

M E M O R A N D U M

DATE: June 28, 2002
TO: City Council Members
FROM: Russell Weeks
RE: Update: Petitions Related to Locating an Intermodal Freight Facility in an Area Zoned M-1
CC: Cindy Gust-Jenson, Rocky Fluhart, Margaret Hunt, Stephen Goldsmith, Gary Mumford, Ray McCandless, Janice Jardine

This memorandum is intended as an update regarding petitions related to locating an intermodal freight facility in an area zoned M-1.

Motion Options

I. I move that the City Council adopt a motion to approve the following ordinances:

- An ordinance amending the Salt Lake City Zoning Code sections 21A.28.040 and 21A.62.040 respectively allowing railroad freight terminal facilities as a conditional use in an M-1 zone and defining “railroad freight terminal facility,” pursuant to Petition No. 400-02-06.
- An ordinance rezoning property located at approximately 800 South 5600 West from General Commercial to Light Manufacturing, pursuant to Petition No. 400-02-06.
- An ordinance amending the Salt Lake City Transportation Master Plan and closing and abandoning a portion of 4800 West Street, pursuant to Petition No. 400-02-11.

II. I move that the City Council not adopt a motion to approve the following ordinances:

- An ordinance amending the Salt Lake City Zoning Code sections 21A.28.040 and 21A.62.040 respectively allowing railroad freight terminal facilities as a conditional use in an M-1 zone and defining “railroad freight terminal facility,” pursuant to Petition No. 400-02-06.
- An ordinance rezoning property located at approximately 800 South 5600 West from General Commercial to Light Manufacturing, pursuant to Petition No. 400-02-06.
- An ordinance amending the Salt Lake City Transportation Master Plan and closing and abandoning a portion of 4800 West Street, pursuant to Petition No. 400-02-11.

III. I move that the City Council adopt a motion to approve the following ordinances:

- An ordinance amending the Salt Lake City Zoning Code sections 21A.28.040 and 21A.62.040 respectively allowing railroad freight terminal facilities as a conditional use in an M-1 zone and defining “railroad freight terminal facility,” pursuant to Petition No. 400-02-06, with the following condition: *That any landscaping plan required by a conditional use include enhanced landscaping to mask views of a railroad freight terminal facility from adjacent properties.*
- An ordinance rezoning property located at approximately 800 South 5600 West from General Commercial to Light Manufacturing, pursuant to Petition No. 400-02-06.
- An ordinance amending the Salt Lake City Transportation Master Plan and closing and abandoning a portion of 4800 West Street, pursuant to Petition No. 400-02-11.

Discussion/Background

Since the Administration briefed the City Council about the petitions on June 4 two letters to City Council Members have been received. The letters are from Michael J. McHugh of Utah Commercial Contractors Inc. and Nathan B. Warner of ProGreen Lawn & Landscape Inc. Both businesses own property on what might be described as a wedge of land between 700 South Street and railroad tracks next to the proposed location of the intermodal freight facility.

Both letters take issue with the apparent speed at which the petitions are being considered and with conclusions of traffic studies. Both letters also say the property owners are concerned about increased traffic on 700 South, particularly at the railroad crossing at about 700 South and 4800 West streets. Both letters also say the property owners believe landscaping requirements in an M-1 zone are inadequate, and an intermodal freight facility will be a detriment to their property.

It should be noted that the proposed ordinance to amend the Salt Lake City Transportation Master Plan and close and abandon a portion of 4800 West Street includes among eight conditions the following paragraph:

“Union Pacific Railroad must agree to jointly investigate with the City methods to improve the 700 South rail crossing at approximately 4900 West, including consideration of widening the roadway to the full future width (84 feet), correcting the vertical curve designed to improve site distances, and upgrading the railroad crossing gates and barriers.”

It should be noted that on Page 9 of the Planning Commission staff report dated May 16 the report indicated that Union Pacific Railroad plans “to provide its own security for the fenced facility.”

On Page 16 of the staff report a section noted that the “applicants are working on a landscaping plan that will need to meet M-1 zoning standards” and that the plan should be approved by the Planning Director.

It also should be noted that, in adopting a motion May 16 to approve Petition No. 410-528 (the conditional use of the proposed freight facility), the Planning Commission included the following condition: “A landscaping plan be submitted and approved by the Planning Director.”

It seems as if at least some of the concerns of the property owners who wrote the letters are addressed in the proposed ordinances forwarded to the City Council or acted on by the Planning Commission. The concerns addressed include the potential to widen 700 South Street and upgrading the railroad crossing, a security fence around the proposed facility, and the requirement of a landscaping plan.

Council staff has included in its potential motions an additional condition that any landscaping plan required by a conditional use include enhanced landscaping to mask views of a railroad freight terminal facility from adjacent properties. However, enhanced landscaping may be something that can be worked out administratively.