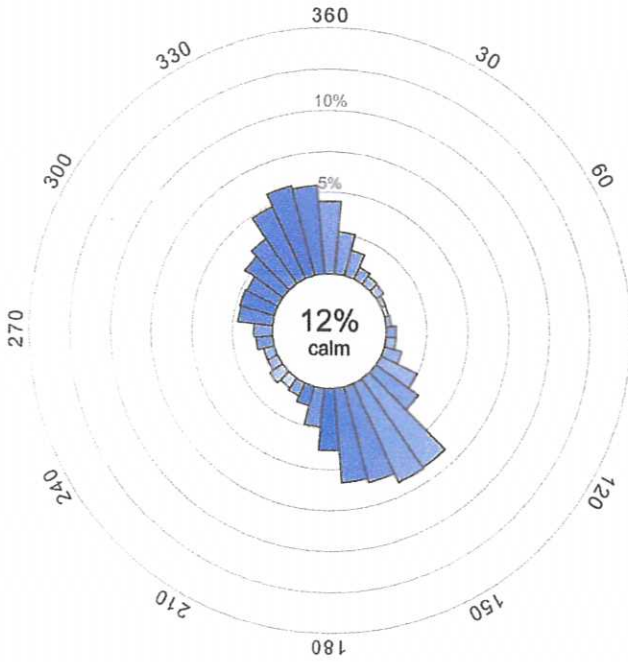


40.7764, -111.9586 [WeatherSpark](#) [Wunderground](#) [VFRMap](#) [RunwayFinder](#) [NavMonster](#)

A diagram of the prevailing winds at **KSLC: Salt Lake City International Airport**. The blue diagram at left is a wind rose: the bar length shows the frequency of winds from each direction. In the red diagram at right the bar length shows the average speed of winds when they come from that direction. For more information, see [about this site](#).

[Wind History](#). Copyright © 2011 Daedalus Bits, LLC. All rights reserved.

KSLC: Salt Lake City International Airport

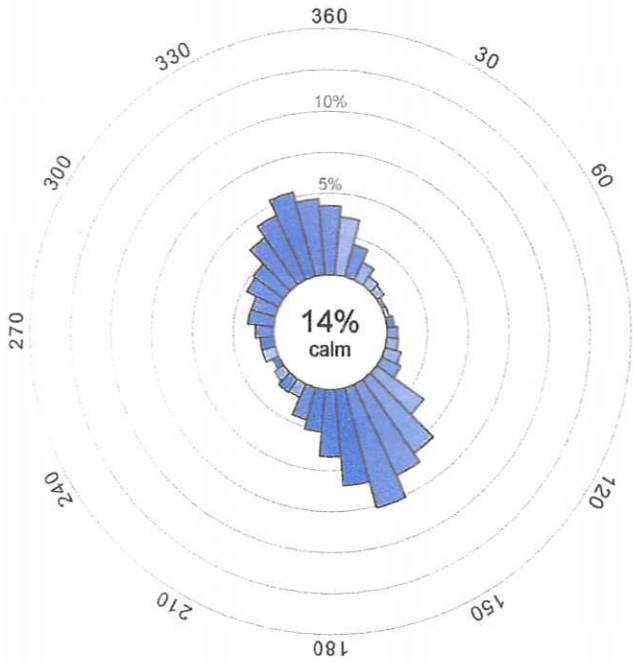


40.7764, -111.9586 [WeatherSpark](#) [Wunderground](#) [VFRMap](#) [RunwayFinder](#) [NavMonster](#)

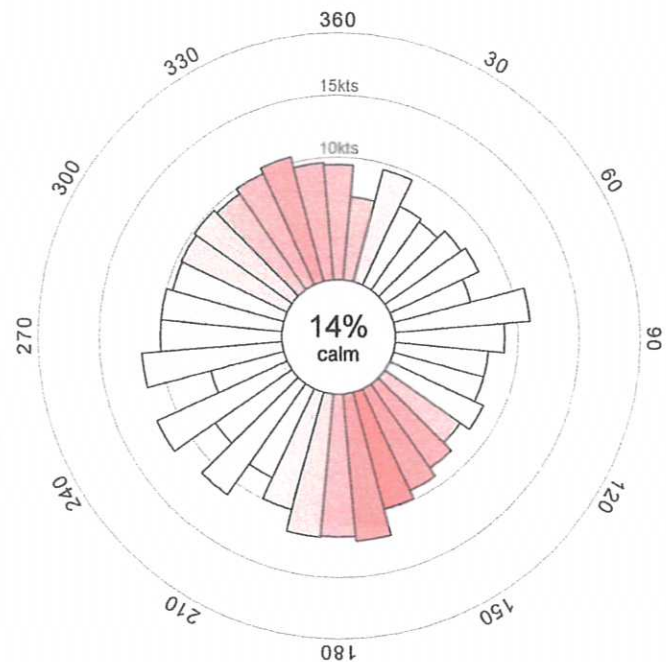
A diagram of the prevailing winds at **KSLC: Salt Lake City International Airport**. The blue diagram at left is a wind rose: the bar length shows the frequency of winds from each direction. In the red diagram at right the bar length shows the average speed of winds when they come from that direction. For more information, see [about this site](#).

Wind History. Copyright © 2011 Daedalus Bits, LLC. All rights reserved.

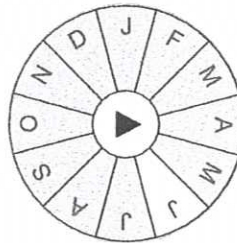
KSLC: Salt Lake City International Airport



Frequency by Direction



Average Speed by Direction

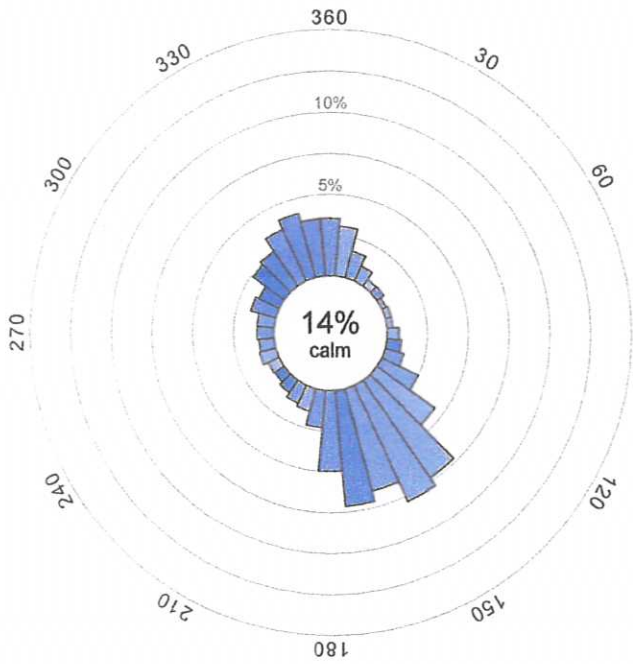


40.7764, -111.9586 [WeatherSpark](#) [Wunderground](#) [VFRMap](#) [RunwayFinder](#) [NavMonster](#)

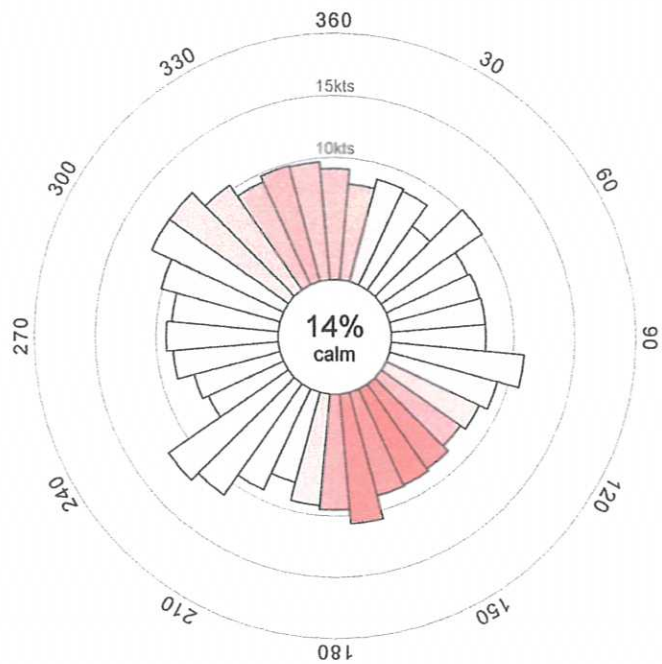
A diagram of the prevailing winds at KSLC: Salt Lake City International Airport. The blue diagram at left is a wind rose: the bar length shows the frequency of winds from each direction. In the red diagram at right the bar length shows the average speed of winds when they come from that direction. For more information, see [about this site](#).

Wind History. Copyright © 2011 Daedalus Bits, LLC. All rights reserved.

KSLC: Salt Lake City International Airport



Frequency by Direction



Average Speed by Direction

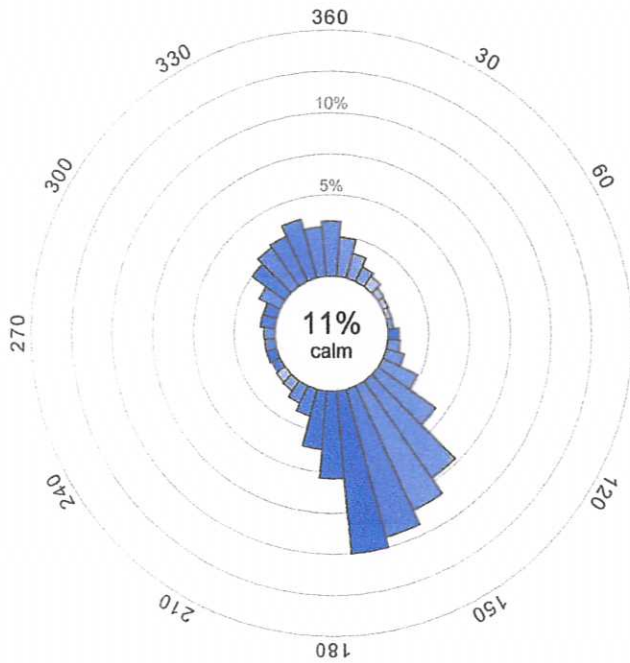


40.7764, -111.9586 [WeatherSpark](#) [Wunderground](#) [VFRMap](#) [RunwayFinder](#) [NavMonster](#)

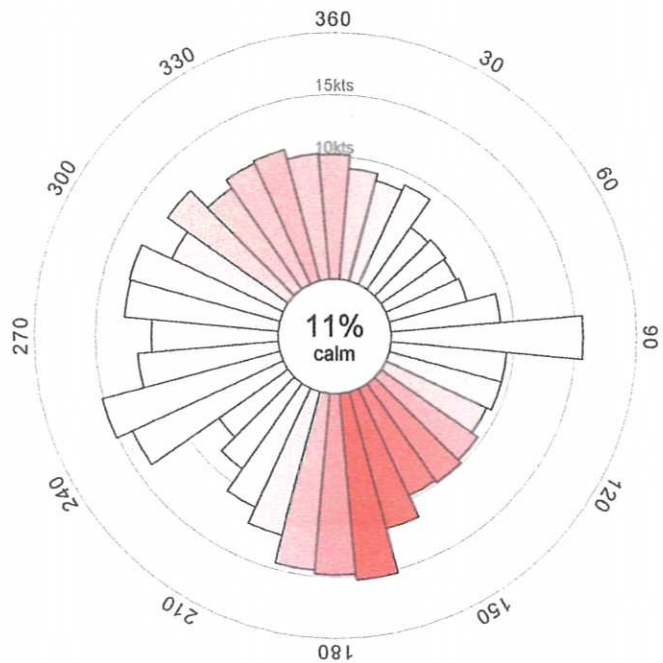
A diagram of the prevailing winds at **KSLC: Salt Lake City International Airport**. The blue diagram at left is a wind rose: the bar length shows the frequency of winds from each direction. In the red diagram at right the bar length shows the average speed of winds when they come from that direction. For more information, see [about this site](#).

Wind History. Copyright © 2011 Daedalus Bits, LLC. All rights reserved.

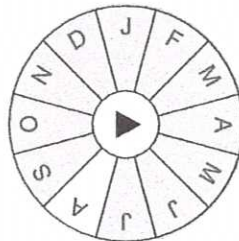
KSLC: Salt Lake City International Airport



Frequency by Direction



Average Speed by Direction

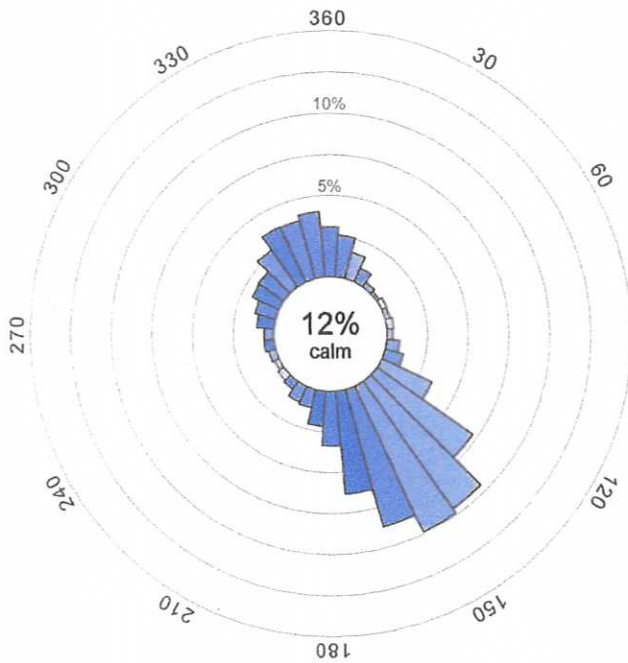


[40.7764, -111.9586](#) [WeatherSpark](#) [Wunderground](#) [VFRMap](#) [RunwayFinder](#) [NavMonster](#)

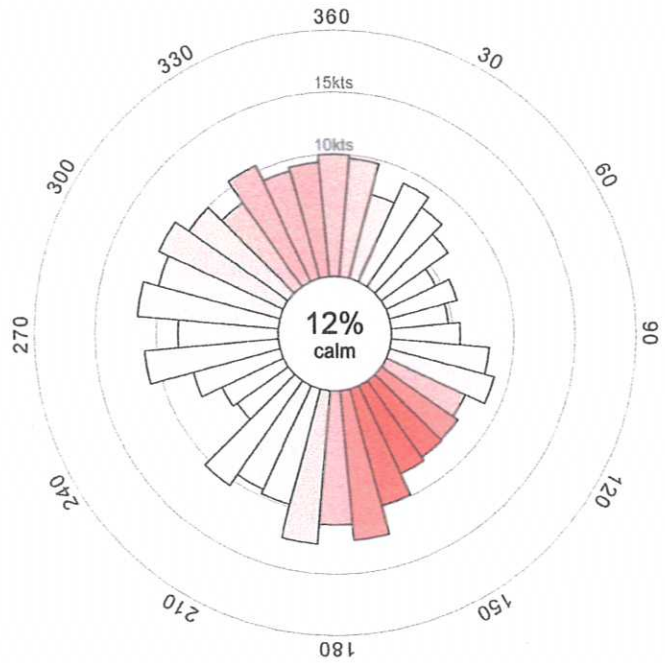
A diagram of the prevailing winds at **KSLC: Salt Lake City International Airport**. The blue diagram at left is a wind rose: the bar length shows the frequency of winds from each direction. In the red diagram at right the bar length shows the average speed of winds when they come from that direction. For more information, see [about this site](#).

Wind History. Copyright © 2011 Daedalus Bits, LLC. All rights reserved.

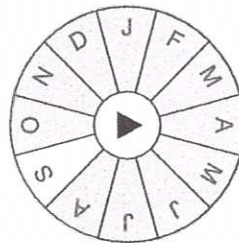
KSLC: Salt Lake City International Airport



Frequency by Direction



Average Speed by Direction

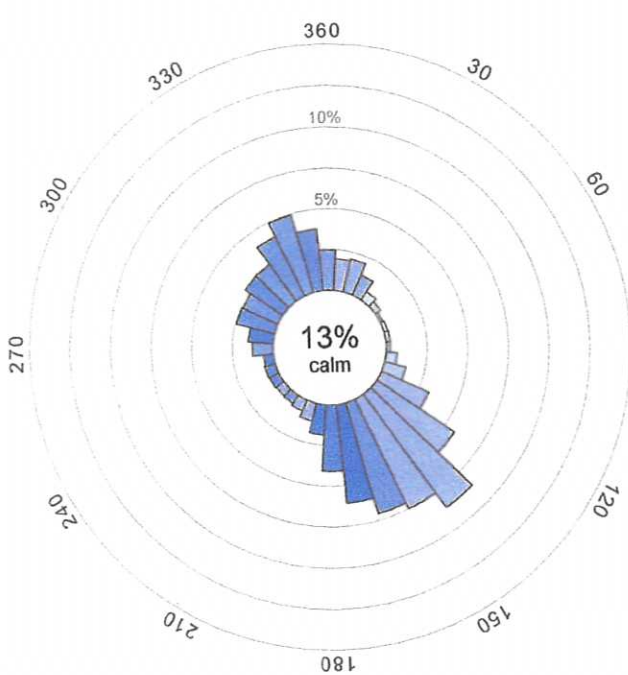


40.7764, -111.9586 [WeatherSpark](#) [Wunderground](#) [VFRMap](#) [RunwayFinder](#) [NavMonster](#)

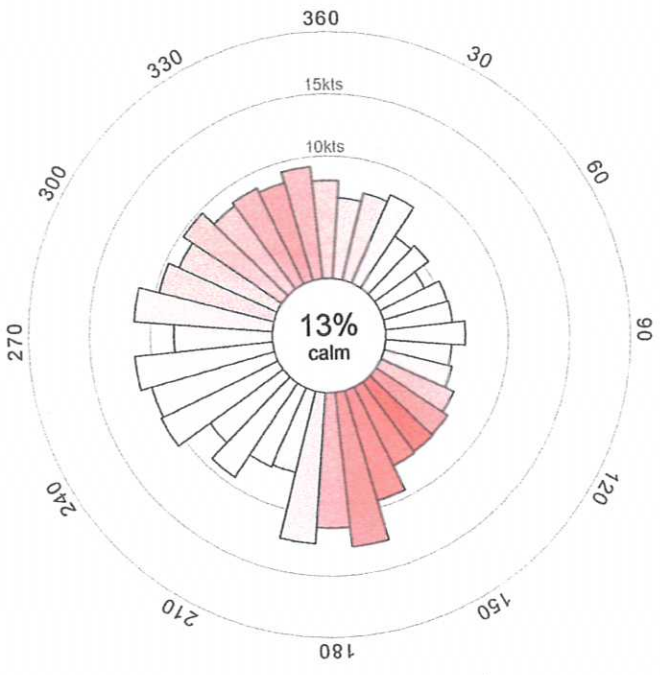
A diagram of the prevailing winds at KSLC: Salt Lake City International Airport. The blue diagram at left is a wind rose: the bar length shows the frequency of winds from each direction. In the red diagram at right the bar length shows the average speed of winds when they come from that direction. For more information, see [about this site](#).

Wind History. Copyright © 2011 Daedalus Bits, LLC. All rights reserved.

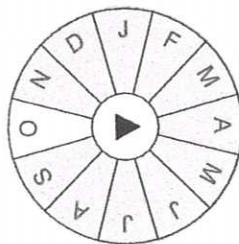
KSLC: Salt Lake City International Airport



Frequency by Direction



Average Speed by Direction

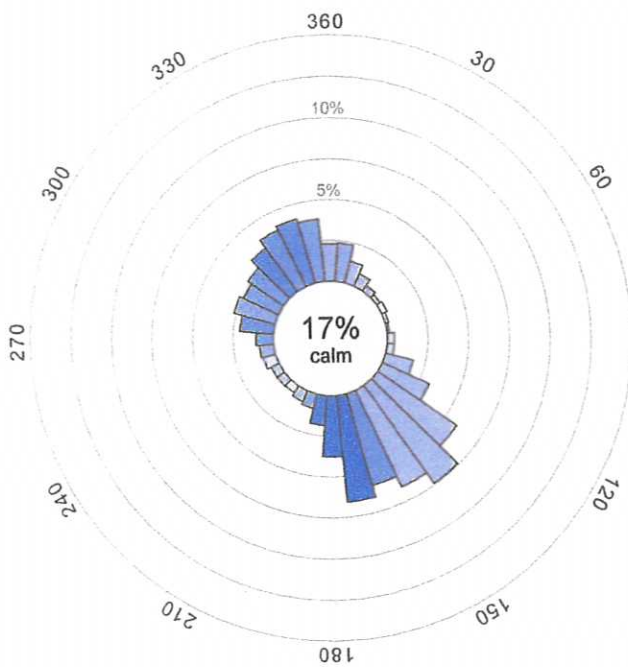


40.7764, -111.9586 [WeatherSpark](#) [Wunderground](#) [VFRMap](#) [RunwayFinder](#) [NavMonster](#)

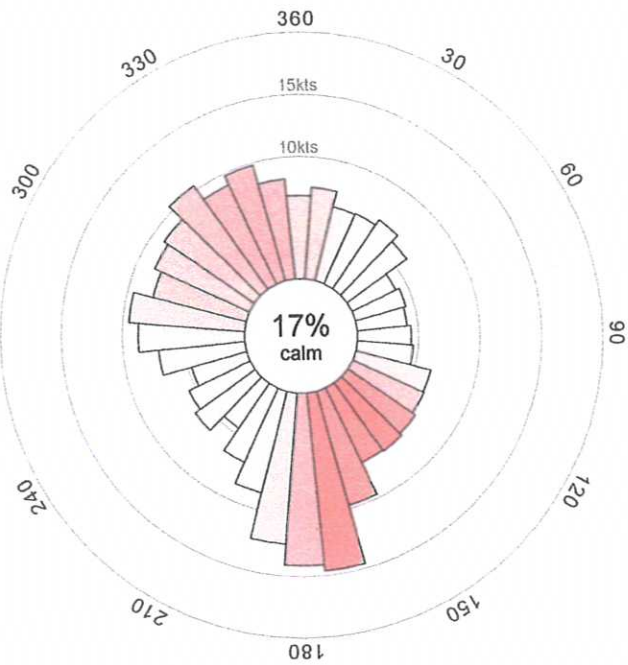
A diagram of the prevailing winds at **KSLC: Salt Lake City International Airport**. The blue diagram at left is a wind rose: the bar length shows the frequency of winds from each direction. In the red diagram at right the bar length shows the average speed of winds when they come from that direction. For more information, see [about this site](#).

[Wind History](#). Copyright © 2011 Daedalus Bits, LLC. All rights reserved.

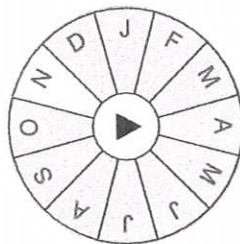
KSLC: Salt Lake City International Airport



Frequency by Direction



Average Speed by Direction

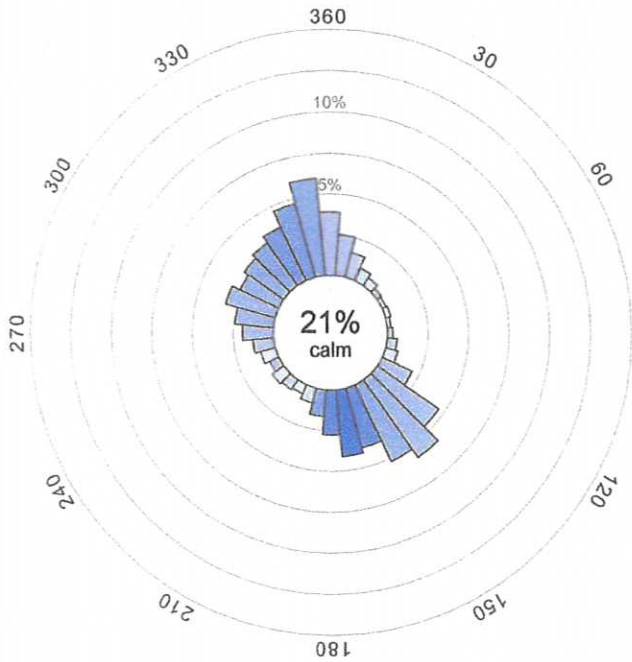


40.7764, -111.9586 [WeatherSpark](#) [Wunderground](#) [VFRMap](#) [RunwayFinder](#) [NavMonster](#)

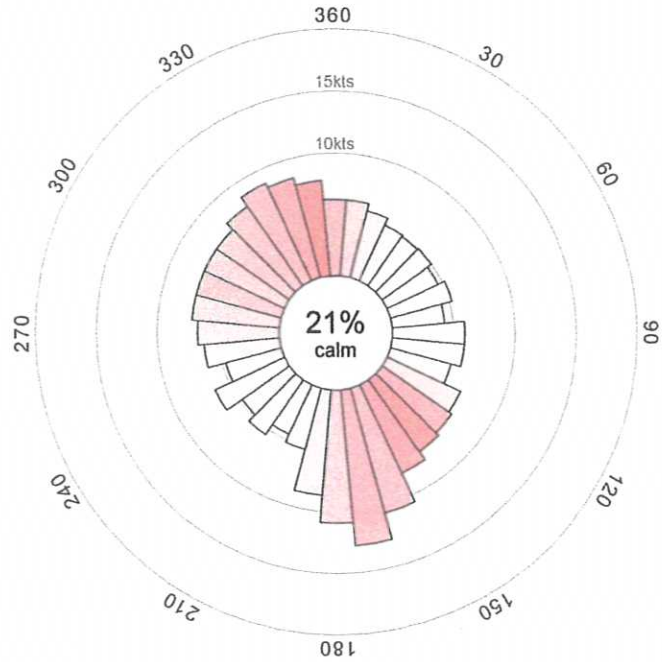
A diagram of the prevailing winds at **KSLC: Salt Lake City International Airport**. The blue diagram at left is a wind rose: the bar length shows the frequency of winds from each direction. In the red diagram at right the bar length shows the average speed of winds when they come from that direction. For more information, see [about this site](#).

[Wind History](#). Copyright © 2011 Daedalus Bits, LLC. All rights reserved.

KSLC: Salt Lake City International Airport



Frequency by Direction



Average Speed by Direction



40.7764, -111.9586 [WeatherSpark](#) [Wunderground](#) [VFRMap](#) [RunwayFinder](#) [NavMonster](#)

A diagram of the prevailing winds at **KSLC: Salt Lake City International Airport**. The blue diagram at left is a wind rose: the bar length shows the frequency of winds from each direction. In the red diagram at right the bar length shows the average speed of winds when they come from that direction. For more information, see [about this site](#).

[Wind History](#). Copyright © 2011 Daedalus Bits, LLC. All rights reserved.