

**FILE# 26-4-03**

**HIGHLAND BYPASS AND 6060 S. REZONE TO RM**

**ADDRESS:**

6037 S., 6049 S. 6051 S. Highland Dr. and 1995 E. 6060 S.

**LEGAL**

**DESCRIPTIONS:**

22-16-482-001, 22-16-482-002, 22-16-482-003, 22-15-351-004

BBEG 63.66 RDS N FR SW COR SEC 15, T 2S, R 1E, S L M; N 88°30' W 13 RDS; N 3.66 RDS; S 88°30' E 13 RDS; S 3.66 RDS TO BEG. 0.3 AC. 4721-1316 5190-1435 5644-1427 5644-1427 5644-1429

BEG 60 RDS N FR SE COR SEC 16 T 2S R 1E SL MER N 88°30' W 13RDS N 3.66 RDS S 88°30' E 13 RDS S 3.66 RDS TO BEG 0.3 AC M OR L 1020-265, 1067-501, 1624-122, 7036-1606 9697-9349 9711-1026 9711-1026 9803-4297 09854-2567 11382-1589

BEG 56.94 RDS N OF SE COR SEC 16, T 2S, R 1E, S L M; N 88 1/2° W 13 RDS; N 3.06 RDS; S 88 1/2° E 13 RDS; S 3.06 RDS TO BEG. 0.25 AC. 4104-0030 6489-2627 6621-0356 6818-2487 6833-1996 8798-0790 9182-6618 9309-1000

BEG 56.94 RDS N FR SE COR SEC 16, T 2S, R 1E, S L M; N 10.38RDS; S 88 1/2° E 6.06 RDS; S 10.38 RDS; N 12° W 6.06 RDSTO BEG. 0.39 AC M OR L. 4525-0827 5531-2310 6362-0925

**APPLICANT/REPRESENTATIVE:**

Kasey Kershaw

**PROPERTY OWNER:**

AUTONOMY INC, ARMITA PROPERTIES, LLC, NN AMLUCK LLC, WILSON, JONI D U

**ZONING:**

R-2-10 and R-1-10

**GENERAL PLAN DISTRICT:**

Medium Density Residential and Low Density Residential

**CITY COUNCIL DISTRICT:**

District #5

**PUBLIC NOTICE DETAILS:**

Published and Mailed 4/17/2026

**REQUEST:**

Zone Map Amendment

**APPLICABLE REGULATIONS:**

- 13.07.030 - Amendment to the zone map General Plan
- 13.32 - Residential Multi-family zone

**EXHIBITS:**

- Zone map
- Staff Report
- Applicant Narrative
- Applicant supporting doc.

**STAFF:**

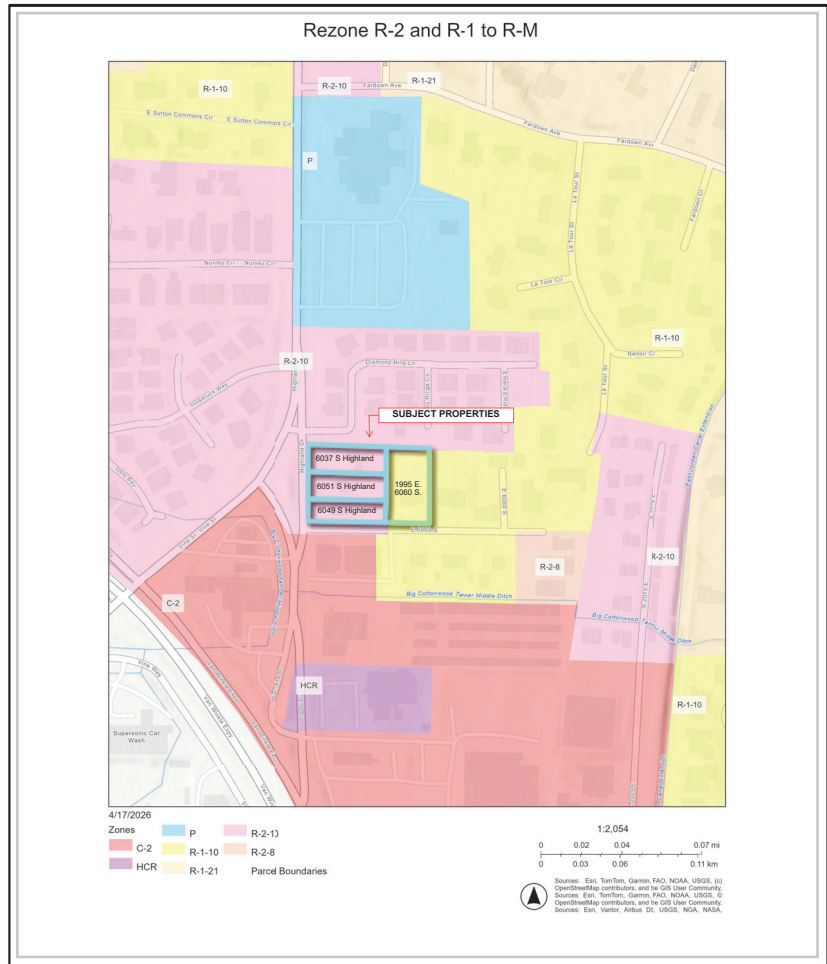
Carrie Marsh, City Planner

**DECISION TYPE:**

**Administrative:**

Public hearing required. PC shall make a motion of either, denial, approval or to continue. All motions require findings which support the decision. As directed by ordinance, applications shall be approved if the Land Use Authority finds Substantial Evidence of compliance with applicable requirements. Holladay Ord. 13.06.050.B2 and 13.08

**SITE VICINITY MAP**



**Notes:**

## NOTICE OF A PUBLIC HEARING PROPOSED REZONE

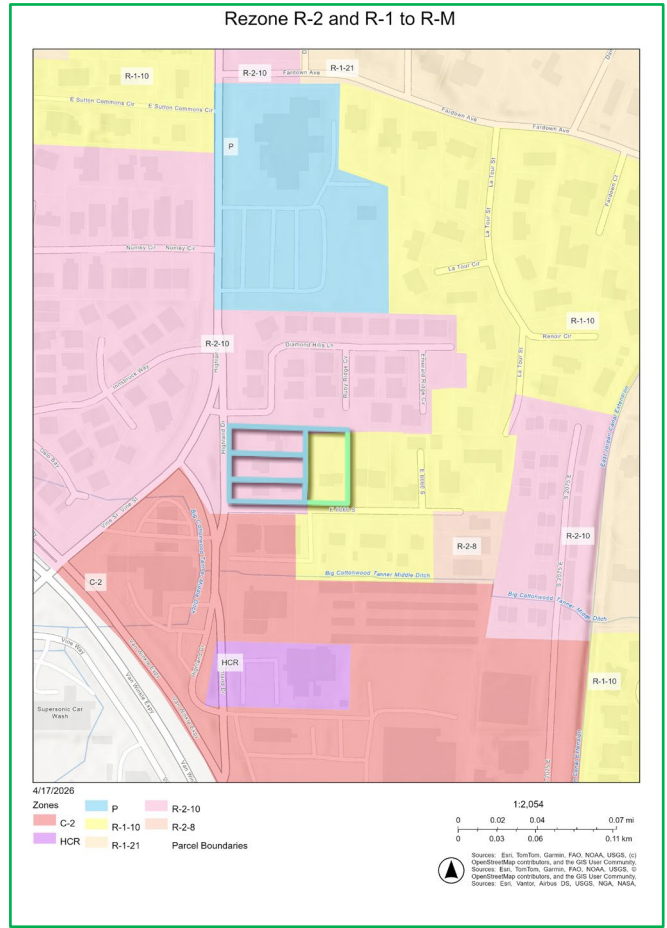
**Date:** Tuesday, April 28<sup>th</sup>, 2026  
**Time:** As close to 6:00 pm as possible  
**Location:** Temporary City Hall – City Council Chambers  
 3330 S. 1300 E. Millcreek  
**Hearing Body:** Planning Commission

Notice is hereby given that the City of Holladay will Hold a public hearing before the Planning Commission to consider a zone change application (File # 26-4-03), submitted by a representative of the property owners. The Application proposes to rezone approximately 1.24 acres (54,014 sq. ft) of property located at 6037, 6049, and 6051 Highland Dr. and 1995 E. 6060 S. from the R-2-10 and R-1-10 Zones to the R-M Zone. The Planning Commission, during this meeting, will provide a recommendation to the City Council. The City Council will make a final decision at a separately noticed meeting. \*An entirely separate subdivision application will be required prior to development if the proposed zone change is approved.

Please submit comments via email by 5:00 pm 04/27/2026 to [Carrie Marsh, cmarsh@holladayut.gov](mailto:Carrie Marsh, cmarsh@holladayut.gov). Emailed comments received by the designated times will be forwarded to the Commission prior to the meeting.

Additional information regarding this item & instructions how to join this meeting remotely can be found on the City's website and on the posted agenda, prior to the meeting. Interested parties are encouraged to watch the video stream of the meeting on the City of Holladay's website.

**ATTENTION:** This notice was mailed on 04/17/2026 by order of the Community and Economic Development Director, Jonathan Teerlink to all residents within 500 feet from the subject property. If you are not the owner of your residence, please notify the owner regarding this matter. Thank you.



## NOTICE OF A PUBLIC HEARING PROPOSED REZONE

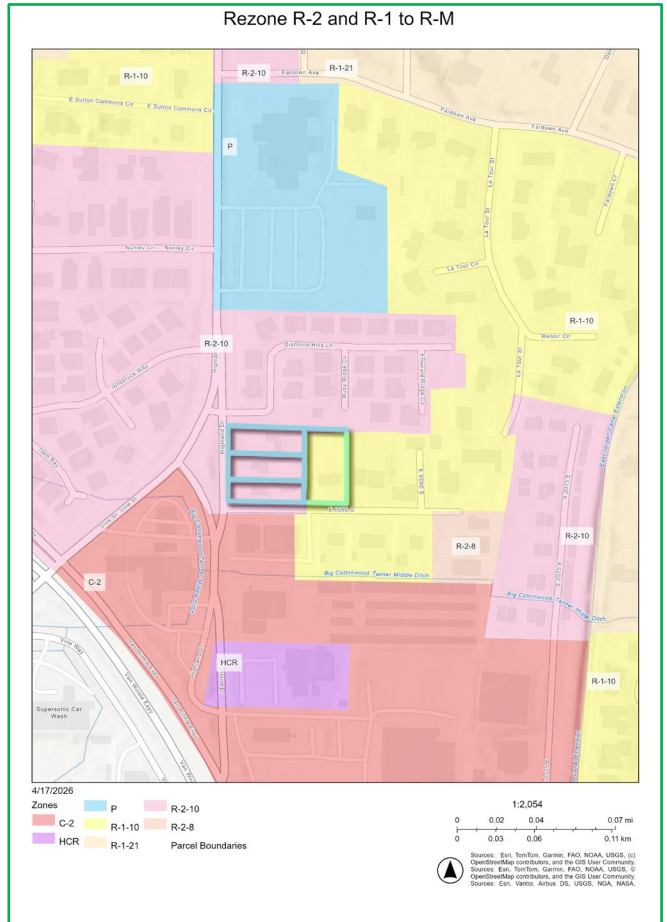
**Date:** Tuesday, April 28<sup>th</sup>, 2026  
**Time:** As close to 6:00 pm as possible  
**Location:** Temporary City Hall – City Council Chambers  
 3330 S. 1300 E. Millcreek  
**Hearing Body:** Planning Commission

Notice is hereby given that the City of Holladay will Hold a public hearing before the Planning Commission to consider a zone change application (File # 26-4-03), submitted by a representative of the property owners. The Application proposes to rezone approximately 1.24 acres (54,014 sq. ft) of property located at 6037, 6049, and 6051 Highland Dr. and 1995 E. 6060 S. from the R-2-10 and R-1-10 Zones to the R-M Zone. The Planning Commission, during this meeting, will provide a recommendation to the City Council. The City Council will make a final decision at a separately noticed meeting. \*An entirely separate subdivision application will be required prior to development if the proposed zone change is approved.

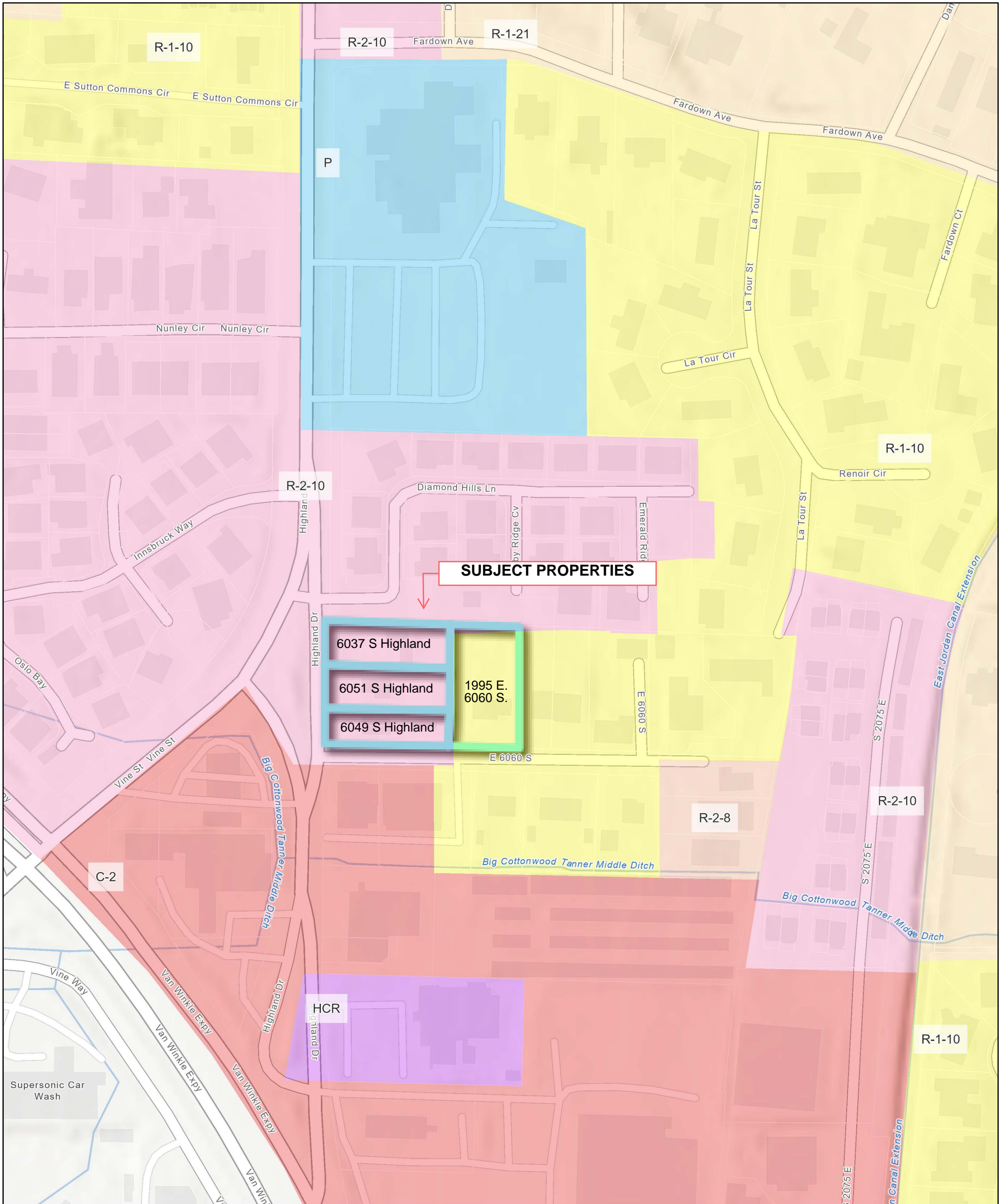
Please submit comments via email by 5:00 pm 04/27/2026 to [Carrie Marsh, cmarsh@holladayut.gov](mailto:Carrie Marsh, cmarsh@holladayut.gov). Emailed comments received by the designated times will be forwarded to the Commission prior to the meeting.

Additional information regarding this item & instructions how to join this meeting remotely can be found on the City's website and on the posted agenda, prior to the meeting. Interested parties are encouraged to watch the video stream of the meeting on the City of Holladay's website.

**ATTENTION:** This notice was mailed on 04/17/2026 by order of the Community and Economic Development Director, Jonathan Teerlink to all residents within 500 feet from the subject property. If you are not the owner of your residence, please notify the owner regarding this matter. Thank you.



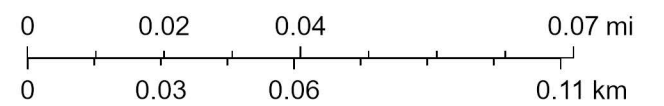
# Rezone R-2 and R-1 to R-M



4/17/2026

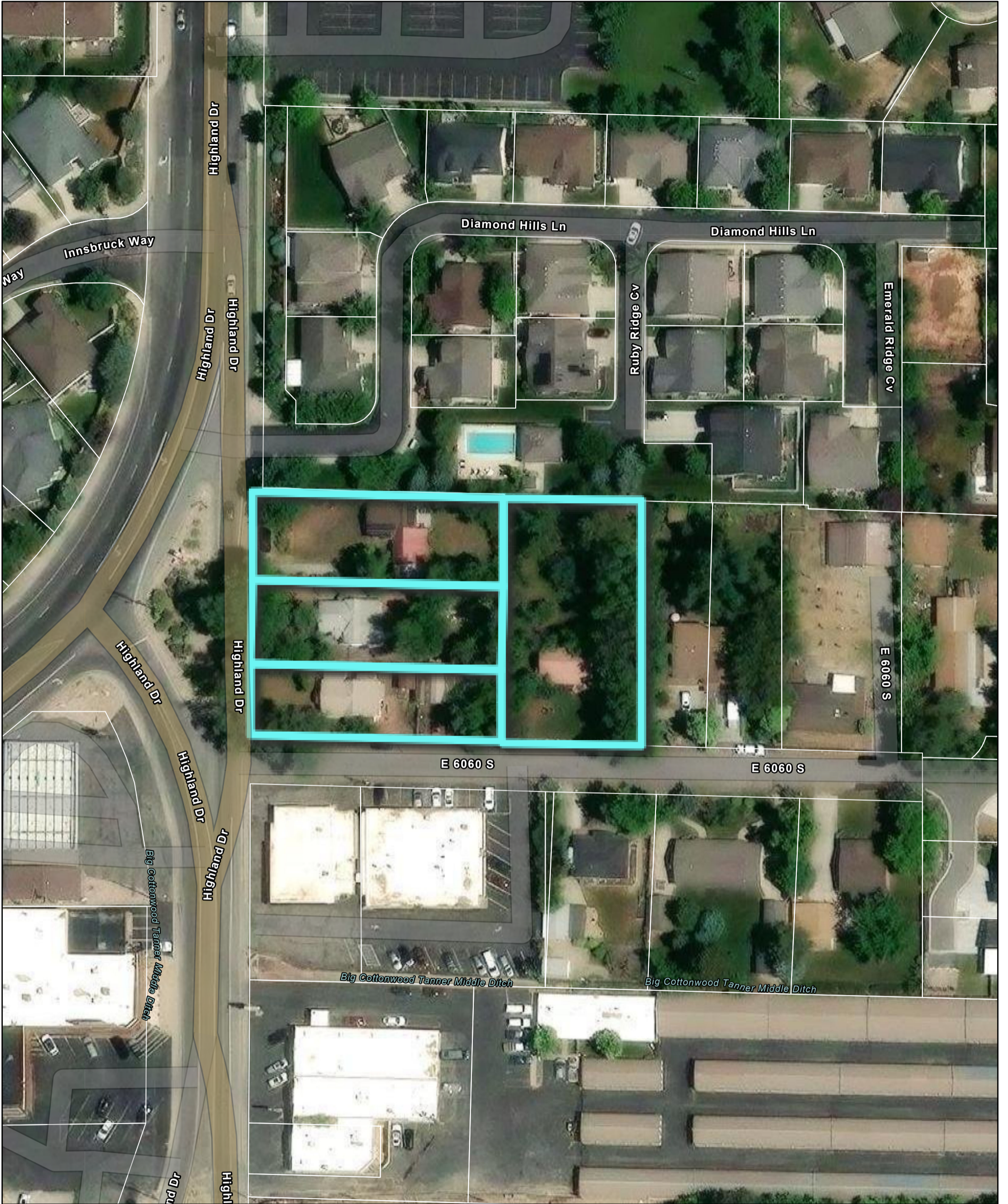
Zones	P	R-2-10
	C-2	R-2-8
	HCR	R-1-10
	R-1-21	Parcel Boundaries

1:2,054



Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, (c) OpenStreetMap contributors, and the GIS User Community, Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, © OpenStreetMap contributors, and the GIS User Community, Sources: Esri, Vantor, Airbus DS, USGS, NGA, NASA,

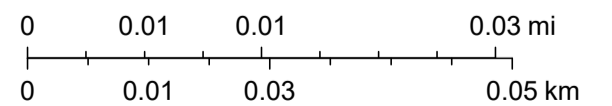
# Rezone R-2 and R-1 to R-M



4/17/2026

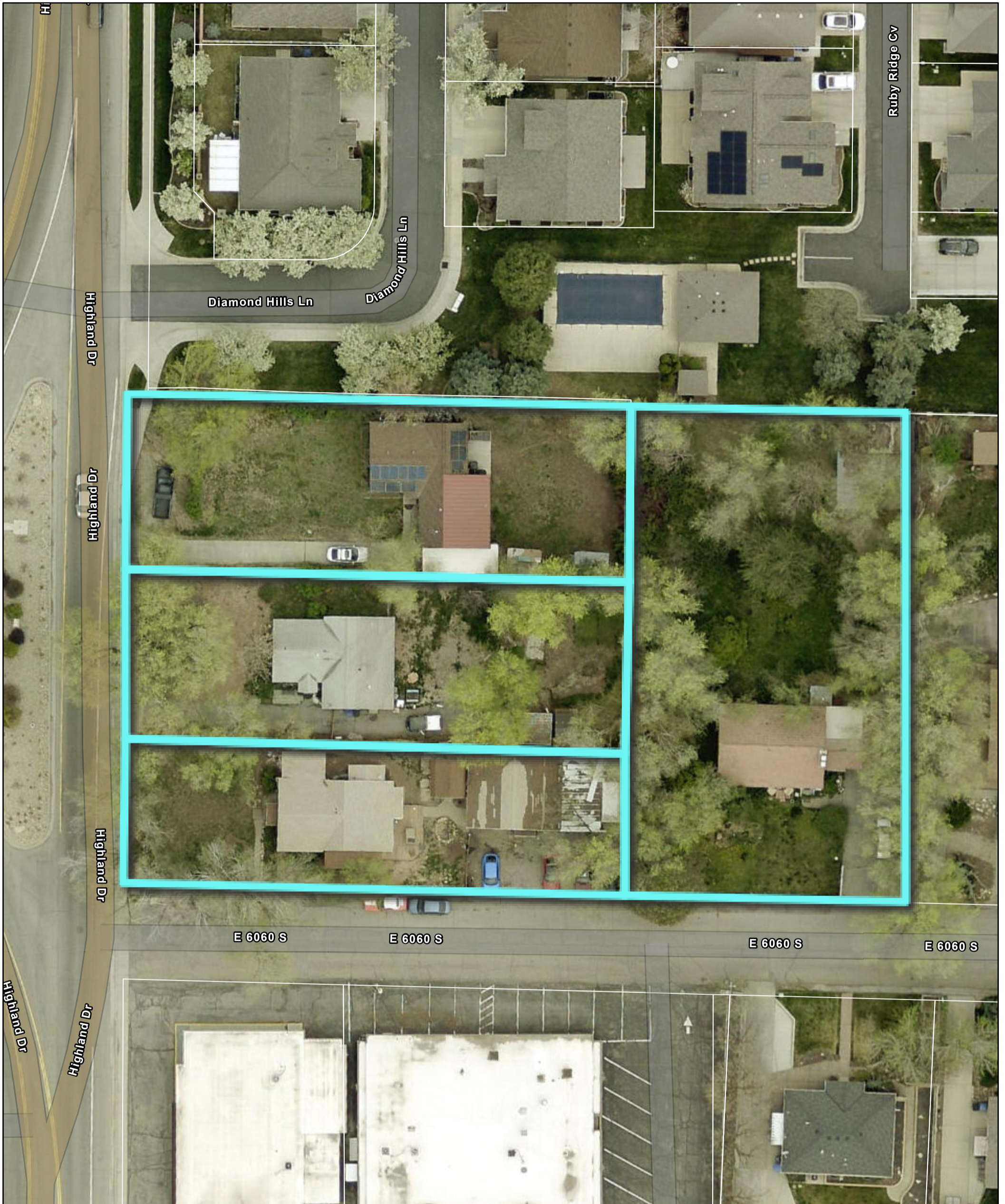
Parcel Boundaries

1:1,027



Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, (c) OpenStreetMap contributors, and the GIS User Community, Salt Lake County, Microsoft, Vantor

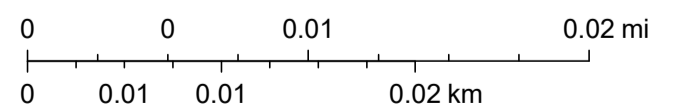
# Rezone R-2 and R-1 to R-M



4/17/2026

Parcel Boundaries

1:513



Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, (c) OpenStreetMap contributors, and the GIS User Community, Salt Lake County, Microsoft, Vantor



# CITY OF HOLLADAY

EST. 1849 INC. 1999

## PLANNING COMMISSION | Item #1

**Date:** May 5th, 2026

**Request:** Zone Map Amendment; Rezone from R-2-10 and R-1-10 to R-M

**Address:** 6037 S., 6049 S., and 6051 S. Highland Drive and 1995 E. 6060 S.

**Applicant:** Kasey Kershaw

**File No:** 26-4-03

**Planner:** Carrie Marsh, Senior Planner

### GOVERNING ORDINANCES:

[13.07.030](#) AMENDMENT TO THE ZONE MAP

[General Plan](#) 2025 Holladay General Plan: *Future Land Use, Responsible Renewal and Infill, Strong Local Economy, Walkable and Connected Community, Quality Neighborhoods, Distinct Character and Small-Town Feel*

[13.32](#) RESIDENTIAL MULTI-FAMILY ZONE

### REQUIRED PLANNING COMMISSION ACTION: *Legislative*

**Public hearing to be held.** *Zone map amendments are proposed changes to the City of Holladay zoning map. Decisions on proposals to amend the zoning map is legislative action, requiring the Planning Commission to hold a public hearing, review the proposal, and forward a recommendation, with findings, to the City Council for final decision/action.*

### REQUEST:

The applicant, Kasey Kershaw, representing the current property owners of all parcels, is requesting to change the zone designation of four parcels from their current zones, as designated below, to the Residential Multi-family (R-M) zone.

1. 6037 S. Highland Drive (*two-family, R-2-10 zone; .30 acres, 13,068 sq. ft*)
2. 6049 S. Highland Drive (*two-family, R-2-10 zone; .30 acres, 13,068 sq. ft*)
3. 6051 S. Highland Drive (*two-family, R-2-10 zone; .25 acres, 10,890 sq. ft*)
4. 1995 E. 6060 S. (*single-family, R-1-10 zone; .39 acres, 16,988.4 sq. ft*)

The parcels total 1.24 acres (54,014.4 sq. ft). *\*Actual survey area may be closer to 1.25 acres (54,4450 sq. ft).*

The R-M zone provides flexibility in being able to construct single-family detached units, two-family attached units, or multi-family attached units. Minimum lot areas by type are as follows:



# CITY OF HOLLADAY

EST. 1849 INC. 1999

	R-2-8	R-2-10	R-M
Minimum lot area:			
Each single-family detached dwelling	5,000 sq. ft.	6,250 sq. ft.	5,000 sq. ft.
Each unit in an attached two- family dwelling	4,000 sq. ft.	5,000 sq. ft.	4,000 sq. ft.
Each unit in a multi-family dwelling	n/a	n/a	2,722.5 sq. ft.

With 54,014.14 sq. ft of land, the rezone could allow:

- 10 single family dwelling units
- 12 twin/attached dwelling units and 1 single family home (7 total structures)
- 19 multi-family dwelling units (3 or more units per structure; range of 1-6 structures)
  - Area as per survey could increase this to 20 units

Fewer allowed units within a development typically results in larger units, which correlates to increased sales prices. This is compounded with higher land costs in Holladay. Allowing more units results in the production of not only more housing units, but housing units that are naturally smaller due to the natural constraints of setbacks and allowed height. While the anticipated sales price for these units may seem high to some people, increasing their size (the natural outcome of fewer units) would create even higher sales prices than what the applicant has included in their narrative.

The applicant has conceptually proposed up to 20 dwelling units but acknowledges that various site development constraints could result in fewer units. The applicant is seeking a layout that would consolidate access on 6060 S., enabling a path forward for the city to address the existing one-way road to potentially be converted to a multi-modal (biking and walking) path and create safe access to the island, which could become a pocket park if the City desired with the access no longer needing to be maintained for the three parcels.

### BACKGROUND:

#### **Context of zoning in the vicinity:**

The three parcels on the one-way segment of Highland Drive are currently zoned as R-2-10 and all three have enough land area to allow for an attached twin home/duplex on each property. The landowners could, at any time, add on to or divide the existing structures and rent two units

6037, 6049, and 6051 S. Highland and 1995 E. 6060 S. Rezone to R-M

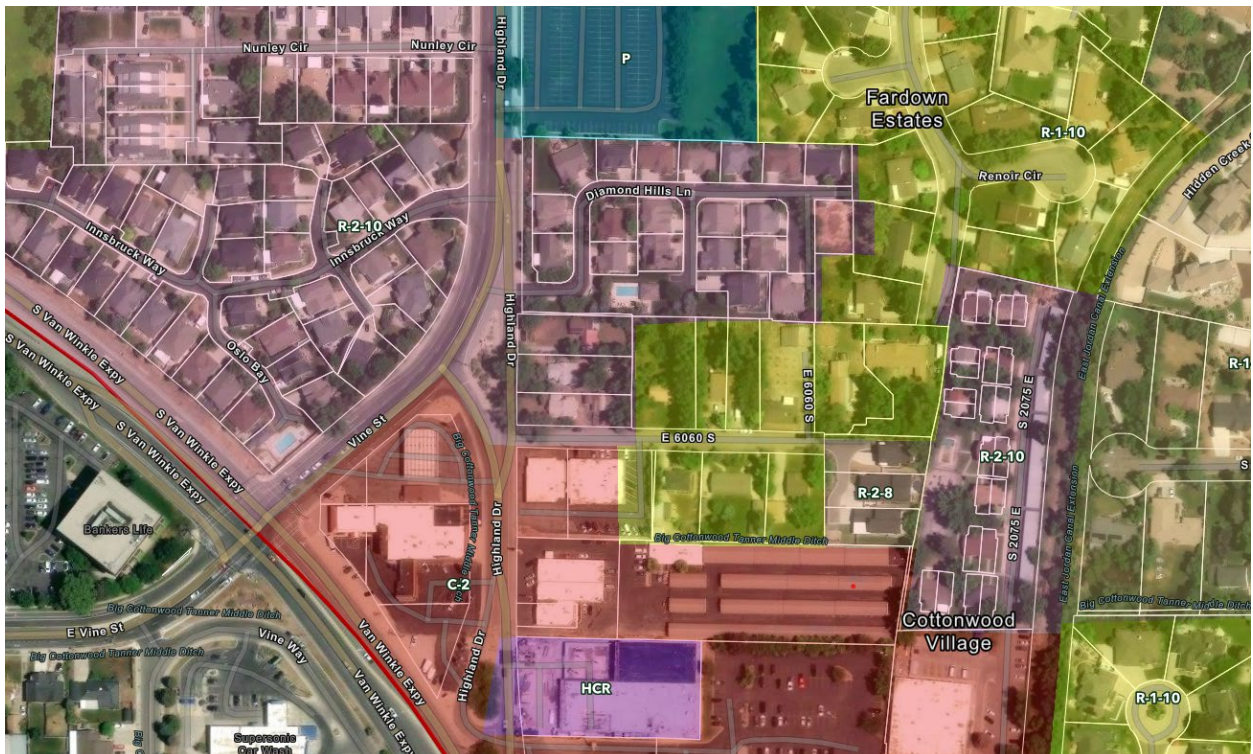


# CITY OF HOLLADAY

EST. 1849 INC. 1999

separately under the existing zone, if they are not doing so already. These types of conversions are not always utilized by property owners because of individual preferences, costs, or other significant challenges that come with existing structure, but the rights to use the property in this

way is already entitled under the existing zone and all properties can currently be utilized in this



way.

The parcel that is on 6060 S. is currently zoned as R-1-10. 6060 is a dead-end road that serves a total of eleven residential parcels and two commercial parcels.

- Eight residential parcels on 6060 S. are zoned as R-1-10.
  - Four of those eight are legal, non-conforming duplexes/twin homes.
    - Two of the three parcels on the south side of 6060 S. are duplexes and
    - The two parcels directly to the east of the subject property are two sides of a twin home built in 1987.
  - East of the R-1-10 zone on 6060 S. are 3 newer homes that are zoned as R-2-8.
    - Each lot is over 8,000 square feet and could have been developed as duplexes, creating six total units. The developer opted to forgo the allowed density of the zone by half.

6037, 6049, and 6051 S. Highland and 1995 E. 6060 S. Rezone to R-M



# CITY OF HOLLADAY

EST. 1849 INC. 1999

- Owners of these properties do have enough land to split their existing living space into two separate legal units, however this may not be feasible or desired as the structures that were built may not easily facilitate conversion to two units.

•

- East of the three newer homes in the R-2-8 zone is the Cottonwood Village Development, twin homes, zoned as R-2-10.
- North of all four parcels, and all of the properties zoned as R-1-10 on 6060 S. is the Highland Pointe Village PUD, which is zoned as R-2-10. This development was approved in 1997.
- Directly south of 6060 S. is a C-2 zone, all of which is identified as the Holladay Crossroads Small Area, created in 2017, allowing any properties in the small area plan boundaries the ability to rezone to the HCR zone.

### Zoning History: How did we get here?

Prior to Holladay's incorporation in December 1999, Salt Lake County zoning maps show that all of 6060 S. was zoned as R-2-10H (Figure 1, right).

Highland Point Village was able to be developed under the existing R-2 zoning in 1997.

Initial maps from January 2000 show the south side of 6060 S. retaining R-2-10 zoning while the north side of the street is R-1-10 (Figure 2, below).

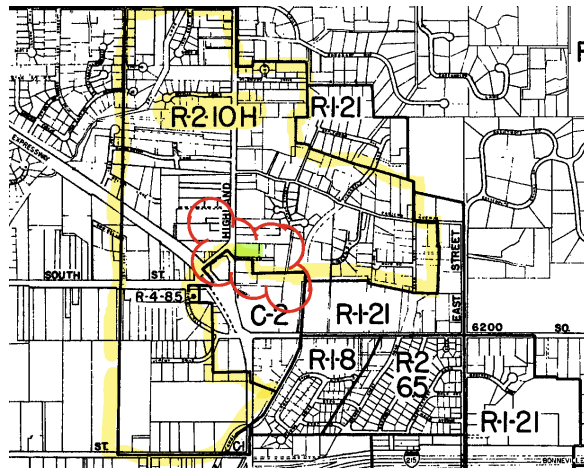


Figure 1

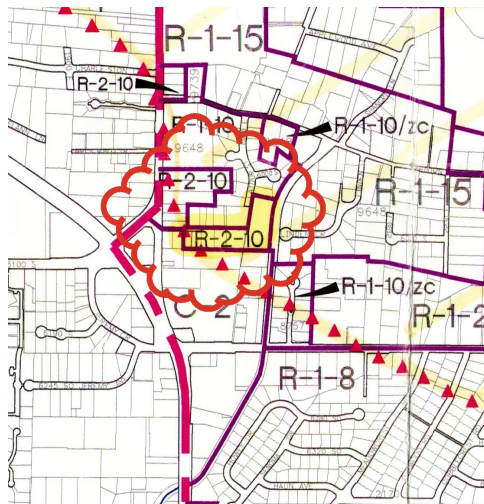


Figure 3

In May of 2000, both sides of 6060 S. are shown as R-1-10 (Figure 2, right).

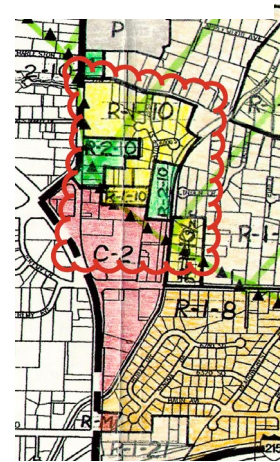


Figure 2

6037, 6049, and 6051 S. Highland and 1995 E. 6060 S. Rezone to R-M



## CITY OF HOLLADAY

EST. 1849 INC. 1999

It is possible that with incorporation there was a hope that Fardown Ave. could connect through to 6060 S., but both Fardown and 6060 S. remain as individual dead ends with homes on Fardown having a different context than the homes on 6060 S., many of which are duplexes.

In summary, R-1-10 zoning on 6060 S. is an island and the existing zoning is somewhat of an anomaly. Parcels on all sides of the eight parcels on 6060 S. zoned as R-1-10 are higher intensity and half of the properties zoned as R-1-10 on 6060 S. do not conform to the zone.

While the 1995 E. 6060 S. parcel is designated as low density residential on the future use map, the overall context of 6060 S., in addition to the longer-term history and current non-conforming uses, does not align with a low-density residential future land use.

It is due to this context, in addition to the application of planning principles that recommend transitioning zoning from high intensity to lower intensity, and guidance from multiple portions of the General Plan that the applicant, with the guidance and support of professional planning staff, has proposed the RM zone for all four parcels.

### Infrastructure Context

Three of the subject properties are located on the east side of a one-lane (northbound travel only) section of Highland Drive. This one-lane road serves mainly as access to these three parcels and, as Highland turns west where the one-way bypass begins to converge with Vine.

Diamond Hills Lane benefits from the presence of the road for access to and from their development, but it also causes a high degree of hazard and visibility issues with having to monitor oncoming northbound traffic from the main portion of Highland/Vine AND the one-lane side section. Diamond Hills Lane still has access to both directions of travel on Highland Drive's primary lanes without having to use the one-lane section.





# CITY OF HOLLADAY

EST. 1849 INC. 1999

The development of the three Highland Drive parcels together is the key to being able to eliminate the vehicular hazards the roadway generates and create a safer and more usable area that will benefit the community.

The fourth parcel has frontage on 6060 S. , with the right of way currently improved to 36 feet. 50 feet is a standard right of way width to provide travel lanes, curb, gutter, parkstrip, and sidewalk on both sides of the roadway. The full width of the travel lanes is present, but dedication may be required to provide other right-of-way improvements, as determined by the City Engineer.

Vehicle trips generated by this development would have little impact on properties on 6060 S. to the east of the project as the only people accessing the east portion of 6060 S. are residents of single-family homes. The western portion of 6060 S. has existing impacts of a greater degree from commercial use. Generally, traffic generated from commercial uses are higher during the day and reduces in the evenings while residential traffic tends to occur primarily in the mornings, after school, and evenings.

Further, as household size increases, the number of daily trips increases.

Data for trip generation in the Wasatch Front was published in [The Utah Travel Study](#) in 2012. The study involved transportation and planning agencies across the state. Smaller households and older people generate fewer daily trips. Proximity to amenity rich areas, biking infrastructure, and public transit also reduce daily vehicular trips.

Highland Drive and Van Winkle Express are both high-capacity arterial roads and are designed to handle high volumes of traffic. Congestion when people are going to and from work is expected and normal on most arterial roads. Congestion around commercial areas is also expected and normal.

Infrastructure that is already improved to handle larger volumes of vehicles are ideal and

### 5.1.1 Trip Generation

Smaller households, and older people, tend to travel less. This trend is easily visible in the 2012 data, and when comparing data for Dixie to the other regions. Washington County is home to the largest segment of retirees in the State, and has the smallest average household size, and therefore work trip rates and overall trip rates are lower than the rest of the State.

In addition to demographic shifts that would lead to reduced travel, it is important to note that the 2012 survey data processing for this summary excluded external trips (outside the MPO boundary).

Table 1.10 presents a comparison of trip productions per household (and per person) by trip purpose. In this comparison, and others below, WFRM and MAG are combined since their model is the same. The UDOT numbers in this table and others below represent data for the remainder of the State not covered by one of the MPO models (i.e. every county except Cache, Weber, Davis, Salt Lake, Utah and Washington).

It is interesting to consider the way that demographics affect travel behavior. The following series of tables present trip generation rates for different types of household and people. The patterns are generally intuitive, and should be considered when deciding how to incorporate demographic data into demand modeling. Some interesting aspects of the data summary include the stark differences in trip rates by the type of household (life cycle), the importance of income on overall trip making, and how trip-making seems to increase and then decrease with age.

Table 1.9: Daily Trip Production Rates

MPO	WASATCH FRONT 2012	CACHE 2012	DIXIE 2012	UDOT 2012	STATEWIDE 2012
Trips per HH	11.23	11.88	10.90	11.34	11.26
Trips per Person	3.63	3.77	3.77	3.76	3.67

Table 1.10: 2012 Trip Productions per Household

REGION/ GEOGRAPHY	TRIPS/HOUSEHOLD				TRIPS/PERSON			
	HBW	HBO	NHB	TOTAL	HBW	HBO	NHB	TOTAL
Wasatch Front 2012	1.69	6.53	3.01	11.2	0.55	2.11	0.97	3.63
Cache 2012	1.84	6.55	3.49	11.9	0.58	2.08	1.11	3.77
Dixie 2012	1.30	6.34	3.27	10.9	0.45	2.19	1.13	3.77
UDOT 2012	1.63	6.23	3.48	11.3	0.54	2.07	1.16	3.76

Table 1.11: 2012 Daily Trip Rates by Household Size

HOUSEHOLD SIZE	WASATCH FRONT	CACHE	DIXIE	UDOT	STATEWIDE
1 Person	4.08	3.52	3.99	4.18	4.07
2 Person	7.60	8.32	7.47	7.57	7.62
3 Person	10.73	10.56	11.03	10.08	10.63
4 Person	14.51	14.69	13.18	14.23	14.42
5 Person	17.96	19.62	19.95	20.98	18.59
6+ Person	22.53	23.93	25.92	24.89	23.10



## CITY OF HOLLADAY

EST. 1849 INC. 1999

efficient locations for multi-family housing. The impact on existing roadways for small infill development is minimal and has even less impact on arterial roads. Locating more housing and commercial areas on existing improved roadways capitalizes on utilizing existing facilities and is a more efficient use of taxpayer funded roadway improvements and maintenance.

### GENERAL PLAN APPLICATION/ANALYSIS:

Implementing zone regulations to anticipate growth needs/goals is an important land use decision. As a legislative action, this decision is guided by the community standards in the City of Holladay General Plan and is supported by Title 13 of the Land Use Ordinances of Holladay. The General plan was updated in 2025 and involved significant community input and through multiple forms of community engagement. The general plan takes the desires of the larger community across various ages, socioeconomic statuses, and businesses into consideration and translates what was heard by the community into a visioning document.

The General Plan acknowledges the challenge of balancing growth for the future with maintaining

the small-town character that draws people to Holladay. It addresses and provides goals for transportation of all types, housing, water, the local economy, and growth.

This section highlights specific elements within the General Plan. The public and Commission is encouraged to review the document [available on the City's website](#) in addition to exploring the online portal linked within the General Plan document.

### HOLLADAY GENERAL PLAN (2025)

**Chapter 2: Future Land Use** (map: page 29; medium density residential category: page 36; low density residential)

**Description Medium Density:** *"This land use category accommodates a mix of housing types with access to major roadways, goods and services, and pedestrian connections to commercial or public spaces. These areas maintain key characteristics that make Holladay unique, including contiguous tree canopy, quality landscaping, and parks. This category is not intended to support mixed land use types, but these areas are naturally located near commercial and mixed-use nodes that can serve denser populations."*

- 7-20 units per acre, R-1-4, R-2-8, R-2-10, RM

**Description Low Density:** *"This land use category supports low-density residential neighborhoods whose distinct design characteristics reflect the decades of patchwork development that makes the City so unique. Generally, these neighborhoods have limited connectivity with surrounding neighborhoods and are not immediately accessible via major roadways. They may*

6037, 6049, and 6051 S. Highland and 1995 E. 6060 S. Rezone to R-M



## CITY OF HOLLADAY

EST. 1849 INC. 1999

*have strong internal pedestrian connections, especially to parks and schools except where historic development and limitations to road infrastructure make these connections challenging. Uses are limited to low density residential and civic uses including schools and parks that make neighborhood spaces to grow and gather. These areas have historically supported small scale commercial and higher density housing that are dispersed throughout neighborhoods. While the future land use is anticipated to be primarily low residential density these uses should be allowed to continue but only to the scale and extent that they have existed in neighborhoods historically."*

- 2-6 units per acre, R-1-21, R-1-15, R-1-10, R-1-8

**Areas of Opportunity-** Directly adjacent to Holladay Crossroads (page 49)

*"Each neighborhood in Holladay has a distinct character. These neighborhoods emerged over decades of development and each pocket of the City contains elements of different eras, showing that incremental change. The scale and unique elements in these neighborhoods should be maintained but **infill should be readily allowed, with careful consideration** for the existing development pattern, especially the height and scale of new buildings. Infill development is intended to closely align with the scale and quality of existing neighborhoods but **may include additional density** or changes in uses **that do not significantly alter the surrounding neighborhoods** and should **preserve pockets of non-conforming higher density residential where they already exist."***

### Chapter 3: A City with Distinct Character (page 51)

**Land Uses:** *"...most of the City is residential and single-family homes dominate taking up almost 63% of the area. Medium density and multi-family housing represent a smaller 8% of the City. ... The land uses highlight the City's strong residential character and limited commercial footprint, which has implications for housing diversity, economic development, and land use balance. Holladay residents continue to support and relate to their residential neighborhoods and prefer smaller mixed-use nodes that support local or smaller scale businesses."*

**Urban Design Characteristics:** *"a key component of the Vision. Community feedback emphasized a strong desire to preserve Holladay's historic charm and small-town feel, which includes resistance to over development, high-density housing, and building scale that is out of sync with existing community character. Residents consistently advocate for development that respects the scale and character of existing neighborhoods, favoring small to medium-sized buildings that blend with the community's established look and feel. ... Within public spaces, feedback emphasized enhancing walkability and pedestrian infrastructure. Requests for more sidewalks, safe walking paths, and improved pedestrian safety reflect a community-wide goal to make Holladay more connected and accessible."*

**DC GOAL 1:** Reinforce Holladay's established neighborhood character.

**DC Policy 1.1.** *Prioritize compatible development patterns in existing residential areas, while acknowledging trade-offs when changes occur.*

**DC Policy 1.3.** *Maintain the established development pattern and neighborhood character by guiding the scale and form of new construction to reflect the existing context.*



# CITY OF HOLLADAY

EST. 1849 INC. 1999

**DC Policy 1.4.** *Support the creation and improvement of public green spaces and community gathering areas within all neighborhoods to foster neighborhood identity and connection.*

**DC GOAL 2:** Guide new construction and renovations to contribute positively to the visual and functional quality of the City.

**DC Policy 2.2.** *Ensure site design considers privacy, light access, and transitions or buffers between different land uses.*

**DC GOAL 3:** Sustain and enhance natural features and green infrastructure.

**DC Policy 3.1.** *Prioritize enhanced sustainability practices of mature trees, preservation of open spaces, and effective landscape buffers that contribute to neighborhood identity.*

**DC GOAL 4:** Support community-oriented design through the creation of gathering spaces and shared amenities.

**DC Policy 4.1.** *Encourage the integration of plazas, courtyards, and small parks into development projects.*

**DC Action 4.1.i.** *Identify opportunities within parks and other public spaces where these may be developed and prioritize potential improvements based on park visitation, feasibility of development, potential funding or partnerships for improvements, and other relevant factors.*

**DC Policy 4.2.** *Promote flexible spaces that support community events, recreation, and informal gathering.*

**DC Action 4.2.i.** *Identify underserved neighborhoods for prioritized investment in new public gathering spaces.*

## **Chapter 4: A City of Quality Neighborhoods** (page 57)

*"This section outlines strategies that will guide the City in supporting housing opportunities for a range of income levels while reinforcing the qualities that make Holladay unique. These approaches include exploring zoning adaptations, expanding housing diversity, enhancing transportation and commercial linkages, and encouraging context-sensitive development."*

**Current Housing Stock:** *"Holladay's housing is also significantly larger than other housing units in Salt Lake County. On average, a single-family home in Holladay is nearly two times the size of the average in the County. The size and quality of Holladay's housing stock and its desirable central location make Holladay more expensive than surrounding cities. ... Over the last decade, development has continued to skew toward both detached single-family and apartments with relatively fewer middle options (like duplexes, condos and townhomes, and other housing types)"*

**Housing Affordability and Attainability:** *:"According to the 2023 ACS 5-Year Estimates, the median home price in Holladay has escalated to \$700,000, reflecting a 45% increase since 2010. Rising property values and the scarcity of affordable housing are emerging as major challenges."*



## CITY OF HOLLADAY

EST. 1849 INC. 1999

**Housing Gaps:** *“Holladay currently needs an additional 1,800 affordable housing units to meet the needs of low- to moderate-income households. This shortage not only affects current residents’ ability to remain in the community but also influences who can move into Holladay. Community feedback has emphasized concerns about whether younger generations will be able to afford to live in Holladay as adults, given rising housing costs and trends toward building higher-end units. ... Housing development and planning efforts must respond to both the current shortfall in affordable units and the projected demand as the population continues to grow.”*

**QN GOAL 1.** Provide the opportunity for housing adapted to different ages, lifestyles, and incomes.

**QN GOAL 2.** Accommodate new housing by allowing flexibility within Holladay’s existing residential neighborhoods that both addresses the existing neighborhood character and allows for incremental changes.

**QN Policy 2.1. (Strategy F):** *Zone or rezone for higher density or moderate-income residential development commercial or mixed-use zones near major transit investment corridors, commercial centers, or employment centers. §10-9a403(2)(b)(iii)(F)*

**QN GOAL 3 .** Facilitate housing development and preservation in the City’s mixed-use centers, encouraging new housing in areas that can provide for daily needs within walking distance.

**QN Policy 3.1. (Strategy H):** *Amend land use regulations to eliminate or reduce parking requirements for residential development where a resident is less likely to rely on the resident’s own vehicle, such as residential development near major transit investment corridors or senior living facilities. §10-9a- 403(2)(b)(iii) (H)*

### Chapter 5: Walkable and Connected Community (page 67)

*“Holladay prioritizes enhancement of the existing transportation network to incorporate bicycle, pedestrian, and transit connections that unite regional destinations and the City’s gathering spaces, businesses, neighborhoods, and recreation”.*

**CC Goal 5:** Support sustainable growth through compact, mixed-use, and transit-friendly development as identified in the Future Land Use Map.

**CC Policy 5.1.** *Incentivize compact, mixed-use development along key corridors and near transit stops to encourage walkability and reduce vehicle trips.*

**Public Transit and Regional Connections:** *“The transit system in the Salt Lake Valley is connected, requiring collaboration between agencies and surrounding cities. Agencies including UTA and WFRC have extensive plans for transit expansion and development surrounding transit corridors that have the potential to more efficiently connect the entire valley to key destinations”.*

**Active Transportation:** *“The City’s ongoing focus on walkability, trails, and bicycle infrastructure is expanding recreational options in meaningful ways. Throughout the planning process, residents expressed a strong and consistent desire to enhance connections for pedestrians and cyclists between neighborhoods and beyond.”*



# CITY OF HOLLADAY

EST. 1849 INC. 1999

**Holladay's Pedestrian Network:** *"The primary goal of the City's Pedestrian Network is to improve walkability and connectivity among neighborhoods, schools, parks, places of worship, commercial centers, places of employment, commerce, education, recreation, housing and other local destinations to ensure the safety, health, and comfort of pedestrians throughout Holladay. ... The City's Pedestrian Network is intended to support the development of walkable centers in important locations throughout the City. This goal requires the development of pedestrian connections within and outside of key areas of activity"*

**Pedestrian Priority Areas:** *"1. Within Mixed-use nodes 2. Near schools and public parks 3. Neighborhood pedestrian connections"*

**Major Corridors:** *"Highland Drive: Recent planning initiatives, such as the Holladay Crossroads Zone, aim to transform portions of Highland Drive into a more pedestrian-friendly environment with mixed-use developments"*

**CC GOAL 1 .** Design, operate, and maintain streets that are safe, comfortable, and welcoming for all users, including people walking, biking, rolling, riding transit, and driving.

**CC Policy 1.1.** *Incorporate Complete Street design principles on the primary City roadway network to improve safety and comfort for pedestrians, bicyclists, transit riders, and drivers.*

**CC Policy 1.3.** *Improve high-crash locations with data-driven improvements such as crosswalk enhancements, traffic calming, and intersection redesign.*

**CC Policy 1.4.** *Prioritize Safe Routes to Schools and community locations to create connections to safe and direct walking and bicycle routes which will provide safety benefits for all residents, benefitting children and families.*

**CC GOAL 3.** Create a seamless transportation network that links neighborhoods to community destinations.

**CC Policy 3.2.** *Eliminate gaps in pedestrian and bicycle networks within a comfortable walking and biking distance of parks, schools, civic spaces, and community facilities.*

**CC Action 3.2.i.** *Identify and address pedestrian and bicycle infrastructure gaps within a half mile radius of parks, schools, and civic facilities. Incorporate infrastructure needs into the annual budget and regular capital improvement program (CIP) planning.*

**CC Policy 3.5.** *Improve transit service and connectivity in areas with strong ridership potential and connections to housing, education, employment, recreation, and shopping.*

**CC GOAL 4.** Create a high-quality public realm with attractive, accessible, and safe spaces for everyone.

**CC Policy 4.1.** *Expand the City's sidewalk network prioritizing areas lacking pedestrian infrastructure or with high pedestrian potential.*



# CITY OF HOLLADAY

EST. 1849 INC. 1999

**CC Action 4.1.i.** *Identify zones lacking pedestrian infrastructure, then prioritize projects in areas with the highest pedestrian potential.*

**CC Action 4.1.ii.** *Identify specific neighborhoods where sidewalks are not present and identify feasibility of sidewalk installation in these areas.*

**CC Policy 4.2.** *Encourage wide sidewalks with a landscape buffer, where possible, that support City-preferred tree species on pedestrian-priority corridors as identified in the network vision map. Encourage wider sidewalks in higher traffic areas.*

**CC Action 4.2.i.** *Require 6ft minimum sidewalks, landscaping buffers, and dark sky-friendly pedestrian-scale lighting for new developments along pedestrian-priority corridors. Provide cross sections and/or design manuals to developers.*

**CC Policy 4.3.** *Enhance character elements that improve the aesthetics and functionality of major corridors such as landscaping, public art, and undergrounding utilities.*

**CC Policy 4.4.** *Support development patterns that activate the streetscapes, including buildings fronting sidewalks, mixed-use zoning, and accentuated street crossings.*

**CC Policy 4.5.** *Safely manage vehicle access to promote walking, biking, and transit in activity centers.*

**CC GOAL 5.** Support sustainable growth through compact, mixed-use, and transit-friendly development as identified in the Future Land Use Map.

**CC Policy 5.1.** *Incentivize compact, mixed-use development along key corridors and near transit stops to encourage walkability and reduce vehicle trips.*

**CC Action 5.1.i.** *When aligned with the policy direction in the Quality Neighborhoods Chapter, offer density bonuses for developments located within a quarter mile of a transit stop that also provide transit-accessible and pedestrian-friendly design elements, such as pathways for direct transit access or bicycle infrastructure such as secure bicycle lockers.*

## Chapter 6: A Strong Local Economy (page 85)

**Holladay Crossroads:** *“The Holladay Crossroads area is the second largest economic district within the City by gross sales, generating \$26 million in 2023. Food and beverage businesses, including grocery stores, are the primary drivers in this area. Holladay Crossroads also has redevelopment potential located at a key intersections between Highland Drive and I-215.”*

**Highland Drive** *“The Highland Drive small area is the third largest economic district within the City by gross sales, generating \$23 million in 2023. Within the area, food service is the number one sales generator followed closely by repair and maintenance businesses. This district is one that may see change within the life of the plan because of underutilized properties, planned improvements to Highland Drive, and its proximity to growth in the adjacent City of Millcreek.”*



# CITY OF HOLLADAY

EST. 1849 INC. 1999

**LE GOAL 1.** Collaborate to enhance existing commercial property values and promote new development while maintaining neighborhood stability.

**LE Policy 1.3.** *Continue to support existing neighborhood development patterns and incremental density increases to maintain Holladay's unique character.*

**LE Action 1.3. ii.** *Consider allowing additional density in transition areas surrounding the City's most active nodes, especially Holladay Village, Holladay Crossroads, and Holladay Hills. Additional housing units in these areas are located to allow for more active transportation to commercial nodes, potentially strengthening businesses and providing opportunities for affordability.*

**LE Policy 1.4.** *Enhance connectivity from Holladay's residential neighborhoods to its primary commercial nodes to promote accessibility, increase trip-chaining, and sales capture.*

## **Chapter 8: Responsible Renewal and Infill** (page 103)

*"Holladay is committed to growing thoughtfully balancing the needs of a dynamic, evolving community with the values that make it a desirable and livable place. As infill and redevelopment opportunities arise, it is essential that new growth integrates cohesively with existing neighborhoods, enhances community character, and supports long-term sustainability."*

**RI GOAL 1.** Maintain the overall established pattern and quality of development in the City.

**RI Policy 1.1.** *Maintain and update standards for new development that include high quality layouts and sustainable tree canopy, provide connectivity to local amenities, are energy efficient and provide amenities for current and future residents of Holladay.*

**RI Policy 1.2.** *Support infill and redevelopment projects that enhance and protect surrounding neighborhoods.*

**RI Action 1.2.i.** *Encourage and support redevelopment projects that provide accessible neighborhood/community amenities, such as local and regional trail connections, public plazas or gathering spaces, pedestrian access to public or commercial activity centers, or development of public open space.*

**Responsible Infill Action 1.3.i.** *Establish, enhance, and maintain appropriate land use, architectural and/or landscape buffers to protect neighborhoods from encroachment where uses transition or have incompatible characteristics.*

## **REZONE PROPOSAL ANALYSIS:**

The applicant's proposal to rezone these four parcels is extensively supported by the Holladay General Plan. Zoning that was decided on over twenty-five years ago does not always fit with the current context of an area, or may not incorporate principles of transitioning or compatible intensity between higher intensity uses.



## CITY OF HOLLADAY

EST. 1849 INC. 1999

Staff analyzed a different zoning scenario where the front 3 parcels were rezoned to R-M and the parcel on 6060 S. was rezoned to R-2-8 and found that there would be a difference of three fewer units. The R-M zone give the property owner a little more flexibility in creating a cohesive design with the ability to attach more than two units that the R-2 zone would not provide.

Three additional units is a minor impact and would enable smaller units, in a key location close to transit and essential commercial services, which helps the City achieve goals of providing a variety of housing options for current and future residents at a more affordable price. Additionally, the development proposal enables the City to improve a public amenity by closing a street that would no longer be needed and increase overall safety for pedestrians and vehicles.

Allowed building heights and setbacks are the same for both the R-M and R-2 zones.

### TECHNICAL REVIEW COMMITTEE RECOMMENDATION

Staff recommends that the Planning Commission allow the applicant time to present their petition and to also gather input from the public via required Public Hearing. Merits of the proposal should be discussed within the framework of points mentioned above (General Plan guidance). As legislative matters are often complex, this item may be continued to a later date for further discussion and final recommendation. However, if a recommendation to the City Council can be derived from tonight's discussion, a set of findings is required to accompany the motion, as per ordinance 13.07.030.G.2.

Staff is in favor of the rezone application, as the identified zone has been analyzed to be in line with multiple goals and policies in the General Plan. Also, if approved, the petition can result in an increase to safety by providing additional desired public amenities where they currently do not exist.

Staff urges the Commission to moderate discussion around the following points:

- a. *Whether the proposed amendment is consistent with goals, objectives and policies of the General Plan*
- b. *Whether the proposed amendment is harmonious with the overall character of existing development in the vicinity*
- c. *The extent to which the proposed amendment may adversely affect abutting properties; and*
- d. *The adequacy of facilities and services intended to serve the subject property, such as, roadways, parks and recreation facilities, police and fire protection, schools, storm water drainage systems, environmental hazard mitigation measures, water supply, and wastewater and refuse collection.*

### STANDARDS OF CONSIDERATION, FOR OR AGAINST:

13.07.030G: Approval Standards:

6037, 6049, and 6051 S. Highland and 1995 E. 6060 S. Rezone to R-M



## CITY OF HOLLADAY

EST. 1849 INC. 1999

1. A decision to amend the text of this title or the zoning map is a matter within the legislative discretion of the City Council. The City Council, after reviewing the Planning Commission recommendation, may:
  - a. Adopt the amendment as recommended by the planning commission;
  - b. Make any revisions to the proposed amendment that it considers appropriate;
  - c. Remand the proposed amendment back to the planning commission for further consideration; or
  - d. Reject the proposed amendment.
2. In reviewing a text or map amendment, the following factors should be considered:
  - a. Whether the proposed amendment is consistent with goals, objectives and policies of the city's general plan;
  - b. Whether the proposed amendment is harmonious with the overall character of existing development in the vicinity of the subject property;
  - c. The extent to which the proposed amendment may adversely affect abutting properties; and
  - d. The adequacy of facilities and services intended to serve the subject property, such as, roadways, parks and recreation facilities, police and fire protection, schools, stormwater drainage systems, environmental hazard mitigation measures, water supply, and wastewater and refuse collection.

### TRC RECOMMENDATION:

Staff recommends that the Planning Commission forward a positive recommendation to amend the Holladay Zoning map from R-2-10 to R-M at 6037 S., 6049 S., and 6051 S. Highland Dr. and from R-1-10 to R-M at 1995 E. 6060 S. based on the following findings:

1. The proposed amendment is compliant with the Purpose of the Land Development Code by promoting and facilitating the orderly growth and development within the City of Holladay.
2. The proposed amendment is consistent with goals, objectives and policies of the Highland Drive Master Plan
3. The proposed amendment is consistent with goals, objectives and policies of the General Plan
4. The proposed amendment is harmonious with the overall character of existing development in the vicinity,
5. As zoning standards in the proposed zone are applied, the proposed amendment is not foreseen to adversely affect abutting properties.



## CITY OF HOLLADAY

EST. 1849 INC. 1999

6. The facilities and services intended to serve the subject property, such as, roadways, parks and recreation facilities, police and fire protection, schools, storm water drainage systems, environmental hazard mitigation measures, water supply, and wastewater and refuse collection are adequate.

### SUGGESTED MOTIONS:

A motion to approve or deny:

*"I \_\_\_\_\_, motion to forward a recommendation to the City Council to (**APPROVE, DENY**) an application by **Kasey Kershaw** to amend the City of Holladay zoning map for **1.24 acres** of land located at **6037 S., 6049 S., and 6051 S. Highland Dr.** and at **1995 E. 6060 S.** from the **R-2-10** and from the **R-1-10 zone** to the **R-M zone**, based upon the following findings: \_\_\_\_"*

*For a potential motion to motion to **continue** for further discussion:*

*"I \_\_\_\_\_, motion to continue the application by **Kasey Kershaw** to amend the City of Holladay zoning map for **1.24 acres** of land located at **6037 S., 6049 S., and 6051 S. Highland Dr.** and at **1995 E. 6060 S.** from the **R-2-10** and from the **R-1-10 zone** to the **R-M zone** to the next regularly scheduled meeting"*

## **Project Description.**

The intent of this project is to redevelop the 4 existing lots (currently Zoned R-2) into a new townhome project, requiring RM Zoning. The units will be sold off individually to enable new homeownership in Holladay City.

Adjacent Zoning to the South allows for very high density (5 stories). 6060 South has current R-2 zoning for the subject property, as well as new construction builds on the East end of the Street. The adjacent property to the East of subject parcels is a twin home... very similar to proposed development for this site. There are duplexes and rental homes on 6060 South. Adjacent property to the North is a medium density PUD project, Diamond Hills. The request to change zoning from R-2 to RM would create an excellent transition zone between the very high-density zone to the South, and lower density to the North.

## **Parcels to include:**

*6037 S Highland Drive*

*6049 S Highland Drive*

*6051 S Highland Drive*

*1995 E 6060 S*

**TOTAL SIZE: 1.25 acres.**

Residents on 6060 South and the homeowners in the adjacent project to the North (Diamond Hills Subdivision) have ingress / egress issues caused in large part by the speed of traffic heading North on the one lane bypass road that fronts 6037 / 6049 / 6051 S Highland Drive homes. The proposed project will eliminate the drive approaches from these homes onto Highland Drive. By removing those access points, Holladay City is then able to eliminate the one lane bypass road in front of these homes. This will allow Holladay City to restructure traffic flows around the current pocket park island and fix access issues plaguing 6060 South and Diamond Hills Residents. The suggestion is to incorporate this abandoned section of Highland drive with the existing pocket park to create an attractive, useable, dramatic entrance to Holladay City on the South end of town, thereby creating a new walkable and bike-friendly section of the City. This enables the developer of the proposed project to retain the large trees on the West boundary of the project, providing shade for the park and a more attractive entrance. Trees will be limbed, trimmed, beautified, and maintained by developer.

## PARK CONCEPTUAL IDEA



Holladay City would design the park to their spec, but hopefully neighbors in the area would have some say in the matter. Eliminating this section of Highland Drive and enhancing the park will be a huge benefit to Diamond Hills homeowners and residents on 6060 South.

**Basic townhome specs:**

2,300-2,600sf.

2-4 bedrooms each.

More useable main level living options for buyers.

2 car garage each.

Less than 30' max height.

Private yards for each unit.

Higher quality finishes than current townhome projects in the city.

Village design, in line with Holladay standards.

Access off 6060 South. Center isles with rear load garages, hidden from the street.

1.25 acres allows for up to 20 townhomes. Design constraints may dictate less.

**Pricing:**

It is anticipated that the townhomes will sell for approximately \$850-880,000 each.

**GOALS:**

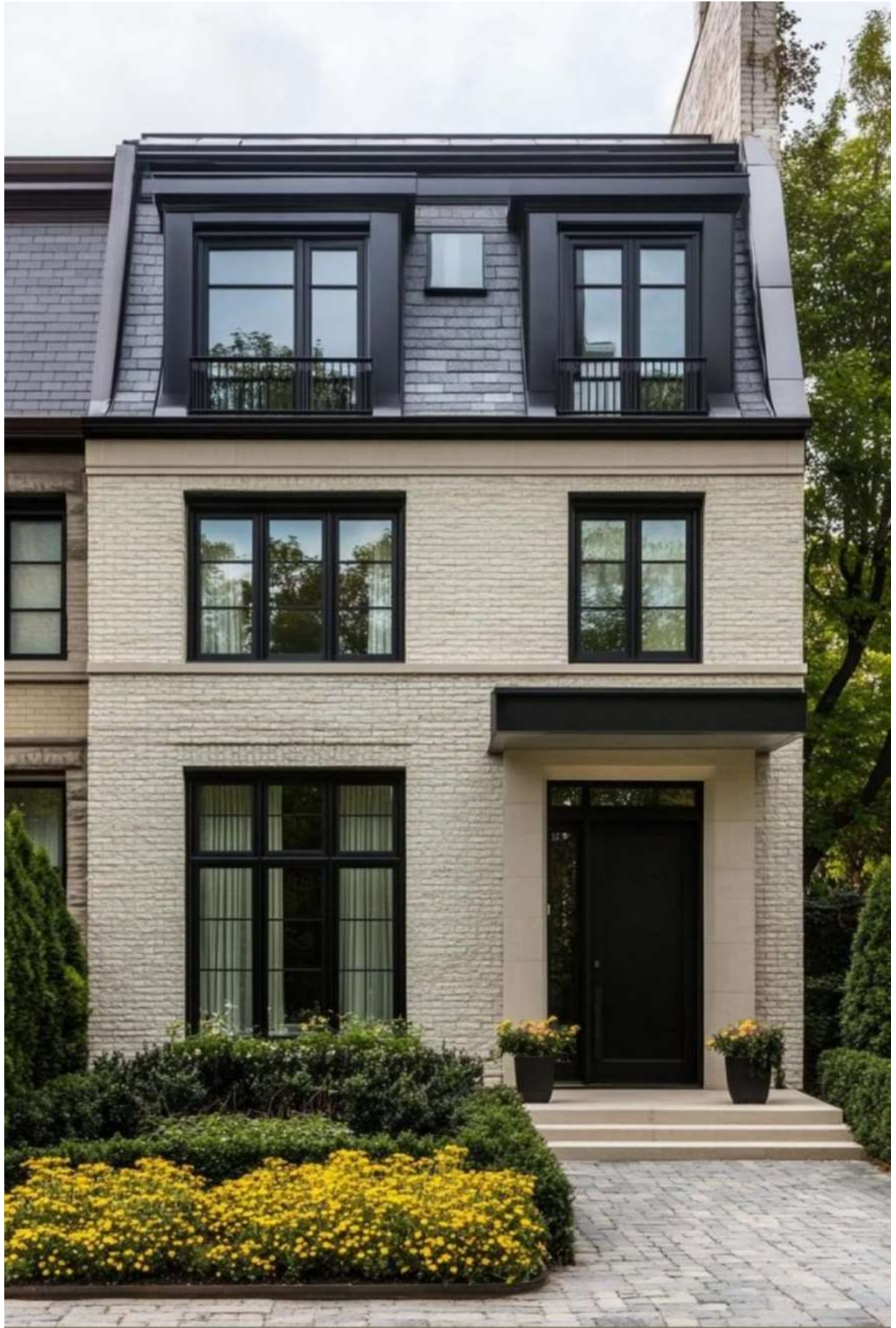
**Fix traffic patterns in the area. Create a more dramatic and beautiful entrance to Holladay City. Build high quality townhomes with “village” design. Provide new homeownership opportunities in Holladay City.**

**Design Images:**









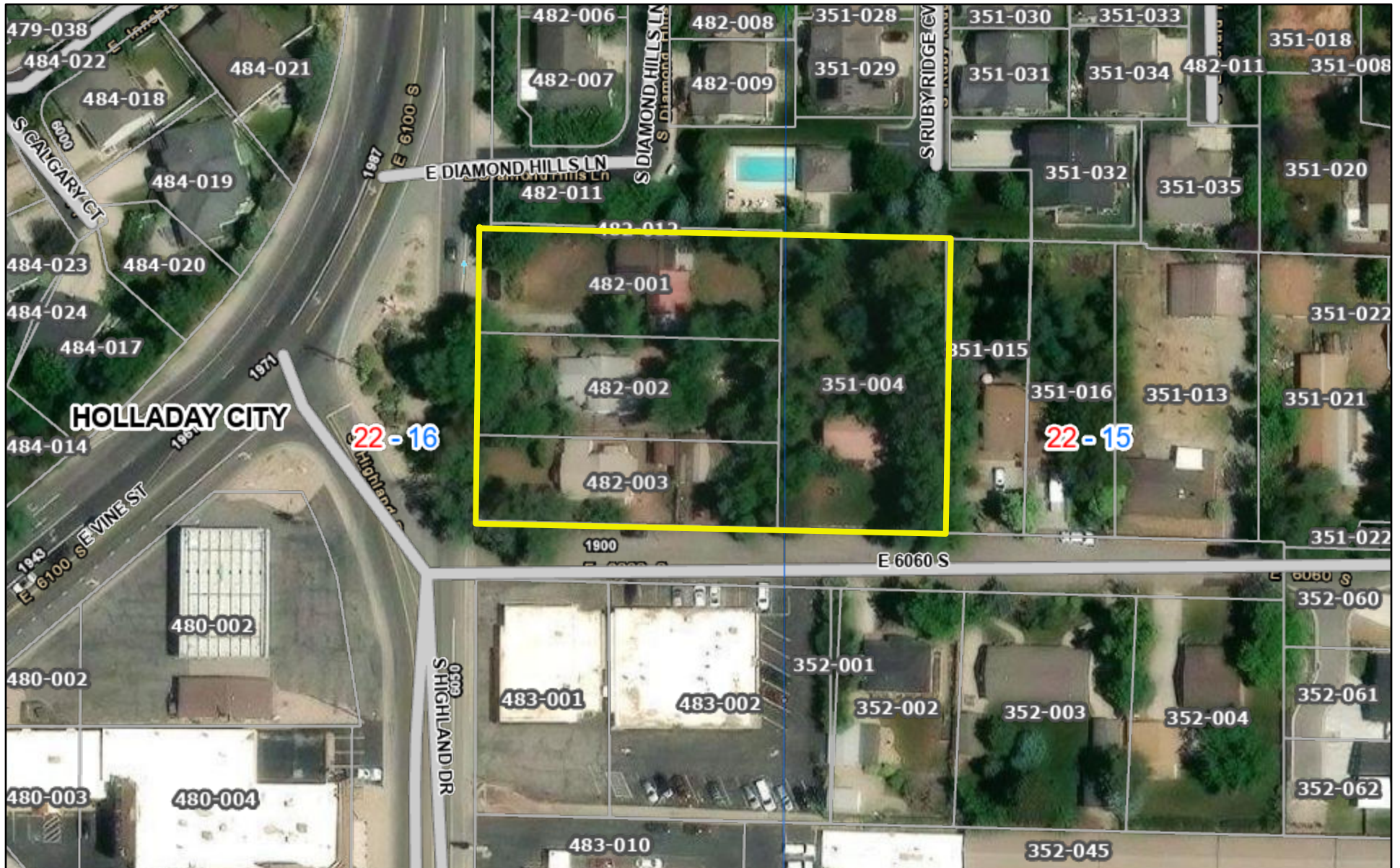




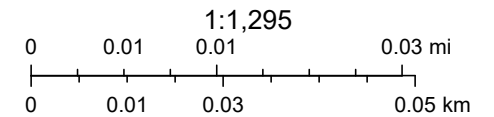




# Holladay Townhomes Parcels Map



March 25, 2026



Murray City GIS, County of Salt Lake, Bureau of Land Management, Utah AGRC, Esri, HERE, Garmin, INCREMENT P, NGA, USGS, Esri, HERE, iPC,

This map was created by the office of the Salt Lake County Assessor, in

The information depicted here is to be taken as an approximate fit in regards to the spatial position of the layers presented. This map is not intended to represent an actual field Survey of, nor establish the actual relation between, any of the layers depicted here.

April 2, 2026

NAME

ADDRESS

PHONE/EMAIL

Carmen Diaz 6007 S Ruby Ridge

SHELLEY MANGUM 6019 DIAMOND HILLS LN.

Kelly Wright 2020 E. 6060 S.

Shirley Wright 2020 E. 6060 S.

Amanda deRoele 6032 S. LA TOUR ST.

BILL FLANDRO 2015 E 6060 S

Jennifer Vernon 2017 E. 6060 S.

801-278-3124

## Carrie Marsh

---

**From:** Dina Roberson  
**Sent:** Tuesday, April 21, 2026 10:54 AM  
**To:** Carrie Marsh  
**Subject:** Opposition to Proposed Zoning Change from R 2-10 to R-M

**Categories:** Public Comments

### [External Email - Use Caution]

Dear Members of the Planning Commission,

I am writing to formally oppose the proposed zoning change from R 2-10 to R-M for the parcel adjacent to our neighborhood located at 6037 – 6051 Highland Dr. and at 1995 E. 6060 S.

This request raises serious concerns regarding traffic safety, infrastructure capacity, neighborhood compatibility, and overall community impact. Taken together—especially in combination with nearby development, this proposal represents a level of density that the current area is neither designed nor equipped to support.

#### 1. Traffic Safety and Hazardous Access Conditions

Traffic conditions in this area are already unsafe. Vehicles travel at high speeds along Highland Drive, and residents entering and exiting our neighborhood routinely experience near-miss situations when attempting to enter traffic.

The road serving our development is narrow and visibility is limited. On a weekly basis, I and others experience situations where it is difficult and unsafe to safely pull in or out.

Adding a 24-unit, three-story development—on top of the nearly completed 83-unit project nearby—will significantly increase traffic volume and alter traffic patterns in a way that will make exiting our neighborhood even more dangerous, and potentially unmanageable during peak times.

There is no feasible way to widen or significantly improve this roadway. Without meaningful infrastructure upgrades that do not make it travel worse (such as closing off this flow), this proposal will exacerbate an already unsafe situation and increase the likelihood of accidents.

#### 2. Infrastructure Constraints and Cumulative Impact

This proposal cannot be evaluated in isolation. The cumulative impact of multiple high-density developments on a constrained road network is substantial.

The addition of another 24 units, combined with the nearby 83-unit development, will place demand on infrastructure that already lacks the capacity to support current and anticipated use. This includes:

- Roadway capacity
- Traffic flow and access
- Emergency response times

Approving this zoning change risks creating long-term infrastructure strain without viable mitigation options.

### **3. Inconsistency and Lack of Transparency**

The developer previously communicated to our HOA that the project would consist of approximately 12 units. The current proposal now reflects 24 units—double the originally stated density.

This significant change raises concerns about the reliability of information presented to both residents and the Commission. Decisions of this scale should be based on consistent, transparent, and accurate representations.

### **4. Incompatibility with Existing Neighborhood Character**

The current R 2-10 zoning reflects the intended density and character of this area. Transitioning to R-M zoning introduces a scale and intensity of development that is not compatible with the surrounding neighborhood.

A three-story, 24-unit structure adjacent to lower-density homes creates a clear mismatch in:

- Building height and mass
- Population density
- Parking demand and congestion
- Noise and activity levels

Zoning changes should reinforce, not disrupt, the established character of residential communities.

### **5. Light Pollution and Privacy Impacts**

A multi-story development will introduce significant light spill into adjacent homes from parking areas, exterior lighting, and elevated residential units.

This will negatively impact residents' ability to enjoy their homes, reduce nighttime privacy, and alter the character of the neighborhood environment—particularly given the increased height and proximity of the proposed structure.

### **6. Property Value Concerns**

Homeowners in this neighborhood made purchasing decisions based on the existing zoning, infrastructure, and density. A substantial increase in density—without corresponding improvements—can negatively affect the desirability and value of surrounding properties.

### **7. Public Safety and Service Demand**

Higher-density developments increase population concentration, which in turn increases demand on public services, including law enforcement and emergency response.

In an area already constrained by limited road access, this raises legitimate concerns about:

- Emergency vehicle access and response times
- Increased service demand without infrastructure support
- Overall neighborhood safety and livability

These impacts are particularly concerning given the cumulative growth already underway in this immediate area.

For the reasons outlined above, I respectfully urge the Planning Commission to deny the requested zoning change from R 2-10 to R-M.

At a minimum, this proposal should not be considered without comprehensive, independent analysis of:

- Traffic and access safety (including turning movements onto Highland Drive)

- Infrastructure capacity and cumulative development impact
- Lighting and neighborhood compatibility impacts

The current proposal places an unreasonable burden on an already constrained area and introduces avoidable safety and quality-of-life risks for existing residents.

Given the existing constraints and the scale of development already underway in this area, the proposed zoning change cannot be responsibly evaluated without a comprehensive, independent analysis of its cumulative impacts.

At a minimum, the following must be completed before any consideration of approval:

- **Traffic and Access Safety Analysis:** A professional traffic study evaluating current conditions and projected impacts, including turning movements onto Highland Drive, sight distance, vehicle speeds, queueing, and safe ingress/egress from adjacent neighborhoods.
- **Infrastructure Capacity and Cumulative Impact Study:** An assessment of roadway capacity, emergency vehicle access, and the combined impact of this proposal alongside the nearby 83-unit development and any other planned or approved projects in the area.
- **Lighting and Neighborhood Compatibility Review:** A detailed evaluation of building height, placement, and exterior lighting to assess light spill, privacy impacts, and consistency with surrounding residential character.

#### Short-Term Recommended Actions (Prior to Any Approval)

To ensure public safety and responsible planning, I respectfully request that the Commission:

1. Defer any zoning decision until the above independent studies are completed and made publicly available.
2. Require a traffic impact study by a third-party engineer, not solely developer-provided analysis.
3. Conduct a site-specific safety review of Highland Drive access points, including real-world observation of peak traffic conditions.
4. Evaluate cumulative development impacts, rather than reviewing this proposal in isolation.
5. Consider interim safeguards, such as limiting density, building height, and unit count until infrastructure capacity can support additional development.

Thank you for your time, consideration, and commitment to responsible community planning.

Sincerely,

Dina Roberson  
6008 S. Ruby Ridge Cove  
Holladay, UT 84121

## Carrie Marsh

---

**From:** Shelley Mangum  
**Sent:** Wednesday, April 22, 2026 12:53 PM  
**To:** Carrie Marsh  
**Subject:** Proposed Rezone

**Categories:** Public Comments

### [External Email - Use Caution]

Ms. Marsh,

I hope this message finds you well. I am writing to share my strong opposition to the proposed rezoning of the properties at 6037, 6049, and 6051 Highland Drive, as well as 1995 East 6060 South, which would allow for the construction of 18-20 townhomes instead of the originally planned 12. I believe the current zoning is appropriate, especially considering both the nature of the existing roadway and the 83-unit apartment/condo building nearing completion just 2-3 blocks south. Additionally, the Holladay Hills development, less than two miles north, is already contributing a significant number of new residential units, including townhomes, to the area.

My primary concern centers on the increased traffic this project would generate, especially when combined with the nearby 83-unit development. The single-lane road serving Highland Pointe Village, where I live, is already hazardous due to high-speed, high-volume traffic. Adding more residents would exacerbate these risks, heightening the danger as we slow down to enter our neighborhood and increasing the likelihood of rear-end collisions. Tragically, there have been fatal accidents in this area in the past.

I am also worried about a potential rise in crime, as our community already feels crowded and additional housing could strain law enforcement, resources, and local infrastructure. Lastly, the introduction of more housing units threatens the privacy and tranquility that current residents value.

Thank you for considering my perspective. I hope you will weigh these concerns carefully and, at the very least, address roadway and traffic issues before approving further housing in this area.

Best regards,

Shelley Mangum  
6019 Diamond Hills Lane

## Carrie Marsh

---

**From:** Carmen Diaz  
**Sent:** Wednesday, April 22, 2026 5:54 PM  
**To:** Carrie Marsh  
**Subject:** Proposed Rezone  
**Attachments:** planning commission holladay.docx

**Categories:** Public Comments

**[External Email - Use Caution]**

Please see the attached comments about the proposed rezoning.

Thank You,  
Carmen Diaz  
6007 S Ruby Ridge Cove  
Holladay, UT 84121

## Carrie Marsh

---

**From:** TIM KRISTY FOX  
**Sent:** Wednesday, April 22, 2026 6:39 PM  
**To:** Carrie Marsh  
**Subject:** Public Comment Strongly Opposing Proposed Zone Change and Development

**Categories:** Public Comments

**[External Email - Use Caution]**

Dear Ms. Marsh,

I am writing to submit my formal public comment regarding the proposed zone change for the properties located at 6037, 6049, and 6051 Highland Drive, and 1995 E. 6060 S., from R-2-10 and R-1-10 zones to the R-M zone.

I strongly oppose this project.

Traffic conditions along Highland Drive and the surrounding neighborhood are already strained and, at times, unsafe. Approving additional high-density zoning (20-40 units, previously 10-12) in this area will significantly worsen congestion, increase delays when entering and exiting neighborhoods, and elevate the risk of accidents. Residents already experience difficulty navigating this corridor during peak hours; further intensification is not appropriate for this location.

This situation is about to be exacerbated by the high-density apartment development consisting of 83 units that is expected to begin impacting traffic within the next month. That project alone will place substantial pressure on Highland Drive and will directly affect residents' ability to safely and reliably leave the neighborhood. Proceeding with yet another high-density development before the real-world traffic impacts of the 83-unit project, just south of our development, are even understood is irresponsible and short-sighted.

In addition, higher-density development inevitably leads to parking overflow. Increased on-street parking will reduce visibility, create safety hazards, and impede access for emergency vehicles. These are not minor inconveniences—they are serious public safety concerns.

The proposed rezoning will also place added strain on existing infrastructure, including road capacity, utilities, and public services, none of which appear adequately prepared for this level of increased demand.

Equally important, this proposal is fundamentally inconsistent with the established character of the neighborhood. This area has long been defined by low-density residential use, and a shift to R-M zoning represents a significant and incompatible change that will negatively impact the livability and expectations of current residents.

For these reasons, I urge the Planning Commission and City Council to reject this proposal. At a minimum, no additional high-density approvals should be considered until the full traffic and infrastructure impacts of the pending 83-unit development have been evaluated and addressed.

Thank you for your time and consideration.

Sincerely,  
Kristy Fox  
1991 E. Diamond Hills Ln.  
Holladay, UT 84121

## Carrie Marsh

---

**From:** Kathleen Norton  
**Sent:** Wednesday, April 22, 2026 7:14 PM  
**To:** Carrie Marsh  
**Subject:** Proposed zone changes

**Categories:** Public Comments

**[External Email - Use Caution]**

Dear Ms. Marsh,

I am a resident of Highland Pointe Village and would like to address the proposed zone change to the property to our south. In the 22 years I have lived here, the traffic has obviously increased because of all of the buildings up and down Highland Drive. However, it has become dangerous, making the exit from Diamond Hills Lane to Highland Drive scary. With the proposed development next door, plus the 83-unit apartment complex soon to be completed, it will only add to the congestion and danger. I am strongly opposed to any more high density building, especially with the faulty traffic flow in our area.

Thank you for your consideration.

Kathy Norton  
6017 Ruby Ridge Cove  
Holladay, Utah

## Carrie Marsh

---

**From:** Tim Fox  
**Sent:** Wednesday, April 22, 2026 7:20 PM  
**To:** Carrie Marsh  
**Cc:**  
**Subject:** Opposition to Proposed Zone Change and Development  
**Categories:** Public Comments

**[External Email - Use Caution]**

Dear Carrie Marsh,

I am writing to formally express my opposition to the proposed zone change and associated development referenced in the recent notice regarding properties on Highland Drive.

I am a **long-term resident of Holladay and a disabled veteran**. I take great pride in this community and have a strong interest in preserving the quality of life, safety, and infrastructure stability that residents depend on.

My primary concerns center on the significant strain this development would place on existing infrastructure, which I believe is already operating near capacity:

### **Infrastructure Concerns**

#### **Sewer and Utilities**

- Increased density will add substantial load to **aging sewer systems and utility networks**
- Risk of system overcapacity, backups, and costly future upgrades borne by residents

#### **Stormwater Management**

- Additional impervious surfaces will increase **runoff and drainage challenges**
- Potential for localized flooding and environmental impacts if not properly mitigated

#### **Traffic Congestion**

- Highland Drive and surrounding roads already experience **significant congestion**
- Added residential density will worsen traffic flow, increase delays, and impact safety for drivers, pedestrians, and cyclists

#### **Community**

- The proposed change from lower-density zoning to higher-density residential (R-M) represents a **substantial shift in neighborhood character**
- This type of development may not align with the established nature and expectations of long-term residents

## **Personal Perspective**

As a disabled veteran, accessibility, safety, and predictability of infrastructure are especially important to me. Increased congestion, strain on services, and potential disruptions could have a **direct and meaningful impact on my daily life and well-being.**

I respectfully urge the Planning Commission and City Council to:

- Carefully evaluate the **capacity and readiness of infrastructure systems**
- Require comprehensive impact studies and mitigation plans
- Consider the long-term effects on existing residents before approving any zoning changes

At this time, I strongly encourage you to **deny or significantly reconsider** this proposed zone change.

Thank you for your time and consideration.

Sincerely,

Timothy Fox

1991 E Diamond Hills Lane

Long-Term Holladay Resident

Active Voter and Tax Payor in the Community

## Carrie Marsh

---

**From:** Daniele Gatti  
**Sent:** Thursday, April 23, 2026 11:48 AM  
**To:** Carrie Marsh  
**Cc:** Nancy Kau  
**Subject:** Highland Drive Proposed Rezone

**Importance:** High

**Categories:** Public Comments

### [External Email - Use Caution]

Ms. Marsh,

I hope this message finds you well. I am writing to share my strong opposition to the proposed rezoning of the properties at 6037, 6049, and 6051 Highland Drive, as well as 1995 East 6060 South, which would allow for the construction of 18-20 townhomes instead of the originally planned 12. I believe the current zoning is appropriate, especially considering both the nature of the existing roadway and the 83-unit apartment/condo building nearing completion just 2-3 blocks south. Additionally, the Holladay Hills development, less than two miles north, is already contributing a significant number of new residential units, including townhomes, to the area.

My primary concern centers on the increased traffic this project would generate, especially when combined with the nearby 83-unit development. The single-lane road serving Highland Pointe Village, where we live, is already hazardous due to high-speed, high-volume traffic. Adding more residents would exacerbate these risks, heightening the danger as we slow down to enter our neighborhood and increasing the likelihood of rear-end collisions. Tragically, there have been fatal accidents in this area in the past.

I am also worried about a potential rise in crime, as our community already feels crowded and additional housing could strain law enforcement, resources, and local infrastructure. Lastly, the introduction of more housing units threatens the privacy and tranquility that current residents value.

Thank you for considering our perspective. I hope you will weigh these concerns carefully and, at the very least, address roadway and traffic issues before approving further housing in this area.

Daniele and Nancy  
6011 S Diamond Hills Ln

## Carrie Marsh

---

**From:** Stacie Pearce  
**Sent:** Friday, April 24, 2026 12:59 PM  
**To:** Carrie Marsh  
**Subject:** Building plans 6065 south highland

**Categories:** Public Comments

[External Email - Use Caution]

Hey there !

My name is Stacie Pearce and I own and operate renew rx which is in the same building as Diamond Custom Jewelers

I am writing to say I am in full support of any building plans of the much needed renovated housing to the north of our building.

Thank you!!!

Stacie Pearce, NP  
Renew Rx  
6065 S Highland Dr.