
SALT LAKE CITY COUNCIL STAFF REPORT

DATE: April 12, 2005

SUBJECT: Petition No. 400-04-45 - A request by Salt Lake City Mayor Anderson to remove the requirement for crash gates as a condition of the closure of 500 North Street at the 500 West railroad crossing.

STAFF REPORT BY: Jennifer Bruno, Policy Analyst

AFFECTED COUNCIL DISTRICTS: District 3

ADMINISTRATIVE DEPT: Community and Economic Development
AND CONTACT PERSON: Doug Dansie, Principal Planner
Kurt Larson, Transportation Engineer

NOTICE REQUIREMENTS: Newspaper advertisement once a week for 4 weeks prior to the Public Hearing

POTENTIAL MOTIONS:

1. **["I move that the Council"]** Adopt an ordinance amending the existing ordinance (No. 13 of 2003, closing the portion of 500 North at 500 West), removing the requirements for crash gates from the ordinance as a condition for closure.
2. **["I move that the Council"]** Not adopt an ordinance amending the existing ordinance (No. 13 of 2003, closing the portion of 500 North at 500 West), removing the requirements for crash gates from the ordinance as a condition for closure.

The following information was provided previously for the Council Work Session on March 17, 2005. It is provided again for your reference.

KEY ELEMENTS:

- A. An ordinance has been submitted to the City Council that would amend the existing ordinance (No. 13 of 2003), removing the requirements for crash gates from the ordinance as a condition for closure.
- B. Key points from the Administration's transmittal are the following:
 1. The previous petition was submitted to close the portion of 500 North at 500 West, and was approved by the City Council on April 8, 2003. A condition of this street closure approval was that "crash gates" be provided for emergency access.
 - i. The original petition was initiated by the Salt Lake City Transportation Division in order to begin the process of eliminating noise issues (which exist because trains are required to blow their whistles at any at-grade crossing) that affect both the livability

of residential units and the financing of housing in the area, particularly from federally-funded programs. The original petition was in part due to the inability of a housing developer to secure financing on an adjacent project due to a sound attenuation study requirement.

- ii. UDOT and Union Pacific also supported the original petition.
 2. The current petition does not remove the closure status of the intersection. It removes the requirement placed on the closure that a crash gate be installed. This petition would ensure that train whistles would stop blowing at this particular crossing.
 3. In addition to continuing noise issues the Administration is requesting the requirement for crash gates be removed as they have become cost prohibitive to the City. The closure of the street to vehicular and pedestrian access has not changed.
 - i. The crash gates would be replaced with full barriers to pedestrian and vehicular traffic in the form of a formal eight inch curb and signage denoting a dead end.
 4. By state law, trains are required to blow their whistles at any at-grade intersection where there is not a high standard of warning to pedestrian and vehicular traffic. Under a proposed federal rule, fully signalized and gated intersections satisfy this requirement, eliminating the train whistles; crash gates do not. If the intersection is fully closed to pedestrian and vehicular traffic (full barriers instead of crash gates), there is no longer the necessity for the trains to blow their whistles.
 5. The costs of fully signalizing the 500 North crossing (in order to not require train whistles to blow) were considered prohibitive because of the adjacent rail yard. The rail yard would require numerous switches, and because of the high volume of traffic, would result in almost continuous blockage. According to the Planning Commission minutes regarding the original request (March 21, 2002), the Transportation Division and Union Pacific estimate the cost of the gate to be in the million dollar range.
 6. The long term interest of protecting the residential base of the Guadalupe and Capitol Hill Neighborhoods are enhanced by the street closure, as any effort to reduce train whistle noise will help facilitate development and investment in both communities.
 7. The creation of a quiet zone in the very near future in this area of the City will be used in conjunction with this street closure to further facilitate development and livability in the area.
 - i. According to minutes from the Planning Commission's January 12th public hearing, the Administration's intent is to establish a quiet zone from 900 South to 600 North. Preliminary plans and budgets have already been drafted.
 - ii. The RDA has budgeted \$1.3 million for the northern portion of this quiet zone – from 200 South to 500 North. The closure of 500 North is included in this budget (full closure).
 - iii. The City's plan is in place but cannot go forward without authorization from the Federal Railroad Administration (FRA). The FRA is currently developing a new rule that will authorize cities to establish their own quiet zones. The City's current plan and budget for this quiet zone would be accepted under the draft rule. However, after much comment by the railroad companies, it is possible that the final rule (expected in April 2005) will affect the types of gates the City has proposed for the other railroad crossings in the quiet zone, thus affecting the financial plan and feasibility of the zone. There is also some discussion that the City's current gates at those intersections already meet federal requirements for safety. This would eliminate the need to upgrade the signals at 300 and 400 North.
 - iv. Regardless of when the quiet zone is established, full closure of this crossing will eliminate the need for whistles at this particular crossing.
- C. All necessary City departments and divisions reviewed the proposal and recommended approval of eliminating the crash gate requirement.
1. The Fire Department had objections to the original street closure petition and suggested the option of the crash gate in case of emergency access needs. In subsequent discussions, the Fire Department has identified superior alternative routes including 300 North, 400 North, and 800

- North. They concluded that a full closure would not diminish their response time (less than one minute increase, if none at all) enough to justify the expense.
2. Public Utilities, Engineering, Permits, and Transportation stated their approval of the closure without the crash gates.
- D. The abutting Guadelalupe neighborhood has seen recent housing investment and activity. Eliminating the sound of train horns will make this community more livable and encourage further investment and allow property owners to become eligible to receive HUD financing for residential units. Federally funded housing and development programs typically have much more strict guidelines regarding projects where noise is above certain levels.
- E. On January 12, 2005, the Planning Commission held a public hearing and voted to recommend that the City Council eliminate the crash gate requirement.
1. Items discussed at the Planning Commission included the procedure by which the future quiet zone for this area would be approved by the Federal Railroad Administration.
 2. Community responses to the proposal were also discussed. Responses were generally positive, with the exception of the community concern that a chain link fence was not attractive, and that foot access across the tracks was an easier way to get to Washington Elementary from the opposite side of the railroad tracks. A Commissioner suggested that there be no fence whatsoever, reasoning that people can adapt to rails on their own without the need of fencing. A second Commissioner requested that the Commissioner rescind his suggestion, citing serious safety concerns, particularly around elementary school children. The first Commissioner declined. This issue was not included as part of the Planning Commission's adopted motion.
 3. In the Planning Commission hearing for the original street closure request (March 21, 2002), it was stated that quad gates cost roughly \$300,000 each. These are fully signalized gates, (different from crash gates), that would be required to sufficiently "upgrade" the signals at 300 and 400 North. In the hearing it was stated that the RDA has set aside money to cover this cost, as a part of the overall plan for the quiet zone. These gates are not being discussed for the 500 North crossing, but will need to be installed at 300 and 400 North, as a condition of the larger quiet zone. (That is, unless the issue raised in B.6.iii does not require signal upgrades at these intersections)
- F. On November 19, 2004, the Capitol Hill Community Council discussed the issue and voiced no objection to eliminating the crash gate requirement.
- G. On December 30, 2004, the Fairpark Community Council discussed the issue and voted to support the elimination of the crash gate requirement. They added that other railroad crossings in the neighborhood that have wooden crash gates are visually unappealing.

MASTER PLAN AND POLICY CONSIDERATIONS:

- A. The Council's street closure policy includes the following:
1. It is Council policy to close public streets and sell the underlying property. The Council does not close streets when that action would deny all access to other property.
 2. The general policy when closing a street is to obtain fair market value for the land, whether the abutting property is residential or commercial.
 3. There are instances where the City has negotiated with private parties to allow the parties to make public improvements in lieu of a cash payment. The Council and the Administration consider these issues on a case-by-case basis.
 4. There should be sufficient public policy reasons that justify the sale and/or closure of a public street, and it should be sufficiently demonstrated by the petitioner that the sale and/or closure of the street would accomplish the stated public policy reasons.

5. The City Council should determine whether the stated public policy reasons outweigh alternatives to the sale or closure of the street.
- B. The Capitol Hill Master Plan (adopted 2001) calls for medium density and mixed-use housing development in the immediate vicinity of this crossing. The quiet zone and street closure together would facilitate further mixed-use and housing investment and development.
 - a. The following policies are stated with regard to redevelopment of railroad property between 900 North and 400 and 550 West:
 - i. Encourage the relocation of existing industrial and heavy commercial land uses to industrially zoned land in other appropriate areas of the City by rezoning the existing properties to a zoning classification which will allow a mix of less intensive land uses. Analyze the feasibility of establishing a redevelopment project area. Use City resources to encourage mixed use development of residential and office/commercial in this area.
 - ii. Require buffering treatments, relocation of loading docks and adequate access measures to help mitigate impacts of existing industrial uses on residential land uses.
 - iii. Promote the redevelopment of the area between the Guadalupe and West Capitol Hill Neighborhoods as a mixed use area with medium density residential development west of 500 West and medium-high density residential-mixed use development east of 500 West.
 - C. The Gateway Railroad Consolidation Master Plan (adopted 1996), suggests that the 400 and 500 North railroad crossings be closed in order to facilitate further housing development in the area.
 - D. The City's Strategic Plan and the Futures Commission Report contain statements that support creating attractive conditions for business expansion including retention and attraction of large and small businesses, but not at the expense of minimizing environmental stewardship or neighborhood vitality. The documents express concepts such as maintaining a prominent sustainable city, ensuring the City is designed to the highest aesthetic standards and is pedestrian friendly, convenient, and inviting.

BUDGET RELATED FACTS:

- A. The estimated cost of installing a locked crash gate is \$180,000.
- B. The Fire Department has indicated that the emergency response time would only increase minimally (less than one minute) and possibly not at all with the permanent closure of the street (no crash gate).
- C. The estimated cost of installing curbing and signs is \$48,000. The RDA has budgeted for the full cost of the \$48,000.

CHRONOLOGY:

Please refer to the Administration's transmittal for a complete chronology of events relating to the proposed text amendment.

- | | |
|--------------------|--|
| • November 2, 2004 | Petition assigned to Planning |
| • January 12, 2005 | Planning Commission hearing |
| • January 26, 2005 | Ordinance requested from the City Attorney's Office. |
| • February 3, 2005 | Ordinance received from City Attorney's Office. |

cc: Rocky Fluhart, Sam Guevara, Chief Dinse, Chief Querry, Rick Graham, LeRoy Hooton, Tim Harpst, Kevin Young, Max Peterson, Louis Zunguze, Brent Wilde, Doug Wheelwright, Doug Dansie, Kurt Larson, Barry Esham, Marge Harvey, Janice Jardine, Dave Oka, Valda Tabet

File Location: Community Development Dept., Planning Division, Street Closures,
500 North at 500 West (Railroad Crossing)

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PLANNING DIRECTOR

BRENT B. WILDE
DEPUTY PLANNING DIRECTOR

DOUGLAS L. WHEELWRIGHT, AICP
DEPUTY PLANNING DIRECTOR

SALT LAKE CITY CORPORATION
COMMUNITY DEVELOPMENT
PLANNING AND ZONING DIVISION

ROSS C. ANDERSON
MAYOR

COUNCIL TRANSMITTAL

TO: Rocky Fluhart, Management Services Director

DATE: March 4, 2005

FROM: Louis Zunguze, Community Development Director

RE: **Petition 400-04-45**, a request by Salt Lake City Mayor Anderson to remove the requirement for crash gates as a condition of the closure of 500 North Street at the 500 West railroad crossing.

STAFF CONTACT: Doug Dansie, Principal Planner 535-6182
Kurt Larson, Transportation Engineer 535-7151

RECOMMENDATION: That the City Council schedule a briefing and a public hearing regarding the elimination of the crash gate requirement. The City Council has already approved the closure of the street as part of previous Petition No. 400-99-61.

DOCUMENT TYPE: Ordinance

BUDGET IMPACT: Approval of the petition reduces overall costs for the street closure.

DISCUSSION: *Issue Origin:* On March 21, 2002, the Salt Lake City Planning Commission passed a motion to transmit a positive recommendation to the City Council to approve Petition No. 400-99-61 for the closure of 500 North Street at 500 West with the condition that "crash gates" be provided for emergency access. The petition was for closure of the street to vehicular and pedestrian access, while the City retained ownership of the underlying land. The petition was subsequently approved by the City Council on April 8, 2003.

The Mayor has since requested that the requirement for crash gates be withdrawn as a condition of approval because the costs for the crash gates have become cost prohibitive. The closure of the street to vehicular and pedestrian access has not changed. The only change to the previous submittal is whether a crash gate is still necessary.

The Salt Lake City Transportation Division initiated the original Petition No. 400-99-61 in order to eliminate noise issues that affect both the livability of residential units and the financing of housing in the area.

Prowswood Development Company originally proposed a housing development for land on the former Union Pacific Rail yards north of North Temple Street, adjacent to the rail line. Although Prowswood no longer proposes the project, the project raised several important issues regarding the obstacles for facilitating housing in the immediate area, which is consistent with the area Master Plans. As part of a separate petition, a Quiet Zone will be forwarded to the City Council prohibiting Union Pacific from blowing their whistles at rail crossings within the Quiet Zone. The street closure will be used in conjunction with a Quiet Zone.

UDOT is legally in charge of all rail crossings within the State. UDOT will accept Salt Lake City's adoption of a Quiet Zone ordinance as long as all associated rail crossings maintain a higher standard of signalization and gating, as an alternative to blowing whistles, to warn automobiles and pedestrians of approaching trains. Agreement has been reached to fully gate 300 and 400 North Streets at 500 West with upgraded signals. Five Hundred (500) North is being proposed for closure due to the expense and technical complications arising from adjacent rail yards. The combination of gates and the adoption of a Quiet Zone will reduce noise in the area, which in turn will make the area eligible to receive HUD financing for residential units. The proposed Quiet Zone ordinance also includes a mainline track that extends beyond the immediate petition area, to 200 South. The Quiet Zone would not be effective at the additional crossings until they are upgraded. This additional area was included at the request of the Redevelopment Agency, which intends to facilitate other housing development in the Gateway area.

City Council Policy and Master Plan considerations

Analysis: The City Council has already approved the road closure. The current petition is to consider the removal of the requirement for crash gates, as a condition of the approval.

Alternatives for emergency access were discovered through discussions with the Fire Department. Trucks have other alternative routes, including: 300 North, 400 North and 800 North. The cost of railroad crossing gates [arms] at 500 North was considered prohibitive because of the proximity to the rail yard (which requires numerous switches and would result in almost continuous blockage).

Applicable Master Plan: The proposed street closure, when combined with a quiet zone ordinance, is consistent with the Capitol Hill Master Plan. The Capitol Hill Master Plan calls for Mixed-Use Development in the immediate vicinity. The quiet zone and street closure would facilitate mixed-use and housing. The Master Plan also calls for transforming 500 West into a limited access road, which may ultimately connect to Beck Street.

Public Process: Both the Fairpark and Capitol Hill Community Councils were briefed regarding the request to eliminate the crash gate requirement associated with the closure of 500 North Street at the 500 West rail crossing. Capitol Hill Community Council endorsed the concept in December 2004. Fairpark held a vote and endorsed the concept at their December 30, 2004 meeting.

On January 12, 2005, the Planning Commission held a public hearing and made a favorable recommendation to the City Council to eliminate the crash gate requirement associated with the closure of 500 North Street at the 500 West rail crossing.

Relevant Ordinances: Salt Lake City Code, Section 2.58 and Utah Code, Title 10-9-305
Streets may be closed and disposed of by the City after following proper procedure as outlined in Section 2.58 of City Code. The Planning Commission reviews the request and decides whether the property should be declared surplus. The Mayor, or his designee, will be responsible for the actual sale. The City Council has final approval of all street closures.

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4. Planning Commission Hearing
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 (January 6, 2000 and March 16, 2000 staff reports included in March
 21, 2002 staff report)
 - Minutes January 12, 2005
 March 21, 2002
 (January 6, 2000 and March 16, 2000 minutes included in March 21,
 2002 staff report)
5. Original Petition

1. Chronology

Chronology

October 18, 2004	Salt Lake City Mayor Anderson initiated a petition to eliminate the crash gate requirement as part of the petition to close 500 North Street at the 500 West railroad crossing.
November 2, 2004	Planning staff received the petition
December, 2004	The Capitol Hill Community Council indicated they were amenable to the issue with no further discussion necessary.
December 30, 2004	The Fairpark Community Council discussed the issue and voted to support the elimination of the crash gate requirement.
January 12, 2005	The Salt Lake City Planning Commission held a public hearing and recommended that the City Council eliminate the crash gate requirement that was required as part of the petition to close 500 North Street at the 500 West rail crossing and create a Quiet Zone ordinance.
January 26, 2005	An ordinance was requested from the Attorney's Office.
February 3, 2005	An ordinance was received from the Attorney.

2. Proposed Ordinance

SALT LAKE CITY ORDINANCE

No. _____ of 2005

(Amending ordinance requiring crash gate at 500 West Railroad Crossing on 500 North)

AN ORDINANCE AMENDING ORDINANCE NO. 13 OF 2003 TO REMOVE THE CRASH GATE REQUIREMENTS AT THE 500 WEST RAILROAD CROSSING ON 500 NORTH, PURSUANT TO PETITION NO. 400-04-45.

WHEREAS, the City Council passed Ordinance No. 13 of 2003 requiring, in part, that a crash gate be installed at the 500 West railroad crossing on 500 North;

WHEREAS, since Ordinance No. 13 of 2003 was enacted, the Fire Department has determined that a crash gate is no longer necessary at this location; and

WHEREAS, the City Council has determined that Ordinance No. 13 of 2003 should be amended to remove the crash gate requirements contained within the ordinance.

NOW, THEREFORE, be it ordained by the City Council of Salt Lake City, Utah:

SECTION 1. Conditions "b" "c" and "d" set forth in section two (2) of Ordinance No. 13 of 2003 shall be and hereby are deleted.

SECTION 2. Effective Date. This ordinance shall become effective on the date of its first publication and shall be recorded with the Salt Lake County Recorder.

Passed by the City Council of Salt Lake City, Utah, this _____ day of _____, 2005.

CHAIRPERSON

ATTEST AND COUNTERSIGN:

CHIEF DEPUTY CITY RECORDER

Transmitted to Mayor on _____.

Mayor's Action: _____ Approved. _____ Vetoed.

MAYOR

CHIEF DEPUTY CITY RECORDER

(SEAL)

Bill No. _____ of 2005.

Published: _____.

APPROVED AS TO FORM
Salt Lake City Attorney's Office
Date March 15, 2005
By Melanie Reef

G:\Ordinance 05\Ameding Ord. No. 13 of 2003 to remove conditions re gate crossing 500 North Street Street - 03-15-05 draft.doc

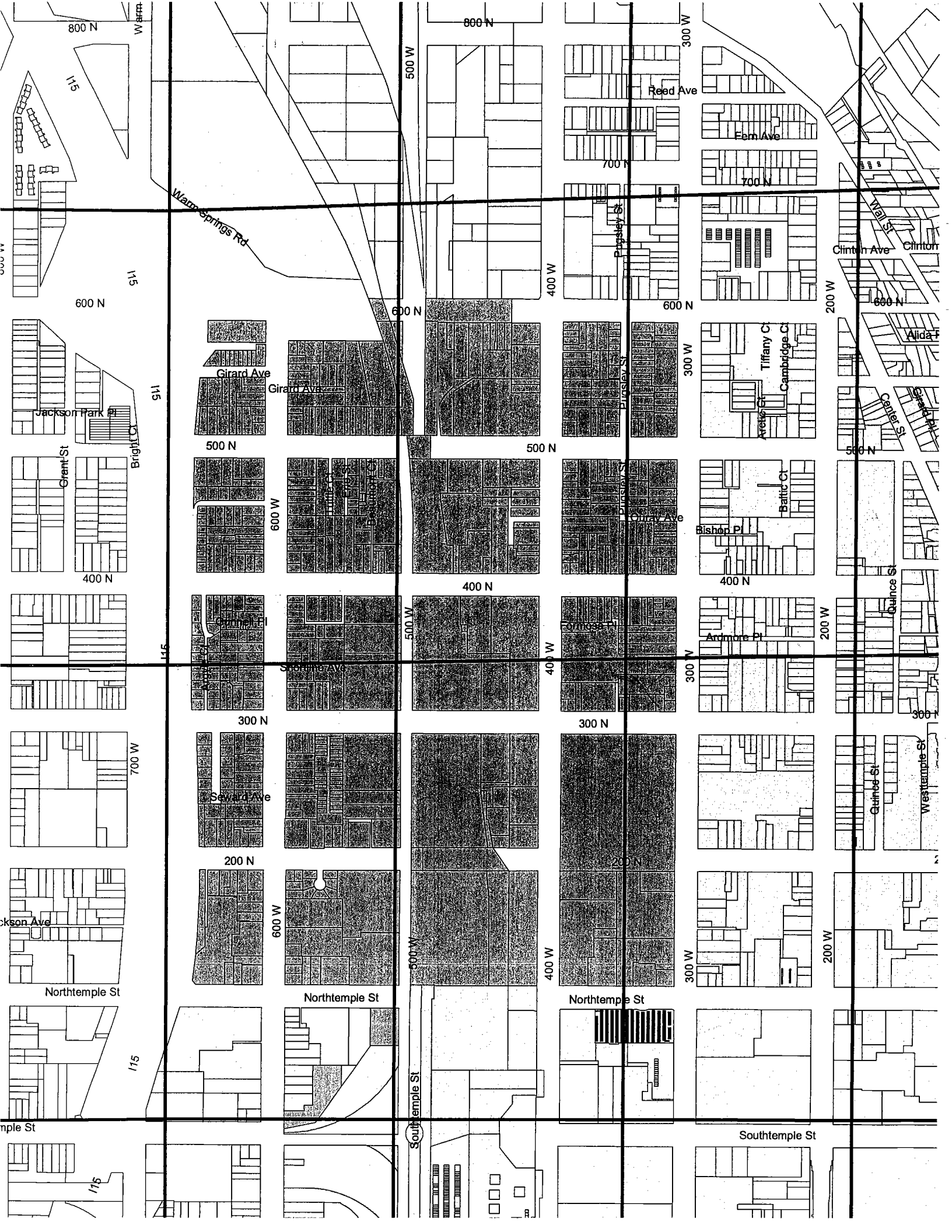
Exhibit A

Legal Description for 500 North and 500 West

Beginning at a point that is N89°59'44"E 28.28 feet from the Northwest corner of Block 119, Plat A, Salt Lake City Survey, located in the Northwest quarter of Section 36, Township 1 North, Range 1 West, Salt Lake Base and Meridian; thence S89°59'44"W 120.25 feet; thence N06°55'06"W 135.22 feet; thence S89°59'56"E 136.54 feet; thence S00°00'04"W 134.22 feet to the point of beginning, contains 0.396 acres more or less.

DD
5/31/02
description prepared by
SLC engineering

**3. City Council Public Hearing
Notice
Mailing List**



BOARD OF EDUCATION OF SLC
Sidwell No. 0836329002
440 E 100 S
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Sidwell No. 0836352034
451 S STATE ST # 225
SALT LAKE CITY UT 84111

SLHNET INVESTMENTS LC
Sidwell No. 0836329005
48 W MARKET ST # 200
SALT LAKE CITY UT 84101

V J ENVIRONMENTAL
Sidwell No. 0836352025
155 N 500 W
SALT LAKE CITY UT 84116

SALT LAKE CITY CORPORATIO
Sidwell No. 0836352033
451 S STATE ST # 225
SALT LAKE CITY UT 84111

SLHNET INVESTMENTS LC
Sidwell No. 0836328021
48 W MARKET ST # 250
SALT LAKE CITY UT 84101

SUBARDJO, DAHONO &
Sidwell No. 0836304053
278 N RENDON CT
SALT LAKE CITY UT 84116

SALT LAKE CITY CORPORATIO
Sidwell No. 0836352032
451 S STATE ST # 225
SALT LAKE CITY UT 84111

SLHNET INVESTMENTS LC
Sidwell No. 0836328020
48 W MARKET ST # 200
SALT LAKE CITY UT 84101

STOTT, MICHELLE
Sidwell No. 0836352002
446 N 900 W
SALT LAKE CITY UT 84116

SALT LAKE CITY CORPORATIO
Sidwell No. 0836352031
451 S STATE ST # 225
SALT LAKE CITY UT 84111

SLHNET INVESTMENTS LC
Sidwell No. 0836328010
48 W MARKET ST # 200
SALT LAKE CITY UT 84101

STEWART, MINNIE
Sidwell No. 0836304009
249 N 600 W
SALT LAKE CITY UT 84116

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Sidwell No. 0836352030
451 S STATE ST # 225
SALT LAKE CITY UT 84111

SLHNET INVESTMENTS LC
Sidwell No. 0836328008
48 W MARKET ST # 250
SALT LAKE CITY UT 84101

SMITH, KIRK A
Sidwell No. 0836352009
PO BOX 26733
SALT LAKE CITY UT 84126





CARDENAS, LUIS F
Sidwell No. 0836305067
256 N BLISS CT
SALT LAKE CITY UT 84116

DRESDEN PROPERTIES, LLC
Sidwell No. 0836328012
24 NORTH EMERAUD DRIVE
ST GEORGE UT 84770

GOODWIN, PENNY G
Sidwell No. 0836305054
251 N BLISS CT
SALT LAKE CITY UT 84116

CANNON, LAURA J
Sidwell No. 0836302022
328 N ARGYLE CT
SALT LAKE CITY UT 84116

DRESDEN PROPERTIES, LLC
Sidwell No. 0836328002
24 NORTH EMERAUD DR
ST GEORGE UT 84770

GOMEZ, MARGARITA &
Sidwell No. 0836302021
1788 N STALLION LN
SALT LAKE CITY UT 84116

CANNON, LAURA J
Sidwell No. 0836302018
328 N ARGYLE CT
SALT LAKE CITY UT 84116

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Sidwell No. 0836301011
854 S PARK TER
CHICAGO IL 60605

GIRON, ANNA MARIE
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375 N 600 W
SALT LAKE CITY UT 84116

BURGE, WILLIS M &
Sidwell No. 0836305053
253 N BLISS CT
SALT LAKE CITY UT 84116

COYNE, THEODORA C
Sidwell No. 0836302020
312 N ARGYLE CT
SALT LAKE CITY UT 84116

GIRON, ANNA MARIE
Sidwell No. 0836154039
375 N 600 W
SALT LAKE CITY UT 84116

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Sidwell No. 0836305051
5222 SW ILLINOIS ST
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6312 W WENDING LN
WEST VALLEY UT 84128

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242 N BLISS CT
SALT LAKE CITY UT 84116

BOWCUTT, MERRILEE
Sidwell No. 0836305063
4957 S PLYMOUTH VIEW DR
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COE, RULON J &
Sidwell No. 0836154017
123 COUNTRYSIDE CIR
PARK CITY UT 84098

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331 N ARGYLE CT
SALT LAKE CITY UT 84116

BOURDEAUX, ROBERT E &
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311 N 600 W
SALT LAKE CITY UT 84116

BELL, VICTOR
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3893 W 2925 S
WEST VALLEY UT 84120

CLARENCE G WALKER FAMILY
Sidwell No. 0836305041
2720 E NILA WY
SALT LAKE CITY UT 84124

ERKELENS, THOMAS A &
Sidwell No. 0836326001
5530 S WHITE SPRINGS DR
MURRAY UT 84123

BECERRA, JESUS; ET AL
Sidwell No. 0836154030
343 N 600 W
SALT LAKE CITY UT 84116

CHEN, HUI-CHUN &
Sidwell No. 0836305057
241 N BLISS CT
SALT LAKE CITY UT 84116

ERICKSON, JUNIUS L
Sidwell No. 0836154038
8974 S WILD WILLOW CIR
SANDY UT 84093

B & E PROPERTIES LLC
Sidwell No. 0836305076
509 W 300 N
SALT LAKE CITY UT 84116

CASTANEDA, JUAN &
Sidwell No. 0836154004
971 N 900 W
SALT LAKE CITY UT 84116

DRESDEN PROPERTIES, LLC
Sidwell No. 0836328022
24 NORTH EMERAUD DR
ST GEORGE UT 84770



JEWETT, RON
Sidwell No. 0836305070
246 N BLISS CT
SALT LAKE CITY UT 84116

MALEY, CORNELIUS
Sidwell No. 0836154020
631 W GUNNELL PL
SALT LAKE CITY UT 84116

MORRISON, KIT
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345 N 600 W
SALT LAKE CITY UT 84116

JENNINGS, PATRICK D
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425 E HARRISON AVE
SOUTH SALT LAKE UT 84115

MAESTAS, BETTY A
Sidwell No. 0836305046
277 N BLISS CT
SALT LAKE CITY UT 84116

MONTOYA, LEO
Sidwell No. 0836305007
246 N 600 W
SALT LAKE CITY UT 84116

JENKINS, EARL W &
Sidwell No. 0836301013
305 N ARGYLE CT
SALT LAKE CITY UT 84116

LYNN, CAROL A
Sidwell No. 0836305072
242 N BLISS CT
SALT LAKE CITY UT 84116

MONTOYA, LEO
Sidwell No. 0836305006
246 N 600 W
SALT LAKE CITY UT 84116

HORIZON SNACK FOODS, INC
Sidwell No. 0836178004
7066 LAS POSITAS RD,# A
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LOZENCICH, PETER S &
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327 N 600 W
SALT LAKE CITY UT 84116

MONTOYA, LEO
Sidwell No. 0836305005
246 N 600 W
SALT LAKE CITY UT 84116

HORIZON SNACK FOODS, INC
Sidwell No. 0836178001
7066 LAS POSITAS RD,# A
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327 N 600 W
SALT LAKE CITY UT 84116

MONTOYA, LEO
Sidwell No. 0836305004
246 N 600 W
SALT LAKE CITY UT 84116

HAYES, EDWARD E &
Sidwell No. 0836154055
351 E 6310 S
MURRAY UT 84107

LI, JUN
Sidwell No. 0836154042
363 N EDMONDS PL
SALT LAKE CITY UT 84116

MONTOYA, LEO
Sidwell No. 0836305003
246 N 600 W
SALT LAKE CITY UT 84116

GRIFFITH, JOSEPH D; ET AL
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PO BOX 682453
PARK CITY UT 84068

LE DUC PROPERTIES LLC
Sidwell No. 0836178002
402 W 300 N
SALT LAKE CITY UT 84103

MILICEVIC, ASMR &
Sidwell No. 0836154050
337 N ARGYLE CT
SALT LAKE CITY UT 84116

GRIFFITH, JOSEPH D; ET AL
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625 W 400 N
SALT LAKE CITY UT 84116

MARTIN, IRA L. & EDNA M.
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1943 W 800 N
SALT LAKE CITY UT 84116

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Sidwell No. 0836154056
340 N ARGYLE CT
SALT LAKE CITY UT 84116

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1943 W 800 N
SALT LAKE CITY UT 84116

GRAHAM, ROSIE; ET AL
Sidwell No. 0836154029
353 N 600 W
SALT LAKE CITY UT 84116

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Sidwell No. 0836305002
264 N 600 W
SALT LAKE CITY UT 84116

MARSHALL, BRENDA
Sidwell No. 0836305025
538 N 800 W
SALT LAKE CITY UT 84116

PEREZ, MARILEE M
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279 N BLISS CT
SALT LAKE CITY UT 84116

ROMERO, ALBERT M. & GENEV
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621 W 400 N
SALT LAKE CITY UT 84116

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48 W MARKET ST # 200
SALT LAKE CITY UT 84101

PARK, HUNG-YOUNG &
Sidwell No. 0836154049
346 N EDMONDS PL
SALT LAKE CITY UT 84116

ROMAN CATHOLIC BISHOP OF
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27 N 'C' ST
SALT LAKE CITY UT 84103

SEDONIA ASSOCIATES LC
Sidwell No. 0836305044
756 S 200 E # A
SALT LAKE CITY UT 84111

OVERSON, BLAINE; TR
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428 W 200 N
SALT LAKE CITY UT 84103

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ADDISON TX 75001

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OVERSON, BLAINE F; TR
Sidwell No. 0836328007
428 W 200 N
SALT LAKE CITY UT 84103

ROBERTS, ANN
Sidwell No. 0836305066
258 N BLISS CT
SALT LAKE CITY UT 84116

SAMPSON, ROBERT E.
Sidwell No. 0836305008
605 N 'K' ST
SALT LAKE CITY UT 84103

OVERSON, BLAINE &
Sidwell No. 0836328017
428 W 200 N
SALT LAKE CITY UT 84103

REEVES, RUSSELL R
Sidwell No. 0836305049
271 N BLISS CT
SALT LAKE CITY UT 84116

SAMPSON, ROBERT E & LUCIN
Sidwell No. 0836305010
605 N 'K' ST
SALT LAKE CITY UT 84103

OKUTANI, CARL Y
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1660 W ERDA WAY
ERDA UT 84074

REDINGTON, KERRY L
Sidwell No. 0836305048
273 N BLISS CT
SALT LAKE CITY UT 84116

SALT LAKE COUNTY
Sidwell No. 0836154015
2001 S STATE ST # N4500
SALT LAKE CITY UT 84190

OCAMPO, LORENZO &
Sidwell No. 0836302014
1367 N GENERAL DR
SALT LAKE CITY UT 84116

QUINTANA, MARY L
Sidwell No. 0836302011
630 W 300 N
SALT LAKE CITY UT 84116

SALT LAKE BOYS/GIRLS CLUB
Sidwell No. 0836305013
968 E SUGARMONT DR
SALT LAKE CITY UT 84106

NOLAN, ALAN R &
Sidwell No. 0836305073
765 E 4500 S
MURRAY UT 84107

QUINTANA, MARY &
Sidwell No. 0836302010
630 W 300 N
SALT LAKE CITY UT 84116

SALT LAKE BOYS & GIRLS CL
Sidwell No. 0836305014
968 E SUGARMONT DR
SALT LAKE CITY UT 84106

NETHERCOTT, ELIZABETH
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238 N BLISS CT
SALT LAKE CITY UT 84116

PONDER, DAVID W
Sidwell No. 0836305064
PO BOX 16962
SALT LAKE CITY UT 84116

SALT LAKE BOYS & GIRLS CL
Sidwell No. 0836305001
968 E SUGARMONT DR
SALT LAKE CITY UT 84106



TRAN, LEAH
Sidwell No. 0836305060
276 N BLISS CT
SALT LAKE CITY UT 84116

WERRETT, JARME M
Sidwell No. 0836154041
1482 S 2450 S
WOODSCROSS UT 84087

TORRES, HOMER J &
Sidwell No. 0836305047
275 N BLISS CT
SALT LAKE CITY UT 84116

WERRETT, JAMES M
Sidwell No. 0836154043
1482 W 2450 S
WOODS CROSS UT 84087

THA INVESTMENTS
Sidwell No. 0836305027
424 S 700 E
SALT LAKE CITY UT 84102

WELLS, KEITH T
Sidwell No. 0836305062
272 N BLISS CT
SALT LAKE CITY UT 84116

THA INVESTMENTS
Sidwell No. 0836305019
424 S 700 E
SALT LAKE CITY UT 84102

WELLS FARGO BANK, NA
Sidwell No. 0836305055
ONE HOME CAMPUS
DES MOINES IA 50328

T H A INVESTMENTS
Sidwell No. 0836305020
424 S 700 E
SALT LAKE CITY UT 84102

WARNAS, ISABELLE
Sidwell No. 0836305065
260 N BLISS CT
SALT LAKE CITY UT 84116

SYMES, JANE E &
Sidwell No. 0836305071
244 N BLISS CT
SALT LAKE CITY UT 84116

VOLGGER, FRODY
Sidwell No. 0836301012
311 N ARGYLE CT
SALT LAKE CITY UT 84116

ZHANG, XIAOGNAG &
Sidwell No. 0836305058
239 N BLISS CT
SALT LAKE CITY UT 84116

STEPHENS, BRUCE L
Sidwell No. 0836302012
73580 GORDON CREEK LANE
ELGIN OR 97827 97827

VINCENT, SHAUNA M
Sidwell No. 0836305068
254 N BLISS CT
SALT LAKE CITY UT 84116

ZHANG, LI &
Sidwell No. 0836305052
3570 E WASATCH HILLS LN
SALT LAKE CITY UT 84121

SMITH, REED G
Sidwell No. 0836154022
347 N 600 W
SALT LAKE CITY UT 84116

VINCENT, MELODIE I
Sidwell No. 0836305059
278 N BLISS CT
SALT LAKE CITY UT 84116

WRIGHT, WILLIAM C &
Sidwell No. 0836305061
274 N BLISS CT
SALT LAKE CITY UT 84116

SMITH, DENISE M
Sidwell No. 0836305056
243 N BLISS CT
SALT LAKE CITY UT 84116

VANDERLINDEN, MIRIAM &
Sidwell No. 0836154028
7143 S 2700 W # 16
WEST JORDAN UT 84084

WOODLAND, JASON W
Sidwell No. 0836305069
248 N BLISS CT
SALT LAKE CITY UT 84116

SLHNET INVESTMENTS LC
Sidwell No. 0836503049
48 W MARKET ST # 250
SALT LAKE CITY UT 84101

UTAH MORTGAGE CENTER, INC
Sidwell No. 0836154033
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WHEELER, JODI
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540 W 200 N
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SANDY UT 84092

FOX CAPITAL CORPORATION
Sidwell No. 0836155008
12817 E SPRAUGE AVE # 200
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BENAVIDEZ, JOHNNIE P &
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604 W 400 N
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CARESS, ELIAS S
Sidwell No. 0836303003
576 W 300 N
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EARLEY, NORMAN &
Sidwell No. 0836152002
466 N 600 W
SALT LAKE CITY UT 84116

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Sidwell No. 0836152008
450 N 600 W
SALT LAKE CITY UT 84116

BURT, ANDREW S &
Sidwell No. 0836303005
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DRAWN, GARY U
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522 W SHORTLINE AVE
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BARAJAS, JORGE &
Sidwell No. 0836303001
326 N 600 W
SALT LAKE CITY UT 84116

BREWSTER, ROBERT S &
Sidwell No. 0836401004
325 N 300 W
SALT LAKE CITY UT 84103

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Sidwell No. 0836155023
522 W SHORTLINE AVE
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BACA, SHARON &
Sidwell No. 0836151003
633 W 500 N
SALT LAKE CITY UT 84116

BREWSTER, ROBERT S &
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325 N 300 W
SALT LAKE CITY UT 84103

DINSMORE, TRAVIS J &
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412 N 600 W
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ARGUETA, JUAN A
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413 N 600 W
SALT LAKE CITY UT 84116

BOOKS, SIGNATURE
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564 W 400 N
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DEAN, WILLARD F &
Sidwell No. 0836152001
468 N 600 W
SALT LAKE CITY UT 84116

ARCHULETA, TERESA M; ET A
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626 W 400 N
SALT LAKE CITY UT 84116

BONO, KAREN &
Sidwell No. 0836179010
339 W 400 N
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DE GODINA, CLEMENTE &
Sidwell No. 0836151021
638 W 400 N
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AMES, IRA L & BETH L; TRS
Sidwell No. 0836179003
363 W 400 N
SALT LAKE CITY UT 84103

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358 LAND LLC
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JONES, KEIKO FUKUSHIMA
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576 W 400 N
SALT LAKE CITY UT 84116

MARTINEZ, JOHN M; ET AL
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OCAMPO, EFRAIN &
Sidwell No. 0836303002
320 N 600 W
SALT LAKE CITY UT 84116

ILOA, HINGANO & LOUAKI K;
Sidwell No. 0836155003
368 N 600 W
SALT LAKE CITY UT 84116

MARTIN, JANICE
Sidwell No. 0836152004
356 S POST ST
SALT LAKE CITY UT 84104

NISSEN, ANTONIO L
Sidwell No. 0836152006
456 N 600 W
SALT LAKE CITY UT 84116

HRVATIN, DIANA M; ET AL
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321 W 400 N
SALT LAKE CITY UT 84103

LEDESMA, JUAN
Sidwell No. 0836151012
427 N 600 W
SALT LAKE CITY UT 84116

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SALT LAKE CITY UT 84116

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LARSEN, LORI J; TR
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NIELSEN, STEVEN
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1370 W WOODHAVEN CIR
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375 N 300 W
SALT LAKE CITY UT 84103

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MONTGOMERY, MARCEL K; TR
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367 W 400 N
SALT LAKE CITY UT 84103

HACHIYA, STEVEN R
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372 N 600 W
SALT LAKE CITY UT 84116

KAUFMAN, HENRY A
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PARK CITY UT 84098

MISSOURI PACIFIC RAILROAD
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KAUFMAN, HENRY A
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PARK CITY UT 84098

MIRAMAR INVESTMENTS
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OGDEN UT 84403

GARCIA, MARISOL
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418 N 600 W
SALT LAKE CITY UT 84116

KAUFMAN, HENRY A
Sidwell No. 0836155020
2004 TOMMY MOE CT
PARK CITY UT 84098

MEIK, JEFF R &
Sidwell No. 0836151015
417 N 600 W
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FUCHS, WELLA J; TR
Sidwell No. 0836179008
345 W 400 N
SALT LAKE CITY UT 84103

JPMORGAN CHASE BANK; TR
Sidwell No. 0836151029
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SALT LAKE NEIGHBORHOOD HO
Sidwell No. 0836156008
622 W 500 N
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RIZZO-PEA, ELAINE A
Sidwell No. 0836155006
354 N 600 W
SALT LAKE CITY UT 84116

SALT LAKE NEIGHBORHOOD
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616 W 400 N
SALT LAKE CITY UT 84116

SALT LAKE NEIGHBORHOOD HO
Sidwell No. 0836156007
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RETRAC LLC
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11778 S ELECTION RD # 140
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356 N 600 W
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Sidwell No. 0836151006
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Sidwell No. 0836156005
622 W 500 N
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341 W 400 N
SALT LAKE CITY UT 84103

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440 E 100 S
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Sidwell No. 0836156004
622 W 500 N
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QUETZAL IMPORTS LLC
Sidwell No. 0836151017
411 N 600 W
SALT LAKE CITY UT 84116

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Sidwell No. 0836156003
622 W 500 N
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PULLIAM, JEANNE B &
Sidwell No. 0836253014
335 W 400 N
SALT LAKE CITY UT 84103

SALT LAKE CITY BOARD OF
Sidwell No. 0836327003
440 E 100 S
SALT LAKE CITY UT 84111

SALT LAKE NEIGHBORHOOD HO
Sidwell No. 0836156002
622 W 500 N
SALT LAKE CITY UT 84116

PRICE, WILLIAM L &
Sidwell No. 0836152011
424 N 600 W
SALT LAKE CITY UT 84116

SALT LAKE CITY BOARD
Sidwell No. 0836327002
440 E 100 S
SALT LAKE CITY UT 84111

SALT LAKE NEIGHBORHOOD HO
Sidwell No. 0836156001
622 W 500 N
SALT LAKE CITY UT 84116

ORTEGA, SILVERIA D
Sidwell No. 0836151024
624 W 400 N
SALT LAKE CITY UT 84116

SALT LAKE CITY
Sidwell No. 0836327004
440 E 100 S
SALT LAKE CITY UT 84111

SALT LAKE NEIGHBORHOOD HO
Sidwell No. 0836151038
622 W 500 N
SALT LAKE CITY UT 84116

ORTEGA, BENNY J. & SINFOR
Sidwell No. 0836155004
364 N 600 W
SALT LAKE CITY UT 84116

SALT LAKE CITY
Sidwell No. 0836327001
440 E 100 S
SALT LAKE CITY UT 84111

SALT LAKE NEIGHBORHOOD HO
Sidwell No. 0836151037
622 W 500 N
SALT LAKE CITY UT 84116





SHERWOOD, CLAYTON D
Sidwell No. 0836152007
13617 S EGLANTINA LN
RIVERTON UT 84065

STEIGERWALD, DAVID J
Sidwell No. 0836253009
365 N 300 W
SALT LAKE CITY UT 84103

ZABKA, MILAN
Sidwell No. 0836179007
616 N WALL ST
SALT LAKE CITY UT 84103

SCOOTER PROPERTIES LLC
Sidwell No. 0836155007
8709 S TERRACE CT
SANDY UT 84093

SIGNATURE BOOKS
Sidwell No. 0836151035
564 W 400 N
SALT LAKE CITY UT 84116

ZABKA, MILAN
Sidwell No. 0836179006
616 N WALL ST
SALT LAKE CITY UT 84103

SALT LAKE NEIGHBORHOOD HO
Sidwell No. 0836156016
622 W 500 N
SALT LAKE CITY UT 84116

SIGNATURE BOOKS
Sidwell No. 0836151031
564 W 400 N
SALT LAKE CITY UT 84116

WYMAN, RONALD
Sidwell No. 0836179001
375 W 400 N
SALT LAKE CITY UT 84103

SALT LAKE NEIGHBORHOOD HO
Sidwell No. 0836156015
622 W 500 N
SALT LAKE CITY UT 84116

SIGNATURE BOOKS INC
Sidwell No. 0836253021
564 W 400 N
SALT LAKE CITY UT 84116

WHITE, RACHEL
Sidwell No. 0836151004
625 W 500 N
SALT LAKE CITY UT 84116

SALT LAKE NEIGHBORHOOD HO
Sidwell No. 0836156014
622 W 500 N
SALT LAKE CITY UT 84116

SIGNATURE BOOKS INC
Sidwell No. 0836253020
564 W 400 N
SALT LAKE CITY UT 84116

WHITE, DICKIE M
Sidwell No. 0836253004
319 W 400 N
SALT LAKE CITY UT 84103

SALT LAKE NEIGHBORHOOD HO
Sidwell No. 0836156013
622 W 500 N
SALT LAKE CITY UT 84116

SIGNATURE BOOKS INC
Sidwell No. 0836253019
564 W 400 N
SALT LAKE CITY UT 84116

VISSER, DIANE; TR
Sidwell No. 0836253018
410 N 75 E
NORTH SALT LAKE UT 84054

SALT LAKE NEIGHBORHOOD HO
Sidwell No. 0836156012
622 W 500 N
SALT LAKE CITY UT 84116

SIGNATURE BOOKS INC
Sidwell No. 0836179005
564 W 400 N
SALT LAKE CITY UT 84116

VELAZQUEZ, ADRIAN &
Sidwell No. 0836303006
560 W 300 N
SALT LAKE CITY UT 84116

SALT LAKE NEIGHBORHOOD HO
Sidwell No. 0836156011
622 W 500 N
SALT LAKE CITY UT 84116

SIGNATURE BOOKS INC
Sidwell No. 0836155012
564 W 400 N
SALT LAKE CITY UT 84116

VELASQUEZ, LEE I
Sidwell No. 0836151032
643 W 500 N
SALT LAKE CITY UT 84116

SALT LAKE NEIGHBORHOOD HO
Sidwell No. 0836156010
622 W 500 N
SALT LAKE CITY UT 84116

SIGNATURE BOOKS INC
Sidwell No. 0836155011
564 W 400 N
SALT LAKE CITY UT 84116

UTAH OPERA COMPANY
Sidwell No. 0836180002
123 W SOUTHTEMPLE ST
SALT LAKE CITY UT 84101

SALT LAKE NEIGHBORHOOD HO
Sidwell No. 0836156009
622 W 500 N
SALT LAKE CITY UT 84116

SIGNATURE BOOKS INC
Sidwell No. 0836151007
463 N 600 W
SALT LAKE CITY UT 84116

UNGRICHT, KELLY J &
Sidwell No. 0836151025
1219 N GARNETTE ST
SALT LAKE CITY UT 84116



BARKER, BRUCE E
Sidwell No. 0836252010
324 W 400 N
SALT LAKE CITY UT 84103

BRISCOE, BRAD L &
Sidwell No. 0836177034
336 W 400 N
SALT LAKE CITY UT 84103

EVANS DEVELOPMENT GROUP L
Sidwell No. 0836176004
136 S MAIN ST # 318
SALT LAKE CITY UT 84101

BARKER, BRUCE E
Sidwell No. 0836252009
326 W 400 N
SALT LAKE CITY UT 84103

BRIMHALL, IVAN & GRACE &
Sidwell No. 0836152033
529 W 500 N
SALT LAKE CITY UT 84116

DLP PROPERTIES INC
Sidwell No. 0836152039
PO BOX 58724
SALT LAKE CITY UT 84158

BAHENA, JOSE
Sidwell No. 0836103019
604 W 500 N
SALT LAKE CITY UT 84116

BRIMHALL, IVAN & GRACE &
Sidwell No. 0836152031
529 W 500 N
SALT LAKE CITY UT 84116

DLP PROPERTIES INC
Sidwell No. 0836152023
PO BOX 58724
SALT LAKE CITY UT 84158

BAHENA, FILOGONIO
Sidwell No. 0836103018
616 W 500 N
SALT LAKE CITY UT 84116

BRIMHALL, IVAN & GRACE &
Sidwell No. 0836152022
529 W 500 N
SALT LAKE CITY UT 84116

DLP PROPERTIES INC
Sidwell No. 0836152018
PO BOX 58724
SALT LAKE CITY UT 84158

ARCIA, ESTHER
Sidwell No. 0836103012
515 N 600 W
SALT LAKE CITY UT 84116

BRIMHALL, GRACE &
Sidwell No. 0836152021
529 W 500 N
SALT LAKE CITY UT 84116

DLP PROPERTIES INC
Sidwell No. 0836152017
555 W 500 N
SALT LAKE CITY UT 84116

ANTIQUE HOUSE LLP
Sidwell No. 0836177021
358 S 700 E # 430
SALT LAKE CITY UT 84102

BOLINDER, DAVID
Sidwell No. 0836177041
PO BOX 391
MIDVALE UT 84047

DECKERT, HARRY W &
Sidwell No. 0836251005
446 N PUGSLEY ST
SALT LAKE CITY UT 84103

ANDERSON, JERED & JENTZ,
Sidwell No. 0836152029
2116 S 750 W
WOODS CROSS UT 84087

BOLINDER, DAVID V
Sidwell No. 0836177042
2045 E 6060 S
SALT LAKE CITY UT 84121

D & R G W RAILROAD CO
Sidwell No. 0836501004
1700 FARNAM ST 10FL SOUTH
OMAHA NE 68102

AHL-UTAH
Sidwell No. 0836176022
560 N 500 W
SALT LAKE CITY UT 84116

BLISS, ANNA C
Sidwell No. 0836177013
27 S UNIVERSITY ST
SALT LAKE CITY UT 84102

CORP OF PRES OF CH JC OF
Sidwell No. 0836176010
50 E NORTHTEMPLE ST
SALT LAKE CITY UT 84150

AHL-UTAH
Sidwell No. 0836176017
560 N 500 W
SALT LAKE CITY UT 84116

BLISS, ANNA C
Sidwell No. 0836177012
27 S UNIVERSITY ST
SALT LAKE CITY UT 84102

CONDER, DAREN G
Sidwell No. 0836152045
537 W 500 N
SALT LAKE CITY UT 84116

ABBASZADEH, AYYOOB D
Sidwell No. 0836252003
PO BOX 58623
SALT LAKE CITY UT 84158

BARRERA, LUIS
Sidwell No. 0836152028
444 N ERIE ST
SALT LAKE CITY UT 84116

BRUSS, HERBERT A & DENZA
Sidwell No. 0836177035
2041 E GRAYSTONE CT
DRAPER UT 84020



GILES, RUSSELL S
Sidwell No. 0836252013
918 E 100 S
SALT LAKE CITY UT 84102

JOHNSON, JAN A
Sidwell No. 0836177002
468 N 400 W
SALT LAKE CITY UT 84103

MAESTAS, LLOYD &
Sidwell No. 0836152025
458 N ERIE ST
SALT LAKE CITY UT 84116

GCII INVESTMENTS, LC
Sidwell No. 0836152024
242 S 200 E
SALT LAKE CITY UT 84111

ISRAELSEN, DEREK O
Sidwell No. 0836176015
72 S 300 E
NORTH SALT LAKE UT 84054

LUND, PEARL E; TR
Sidwell No. 0836152043
530 W 400 N
SALT LAKE CITY UT 84116

GARCIAZ, MARIA
Sidwell No. 0836152047
440 N 600 W
SALT LAKE CITY UT 84116

HEDEGAARD, VERN &
Sidwell No. 0836251003
464 N PUGSLEY ST
SALT LAKE CITY UT 84103

LOVE, RONALD R &
Sidwell No. 0836177039
333 W OURAY AVE
SALT LAKE CITY UT 84103

FREEMAN, ANGELA J &
Sidwell No. 0836251002
468 N PUGSLEY ST
SALT LAKE CITY UT 84103

HEATH, JOHN E
Sidwell No. 0836251008
457 N 300 W
SALT LAKE CITY UT 84103

KWIK INDUSTRIES, LLC
Sidwell No. 0836176011
445 W 500 N
SALT LAKE CITY UT 84103

FORBUSH, CURTIS
Sidwell No. 0836177023
355 W 500 N
SALT LAKE CITY UT 84103

HANSEN LANCE PARTNERSHIP
Sidwell No. 0836177010
430 N 400 W
SALT LAKE CITY UT 84103

KWIK INDUSTRIES, LLC
Sidwell No. 0836176005
445 W 500 N
SALT LAKE CITY UT 84103

FOCANTI, LUIGI &
Sidwell No. 0836177030
447 N PUGSLEY ST
SALT LAKE CITY UT 84103

HANSEN LANCE PARTNERSHIP
Sidwell No. 0836177009
430 N 400 W
SALT LAKE CITY UT 84103

KWIK INDUSTRIES, LLC
Sidwell No. 0836176003
445 W 500 N
SALT LAKE CITY UT 84103

FIGUEROA, MARY; ET AL
Sidwell No. 0836103011
PO BOX 16053
SALT LAKE CITY UT 84116

HANSEN LANCE PARTNERSHIP
Sidwell No. 0836177008
430 N 400 W
SALT LAKE CITY UT 84103

KWIK INDUSTRIES, LLC
Sidwell No. 0836176002
445 W 500 N
SALT LAKE CITY UT 84103

FELSTED, RAYMOND K; ET AL
Sidwell No. 0836252016
1048 W EUCLID AVE
SALT LAKE CITY UT 84104

HANRATH, SHIRLEY; TR
Sidwell No. 0836252006
139 E BRAEWICK RD
SALT LAKE CITY UT 84103

KWIK INDUSTRIES, LLC
Sidwell No. 0836176001
445 W 500 N
SALT LAKE CITY UT 84103

EVANS DEVELOPMENT GROUP L
Sidwell No. 0836176021
136 S MAIN ST # 318
SALT LAKE CITY UT 84101

HANRATH, APRIL
Sidwell No. 0836252007
139 E BRAEWICK RD
SALT LAKE CITY UT 84103

JUSTICE, CAROLYN A &
Sidwell No. 0836177031
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WEST JORDAN UT 84084

EVANS DEVELOPMENT GROUP L
Sidwell No. 0836176009
136 S MAIN ST # 318
SALT LAKE CITY UT 84101

HALES, PAUL T
Sidwell No. 0836252002
325 W OURAY AVE
SALT LAKE CITY UT 84103

JONES, HELEN K.
Sidwell No. 0836152027
2833 E BANBURY RD
SALT LAKE CITY UT 84121





NELDEN, LAWRENCE C JR &
Sidwell No. 0836176006
1016 S MILITARY DR
SALT LAKE CITY UT 84105

RUSSELL, RANDALL R
Sidwell No. 0836252012
993 S 700 E
SALT LAKE CITY UT 84105

SIGNATURE BOOKS INC
Sidwell No. 0836177007
564 W 400 N
SALT LAKE CITY UT 84116

NELDEN, LARRY & LINDA (JT
Sidwell No. 0836176013
1016 S MILITARY DR
SALT LAKE CITY UT 84105

RPR LLC
Sidwell No. 0836153003
511 W 500 N
SALT LAKE CITY UT 84116

SIGNATURE BOOKS INC
Sidwell No. 0836177006
564 W 400 N
SALT LAKE CITY UT 84116

MOORE, JAYDA &
Sidwell No. 0836251001
329 W 500 N
SALT LAKE CITY UT 84103

ROSS, K RICHARD, ET AL
Sidwell No. 0836177022
9085 S TREASURE WY
SANDY UT 84093

SIGNATURE BOOKS INC
Sidwell No. 0836152044
564 W 400 N
SALT LAKE CITY UT 84116

MITCHELL, REX A
Sidwell No. 0836177005
3425 S EASTWOOD DR
SALT LAKE CITY UT 84109

PETERSON, SCOTT C
Sidwell No. 0836252015
403 N 300 W
SALT LAKE CITY UT 84103

SIGNATURE BOOKS INC
Sidwell No. 0836152040
564 W 400 N
SALT LAKE CITY UT 84116

MITCHELL, REX A
Sidwell No. 0836177004
3425 S EASTWOOD DR
SALT LAKE CITY UT 84109

PETERSON, SCOTT C
Sidwell No. 0836252014
403 N 300 W
SALT LAKE CITY UT 84103

SIGNATURE BOOKS INC
Sidwell No. 0836152036
564 W 400 N
SALT LAKE CITY UT 84116

MITCHELL, REX A
Sidwell No. 0836177003
3425 S EASTWOOD DR
SALT LAKE CITY UT 84109

PARSONS, ALAN T &
Sidwell No. 0836152030
724 S 300 E
SALT LAKE CITY UT 84111

SIGNATURE BOOKS INC
Sidwell No. 0836152035
564 W 400 N
SALT LAKE CITY UT 84116

MILLS, CATHERINE K &
Sidwell No. 0836251009
2014 S 865 W
WOODS CROSS UT 84087

PACE, MILLIE J &
Sidwell No. 0836152046
375 N VIRGINIA ST
SALT LAKE CITY UT 84103

SCHNELLER, MARK G; ET AL
Sidwell No. 0836177040
451 N PUGSLEY ST
SALT LAKE CITY UT 84103

MCCUNE, CRAIG &
Sidwell No. 0836177001
4326 S HERMOSA WY
SALT LAKE CITY UT 84124

NIELSEN, NELDEN C & MARY
Sidwell No. 0836176023
PO BOX 717
SALT LAKE CITY UT 84110

SALT LAKE CITY CORP
Sidwell No. 0836177025
451 S STATE ST # 225
SALT LAKE CITY UT 84111

MCCORMICK, JOHN B &
Sidwell No. 0836153010
1481 S PRESTON ST
SALT LAKE CITY UT 84108

NELSON, DALE L &
Sidwell No. 0836152015
569 W 500 N
SALT LAKE CITY UT 84116

SALT LAKE CITY CORP
Sidwell No. 0836176024
451 S STATE ST # 225
SALT LAKE CITY UT 84111

MATTS, RUTH A
Sidwell No. 0836177026
467 N PUGSLEY ST
SALT LAKE CITY UT 84103

NELDON, LARRY C & LINDA E
Sidwell No. 0836176014
1016 S MILITARY DR
SALT LAKE CITY UT 84105

RYN PROPERTIES I LC
Sidwell No. 0836177020
1057 DEBORAH DR
BOUNTIFUL UT 84010





SIGNATURE BOOKS
Sidwell No. 0836177016
564 W 400 N
SALT LAKE CITY UT 84116

STRONG, JOHN W.
Sidwell No. 0836176012
455 N 400 W
SALT LAKE CITY UT 84103

ZUZO, DZAMAL &
Sidwell No. 0836251010
443 N 300 W
SALT LAKE CITY UT 84103

SIGNATURE BOOKS
Sidwell No. 0836177015
564 W 400 N
SALT LAKE CITY UT 84116

STEWART, JAMES A
Sidwell No. 0836251006
1006 S OAK HILLS WY
SALT LAKE CITY UT 84108

ZIBALAND LLC
Sidwell No. 0836252008
PO BOX 58623
SALT LAKE CITY UT 84158

SIGNATURE BOOKS
Sidwell No. 0836177014
564 W 400 N
SALT LAKE CITY UT 84116

STATE ROAD COMMISSION OF
Sidwell No. 0836102001
4501 S 2700 W
TAYLORSVILLE UT 84119

ZABKA, MILAN
Sidwell No. 0836177033
616 N WALL ST
SALT LAKE CITY UT 84103

SIGNATURE BOOKS
Sidwell No. 0836152041
564 W 400 N
SALT LAKE CITY UT 84116

STANCHER, STEPHEN A &
Sidwell No. 0836152026
450 N ERIE ST
SALT LAKE CITY UT 84116

WOODALL, BETTY JEAN
Sidwell No. 0836252017
427 N 300 W
SALT LAKE CITY UT 84103

SIGNATURE BOOKS PUBLISHIN
Sidwell No. 0836153009
564 W 400 N
SALT LAKE CITY UT 84116

SMITH-PETTIT FOUNDATION,
Sidwell No. 0836153008
514 W 400 N
SALT LAKE CITY UT 84116

WOODALL, BETTY JEAN
Sidwell No. 0836252005
427 N 300 W
SALT LAKE CITY UT 84103

SIGNATURE BOOKS PUBLISHIN
Sidwell No. 0836152048
564 W 400 N
SALT LAKE CITY UT 84116

SMITH-PETTIT FOUNDATION,
Sidwell No. 0836153007
514 W 400 N
SALT LAKE CITY UT 84116

WHITEMAN, STEVE &
Sidwell No. 0836251004
450 N PUGSLEY ST
SALT LAKE CITY UT 84103

SIGNATURE BOOKS PUBLISHIN
Sidwell No. 0836152037
564 W 400 N
SALT LAKE CITY UT 84116

SLHNET INVESTMENTS LC
Sidwell No. 0836503048
48 W MARKET ST # 250
SALT LAKE CITY UT 84101

VALDEZ, VERONICA
Sidwell No. 0836153002
515 W 500 N
SALT LAKE CITY UT 84116

SIGNATURE BOOKS INC.
Sidwell No. 0836152042
564 W 400 N
SALT LAKE CITY UT 84116

SLEATER, NILLA C
Sidwell No. 0836152016
565 W 500 N
SALT LAKE CITY UT 84116

UTAH DEPT OF TRANSPORTATI
Sidwell No. 0836503041
450 N STATE ST
SALT LAKE CITY UT 84114

SIGNATURE BOOKS INC
Sidwell No. 0836177018
564 W 400 N
SALT LAKE CITY UT 84116

SIGNATURE BOOKS, INC
Sidwell No. 0836177038
564 W 400 N
SALT LAKE CITY UT 84116

THOMAS, LYONA A
Sidwell No. 0836177024
347 W 500 N
SALT LAKE CITY UT 84103

SIGNATURE BOOKS INC
Sidwell No. 0836177017
564 W 400 N
SALT LAKE CITY UT 84116

SIGNATURE BOOKS, INC
Sidwell No. 0836177037
564 W 400 N
SALT LAKE CITY UT 84116

SWANER PROPERTIES LLC; ET
Sidwell No. 0836251007
3459 S FLEETWOOD DR
SALT LAKE CITY UT 84109





ADMIRAL BEVERAGE CORPORAT
Sidwell No. 0836104016
PO BOX 726
WORLAND WY 82401

ADMIRAL BEVERAGE CORPORAT
Sidwell No. 0836104028
PO BOX 726
WORLAND WY 82401

AHL-UTAH
Sidwell No. 0836128026
560 N 500 W
SALT LAKE CITY UT 84116

ADMIRAL BEVERAGE CORPORAT
Sidwell No. 0836104015
PO BOX 726
WORLAND WY 82401

ADMIRAL BEVERAGE CORPORAT
Sidwell No. 0836104027
PO BOX 726
WORLAND WY 82401

AHL-UTAH
Sidwell No. 0836128025
560 N 500 W
SALT LAKE CITY UT 84116

ADMIRAL BEVERAGE CORPORAT
Sidwell No. 0836104014
PO BOX 726
WORLAND WY 82401

ADMIRAL BEVERAGE CORPORAT
Sidwell No. 0836104026
PO BOX 726
WORLAND WY 82401

AHL-UTAH
Sidwell No. 0836128002
560 N 500 W
SALT LAKE CITY UT 84116

ADMIRAL BEVERAGE CORPORAT
Sidwell No. 0836104012
PO BOX 726
WORLAND WY 82401

ADMIRAL BEVERAGE CORPORAT
Sidwell No. 0836104025
PO BOX 726
WORLAND WY 82401

AHL-UTAH
Sidwell No. 0836128001
560 N 500 W
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ADMIRAL BEVERAGE CORPORAT
Sidwell No. 0836104011
PO BOX 726
WORLAND WY 82401

ADMIRAL BEVERAGE CORPORAT
Sidwell No. 0836104024
PO BOX 726
WORLAND WY 82401

AHL UTAH
Sidwell No. 0836128032
560 N 500 W
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ADMIRAL BEVERAGE CORPORAT
Sidwell No. 0836104010
PO BOX 726
WORLAND WY 82401

ADMIRAL BEVERAGE CORPORAT
Sidwell No. 0836104023
PO BOX 726
WORLAND WY 82401

AHL UTAH
Sidwell No. 0836128010
560 N 500 W
SALT LAKE CITY UT 84116

ADMIRAL BEVERAGE CORPORAT
Sidwell No. 0836104009
PO BOX 726
WORLAND WY 82401

ADMIRAL BEVERAGE CORPORAT
Sidwell No. 0836104022
PO BOX 726
WORLAND WY 82401

ADMIRAL BEVERAGE CORPORAT
Sidwell No. 0836104032
PO BOX 726
WORLAND WY 82401

ADMIRAL BEVERAGE CORPORAT
Sidwell No. 0836104007
PO BOX 726
WORLAND WY 82401

ADMIRAL BEVERAGE CORPORAT
Sidwell No. 0836104021
PO BOX 726
WORLAND WY 82401

ADMIRAL BEVERAGE CORPORAT
Sidwell No. 0836104031
PO BOX 726
WORLAND WY 82401

ADMIRAL BEVERAGE CORPORAT
Sidwell No. 0836104006
PO BOX 726
WORLAND WY 82401

ADMIRAL BEVERAGE CORPORAT
Sidwell No. 0836104020
PO BOX 726
WORLAND WY 82401

ADMIRAL BEVERAGE CORPORAT
Sidwell No. 0836104030
PO BOX 726
WORLAND WY 82401

ADMIRAL BEVERAGE CORPORAT
Sidwell No. 0836104005
PO BOX 726
WORLAND WY 82401

ADMIRAL BEVERAGE CORPORAT
Sidwell No. 0836104019
PO BOX 726
WORLAND WY 82401

ADMIRAL BEVERAGE CORPORAT
Sidwell No. 0836104029
PO BOX 726
WORLAND WY 82401





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521 N 600 W
SALT LAKE CITY UT 84116

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SALT LAKE CITY UT 84104

GRUTTER, DELIA
Sidwell No. 0836104001
1187 E LAIRD AVE
SALT LAKE CITY UT 84105

CARD, JAMES R &
Sidwell No. 0836129011
1035 ARLINGTON WAY
BOUNTIFUL UT 84010

DAVIS, WILLIAM A; TR
Sidwell No. 0836204020
964 S PUEBLO ST
SALT LAKE CITY UT 84104

GRUTTER, BELIA
Sidwell No. 0836104002
1187 E LAIRD AVE
SALT LAKE CITY UT 84105

BUSH, COBY D
Sidwell No. 0836204036
574 N PUGSLEY ST
SALT LAKE CITY UT 84103

DAVIS, WILLIAM A; TR
Sidwell No. 0836204019
964 S PUEBLO ST
SALT LAKE CITY UT 84104

GOLOSHCHAPOV, ANNA
Sidwell No. 0836103005
2779 E OAK GROVE DR
SANDY UT 84092

BROWN, RODGER D &
Sidwell No. 0836102010
14711 S ROSE CANYON RD
HERRIMAN UT 84065

DAVIS, STEPHEN L &
Sidwell No. 0836129012
376 W 500 N
SALT LAKE CITY UT 84103

FINE THINGS LLC
Sidwell No. 0836128030
2994 E CHAUCER PL
SALT LAKE CITY UT 84108

BROUSE, DONALD
Sidwell No. 0836102015
622 W GIRARD AVE
SALT LAKE CITY UT 84116

DAVIS, DUANE R &
Sidwell No. 0836129013
364 W 500 N
SALT LAKE CITY UT 84103

FINCH, DUSTIN J
Sidwell No. 0836129004
562 N 400 W
SALT LAKE CITY UT 84103

BINGHAM, SHERRIE &
Sidwell No. 0836129035
4055 W 3830 S
WEST VALLEY UT 84120

CRUZ, MARGERY
Sidwell No. 0836104004
536 N 600 W
SALT LAKE CITY UT 84116

FALETOI, CHERYL J
Sidwell No. 0836204005
562 N PUGSLEY ST
SALT LAKE CITY UT 84103

BAKER, SOPHIA
Sidwell No. 0836204004
564 N PUGSLEY ST
SALT LAKE CITY UT 84103

COWDRICK, TIMOTHY L
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571 N PUGSLEY ST
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FAGEN, LINDA M
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537 N 600 W
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ARMASO, EMMANUEL
Sidwell No. 0836129031
511 N PUGSLEY ST
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CORBALEY, GLENN D &
Sidwell No. 0836103022
624 W 500 N
SALT LAKE CITY UT 84116

EVANS, ROMA
Sidwell No. 0836129017
365 W 600 N
SALT LAKE CITY UT 84103

ARCHULETA, PATRICIA M
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922 S 800 E
SALT LAKE CITY UT 84105

COCA, JOSE C &
Sidwell No. 0836204035
584 N PUGSLEY ST
SALT LAKE CITY UT 84103

DUNFORD, LARRY S
Sidwell No. 0836102018
2192 E FARDOWN AVE
SALT LAKE CITY UT 84121

AHL-UTAH
Sidwell No. 0836128028
560 N 500 W
SALT LAKE CITY UT 84116

CLEVELAND DEVELOPMENT
Sidwell No. 0836103004
PO BOX 71055
SALT LAKE CITY UT 84171

DAVIS, WILLIAM A; TR
Sidwell No. 0836204022
964 S PUEBLO ST
SALT LAKE CITY UT 84104





JORGENSEN, CARMA
Sidwell No. 0836204007
552 N PUGSLEY ST
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MCCORMICK, RONALD G
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SALT LAKE CITY UT 84103

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Sidwell No. 0836503043
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540 N 400 W
SALT LAKE CITY UT 84103

MARTINEZ, JOHN M; TR ET A
Sidwell No. 0836129003
3859 W SUGAR BEET DR
WEST VALLEY UT 84120

OLVERA, VALENTIN
Sidwell No. 0836129021
575 N PUGSLEY ST
SALT LAKE CITY UT 84103

JOHNSON, AARON J
Sidwell No. 0836103013
646 W 500 N
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MARTINEZ, JOHN M; TR ET A
Sidwell No. 0836129001
3859 W SUGAR BEET DR
WEST VALLEY UT 84120

OBRADOVIC, ILIJA &
Sidwell No. 0836129036
539 N PUGSLEY ST
SALT LAKE CITY UT 84103

JOAB, ROSE E
Sidwell No. 0836129016
371 W 600 N
SALT LAKE CITY UT 84103

MALOUF, BLAIR F &
Sidwell No. 0836102013
3683 E COVEPOINT DR
SALT LAKE CITY UT 84109

NIELSON, MARY ANN
Sidwell No. 0836204034
526 N PUGSLEY ST
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JEPPESON, ALLEN &
Sidwell No. 0836128031
1346 N COLORADO ST
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MAJSTOROVIC, BRANISLAV &
Sidwell No. 0836129038
529 N PUGSLEY ST
SALT LAKE CITY UT 84103

NELSON, LOUIS C. & EMMA M
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1187 E LAIRD AVE
SALT LAKE CITY UT 84105

JEPPESON, ALLEN &
Sidwell No. 0836128007
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Sidwell No. 0836129009
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JEPPESON, ALLEN &
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LAMBROSE, JOYCE
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MORGAN, GEORGE R & RUTH A
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2726 S ALDEN ST
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HILL, MIMI E
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SALT LAKE CITY UT 84103

LAMBROSE, JOYCE
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359 W 600 N
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MOLINA, LUIS A
Sidwell No. 0836204010
540 N PUGSLEY ST
SALT LAKE CITY UT 84103

HICKEY, WILLIAM D &
Sidwell No. 0836102017
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SALT LAKE CITY UT 84115

KRUEGER, ALBERT E &
Sidwell No. 0836129010
1150 E IRIS LN
SALT LAKE CITY UT 84106

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545 N PUGSLEY ST
SALT LAKE CITY UT 84103

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SALT LAKE CITY UT 84103

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SALT LAKE NEIGHBORHOOD
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SALT LAKE CITY UT 84116

UTAH DEPARTMENT OF
Sidwell No. 0836128008
450 N STATE ST
SALT LAKE CITY UT 84114

WINTERS, KATHY L
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556 N PUGSLEY ST
SALT LAKE CITY UT 84103

SALT LAKE NEIGHBORHOOD
Sidwell No. 0836103024
622 W 500 N
SALT LAKE CITY UT 84116

UTAH DEPARTMENT OF
Sidwell No. 0836128004
4501 S 2700 W
TAYLORSVILLE UT 84119

WILSON, JAY E &
Sidwell No. 0836102007
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WEST VALLEY UT 84170

SALT LAKE CITY CORP
Sidwell No. 0836176024
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SALT LAKE CITY UT 84111

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WHORTON, WILLIAM A &
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QUETZAL IMPORTS LLC
Sidwell No. 0836104018
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Sidwell No. 0836501002
1700 FARNAM ST 10FL SOUTH
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WELLS FARGO BANK, NA; TR
Sidwell No. 0836103009
6501 IRVINE CENTER DR
IRVINE CA 92618

QUETZAL IMPORTS LLC
Sidwell No. 0836104017
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SALT LAKE CITY UT 84116

TESORO WEST COAST COMPANY
Sidwell No. 0836128011
P O BOX 16290
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WATANABE, KIYOKO
Sidwell No. 0836103017
618 W 500 N
SALT LAKE CITY UT 84116

QUETZAL IMPORTS LLC
Sidwell No. 0836104008
413 N 600 W
SALT LAKE CITY UT 84116

TAN, RAY NINO
Sidwell No. 0836129015
356 W 500 N
SALT LAKE CITY UT 84103

VIGIL, LISA M C
Sidwell No. 0836104013
562 W GIRARD AVE
SALT LAKE CITY UT 84116

POWELL, HELEN M
Sidwell No. 0836129002
3645 S 500 E
SALT LAKE CITY UT 84106

TAN, RAY NINO
Sidwell No. 0836129014
358 W 500 N
SALT LAKE CITY UT 84103

VAN OTTEN, KELLY E
Sidwell No. 0836204009
542 N PUGSLEY ST
SALT LAKE CITY UT 84103

POCH, CHERYLYNN &
Sidwell No. 0836129025
9163 S MAISON DR
SANDY UT 84093

SUVAK, MIRKO &
Sidwell No. 0836129030
521 N PUGSLEY ST
SALT LAKE CITY UT 84103

VALENTINE, STEWART
Sidwell No. 0836102005
585 N WALL ST
SALT LAKE CITY UT 84103

PELL, ANTHONY A &
Sidwell No. 0836129037
535 N PUGSLEY ST
SALT LAKE CITY UT 84103

SMITH, MARIA
Sidwell No. 0836102016
9458 EMIGRATION CANYON RD
SALT LAKE CITY UT 84108

VALDEZ, CELIA
Sidwell No. 0836129005
558 N 400 W
SALT LAKE CITY UT 84103

OVERSON, DARWIN
Sidwell No. 0836129007
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SALT LAKE CITY UT 84117

SALT LAKE NEIGHBORHOOD HO
Sidwell No. 0836103006
622 W 500 N
SALT LAKE CITY UT 84116

UTAH DEPT OF TRANSPORTATI
Sidwell No. 0836128005
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SALT LAKE CITY UT 84116

SHAARAY PROPERTIES LLC
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DALLAD TX 75221

REDEVELOPMENT AGENCY OF S
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451 S STATE ST # 418
SALT LAKE CITY UT 84111

REDEVELOPMENT AGENCY OF S
Sidwell No. 0836204028
451 S STATE ST # 418
SALT LAKE CITY UT 84111

REDEVELOPMENT AGENCY OF S
Sidwell No. 0836204027
451 S STATE ST # 418
SALT LAKE CITY UT 84111

REDEVELOPMENT AGENCY OF
Sidwell No. 0836204032
451 S STATE ST # 418
SALT LAKE CITY UT 84111

REDEVELOPMENT AGENCY OF
Sidwell No. 0836204030
451 S STATE ST # 418
SALT LAKE CITY UT 84111

PARTINGTON, JACK K &
Sidwell No. 0836204018
480 N 300 W
SALT LAKE CITY UT 84103

MARTINEZ, DAMACIO & CELIA
Sidwell No. 0836204015
1542 W VAN BUREN CIR
SALT LAKE CITY UT 84104

BEGLARIAN, ROBIN L & ANN
Sidwell No. 0836204017
332 W 500 N
SALT LAKE CITY UT 84103

BAKER, WILLIAM R & LILIA
Sidwell No. 0836204016
336 W 500 N
SALT LAKE CITY UT 84103

DOUG DAWSON
527 N MAIN
SLC UT 84103

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KADEE NIELSON, CHAIR
WEST POINTE COMM. COUNCIL
1410 NO. BARONESS PLACE
SALT LAKE CITY, UT 84116

KENNETH L. NEAL, CHAIR
ROSE PARK COMMUNITY COUNCIL
1071 NO. TOPAZ DR.
SALT LAKE CITY, UT 84116

ANGIE VORHER, CHAIR
JORDAN MEADOWS COMM. COUNCIL
1988 SIR JAMES DRIVE
SALT LAKE CITY, UT 84116

JILENE WHITBY, CHAIR
FAIRPARK COMM. COUNCIL
846 WEST 400 NORTH
SALT LAKE CITY, UT 84116

MIKE HARMON, CHAIR
POPLAR GROVE COMM. COUNCIL
1044 WEST 300 SOUTH
SALT LAKE CITY, UT 84104

RANDY SORENSON, CHAIR
GLENDALE COMMUNITY COUNCIL
1184 SO. REDWOOD DRIVE
SALT LAKE CITY, UT 84104-3325

PETER VON SIVERS, CHAIR
CAPITOL HILL COMMUNITY COUNCIL
223 WEST 400 NORTH
SALT LAKE CITY, UT 84103

JILL VAN LANGEVELD, CHAIR
GRTR. AVENUES COMM. COUNCIL
807 E. NORTHCLIFFE DRIVE
SALT LAKE CITY, UT 84103

BILL DAVIS, CHAIR
RIO GRANDE COMMUNITY COUNCIL
329 E. HARRISON AVENUE
SALT LAKE CITY, UT 84115

BILL PLASTOW, CHAIR
PEOPLES FREEWAY COMM. COUNCIL
1625 SOUTH WEST TEMPLE
SALT LAKE CITY, UT 84115

THOMAS MUTTER, CHAIR
CENTRAL CITY COMMUNITY COUNCIL
P.O. BOX 2073
SALT LAKE CITY, UT 84101

DENNIS GUY-SELL, CHAIR
EAST CENTRAL COMMUNITY
COUNCIL
P.O. BOX 520473
SALT LAKE CITY, UT 84152-0473

BRIAN WATKINS, CHAIR
LIBERTY WELLS COMM. COUNCIL
1744 SOUTH 600 EAST
SALT LAKE CITY, UT 84106

JIM WEBSTER, CHAIR
YALECREST COMMUNITY COUNCIL
938 MILITARY DRIVE
SALT LAKE CITY, UT 84108-1326

BETH BOWMAN, CHAIR
WASATCH HOLLOW
COMMUNITY COUNCIL
1445 E. HARRISON AVENUE
SALT LAKE CITY, UT 84105

LARRY SPENDLOVE, CHAIR
SUNNYSIDE EAST ASSOCIATION
2114 E. HUBBARD AVENUE
SALT LAKE CITY, UT 84108

ELLEN REDDICK, CHAIR
BONNEVILLE HILLS
COMMUNITY COUNCIL
2177 ROOSEVELT AVE.
SALT LAKE CITY, UT 84108

DAVE MORTENSEN, CHAIR
ARCADIA HEIGHTS/BENCHMARK
COMMUNITY COUNCIL
2278 SIGNAL POINT CIRCLE
SALT LAKE CITY, UT 84109

MARK HOLLAND, CHAIR
SUGAR HOUSE COMM. COUNCIL
1942 BERKELEY STREET
SALT LAKE CITY, UT 84105

**COMMUNITY ORGANIZATIONS NOT
CURRENTLY HOLDING REGULAR
PUBLIC MEETINGS:**

BORIS KURZ, CHAIR
EAST LIBERTY PARK
COMMUNITY COUNCIL
1203 SOUTH 900 EAST
SALT LAKE CITY, UT 84105

FOOTHILL/SUNNYSIDE
(Inactive)

PAUL TAYLER, CHAIR
OAK HILLS COMMUNITY COUNCIL
1165 SO. OAKHILLS WAY
SALT LAKE CITY, UT 84108

MIKE ZUHL, CHAIR
INDIAN HILLS COMMUNITY COUNCIL
2676 E. COMANCHE DRIVE
SALT LAKE CITY, UT 84108

DOUG FOXLEY, CHAIR
ST. MARY'S COMMUNITY COUNCIL
1449 DEVONSHIRE DRIVE
SALT LAKE CITY, UT 84108

TIM DEE, CHAIR
SUNSET OAKS COMMUNITY COUNCIL
1575 DEVONSHIRE DRIVE
SALT LAKE CITY, UT 84108

SHAWN McMILLEN, CHAIR
H ROCK COMMUNITY COUNCIL
1855 SOUTH 2600 EAST
SALT LAKE CITY, UT 84108

BOARD OF EDUCATION OF SLC
Sidwell No. 0836329002
440 E 100 S
SALT LAKE CITY UT 84111

CHRISTENSEN, NANCY A
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2250 W 14850 S
RIVERTON UT 84065

GODINA, FERNANDO S
Sidwell No. 0836351011
PO BOX 70875
RENO NV 89570

BOARD OF EDUCATION OF SAL
Sidwell No. 0836451010
440 E 100 S
SALT LAKE CITY UT 84111

CHESTER, CARLYN
Sidwell No. 0836304054
270 N RENDON CT
SALT LAKE CITY UT 84116

GMAC MORTGAGE CORPORATION
Sidwell No. 0836304041
5040 ADDISON CIR STE 400
ADDISON TX 75001

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SALT LAKE CITY UT 84111

CARTER, COLLEEN; TR
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GALLARDO, LEOPOLDO
Sidwell No. 0836304048
269 N RENDON CT
SALT LAKE CITY UT 84116

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FARMINGTON UT 84025

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AVDIU, ALI &
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253 N RENDON CT
SALT LAKE CITY UT 84116

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SALT LAKE CITY UT 84104

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3296 E ENCHANTED HILLS DR
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ARCHULETA, RAITOS L
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245 N RENDON CT
SALT LAKE CITY UT 84116

CARLTON, AARON &
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DOUGLASS, KIMBERLY
Sidwell No. 0836304004
862 E RED SAGE LN
MURRAY UT 84107

AND JUSTICE FOR ALL
Sidwell No. 0836328011
205 N 400 W
SALT LAKE CITY UT 84103

BUSTILLOS, ANTONIETTE
Sidwell No. 0836304045
273 N 600 W
SALT LAKE CITY UT 84116

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SALT LAKE CITY UT 84116

COTTO, ANGEL L
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SALT LAKE CITY UT 84116

ALLEN, DAVID B
Sidwell No. 0836304018
3065 S 9200 W
MAGNA UT 84044

BOWDEN, ROBERT C II
Sidwell No. 0836351013
5571 S APPLEVALE DR
MURRAY UT 84123

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Sidwell No. 0836451011
50 E NORTHTEMPLE ST #1200
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KADEL, KEEVAN
Sidwell No. 0836304043
255 N 600 W
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PUCKETT, BILL
Sidwell No. 0836352015
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SALT LAKE CITY CORPORATIO
Sidwell No. 0836352029
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PUCKETT, BILL D
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SALT LAKE CITY CORPORATIO
Sidwell No. 0836352028
451 S STATE ST # 225
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HOLLOWAY, BERT &
Sidwell No. 0836304056
254 N RENDON CT
SALT LAKE CITY UT 84116

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Sidwell No. 0836304040
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Sidwell No. 0836304030
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2274 S 1300 E
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MILLER, JUSTIN J
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WEST VALLEY UT 84120

KAMAI, BRUCE &
Sidwell No. 0836304046
287 N RENDON CT
SALT LAKE CITY UT 84116

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348 WILD WILLOW DR
KAMAS UT 84036

SLBMLP FUNDING LLC
Sidwell No. 0836352027
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MENDON UT 84325

SLHNET INVESTMENTS LC
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48 W MARKET ST # 200
SALT LAKE CITY UT 84101

YEUNG, WING CHIP
Sidwell No. 0836304057
246 N RENDON CT
SALT LAKE CITY UT 84116

SISNEROS, HENRIQUE R &
Sidwell No. 0836352001
577 W 200 N
SALT LAKE CITY UT 84116

SLHNET INVESTMENTS LC
Sidwell No. 0836376006
48 W MARKET ST # 250
SALT LAKE CITY UT 84101

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Sidwell No. 0836304027
246 N RENDON CT
SALT LAKE CITY UT 84116

SINE, JERRY; ET AL
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SALT LAKE CITY UT 84111

SLHNET INVESTMENTS LC
Sidwell No. 0836376005
48 W MARKET ST # 250
SALT LAKE CITY UT 84101

YEUNG, WING CHIP
Sidwell No. 0836304013
246 N RENDON CT
SALT LAKE CITY UT 84116

SAMORA, ANITA L &
Sidwell No. 0836304049
261 N RENDON CT
SALT LAKE CITY UT 84116

SLHNET INVESTMENTS LC
Sidwell No. 0836329008
48 W MARKET ST # 200
SALT LAKE CITY UT 84101

WILLIAMS, DEBORAH &
Sidwell No. 0836304055
262 N RENDON CT
SALT LAKE CITY UT 84116

SALT LAKE COUNTY
Sidwell No. 0836351015
2001 S STATE ST # N4500
SALT LAKE CITY UT 84190

SLHNET INVESTMENTS LC
Sidwell No. 0836329007
48 W MARKET ST # 200
SALT LAKE CITY UT 84101

W V JACOBSON, LLC
Sidwell No. 0836352024
523 W 200 N
SALT LAKE CITY UT 84116

SALT LAKE CITY CORPORATIO
Sidwell No. 0836352034
451 S STATE ST # 225
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Sidwell No. 0836329005
48 W MARKET ST # 200
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Sidwell No. 0836352025
155 N 500 W
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SALT LAKE CITY CORPORATIO
Sidwell No. 0836352033
451 S STATE ST # 225
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SLHNET INVESTMENTS LC
Sidwell No. 0836328021
48 W MARKET ST # 250
SALT LAKE CITY UT 84101

SUBARDJO, DAHONO &
Sidwell No. 0836304053
278 N RENDON CT
SALT LAKE CITY UT 84116

SALT LAKE CITY CORPORATIO
Sidwell No. 0836352032
451 S STATE ST # 225
SALT LAKE CITY UT 84111

SLHNET INVESTMENTS LC
Sidwell No. 0836328020
48 W MARKET ST # 200
SALT LAKE CITY UT 84101

STOTT, MICHELLE
Sidwell No. 0836352002
446 N 900 W
SALT LAKE CITY UT 84116

SALT LAKE CITY CORPORATIO
Sidwell No. 0836352031
451 S STATE ST # 225
SALT LAKE CITY UT 84111

SLHNET INVESTMENTS LC
Sidwell No. 0836328010
48 W MARKET ST # 200
SALT LAKE CITY UT 84101

STEWART, MINNIE
Sidwell No. 0836304009
249 N 600 W
SALT LAKE CITY UT 84116

SALT LAKE CITY CORPORATIO
Sidwell No. 0836352030
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SALT LAKE CITY UT 84111

SLHNET INVESTMENTS LC
Sidwell No. 0836328008
48 W MARKET ST # 250
SALT LAKE CITY UT 84101

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SALT LAKE CITY UT 84126

CARDENAS, LUIS F
Sidwell No. 0836305067
256 N BLISS CT
SALT LAKE CITY UT 84116

DRESDEN PROPERTIES, LLC
Sidwell No. 0836328012
24 NORTH EMERAUD DRIVE
ST GEORGE UT 84770

GOODWIN, PENNY G
Sidwell No. 0836305054
251 N BLISS CT
SALT LAKE CITY UT 84116

CANNON, LAURA J
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328 N ARGYLE CT
SALT LAKE CITY UT 84116

DRESDEN PROPERTIES, LLC
Sidwell No. 0836328002
24 NORTH EMERAUD DR
ST GEORGE UT 84770

GOMEZ, MARGARITA &
Sidwell No. 0836302021
1788 N STALLION LN
SALT LAKE CITY UT 84116

CANNON, LAURA J
Sidwell No. 0836302018
328 N ARGYLE CT
SALT LAKE CITY UT 84116

DORST, GARY &
Sidwell No. 0836301011
854 S PARK TER
CHICAGO IL 60605

GIRON, ANNA MARIE
Sidwell No. 0836154040
375 N 600 W
SALT LAKE CITY UT 84116

BURGE, WILLIS M &
Sidwell No. 0836305053
253 N BLISS CT
SALT LAKE CITY UT 84116

COYNE, THEODORA C
Sidwell No. 0836302020
312 N ARGYLE CT
SALT LAKE CITY UT 84116

GIRON, ANNA MARIE
Sidwell No. 0836154039
375 N 600 W
SALT LAKE CITY UT 84116

BRAGUE, BRENT C &
Sidwell No. 0836305051
5222 SW ILLINOIS ST
PORTLAND OR 97221

CORREA, FELIX G
Sidwell No. 0836154031
6312 W WENDING LN
WEST VALLEY UT 84128

GATEWAY TOWN HOMES PUD DE
Sidwell No. 0836305050
242 N BLISS CT
SALT LAKE CITY UT 84116

BOWCUTT, MERRILEE
Sidwell No. 0836305063
4957 S PLYMOUTH VIEW DR
TAYLORSVILLE UT 84123

COE, RULON J &
Sidwell No. 0836154017
123 COUNTRYSIDE CIR
PARK CITY UT 84098

FISHER, JAMES A &
Sidwell No. 0836301009
331 N ARGYLE CT
SALT LAKE CITY UT 84116

BOURDEAUX, ROBERT E &
Sidwell No. 0836302017
PO BOX 34011
PHOENIX AZ 85067

COE PROPERTY MANAGEMENT L
Sidwell No. 0836154018
123 COUNTRYWIDE CIR
PARK CITY UT 84098

ESTRADA, HILARION &
Sidwell No. 0836302015
311 N 600 W
SALT LAKE CITY UT 84116

BELL, VICTOR
Sidwell No. 0836154054
3893 W 2925 S
WEST VALLEY UT 84120

CLARENCE G WALKER FAMILY
Sidwell No. 0836305041
2720 E NILA WY
SALT LAKE CITY UT 84124

ERKELENS, THOMAS A &
Sidwell No. 0836326001
5530 S WHITE SPRINGS DR
MURRAY UT 84123

BECERRA, JESUS; ET AL
Sidwell No. 0836154030
343 N 600 W
SALT LAKE CITY UT 84116

CHEN, HUI-CHUN &
Sidwell No. 0836305057
241 N BLISS CT
SALT LAKE CITY UT 84116

ERICKSON, JUNIUS L
Sidwell No. 0836154038
8974 S WILD WILLOW CIR
SANDY UT 84093

B & E PROPERTIES LLC
Sidwell No. 0836305076
509 W 300 N
SALT LAKE CITY UT 84116

CASTANEDA, JUAN &
Sidwell No. 0836154004
971 N 900 W
SALT LAKE CITY UT 84116

DRESDEN PROPERTIES, LLC
Sidwell No. 0836328022
24 NORTH EMERAUD DR
ST GEORGE UT 84770



JEWETT, RON
Sidwell No. 0836305070
246 N BLISS CT
SALT LAKE CITY UT 84116

MALEY, CORNELIUS
Sidwell No. 0836154020
631 W GUNNELL PL
SALT LAKE CITY UT 84116

MORRISON, KIT
Sidwell No. 0836154023
345 N 600 W
SALT LAKE CITY UT 84116

JENNINGS, PATRICK D
Sidwell No. 0836154032
425 E HARRISON AVE
SOUTH SALT LAKE UT 84115

MAESTAS, BETTY A
Sidwell No. 0836305046
277 N BLISS CT
SALT LAKE CITY UT 84116

MONTOYA, LEO
Sidwell No. 0836305007
246 N 600 W
SALT LAKE CITY UT 84116

JENKINS, EARL W &
Sidwell No. 0836301013
305 N ARGYLE CT
SALT LAKE CITY UT 84116

LYNN, CAROL A
Sidwell No. 0836305072
242 N BLISS CT
SALT LAKE CITY UT 84116

MONTOYA, LEO
Sidwell No. 0836305006
246 N 600 W
SALT LAKE CITY UT 84116

HORIZON SNACK FOODS, INC
Sidwell No. 0836178004
7066 LAS POSITAS RD,# A
LIVERMORE CA 94550

LOZENCICH, PETER S &
Sidwell No. 0836302025
327 N 600 W
SALT LAKE CITY UT 84116

MONTOYA, LEO
Sidwell No. 0836305005
246 N 600 W
SALT LAKE CITY UT 84116

HORIZON SNACK FOODS, INC
Sidwell No. 0836178001
7066 LAS POSITAS RD,# A
LIVERMORE CA 94550

LOZANCICH, PETER S &
Sidwell No. 0836302013
327 N 600 W
SALT LAKE CITY UT 84116

MONTOYA, LEO
Sidwell No. 0836305004
246 N 600 W
SALT LAKE CITY UT 84116

HAYES, EDWARD E &
Sidwell No. 0836154055
351 E 6310 S
MURRAY UT 84107

LI, JUN
Sidwell No. 0836154042
363 N EDMONDS PL
SALT LAKE CITY UT 84116

MONTOYA, LEO
Sidwell No. 0836305003
246 N 600 W
SALT LAKE CITY UT 84116

GRIFFITH, JOSEPH D; ET AL
Sidwell No. 0836154037
PO BOX 682453
PARK CITY UT 84068

LE DUC PROPERTIES LLC
Sidwell No. 0836178002
402 W 300 N
SALT LAKE CITY UT 84103

MILICEVIC, ASMIR &
Sidwell No. 0836154050
337 N ARGYLE CT
SALT LAKE CITY UT 84116

GRIFFITH, JOSEPH D; ET AL
Sidwell No. 0836154036
PO BOX 682453
PARK CITY UT 84068

KIEM, NGAN &
Sidwell No. 0836154005
625 W 400 N
SALT LAKE CITY UT 84116

MARTIN, IRA L. & EDNA M.
Sidwell No. 0836154027
1943 W 800 N
SALT LAKE CITY UT 84116

GRIFFITH, JOSEPH D; ET AL
Sidwell No. 0836154016
PO BOX 682453
PARK CITY UT 84068

JORDAN, DONALD R &
Sidwell No. 0836154056
340 N ARGYLE CT
SALT LAKE CITY UT 84116

MARTIN, IRA L. & EDNA M.
Sidwell No. 0836154026
1943 W 800 N
SALT LAKE CITY UT 84116

GRAHAM, ROSIE; ET AL
Sidwell No. 0836154029
353 N 600 W
SALT LAKE CITY UT 84116

JOHNSON, ARDIE KAY
Sidwell No. 0836305002
264 N 600 W
SALT LAKE CITY UT 84116

MARSHALL, BRENDA
Sidwell No. 0836305025
538 N 800 W
SALT LAKE CITY UT 84116



PEREZ, MARILEE M
Sidwell No. 0836305045
279 N BLISS CT
SALT LAKE CITY UT 84116

ROMERO, ALBERT M. & GENEV
Sidwell No. 0836154006
621 W 400 N
SALT LAKE CITY UT 84116

SLHNET INVESTMENTS LC
Sidwell No. 0836328019
48 W MARKET ST # 200
SALT LAKE CITY UT 84101

PARK, HUNG-YOUNG &
Sidwell No. 0836154049
346 N EDMONDS PL
SALT LAKE CITY UT 84116

ROMAN CATHOLIC BISHOP OF
Sidwell No. 0836301010
27 N 'C' ST
SALT LAKE CITY UT 84103

SEDONIA ASSOCIATES LC
Sidwell No. 0836305044
756 S 200 E # A
SALT LAKE CITY UT 84111

OVERSON, BLAINE; TR
Sidwell No. 0836328023
428 W 200 N
SALT LAKE CITY UT 84103

ROBINSON, JOAN E
Sidwell No. 0836302024
PO BOX 165038
SALT LAKE CITY UT 84116

SECRETARY OF HOUSING AND
Sidwell No. 0836154003
5040 ADDISON CIR # 300
ADDISON TX 75001

OVERSON, BLAINE F; TR
Sidwell No. 0836328013
428 W 200 N
SALT LAKE CITY UT 84103

ROBINSON, JOAN E
Sidwell No. 0836302019
PO BOX 165038
SALT LAKE CITY UT 84116

SAMPSON, ROBERT E.
Sidwell No. 0836305009
605 N 'K' ST
SALT LAKE CITY UT 84103

OVERSON, BLAINE F; TR
Sidwell No. 0836328007
428 W 200 N
SALT LAKE CITY UT 84103

ROBERTS, ANN
Sidwell No. 0836305066
258 N BLISS CT
SALT LAKE CITY UT 84116

SAMPSON, ROBERT E.
Sidwell No. 0836305008
605 N 'K' ST
SALT LAKE CITY UT 84103

OVERSON, BLAINE &
Sidwell No. 0836328017
428 W 200 N
SALT LAKE CITY UT 84103

REEVES, RUSSELL R
Sidwell No. 0836305049
271 N BLISS CT
SALT LAKE CITY UT 84116

SAMPSON, ROBERT E & LUCIN
Sidwell No. 0836305010
605 N 'K' ST
SALT LAKE CITY UT 84103

OKUTANI, CARL Y
Sidwell No. 0836302016
1660 W ERDA WAY
ERDA UT 84074

REDINGTON, KERRY L
Sidwell No. 0836305048
273 N BLISS CT
SALT LAKE CITY UT 84116

SALT LAKE COUNTY
Sidwell No. 0836154015
2001 S STATE ST # N4500
SALT LAKE CITY UT 84190

OCAMPO, LORENZO &
Sidwell No. 0836302014
1367 N GENERAL DR
SALT LAKE CITY UT 84116

QUINTANA, MARY L
Sidwell No. 0836302011
630 W 300 N
SALT LAKE CITY UT 84116

SALT LAKE BOYS/GIRLS CLUB
Sidwell No. 0836305013
968 E SUGARMONT DR
SALT LAKE CITY UT 84106

NOLAN, ALAN R &
Sidwell No. 0836305073
765 E 4500 S
MURRAY UT 84107

QUINTANA, MARY &
Sidwell No. 0836302010
630 W 300 N
SALT LAKE CITY UT 84116

SALT LAKE BOYS & GIRLS CL
Sidwell No. 0836305014
968 E SUGARMONT DR
SALT LAKE CITY UT 84106

NETHERCOTT, ELIZABETH
Sidwell No. 0836305074
238 N BLISS CT
SALT LAKE CITY UT 84116

PONDER, DAVID W
Sidwell No. 0836305064
PO BOX 16962
SALT LAKE CITY UT 84116

SALT LAKE BOYS & GIRLS CL
Sidwell No. 0836305001
968 E SUGARMONT DR
SALT LAKE CITY UT 84106

TRAN, LEAH
Sidwell No. 0836305060
276 N BLISS CT
SALT LAKE CITY UT 84116

WERRETT, JARME M
Sidwell No. 0836154041
1482 S 2450 S
WOODSCROSS UT 84087

TORRES, HOMER J &
Sidwell No. 0836305047
275 N BLISS CT
SALT LAKE CITY UT 84116

WERRETT, JAMES M
Sidwell No. 0836154043
1482 W 2450 S
WOODS CROSS UT 84087

THA INVESTMENTS
Sidwell No. 0836305027
424 S 700 E
SALT LAKE CITY UT 84102

WELLS, KEITH T
Sidwell No. 0836305062
272 N BLISS CT
SALT LAKE CITY UT 84116

THA INVESTMENTS
Sidwell No. 0836305019
424 S 700 E
SALT LAKE CITY UT 84102

WELLS FARGO BANK, NA
Sidwell No. 0836305055
ONE HOME CAMPUS
DES MOINES IA 50328

T H A INVESTMENTS
Sidwell No. 0836305020
424 S 700 E
SALT LAKE CITY UT 84102

WARNAS, ISABELLE
Sidwell No. 0836305065
260 N BLISS CT
SALT LAKE CITY UT 84116

SYMES, JANE E &
Sidwell No. 0836305071
244 N BLISS CT
SALT LAKE CITY UT 84116

VOLGGER, FRODY
Sidwell No. 0836301012
311 N ARGYLE CT
SALT LAKE CITY UT 84116

ZHANG, XIAOGNAG &
Sidwell No. 0836305058
239 N BLISS CT
SALT LAKE CITY UT 84116

STEPHENS, BRUCE L
Sidwell No. 0836302012
73580 GORDON CREEK LANE
ELGIN OR 97827 97827

VINCENT, SHAUNA M
Sidwell No. 0836305068
254 N BLISS CT
SALT LAKE CITY UT 84116

ZHANG, LI &
Sidwell No. 0836305052
3570 E WASATCH HILLS LN
SALT LAKE CITY UT 84121

SMITH, REED G
Sidwell No. 0836154022
347 N 600 W
SALT LAKE CITY UT 84116

VINCENT, MELODIE I
Sidwell No. 0836305059
278 N BLISS CT
SALT LAKE CITY UT 84116

WRIGHT, WILLIAM C &
Sidwell No. 0836305061
274 N BLISS CT
SALT LAKE CITY UT 84116

SMITH, DENISE M
Sidwell No. 0836305056
243 N BLISS CT
SALT LAKE CITY UT 84116

VANDERLINDEN, MIRIAM &
Sidwell No. 0836154028
7143 S 2700 W # 16
WEST JORDAN UT 84084

WOODLAND, JASON W
Sidwell No. 0836305069
248 N BLISS CT
SALT LAKE CITY UT 84116

SLHNET INVESTMENTS LC
Sidwell No. 0836503049
48 W MARKET ST # 250
SALT LAKE CITY UT 84101

UTAH MORTGAGE CENTER, INC
Sidwell No. 0836154033
PO BOX 1387
BOUNTIFUL UT 84011

WHEELER, JODI
Sidwell No. 0836305075
540 W 200 N
SALT LAKE CITY UT 84116

BOARD OF EDUCATION OF
Sidwell No. 0836401005
440 E 100 S
SALT LAKE CITY UT 84111

CARLI, TIM R & JULIE; JT
Sidwell No. 0836303004
11331 S EAGLE VIEW CV
SANDY UT 84092

FOX CAPITAL CORPORATION
Sidwell No. 0836155008
12817 E SPRAUGE AVE # 200
SPOKANE WA 99216

BENAVIDEZ, JOHNNIE P &
Sidwell No. 0836151027
604 W 400 N
SALT LAKE CITY UT 84116

CARESS, ELIAS S
Sidwell No. 0836303003
576 W 300 N
SALT LAKE CITY UT 84116

EARLEY, NORMAN &
Sidwell No. 0836152002
466 N 600 W
SALT LAKE CITY UT 84116

BENAVIDEZ, ANNA
Sidwell No. 0836152008
450 N 600 W
SALT LAKE CITY UT 84116

BURT, ANDREW S &
Sidwell No. 0836303005
2206 S TEXAS ST
SALT LAKE CITY UT 84109

DRAWN, GARY U
Sidwell No. 0836155027
522 W SHORTLINE AVE
SALT LAKE CITY UT 84116

BARAJAS, JORGE &
Sidwell No. 0836303001
326 N 600 W
SALT LAKE CITY UT 84116

BREWSTER, ROBERT S &
Sidwell No. 0836401004
325 N 300 W
SALT LAKE CITY UT 84103

DRAWN, GARY U
Sidwell No. 0836155023
522 W SHORTLINE AVE
SALT LAKE CITY UT 84116

BACA, SHARON &
Sidwell No. 0836151003
633 W 500 N
SALT LAKE CITY UT 84116

BREWSTER, ROBERT S &
Sidwell No. 0836401001
325 N 300 W
SALT LAKE CITY UT 84103

DINSMORE, TRAVIS J &
Sidwell No. 0836152013
412 N 600 W
SALT LAKE CITY UT 84116

ARGUETA, JUAN A
Sidwell No. 0836151016
413 N 600 W
SALT LAKE CITY UT 84116

BOOKS, SIGNATURE
Sidwell No. 0836155001
564 W 400 N
SALT LAKE CITY UT 84116

DEAN, WILLARD F &
Sidwell No. 0836152001
468 N 600 W
SALT LAKE CITY UT 84116

ARCHULETA, TERESA M; ET A
Sidwell No. 0836151023
626 W 400 N
SALT LAKE CITY UT 84116

BONO, KAREN &
Sidwell No. 0836179010
339 W 400 N
SALT LAKE CITY UT 84103

DE GODINA, CLEMENTE &
Sidwell No. 0836151021
638 W 400 N
SALT LAKE CITY UT 84116

AMES, IRA L & BETH L; TRS
Sidwell No. 0836179003
363 W 400 N
SALT LAKE CITY UT 84103

BOARD OF EDUCATION OF SAL
Sidwell No. 0836401003
440 E 100 S
SALT LAKE CITY UT 84111

CORDOVA, MARY; ETAL
Sidwell No. 0836155014
543 W 400 N
SALT LAKE CITY UT 84116

358 LAND LLC
Sidwell No. 0836180001
375 W 400 N
SALT LAKE CITY UT 84103

BOARD OF EDUCATION OF SAL
Sidwell No. 0836401002
440 E 100 S
SALT LAKE CITY UT 84111

CORDOVA, MARY; ETAL
Sidwell No. 0836155013
543 W 400 N
SALT LAKE CITY UT 84116

333 INVESTORS
Sidwell No. 0836253013
333 N 300 W
SALT LAKE CITY UT 84103

BOARD OF EDUCATION OF SAL
Sidwell No. 0836327005
440 E 100 S
SALT LAKE CITY UT 84111

CASTELLO, TRESSIE
Sidwell No. 0836152010
430 N 600 W
SALT LAKE CITY UT 84116

JONES, KEIKO FUKUSHIMA
Sidwell No. 0836152014
576 W 400 N
SALT LAKE CITY UT 84116

MARTINEZ, JOHN M; ET AL
Sidwell No. 0836155009
3859 W SUGAR BEET DR
WEST VALLEY UT 84120

OCAMPO, EFRAIN &
Sidwell No. 0836303002
320 N 600 W
SALT LAKE CITY UT 84116

ILOA, HINGANO & LOUAKI K;
Sidwell No. 0836155003
368 N 600 W
SALT LAKE CITY UT 84116

MARTIN, JANICE
Sidwell No. 0836152004
356 S POST ST
SALT LAKE CITY UT 84104

NISSEN, ANTONIO L
Sidwell No. 0836152006
456 N 600 W
SALT LAKE CITY UT 84116

HRVATIN, DIANA M; ET AL
Sidwell No. 0836253003
321 W 400 N
SALT LAKE CITY UT 84103

LEDESMA, JUAN
Sidwell No. 0836151012
427 N 600 W
SALT LAKE CITY UT 84116

NISSEN, ANTONIO L
Sidwell No. 0836152005
456 N 600 W
SALT LAKE CITY UT 84116

HONARVAR, JAVAD H &
Sidwell No. 0836253015
PO BOX 58742
SALT LAKE CITY UT 84158

LARSEN, LORI J; TR
Sidwell No. 0836303007
1549 W 7800 S
WEST JORDAN UT 84088

NIELSEN, STEVEN
Sidwell No. 0836151028
1370 W WOODHAVEN CIR
TAYLORSVILLE UT 84123

HONARVAR, JAVAD H &
Sidwell No. 0836253005
PO BOX 58742
SALT LAKE CITY UT 84158

LAJEUNESSE, GABRIEL C
Sidwell No. 0836155010
PO BOX 57231
MURRAY UT 84157

NIELSEN, RONALD Y &
Sidwell No. 0836179004
357 W 400 N
SALT LAKE CITY UT 84103

HARTLEY, BONADEL W
Sidwell No. 0836253022
375 N 300 W
SALT LAKE CITY UT 84103

KAUFMANN, HENRY A
Sidwell No. 0836155026
2004 TOMMY MOE CT
PARK CITY UT 84098

MONTGOMERY, MARCEL K; TR
Sidwell No. 0836179002
367 W 400 N
SALT LAKE CITY UT 84103

HACHIYA, STEVEN R
Sidwell No. 0836155002
372 N 600 W
SALT LAKE CITY UT 84116

KAUFMAN, HENRY A
Sidwell No. 0836155025
2004 TOMMY MOE CT
PARK CITY UT 84098

MISSOURI PACIFIC RAILROAD
Sidwell No. 0836303008
1400 DOUGLAS ST STOP 1640
OMAHA NE 68179

GARCIAZ, MARIA
Sidwell No. 0836152009
440 N 600 W
SALT LAKE CITY UT 84116

KAUFMAN, HENRY A
Sidwell No. 0836155021
2004 TOMMY MOE CT
PARK CITY UT 84098

MIRAMAR INVESTMENTS
Sidwell No. 0836151022
968 CHAMBERS ST #5
OGDEN UT 84403

GARCIA, MARISOL
Sidwell No. 0836152012
418 N 600 W
SALT LAKE CITY UT 84116

KAUFMAN, HENRY A
Sidwell No. 0836155020
2004 TOMMY MOE CT
PARK CITY UT 84098

MEIK, JEFF R &
Sidwell No. 0836151015
417 N 600 W
SALT LAKE CITY UT 84116

FUCHS, WELLA J; TR
Sidwell No. 0836179008
345 W 400 N
SALT LAKE CITY UT 84103

JPMORGAN CHASE BANK; TR
Sidwell No. 0836151029
9350 WAXIE WY
SAN DIEGO CA 92123

MEIK, JEFF R &
Sidwell No. 0836151014
417 N 600 W
SALT LAKE CITY UT 84116



S K HART PROPERTIES LC
Sidwell No. 0836155028
PO BOX 11623
SALT LAKE CITY UT 84147

SALT LAKE NEIGHBORHOOD HO
Sidwell No. 0836151036
622 W 500 N
SALT LAKE CITY UT 84116

SALT LAKE NEIGHBORHOOD HO
Sidwell No. 0836156008
622 W 500 N
SALT LAKE CITY UT 84116

RIZZO-PEA, ELAINE A
Sidwell No. 0836155006
354 N 600 W
SALT LAKE CITY UT 84116

SALT LAKE NEIGHBORHOOD
Sidwell No. 0836151026
616 W 400 N
SALT LAKE CITY UT 84116

SALT LAKE NEIGHBORHOOD HO
Sidwell No. 0836156007
622 W 500 N
SALT LAKE CITY UT 84116

RETRAC LLC
Sidwell No. 0836152003
11778 S ELECTION RD # 140
DRAPER UT 84020

SALT LAKE CITY CORP
Sidwell No. 0836151030
451 S STATE ST # 225
SALT LAKE CITY UT 84111

SALT LAKE NEIGHBORHOOD HO
Sidwell No. 0836156006
622 W 500 N
SALT LAKE CITY UT 84116

RENDON, ROBERT B
Sidwell No. 0836155005
356 N 600 W
SALT LAKE CITY UT 84116

SALT LAKE CITY CORP
Sidwell No. 0836151006
451 S STATE ST # 225
SALT LAKE CITY UT 84111

SALT LAKE NEIGHBORHOOD HO
Sidwell No. 0836156005
622 W 500 N
SALT LAKE CITY UT 84116

RAMIREZ, JOSE L &
Sidwell No. 0836179009
341 W 400 N
SALT LAKE CITY UT 84103

SALT LAKE CITY BOARD OF
Sidwell No. 0836327007
440 E 100 S
SALT LAKE CITY UT 84111

SALT LAKE NEIGHBORHOOD HO
Sidwell No. 0836156004
622 W 500 N
SALT LAKE CITY UT 84116

QUETZAL IMPORTS LLC
Sidwell No. 0836151017
411 N 600 W
SALT LAKE CITY UT 84116

SALT LAKE CITY BOARD OF
Sidwell No. 0836327006
440 E 100 S
SALT LAKE CITY UT 84111

SALT LAKE NEIGHBORHOOD HO
Sidwell No. 0836156003
622 W 500 N
SALT LAKE CITY UT 84116

PULLIAM, JEANNE B &
Sidwell No. 0836253014
335 W 400 N
SALT LAKE CITY UT 84103

SALT LAKE CITY BOARD OF
Sidwell No. 0836327003
440 E 100 S
SALT LAKE CITY UT 84111

SALT LAKE NEIGHBORHOOD HO
Sidwell No. 0836156002
622 W 500 N
SALT LAKE CITY UT 84116

PRICE, WILLIAM L &
Sidwell No. 0836152011
424 N 600 W
SALT LAKE CITY UT 84116

SALT LAKE CITY BOARD
Sidwell No. 0836327002
440 E 100 S
SALT LAKE CITY UT 84111

SALT LAKE NEIGHBORHOOD HO
Sidwell No. 0836156001
622 W 500 N
SALT LAKE CITY UT 84116

ORTEGA, SILVERIA D
Sidwell No. 0836151024
624 W 400 N
SALT LAKE CITY UT 84116

SALT LAKE CITY
Sidwell No. 0836327004
440 E 100 S
SALT LAKE CITY UT 84111

SALT LAKE NEIGHBORHOOD HO
Sidwell No. 0836151038
622 W 500 N
SALT LAKE CITY UT 84116

ORTEGA, BENNY J. & SINFOR
Sidwell No. 0836155004
364 N 600 W
SALT LAKE CITY UT 84116

SALT LAKE CITY
Sidwell No. 0836327001
440 E 100 S
SALT LAKE CITY UT 84111

SALT LAKE NEIGHBORHOOD HO
Sidwell No. 0836151037
622 W 500 N
SALT LAKE CITY UT 84116

SHERWOOD, CLAYTON D
Sidwell No. 0836152007
13617 S EGLANTINA LN
RIVERTON UT 84065

STEIGERWALD, DAVID J
Sidwell No. 0836253009
365 N 300 W
SALT LAKE CITY UT 84103

ZABKA, MILAN
Sidwell No. 0836179007
616 N WALL ST
SALT LAKE CITY UT 84103

SCOOTER PROPERTIES LLC
Sidwell No. 0836155007
8709 S TERRACE CT
SANDY UT 84093

SIGNATURE BOOKS
Sidwell No. 0836151035
564 W 400 N
SALT LAKE CITY UT 84116

ZABKA, MILAN
Sidwell No. 0836179006
616 N WALL ST
SALT LAKE CITY UT 84103

SALT LAKE NEIGHBORHOOD HO
Sidwell No. 0836156016
622 W 500 N
SALT LAKE CITY UT 84116

SIGNATURE BOOKS
Sidwell No. 0836151031
564 W 400 N
SALT LAKE CITY UT 84116

WYMAN, RONALD
Sidwell No. 0836179001
375 W 400 N
SALT LAKE CITY UT 84103

SALT LAKE NEIGHBORHOOD HO
Sidwell No. 0836156015
622 W 500 N
SALT LAKE CITY UT 84116

SIGNATURE BOOKS INC
Sidwell No. 0836253021
564 W 400 N
SALT LAKE CITY UT 84116

WHITE, RACHEL
Sidwell No. 0836151004
625 W 500 N
SALT LAKE CITY UT 84116

SALT LAKE NEIGHBORHOOD HO
Sidwell No. 0836156014
622 W 500 N
SALT LAKE CITY UT 84116

SIGNATURE BOOKS INC
Sidwell No. 0836253020
564 W 400 N
SALT LAKE CITY UT 84116

WHITE, DICKIE M
Sidwell No. 0836253004
319 W 400 N
SALT LAKE CITY UT 84103

SALT LAKE NEIGHBORHOOD HO
Sidwell No. 0836156013
622 W 500 N
SALT LAKE CITY UT 84116

SIGNATURE BOOKS INC
Sidwell No. 0836253019
564 W 400 N
SALT LAKE CITY UT 84116

VISSER, DIANE; TR
Sidwell No. 0836253018
410 N 75 E
NORTH SALT LAKE UT 84054

SALT LAKE NEIGHBORHOOD HO
Sidwell No. 0836156012
622 W 500 N
SALT LAKE CITY UT 84116

SIGNATURE BOOKS INC
Sidwell No. 0836179005
564 W 400 N
SALT LAKE CITY UT 84116

VELAZQUEZ, ADRIAN &
Sidwell No. 0836303006
560 W 300 N
SALT LAKE CITY UT 84116

SALT LAKE NEIGHBORHOOD HO
Sidwell No. 0836156011
622 W 500 N
SALT LAKE CITY UT 84116

SIGNATURE BOOKS INC
Sidwell No. 0836155012
564 W 400 N
SALT LAKE CITY UT 84116

VELASQUEZ, LEE I
Sidwell No. 0836151032
643 W 500 N
SALT LAKE CITY UT 84116

SALT LAKE NEIGHBORHOOD HO
Sidwell No. 0836156010
622 W 500 N
SALT LAKE CITY UT 84116

SIGNATURE BOOKS INC
Sidwell No. 0836155011
564 W 400 N
SALT LAKE CITY UT 84116

UTAH OPERA COMPANY
Sidwell No. 0836180002
123 W SOUTHTEMPLE ST
SALT LAKE CITY UT 84101

SALT LAKE NEIGHBORHOOD HO
Sidwell No. 0836156009
622 W 500 N
SALT LAKE CITY UT 84116

SIGNATURE BOOKS INC
Sidwell No. 0836151007
463 N 600 W
SALT LAKE CITY UT 84116

UNGRICHT, KELLY J &
Sidwell No. 0836151025
1219 N GARNETTE ST
SALT LAKE CITY UT 84116

BARKER, BRUCE E
Sidwell No. 0836252010
324 W 400 N
SALT LAKE CITY UT 84103

BRISCOE, BRAD L &
Sidwell No. 0836177034
336 W 400 N
SALT LAKE CITY UT 84103

EVANS DEVELOPMENT GROUP L
Sidwell No. 0836176004
136 S MAIN ST # 318
SALT LAKE CITY UT 84101

BARKER, BRUCE E
Sidwell No. 0836252009
326 W 400 N
SALT LAKE CITY UT 84103

BRIMHALL, IVAN & GRACE &
Sidwell No. 0836152033
529 W 500 N
SALT LAKE CITY UT 84116

DLP PROPERTIES INC
Sidwell No. 0836152039
PO BOX 58724
SALT LAKE CITY UT 84158

BAHENA, JOSE
Sidwell No. 0836103019
604 W 500 N
SALT LAKE CITY UT 84116

BRIMHALL, IVAN & GRACE &
Sidwell No. 0836152031
529 W 500 N
SALT LAKE CITY UT 84116

DLP PROPERTIES INC
Sidwell No. 0836152023
PO BOX 58724
SALT LAKE CITY UT 84158

BAHENA, FILOGONIO
Sidwell No. 0836103018
616 W 500 N
SALT LAKE CITY UT 84116

BRIMHALL, IVAN & GRACE &
Sidwell No. 0836152022
529 W 500 N
SALT LAKE CITY UT 84116

DLP PROPERTIES INC
Sidwell No. 0836152018
PO BOX 58724
SALT LAKE CITY UT 84158

ARCIA, ESTHER
Sidwell No. 0836103012
515 N 600 W
SALT LAKE CITY UT 84116

BRIMHALL, GRACE &
Sidwell No. 0836152021
529 W 500 N
SALT LAKE CITY UT 84116

DLP PROPERTIES INC
Sidwell No. 0836152017
555 W 500 N
SALT LAKE CITY UT 84116

ANTIQUE HOUSE LLP
Sidwell No. 0836177021
358 S 700 E # 430
SALT LAKE CITY UT 84102

BOLINDER, DAVID
Sidwell No. 0836177041
PO BOX 391
MIDVALE UT 84047

DECKERT, HARRY W &
Sidwell No. 0836251005
446 N PUGSLEY ST
SALT LAKE CITY UT 84103

ANDERSON, JERED & JENTZ,
Sidwell No. 0836152029
2116 S 750 W
WOODS CROSS UT 84087

BOLINDER, DAVID V
Sidwell No. 0836177042
2045 E 6060 S
SALT LAKE CITY UT 84121

D & R G W RAILROAD CO
Sidwell No. 0836501004
1700 FARNAM ST 10FL SOUTH
OMAHA NE 68102

AHL-UTAH
Sidwell No. 0836176022
560 N 500 W
SALT LAKE CITY UT 84116

BLISS, ANNA C
Sidwell No. 0836177013
27 S UNIVERSITY ST
SALT LAKE CITY UT 84102

CORP OF PRES OF CH JC OF
Sidwell No. 0836176010
50 E NORTHTEMPLE ST
SALT LAKE CITY UT 84150

AHL-UTAH
Sidwell No. 0836176017
560 N 500 W
SALT LAKE CITY UT 84116

BLISS, ANNA C
Sidwell No. 0836177012
27 S UNIVERSITY ST
SALT LAKE CITY UT 84102

CONDER, DAREN G
Sidwell No. 0836152045
537 W 500 N
SALT LAKE CITY UT 84116

ABBASZADEH, AYYOOB D
Sidwell No. 0836252003
PO BOX 58623
SALT LAKE CITY UT 84158

BARRERA, LUIS
Sidwell No. 0836152028
444 N ERIE ST
SALT LAKE CITY UT 84116

BRUSS, HERBERT A & DENZA
Sidwell No. 0836177035
2041 E GRAYSTONE CT
DRAPER UT 84020

GILES, RUSSELL S
Sidwell No. 0836252013
918 E 100 S
SALT LAKE CITY UT 84102

JOHNSON, JAN A
Sidwell No. 0836177002
468 N 400 W
SALT LAKE CITY UT 84103

MAESTAS, LLOYD &
Sidwell No. 0836152025
458 N ERIE ST
SALT LAKE CITY UT 84116

GCII INVESTMENTS, LC
Sidwell No. 0836152024
242 S 200 E
SALT LAKE CITY UT 84111

ISRAELSEN, DEREK O
Sidwell No. 0836176015
72 S 300 E
NORTH SALT LAKE UT 84054

LUND, PEARL E; TR
Sidwell No. 0836152043
530 W 400 N
SALT LAKE CITY UT 84116

GARCIAZ, MARIA
Sidwell No. 0836152047
440 N 600 W
SALT LAKE CITY UT 84116

HEDEGAARD, VERN &
Sidwell No. 0836251003
464 N PUGSLEY ST
SALT LAKE CITY UT 84103

LOVE, RONALD R &
Sidwell No. 0836177039
333 W OURAY AVE
SALT LAKE CITY UT 84103

FREEMAN, ANGELA J &
Sidwell No. 0836251002
468 N PUGSLEY ST
SALT LAKE CITY UT 84103

HEATH, JOHN E
Sidwell No. 0836251008
457 N 300 W
SALT LAKE CITY UT 84103

KWIK INDUSTRIES, LLC
Sidwell No. 0836176011
445 W 500 N
SALT LAKE CITY UT 84103

FORBUSH, CURTIS
Sidwell No. 0836177023
355 W 500 N
SALT LAKE CITY UT 84103

HANSEN LANCE PARTNERSHIP
Sidwell No. 0836177010
430 N 400 W
SALT LAKE CITY UT 84103

KWIK INDUSTRIES, LLC
Sidwell No. 0836176005
445 W 500 N
SALT LAKE CITY UT 84103

FOCANTI, LUIGI &
Sidwell No. 0836177030
447 N PUGSLEY ST
SALT LAKE CITY UT 84103

HANSEN LANCE PARTNERSHIP
Sidwell No. 0836177009
430 N 400 W
SALT LAKE CITY UT 84103

KWIK INDUSTRIES, LLC
Sidwell No. 0836176003
445 W 500 N
SALT LAKE CITY UT 84103

FIGUEROA, MARY; ET AL
Sidwell No. 0836103011
PO BOX 16053
SALT LAKE CITY UT 84116

HANSEN LANCE PARTNERSHIP
Sidwell No. 0836177008
430 N 400 W
SALT LAKE CITY UT 84103

KWIK INDUSTRIES, LLC
Sidwell No. 0836176002
445 W 500 N
SALT LAKE CITY UT 84103

FELSTED, RAYMOND K; ET AL
Sidwell No. 0836252016
1048 W EUCLID AVE
SALT LAKE CITY UT 84104

HANRATH, SHIRLEY; TR
Sidwell No. 0836252006
139 E BRAEWICK RD
SALT LAKE CITY UT 84103

KWIK INDUSTRIES, LLC
Sidwell No. 0836176001
445 W 500 N
SALT LAKE CITY UT 84103

EVANS DEVELOPMENT GROUP L
Sidwell No. 0836176021
136 S MAIN ST # 318
SALT LAKE CITY UT 84101

HANRATH, APRIL
Sidwell No. 0836252007
139 E BRAEWICK RD
SALT LAKE CITY UT 84103

JUSTICE, CAROLYN A &
Sidwell No. 0836177031
PO BOX 1343
WEST JORDAN UT 84084

EVANS DEVELOPMENT GROUP L
Sidwell No. 0836176009
136 S MAIN ST # 318
SALT LAKE CITY UT 84101

HALES, PAUL T
Sidwell No. 0836252002
325 W OURAY AVE
SALT LAKE CITY UT 84103

JONES, HELEN K.
Sidwell No. 0836152027
2833 E BANBURY RD
SALT LAKE CITY UT 84121

NELDEN, LAWRENCE C JR &
Sidwell No. 0836176006
1016 S MILITARY DR
SALT LAKE CITY UT 84105

RUSSELL, RANDALL R
Sidwell No. 0836252012
993 S 700 E
SALT LAKE CITY UT 84105

SIGNATURE BOOKS INC
Sidwell No. 0836177007
564 W 400 N
SALT LAKE CITY UT 84116

NELDEN, LARRY & LINDA (JT)
Sidwell No. 0836176013
1016 S MILITARY DR
SALT LAKE CITY UT 84105

RPR LLC
Sidwell No. 0836153003
511 W 500 N
SALT LAKE CITY UT 84116

SIGNATURE BOOKS INC
Sidwell No. 0836177006
564 W 400 N
SALT LAKE CITY UT 84116

MOORE, JAYDA &
Sidwell No. 0836251001
329 W 500 N
SALT LAKE CITY UT 84103

ROSS, K RICHARD, ET AL
Sidwell No. 0836177022
9085 S TREASURE WY
SANDY UT 84093

SIGNATURE BOOKS INC
Sidwell No. 0836152044
564 W 400 N
SALT LAKE CITY UT 84116

MITCHELL, REX A
Sidwell No. 0836177005
3425 S EASTWOOD DR
SALT LAKE CITY UT 84109

PETERSON, SCOTT C
Sidwell No. 0836252015
403 N 300 W
SALT LAKE CITY UT 84103

SIGNATURE BOOKS INC
Sidwell No. 0836152040
564 W 400 N
SALT LAKE CITY UT 84116

MITCHELL, REX A
Sidwell No. 0836177004
3425 S EASTWOOD DR
SALT LAKE CITY UT 84109

PETERSON, SCOTT C
Sidwell No. 0836252014
403 N 300 W
SALT LAKE CITY UT 84103

SIGNATURE BOOKS INC
Sidwell No. 0836152036
564 W 400 N
SALT LAKE CITY UT 84116

MITCHELL, REX A
Sidwell No. 0836177003
3425 S EASTWOOD DR
SALT LAKE CITY UT 84109

PARSONS, ALAN T &
Sidwell No. 0836152030
724 S 300 E
SALT LAKE CITY UT 84111

SIGNATURE BOOKS INC
Sidwell No. 0836152035
564 W 400 N
SALT LAKE CITY UT 84116

MILLS, CATHERINE K &
Sidwell No. 0836251009
2014 S 865 W
WOODS CROSS UT 84087

PACE, MILLIE J &
Sidwell No. 0836152046
375 N VIRGINIA ST
SALT LAKE CITY UT 84103

SCHNELLER, MARK G; ET AL
Sidwell No. 0836177040
451 N PUGSLEY ST
SALT LAKE CITY UT 84103

MCCUNE, CRAIG &
Sidwell No. 0836177001
4326 S HERMOSA WY
SALT LAKE CITY UT 84124

NIELSEN, NELDEN C & MARY
Sidwell No. 0836176023
PO BOX 717
SALT LAKE CITY UT 84110

SALT LAKE CITY CORP
Sidwell No. 0836177025
451 S STATE ST # 225
SALT LAKE CITY UT 84111

MCCORMICK, JOHN B &
Sidwell No. 0836153010
1481 S PRESTON ST
SALT LAKE CITY UT 84108

NELSON, DALE L &
Sidwell No. 0836152015
569 W 500 N
SALT LAKE CITY UT 84116

SALT LAKE CITY CORP
Sidwell No. 0836176024
451 S STATE ST # 225
SALT LAKE CITY UT 84111

MATTS, RUTH A
Sidwell No. 0836177026
467 N PUGSLEY ST
SALT LAKE CITY UT 84103

NELDON, LARRY C & LINDA E
Sidwell No. 0836176014
1016 S MILITARY DR
SALT LAKE CITY UT 84105

RYN PROPERTIES I LC
Sidwell No. 0836177020
1057 DEBORAH DR
BOUNTIFUL UT 84010

SIGNATURE BOOKS
Sidwell No. 0836177016
564 W 400 N
SALT LAKE CITY UT 84116

STRONG, JOHN W.
Sidwell No. 0836176012
455 N 400 W
SALT LAKE CITY UT 84103

ZUZO, DZAMAL &
Sidwell No. 0836251010
443 N 300 W
SALT LAKE CITY UT 84103

SIGNATURE BOOKS
Sidwell No. 0836177015
564 W 400 N
SALT LAKE CITY UT 84116

STEWART, JAMES A
Sidwell No. 0836251006
1006 S OAK HILLS WY
SALT LAKE CITY UT 84108

ZIBALAND LLC
Sidwell No. 0836252008
PO BOX 58623
SALT LAKE CITY UT 84158

SIGNATURE BOOKS
Sidwell No. 0836177014
564 W 400 N
SALT LAKE CITY UT 84116

STATE ROAD COMMISSION OF
Sidwell No. 0836102001
4501 S 2700 W
TAYLORSVILLE UT 84119

ZABKA, MILAN
Sidwell No. 0836177033
616 N WALL ST
SALT LAKE CITY UT 84103

SIGNATURE BOOKS
Sidwell No. 0836152041
564 W 400 N
SALT LAKE CITY UT 84116

STANCHER, STEPHEN A &
Sidwell No. 0836152026
450 N ERIE ST
SALT LAKE CITY UT 84116

WOODALL, BETTY JEAN
Sidwell No. 0836252017
427 N 300 W
SALT LAKE CITY UT 84103

SIGNATURE BOOKS PUBLISHIN
Sidwell No. 0836153009
564 W 400 N
SALT LAKE CITY UT 84116

SMITH-PETTIT FOUNDATION,
Sidwell No. 0836153008
514 W 400 N
SALT LAKE CITY UT 84116

WOODALL, BETTY JEAN
Sidwell No. 0836252005
427 N 300 W
SALT LAKE CITY UT 84103

SIGNATURE BOOKS PUBLISHIN
Sidwell No. 0836152048
564 W 400 N
SALT LAKE CITY UT 84116

SMITH-PETTIT FOUNDATION,
Sidwell No. 0836153007
514 W 400 N
SALT LAKE CITY UT 84116

WHITEMAN, STEVE &
Sidwell No. 0836251004
450 N PUGSLEY ST
SALT LAKE CITY UT 84103

SIGNATURE BOOKS PUBLISHIN
Sidwell No. 0836152037
564 W 400 N
SALT LAKE CITY UT 84116

SLHNET INVESTMENTS LC
Sidwell No. 0836503048
48 W MARKET ST # 250
SALT LAKE CITY UT 84101

VALDEZ, VERONICA
Sidwell No. 0836153002
515 W 500 N
SALT LAKE CITY UT 84116

SIGNATURE BOOKS INC.
Sidwell No. 0836152042
564 W 400 N
SALT LAKE CITY UT 84116

SLEATER, NILLA C
Sidwell No. 0836152016
565 W 500 N
SALT LAKE CITY UT 84116

UTAH DEPT OF TRANSPORTATI
Sidwell No. 0836503041
450 N STATE ST
SALT LAKE CITY UT 84114

SIGNATURE BOOKS INC
Sidwell No. 0836177018
564 W 400 N
SALT LAKE CITY UT 84116

SIGNATURE BOOKS, INC
Sidwell No. 0836177038
564 W 400 N
SALT LAKE CITY UT 84116

THOMAS, LYONA A
Sidwell No. 0836177024
347 W 500 N
SALT LAKE CITY UT 84103

SIGNATURE BOOKS INC
Sidwell No. 0836177017
564 W 400 N
SALT LAKE CITY UT 84116

SIGNATURE BOOKS, INC
Sidwell No. 0836177037
564 W 400 N
SALT LAKE CITY UT 84116

SWANER PROPERTIES LLC; ET
Sidwell No. 0836251007
3459 S FLEETWOOD DR
SALT LAKE CITY UT 84109

ADMIRAL BEVERAGE CORPORAT
Sidwell No. 0836104016
PO BOX 726
WORLAND WY 82401

ADMIRAL BEVERAGE CORPORAT
Sidwell No. 0836104028
PO BOX 726
WORLAND WY 82401

AHL-UTAH
Sidwell No. 0836128026
560 N 500 W
SALT LAKE CITY UT 84116

ADMIRAL BEVERAGE CORPORAT
Sidwell No. 0836104015
PO BOX 726
WORLAND WY 82401

ADMIRAL BEVERAGE CORPORAT
Sidwell No. 0836104027
PO BOX 726
WORLAND WY 82401

AHL-UTAH
Sidwell No. 0836128025
560 N 500 W
SALT LAKE CITY UT 84116

ADMIRAL BEVERAGE CORPORAT
Sidwell No. 0836104014
PO BOX 726
WORLAND WY 82401

ADMIRAL BEVERAGE CORPORAT
Sidwell No. 0836104026
PO BOX 726
WORLAND WY 82401

AHL-UTAH
Sidwell No. 0836128002
560 N 500 W
SALT LAKE CITY UT 84116

ADMIRAL BEVERAGE CORPORAT
Sidwell No. 0836104012
PO BOX 726
WORLAND WY 82401

ADMIRAL BEVERAGE CORPORAT
Sidwell No. 0836104025
PO BOX 726
WORLAND WY 82401

AHL-UTAH
Sidwell No. 0836128001
560 N 500 W
SALT LAKE CITY UT 84116

ADMIRAL BEVERAGE CORPORAT
Sidwell No. 0836104011
PO BOX 726
WORLAND WY 82401

ADMIRAL BEVERAGE CORPORAT
Sidwell No. 0836104024
PO BOX 726
WORLAND WY 82401

AHL UTAH
Sidwell No. 0836128032
560 N 500 W
SALT LAKE CITY UT 84116

ADMIRAL BEVERAGE CORPORAT
Sidwell No. 0836104010
PO BOX 726
WORLAND WY 82401

ADMIRAL BEVERAGE CORPORAT
Sidwell No. 0836104023
PO BOX 726
WORLAND WY 82401

AHL UTAH
Sidwell No. 0836128010
560 N 500 W
SALT LAKE CITY UT 84116

ADMIRAL BEVERAGE CORPORAT
Sidwell No. 0836104009
PO BOX 726
WORLAND WY 82401

ADMIRAL BEVERAGE CORPORAT
Sidwell No. 0836104022
PO BOX 726
WORLAND WY 82401

ADMIRAL BEVERAGE CORPORAT
Sidwell No. 0836104032
PO BOX 726
WORLAND WY 82401

ADMIRAL BEVERAGE CORPORAT
Sidwell No. 0836104007
PO BOX 726
WORLAND WY 82401

ADMIRAL BEVERAGE CORPORAT
Sidwell No. 0836104021
PO BOX 726
WORLAND WY 82401

ADMIRAL BEVERAGE CORPORAT
Sidwell No. 0836104031
PO BOX 726
WORLAND WY 82401

ADMIRAL BEVERAGE CORPORAT
Sidwell No. 0836104006
PO BOX 726
WORLAND WY 82401

ADMIRAL BEVERAGE CORPORAT
Sidwell No. 0836104020
PO BOX 726
WORLAND WY 82401

ADMIRAL BEVERAGE CORPORAT
Sidwell No. 0836104030
PO BOX 726
WORLAND WY 82401

ADMIRAL BEVERAGE CORPORAT
Sidwell No. 0836104005
PO BOX 726
WORLAND WY 82401

ADMIRAL BEVERAGE CORPORAT
Sidwell No. 0836104019
PO BOX 726
WORLAND WY 82401

ADMIRAL BEVERAGE CORPORAT
Sidwell No. 0836104029
PO BOX 726
WORLAND WY 82401

CHACON, JOSE P &
Sidwell No. 0836103010
521 N 600 W
SALT LAKE CITY UT 84116

DAVIS, WILLIAM A; TR
Sidwell No. 0836204021
964 S PUEBLO ST
SALT LAKE CITY UT 84104

GRUTTER, DELIA
Sidwell No. 0836104001
1187 E LAIRD AVE
SALT LAKE CITY UT 84105

CARD, JAMES R &
Sidwell No. 0836129011
1035 ARLINGTON WAY
BOUNTIFUL UT 84010

DAVIS, WILLIAM A; TR
Sidwell No. 0836204020
964 S PUEBLO ST
SALT LAKE CITY UT 84104

GRUTTER, BELIA
Sidwell No. 0836104002
1187 E LAIRD AVE
SALT LAKE CITY UT 84105

BUSH, COBY D
Sidwell No. 0836204036
574 N PUGSLEY ST
SALT LAKE CITY UT 84103

DAVIS, WILLIAM A; TR
Sidwell No. 0836204019
964 S PUEBLO ST
SALT LAKE CITY UT 84104

GOLOSHCHAPOV, ANNA
Sidwell No. 0836103005
2779 E OAK GROVE DR
SANDY UT 84092

BROWN, RODGER D &
Sidwell No. 0836102010
14711 S ROSE CANYON RD
HERRIMAN UT 84065

DAVIS, STEPHEN L &
Sidwell No. 0836129012
376 W 500 N
SALT LAKE CITY UT 84103

FINE THINGS LLC
Sidwell No. 0836128030
2994 E CHAUCER PL
SALT LAKE CITY UT 84108

BROUSE, DONALD
Sidwell No. 0836102015
622 W GIRARD AVE
SALT LAKE CITY UT 84116

DAVIS, DUANE R &
Sidwell No. 0836129013
364 W 500 N
SALT LAKE CITY UT 84103

FINCH, DUSTIN J
Sidwell No. 0836129004
562 N 400 W
SALT LAKE CITY UT 84103

BINGHAM, SHERRIE &
Sidwell No. 0836129035
4055 W 3830 S
WEST VALLEY UT 84120

CRUZ, MARGERY
Sidwell No. 0836104004
536 N 600 W
SALT LAKE CITY UT 84116

FALETOI, CHERYL J
Sidwell No. 0836204005
562 N PUGSLEY ST
SALT LAKE CITY UT 84103

BAKER, SOPHIA
Sidwell No. 0836204004
564 N PUGSLEY ST
SALT LAKE CITY UT 84103

COWDRICK, TIMOTHY L
Sidwell No. 0836129022
571 N PUGSLEY ST
SALT LAKE CITY UT 84103

FAGEN, LINDA M
Sidwell No. 0836103025
537 N 600 W
SALT LAKE CITY UT 84116

ARMASO, EMMANUEL
Sidwell No. 0836129031
511 N PUGSLEY ST
SALT LAKE CITY UT 84103

CORBALEY, GLENN D &
Sidwell No. 0836103022
624 W 500 N
SALT LAKE CITY UT 84116

EVANS, ROMA
Sidwell No. 0836129017
365 W 600 N
SALT LAKE CITY UT 84103

ARCHULETA, PATRICIA M
Sidwell No. 0836102003
922 S 800 E
SALT LAKE CITY UT 84105

COCA, JOSE C &
Sidwell No. 0836204035
584 N PUGSLEY ST
SALT LAKE CITY UT 84103

DUNFORD, LARRY S
Sidwell No. 0836102018
2192 E FARDOWN AVE
SALT LAKE CITY UT 84121

AHL-UTAH
Sidwell No. 0836128028
560 N 500 W
SALT LAKE CITY UT 84116

CLEVELAND DEVELOPMENT
Sidwell No. 0836103004
PO BOX 71055
SALT LAKE CITY UT 84171

DAVIS, WILLIAM A; TR
Sidwell No. 0836204022
964 S PUEBLO ST
SALT LAKE CITY UT 84104

JORGENSEN, CARMA
Sidwell No. 0836204007
552 N PUGSLEY ST
SALT LAKE CITY UT 84103

MCCORMICK, RONALD G
Sidwell No. 0836204012
534 N PUGSLEY ST
SALT LAKE CITY UT 84103

OREGON SHORT LINES RR CO
Sidwell No. 0836503043
1700 FARNAM ST #10TH FL-S
OMAHA NE 68102

JONES, WHITNEY & KAREN; J
Sidwell No. 0836129008
540 N 400 W
SALT LAKE CITY UT 84103

MARTINEZ, JOHN M; TR ET A
Sidwell No. 0836129003
3859 W SUGAR BEET DR
WEST VALLEY UT 84120

OLVERA, VALENTIN
Sidwell No. 0836129021
575 N PUGSLEY ST
SALT LAKE CITY UT 84103

JOHNSON, AARON J
Sidwell No. 0836103013
646 W 500 N
SALT LAKE CITY UT 84116

MARTINEZ, JOHN M; TR ET A
Sidwell No. 0836129001
3859 W SUGAR BEET DR
WEST VALLEY UT 84120

OBRADOVIC, ILIJA &
Sidwell No. 0836129036
539 N PUGSLEY ST
SALT LAKE CITY UT 84103

JOAB, ROSE E
Sidwell No. 0836129016
371 W 600 N
SALT LAKE CITY UT 84103

MALOUF, BLAIR F &
Sidwell No. 0836102013
3683 E COVEPOINT DR
SALT LAKE CITY UT 84109

NIELSON, MARY ANN
Sidwell No. 0836204034
526 N PUGSLEY ST
SALT LAKE CITY UT 84103

JEPPESON, ALLEN &
Sidwell No. 0836128031
1346 N COLORADO ST
SALT LAKE CITY UT 84116

MAJSTOROVIC, BRANISLAV &
Sidwell No. 0836129038
529 N PUGSLEY ST
SALT LAKE CITY UT 84103

NELSON, LOUIS C. & EMMA M
Sidwell No. 0836104003
1187 E LAIRD AVE
SALT LAKE CITY UT 84105

JEPPESON, ALLEN &
Sidwell No. 0836128007
1346 N COLORADO ST
SALT LAKE CITY UT 84116

MAESTAS, MICHAEL
Sidwell No. 0836129023
PO BOX 734
SALT LAKE CITY UT 84110

MUNGUIA, ADRIAN &
Sidwell No. 0836129009
534 N 400 W
SALT LAKE CITY UT 84103

JEPPESON, ALLEN &
Sidwell No. 0836128006
1346 N COLORADO ST
SALT LAKE CITY UT 84116

LAMBROSE, JOYCE
Sidwell No. 0836129024
565 N PUGSLEY ST
SALT LAKE CITY UT 84103

MORGAN, GEORGE R & RUTH A
Sidwell No. 0836102009
2726 S ALDEN ST
SALT LAKE CITY UT 84106

HILL, MIMI E
Sidwell No. 0836204008
548 N PUGSLEY ST
SALT LAKE CITY UT 84103

LAMBROSE, JOYCE
Sidwell No. 0836129018
359 W 600 N
SALT LAKE CITY UT 84103

MOLINA, LUIS A
Sidwell No. 0836204010
540 N PUGSLEY ST
SALT LAKE CITY UT 84103

HICKEY, WILLIAM D &
Sidwell No. 0836102017
26 W SUNSET AVE
SALT LAKE CITY UT 84115

KRUEGER, ALBERT E &
Sidwell No. 0836129010
1150 E IRIS LN
SALT LAKE CITY UT 84106

MIJANGOS, KENT D
Sidwell No. 0836129034
545 N PUGSLEY ST
SALT LAKE CITY UT 84103

HEINTZ, NICHOLAS G
Sidwell No. 0836129006
554 N 400 W
SALT LAKE CITY UT 84103

JORGENSEN, CARMA
Sidwell No. 0836204014
520 N PUGSLEY ST
SALT LAKE CITY UT 84103

MCCORMICK, RONALD G
Sidwell No. 0836204033
534 N PUGSLEY ST
SALT LAKE CITY UT 84103

SALT LAKE NEIGHBORHOOD
Sidwell No. 0836103026
622 W 500 N
SALT LAKE CITY UT 84116

UTAH DEPARTMENT OF
Sidwell No. 0836128008
450 N STATE ST
SALT LAKE CITY UT 84114

WINTERS, KATHY L
Sidwell No. 0836204006
556 N PUGSLEY ST
SALT LAKE CITY UT 84103

SALT LAKE NEIGHBORHOOD
Sidwell No. 0836103024
622 W 500 N
SALT LAKE CITY UT 84116

UTAH DEPARTMENT OF
Sidwell No. 0836128004
4501 S 2700 W
TAYLORSVILLE UT 84119

WILSON, JAY E &
Sidwell No. 0836102007
PO BOX 70752
WEST VALLEY UT 84170

SALT LAKE CITY CORP
Sidwell No. 0836176024
451 S STATE ST # 225
SALT LAKE CITY UT 84111

THE D & R G W RAILROAD CO
Sidwell No. 0836501003
1700 FARNAM ST 10FL SOUTH
OMAHA NE 68102

WHORTON, WILLIAM A &
Sidwell No. 0836103020
630 W 500 N
SALT LAKE CITY UT 84116

QUETZAL IMPORTS LLC
Sidwell No. 0836104018
413 N 600 W
SALT LAKE CITY UT 84116

THE D & R G W RAILROAD CO
Sidwell No. 0836501002
1700 FARNAM ST 10FL SOUTH
OMAHA NE 68102

WELLS FARGO BANK, NA; TR
Sidwell No. 0836103009
6501 IRVINE CENTER DR
IRVINE CA 92618

QUETZAL IMPORTS LLC
Sidwell No. 0836104017
413 N 600 W
SALT LAKE CITY UT 84116

TESORO WEST COAST COMPANY
Sidwell No. 0836128011
P O BOX 16290
HOUSTON TX 77222

WATANABE, KIYOKO
Sidwell No. 0836103017
618 W 500 N
SALT LAKE CITY UT 84116

QUETZAL IMPORTS LLC
Sidwell No. 0836104008
413 N 600 W
SALT LAKE CITY UT 84116

TAN, RAY NINO
Sidwell No. 0836129015
356 W 500 N
SALT LAKE CITY UT 84103

VIGIL, LISA M C
Sidwell No. 0836104013
562 W GIRARD AVE
SALT LAKE CITY UT 84116

POWELL, HELEN M
Sidwell No. 0836129002
3645 S 500 E
SALT LAKE CITY UT 84106

TAN, RAY NINO
Sidwell No. 0836129014
358 W 500 N
SALT LAKE CITY UT 84103

VAN OTTEN, KELLY E
Sidwell No. 0836204009
542 N PUGSLEY ST
SALT LAKE CITY UT 84103

POCH, CHERYLYNN &
Sidwell No. 0836129025
9163 S MAISON DR
SANDY UT 84093

SUVAK, MIRKO &
Sidwell No. 0836129030
521 N PUGSLEY ST
SALT LAKE CITY UT 84103

VALENTINE, STEWART
Sidwell No. 0836102005
585 N WALL ST
SALT LAKE CITY UT 84103

PELL, ANTHONY A &
Sidwell No. 0836129037
535 N PUGSLEY ST
SALT LAKE CITY UT 84103

SMITH, MARIA
Sidwell No. 0836102016
9458 EMIGRATION CANYON RD
SALT LAKE CITY UT 84108

VALDEZ, CELIA
Sidwell No. 0836129005
558 N 400 W
SALT LAKE CITY UT 84103

OVERSON, DARWIN
Sidwell No. 0836129007
1366 E MURRAY HOLLADAY RD
SALT LAKE CITY UT 84117

SALT LAKE NEIGHBORHOOD HO
Sidwell No. 0836103006
622 W 500 N
SALT LAKE CITY UT 84116

UTAH DEPT OF TRANSPORTATI
Sidwell No. 0836128005
1346 N COLORADO ST
SALT LAKE CITY UT 84116

SHAARAY PROPERTIES LLC
Sidwell No. 0836204031
PO BOX 711
DALLAD TX 75221

REDEVELOPMENT AGENCY OF S
Sidwell No. 0836204029
451 S STATE ST # 418
SALT LAKE CITY UT 84111

REDEVELOPMENT AGENCY OF S
Sidwell No. 0836204028
451 S STATE ST # 418
SALT LAKE CITY UT 84111

REDEVELOPMENT AGENCY OF S
Sidwell No. 0836204027
451 S STATE ST # 418
SALT LAKE CITY UT 84111

REDEVELOPMENT AGENCY OF
Sidwell No. 0836204032
451 S STATE ST # 418
SALT LAKE CITY UT 84111

REDEVELOPMENT AGENCY OF
Sidwell No. 0836204030
451 S STATE ST # 418
SALT LAKE CITY UT 84111

PARTINGTON, JACK K &
Sidwell No. 0836204018
480 N 300 W
SALT LAKE CITY UT 84103

MARTINEZ, DAMACIO & CELIA
Sidwell No. 0836204015
1542 W VAN BUREN CIR
SALT LAKE CITY UT 84104

BEGLARIAN, ROBIN L & ANN
Sidwell No. 0836204017
332 W 500 N
SALT LAKE CITY UT 84103

BAKER, WILLIAM R & LILIA
Sidwell No. 0836204016
336 W 500 N
SALT LAKE CITY UT 84103

DOUG DAWSIE
527 N MAIN
SLC UT 84103

COMMUNITY COUNCIL CHAIRS:

Updated: 1/21/2005 sj

KADEE NIELSON, CHAIR
WEST POINTE COMM. COUNCIL
1410 NO. BARONESS PLACE
SALT LAKE CITY, UT 84116

KENNETH L. NEAL, CHAIR
ROSE PARK COMMUNITY COUNCIL
1071 NO. TOPAZ DR.
SALT LAKE CITY, UT 84116

ANGIE VORHER, CHAIR
JORDAN MEADOWS COMM. COUNCIL
1988 SIR JAMES DRIVE
SALT LAKE CITY, UT 84116

JILENE WHITBY, CHAIR
FAIRPARK COMM. COUNCIL
846 WEST 400 NORTH
SALT LAKE CITY, UT 84116

MIKE HARMON, CHAIR
POPLAR GROVE COMM. COUNCIL
1044 WEST 300 SOUTH
SALT LAKE CITY, UT 84104

RANDY SORENSON, CHAIR
GLENDALE COMMUNITY COUNCIL
1184 SO. REDWOOD DRIVE
SALT LAKE CITY, UT 84104-3325

PETER VON SIVERS, CHAIR
CAPITOL HILL COMMUNITY COUNCIL
223 WEST 400 NORTH
SALT LAKE CITY, UT 84103

JILL VAN LANGEVELD, CHAIR
GRTR. AVENUES COMM. COUNCIL
807 E. NORTHCLIFFE DRIVE
SALT LAKE CITY, UT 84103

BILL DAVIS, CHAIR
RIO GRANDE COMMUNITY COUNCIL
329 E. HARRISON AVENUE
SALT LAKE CITY, UT 84115

BILL PLASTOW, CHAIR
PEOPLES FREEWAY COMM. COUNCIL
1625 SOUTH WEST TEMPLE
SALT LAKE CITY, UT 84115

THOMAS MUTTER, CHAIR
CENTRAL CITY COMMUNITY COUNCIL
P.O. BOX 2073
SALT LAKE CITY, UT 84101

DENNIS GUY-SELL, CHAIR
EAST CENTRAL COMMUNITY
COUNCIL
P.O. BOX 520473
SALT LAKE CITY, UT 84152-0473

BRIAN WATKINS, CHAIR
LIBERTY WELLS COMM. COUNCIL
1744 SOUTH 600 EAST
SALT LAKE CITY, UT 84106

JIM WEBSTER, CHAIR
YALECREST COMMUNITY COUNCIL
938 MILITARY DRIVE
SALT LAKE CITY, UT 84108-1326

BETH BOWMAN, CHAIR
WASATCH HOLLOW
COMMUNITY COUNCIL
1445 E. HARRISON AVENUE
SALT LAKE CITY, UT 84105

LARRY SPENDLOVE, CHAIR
SUNNYSIDE EAST ASSOCIATION
2114 E. HUBBARD AVENUE
SALT LAKE CITY, UT 84108

ELLEN REDDICK, CHAIR
BONNEVILLE HILLS
COMMUNITY COUNCIL
2177 ROOSEVELT AVE.
SALT LAKE CITY, UT 84108

DAVE MORTENSEN, CHAIR
ARCADIA HEIGHTS/BENCHMARK
COMMUNITY COUNCIL
2278 SIGNAL POINT CIRCLE
SALT LAKE CITY, UT 84109

MARK HOLLAND, CHAIR
SUGAR HOUSE COMM. COUNCIL
1942 BERKELEY STREET
SALT LAKE CITY, UT 84105

**COMMUNITY ORGANIZATIONS NOT
CURRENTLY HOLDING REGULAR
PUBLIC MEETINGS:**

BORIS KURZ, CHAIR
EAST LIBERTY PARK
COMMUNITY COUNCIL
1203 SOUTH 900 EAST
SALT LAKE CITY, UT 84105

FOOTHILL/SUNNYSIDE
(Inactive)

PAUL TAYLER, CHAIR
OAK HILLS COMMUNITY COUNCIL
1165 SO. OAKHILLS WAY
SALT LAKE CITY, UT 84108

MIKE ZUHL, CHAIR
INDIAN HILLS COMMUNITY COUNCIL
2676 E. COMANCHE DRIVE
SALT LAKE CITY, UT 84108

DOUG FOXLEY, CHAIR
ST. MARY'S COMMUNITY COUNCIL
1449 DEVONSHIRE DRIVE
SALT LAKE CITY, UT 84108

TIM DEE, CHAIR
SUNSET OAKS COMMUNITY COUNCIL
1575 DEVONSHIRE DRIVE
SALT LAKE CITY, UT 84108

SHAWN McMILLEN, CHAIR
H ROCK COMMUNITY COUNCIL
1855 SOUTH 2600 EAST
SALT LAKE CITY, UT 84108

NOTICE OF PUBLIC HEARING

The Salt Lake City Council is currently reviewing **Petition 400-04-45**, a request by Salt Lake City Mayor Anderson to remove the requirement for crash gates as a condition of the closure of 500 North Street at the 500 West railroad crossing. The intent is to decrease the need for trains to blow their whistles at the rail crossing. This action, in combination with the adoption of a "Quiet Zone", will reduce noise in the area, which in turn will make the area eligible to receive HUD financing for residential units. The street has already been approved for closure by the City Council as part of previous petition 400-99-61

As part of their study, the City Council is holding an advertised public hearing to receive comments regarding the petition. During this hearing, the Planning staff may present information on the petition and anyone desiring to address the City Council concerning this issue will be given an opportunity to speak. The hearing will be held:

DATE:

TIME:

PLACE: Room 315
City and County Building
451 South State Street
Salt Lake City, Utah

If you have any questions relating to this proposal, please attend the meeting or call Doug Dansie at 535-6182 between the hours of 8:00 a.m. and 5:00 p.m., Monday through Friday.

If you are the owner of a rental property, please inform you tenants of this hearing.

We comply with all ADA guidelines. Assistive listening devices and interpreter services provided upon 24 hour advance request.

- 4. Planning Commission Hearing**
 - a. Original Notice and Postmark**
 - b. Staff report**
 - c. Minutes**

a. Original Notice and Postmark

**AGENDA FOR THE
SALT LAKE CITY PLANNING COMMISSION MEETING
In Room 326 of the City & County Building at 451 South State Street
Wednesday, January 12, 2005, at 5:45 p.m.**

The Planning Commission will be having dinner at 5:00 p.m., in Room 126. During the dinner, Staff may share general planning information with the Planning Commission. This portion of the meeting will be open to the public.

- 1. APPROVAL OF MINUTES** from Wednesday, December 21, 2004
- 2. REPORT OF THE CHAIR AND VICE CHAIR**
- 3. REPORT OF THE DIRECTOR**
- 4. PUBLIC NOTICE AGENDA – Salt Lake City Property Conveyance Matters:**
 - a. Salt Lake City Public Utilities and Holliday Water Company – Holliday Water Company is requesting five standard utility permits to allow new water lines to be installed at five different locations along the Jordan and Salt Lake Canal right-of-way. These locations are outside the Salt Lake City limits at:
 - 2175 East Arbor Lane (approx 4800 S.)
 - 1968 East Sycamore Lane (approx 4700 S.)
 - 1930 East 4675 South
 - 1876 East 4625 South
 - 1802 East Osage Orange Ave. (approx 4425 S.)
 - b. Salt Lake City Property Management Division and 9th East Investments, L.L.C. – 9th East Investments L.L.C. is requesting a lease to allow a continued overhead encroachment, in the form of an awning canopy structure, into the 700 South Street right-of-way, for the property located at 863 East 700 South, in a Neighborhood Commercial “CN” zoning district.
 - c. Salt Lake City Property Management Division and Howa Properties, Inc. – Howa Properties is requesting a lease to allow three proposed overhead encroachments in the form of three awning canopy structures, into the South Temple and 300 West Street right-of-ways, as a part of the new building proposed at 279 West South Temple, in the Central Business District “D-1” zoning district.
 - d. Salt Lake City Public Utilities and Double JAC Investments L.L.C. – Double JAC is requesting a storm water drainage easement to use a portion of the City owned Lee Drain property, a City storm water drainage canal, for private development generated storm water detention and drainage. The Lee Drain property is located at approximately 1580 South Pioneer Road in a Light Industrial “M-1” zoning district. (Staff – Doug Wheelwright at 535-6178)
- 5. PUBLIC HEARINGS**
 - a. **PUBLIC HEARING** – Petition No. 400-02-42, by the Salt Lake City Planning Commission requesting to rezone the properties at 238 West 600 North and 250 West 600 North from Moderate Density Multi-family “RMF-35”, to Special Development Pattern Residential, “SR-1”. The request also

Salt Lake City Corporation complies with all ADA guidelines. If you are planning to attend the public meeting and, due to a disability, need assistance in understanding or participating in the meeting, please notify the City 48 hours in advance of the meeting and we will try to provide whatever assistance may be required. Please call 535-7757 for assistance.

**PLEASE TURN OFF CELL PHONES AND PAGERS BEFORE THE MEETING BEGINS. AT YOUR
REQUEST A SECURITY ESCORT WILL BE PROVIDED TO ACCOMPANY YOU TO YOUR CAR AFTER
THE MEETING. THANK YOU.**

- d. **PUBLIC HEARING** – Petition No. 400-04-50, by the Salt Lake City Redevelopment Agency, requesting approval of the design of a TRAX light rail station on 200 West between 800 South and 900 South along the existing North/South light rail corridor. This site is located in the "D-2" Downtown Support District. (Joel Paterson 535-6141 or joel.paterson@slcgov.com)
- e. **PUBLIC HEARING** – Continued Discussion of Petition 410-701, by the Salt Lake County Administration regarding the expansion of the Salt Palace on the block between South Temple and 100 South from 200 West to 300 West. The Planning Commission will consider granting final design approval for the loading docks on 100 South, parking structure entrance and exit locations on 100 South and 300 West and the design of the 300 West façade of the expanded Salt Palace exhibition hall. The property is located within the "D-4" Downtown Secondary Central Business District. (Staff – Joel Paterson at 535-6141 or joel.paterson@slcgov.com and Doug Dansie at 535-6182 or doug.dansie@slcgov.com)
- f. **PUBLIC HEARING** – Intermodal Light Rail Extension. The project involves the construction of a light rail transit (LRT) alignment, connection the existing Utah Transit Authority light rail terminus at the Delta Center (325 West South Temple) to the Intermodal Hub located at approximately 300 South and 600 West (the Intermodal Hub LRT station will be located at approximately 325 South 600 West). The Planning Commission will be considering the technical issues regarding the final alignment, including station locations. (Staff – Joel Paterson at 535-6141 or joel.paterson@slcgov.com and Doug Dansie at 535-6182 or doug.dansie@slcgov.com)
- g. **PUBLIC HEARING** – Petition No. 400-04-45, by Mayor Anderson, requesting to change the 500 North Street closure at 500 West from a partial closure to a full closure. 500 North Street has already been approved for partial closure, by both the Planning Commission and City Council, with the condition that crash gates for emergency vehicles be provided. This petition requests that the condition for crash gates be removed from the approval and the street be fully closed. The City will retain ownership of the street but close the street to vehicular and pedestrian traffic. This closure is necessary to implement a quiet zone, which allows trains to pass without blowing their whistles. (Staff – Doug Dansie at 535-6182 or doug.dansie@slcgov.com)
- h. **PUBLIC HEARING** – Petition No. 410-712, by Victor Kimball, requesting conditional use approval to allow the construction of a car-rental agency at approximately 835-841 South State Street. The proposed use is within a "D-2" Downtown Support District, and would replace an existing used-car dealership. (Staff – Elizabeth Giraud at 535-7128)
- i. **PUBLIC HEARING** – Review and discussion of the Planning Commission Policies and Procedures. (Staff – Brent Wilde at 535-6180)

6. UNFINISHED BUSINESS

Salt Lake City Corporation complies with all ADA guidelines. If you are planning to attend the public meeting and, due to a disability, need assistance in understanding or participating in the meeting, please notify the City 48 hours in advance of the meeting and we will try to provide whatever assistance may be required. Please call 535-7757 for assistance.

PLEASE TURN OFF CELL PHONES AND PAGERS BEFORE THE MEETING BEGINS. AT YOUR REQUEST A SECURITY ESCORT WILL BE PROVIDED TO ACCOMPANY YOU TO YOUR CAR AFTER THE MEETING. THANK YOU.

SLC Planning Division
451 South State, Rm 406
Salt Lake City, UT 84111



U.S. POSTAGE

00.35

H METER 708744

SLC, UT, 12/29/04

Doug Dansie
527 N Main St
SLC UT 84103

JIB6EMP 84103



b. Staff report

A. LOUIS ZUNGUZE
PLANNING DIRECTOR

BRENT B. WILDE
DEPUTY PLANNING DIRECTOR

DOUGLAS L. WHEELWRIGHT, AICP
DEPUTY PLANNING DIRECTOR

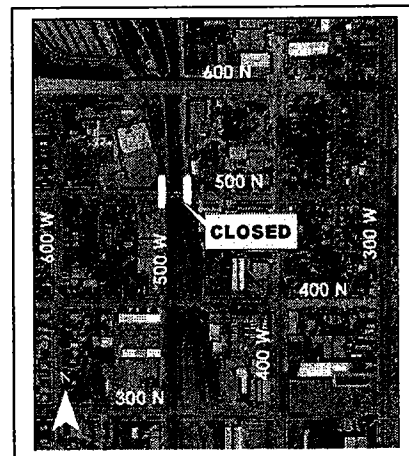
SALT LAKE CITY CORPORATION
COMMUNITY DEVELOPMENT
PLANNING AND ZONING DIVISION

ROSS C. ANDERSON
MAYOR

Memorandum

Date: January 7, 2005
To: Salt Lake City Planning Commission
From: Doug Dansie, AICP, Principal Planner
Subject: Petition 400-04-45 500 North Street closure

A previous petition has been submitted to close the 500 North rail crossing at 500 West as part of an overall desire to gate or close rail crossing in the city to accommodate a quiet zone. The quiet zone would allow trains to pass through portions of the City without blowing their horns. The noise created by the horns presently affects both the livability and the financing of residential uses near the railroad.



On March 21, 2002, the Salt Lake City Planning Commission approved petition 400-99-61 for the closure of 500 North Street at 500 West with the caveat that "crash gates" be provided for emergency access. Please refer to the attached previous reports and minutes. The petition was for closure of the street to vehicular and pedestrian access, while the City retained ownership of the underlying land. The petition was subsequently approved by the City Council on April 8, 2003.

The Mayor has requested that the requirement for crash gates be withdrawn as a condition for approval because the costs for the crash gates have become problematic. The closure of the street to vehicular and pedestrian access has not changed. The only change to the previous submittal is whether a crash gate is still necessary.

The new proposal was routed to the following department: Alicia Orgill, Police; Brad Larson, Fire; Valda Tarbet, RDA; Ken Brown, Permits; Larry Wiley, Building Services; Brad Stewart, Public Utilities; Barry Walsh, Transportation; Craig Smith, Engineering.

Public Utilities, Engineering, Permits, and Transportation stated their approval of the closure without the crash gates. The Fire Department, who had the greatest concern the first time, withdrew their objection to the closure without crash gates because they concluded that the breakaway gate would not diminish their response time enough to justify the expense.

The Capitol Hill and FairPark Community Councils were contacted regarding the issue. Capitol Hill discussed the issue at their November 19, 2004 trustees meeting and offered no objection. Fairpark discussed the issue at their December 30, 2004 meeting. They voted to support eliminating the crash gates.

Staff Recommendation

Based upon the findings in the original petition, the evaluation of the current proposal, and the Fire Department's support of full closure without crash gates, staff recommends that the Planning Commission approve the closure at 500 North at 500 West without the condition that crash gates be required.

Attachments: Original staff report petitions for petition 400-99-61.
Planning Commission minutes from March 21, 2002
City Council minutes from April 8, 2003
Comments
Mayoral request and Fire Department analysis

**SALT LAKE CITY PLANNING COMMISSION
STAFF REPORT**

**PETITION 400-99-61
FROM THE SALT LAKE CITY TRANSPORTATION DIVISION
REQUESTING THAT 500 NORTH STREET BE CLOSED
AT THE 500 WEST RAILROAD CROSSING.**

BACKGROUND AND OVERVIEW

Salt Lake City presently has three at-grade railroad crossings in the Guadeloupe/West Capitol neighborhoods. They are all located along the main Union Pacific tracks, which are located within the 500 West right-of-way. The crossings are at 300 North, 400 North and 500 North. North Temple and 600 North have grade-separated crossings. This proposal is to eliminate the crossing at 500 North by closing a portion of the street. The crossing is being eliminated for two reasons; safety and noise. The crossings at 300 and 400 North presently have flashing signals and crossing gates. 500 North has no control. To upgrade the 500 North would require both signalization and noise control. Prowswood is proposing to provide directional horns at 300 and 400 North to reduce noise levels in the area from trains sounding horns at the at-grade crossings. Directional horns are not viable at 500 North without signalization.

ANALYSIS

Five Hundred (500) North is identified as a local street by Salt Lake City Transportation. It dead-ends to the west at 1-15 (700 West). Four Hundred (400) and Five Hundred (500) North provide access to Washington Elementary school (200 West between 400 and 500 North) however only 500 North is signalized at 300 West.

The Guadeloupe neighborhood is separated from adjacent neighborhoods by I-15 (to the west) and the railroad tracks (to the east). The Guadeloupe neighborhood is only two blocks wide (500 West to 700 West). Recent Neighborhood Housing Services and Salt Lake City Housing activity in the neighborhood has initiated reinvestment in numerous homes and new construction. Budweiser distributing is the major commercial activity on the west side of the tracks.

The primary access to the Guadeloupe neighborhood is from North Temple at 600 West or at 300 North (which is the only street that accesses both neighborhoods to the east and west of Guadeloupe). 600 West exits the neighborhood to the north, but does so via a circuitous route through an industrial area.

The primary purpose of the rail crossing closure is safety and noise. The present site is ungated and unsignaled and therefore dangerous for auto or pedestrian crossing. Conversely, it does provide an additional neighborhood outlet. All internal departments have endorsed the closure with the exception of Fire. The Salt Lake City Fire Department would prefer the crossing is left open for access reasons, because all three crossings are subject to rail blockage. There have been accidents at the site (Fire department reports of a car that ran into a parked train).

Union Pacific has provided a letter of support of the closure for safety reasons. UDOT has also provided a letter of support.

The Salt Lake City Transportation Division indicates there are some outstanding issues involved with closing the crossing, such as who will pay for asphalt removal or the placement of the Jersey barriers.

Master Plan Considerations

The Gateway Railroad Consolidation Master Plan, which was the precursor to rail consolidation efforts in the Gateway area, also addressed the trackage north of North Temple. The plan suggested that the 400 and 500 North rail crossing be closed and a grade-separated crossing be constructed at 300 North. The concept of a 300 North overpass has been further discussed but has met with opposition from some members of the Guadeloupe neighborhood and is not being considered at this time.

The Capitol Hill Master Plan calls for mixed-use development on the land adjacent to the proposed closure. Prowswood is proposing to develop housing on adjacent property if noise and safety issues can be resolved. By federal law, all trains must blow their horns at rail crossings. The noise from the train horns makes financing for housing

development difficult. Prowswood has resolved the issue at 300 and 400 North by offering to pay for and to construct directional horns, which will warn motorists within the street right-of-way while minimizing sound on adjacent property. If 500 North were to remain open it would need to first be signalized in order to have directional horns. The cost of a signal is in the hundreds of thousands of dollars. Prowswood has indicated that they cannot also install a signal and still have the project "pencil out". No other source of money is available. Union Pacific and the Utah Department of Transportation have indicated a preference to close the crossing to minimize conflicts. The Salt Lake City Fire department would prefer 500 North be signalized, but no entity has the money to do so and there are two other crossings immediately adjacent which will accommodate crossing. Additionally, as part of the Prowswood development, a new 500 West will be constructed on the east side of the tracks allowing for full circulation around all blocks facing 500 West (previously 500 West existed only on the west side of the tracks).

City Staff Comments

Public Utilities has indicated that they have lines under the crossing but will not oppose the closure as long as the land remains in public ownership and utilities are accessible (e-mail 12/20, Ray Eastman).

Transportation initiated the petition and issued a letter of support (letter – Dan Bergenthal).

Engineering has no issue with the street closure (e-mail 12/16, Scott Weiler).

Fire objects to the closure because it eliminates a rail crossing. Access is available at 300 and 400 North but trains often block those streets (500 North is also blocked routinely) (phone call 12/20 –Brad Larsen).

Community Input

The Capitol Hill Community Council Trustees were briefed on June 16, 1999, and the full council was briefed on Oct 20, 1999. No formal position has been taken. The proposal was generally viewed as favorable, however, there was concern regarding the impact on future commuter rail (there are no impacts).

The Fairpark Community Council approved the proposal on Oct 28, 1999.

FINDINGS AND RECOMMENDATION

The staff finds the following:

- The Capitol Hill Master Plan supports the development of mixed-use housing to stabilize the neighborhood. Housing is facilitated with the rail crossing closure.

- With the exception of the Fire Department, City Departments have indicated support or non-opposition to the closure.
- Fire Department concerns still need to be addressed more completely before the street can be closed however, there is a balance between unsafe access and unsafe crossing.
- The long-term interests of protecting the Guadeloupe and Capitol Hill Neighborhoods are enhanced by the street closure and affected residential construction.
- The Railroad Consolidation Master Plan supports the elimination of the 500 North rail crossing.

The staff recommends that the Planning Commission forward a positive recommendation to the City Council regarding the closure of the 500 West rail crossing at 500 North to pedestrian and vehicle access, while retaining ownership of the property for utility needs and future use, subject to resolution of Fire Department concerns.

Doug Dansie

**SALT LAKE CITY PLANNING COMMISSION
STAFF REPORT**

AMENDED

PETITION 400-99-61

FROM THE SALT LAKE CITY TRANSPORTATION DIVISION
REQUESTING THAT 500 NORTH STREET BE CLOSED
AT THE 500 WEST RAILROAD CROSSING.

AND

PETITION 400-99-49

FROM PROWSWOOD, REQUESTING THAT THE PROPERTY LOCATED
BETWEEN NORTH TEMPLE AND 500 NORTH
AND BETWEEN 500 WEST AND APPROXIMATELY 450 WEST
BE REZONED FROM **M-1** "MANUFACTURING"
TO A ZONING DISTRICT WHICH ALLOWS THE DEVELOPMENT
OF MULTI-FAMILY RESIDENTIAL, TOWNHOUSES AND LIVE/WORK SPACE.

IN RESPONSE, TWO NEW ZONES ARE BEING CREATED,
AS PART OF THIS PETITION,
CONSISTENT WITH THE CAPITOL HILL MASTER PLAN,
TO ACCOMMODATE THE PROPOSED DEVELOPMENT.

THE TWO ZONING DISTRICTS ARE
RMU-35 AND **RMU-45** "RESIDENTIAL MIXED-USE",
WHICH ENCOURAGE RESIDENTIAL DEVELOPMENT
WHILE ALLOWING FOR A VARIETY OF
NON-RESIDENTIAL SUPPORT SERVICES.

BACKGROUND AND OVERVIEW

These issues were heard by the Planning Commission on January 6, 2000. The original staff reports for each petition are attached. This staff report is meant to augment the original staff reports to address issues raised at the public hearing.

Subsequent to the Planning Commission hearing, the Staff presented both the rezone proposal and the street closure proposal to the Capitol Hill Community Council at their January meeting. A cross section of the proposed 500 West Street was also presented. Most questions raised at the briefing were regarding the effect the project would have on Commuter rail and transit corridors.

THE FOLLOWING IS A LIST OF ISSUES THAT WERE RAISED AT THE PREVIOUS PLANNING COMMISSION MEETING:

- Commuter rail lines/500 West Boulevard;
- Fire access on 500 North;
- Noise vs. safety issue/is the closure for the benefit of one owner?
- General transportation accesses for 500 North businesses;
- Percentage of one bedroom units.

THE FOLLOWING IS A DISCUSSION AND RESPONSE TO EACH OF THESE ISSUES:

Commuter rail/500 West Boulevard

One of the concerns of some members of the Capitol Hill Community Council has been the potential impact the housing project and street closure may have on future commuter rail or transit corridors.

Attached is a general layout of the proposed street system, which indicates a 100-foot wide corridor within 500 West to accommodate rail tracks. The 4 tracks that exist within the corridor consist of the Union Pacific mainlines and the former Rio Grande mainlines (which is now also owned by Union Pacific). All lines are active within the 500 West corridor. The Rio Grande and Union Pacific lines separate north of the Union Pacific yards, located at approximately 1000 North. The former Rio Grande tracks continue north through western Davis County and have been out of service for years and have numerous rail crossings paved over. The Rio Grande line varies between one and two tracks. The existing Union Pacific freight rail tracks continue on an eastern alignment through Davis County (but remain west of I-15) and are in active freight service. The Union Pacific line is generally two tracks. Any proposed commuter rail system between Ogden and Salt Lake would likely use one of the two existing rail corridors because they represent the only available right-of-way for higher speed rail tracks.

A commuter system would likely use the existing right-of-way to Ogden in one of three possible layouts:

- 1) The former Rio Grande line through western Davis County could be brought back into service,
- 2) An additional track could be placed within the Union Pacific mainline, adjacent to existing freight rail tracks, to accommodate commuter trains,
- 3) Commuter trains could operate on existing track interspersed between freight traffic.

All of these options would use the rails that exist within 500 West. Therefore, neither the 500 North closure nor the residential project have an effect upon long term potential for commuter rail to Ogden if Union Pacific/Rio Grande tracks are used (beyond the noise and crossing concerns already posed by freight rail).

There are several types of commuter trains. Any train interlined with freight service must meet safety standards to compete with freight rail. These are generally big trains that do not interface well with auto traffic. Most discussions, to this point, regarding commuter

rail have focused on larger trains interspersed with freight rail because freight lines are the only exclusive rights-of way in existence to Ogden.

There are also mid-size trains (i.e. Regio Sprinter) which are larger and heavier than light rail trains but smaller than freight trains. Mid-size trains cannot interface with freight rail because they would not survive an accident with larger trains. This size of train would require its own right-of-way, although some interface with automobile traffic may occur. The former Bamberger line would be similar to this type of rail line/train. A reactivated Rio Grande right-of-way may qualify to use mid-size trains if it remains exclusive to commuter rail. It is questionable whether a separate line within the Union Pacific corridor, adjacent to freight, would qualify to use these type trains. It would depend on crossing and interface.

Light rail cars are the smallest trains of the three. They also cannot interface with freight rail for safety reasons. But they interface better with auto traffic than the mid-size trains. Light rail is normally effective for up to 15-mile runs. The 35-mile trip to Ogden exceeds the normal use of light rail trains. However a light rail line to south Davis County would be feasible using street rights-of-way.

If Union Pacific is not involved, the only other feasible option for commuter trains is to create a new rail corridor through Davis County as part of a highway project, such as the Legacy Highway. Other rights-of-way, such as the former Bamberger line, no longer exist and UTA does not have the power of eminent domain to create a new right-of-way. A new right-of-way as part of Legacy highway is not likely, but if it occurred, options remain to enter the city via 500 West. An additional rail track could be placed in 500 West immediately west of the existing Union Pacific tracks, within City owned right-of-way. This would have no effect upon the Prowswood development but would reduce the western portion of 500 West from 66 feet to approximately 45 feet, which is more than adequate for two-way automobile traffic.

Any potential light rail service to south Davis County would not likely use existing freight rail corridors. By federal law, light rail trains cannot interline with freight or heavy rail traffic because of safety issues. Light rail would not likely go all the way to Ogden because it is designed for shorter hauls with more stops. Therefore, if light rail service were provided to south Davis County, it would likely be via an existing street right-of-way such as 300 or 400 West (the former Bamberger line was within 400 west). The new North/South light rail line uses old freight rail track because the freight rail traffic has been removed (except during night/early morning hours when light rail does not operate).

Regardless of whether a new line is built, it is likely that the existing rails will eventually shift west within the 500 West right-of-way. Union Pacific would like to "soften" the curve at North Temple to increase speed (this would likely occur at the time that the North Temple viaduct is replaced). The most logical method of increasing the diameter of the curve would be to build a new track to the west of the existing 4 tracks, move rail traffic west, then abandon the east track. This would allow continuous rail service and

would leave a 500 West layout identical to what is proposed south of North Temple; 45 feet on the west side, 100 feet in the middle, 45 feet on the east side.

Because the most feasible potential for commuter rail involves track sharing with Union Pacific, the option for a new commuter corridor outside of existing 500 West lines has not been seriously pursued. The rail corridor in 500 West is the exact same rail corridor that goes to Ogden, therefore if an agreement is reached with Union Pacific, it will include the existing 500 West tracks and the issue of an additional track is mute. Even if Union Pacific tracks are not used, sufficient room remains on the west side of 500 West to accommodate a new track and there is adequate space in 300 or 400 West to accommodate any northbound light rail system.

The Capitol Hill Master Plan and the Beck Street Gateway Vision Plan both call for the extension of 500 West north to Beck Street. The following are statements from the Capitol Hill Master plan regarding 500 West and Commuter rail:

500 West Arterial

Planning Issue

Both the Beck Street Visionary Gateway Plan and the Gateway Plan propose the development of a new arterial roadway connecting to Beck Street at approximately 1800 North, connecting with 500 West at 600 North and extending southward to at least 900 South. The main commuter traffic would use the existing Beck Street alignment north of 1800 North and use the new roadway south of 1800 North.

The development of this road could occur after the consolidation of the rail lines at 500 West. It is envisioned that this would be a major boulevard with limited east/west access. If this occurs, existing industrial uses could be relocated to other areas, and this area redeveloped with less intensive land uses such as a mixture of residential, office and commercial, which would help to connect the Guadalupe and West Capitol Hill Neighborhoods. Success of such a boulevard could potentially decrease the amount of commuter traffic in the residential neighborhoods, by providing commuters a convenient alternative to Victory Road. Although the development of the boulevard cannot occur until rail consolidation is complete, the City should begin studying the alignment of the boulevard.

Policies

- Encourage the development of 500 West as a limited access Boulevard.

Action Item

- Amend the Major Street Plan to identify an alignment for the 500 West Boulevard.

Light Rail/Commuter Rail

At this point the Utah Transit Authority has no immediate plans for light rail or commuter service to the Capitol Hill Community or Davis County. However, light rail service to Davis County may be a reality in the future. Servicing Davis County with light rail may help decrease the amount of commuter traffic in the residential neighborhoods of the Capitol Hill Community.

A Major Investment Study for west/east light rail alignment favors a route along North Temple eastward to approximately 400 West where it will turn south. This alignment will require building a grade separated crossing between light rail, motor vehicles, and existing heavy rail.

It is vital for long-range viability of the Wasatch Front to plan now for commuter rail. Commuter rail would be located in the existing Union Pacific railroad corridor along 500 West. However, because of the functioning logistics of commuter rail, it would not stop in the community.

Policies

- Promote the development of light rail to service Davis County.
- Ensure future development does not preclude the development of commuter rail.

Action Item

- In order to protect essential right-of-way for a future commuter rail corridor, amend the Transportation Master Plan, including the Rail Transit Corridors Map, to identify the approximate commuter rail route.

The proposed layout of 500 West is designed to accommodate the further extension of 500 West to the north, while maintaining a rail corridor. The western portion of 500 West may continue north along the west side of the tracks until approximately 1500 North, where it would need to “fly-over” the tracks to connect with Beck Street. Rail conflicts at 500 West and North Temple would also need to be resolved to make the west side of 500 West fully functional. The eastern portion of 500 West is more complicated. It would need to “fly-over” to the west side of the tracks at 700 North to avoid the Union Pacific rail-yards and American Oil refinery, or follow a path between the two (where a small road presently exists) to connect to Beck Street at approximately 1800 North. Final design of an expanded 500 West will need to be fully developed when additional rail consolidation occurs north of 600 North to 1800 North. Options for expanding the 500 West Boulevard to the north remain open. The portions of 500 West Boulevard between 600 North and 100 South will have limited access as envisioned in the planning policy.

Summary

Neither the proposed closure of 500 North nor the residential project proposed by Prowswood have an effect upon future commuter rail proposals (beyond existing freight line noise/safety issues). Options remain to continue 500 West Boulevard north to Beck Street.

Fire access, safety and noise issues associated with the 500 North street closure and 500 West improvements

The staff has met with Union Pacific, Prowswood and UDOT to discuss resolution of these issues. A tentative agreement has been reached with all parties, which would involve the creation of a “private” crossing at 500 North for public service emergency vehicles. This would allow the Fire Department to have emergency access, but close the street to public use. Three Hundred (300) North and Four Hundred (400) North grade crossing signals would be upgraded. Directional horns would not be used, however, a quiet zone will be created that will not allow trains to activate their horns unless a specific emergency exists.

Upon further research, after the last public hearing, UDOT has indicated they would not allow directional horns, but are willing to accept a “quiet zone”. Any community can adopt a “quiet zone” designation. This eliminates the need to whistle at every crossing but allows train whistles in emergency situations. The quiet zone is acceptable to UDOT in conjunction with an upgrade of crossings at 300 and 400 North. Union Pacific does

not support a quiet zone, but they do not oppose it either. Legally, implementation of a quiet zone is the City's responsibility, but acceptance of a quiet zone is UDOT's prerogative. Union Pacific can advise, but not override. UDOT has accepted a quiet zone approach.

Five Hundred (500) North remains proposed for closure due to logistic and the cost of signalization. Because the crossing is at the entrance to the rail yards, where the rail lines begin to split, the costs of signalizing are approximately double the cost of the other crossings due to the increased number of train detectors required within the track and the associated electronics. Although the crossing does not have a high incidence of accidents, it is also not highly used. Therefore, it remains near the bottom of UDOT's priority list for financing and signalization.

A representative from the Fire Department attempted to do a timed response study to the Guadeloupe neighborhood using the 500 North rail crossing. They terminated their attempt when the crossing remained closed more than 20 minutes due to rail traffic. This attempt clarified the policy for the Fire Department, that 500 North would only be used for access by emergency vehicles when other transportation alternatives were unavailable.

The noise issue effects the financing of all properties in the immediate neighborhoods of Guadeloupe and West Capitol Hill for residential purposes. The adopted Master Plans for the neighborhoods indicates the need for additional housing to connect the Guadeloupe neighborhood to the West Capitol Neighborhood. This involves more property than is immediately proposed for development by Prowswood. Because of HUD noise policies, additional HUD funded housing will be difficult to construct without some sound mitigation. This applies to all properties adjacent to the railroad, not just the property proposed for immediate development. For example; The "Sedona", located at 600 West 300 North, was constructed with HUD funds, but was required to have sound mitigation (double pane windows, central air conditioning, insulation etc.). The townhomes on Bliss Court (approx. 550 West 300 North) were construct privately, without HUD funds, and were not required to have sound mitigation.

The Redevelopment Agency of Salt Lake City is proposing to signalize the 600 West/South Temple railroad crossing and instigate a quiet zone in that area for identical reasons to 500 West. The noise of that crossing affects the ability to finance housing in the Gateway area.

The following are policies and action items from the Residential Chapter of the Capitol Hill Master Plan relating to redevelopment of railroad area:

Policies

- Ensure the 500 West Redevelopment Corridor emphasizes residential development to create a connection between the Guadalupe and West Capitol Hill Neighborhoods.
- Promote the development of the 500 West Boulevard as a limited access street to help ensure the success of the redevelopment of this area as a residential corridor.
- Ensure compatible development between this area and the northern portion of the Gateway area.

- If a viaduct remains, solutions should be developed to eliminate undesirable activities under the viaduct.
- Ensure future development does not preclude the development of commuter rail.

Action Items

- Rezone existing industrial and heavy commercial properties between 400 West and approximately 550 West to accommodate medium density residential west of 500 West; and a mixed use area east of 500 West with medium density allowed north of 300 North and medium/high density south of 300 North. Development in this area should focus on good design, pedestrian orientation and maximization of open space.
- In order to protect essential right-of-way for a future commuter rail corridor, amend the Transportation Master Plan, including the Rail Transit Corridors Map, to identify the approximate commuter rail route.

The City Council has two policies regarding street closures;

- 1) There should be sufficient public policy reasons that justify the sale and/or closure of a public street, and it should be sufficiently demonstrated by the petitioner that the sale and/or closure of the street will accomplish the stated public policy reasons.
- 2) The City Council should determine whether the stated public policy or policies outweigh alternatives to the sale or closure of the street.

The Master Plan for Capitol Hill was adopted by the City Council on November 9, 1999 and contains strong policies calling for the creation of a residential neighborhood in the area and a limited access Boulevard along 500 West to provide a transportation alternative to 300 and 400 West. The Railroad Consolidation Master plan also calls for the closure of the 500 North rail crossing.

Summary

The fundamental question remains; will the additional residential development “connect the neighborhoods” better than the proposed 500 North street closure will divide them? The general answer from both affected Community Councils has been yes (although some residents of Capitol Hill still have concerns). The overriding public policy of creating residential development in the area also meets the City Council policy for street closure.

Traffic issues

Several business owners were in attendance at the public hearing. They were generally concerned about losing access to their businesses. The business owners which staff talked to after the public hearing were located on the east side of 500 West. Their primary concern was access onto 400 West and the freeway system in general. The intersection of 500 North at 400 West is not signalized and their trucks often have a difficult time finding an opening in traffic to turn left onto 400 West. The proposed street layout provides the owners with the ability to access 300 North, via a new 500 West, which provides a signalized intersection. The new 500 West alignment allows two-way

traffic on both the east side and west side of the railroad tracks/corridor. It now only exists on the west side of the tracks. Businesses west of 500 West continue to have access at 300 and 400 North, North Temple and 800 North. Many business west of 500 West presently use North Temple and 800 North as their primary access because of railroad traffic blocking crossings at 300, 400 and 500 North.

Summary

While businesses are losing access across 500 North, they are gaining a new 500 West Street on the east side of the tracks that will assist circulation patterns for business on the east side of 500 West. Business on the west side will have better gated/controlled access as well as retaining all routes that exit the neighborhood, which do not cross rail tracks.

Percentage of one-bedroom units.

The overall name of the project is ***North End***. It is located between North Temple and 400 North along 500 West. The for-sale portion of the project is named ***North End Village***. It is located between 200 and 400 North along 500 West. It consists of 122 for-sale townhomes. All of the townhomes are 2 or 3 bedroom units. Two (2) bedroom units constitute 78% of the project. Three (3) bedroom units constitute 22% of the project. There are no one-bedroom for-sale units. The average unit size is 1095 sq. ft. The ***North End Village*** is a joint housing project with NHS, Neighborhood Housing Services (Maria Garcia, Director). There is additional Olympic revenue for presale units. People who buy a unit during presale will be able to apply a portion of the Olympic revenue towards the purchase price. The price range is from \$97,000 to \$137,000. The units will be fully insulated for noise and will be available for upgrade to interior finishes. None of the units receive a low-income tax credit.

The rental apartment portion of the project is named the ***Cambridge***. It is located between North Temple and 200 North along 500 West. It consists of 201 rental units. Seventy percent (70%) of the units are 1 bedroom. Thirty percent (30%) are 2 bedroom units. There are no 3-bedroom units. The building is proposed to be three stories of housing on top of one story of parking, 4 stories total. It is proposed to have 171 garage spaces below the apartments, with the remainder of the parking to be surface stalls. The design has not been finalized. Final plans will be reviewed by the Planning Commission as part of the Planned Development process.

Jeff Neese, MAI, performed a market study for the ***City Front*** apartments, which are proposed by Prowswood to be built on North Temple at 600 West (1 block away). Mr. Neese is in the process of doing a similar study for the ***Cambridge***. His study indicates that the market for downtown dictates a high percentage of 1-bedroom units. The ratio for ***City Front*** is 70-30, one bedroom/two bedroom. Prowswood indicates the market standard for apartments is a 60-40 ratio of 1-bedrooms to 2-bedrooms. They also indicate the 1-bedroom units at Palladio and Brigham Apartments have a waiting list.

Summary:

The ***North End Village*** is 122 for-sale townhomes that will provide affordable housing for the Community in a mix of 2 and 3-bedroom units. The ***Cambridge*** is a rental apartment community of 201 one and two-bedroom units, located on the edge of Downtown.

Community Council Input.

As was indicated at the previous hearing, the Fair Park Community Council (west of 500 West) has issued a statement of support for both the street closure and the residential project. A letter of support is included with the original staff report.

The Chair of the Capitol Hill Community Council (east of 500 West) indicates that the Council is supportive of the proposed residential project but is mixed regarding the street closure. Those who oppose the closure do so from a general philosophical reluctance to close any access points that may create community separation.

Other input

The following letters are attached:

- From the Capitol Hill Community Council Chair, Kathryn Gardner.
- From Capitol Hill resident, Bonny Mangold, to the Planning Commission (Ms. Mangold was not in attendance at the Community Council briefing).
- From Capitol Hill resident, Hermoine Jex, to Councilman David Buhler, which raises issues involving 500 West.
- A letter of support from UDOT for the 500 North Street closure and the creation of a quiet zone.
- Also attached is a general layout of the proposed street system (including a new 500 West on the east side of the tracks).

FINDINGS AND RECOMMENDATION

Findings – 500 North Street closure:

The staff finds the following regarding petition 400-99-61 requesting 500 North be closed at the rail crossing:

- 1) The Capitol Hill Master Plan supports the development of mixed-use housing to stabilize the neighborhood. Additional housing is facilitated by the “quiet zone” which may be created due to the rail crossing closure and related rail crossing

improvements to 300 and 400 North Streets. The Master Plan also supports a 500 West Boulevard with limited access.

- 2) UDOT, Union Pacific and affected City Departments are in support of the 500 North rail crossing closure.
- 3) The reduction of noise from train whistles helps the financing and livability of residential uses in the neighborhood.
- 4) Transportation alternatives exist and are enhanced by the creation of a new 500 West on the east side of the railroad track/corridor. Business access will be altered for some businesses, but new opportunities for access are being created. The 500 North crossing is frequently blocked by rail traffic.
- 5) The long-term interests of protecting the Guadeloupe and Capitol Hill Neighborhoods are enhanced by the 500 North rail crossing closure and new residential development.
- 6) The Railroad Consolidation Master Plan supports the closure of the 500 North rail crossing.
- 7) Train horn blowing can be greatly reduced in the area through adoption of a quiet ordinance and upgrade of rail crossings.
- 8) The benefit to residential development outweighs the traffic inconvenience.
- 9) There is sufficient public policy to support the closure of the 500 North rail crossing.

Recommendation – 500 North Street closure:

The staff recommends that the Planning Commission forward a positive recommendation to the City Council regarding the closure of 500 North at the 500 West rail crossing to pedestrian and general vehicle access, while retaining ownership of the property for utility needs, fire access and potential future use.

The Staff also recommends that the City initiate a quiet zone ordinance to discourage the use of horns in the 500 West corridor.

Findings – Zoning change from “M-1” to “RMU-35” and “RMU-45”:

The staff also finds the following regarding the zoning change from “M-1” to “RMU-35” and “RMU-45”:

- 1) The Capitol Hill Master Plan recommends increasing the housing stock in the neighborhood and mixed-use development at this specific site.
- 2) The current M-1 zoning does not allow for housing construction. The RMU-35 and RMU-45 can accomplish both the planning goals of higher density housing in this area and land use patterns that will enhance neighborhood compatibility.

- 3) The RMU-35 and RMU-45 zoning are consistent with the Capitol Hill Master Plan and will accommodate the proposed project. Medium density/mixed-use development is appropriate for this site because of its proximity to Downtown, Gateway and a light rail station.

The staff also reiterates the following findings listed in the original staff report:

- The zoning amendment is consistent with applicable master plans.
- The proposed amendment is harmonious with existing development.
- Adjacent properties will not be adversely impacted, but will be enhanced by new residential development that will help to stabilize and increase the population of an area which has experienced recent dis-investment.
- Public facilities are adequate.

Recommendation – Zoning change from “M-1” to “RMU-35” and “RMU-45”:

The staff recommends that the Planning Commission forward a positive recommendation to the City Council approving:

- Adoption of the proposed RMU-35 and RMU-45 zoning districts.
- A change in zoning map classification from M-1 to RMU-35 (north of 300 North) and RMU-45 (south of 300 North). (see map in the original staff report)

The staff also recommends the following changes be made to the existing zoning ordinance (Title 21A of the Salt Lake City Code) to accommodate the two new zones:

- Section 48.080 *Landscaping*; be modified to include RMU-35 and RMU-45.
- Section 44.050 *Parking*; be modified to include RMU-35 and RMU-45 constant with other medium density multi-family zones.
- Section 46.090 *Signs*; be modified to include RMU-35 and RMU-45 with other mixed-use zones.
- Section 54.150 *Planned Development*; be allowed with a 9000-sq. ft. minimum lot area.
- Chapter 36 *General Provisions*; be modified as applicable.

Doug Dansie

Recommendation – 500 North Street closure:

The Staff also recommends that the City initiate a quiet zone ordinance to discourage the use of horns in the 500 West corridor.

The staff *also* recommends that the Planning Commission forward a positive recommendation to the City Council regarding the closure of 500 North at the 500 West rail crossing to pedestrian and general vehicle access, while retaining ownership of the property for utility needs, fire access and potential future use, ***subject to the adoption and functional implementation of a quiet zone between North Temple and 600 North.***

Recommendation – Zoning change from “M-1” to “RMU-35” and “RMU-45”:

The staff recommends that the Planning Commission forward a positive recommendation to the City Council approving:

- Adoption of the proposed RMU-35 and RMU-45 zoning districts.
- A change in zoning map classification from M-1 to RMU-35 (north of 300 North) and RMU-45 (south of 300 North). (See map in the original staff report) ***subject to the adoption and implementation of a quiet zone and the construction of 500 West infrastructure between North Temple and 500 North.***

The staff also recommends the following changes be made to the existing zoning ordinance (Title 21A of the Salt Lake City Code) to accommodate the two new zones:

- Section 48.080 *Landscaping*; be modified to include RMU-35 and RMU-45.
- Section 44.050 *Parking*; be modified to include RMU-35 and RMU-45 constant with other medium density multi-family zones.
- Section 46.090 *Signs*; be modified to include RMU-35 and RMU-45 with other mixed-use zones.
- Section 54.150 *Planned Development*; be allowed with a 9000-sq. ft. minimum lot area.
- Chapter 36 *General Provisions*; be modified as applicable.

State Law for street closures requires the notification of abutting property owners. The City provided notice to all owners of record within 600 Feet, plus the Community Councils and anyone else who requested to be on the mailing list following the last public hearing. The mailing list for the street closure was generated from Salt Lake County Records Office records (which provide the ownership of record – there is no record of properties being purchased on contract, etc.).

City law for zoning amendments requires notification for all property owners within 300 feet. The City normally asks the petitioner to provide names and addresses for all owners within 600 Feet, plus the affected Community Councils. Prowswood provided the mailing list for the rezone.

SALT LAKE CITY PLANNING COMMISSION
Minutes of the meeting held Thursday, January 6, 2000
451 South State Street, Room 126

Present from the Planning Commission were Chairperson Judi Short, Kay (berger) Arnold, Andrea Barrows, Robert "Bip" Daniels, Arla Funk, Diana Kirk, Craig Mariger, Vice-Chairperson Max Smith, Stephen Snelgrove and Mike Steed. Jeff Jonas was excused.

Present from the Planning Staff were Planning Director William T. Wright, Deputy Planning Director Brent Wilde, Doug Dansie and Ray McCandless.

Ms. Short welcomed Kay (berger) Arnold as a new member of the Planning Commission.

PUBLIC HEARING – Petition No. 400-99-49 by Prowswood requesting that the property located between North Temple & 500 North and between 500 West & approximately 450 West be rezoned from Manufacturing "M-1" to a zoning district which allows the development of multi-family residential, townhouses and live/work space. In response, two new zones are being created, as part of this Petition, consistent with the Capitol Hill Master Plan, to accommodate the proposed development. The two zoning districts are Residential Mixed-Use "R-MU-35" and "R-MU-45", which encourage residential development while allowing for a variety of non-residential support services.

PUBLIC HEARING – Petition No. 400-99-61 by Salt Lake City Transportation Division requesting that 500 North Street be closed at the 500 West railroad crossing.

Ms. Short stated that Petition No. 400-99-49 and Petition No. 400-99-61 are related and will be presented by Mr. Doug Dansie, after which the hearing will be opened to the public to address both petitions. Ms. Short then noted that both petitions have been changed to "issues only" hearings due to concerns that have been brought to the Planning Commission's attention. Therefore, the Planning Commission will accept public comment on these items, but will not be taking a formal vote until a future Planning Commission meeting.

Petition No. 400-99-49:

Mr. Doug Dansie presented the staff report outlining the major issues of the case, the findings of fact and the staff recommendation, a copy of which is filed with the minutes. Mr. Dansie then stated that if the property is rezoned, Prowswood would like to construct a residential planned development including traditional multi-story apartment buildings, townhomes and live/work spaces. Details of the final project, including the percentage of affordable units and sizes will be considered during the planned development process.

The Planning Commissioners then asked questions of Mr. Dansie relating to the rezoning petition.

Mr. Steve Brown, Vice-President of Prowswood, was present for this portion of the meeting and stated that he was in agreement with the staff recommendation. Mr. Brown then presented the proposed project, using a conceptual site plan of the residential planned development, for the Planning Commission's review.

The Planning Commissioners then asked questions of Mr. Brown relating to the proposed residential planned development.

Mr. Smith spoke concerning parking and asked if the proposed parking would exceed the City's present requirement. Mr. Brown stated that he believes that the proposed parking will not exceed the City's present requirement.

Ms. Arnold asked how many one bedroom units there would be in the proposed project. Mr. Brown responded by stating that the current proposal for the project is 126 one bedroom units and 75 two bedroom units.

Petition No. 400-99-61:

Mr. Dansie presented the staff report outlining the major issues of the case, the findings of fact and the staff recommendation, a copy of which is filed with the minutes. Mr. Dansie then stated that the primary purpose of the rail crossing closure is safety and noise. The present site is ungated and unsignaled and, therefore, dangerous for auto or pedestrian crossing. Two other crossings, 300 North and 400 North, presently have flashing signals and crossing gates. Prowswood is proposing to provide directional

horns at 300 and 400 North to reduce noise levels in the area from trains sounding horns at the at-grade crossings. Directional horns are not viable at 500 North without signalization.

The Planning Commissioners then asked questions of Mr. Dansie relating to the 500 North closure petition.

Mr. Mariger asked why the railroad company could not be required to install signalization at 500 North. Mr. Dan Bergenthal, representing Salt Lake City's Transportation Division stated that the railroad company's attitude is such that if someone wants to upgrade the crossing, the railroad company will not help because the crossing has been without signalization for the past several years.

Mr. Mariger then stated that he is unclear about the reasoning for the closure of 500 North. He is not sure if the crossing is being closed for safety reasons or to reduce noise so that people will purchase housing within the proposed residential planned development. If the reasoning is to reduce noise, then he is concerned that the closure is to assist the developer in developing some property.

Ms. Short opened the hearing to the public and asked if anyone wished to address the Planning Commission.

Ms. Katherine Gardner, representing Capitol Hill Community Council, stated that the community council had some concerns about traffic and has recommended that there be two lanes of traffic going each way to accommodate all of the vehicle traffic. Capitol Hill is also a big supporter of commuter rail and asked that any changes made will not inhibit the development of commuter rail in the future. Ms. Gardner then stated that the community council is not in favor of closing 500 North because it ties the Capitol Hill area with the west area. Therefore, she would like to see that 500 North be upgraded and left open.

Mr. Bruce Newman, representing the Fairpark Community Council, stated that the community council voted in favor of closing 500 North because they realized that the possibility of upgrading 500 North was quite slim. The council voted in favor of the closure because they feel that currently there is not much going on at 500 North. Also, the noise from the trains is a huge detriment to the neighborhood. Mr. Newman then stated that someday he hopes to see an underpass at 300 North which would be a needed link between the two neighborhoods. Mr. Newman also asked that the community council have the opportunity to input on the design to make sure that the units are compatible with the surrounding neighborhood and will encourage people to live there as a long-term investment and lifestyle.

Ms. Bonnie Mangold, trustee for the Capitol Hill community, spoke concerning the Capitol Hill Master Plan which was just recently forwarded to the City Council from the Planning Commission. She then stated that one of the changes that was voted on by the Planning Commission was the identification of 500 West as a transportation

corridor. Ms. Mangold then pointed out that the identification of 500 West as a transportation corridor is not currently displayed on the land use map being referred to for this petition. Ms. Mangold then asked staff to be sure to make this identification on future land use maps.

Ms. Hermoine Jex, Capitol Hill Neighborhood Council Historian, submitted a written statement, a copy of which is filed with the minutes. Ms. Jex then asked the Planning Commission to delay their vote on the two petitions until a plan and a map is provided to the Capitol Hill Neighborhood Council for their review at their meeting on January 19, 2000. The map should include the width of 500 West from South Temple to about 1800 North, the location of railroad right-of-ways, the commuter rail needed right-of-ways and the boulevard for cars.

Mr. Wilde responded to Ms. Jex by stating that the requested information will be provided for the Capitol Hill Neighborhood Council's meeting on January 19, 2000.

Mr. Hank Kaufmann, a property owner in the area, stated that he is in favor of the proposed rezoning and street closure, however, he is concerned about the future for "M-1" zoning in the area.

Mr. Wilde then stated that during the Capitol Hill Master Plan process, the area in question was identified as a mixed-use area, specifically, to attract residential housing. Over a period of time, there will be an ongoing effort to integrate housing and improve the visual quality of the neighborhood.

Mr. Mark Turrel, a business owner in the area, stated that he just recently heard about the street closure so he is not as prepared to speak as he would like to be. However, he is not in favor of the closure of 500 North because his business is located at 448 West 500 North. He feels that the closure of 500 North will hinder any business coming into his yard.

Mr. Mark May, a business owner on 600 North between 400 West and 500 West, stated that he too just heard about the street closure. Mr. May then stated that he also concerned about access to his business if 500 North were closed, therefore, he is not in favor of the closure. He then stated that he feels that the businesses are being hindered in favor of trying to reduce the train noise for housing.

Ms. Shirley McLaughlan, a resident in the Capitol Hill Community, stated that she thought someone would be present from General Distributing, a business in the area, to address their concern. Ms. McLaughlan then stated that she is aware that access will be a concern for General Distributing if 500 North were closed.

Mr. Oscar Gruttr, a property owner in the area, stated that he is opposed to the closure of 500 North. He then stated that he too is concerned about access to his businesses if 500 North were closed.

Upon receiving no further requests to address the Planning Commission, Ms. Short closed the hearing to the public and opened it for Planning Commission discussion.

The Planning Commissioners discussed their concerns about closing 500 North. Mr. Mariger feels that 500 North is being closed for noise issues not safety issues. Mr. Mariger then stated that he feels that the developer is asking the Planning Commission to shift the burden of the costs to reduce the noise of the train. Mr. Mariger continued by stating that he feels that the developer should suffer the burden of the costs to upgrade 500 North so that the existing businesses do not suffer if 500 North were to be closed.

Mr. Steed stated that he feels that reducing the noise of the train at 500 North will benefit both sides of the track because of existing housing and future housing. Mr. Steed then noted that the Fairpark Community Council spoke in favor of closing 500 North because it will provide the community with less noise. Mr. Steed then stated that the noise mitigation may benefit the developer, however, it is important to remember that the existing home owners will also benefit.

Mr. Snelgrove stated that he agrees with Mr. Mariger and then stated that if access to their businesses is diminished or made very difficult, that is a clear burden on them and could possible have an economic impact.

Mr. Daniels stated that there needs to be more information submitted to the Planning Commission concerning safety issues at the 500 North crossing before a decision is made. Mr. Daniels then stated that he would like to see more information as to the impact the existing businesses will suffer if 500 North is closed.

Ms. Arnold stated that she feels that a representative from the Fire Department should be present to discuss the closure when this issue is heard again by the Planning Commission. Ms. Arnold then requested that exact information be submitted as to who is responsible for the cross-arms. Mr. Mariger agreed with Ms. Arnold and then stated that he would also like to know what the estimated cost is for upgrading 500 North.

Mr. Smith stated that he is surprised about hearing that 500 West is to be a major auto boulevard. Other Planning Commission members stated that they too were surprised and thought that 400 West was to be the major auto boulevard not 500 West.

Mr. Wilde stated that he believes the language is in the Capitol Hill Master Plan with the intent to shift the burden of 300 West to 400 and 500 West with 500 West carrying a larger load than it has in the past.

Mr. Smith then stated that he is very pleased about the mixed use development happening at this time and he feels that the Planning Commission should encourage the development.

Mr. Wilde stated that staff has brought the closure of 500 North to the Planning

Commission realizing that there were some loose ends with the Fire Department. He feels that the public has submitted good comments. Staff will focus specifically on the issue of safety verses noise. Staff will also attend the Capitol Hill Community Council meeting on January 19, 2000 and answer as many questions as possible in a visual layout. As soon as the staff feels like the issues have been addressed, the two petitions will be brought back to the Planning Commission for further review and action.

Mr. Smith then stated that he feels that if the housing plan is to move ahead, it is critical that they not have to provide more parking than is necessary to meet their market needs. He then stated that he would rather see open space than unnecessary parking.

There being no further business, the meeting adjourned at 7:35 p.m.

Verene Froisland, Secretary

SALT LAKE CITY PLANNING COMMISSION
Minutes of the meeting held Thursday, March 16, 2000
451 South State Street, Room 126

Present from the Planning Commission were Chairperson Judi Short, Kay (berger) Arnold, Andrea Barrows, Robert "Bip" Daniels, Arla Funk, Stephen Snelgrove and Mike Steed. Jeff Jonas, Diana Kirk, Craig Mariger and Vice-Chairperson Max Smith were excused.

Present from the Planning Staff were Planning Director William T. Wright, Deputy Planning Director Brent Wilde, Ray McCandless, Doug Wheelwright, Jackie Gasparik, Nelson Knight, Doug Dansie, Elizabeth Giraud and Craig Hinckley.

PUBLIC HEARING – Petition No. 400-99-49 by Prowswood requesting that the property located between North Temple & 500 North and between 500 West & approximately 450 West be rezoned from Manufacturing "M-1" to a zoning district which allows the development of multi-family residential, townhouses and live/work space. In response, two new zones are being created, as part of this Petition, consistent with the Capitol Hill Master Plan, to accommodate the proposed development. The two zoning districts are Residential Mixed-Use "R-MU-35" and "R-MU-45", which encourage residential development while allowing for a variety of non-residential support services.

AND, Petition No. 400-99-61 by Salt Lake City Transportation Division requesting that 500 North Street be closed at the 500 West railroad crossing.

Mr. Doug Dansie presented the staff report outlining the major issues of the case, the findings of fact and the staff recommendations, a copy of which is filed with the minutes. Mr. Dansie stated that after the last public hearing, UDOT has indicated they would not allow directional horns, but are willing to accept a "quiet zone". A "quiet zone" will eliminate the need for a train to whistle at every crossing but allows train whistles in emergency situations. The "quiet zone" is acceptable to UDOT in conjunction with an upgrade of crossings at 300 and 400 North. Mr. Dansie then stated that Union Pacific does not necessarily support a quiet zone, but they do not oppose it either. Legally, implementation of a "quiet zone" is the City's responsibility, however, acceptance of a "quiet zone" is UDOT's prerogative.

The Planning Commissioners then asked questions of Mr. Dansie relating to the two petitions.

Ms. Barrows asked if the closure of 500 North will prevent safe pedestrian crossing. Mr. Dansie stated that it has been agreed upon by all interested parties to identify 500 North as a private crossing. A private crossing means that 500 North will not be a crossing for pedestrians, bicycles or vehicles, however, it will still be paved and it will be gated. Emergency vehicles will have a key to the gate. Mr. Dansie then stated that pedestrians, bicycles and vehicles will be directed to cross 500 West at either 300 or 400 North.

Ms. Arnold stated that she is concerned that there is no written response in the staff report from either the Police Department or the Fire Department. Mr. Dansie stated that he has had correspondence from Mr. Brad Larsen, a representative for the two fire stations in the general

area. Mr. Larsen spoke with the Captains of the two fire stations and both agreed with a private crossing at 500 North.

Ms. Arnold stated that she is also concerned about the public hearing notification because the notice only went to owners of the property adjacent to the street. She feels that the notice should have also gone to the users, tenants and leasing companies. She believes that the closure of a street belongs to the City, not just the residents within a couple of blocks on either side. Ms. Arnold also believes that people have not been given proper notice. Therefore, she would like the City to place a trial blockade at the 500 North Closure for 15-30 days so that the people who are really affected by the closure will be made aware of it.

Mr. Alan Wood, Vice President with the Prowswood Organization, was present for this portion of the meeting and stated that he was in agreement with the staff recommendations. Mr. Wood then stated that Prowswood is very excited about this opportunity to provide affordable housing at the proposed location. Prowswood also recognizes that it is extremely important for the residents to have quiet enjoyment of their property. Mr. Wood continued by stating that the noise level of the train horns are very concerning to Prowswood and that the only way that the housing project could move forward is with the implementation of a "quiet zone" in the area.

The Planning Commissioners then asked questions of Mr. Wood relating to the proposed project.

Mr. Snelgrove asked Mr. Wood if Prowswood plans to be involved with the construction of the quad gates for 300 and 400 North. Mr. Wood stated the feasibility studies on the real estate are currently below the "market return" requirements for this type of development. If Prowswood were to incur the cost of the quad gates and other surface and subsurface improvements, it would render the project infeasible.

Mr. Wright stated there is going to be negotiations between the Administration and Prowswood on the quad gates issue. The City Council will also be involved because of the budgeting issues. The premise of the negotiation is that safety must be provided at the 300 and 400 North crossings. If a "quiet zone" is implemented, it will benefit more than just this single development, however, this development helps the City accomplish a lot of its goals for affordable housing. Mr. Wright explained that the Planning Commission's role is to make their best recommendation about the land use issues to both the Administration and the City Council. Then, the Administration and the City Council will determine how best to accomplish the expenditures for the quad gates and the 500 West roadway.

Ms. Funk opened the hearing to the public and asked if anyone wished to address the Planning Commission.

Ms. Katherine Gardner, representing Capitol Hill Community Council, asked if directional horns will be used in conjunction with the quad gates. Mr. Wright responded by stating that there would be no directional horns. However, when the quad gates are lowered, the train's whistle will not be used unless there is an emergency.

Ms. Gardner then stated that when Prowswood came to the community council to present their project, there were no negative comments. There were a lot of comments about the 500 North closing. The community does not like to see the street closed because the two neighborhoods seem divided. Ms. Gardner then stated that if the street were to be closed, she hopes that it would not be destroyed so that the option of re-opening 500 North will be available in the future if desired.

Ms. Maria Garciaz, Executive Director for Salt Lake Neighborhood Housing Services and a representative for the Fairpark Community Council, stated that she supports both of the petitions and is very excited about the potential of someone considering developing in this area. As a non-profit developer, having to comply with the HUD guidelines creates a lot of challenges in constructing affordable housing in terms of costs. Ms. Garciaz stated that she is in favor of closing 500 North and the implementation of a "quiet zone". She realizes that there are a lot of issues in terms of the financial feasibility. As a non-profit developer, Salt Lake Neighborhood Housing Services is trying to work with Prowswood to see if there is an opportunity to bring additional funding to make the quad gates feasible. Ms. Garciaz concluded by stating that the Fairpark Community Council fully supports the closure of 500 North.

Mr. Ernest Hughes, a concerned citizen, asked if there has been any consideration given to the impact that this development, along with other new developments in the area, will have on the sewer system and the treatment plant. Mr. Hughes then stated that he believes that if housing is between \$115,000 to \$130,000, it is not considered low-income housing. He also feels that the proposed project has not been very well thought out.

Ms. Shirley McLaughlan, a member of the Capitol Hill Community Council, stated that she is representing the community council as well as several businesses in the area. If 500 North is closed, the business located off of 500 North will have to do their business by going to 300 or 400 North. She does not feel that it is fair for Prowswood to close 500 North. Ms. McLaughlan then stated that she feels that closing 400 North will not affect as many people. Ms. McLaughlan then asked about the location of the commuter rail from Ogden to Provo.

Mr. Wright stated that the existing main line rail corridor will very likely be the corridor the commuter rail will use to go to the north. Mr. Wright then stated that the proposed project will not curtail that option.

Mr. Bill Reynolds, President of a business that is located on 400 North, stated that he is concerned about low-income housing being built close to railroad tracks from a safety standpoint. He feels that having quad gates will not prevent children from staying away from the tracks. Mr. Reynolds then stated that he agrees with Ms. Arnold's comment that before any street is closed barricades should first be used to allow people to experience the impact of what is going to happen. He then stated that he is worried about housing being constructed close to the businesses that have existed in this area for a long time.

Mr. John Christensen, property owner on 500 West, stated that he is concerned about the tracks moving to the west because his building currently shakes quite dramatically when a train passes by. He is also concerned about where the tracks will take the curve as it approaches the existing

North Temple viaduct. Mr. Christensen would also like to see 500 North closed in such a way that it could be re-opened in the future if desired.

Mr. Wright responded to Mr. Christensen's concern about the existing North Temple viaduct. He stated that the North Temple viaduct will be rebuilt as a viaduct or as a tunnel.

Ms. Annje Whorton, a resident in the Fairpark area, stated that any resident in the area quickly learns not to use 500 North because a train is blocking the street all of the time. Therefore, residents are always using 300 or 400 North. Ms. Whorton then stated that she is in favor of the affordable housing.

Mr. Mark May, Vice-President of a business on 600 North, stated that he is opposed to the 500 North closure because employees and delivery trucks use that route to arrive and leave his business. Ms. Funk noted that as part of the proposed project, there will be a roadway on the east side of the tracks that will go north and south. Mr. May then stated that he is still not fully in favor of the 500 North closure, however, he is pleased that there will be a roadway on the east side of the tracks.

Mr. David Galvan, Real Estate Broker for Neighborhood Housing Services, stated that he is in favor of closing 500 North because he feels that there will be less traffic through the residential neighborhoods.

Upon receiving no further requests to address the Planning Commission, Ms. Funk closed the hearing to the public and opened it for Planning Commission discussion.

Ms. Barrows then asked about the width of the roadways on both sides of the railroad tracks. Mr. Dansie stated that the roadways will have two full width travel lanes on both sides.

Ms. Arnold stated that she is concerned about putting a housing development in an area with horrific sound problem. She then stated that she has a problem with coupling the closure of 500 North with the proposed development. She does not believe that the people in the City have been given proper notice on the street closure. She believes that a street closure belongs to more than the surrounding neighborhood. Ms. Arnold then stated that she would like a temporary closure of 500 North to really find out what the affect will be. She is, however, in favor of the proposed development.

Mr. Steed stated that he feels that 500 North should be closed based on the "quiet zone" because it will benefit Prowswood's development as well as the Fairpark, West Capitol Hill and Rosepark communities. He believes that the closure of 500 North is a slight impact to the area because generally trucks by-pass 500 North to use 300 and 400 North.

Ms. Barrows stated that rezoning the property from manufacturing to a residential mixed-use is favorable to the City. There are concerns about health and safety issues for the citizens. Ms. Barrows then stated that she is concerned about putting up a sound wall because she feels that it will enclose the community and noise will bounce off of it. She does not feel that the new community will be in any more danger than any other community that is along the rail line. Ms.

Barrows continued by stating that she does not like the idea of a closure, however, she thinks that the "quiet zone" is a greater benefit to the community.

Mr. Daniels stated that he is in favor of the closure and he feels that it will benefit the community. He then stated that he feels that everyone in the area, not just the businesses and property owners, should have a right to know what is going on and have the opportunity to speak at the public hearing.

Motion for Petition Nos. 400-99-49:

Mr. Steed moved, based on the findings of fact, to forward Petition No. 400-99-49 to the City Council with a positive recommendation approving:

- Adoption of the proposed "RMU-35" and "RMU-45" zoning districts.
- A change in zoning map classification from "M-1" to "RMU-35" (north of 300 North) and "RMU-45" (south of 300 North); as outlined in the staff report.

These changes will be subject to the adoption and implementation of a "quiet zone" and the construction of 500 West infrastructure between North Temple and 500 North. Mr. Steed further recommended the following changes be made to the existing Zoning Ordinance (Title 21A of the Salt Lake City Code) to accommodate the two new zones:

- Section 48.080 *Landscaping*; be modified to include "RMU-35" and "RMU-45".
- Section 44.050 *Parking*; be modified to include "RMU-35" and "RMU-45" constant with other medium density multi-family zones.
- Section 46.090 *Signs*; be modified to include "RMU-35" and "RMU-45" with other mixed-use zones.
- Section 54.150 *Planned Development*; be allowed with a 9,000 square foot minimum lot area.
- Chapter 36 *General Provisions*; be modified as applicable.

Mr. Daniels seconded the motion. Ms. Arnold, Ms. Barrows, Mr. Daniels, Mr. Snelgrove and Mr. Steed voted "Aye". Mr. Jonas, Ms. Kirk, Mr. Mariger, Ms. Short and Mr. Smith were not present. Ms. Funk, acting as Chair, did not vote. The motion passed.

Motion for Petition No. 400-99-61:

Mr. Steed moved, based on the findings of fact, to forward Petition No. 400-99-61 to the City Council with a positive recommendation regarding the closure of 500 North at the 500 West rail

crossing to pedestrian and general vehicle access, while retaining ownership of the property for utility needs, fire access and potential future use, subject to the adoption and functional implementation of a "quiet zone" between North Temple and 600 North. Ms. Barrows seconded the motion. Ms. Barrows, Mr. Daniels and Mr. Steed voted "Aye". Ms. Arnold and Mr. Snelgrove voted "Nay". Mr. Jonas, Ms. Kirk, Mr. Mariger, Ms. Short and Mr. Smith were not present. Ms. Funk, acting as Chair, did not vote. The motion passed.

There being no further business, the meeting adjourned at 10:15 p.m.

Verene Froisland, Secretary

MEMORANDUM

Date: March 14, 2002
To: Planning Commission
From: Doug Dansie, AICP
Subject: Petition 400-99-61, 500 North rail crossing closure

On March 16, 2000, the Salt Lake City Planning Commission recommended approval of petition 400-99-61, requesting that the railroad crossing at 500 North and 500 West be closed (but not vacated). The petition was closely tied to petition 400-99-49, by Prowswood, requesting the rezoning of property along the east side of 500 West, between North Temple and 500 North, from manufacturing to multi-family housing to facilitate their proposal to construct a mixed-use development.. The petition to close 500 North was closely aligned to the housing issue because of the noise impacts that affect home financing. The Planning Commission recommended approval of both petitions, but Prowswood withdrew their rezoning petition prior to transmittal of both petitions to the City Council for adoption.

Because the home financing issue is ongoing, with housing development projects sponsored by the City's Housing and Neighborhood Development Division, Neighborhood Housing Services and other private development companies, the noise continues to affect other housing in the area, as well as the potential for new housing. Therefore, the Salt Lake City Transportation Division has requested that the street closure petition be forwarded to the City Council for final review.

The Salt Lake City Transportation Division is working with the Redevelopment Agency to gate rail crossings at 300 North and 400 North on 500 West, South Temple at 600 West, and 100 South and 200 South at 700 West. This will enable the City to create a quiet zone (preventing trains from blowing horns) from approximately 1500 North to 800 South. This quiet zone will decrease noise in the entire area, making federally guaranteed home loans available.

The only major land use change in the last two years in the area near the proposed 500 North closure is the abandonment of the Budweiser distribution plant located at 600 North and 500 West. The property remains zoned for manufacturing use.

The primary issues two years ago were noise from trains, availability of emergency access, trucks in the neighborhood, and the cost of the alternative to gate the crossing if closure were not approved. Noise continues to be a problem. Alternatives for emergency access were discovered (closure of the street, with emergency service available through the use of crash gates, bollards, curbs or other devices to be coordinated with the Fire Department). Trucks have other

alternatives (300 North, 400 North and 800 North). The cost of a gate at 500 North was considered prohibitive because of the proximity to the rail yard (which requires numerous switches and would result in almost continuous blockage).

Because the issue is two years old, the Planning Staff was asked to contact appropriate departments and Community Councils for their input and schedule a hearing with the Planning Commission to review the decision.

All appropriate City departments have been contacted for their input. The Police and Engineering Departments responded that they perceive no change in circumstances and/or are committed to the closure of the 500 North crossing. The staff also reaffirmed the closure with the Fire Department (which had the greatest concerns).

Presentations were made to both the Capitol Hill and Fairpark Community Councils in January 2002. No vote was taken at either council, however support was expressed at both Councils. The Fairpark Community Council supports the closure but there was some dissention at the Capitol Hill Community Council. The issues remain the same as they were two years ago (primarily emergency access and the need for as much general access as possible).

Notices for the March 16, 2002 agenda were mailed to all property owners between North Temple to 600 North and I-15 to 400 West, as well as appropriate Community Council Chairs.

Attached for Planning Commission review is the original staff report and the minutes from previous public hearings.

The Planning Commission is being asked to review the information and provide a recommendation to the City Council.

The Planning Staff recommends approval of the closure as previously outlined in the staff report. This approval involves closing the street to normal automobile and pedestrian crossing, but not vacating the underlying property ownership, and allowing crash gates or curbing, to be designed in conjunction with the fire department, for use during emergencies.

SALT LAKE CITY PLANNING COMMISSION MEETING
In Room 126 of the City & County Building
451 South State Street, Salt Lake City, Utah
Thursday, March 21, 2002, 5:45p.m.

Present from the Planning Commission were Chairperson Robert "Bip" Daniels, Kay (berger) Arnold, Andrea Barrows, Arla Funk, Peggy McDonough, Prescott Muir, Kent Nelson, and Laurie Noda. Tim Chambless and Jeff Jonas were excused.

Present from the Planning Staff were Planning Director Stephen Goldsmith, Deputy Planning Directors Brent Wilde and Doug Wheelwright, and Planners Janice Lew, Greg Mikolash, and Doug Dansie.

PUBLIC HEARING - Petition #400-99-61, by Salt Lake City Transportation Division, requesting that 500 North Street be closed to vehicular traffic at the 500 West railroad crossing.

Doug Dansie explained the issues related to this petition, noting that noise is a major factor, and housing development in the area is having a difficult time obtaining financing because of the noise from trains blowing their horns. The City would like to do something about the noise, and one possibility is to create a "quiet zone" which tells trains not to blow their horns through that section. In order to have a quiet zone, they need to close the crossings or gate them. The Redevelopment Agency has set money aside to improve the gates at 3rd and 4th North which currently allow people to get around them and will not allow a quiet zone because the intersection must be blocked in all directions. Quad gates will be required so there is no way for people to get through, and they cost approximately \$300,000 each. The RDA is also considering gating South Temple and 6th West, 1st South and 7th West, and 2nd South and 7th West, which would create a quiet zone from 13th or 14th North to 8th South. 5th North could be gated, but it heads into a rail yard, and Union Pacific is concerned that, because it fans out into multiple tracks, a sensor would have to be placed on each track. That approach would drive up the cost of the gate, and since trains would be moving around, they would constantly be putting the arms down. The Transportation Department and Union Pacific estimate the cost of that gate to be in the million dollar range. The RDA now has a million dollars to pay for the other five gates. Mr. Dansie explained that the options are to live with the noise, spend a million dollars for gates, or close the road. He noted that the road closure would be to vehicular access only. It would not be an abandonment, and the City would retain ownership. The major issue is with the Fire Department and safety access. He believed they had come to a resolution where the closure would be a system of crash gates or other forms of blockage where the Fire Department could get through in an absolute emergency. If the road closure is approved, the City Council would insure that the closure would happen in tandem with the quiet zone.

Ms. Arnold clarified with Mr. Dansie that the financing problems he mentioned are for federal funds only and that people can get loans on homes and businesses from other sources, but the problem is with FHA and other federally financed housing programs.

Chair Daniels asked if it would be possible to silence the horns without closing the street. Mr. Dansie explained that two years ago they looked at directional horns attached to the signal rather than the train, but they are only experimental, and there is no other satisfactory way to silence the horns.

Mr. Nelson asked if the railroad has a requirement to blow their horn every time a train goes through an unclosed intersection. Mr. Dansie replied that they are required by federal law to blow their horns. One reason the City Council wants to tie this closure to the adoption of a quiet zone is that there is some flux going on with federal regulations. The feds require the horns, and they also regulate that, if you do not want the horns, you need to have a quiet zone.

Mr. Goldsmith named the agencies that exclude funding without a quiet zone. Chair Daniels commented that federal funds are also involved with the City's First Time Home Buyers Program and Neighborhood Housing Services.

Kurt Larson, representing the Salt Lake City Transportation Division, stated that they have heard numerous complaints about the train horns. Financing is one reason for the complaints, and the other is nuisance from the horns blowing. They see this as an opportunity to do something for the community in a positive light. The RDA is helping greatly to improve some of the crossings.

Mr. Nelson referred to the crash gate and asked if the police and Fire Department could crash through it. Mr. Larson replied that anyone could crash through in the event of an emergency. Ms. McDonough asked what the crash barrier would look like. Mr. Larson explained that it is a wood fence with a diamond shape so a vehicle traveling down the road would know it is not a through street. Mr. Muir asked if asphalt would be left through the tracks. Mr. Larson replied that he is in the process of a design with Engineering to install curb and gutter to make it look like you cannot go through. Mr. Muir was concerned that asphalt would invite people to use it as a pedestrian way. Mr. Larson stated that he could not see why a pedestrian could not use it.

Chair Daniels asked Mr. Larson to explain the safety issues related to current conditions and to closing the intersection. Mr. Larson replied that there is always a potential for accidents at a railroad crossing. In order to make this a quiet zone, a higher degree of safety is required from the Federal Railroad Administration, which means a gated situation so cars cannot go around the gates. Because of the geometrics of this location, they cannot install an island that would allow vehicles to make their turn. In order to put in a quiet zone, safety must be enhanced. Mr. Larson stated that he did not have numbers to back up the kinds of accidents that might occur if they do not do this. Chair Daniels stated that the public record shows that those numbers were requested by the Planning Commission when this first came to them two years ago. It was his opinion that putting up a barrier and quieting the horns might be safer, but he has nothing to base that on. Mr. Larson felt he could base it on the engineering opinion that, without vehicle access, the potential for accidents is reduced to zero. Mr. Dansie commented that a quiet zone does not override a normal emergency safety situation, so if someone is on the track, trains can still blow their horns.

Mr. Muir asked if there was any reason why they could not enhance the intersection as a pedestrian/bicycle/skateboard route provided it is adequately warned and marked. He stated that he was nervous about the loss of linkage between the east and west side. Mr. Larson stated that when they enhance it from a pedestrian standpoint, they like to gate the path the pedestrians use. When quad gates are usually placed behind the sidewalk, so when the gate comes down it blocks the sidewalk, and that is typical in all gated situations. Mr. Muir believes that leaving asphalt across the tracks would invite pedestrian use. Mr. Goldsmith agreed that creating connectivity is vital and offered to work with the Transportation Division to insure that they maximize that connection.

Ms. Arnold noted that when this was heard by the Planning Commission several years ago, she suggested a temporary barricade for 60 days to see what the impacts would be. If they had done that on Main Street, she did not believe Main Street would be where it is today. With Main Street closed off, closing off another area would only create isolation. She stated that she could see no harm in a temporary situation to study the impacts to the community. If the temporary situation works, they could move forward. She believed streets belong to everyone in the City, and everyone uses them. Mr. Larson stated that he did not oppose a 60-day test, but it would have to be done in advance of establishing the quiet zone situation. Ms. Arnold noted that the City spends more time studying a neighborhood before installing a stop sign than before closing a street.

Ms. Funk asked if Mr. Larson had a traffic count for the railroad crossing. He replied that he did not. He knew that less than 400 cars a day use it, but he did not have a recent count.

Chair Daniels opened the public hearing.

Dennis Geisel, a resident of the east bench area, stated that, although this is not his neighborhood, he is hearing sentiment from the Commission that access through this neighborhood is important. It seemed that the west side of the City had already been isolated, and he believed this is one more nail in the coffin. He appreciated the financial advantage of the loan monies available, and the quiet zone made sense. He asked Mr. Goldsmith to comment on his commitment to bicycle access. Mr. Goldsmith reiterated his intent was to work on the connectivity, and he would like to enhance it as much as the Federal Railroad Agency will allow since they control it.

Julean Whitby, representing the Fair Park Community Council, stated that she has been active with that organization for at least eight years, and for the last two years they have anxiously awaited the quiet zone. There are people who participate in the Guadalupe area west of the railroad tracks to the freeway who are most anxious for this to happen. Most of the entrance into their area is along 3rd North if not North Temple and 6th North. She goes that way daily either walking, biking, or driving her car, and when traffic stops for a train, she sees cars piled up on 3rd North. A little traffic comes through 4th North, but cars waiting at 5th North for railroad traffic to clear are minimal. She noted that no one in the community council meetings has voted against the closure.

John Robinson stated that he is President of Neighborhood Housing Services and a resident in the neighborhood. He commented on safety issues and noted that there are no gates on 5th North, which makes it the least safe intersection. The only accident he has ever witnessed was on 5th North several years ago. Luckily, all the train traffic goes by very slowly, which is good from a safety perspective but bad from a noise perspective. With regard to funding, he explained that they are limited in what they can do with federal money because of the noise problem. Commenting on discussions about isolating the neighborhood, he believed the neighborhood would be improved, because more money would be going into the neighborhood in the form of housing. He believed there was a greater benefit to having homes than having access through 5th North. He stated that the NHS Board supports the road closure, and the area residents he had spoken with also supported it. He suggested providing some pedestrian access across 3rd North when a train is stopped, as trains can be stopped for a long time, which blocks all the streets. Vehicles have access through 6th North and North Temple, but it is a big issue for pedestrians.

Jamie Fleet, representing Signature Books located 564 West 4th North, stated that she has co-workers and friends who live in the neighborhood, and Signature Books owns over 30 properties

in a five-block radius. Many of their tenants have expressed concern with the closure. She stated that she goes for a walk every day, so access from the east side to the west side is important. People have raised the issue of noise, but she did not see how closing 5th North would exclude the noise. When walking, she has noticed that the train starts whistling by North Temple. She believed closing 5th North would redirect traffic onto 3th North and 4th North, which already get enough traffic, and she did not see how closing one street would prevent accidents. She stated that she has been in the area for nine years and has never seen an accident in that location. She believed that forcing traffic to 3rd or 4th North would increase the possibility of accidents. She stated that she would prefer a pedestrian cross walk if the petition is approved. She asked how closing 5th North would reduce noise if the trains start whistling way down the road. She explained that she lives at 15th West and 2nd South, and the trains blow their whistles constantly for blocks. She suggested asking the railroad for a shorter whistle time. Chair Daniels explained that, if the Planning Commission decides to close the road, they will ask for a quiet zone to be created. He referred to Mr. Larson's comment that only 400 vehicles per day use that crossing, which is a very low number. Ms. McDonough added that the quiet zone would be from 1500 North to 800 South.

Ms. Fleet stated that she did not understand how closing one street would solve all the problems. Mr. Goldsmith explained that the street is being closed by a quad gate mechanism that will quiet the whole area. Ms. Fleet asked if the quad gates would also be installed on 3rd and 4th North. Mr. Goldsmith replied that they would. Ms. Fleet felt that would make it more prohibitive for people to get by while trains are stopped, and thought the petition was too restrictive.

Ms. Arnold asked why a pedestrian overpass at 3rd North had never been considered. Chair Daniels offered to have Ms. Arnold's question addressed after the public hearing.

Hank Kaufmann indicated his commercial property on the map and stated that the noise is unbelievable in that area. It goes on for long periods of time and stops all conversation inside and outside the building. He believed a quiet zone would be wonderful. He noted that people are fixing up their houses to enhance the neighborhood, and this would be a great incentive for people to further improve their property.

Chair Daniels closed the public hearing.

Mr. Nelson noted that this items was discussed well beyond the time advertised and thanked the public for their patience in waiting to give their comments.

In response to Ms. Arnold's question about a pedestrian overpass on 3rd North, Mr. Goldsmith offered to research the matter and provide the information at a later time, noting that they had not receive requests for that information. Mr. Muir asked if it would be appropriate to include it in their motion as a concern. Mr. Goldsmith felt this related to their comments about promoting connectivity and agreed that it would be appropriate in their motion to suggest that the RDA explore funding for a pedestrian overpass.

Mr. Nelson expressed concern about retaining the pedestrian access on 5th North and asked if a flashing light would be sufficient for pedestrians. Mr. Goldsmith replied that it is controlled by the RFA, and he would have to see what they are willing to do.

Ms. McDonough believed it was apparent that there is a gesture toward connecting either side to bring the fabric of the City closer together in a qualitative way, so the road closure seemed

logical. However, she wanted something that would require review of the gate design. If the intent is to make properties more developable, she wanted the barriers to enhance the streetscape and not look makeshift or temporary. Mr. Goldsmith suggested adding a condition that the gates come back to the Planning Commission for design review.

Ms. Arnold reiterated her request for a temporary barrier to study the impacts. If there are no major impacts, she would feel comfortable moving ahead. She noted that Mr. Larson had indicated he could see the merit of a temporary test. Mr. Nelson was unsure what they would know at the end of a 30-day test period that they do not know now.

Chair Daniels stated that he would favor the road closure and quiet zone because it would strengthen the economy and quality of life in the neighborhood. He wished that the trial period had been addressed when Ms. Arnold requested it a couple of years ago. He also wished a safety study had been done. What he was seeing this evening was a vast majority of people who favor the road closure and quiet zone, and he would like to move ahead with a strong recommendation.

Motion for Petition #400-99-61

Kent Nelson moved to approve Petition #400-99-61 by the Salt Lake City Transportation Division requesting that 500 North Street be closed to vehicular traffic at the 500 West railroad crossing as previously outlined in the staff report. This approval involves closing the street to normal automobile/pedestrian traffic but not vacating the underlying property ownership and allowing crash gates and curbing to be designed in conjunction with the Fire Department for use during emergencies with the following conditions:

- I. That the Planning Director do everything within his power to work with RDA for connectivity through 500 North.

2. Design review of the closure gates by the Planning Commission.

Mr. Muir asked Mr. Nelson if he would entertain his motion not precluding future retrofit for gates and re-opening the street. Mr. Nelson agreed to include that amendment to his motion.

Prescott Muir seconded the motion. Ms. Funk, Ms. McDonough, Mr. Muir, Mr. Nelson, and Ms. Noda voted "Aye." Ms. Arnold voted "Nay." Ms. Barrows, Mr. Chambless, and Mr. Jonas were not present. Mr. Daniels, as chairperson, did not vote.

The meeting adjourned at 9:15 p.m.

Salt Lake City Council
April 8, 2003

PUBLIC HEARINGS

#1. RE: Accept public comment and consider adopting an ordinance closing a portion of 500 North to vehicular traffic at the 500 West railroad crossing pursuant to Petition No. 400-99-61.

ACTION: Councilmember Lambert moved and Councilmember Saxton seconded to close the public hearing, which motion carried, all members voted aye.

Councilmember Lambert moved and Councilmember Turner seconded to adopt Ordinance 13 of 2003, which motion carried, all members voted aye.

DISCUSSION: Jon Robinson, Salt Lake City, said Neighborhood Housing Services and the Fair Park Community Council were in favor of the closure. He said he also supported the petition.

Hank Kaufmann, Park City, Utah, said he owned property between 300 and 400 North. He said he was in favor of the closure.

Councilmember Christensen said this issue had been discussed previously because trains consistently ran through the area. He said it became more problematic as additional housing was built. He said the area was located in a redevelopment area so funds not typically available could be used to close the crossing. He said he looked forward to working with Union Pacific and the Federal Government to resolve some regulatory issues.
(P 03-7)

Memorandum

To: Salt Lake County Recorder
From: Doug Dansie, Salt Lake City Planning
Subject: No fee mailing list
Date: November 16, 2004

Could you please provide Salt Lake City with a no fee mailing list, in label format, including the ownership for all properties located between 300 West to I-15 and North Temple to 600 North.

Thank You
535-6182

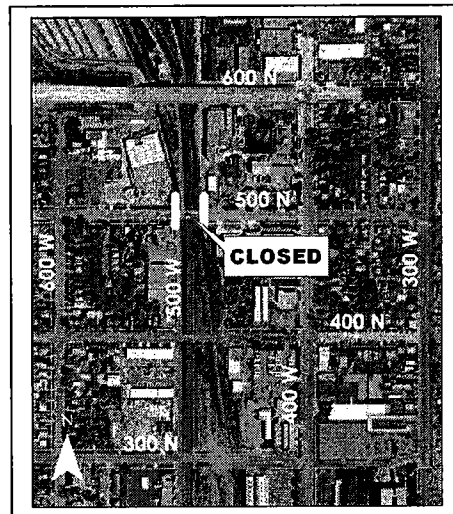
MEMORANDUM

Date: November 16, 2004
To: Alicia Orgill, Police; Brad Larson, Fire; Valda Tarbet, RDA; Ken Brown, Permits; Larry Wiley, Building Services; Brad Stewart, Public Utilities; Barry Walsh, Transportation; Craig Smith, Engineering.
From: Doug Dansie, AICP
Subject: **Petition 400-04-45.** Street closure at 500 North and 500 West.

Salt Lake City Mayor Anderson is requesting that previously approved closure of 500 North at 500 West be modified to allow for the closure without providing crash gates. The Planning Commission City Council have previously approved the closure North. A condition of this approval was the construction of crash gates to accommodate emergency vehicles. As plans for the closure have proceeded, cost for crash gates has become prohibitive. The Mayor is asking that the original be modified to allow for the closure without crash as a condition of approval.

Please evaluate this proposal and provide me with comments.

I would appreciate receiving your written comments by December 10, 2004. If you do not have any comments, please send me an e-mail to that effect. If I do not receive your comments by December 10, 2004, I will assume you have none. If you have any questions, please call me 535-6182 or send me an e-mail. Thank you.



the
West

and
of 500

action
gates

Cabinet email

- Tim Harpst- Transportation Division Director
- LeRoy Hooton Public Utilities Director
- Rick Graham- Public Services Director
- Chuck Querry- Fire Chief
- Rick Dinse- Police Chief
- Nancy Boskoff- Arts Council Director
- Tim Campbell- Airport Director
- LuAnn Clark- HAND Director
- Rocky Fluhart- Deputy Mayor (Management Services Department Director)
- David Dobbins- Community Development Director
- Alison McFarlane- Economic Development Director
- David Oka- RDA Director
- Ed Rutan- City Attorney

Language for the e-mail to Cabinet members.

The Planning Division is currently reviewing **Petition 400-04-45**, a request by Salt Lake City Mayor Anderson requesting that the previously approved closure of 500 North at 500 West be modified to allow for the closure without providing crash gates. The Planning Commission and City Council have previously approved the closure of 500 North. A condition of this approval was the construction of crash gates to accommodate emergency vehicles. As plans for the closure have proceeded, cost for crash gates has become prohibitive. The Mayor is asking that the original action be modified to allow for the closure without crash gates as a condition of approval.

This e-mail has been sent to appropriate city staff who have been asked to review the technical details of the project and respond in writing with any comments they have. If you would like to review details of the proposed project, please let me know by December 10, 2004 and I will forward the specific information to you for your comments.

If you have any questions, please contact me at 535-6182.

Doug,

We discussed the proposal to close the railroad crossing at 500 North in the Capitol Hill trustees meeting on Friday, November 19. We agreed that the closing would be acceptable if thereby the noise level of the trains sounding their horns is reduced.

Best wishes, Peter

Quoting "Dansie, Doug" <Doug.Dansie@slcgov.com>:

> Hello Peter
>
> I am following up to an email I sent you on November 3, 2004
>
> Previously Salt Lake City has approved the partial closure of 500 West
> at 500 North to accommodate a "quiet zone" along the railroad tracks.
> As part of that approval, the City was intending to close the street
> to general traffic but establish crash gates for emergency vehicles.
>
> As the project has proceeded, the cost of crash gates has become cost
> prohibitive (due to track work that would be required) and the Fire
> Department has concurred that full closure of the street would not
> significantly affect response time. The Administration has submitted
> petition 400-04-45 to close 500 North at 500 West without the crash
> gates.
>
> I would appreciate it if you could provide a community response to
> this petition or, if the full Community Council wishes to hear the
> issue, schedule it at your next meeting
>
> Thank You
>
> Doug Dansie, AICP
> Principle Planner
>

From: Larson, Bradley
Sent: Wednesday, December 01, 2004 8:54 PM
To: Baxter, DJ
Subject: RE: 500 North Closure

DJ,

Thank you for your quick response. I was originally involved with this when the crash gate concept was approved and was not aware that my supervisor had responded to the recent request. I have been unable to locate the study on response time that I did 2 years ago; our information management system only keeps sent e-mails on file for a limited time period. I recall discussing this issue with the Station Captains and Engineers who expressed concern and listed specific emergency calls when having 5th North as access was beneficial.

It appears more conclusive information was gathered and Battalion Chief Nalder, who is my supervisor, has expressed that closing 5th North has minimal effect on emergency response. This provides the official Fire Department opinion and response to this matter. You did not go through the wrong channel to pursue full closure. Your professionalism and assistance are greatly appreciated.

Brad

From: Baxter, DJ
Sent: Wed 12/1/2004 7:16 PM
To: Larson, Bradley
Subject: 500 North Closure

Brad - Here is the full petition we submitted recently on 500 North. It includes a letter from Tim Harpst to the mayor, and the last page is the letter from Kevin Nalder expressing the Fire Dept's opinion. I apologize for catching you off-guard on this today, and also if I went through the wrong channels to pursue the full closure. If you have any questions or concerns, please let me know.

Thanks again for all your time and assistance on this commuter rail review.

DJ

Mayor Ross C. Anderson
City and County Building
451 South State Street, Room 306
Salt Lake City, Utah 84111

July 21, 2004

Re: Request to close 500 North Street at the Railroad Tracks at 500 West

Dear Mayor Anderson:

This letter is written to request that the city close a portion of 500 North Street at the railroad tracks at approximately 500 West. The closure would extend westerly from the east line of the Union Pacific Railroad right-of-way approximately 150 feet to the west line of the Union Pacific right-of-way. This request is made in order to increase the safety in the area by closing an unprotected railroad crossing, to facilitate future development of the area and to create a Quiet Zone to allow trains to pass through the area without blowing their horns. Presently there are no flashing lights, gates, etc. at this mainline railroad crossing. Without a closure, this crossing would be required to be upgraded with gates and flashing lights.

A similar request was made November 22, 1999 which resulted in approval to close the street to vehicular traffic, but provide a locked crash gate for emergency vehicles. The tracks immediately to the north are regularly used by the railroad for switching operations which would frequently trigger flashing lights and gates if they were to be installed. Thus, flashing lights and gates were not recommended. The crash gate option was approved due to concern at the time to allow emergency vehicle access. The \$180,000 cost estimate for a locked crash gate is expensive due to replacement of insulated panels the Union Pacific Railroad is requiring as part of the track work that would allow emergency vehicles to cross the tracks. Because of the high cost of a crash gate and the time that has passed, the Salt Lake City Fire Department was asked to review the situation to determine if it believes it still needs the street. The Fire Department has provided the following response concurring in the full street closure request:

Conclusion: Closure of this crossing would increase response times minimally (less than one minute) or mostly not at all. Adding the breakaway gate would not increase our ability of providing efficient and effective service to our customers enough to justify the expense to the city.

Fire Department Recommendation: Close the crossing at 500 North and do not install the breakaway gate.

A copy of the Fire Department's entire response accompanies this letter.

This closure will create an "L-shaped" intersection on the west side of the railroad tracks, with the existing 500 West street (west side of tracks) connecting 500 North to 400 North. On the east side of the railroad tracks the closure will also create an "L-shaped" intersection with the existing 500 West street (east side of tracks) connecting 500 North to 600 North.

On the east side of the tracks there are businesses with most of their access coming from and going to 400 West. The west side of the tracks is mostly residential with some businesses in the area of 500 West. 500 North does not serve as an east/west connection for the area because it dead ends into 1-15 at approximately 650 West. While this closure will have some affect on the ability of motorists to cross the railroad tracks, there are still protected at-grade crossings available at 300 North and 400 North as well as the grade-separated crossings at North Temple and at 600 North.

In summary, closing 500 North at the railroad tracks will increase safety by eliminating an unprotected at-grade rail crossing. It will facilitate future development in the area and the creation of a Quiet Zone. It will also preclude an expensive rail crossing upgrade and installation of a crash gate that would require periodic maintenance.

If you concur, please forward this request to the City Planning Division to process.

Sincerely,



Timothy P. Harpst, P.E., PTOE

City Transportation Director

cc: Rocky Fluhart
Lee Martinez
Louis Zunguze
Doug Dansie
Kurt Larson
DJ Baxter

Memorandum

Date: July 16, 2004

To: Kurt Larson
Transportation Division

From: J Kevin Nalder
Battalion Chief/Fire Marshall

Re: Closure of Railroad Crossing at 500 North

Request: Fire Department approval to close the railroad crossing at 500 North between 400 and 500 West and the necessity to install a breakaway gate, for use by our emergency vehicles that has an associated cost of 180,000 dollars.

Purpose: 1) Reduce noise pollution. 2) Expedite train traffic that blocks vehicle and pedestrian traffic.

Process: An electronic request for input was sent to the Fire Department Battalion Chiefs, Deputy Chiefs, and the Station Captains of the fire stations that would be impacted most which, are stations #two and #seven.

I reviewed the feedback and a Word document from Battalion Chief Dan Andrus addressing some research he had performed in 2001 regarding response time impact that closure of this crossing would create. I also received direction from Chief Query.

Conclusion: Closure of this crossing would increase response times minimally (less than one minute) or mostly not at all. Adding the breakaway gate would not increase our ability of providing efficient and effective service to our customers enough to justify the expense to the city.

Fire Department Recommendation: Close the crossing at 500 North and do not install the breakaway gate.

526 N. Pugsley Street
Salt Lake City, UT 84103
December 29, 2004

Salt Lake City Planning Division
451 South State, Room 406
Salt Lake City, UT 84111

Re: Salt Lake City Planning Commission Meeting, January 12, 2004
Public Hearing (g) Petition

In response to the agenda I received regarding the above-referenced meeting, and because I will be unable to attend the hearing, I am offering the following input regarding the petition for full closure of 500 North Street at 500 West.

As a resident in the near vicinity, please note that I have no objections to the petition and believe it will probably be an improvement in the quality of life for the people living near the railroad track if the whistles are no longer used.

The only negative will be an adjustment in travel for some of us but certainly not a major inconvenience; and many times a train is blocking the track which requires taking North Temple to the west part of town, anyway.

Thank you for informing me of this meeting.

Sincerely,

A handwritten signature in cursive script that reads "Mary Ann Nielson".

Mary Ann Nielson
801-355-2585

Dansie, Doug

From: Orgill, Alicia
Sent: Friday, December 17, 2004 8:43 AM
To: Dansie, Doug
Cc: Johnson, Linda
Subject: FW: 500 North street closure

Doug:

Linda Johnson has this area and will respond to this memorandum. Thanks

From: Dansie, Doug
Sent: Thursday, December 16, 2004 5:37 PM
To: Orgill, Alicia
Subject: FW: 500 North street closure

Alicia

I am preparing the final staff report for this petition and have not received any comments from the Police Department
Do you have any issues?

Thank You

Doug

From: Dansie, Doug
Sent: Tuesday, November 16, 2004 3:02 PM
To: Orgill, Alicia; Larson, Bradley; Tarbet, Valda; Brown, Ken; Wiley, Larry; Stewart, Brad; Walsh, Barry; Smith, Craig
Cc: Coffey, Cheri
Subject: 500 North street closure

-

MEMORANDUM

Date: November 16, 2004
To: Alicia Orgill, Police; Brad Larson, Fire; Valda Tarbet, RDA; Ken Brown, Permits; Larry Wiley, Building Services; Brad Stewart, Public Utilities; Barry Walsh, Transportation; Craig Smith, Engineering.
From: Doug Dansie, AICP
Subject: **Petition 400-04-45.** Street closure at 500 North and 500 West.



Salt Lake City Mayor Anderson is requesting that the previously approved closure of 500 North at 500 West be modified to allow for the closure without providing crash gates. The Planning Commission and City Council have previously approved the

closure of 500 North. A condition of this approval was the construction of crash gates to accommodate emergency vehicles. As plans for the closure have proceeded, cost for crash gates has become prohibitive. The Mayor is asking that the original action be modified to allow for the closure without crash gates as a condition of approval.

Please evaluate this proposal and provide me with comments.

I would appreciate receiving your written comments by December 10, 2004. If you do not have any comments, please send me an e-mail to that effect. If I do not receive your comments by December 10, 2004, I will assume you have none. If you have any questions, please call me 535-6182 or send me an e-mail. Thank you.

ROSS C. "ROCKY" ANDERSON
MAYOR



SALT LAKE CITY CORPORATION

OFFICE OF THE MAYOR

MEMORANDUM

To: Louis Zunguze, Planning Director

From: Ross C. Anderson, Mayor *RC*

Re: Petition to Close 500 North Crossing at Union Pacific Tracks

Date: October 18, 2004

In response to the request of Salt Lake City Transportation Director Tim Harpst, I hereby ask that the Planning Division initiate a petition to close 500 North Street at approximately 500 West to east-west vehicular traffic across the Union Pacific railroad tracks. The closure of this street to public traffic has already been approved in a "partial closure," which would prohibit the public from crossing the tracks but would use a locked crash gate to permit emergency vehicles to cross. Due to the high cost of the crash gates, the Fire Department's recent acceptance of a full closure, and the additional benefit a full closure would provide in creating a downtown quiet zone, I ask that you initiate a petition for full closure of this crossing as soon as possible.

Please let me know if you need any further direction. Communications from the Transportation Division and the Fire Department are attached.

Cc: Rocky Fluhart
Tim Harpst
Cindy Gust-Jenson
Sam Guevara
D.J. Baxter

Zunguze, Louis

From: Baxter, DJ
Sent: Wednesday, August 11, 2004 6:46 PM
To: Anderson, Rocky
Cc: McFarlane, Alison; Harpst, Tim; Zunguze, Louis; Cordwell, Christy; Fluhart, Rocky
Subject: Full Closure of 500 North Street at UP Tracks

Rocky –

You recently received a memo from Tim Harpst requesting that we initiate a petition for full closure of 500 North at the UP tracks. You asked Alison and me for our input.

I have worked closely with Transportation & Engineering on the development of the downtown quiet zone, which, frankly, is what has precipitated this request. I have identified some pros and cons to the proposal to close 500 North, but in sum, I concur with Transportation's conclusion that we should initiate a petition to seek full closure of the crossing.

Cons:

1. Closure will result in some restrictions in vehicle movement (but we and the Council had already approved the crossing for a "crash gate" closure, which also would have restricted movement).
2. The Capitol Hill residents will likely oppose the closure
3. Once we close a crossing, it would be very difficult to re-establish it.

Pros:

1. The crossing is frequently blocked by trains anyway, and is currently slated for a "crash gate" closure.
2. Both UDOT and UP are recommending the closure for safety reasons.
3. Full closure further facilitates the creation of the downtown quiet zone, and helps reduce the cost.
4. Full closure increases safety to the public
 - a. There will be no question about the crossing's status, so people will not start down 500 North hoping to get across the tracks.
 - b. Fire trucks won't think they can rely on the crossing, only to get there and find it blocked by a train.
5. Closure could also help reduce the costs of Grant Tower reconfiguration and Commuter Rail

One additional consideration is leverage. We have long known that UP would prefer to close this crossing. As a result, the Council at one time expressed a desire to hold off on this closure until we knew UP would cooperate on the downtown quiet zone. Pending RDA funding approval, the two can now move forward in tandem, and I don't have any doubts about UP's cooperation on the quiet zone.

For these reasons, and all of those cited in Tim Harpst's memo, I recommend we initiate the request petition for closure to the City Planning Division.

Please let me know if you have any questions or concerns.

DJ

Mayor Ross C. Anderson
City and County Building
451 South State Street, Room 306
Salt Lake City, Utah 84111

July 21, 2004

Re: Request to close 500 North Street at the Railroad Tracks at 500 West

Dear Mayor Anderson:

This letter is written to request that the city close a portion of 500 North Street at the railroad tracks at approximately 500 West. The closure would extend westerly from the east line of the Union Pacific Railroad right-of-way approximately 150 feet to the west line of the Union Pacific right-of-way. This request is made in order to increase the safety in the area by closing an unprotected railroad crossing, to facilitate future development of the area and to create a Quiet Zone to allow trains to pass through the area without blowing their horns. Presently there are no flashing lights, gates, etc. at this mainline railroad crossing. Without a closure, this crossing would be required to be upgraded with gates and flashing lights.

A similar request was made November 22, 1999 which resulted in approval to close the street to vehicular traffic, but provide a locked crash gate for emergency vehicles. The tracks immediately to the north are regularly used by the railroad for switching operations which would frequently trigger flashing lights and gates if they were to be installed. Thus, flashing lights and gates were not recommended. The crash gate option was approved due to concern at the time to allow emergency vehicle access. The \$180,000 cost estimate for a locked crash gate is expensive due to replacement of insulated panels the Union Pacific Railroad is requiring as part of the track work that would allow emergency vehicles to cross the tracks. Because of the high cost of a crash gate and the time that has passed, the Salt Lake City Fire Department was asked to review the situation to determine if it believes it still needs the street. The Fire Department has provided the following response concurring in the full street closure request:

Conclusion: Closure of this crossing would increase response times minimally (less than one minute) or mostly not at all. Adding the breakaway gate would not increase our ability of providing efficient and effective service to our customers enough to justify the expense to the city.

Fire Department Recommendation: Close the crossing at 500 North and do not install the breakaway gate.

A copy of the Fire Department's entire response accompanies this letter.

Memorandum

Date: July 16, 2004

To: Kurt Larson
Transportation Division

From: J Kevin Nalder
Battalion Chief/Fire Marshall

Re: Closure of Railroad Crossing at 500 North

Request: Fire Department approval to close the railroad crossing at 500 North between 400 and 500 West and the necessity to install a breakaway gate, for use by our emergency vehicles that has an associated cost of 180,000 dollars.

Purpose: 1) Reduce noise pollution. 2) Expedite train traffic that blocks vehicle and pedestrian traffic.

Process: An electronic request for input was sent to the Fire Department Battalion Chiefs, Deputy Chiefs, and the Station Captains of the fire stations that would be impacted most which, are stations #two and #seven.

I reviewed the feedback and a Word document from Battalion Chief Dan Andrus addressing some research he had performed in 2001 regarding response time impact that closure of this crossing would create. I also received direction from Chief Querry.

Conclusion: Closure of this crossing would increase response times minimally (less than one minute) or mostly not at all. Adding the breakaway gate would not increase our ability of providing efficient and effective service to our customers enough to justify the expense to the city.

Fire Department Recommendation: Close the crossing at 500 North and do not install the breakaway gate.

Dansie, Doug

From: Walsh, Barry
Sent: Wednesday, November 24, 2004 1:19 PM
To: Dansie, Doug
Cc: Young, Kevin; Weiler, Scott; Stewart, Brad; Bergenthal, Dan; Larson, Bradley; Smith, Craig; Larson, Kurt
Subject: RE: 500 North street closure
Categories: Program/Policy

November 24, 2004

Doug Dansie, Planning

Re: Petition 400-04-45 to close 500 North at 500 West.

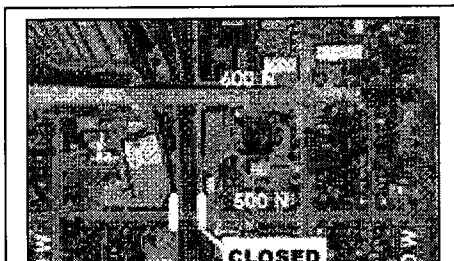
As part of the Railroad Quiet Zone corridor process we have approved the closure of 500 North in coordination with the design plan review process.

Barry Walsh

From: Dansie, Doug
Sent: Tuesday, November 16, 2004 3:02 PM
To: Orgill, Alicia; Larson, Bradley; Tabet, Valda; Brown, Ken; Wiley, Larry; Stewart, Brad; Walsh, Barry; Smith, Craig
Cc: Coffey, Cheri
Subject: 500 North street closure

MEMORANDUM

Date: November 16, 2004
To: Alicia Orgill, Police; Brad Larson, Fire; Valda Tabet, RDA; Ken Brown, Permits; Larry Wiley, Building Services; Brad Stewart, Public Utilities; Barry Walsh, Transportation; Craig Smith, Engineering.
From: Doug Dansie, AICP
Subject: **Petition 400-04-45.** Street closure at 500 North and 500 West.



Salt Lake City Mayor Anderson is requesting that the previously approved closure of 500 North at 500 West be modified to allow for the closure without providing crash gates. The Planning Commission and City Council have previously approved the closure of 500 North. A condition of this approval was the construction of crash gates to accommodate emergency vehicles. As plans for the closure have proceeded, cost for crash

gates has become prohibitive. The Mayor is asking that the original action be modified to allow for the closure without crash gates as a condition of approval.

Please evaluate this proposal and provide me with comments.

I would appreciate receiving your written comments by December 10, 2004. If you do not have any comments, please send me an e-mail to that effect. If I do not receive your comments by December 10, 2004, I will assume you have none. If you have any questions, please call me 535-6182 or send me an e-mail. Thank you.

Dansie, Doug

From: Stewart, Brad
Sent: Wednesday, November 24, 2004 10:31 AM
To: Dansie, Doug; Orgill, Alicia; Larson, Bradley; Tarbet, Valda; Brown, Ken; Wiley, Larry; Walsh, Barry; Smith, Craig
Cc: Coffey, Cheri; Garcia, Peggy; Cowles, Vicki
Subject: RE: 500 North street closure
Categories: Program/Policy

Doug,

Public Utilities does not object to the proposal. It is not clear as to what, if any, type of barrier will be used in lieu of the crash gates. There are water, sewer, and storm drainage pipe in the vacated portion of the street. An easement was retained for our access to operate and maintain these utility systems. Public Utilities must be able to access our pipes 24 – 7. If a different type of barrier is being considered please have plans sent to us for our review.

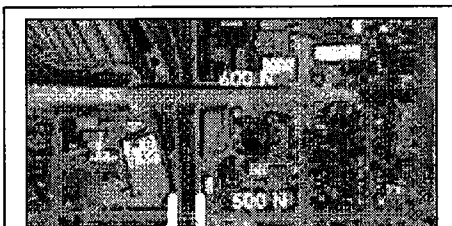
Thanks,

Brad

From: Dansie, Doug
Sent: Tuesday, November 16, 2004 3:02 PM
To: Orgill, Alicia; Larson, Bradley; Tarbet, Valda; Brown, Ken; Wiley, Larry; Stewart, Brad; Walsh, Barry; Smith, Craig
Cc: Coffey, Cheri
Subject: 500 North street closure

MEMORANDUM

Date: November 16, 2004
To: Alicia Orgill, Police; Brad Larson, Fire; Valda Tarbet, RDA; Ken Brown, Permits; Larry Wiley, Building Services; Brad Stewart, Public Utilities; Barry Walsh, Transportation; Craig Smith, Engineering.
From: Doug Dansie, AICP
Subject: **Petition 400-04-45.** Street closure at 500 North and 500 West.



Salt Lake City Mayor Anderson is requesting that the previously approved closure of 500 North at 500 West be modified to allow for the closure without providing crash gates. The Planning Commission and City Council have previously approved the closure of 500 North. A condition of this approval was the construction of crash gates to accommodate emergency

Dansie, Doug

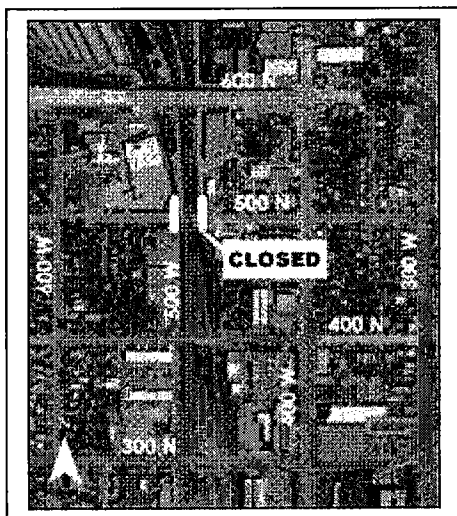
From: Smith, Craig
Sent: Tuesday, November 23, 2004 1:31 PM
To: Dansie, Doug
Subject: RE: 500 North street closure
Categories: Program/Policy

Hi Doug-
 Engineering doesn't have any concerns over eliminating the crash gates.

From: Dansie, Doug
Sent: Tuesday, November 16, 2004 3:02 PM
To: Orgill, Alicia; Larson, Bradley; Tarbet, Valda; Brown, Ken; Wiley, Larry; Stewart, Brad; Walsh, Barry; Smith, Craig
Cc: Coffey, Cheri
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Please evaluate this proposal and provide me with comments. I would appreciate receiving your written comments by December 10, 2004. If you do not have any comments, please send me an e-mail to that effect. If I do not receive your

comments by December 10, 2004, I will assume you have none. If you have any questions, please call me 535-6182 or send me an e-mail. Thank you.

11/24/2004

Dansie, Doug

From: Larson, Bradley
Sent: Monday, November 22, 2004 9:31 AM
To: Dansie, Doug
Subject: RE: 500 North street closure

Doug,

Do you have a copy of my original comments on this project? Could you forward them to me?

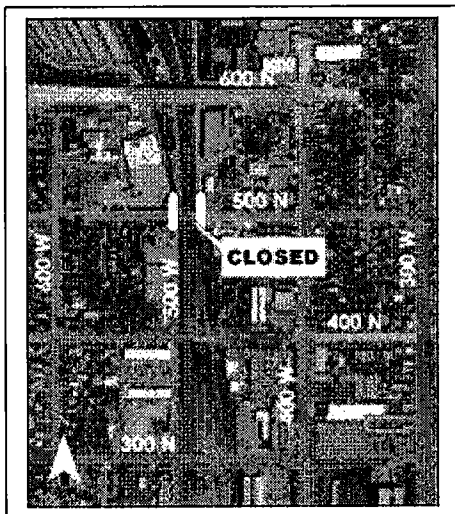
Thanks!

Brad

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11/24/2004

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Dansie, Doug

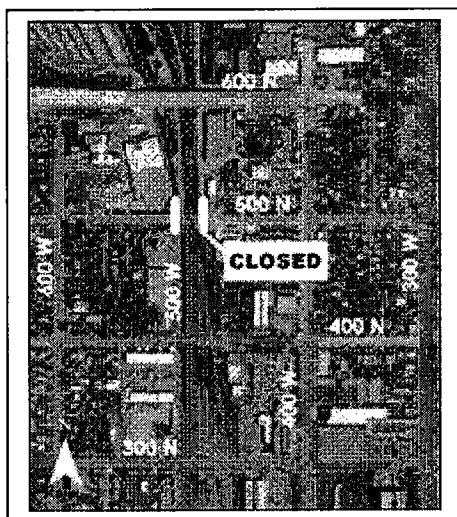
From: Wiley, Larry
Sent: Wednesday, November 17, 2004 9:06 AM
To: Dansie, Doug
Cc: Goff, Orion
Subject: RE: 500 North street closure

Will not adversely impact our team.

From: Dansie, Doug
Sent: Tuesday, November 16, 2004 3:02 PM
To: Orgill, Alicia; Larson, Bradley; Tarbet, Valda; Brown, Ken; Wiley, Larry; Stewart, Brad; Walsh, Barry; Smith, Craig
Cc: Coffey, Cheri
Subject: 500 North street closure

MEMORANDUM

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11/24/2004

Dansie, Doug

From: Baxter, DJ
Sent: Friday, December 03, 2004 6:34 PM
To: Dansie, Doug
Subject: FW: 500 North Closure

From: Larson, Bradley
Sent: Wednesday, December 01, 2004 8:54 PM
To: Baxter, DJ
Subject: RE: 500 North Closure

DJ,

Thank you for your quick response. I was originally involved with this when the crash gate concept was approved and was not aware that my supervisor had responded to the recent request. I have been unable to locate the study on response time that I did 2 years ago; our information management system only keeps sent e-mails on file for a limited time period. I recall discussing this issue with the Station Captains and Engineers who expressed concern and listed specific emergency calls when having 5th North as access was beneficial.

It appears more conclusive information was gathered and Battalion Chief Nalder, who is my supervisor, has expressed that closing 5th North has minimal effect on emergency response. This provides the official Fire Department opinion and response to this matter. You did not go through the wrong channel to pursue full closure. Your professionalism and assistance are greatly appreciated.

Brad

From: Baxter, DJ
Sent: Wed 12/1/2004 7:16 PM
To: Larson, Bradley
Subject: 500 North Closure

Brad - Here is the full petition we submitted recently on 500 North. It includes a letter from Tim Harpst to the mayor, and the last page is the letter from Kevin Nalder expressing the Fire Dept's opinion. I apologize for catching you off-guard on this today, and also if I went through the wrong channels to pursue the full closure. If you have any questions or concerns, please let me know.

Thanks again for all your time and assistance on this commuter rail review.

DJ

12/3/2004

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Thanks again for all your time and assistance on this commuter rail review.

DJ

12/16/2004

Dansie, Doug

From: pv4910@xmission.com
Sent: Monday, November 22, 2004 2:28 PM
To: Dansie, Doug
Subject: Re: 500 North closure

Doug,

We discussed the proposal to close the railroad crossing at 500 North in the Capitol Hill trustees meeting on Friday, November 19. We agreed that the closing would be acceptable if thereby the noise level of the trains sounding their horns is reduced.

Best wishes, Peter

Quoting "Dansie, Doug" <Doug.Dansie@slcgov.com>:

> Hello Peter
>
> I am following up to an email I sent you on November 3, 2004
>
> Previously Salt Lake City has approved the partial closure of 500 West
> at 500 North to accommodate a "quiet zone" along the railroad tracks.
> As part of that approval, the City was intending to close the street
> to general traffic but establish crash gates for emergency vehicles.
>
> As the project has proceeded, the cost of crash gates has become cost
> prohibitive (due to track work that would be required) and the Fire
> Department has concurred that full closure of the street would not
> significantly affect response time. The Administration has submitted
> petition 400-04-45 to close 500 North at 500 West without the crash
> gates.
>
> I would appreciate it if you could provide a community response to
> this petition or, if the full Community Council wishes to hear the
> issue, schedule it at your next meeting
>
> Thank You
>
> Doug Dansie, AICP
> Principle Planner
>

Dansie, Doug

From: pv4910@xmission.com
Sent: Tuesday, November 16, 2004 8:42 PM
To: Dansie, Doug
Subject: Re: 500 North closure

Doug,

Thanks for your two emails on the issue of closing the 500 North railroad crossing. I will bring it up at the Council meeting tomorrow and after listening to their comments give you a sense of the discussion. Best, Peter

Quoting "Dansie, Doug" <Doug.Dansie@slcgov.com>:

> Hello Peter
>
> I am following up to an email I sent you on November 3, 2004
>
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> issue, schedule it at your next meeting
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> Thank You
>
> Doug Dansie, AICP
> Principle Planner
>

Dansie, Doug

From: Jilene Whitby [jwhitby@utah.gov]
Sent: Tuesday, December 23, 2003 10:14 AM
To: Doug.Dansie@slcgov.com
Subject: RE: 500 North Closure

Thanks for all your help Doug.
I hope you have a wonderful Holiday Season.

>>> "Dansie, Doug" <Doug.Dansie@slcgov.com> 12/23/03 09:00AM >>>
535-7151

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

From: Jilene Whitby [mailto:jwhitby@utah.gov]
Sent: Tuesday, December 23, 2003 6:30 AM
To: Doug.Dansie@slcgov.com
Subject: Re: 500 North Closure

Can you give me a phone number for Kurt Larsen?

>>> "Dansie, Doug" <Doug.Dansie@slcgov.com> 12/22/03 09:15AM >>>
Hello Jilene. Cheri tells me you had questions regarding the 500 North closure.

Just last week the federal government changed rules that allow "quiet zones" to be created. Our Transportation Division is working with Union Pacific RR in putting together a cost estimate for the closure and the gates.

They hope to have it by the end of January (the federal rules needed to be changed to make the whole thing work). With the cost estimate the City can work on funding the project (gates and 500 North closure). There is not a time-table for construction yet.

The person tracking the closure and the gates is Kurt Larsen in the Transportation Office.

If you have any other questions please let me know.

Doug Dansie
535-6182

Dansie, Doug

From: Jilene Whitby [jwhitby@utah.gov]
Sent: Tuesday, December 23, 2003 6:30 AM
To: Doug.Dansie@slcgov.com
Subject: Re: 500 North Closure

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If you have any other questions please let me know.
Doug Dansie
535-6182

Dansie, Doug

From: Larson, Kurt
Sent: Monday, December 22, 2003 7:54 AM
To: Dansie, Doug
Subject: FW: 500 North Closure

Doug,

The Union Pacific RxR is putting together a cost estimate. We hope to receive it by the end of January. With the cost estimate we can work on funding the project (gates and 500 North closure). Call me if you need more info.
Kurt

Kurt G. Larson, PE, PTOE

Division of Transportation
349 South 200 East, Suite 450
Salt Lake City, Utah 84111
Phone: 801 535-6630
Fax: 801 535-6019

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

From: Young, Kevin
Sent: Friday, December 19, 2003 2:08 PM
To: Dansie, Doug; Larson, Kurt
Subject: RE: 500 North Closure

Doug,

From our office, Kurt Larson has been working on the quiet zone project.

Kurt,

Would you update Doug regarding 500 North.

Thanks.

Kevin

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

From: Dansie, Doug
Sent: Friday, December 19, 2003 8:29 AM
To: Young, Kevin
Subject: FW: 500 North Closure

Kevin

do you know the status of the quad gates and the street closure

I will contact Jilene if you can tell me

Doug

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

From: Coffey, Cheri
Sent: Thursday, December 18, 2003 5:27 PM

12/16/2004

To: Jilene Whitby (JWHITBY@utah.gov)
Cc: Dansie, Doug
Subject: 500 North Closure

Jilene,

Doug Dansie, in the Planning Division, worked on this project. He will find out the status and then let you know.

Happy Holidays,

Cheri

12/16/2004

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Sent: Friday, December 19, 2003 2:08 PM
To: Dansie, Doug; Larson, Kurt
Subject: RE: 500 North Closure

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To: Jilene Whitby (JWHITBY@utah.gov)
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Cheri

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To: Jilene Whitby (JWHITBY@utah.gov)
Cc: Dansie, Doug
Subject: 500 North Closure
Categories: Program/Policy

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Doug Dansie, in the Planning Division, worked on this project. He will find out the status and then let you know.

Happy Holidays,

Cheri

c. Minutes

SALT LAKE CITY PLANNING COMMISSION MEETING
In Room 325 of the City & County Building
451 South State Street, Salt Lake City, Utah
Wednesday, January 12, 2005

Present from the Planning Commission were Chairperson Tim Chambless, Vice Chairperson Laurie Noda, Babs De Lay, Prescott Muir, Kathy Scott and Jennifer Seelig. John Diamond, Craig Galli and Peggy McDonough were unable to attend.

Present from the Planning Division Staff were Planning Director Louis Zunguze, Deputy Planning Director Brent Wilde, Deputy Planning Director Doug Wheelwright, Planning Programs Supervisor Cheri Coffey, Senior Planner Elizabeth Giraud, Intern Andrei Lubomudrov, Principal Planner Marilynn Lewis, Senior Planner Joel Paterson, Principal Planner Doug Dansie and Acting Planning Commission Secretary Deborah Martin. Deputy City Attorney Lynn Pace was also present.

Planning Commission Members voting during the meeting of January 12, 2005 are as follows: Commissioner Noda, Commissioner De Lay, Commissioner Muir, Commissioner Scott and Commissioner Seelig. Commission Chambless, as Chairperson, did not vote.

PUBLIC HEARING – Petition No. 400-04-45, by Mayor Anderson requesting to change the 500 North Street closure at 500 West from a partial closure to a full closure. 500 North Street has already been approved for partial closure, by both the Planning Commission and City Council, with the condition that crash gates for emergency vehicles be provided. This petition requests that the condition for crash gates be removed from the approval and the street be fully closed. The City will retain ownership of the street but close the street to vehicular and pedestrian traffic. This closure is necessary to implement a quiet zone, which allows trains to pass without blowing their whistles. (Staff –Doug Dansie at 535-6182 or doug.dansie@slcgov.com)

(This item was heard at 7:05 p.m.)

D. J. Baxter, Senior Advisor to Mayor Anderson, was present.

Mr. Dansie explained that the petition was initiated in 1999 by Prowswood Corporation requesting to construct housing on the old rail yards from approximately North Temple to 500 North. In order to finance the development, they were required to implement sound attenuation. Working with the Planning Division, RDA and the Federal Government, it was determined that quiet zones be provided along the railroad tracks that would prohibit trains from blowing horns at every railroad crossing. The City moved forward with a proposal to install quad-gates at 300 North and 400 North, and to close 500 North. The closure of 500 North has been approved by both the City Council and the Planning Commission with the Commission setting forth a condition that crash gates be installed as recommended by the Fire Department for emergency access to the rail yard. Because of the cost and the fact that it would be just as easy to access the rail yard from 400 North, the Fire Department has recommended removing the condition to require crash gates. The crash gates would be replaced with a full barrier for both pedestrian and

vehicle traffic. Mr. Dansie noted that a letter from the Fire Department was included in the packet stating that they no longer require crash gates.

Mr. Baxter added that he attended the State Fairpark Community Council meeting and there was considerable discussion as to whether or not 500 North should be closed. It was pointed out to the residents that the closure has been approved and the only outstanding issue is the crash gates. The Community Council voted unanimously to eliminate the crash gate condition. They reasoned that other railroad crossings in the neighborhood have wooden gates and are visually unappealing, and prefer permanent curb and gutter at the end of streets.

Commissioner De Lay asked whether or not other streets will to closed; specifically, 600 West on the west side of Gateway Plaza. Mr. Dansie explained that the gating of 300 North and 400 North and the closing of 500 North included review for closing 200 South at about 650 West and closing South Temple at 600 West with quad-gates.

Mr. Baxter added that the intent is to establish a quiet zone from 900 South to 600 North. The RDA has budgeted \$1.3 million for the northern portion of the quiet zone from 200 South to 500 North. The closure of 500 North is included in that budget. The quiet zone should be established in the very near future. The City has a plan in place, but is unable to go forward without authorization from the Federal Railroad Administration (FRA). The FRA is currently developing a new rule that will authorize cities to establish their own quiet zones. The City has studied the draft rule which enabled the budget and preliminary plans. The final rule is expected in January 2005 with April 2005 being the effective date. Depending on the changes from the draft rule to the final rule, the City is not certain whether or not the preliminary plans may be implemented. Changes in the language and safety threshold formulas could affect the types of gates the City proposed, the cost of the project and completion date. Mr. Baxter is anticipating substantial changes because the FRA has received considerable public comment mostly from the railroad companies who have indicated that too much leniency has been given to the cities. Another factor that may determine the completion date is the Grant Tower commuter rail development by UTA. The City has considered using fixed curbs and removing trains completely from 900 South. This project would be more expensive and time consuming, but more feasible by involving UTA.

Jilene Whitby, Chairperson for the State Fairpark Community Council, explained that they have had a number of discussions regarding the closure of 500 North and the quiet zone in the last three years, and in every incident the Council voted unanimously to close 500 North. Discussion regarding the closure at the Council meeting that Mr. Baxter attended was a misunderstanding on her part. Ms. Whitby misunderstood that the Planning Division wanted more input on the closure itself rather than the crash gates, and she distributed flyers in both Spanish and English to every household in the area. Approximately nine community members in attendance were very vocal about not closing the street. Once they understood that the closure was already approved, they then asked that curb and gutter be installed rather a chain-link fence. They believed that the fence is visually unappealing and they want foot access to Washington Elementary.

Mr. Baxter explained that the Utah Department of Transportation (UDOT) has jurisdiction over railroad crossings and allows absolutely no crossing of any kind once a crossing has been closed. The City is further unable to prohibit Union Pacific from erecting a fence should they decide to do so. The crossing is frequently blocked by trains changing boxcars which present safety issues and the City encourages community members to walk on 500 West to 400 North then cross

eastward. The residents raised concerns about the condition of the street and the safety of their children taking that route. The City Administration is willing to consider improvements that would make the route more pedestrian friendly.

The meeting was closed to public comment and there was no further discussion.

Motion for Petition #400-04-45 Based on the findings in the original petition, the evaluation of the current proposal and Fire Department support of full closure without crash gates; Commissioner Muir moved that the Planning Commission recommend approval of the closure of 500 North at 500 West without the condition that crash gates be required and the recommendation (not a condition of approval) that fencing is not installed. Commissioner De Lay seconded the motion, all voted *aye*; the motion passed.

It is noted that prior to the vote, further discussion was held regarding not installing a fence. Commissioner Scott voiced concerned about safety hazards should a fence not be installed and asked Commissioner Muir to rescind the recommendation. Commissioner Seelig asked for Commissioner Muir's reasoning for not installing a fence. Commissioner Muir declined to rescind the recommendation explaining that areas throughout the City have rails that are not fenced and fencing is the exception and not the norm. He believes that people adapt to rails in a safe fashion and he does foresee any eminent danger.

**SALT LAKE CITY PLANNING COMMISSION MEETING
In Room 126 of the City & County Building
451 South State Street, Salt Lake City, Utah
Thursday, March 21, 2002, 5:45p.m.**

Present from the Planning Commission were Chairperson Robert "Bip" Daniels, Kay (berger) Arnold, Andrea Barrows, Arla Funk, Peggy McDonough, Prescott Muir, Kent Nelson, and Laurie Noda. Tim Chambless and Jeff Jonas were excused.

Present from the Planning Staff were Planning Director Stephen Goldsmith, Deputy Planning Directors Brent Wilde and Doug Wheelwright, and Planners Janice Lew, Greg Mikolash, and Doug Dansie.

PUBLIC HEARING - Petition #400-99-61, by Salt Lake City Transportation Division, requesting that 500 North Street be closed to vehicular traffic at the 500 West railroad crossing.

Doug Dansie explained the issues related to this petition, noting that noise is a major factor, and housing development in the area is having a difficult time obtaining financing because of the noise from trains blowing their horns. The City would like to do something about the noise, and one possibility is to create a "quiet zone" which tells trains not to blow their horns through that section. In order to have a quiet zone, they need to close the crossings or gate them. The Redevelopment Agency has set money aside to improve the gates at 3rd and 4th North which currently allow people to get around them and will not allow a quiet zone because the intersection must be blocked in all directions. Quad gates will be required so there is no way for people to get through, and they cost approximately \$300,000 each. The RDA is also considering gating South Temple and 6th West, 1st South and 7th West, and 2nd South and 7th West, which would create a quiet zone from 13th or 14th North to 8th South. 5th North could be gated, but it heads into a rail yard, and Union Pacific is concerned that, because it fans out into multiple tracks, a sensor would have to be placed on each track. That approach would drive up the cost of the gate, and since trains would be moving around, they would constantly be putting the arms down. The Transportation Department and Union Pacific estimate the cost of that gate to be in the million dollar range. The RDA now has a million dollars to pay for the other five gates. Mr. Dansie explained that the options are to live with the noise, spend a million dollars for gates, or close the road. He noted that the road closure would be to vehicular access only. It would not be an abandonment, and the City would retain ownership. The major issue is with the Fire Department and safety access. He believed they had come to a resolution where the closure would be a system of crash gates or other forms of blockage where the Fire Department could get through in an absolute emergency. If the road closure is approved, the City Council would insure that the closure would happen in tandem with the quiet zone.

Ms. Arnold clarified with Mr. Dansie that the financing problems he mentioned are for federal funds only and that people can get loans on homes and businesses from other sources, but the problem is with FHA and other federally financed housing programs.

Chair Daniels asked if it would be possible to silence the horns without closing the street. Mr. Dansie explained that two years ago they looked at directional horns attached to the signal rather than the train, but they are only experimental, and there is no other satisfactory way to silence the horns.

Mr. Nelson asked if the railroad has a requirement to blow their horn every time a train goes through an unclosed intersection. Mr. Dansie replied that they are required by federal law to

blow their horns. One reason the City Council wants to tie this closure to the adoption of a quiet zone is that there is some flux going on with federal regulations. The feds require the horns, and they also regulate that, if you do not want the horns, you need to have a quiet zone.

Mr. Goldsmith named the agencies that exclude funding without a quiet zone. Chair Daniels commented that federal funds are also involved with the City's First Time Home Buyers Program and Neighborhood Housing Services.

Kurt Larson, representing the Salt Lake City Transportation Division, stated that they have heard numerous complaints about the train horns. Financing is one reason for the complaints, and the other is nuisance from the horns blowing. They see this as an opportunity to do something for the community in a positive light. The RDA is helping greatly to improve some of the crossings.

Mr. Nelson referred to the crash gate and asked if the police and Fire Department could crash through it. Mr. Larson replied that anyone could crash through in the event of an emergency. Ms. McDonough asked what the crash barrier would look like. Mr. Larson explained that it is a wood fence with a diamond shape so a vehicle traveling down the road would know it is not a through street. Mr. Muir asked if asphalt would be left through the tracks. Mr. Larson replied that he is in the process of a design with Engineering to install curb and gutter to make it look like you cannot go through. Mr. Muir was concerned that asphalt would invite people to use it as a pedestrian way. Mr. Larson stated that he could not see why a pedestrian could not use it.

Chair Daniels asked Mr. Larson to explain the safety issues related to current conditions and to closing the intersection. Mr. Larson replied that there is always a potential for accidents at a railroad crossing. In order to make this a quiet zone, a higher degree of safety is required from the Federal Railroad Administration, which means a gated situation so cars cannot go around the gates. Because of the geometrics of this location, they cannot install an island that would allow vehicles to make their turn. In order to put in a quiet zone, safety must be enhanced. Mr. Larson stated that he did not have numbers to back up the kinds of accidents that might occur if they do not do this. Chair Daniels stated that the public record shows that those numbers were requested by the Planning Commission when this first came to them two years ago. It was his opinion that putting up a barrier and quieting the horns might be safer, but he has nothing to base that on. Mr. Larson felt he could base it on the engineering opinion that, without vehicle access, the potential for accidents is reduced to zero. Mr. Dansie commented that a quiet zone does not override a normal emergency safety situation, so if someone is on the track, trains can still blow their horns.

Mr. Muir asked if there was any reason why they could not enhance the intersection as a pedestrian/bicycle/skateboard route provided it is adequately warned and marked. He stated that he was nervous about the loss of linkage between the east and west side. Mr. Larson stated that when they enhance it from a pedestrian standpoint, they like to gate the path the pedestrians use. When quad gates are usually placed behind the sidewalk, so when the gate comes down it blocks the sidewalk, and that is typical in all gated situations. Mr. Muir believes that leaving asphalt across the tracks would invite pedestrian use. Mr. Goldsmith agreed that creating connectivity is vital and offered to work with the Transportation Division to insure that they maximize that connection.

Ms. Arnold noted that when this was heard by the Planning Commission several years ago, she suggested a temporary barricade for 60 days to see what the impacts would be. If they had done that on Main Street, she did not believe Main Street would be where it is today. With Main Street closed off, closing off another area would only create isolation. She stated that she could see no harm in a temporary situation to study the impacts to the community. If the temporary situation works, they could move forward. She believed streets belong to everyone in the City,

and everyone uses them. Mr. Larson stated that he did not oppose a 60-day test, but it would have to be done in advance of establishing the quiet zone situation. Ms. Arnold noted that the City spends more time studying a neighborhood before installing a stop sign than before closing a street.

Ms. Funk asked if Mr. Larson had a traffic count for the railroad crossing. He replied that he did not. He knew that less than 400 cars a day use it, but he did not have a recent count.

Chair Daniels opened the public hearing.

Dennis Geisel, a resident of the east bench area, stated that, although this is not his neighborhood, he is hearing sentiment from the Commission that access through this neighborhood is important. It seemed that the west side of the City had already been isolated, and he believed this is one more nail in the coffin. He appreciated the financial advantage of the loan monies available, and the quiet zone made sense. He asked Mr. Goldsmith to comment on his commitment to bicycle access. Mr. Goldsmith reiterated his intent was to work on the connectivity, and he would like to enhance it as much as the Federal Railroad Agency will allow since they control it.

Julean Whitby, representing the Fair Park Community Council, stated that she has been active with that organization for at least eight years, and for the last two years they have anxiously awaited the quiet zone. There are people who participate in the Guadalupe area west of the railroad tracks to the freeway who are most anxious for this to happen. Most of the entrance into their area is along 3rd North if not North Temple and 6th North. She goes that way daily either walking, biking, or driving her car, and when traffic stops for a train, she sees cars piled up on 3rd North. A little traffic comes through 4th North, but cars waiting at 5th North for railroad traffic to clear are minimal. She noted that no one in the community council meetings has voted against the closure.

John Robinson stated that he is President of Neighborhood Housing Services and a resident in the neighborhood. He commented on safety issues and noted that there are no gates on 5th North, which makes it the least safe intersection. The only accident he has ever witnessed was on 5th North several years ago. Luckily, all the train traffic goes by very slowly, which is good from a safety perspective but bad from a noise perspective. With regard to funding, he explained that they are limited in what they can do with federal money because of the noise problem. Commenting on discussions about isolating the neighborhood, he believed the neighborhood would be improved, because more money would be going into the neighborhood in the form of housing. He believed there was a greater benefit to having homes than having access through 5th North. He stated that the NHS Board supports the road closure, and the area residents he had spoken with also supported it. He suggested providing some pedestrian access across 3rd North when a train is stopped, as trains can be stopped for a long time, which blocks all the streets. Vehicles have access through 6th North and North Temple, but it is a big issue for pedestrians.

Jamie Fleet, representing Signature Books located 564 West 4th North, stated that she has co-workers and friends who live in the neighborhood, and Signature Books owns over 30 properties in a five-block radius. Many of their tenants have expressed concern with the closure. She stated that she goes for a walk every day, so access from the east side to the west side is important. People have raised the issue of noise, but she did not see how closing 5th North would exclude the noise. When walking, she has noticed that the train starts whistling by North Temple. She believed closing 5th North would redirect traffic onto 3th North and 4th North, which already get enough traffic, and she did not see how closing one street would prevent accidents. She stated that she has been in the area for nine years and has never seen an accident in that location. She believed that forcing traffic to 3rd or 4th North would increase the possibility of accidents. She stated that she would prefer a pedestrian cross walk if the petition is approved.

She asked how closing 5th North would reduce noise if the trains start whistling way down the road. She explained that she lives at 15th West and 2nd South, and the trains blow their whistles constantly for blocks. She suggested asking the railroad for a shorter whistle time. Chair Daniels explained that, if the Planning Commission decides to close the road, they will ask for a quiet zone to be created. He referred to Mr. Larson's comment that only 400 vehicles per day use that crossing, which is a very low number. Ms. McDonough added that the quiet zone would be from 1500 North to 800 South.

Ms. Fleet stated that she did not understand how closing one street would solve all the problems. Mr. Goldsmith explained that the street is being closed by a quad gate mechanism that will quiet the whole area. Ms. Fleet asked if the quad gates would also be installed on 3rd and 4th North. Mr. Goldsmith replied that they would. Ms. Fleet felt that would make it more prohibitive for people to get by while trains are stopped, and thought the petition was too restrictive.

Ms. Arnold asked why a pedestrian overpass at 3rd North had never been considered. Chair Daniels offered to have Ms. Arnold's question addressed after the public hearing.

Hank Kaufmann indicated his commercial property on the map and stated that the noise is unbelievable in that area. It goes on for long periods of time and stops all conversation inside and outside the building. He believed a quiet zone would be wonderful. He noted that people are fixing up their houses to enhance the neighborhood, and this would be a great incentive for people to further improve their property.

Chair Daniels closed the public hearing.

Mr. Nelson noted that this items was discussed well beyond the time advertised and thanked the public for their patience in waiting to give their comments.

In response to Ms. Arnold's question about a pedestrian overpass on 3rd North, Mr. Goldsmith offered to research the matter and provide the information at a later time, noting that they had not receive requests for that information. Mr. Muir asked if it would be appropriate to include it in their motion as a concern. Mr. Goldsmith felt this related to their comments about promoting connectivity and agreed that it would be appropriate in their motion to suggest that the RDA explore funding for a pedestrian overpass.

Mr. Nelson expressed concern about retaining the pedestrian access on 5th North and asked if a flashing light would be sufficient for pedestrians. Mr. Goldsmith replied that it is controlled by the RFA, and he would have to see what they are willing to do.

Ms. McDonough believed it was apparent that there is a gesture toward connecting either side to bring the fabric of the City closer together in a qualitative way, so the road closure seemed logical. However, she wanted something that would require review of the gate design. If the intent is to make properties more developable, she wanted the barriers to enhance the streetscape and not look makeshift or temporary. Mr. Goldsmith suggested adding a condition that the gates come back to the Planning Commission for design review.

Ms. Arnold reiterated her request for a temporary barrier to study the impacts. If there are no major impacts, she would feel comfortable moving ahead. She noted that Mr. Larson had indicated he could see the merit of a temporary test. Mr. Nelson was unsure what they would know at the end of a 30-day test period that they do not know now.

Chair Daniels stated that he would favor the road closure and quiet zone because it would strengthen the economy and quality of life in the neighborhood. He wished that the trial period

had been addressed when Ms. Arnold requested it a couple of years ago. He also wished a safety study had been done. What he was seeing this evening was a vast majority of people who favor the road closure and quiet zone, and he would like to move ahead with a strong recommendation.

Motion for Petition #400-99-61

Kent Nelson moved to approve Petition #400-99-61 by the Salt Lake City Transportation Division requesting that 500 North Street be closed to vehicular traffic at the 500 West railroad crossing as previously outlined in the staff report. This approval involves closing the street to normal automobile/pedestrian traffic but not vacating the underlying property ownership and allowing crash gates and curbing to be designed in conjunction with the Fire Department for use during emergencies with the following conditions:

- That the Planning Director do everything within his power to work with RDA for connectivity through 500 North.
- Design review of the closure gates by the Planning Commission.

Mr. Muir asked Mr. Nelson if he would entertain his motion not precluding future retrofit for gates and re-opening the street. Mr. Nelson agreed to include that amendment to his motion.

Prescott Muir seconded the motion. Ms. Funk, Ms. McDonough, Mr. Muir, Mr. Nelson, and Ms. Noda voted "Aye." Ms. Arnold voted "Nay." Ms. Barrows, Mr. Chambless, and Mr. Jonas were not present. Mr. Daniels, as chairperson, did not vote.

5. Original Petition

PETITION NO. 400-04-45

PETITION CHECKLIST

<u>Date</u>	<u>Initials</u>	<u>Action Required</u>
<u>11/2/04</u>	<u>NAH</u>	Petition delivered to Planning
_____	_____	Petition assigned to: <u>Doug Dansie</u>
<u>11/12/05</u>	<u>TJD</u>	Planning Staff or Planning Commission Action Date
<u>2/7/05</u>	<u>TJD</u>	Return Original Letter and Yellow Petition Cover
<u>2/7/05</u>	<u>TJD</u>	Chronology
_____	<u>NA</u>	Property Description (marked with a post it note)
_____	<u>NA</u>	Affected Sidwell Numbers Included
<u>2/7/05</u>	<u>TJD</u>	Mailing List for Petition, include appropriate Community Councils
<u>2/7/05</u>	<u>TJD</u>	Mailing Postmark Date Verification
<u>2/7/05</u>	<u>TJD</u>	Planning Commission Minutes
<u>2/7/05</u>	<u>TJD</u>	Planning Staff Report
<u>2/7/05</u>	<u>TJD</u>	Cover letter outlining what the request is and a brief description of what action the Planning Commission or Staff is recommending.
<u>2/7/05</u>	<u>TJD</u>	Ordinance Prepared by the Attorney's Office
_____	<u>NA</u>	Ordinance property description is checked, dated and initialed by the Planner. Ordinance is stamped by Attorney.
<u>Doug Dansie</u>	_____	Planner responsible for taking calls on the Petition
_____	_____	Date Set for City Council Action _____
_____	_____	Petition filed with City Recorder's Office



ROSS C. "ROCKY" ANDERSON
MAYOR

SALT LAKE CITY CORPORATION

OFFICE OF THE MAYOR

MEMORANDUM

To: Louis Zunguze, Planning Director

From: Ross C. Anderson, Mayor *RC*

Re: Petition to Close 500 North Crossing at Union Pacific Tracks

Date: October 18, 2004

In response to the request of Salt Lake City Transportation Director Tim Harpst, I hereby ask that the Planning Division initiate a petition to close 500 North Street at approximately 500 West to east-west vehicular traffic across the Union Pacific railroad tracks. The closure of this street to public traffic has already been approved in a "partial closure," which would prohibit the public from crossing the tracks but would use a locked crash gate to permit emergency vehicles to cross. Due to the high cost of the crash gates, the Fire Department's recent acceptance of a full closure, and the additional benefit a full closure would provide in creating a downtown quiet zone, I ask that you initiate a petition for full closure of this crossing as soon as possible.

Please let me know if you need any further direction. Communications from the Transportation Division and the Fire Department are attached.

Cc: Rocky Fluhart
Tim Harpst
Cindy Gust-Jenson
Sam Guevara
D.J. Baxter

REMARKS

Petition No. 400-04-45

By Mayor Anderson

Is requesting to close a portion of 500 North Street at the railroad tracks at approximately 500 West. The closure would extend westerly from the east line of the Union Pacific Railroad right-of-way approximately 150 feet to the west line of the Union Pacific right-of-way.

Date Filed _____

Address _____