
M E M O R A N D U M

DATE: December 8, 2006
TO: City Council Members
FROM: Russell Weeks
RE: Briefing/Set Date for Public Hearing: Proposed Street Closure of 100 South Street at 700 West Street pursuant to Petition No. 400-06-15
CC: Cindy Gust-Jenson, Steve Fawcett, Louis Zunguze, Sam Guevara, Tim Harpst, DJ Baxter, Ed Rutan, Gary Mumford, Nick Britton, Jennifer Bruno, Janice Jardine, Melanie Reif

This memorandum pertains to Petition No. 400-06-15, a proposal to close a portion of 100 South Street at 700 West Street. The proposed closure would involve about 120 feet of 100 South Street from the east line of UTA's right of way for its commuter rail line to the west line of Union Pacific Railroad's right of way for its freight lines. The petition is part of the Grant Tower rail realignment project in the west Gateway area.

The petition is scheduled for a briefing before the City Council at its December 12 work session. The Council also is scheduled the same night to set a date for a January 9 public hearing at the Council's formal session.

OPTIONS

- Set a January 9 date for a public hearing. (Public hearings for street closures are required by Utah law.)
- Set a later date for a public hearing. (It should be noted that the Administration has said it would like to have the City Council consider the petition formally before the end of January.)

POTENTIAL MOTIONS

- I move we set a date of January 9 for a public hearing on Petition 400-06-15, a proposal to close a portion of 100 South Street at 700 West Street.
- I move we set a date of (Council Members may choose a date they wish) for a public hearing on Petition 400-06-15, a proposal to close a portion of 100 South Street at 700 West Street.

KEY POINTS

- The petition is a component of the project to realign railroad tracks at the Grant Tower curve to allow trains to travel at greater speeds.

- The petition was filed by the Salt Lake City Transportation Division and seeks to close a portion of 100 South Street at 700 West Street from the east line of UTA's right of way for its commuter rail line to the west line of Union Pacific Railroad's right of way for its freight lines.
- Salt Lake City would retain ownership of the closed portion of the street, and retain rights of entry to maintain public utilities including water and sewer facilities.
- 100 South Street already dead-ends slightly west of its intersection with 700 West Street. According to one estimate, about 100 motorized vehicles a day go through the intersection.
- To allow traffic to continue to flow through the area, the City contemplates building a mid-block street between South Temple and 100 South Street that would allow westbound vehicles to circle back to 600 West Street. Northbound vehicles would be allowed to make a U-turn on 700 West Street to return southbound. (Please see Administration transmittal, Page 2.)
- Funding for the new street would come from the Utah Transit Authority as payment in lieu of improvements to the existing railroad crossing that would be needed if the crossing remained open, according to the Administration.

ISSUES/QUESTIONS FOR CONSIDERATION

- The petition's proposal appears to hinge on a final settlement agreement between the City and Union Pacific Railroad that would resolve a lawsuit the City filed over the railroad's activation of the 900 South line in 2002. A preliminary agreement was reached earlier this year between the two parties. At what point will the settlement agreement with Union Pacific Railroad be final?
- Should the City Council make the proposed closure contingent upon a final settlement agreement?
- Would the proposed closure have any effect on the Utah Department of Transportation's plans to build a high occupancy vehicle ramp at 100 South Street to serve southbound traffic from Interstate 15?

BACKGROUND/DISCUSSION

The Transportation Division initiated Petition No. 400-06-15 to close a portion of 100 South Street near the point where the street intersects 700 West Street.

According to the Administration transmittal, the proposed street closure would permanently close an unprotected at-grade railroad crossing, eliminating the need to install protective gates and signals where the rail lines intersect 100 South Street.

Union Pacific Railroad would like to straighten railroad tracks at the Grant Tower curve in the west portion of what is known as the Gateway area to increase the speed of its freight trains through Salt Lake City to eliminate a bottleneck within its track system. Simultaneously, the Utah Transit Authority is building the northern portion of its commuter rail line between Ogden and Salt Lake City on right of way purchased from Union Pacific. In addition, Salt Lake City has sought to implement a quiet zone within the City so trains do not have to blow horns as they cross intersections with streets.

According to the Administration, closing the section of 100 South Street to vehicular traffic would be cheaper than installing protective gates and signals where the tracks intersect 100 South Street. If the crossing were kept open, the gates and signals would be required to account for the faster and more frequent commuter rail trains, as well as for the creation of a quiet zone. It should be noted that 700 West Street already dead-ends a little west of that street's intersection with 100 South Street.

According to the Administration transmittal, building a barrier to implement the closure and laying new pavement would cost about \$10,000, and the sum has been budgeted into the Grant Tower realignment project. (Please see Page 1 of the transmittal.)

However, the transmittal also includes discussion of building a street between South Temple and 100 South streets to handle westbound traffic flow. The new street would allow westbound traffic to flow north of the 100 South 700 West intersection and then circle back to 600 West Street. (Northbound traffic on 700 West Street also would be allowed to make a U-turn near the barrier and travel southbound.)

Building the new street apparently would not be immediate. It also appears contingent on preliminary agreements among the Utah Transit Authority, Union Pacific Railroad, and the City. Earlier this year, the City and Union Pacific reached a tentative agreement on a lawsuit filed by the City pertaining to Union Pacific's re-activation of what is known as the 900 South line. The City has based some of its actions on the tentative agreement, including a City Council resolution in March that preserved the City's right to bond for its share of the Grant Tower realignment project.

According to the Administration, the petition to close the portion of 100 South Street is a critical component of the agreement that the Administration is negotiating with Union Pacific.

According to one estimate, building protective gates and signals at 100 South and 700 West to help qualify the area as a federally sanctioned quiet zone would cost about \$750,000. The Utah Transit Authority apparently has agreed to allocate that amount to Union Pacific and the City to build the mid-block road described in the Administration transmittal. Part of the money would be used to purchase land for the road, and part would be used to build it.

The City Council may wish to gauge how firm UTA's commitment is to allocate the funds for the potential new street. It also may wish to determine when the City will reach a final settlement agreement with Union Pacific. The Council also may wish to consider whether to make approving the petition contingent on a signed final settlement agreement.

In addition, the City Council may wish to inquire whether the proposed street closure and new street would have any effect on the Utah Department of Transportation's plans to build a high-occupancy vehicle ramp on 100 South Street to serve southbound traffic from Interstate 15. UDOT included building a high-occupancy vehicle ramp at 100 South Street in its plans after the City Council adopted a motion in 1994 that addressed where the City Council wanted I-15 exit ramps placed. (Please see attachment.)

According to the Administration transmittal, the Planning Commission recommended approving the proposed closure and that the City present the proposal to

the Poplar Grove Community Council. The Planning Division contacted the Community Council on October 12, but as of November 20 had not received a response from Community Council representatives. No one spoke for or against the proposed closure at the Planning Commission's public hearing on the petition on October 11.

A. LOUIS ZUNGUZE
DIRECTOR

BRENT B. WILDE
DEPUTY DIRECTOR

SALT LAKE CITY CORPORATION

DEPT. OF COMMUNITY DEVELOPMENT
OFFICE OF THE DIRECTOR

ROSS C. "ROCKY" ANDERSON
MAYOR

CITY COUNCIL TRANSMITTAL

TO: Rocky Fluhart, Chief Administrative Officer **DATE:** November 21, 2006

FROM: Louis Zunguze, Community Development Director

RE: Petition 400-06-15: Street Closure by Salt Lake City Transportation Division, 100 South at 700 West from the east line of the future UTA commuter rail right-of-way to the west line of the Union Pacific right-of-way

STAFF CONTACTS: Nick Britton, Principal Planner, at 535-7932 or
nick.britton@slcgov.com

RECOMMENDATION: That the City Council hold a briefing and schedule a Public Hearing

DOCUMENT TYPE: Ordinance

BUDGET IMPACT: The approximate cost of the closure, including the physical barrier and new pavement, would be \$10,000. The cost has been budgeted in the Grant Tower realignment project budget. There is no additional budget impact for the City.

DISCUSSION:

Issue Origin: The Salt Lake City Transportation Division is requesting the City Council approve the closure of a portion of 100 South beginning at approximately 700 West and going east for 120 feet (120'). Specifically, the portion requested for closure extends west from the east line of the future UTA commuter rail right-of-way to the west line of the Union Pacific right-of-way. The proposed street closure would permanently close an unprotected at-grade railroad crossing, and curb and gutter would be installed on both sides of the closed portion of 100 South. (See Exhibit 6 for the letter from the Transportation Division requesting the closure.)

The Salt Lake City Transportation Division has recommended that the City retain the street property.

Analysis: No vehicular or pedestrian traffic would be permitted to cross the tracks at 100 South. All traffic heading westbound on 100 South will be redirected to the north and ultimately back to 600 West on a new mid-block road which will intersect 600 West at approximately 30 South, facilitating future development of the area. The portion of 100 South between 700 West and the

I-15/I-80 embankment, west of the proposed closure, will remain open. Since this segment of 700 West ends at 100 South, traffic will be allowed to head north on 700 West, make a U-turn, and continue south on 700 West (this segment of 700 West ends at 100 South). (See Figure 1 for the general traffic flow that would result from the proposed closure.)

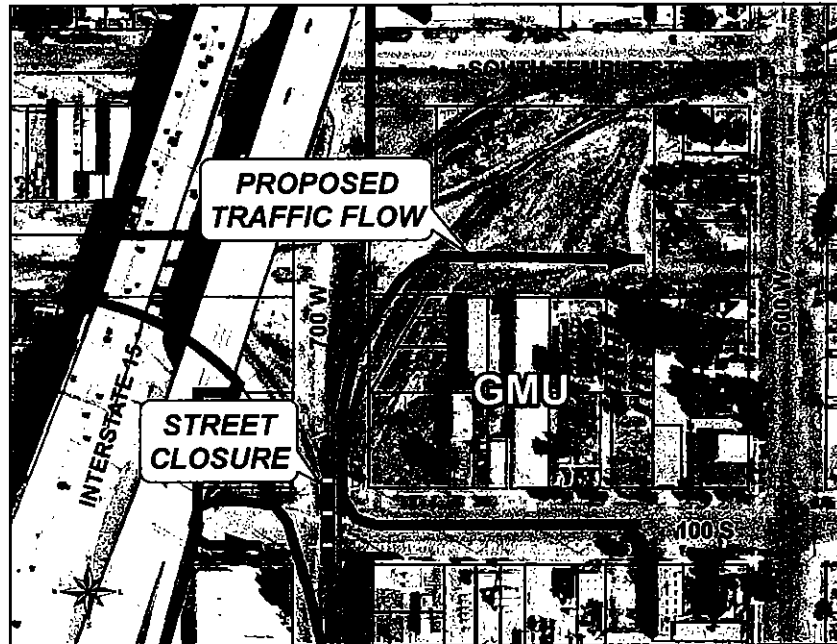


Figure 1: Proposed general traffic flow.

There are several positive results of the proposed closure, as follows:

- Creates a safer intersection for automobile traffic;
- Precludes the need for an expensive rail crossing upgrade;
- Facilitates development of the area by funneling traffic onto the new mid-block road;
- Enables the creation of a “Quiet Zone,” in which trains are not required to blow their horns when passing through the area; and
- Allows trains to travel at a higher speed through the intersection.

The City Council has adopted the following policy considerations to guide the decision-making process for requests to close and vacate City-owned street rights-of-way (Section E.2 of the Salt Lake City Council Policy Guidelines):

1. It is the policy of the City Council to close public streets and sell the underlying property. The Council does not close streets when the 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, commercial or industrial.
3. 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 applicant that the sale and/or closure of the street will accomplish the stated public policy reasons.

4. The City Council should determine whether the stated public policy reasons outweigh alternatives to the closure of the street.

The Planning Commission staff report includes discussion and findings relating to each of these policies (see Exhibit 5b, page 5).

A majority of the comments received by Planning Staff from other City Departments were supportive of the proposed closure. The Public Utilities Department was supportive of the closure as long as they retained access to the sewer, water, and storm drain within the closed portion of the road for maintenance. No other issues were raised.

Master Plan Considerations: There are three Master Plan documents that are applicable to this area. The land use policy document that guides development in this area is the Central Community Master Plan, adopted in 2005. For the area in which the closure is proposed, the Central Community Master Plan refers to the recommendations set forth in the Gateway Specific Plan, adopted in 1998. The proposed street closure is located in the I-15/Railroad Sub-district, an area targeted for the development of the Gateway Commons Park and the Amtrak station. The Gateway Specific Plan also indicates that this intersection is the northern edge of the proposed development of an 80-acre tract of open space, between I-15 and the Union Pacific Railroad from 100 South to 900 South.

A major element of the Gateway Specific Plan is the desire to establish more residential uses in the entire Gateway District. According to Federal law, all trains must blow their horns at unprotected rail crossings. Closing the unprotected railroad crossing at 100 South and 700 West to east/west vehicular traffic would facilitate the creation of a Quiet Zone which would, in turn, create a better environment for residential uses.

The Transportation Master Plan's Major Street Plan identifies 100 South as a local street and does not anticipate the need to extend 100 South or 700 West because of barriers presented by I-15 and the railroad tracks, respectively.

PUBLIC PROCESS:

This petition was presented to the Downtown Community Council on August 23, 2006, and those in attendance were in support of the proposal. No issues were identified at that time. A representative for HOWA Construction, whose headquarters are located at 663 West 100 South, southeast of the proposed closure, requested additional information so that they could be prepared for the hearing. Staff forwarded the representative a map and a copy of the final staff report.

Abutting property owners were notified of the closure and invited to attend a public hearing on the matter at the October 11, 2006, Planning Commission meeting. No issues were raised at the hearing. The Planning Commission unanimously voted to forward a positive recommendation to the City Council regarding the closure of a portion of 100 South beginning at approximately 700 West and going east for 120 feet (120') over the railroad crossing to pedestrian and general vehicle access. The Planning Commission requested that Planning Staff contact the Poplar Grove

Community Council as a courtesy to ask if they wished to hear the details of the proposed street closure at their November meeting. Staff contacted the Popular Grove Community Council on October 12, 2006; as of November 20, 2006, Staff had not received a response from the community council representatives.

RELEVANT ORDINANCES:

Utah State Code, Title 10-8-8 to 10-8-8.5 includes regulations regarding Street Vacations.

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Exhibit 1 Chronology

Petition #400-06-15
Chronology

- June 14, 2006:** Petition received by Planning Division.
- July 5, 2006:** Petition assigned to Nick Britton.
- July 7, 2006:** Information routed to applicable city staff.
- July 10, 2006:** Meeting concerning petition with Alex Ikefuna, Doug Wheelwright, Doug Dansie, Tim Harpst, and DJ Baxter.
- July 28, 2006:** Notice was sent to Downtown Community Council Chair.
- August 23, 2006:** Planning staff presented the petition to the Downtown Community Council.
- September 26, 2006:** Notice of Planning Commission public hearing mailed to abutting property owners.
- September 29, 2006:** Intersection posted with notice of Planning Commission public hearing.
- October 11, 2006:** Planning Commission voted to forward a positive recommendation to City Council regarding the closure of 100 South at 700 West.
- October 13, 2006:** The ordinance was requested from the City Attorney's Office.
- October 24, 2006:** The final stamped ordinance was received from the City Attorney's Office.

Exhibit 2
Proposed Ordinance

SALT LAKE CITY ORDINANCE

No. _____ of 2006

(Closing a portion of 100 South at approximately 700 West as a public street)

AN ORDINANCE CLOSING A PORTION OF 100 SOUTH AT APPROXIMATELY
700 WEST AS A PUBLIC STREET, PURSUANT TO PETITION NO. 400-06-15.

WHEREAS, the City Council of Salt Lake City, Utah, finds after public hearings that the City's interest in the portion of the street described below is not necessary for use by the public as a street and that closure of the portion of the street will not be adverse to the general public's interest;

WHEREAS, the closed portion of the street will no longer be dedicated to public use or for use as a public thoroughfare either by vehicles or pedestrians; and

WHEREAS, the closed portion of the street will not be sold and title thereto will remain with the City.

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

SECTION 1. Closing Street. A portion of 100 South at approximately 700 West, which is the subject of Petition No. 400-06-15, and which is more particularly described on Exhibit "A" attached hereto, and the same hereby is, closed and declared no longer needed or available for use as a street. The closed portion of street will no longer be dedicated to public use or for use as a public thoroughfare either by vehicles or pedestrians.

SECTION 2. Reservations and Disclaimers. The above closure and abandonment is expressly made subject to all existing rights-of-way and easements of all public utilities of any and every description now located on and under or over the confines of this property, and also subject to the rights of entry thereon for the purposes of maintaining, altering, repairing, removing or rerouting said utilities, including the City's water and sewer facilities. Said closure

and abandonment is also subject to any existing rights-of-way or easements of private third parties.

SECTION 3. Title to Remain with City. The closed portion of street shall not be sold and title thereto shall remain with the City.

SECTION 4. 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 _____, 2006.

CHAIRPERSON

ATTEST:

CHIEF DEPUTY CITY RECORDER

Transmitted to Mayor on _____.

Mayor's Action: _____ Approved. _____ Vetoed.

MAYOR

CHIEF DEPUTY CITY RECORDER

(SEAL)

Bill No. _____ of 2006.
Published: _____.

I:\Ordinance 06\Closing a portion of street at 100 South and 700 West - 10-17-06 draft.doc

APPROVED AS TO FORM
Salt Lake City Attorney's Office
Date Oct. 24, 2006
By Melanie Reif

EXHIBIT A

Beginning at the Southeast corner of Block 50, Plat C, Salt Lake City Survey, a subdivision within Section 2, Township 1 South, Range 1 West, Salt Lake Base and Meridian; thence N89°58'59"E 131.95 feet to the Southwest corner of Block 49, Plat C; thence N89°59'08"E 8.74 feet; thence S06°17'59"W 132.78 feet; thence S89°59'15"W 110.76 feet; thence N13°35'19"W 135.79 feet; thence S89°53'10"E 16.54 feet to the point of beginning, contains 0.406 acres more or less.

11/2/06 jms

Exhibit 3
City Council Public Hearing Notice

NOTICE OF PUBLIC HEARING

The Salt Lake City Council will hold a public hearing and consider adopting an ordinance to close a portion of 100 South at approximately 700 West. The purpose of the proposed street closure is to increase safety in the area by closing an unprotected, at-grade rail crossing and to facilitate development in the area with the creation of a Quiet Zone where trains would not be required to sound any warning.

The City Council hearing will be held:

Date:

Time: 7:00 PM

Place: Room 315 (City Council Chambers)
Salt Lake City and County Building
451 South State Street
Salt Lake City, UT 84111

You are invited to attend this hearing, ask questions, or provide input concerning the topic listed above. If you have any questions, contact Nick Britton at 535-7932 between the hours of 8:00 AM and 5:00 PM, or send an e-mail to nick.britton@slcgov.com.

People with disabilities may make requests for reasonable accommodation no later than 48 hours in advance in order to attend this hearing. Accommodations may include alternate formats, interpreters, and other auxiliary aids. This is an accessible facility. For questions, requests, or additional information, please contact the Planning Division at (801) 535-7757; TDD (801) 535-6021.

Exhibit 4
Mailing List

THE DENVER & RIO GRA CO
Address: 1700 FARNAM ST 10FL SOUTH
Suite N/A
OMAHA NECO 68102 2010

THE DENVER & RIO GRA CO
Address:
Suite N/A
OMAHA NE 68102 2010

THE DENVER & RIO GRA CO
Address: 1700 FARNAM ST 10FL SOUTH
Suite N/A
OMAHA NE 68102 2010

DENVER & RIO GRANDE RAILROAD CO
Address: 1700 FARNAM ST 10TH FLR S
Suite N/A
OMAHA NE 68102 2010

D & R G W RAILROAD
Address: STOP 1640
Suite N/A
OMAHA NE 84104

GALLEGOS, JOE O. & M FERMIN
Address: 885 E ROCKY MOUTH LN
Suite N/A
DRAPER UT 84020 7604

MANZANARES, J. H. &
Address: 885 E ROCKY MOUTH LN
Suite N/A
DRAPER UT 84020 7604

PACE, ORLAN G
Address: 654 W 100 S
Suite N/A
SALT LAKE CITY UT 84104 1001

623 W 100 SOUTH, LLC
Address: 663 W 100 S
Suite N/A
SALT LAKE CITY UT 84104 1099

HOWA CONSTRUCTION IN
Address: 663 W 100 S
Suite N/A
SALT LAKE CITY UT 84104 1099

R J H, LTD
Address: 663 W 100 S
Suite N/A
SALT LAKE CITY UT 84104 1099

RJH, LTD
Address: 663 W 100 S
Suite N/A
SALT LAKE CITY UT 84104 1099

JUHLIN, JEFFREY L; E
Address: 666 W 100 S
Suite N/A
SALT LAKE CITY UT 84104 1001

K M S LIMITED
Address: 728 W 200 S
Suite N/A
SALT LAKE CITY UT 84104 1006

BEESLEY, JOSEPH W & H ORABELL; JT
Address: 2150 E 3380 S
Suite N/A
SALT LAKE CITY UT 84109 2639

ANDROULIDAKIS, EMMAN
Address: 74 S 600 W
Suite N/A
SALT LAKE CITY UT 84101 1006

ATEN, INC
Address: 134 S 700 W
Suite N/A
SALT LAKE CITY UT 84104 1096

MERCIER, MAX
Address: 643 E NORTHCREST DR
Suite N/A
SALT LAKE CITY UT 84103 3315

THE UTAH TRANSIT AUT
Address: PO BOX 30810
Suite N/A
SALT LAKE CITY UT 84130 0810

UTAH DEPARTMENT OF TRANSPORTATION
Address: 450 N STATE ST
Suite N/A
SALT LAKE CITY UT 84114 1104

UTAH TRANSIT AUTHORI
Address: 3600 S 700 W
Suite N/A
SOUTH SALT LAKE UT 84119

STATE ROAD COMMISSIO
Address: 4501 S 2700 W
Suite N/A
TAYLORSVILLE UT 84119

UTAH TRANSIT AUTHORI
Address: 3600 S 700 W
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Nick Britton
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DJ Baxter
Salt Lake City Mayor's office
451 S. State St.
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1217 NORTH BRIGADIER CIR
SALT LAKE CITY UT 84116

KENNETH L NEAL
ROSE PARK CHAIR
1071 NORTH TOPAZ
SALT LAKE CITY UT 84116

ANGIE VORHER
JORDAN MEADOWS CHAIR
1988 SIR JAMES DRIVE
SALT LAKE CITY UT 84116

VICKY ORME
FAIRPARK CHAIR
159 NORTH 1320 WEST
SALT LAKE CITY UT 84116

MIKE HARMAN
POPLAR GROVE CHAIR
1044 WEST 300 SOUTH
SALT LAKE CITY UT 84104

RANDY SORENSON
GLENDALE CHAIR
1184 SOUTH REDWOOD DR
SLAT LAKE CITY UT 84104

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

STEVE MECHAM
GREATER AVENUES CHAIR
1180 FIRST AVENUE
SALT LAKE CITY UT 84103

BILL DAVIS
DOWNTOWN CHAIR
329 HARRISON AVENUE
SALT LAKE CITY UT 84115

DELBERT RUSHTON
PEOPLE'S FREEWAY CHAIR
18 WEST HARTWELL AVE
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THOMAS MUTTER
CENTRAL CITY CHAIR
228 EAST 500 SOUTH #100
SALT LAKE CITY UT 84111

CHRIS JOHNSON
EAST CENTRAL CHAIR
PO BOX 520641
SALT LAKE CITY UT 84106

JIM FISHER
LIBERTY WELLS CHAIR
428 CLEVELAND AVE
SALT LAKE CITY UT 84105

JON DEWEY
YALECREST CHAIR
1724 PRINCETON AVE
SALT LAKE CITY UT 84108

DANIEL JENSEN
WASATCH HOLLOW CHAIR
1670 EAST EMERSON AVE
SALT LAKE CITY UT 84105

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SALT LAKE CITY UT 84108

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FOOTHILL/SUNNYSIDE CHAIR
1940 HUBBARD AVE
SALT LAKE CITY UT 84108

SHAWN MCMILLEN
H. ROCK CHAIR
1855 SOUTH 2600 EAST
SALT LAKE CITY UT 84108

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

MARK HOLLAND
SUGAR HOUSE CHAIR
1942 BERKELEY STREET
SALT LAKE CITY UT 84108

PAUL TAYLOR
OAK HILLS CHAIR
1165 OAKHILLS WAY
SALT LAKE CITY UT 84108

BRUCE COHNE
EAST BENCH CHAIR
2384 SOUTH SUMMIT CIRCLE
SLAT LAKE CITY, UT 84109

PAM PENDERSON
EAST LIBERTY PARK CHAIR
1140 S 900 E 84105
SALT LAKE CITY, UT

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

INDIAN HILLS CHAIR
Vacant

ST. MARY'S CHAIR
Vacant

ORGANIZATIONS:

Updated: 4/1/2005 sj

DOWNTOWN ALLIANCE
BOB FARRINGTON, DIRECTOR
175 EAST 400 SOUTH, #100
SALT LAKE CITY, UT 84111

S.L. CHAMBER OF COMMERCE
175 EAST 400 SOUTH, SUITE #100
SALT LAKE CITY, UT 84111

ATTN: CAROL DIBBLEE
DOWNTOWN MERCHANTS ASSN.
10 W. BROADWAY, SUITE #420
P.O. BOX
SALT LAKE CITY, UT 84101

HISPANIC CHAMBER OF
COMMERCE
P.O. BOX 1805
SALT LAKE CITY, UT 84110

VEST POCKET BUSINESS
COALITION
P.O. BOX 521357
SALT LAKE CITY, UT 84152-1357

SUGAR HOUSE MERCHANTS ASSN.
c/o BARBARA GREEN
SMITH-CROWN
2000 SOUTH 1100 EAST
SALT LAKE CITY, UT 84106

WESTSIDE ALLIANCE
c/o NEIGHBORHOOD HOUSING SVS.
MARIA GARCIA
622 WEST 500 NORTH
SALT LAKE CITY, UT 84116

THE DENVER & RIO GRA CO
Address: 1700 FARNAM ST 10FL SOUTH
Suite N/A
OMAHA NECO 68102 2010

THE DENVER & RIO GRA CO
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Suite N/A
OMAHA NE 68102 2010

THE DENVER & RIO GRA CO
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Suite N/A
OMAHA NE 68102 2010

DENVER & RIO GRANDE RAILROAD CO
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Suite N/A
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D & R G W RAILROAD
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GALLEGOS, JOE O. & M FERMIN
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DRAPER UT 84020 7604

MANZANARES, J. H. &
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PAGE, ORLAN G
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SALT LAKE CITY UT 84104 1001

623 W 100 SOUTH, LLC
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SALT LAKE CITY UT 84104 1099

HOWA CONSTRUCTION IN
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Suite N/A
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R J H, LTD
Address: 663 W 100 S
Suite N/A
SALT LAKE CITY UT 84104 1099

RJH, LTD
Address: 663 W 100 S
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JUHLIN, JEFFREY L; E
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SALT LAKE CITY UT 84104 1001

K M S LIMITED
Address: 728 W 200 S
Suite N/A
SALT LAKE CITY UT 84104 1006

BEESLEY, JOSEPH W & H ORABELL; JT
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Suite N/A
SALT LAKE CITY UT 84109 2639

ANDROULIDAKIS, EMMAN
Address: 74 S 600 W
Suite N/A
SALT LAKE CITY UT 84101 1006

ATEN, INC
Address: 134 S 700 W
Suite N/A
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MERCIER, MAX
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SALT LAKE CITY UT 84103 3315

THE UTAH TRANSIT AUTH
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Suite N/A
SALT LAKE CITY UT 84130 0810

UTAH DEPARTMENT OF TRANSPORTATION
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Suite N/A
SALT LAKE CITY UT 84114 1104

UTAH TRANSIT AUTHORITY
Address: 3600 S 700 W
Suite N/A
SOUTH SALT LAKE UT 84119

STATE ROAD COMMISSION
Address: 4501 S 2700 W
Suite N/A
TAYLORSVILLE UT 84119

UTAH TRANSIT AUTHORITY
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WESTPOINTE CHAIR
1217 NORTH BRIGADIER CIR
SALT LAKE CITY UT 84116

KENNETH L NEAL
ROSE PARK CHAIR
1071 NORTH TOPAZ
SALT LAKE CITY UT 84116

ANGIE VORHER
JORDAN MEADOWS CHAIR
1988 SIR JAMES DRIVE
SALT LAKE CITY UT 84116

VICKY ORME
FAIRPARK CHAIR
159 NORTH 1320 WEST
SALT LAKE CITY UT 84116

MIKE HARMAN
POPLAR GROVE CHAIR
1044 WEST 300 SOUTH
SALT LAKE CITY UT 84104

RANDY SORENSON
GLENDALE CHAIR
1184 SOUTH REDWOOD DR
SLAT LAKE CITY UT 84104

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

STEVE MECHAM
GREATER AVENUES CHAIR
1180 FIRST AVENUE
SALT LAKE CITY UT 84103

BILL DAVIS
DOWNTOWN CHAIR
329 HARRISON AVENUE
SALT LAKE CITY UT 84115

DELBERT RUSHTON
PEOPLE'S FREEWAY CHAIR
18 WEST HARTWELL AVE
SALT LAKE CITY UT 84115

THOMAS MUTTER
CENTRAL CITY CHAIR
228 EAST 500 SOUTH #100
SALT LAKE CITY UT 84111

CHRIS JOHNSON
EAST CENTRAL CHAIR
PO BOX 520641
SALT LAKE CITY UT 84106

JIM FISHER
LIBERTY WELLS CHAIR
428 CLEVELAND AVE
SALT LAKE CITY UT 84105

JON DEWEY
YALECREST CHAIR
1724 PRINCETON AVE
SALT LAKE CITY UT 84108

DANIEL JENSEN
WASATCH HOLLOW CHAIR
1670 EAST EMERSON AVE
SALT LAKE CITY UT 84105

ELIOT BRINTON
SUNNYSIDE EAST CHAIR
849 SOUTH CONNOR STREET
SALT LAKE CITY UT 84108

ELLEN REDDICK
BONNEVILLE HILLS CHAIR
2177 ROOSEVELT AVENUE
SALT LAKE CITY UT 84108

MICHAEL AKERLOW
FOOTHILL/SUNNYSIDE CHAIR
1940 HUBBARD AVE
SALT LAKE CITY UT 84108

SHAWN MCMILLEN
H. ROCK CHAIR
1855 SOUTH 2600 EAST
SALT LAKE CITY UT 84108

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

MARK HOLLAND
SUGAR HOUSE CHAIR
1942 BERKELEY STREET
SALT LAKE CITY UT 84108

PAUL TAYLOR
OAK HILLS CHAIR
1165 OAKHILLS WAY
SALT LAKE CITY UT 84108

BRUCE COHNE
EAST BENCH CHAIR
2384 SOUTH SUMMIT CIRCLE
SLAT LAKE CITY, UT 84109

PAM PENDERSON
EAST LIBERTY PARK CHAIR
1140 S 900 E 84105
SALT LAKE CITY, UT

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

INDIAN HILLS CHAIR
Vacant

ST. MARY'S CHAIR
Vacant

ORGANIZATIONS:
Updated: 4/1/2005 sj

DOWNTOWN ALLIANCE
BOB FARRINGTON, DIRECTOR
175 EAST 400 SOUTH, #100
SALT LAKE CITY, UT 84111

S.L. CHAMBER OF COMMERCE
175 EAST 400 SOUTH, SUITE #100
SALT LAKE CITY, UT 84111

ATTN: CAROL DIBBLEE
DOWNTOWN MERCHANTS ASSN.
10 W. BROADWAY, SUITE #420
P.O. BOX
SALT LAKE CITY, UT 84101

HISPANIC CHAMBER OF
COMMERCE
P.O. BOX 1805
SALT LAKE CITY, UT 84110

VEST POCKET BUSINESS
COALITION
P.O. BOX 521357
SALT LAKE CITY, UT 84152-1357

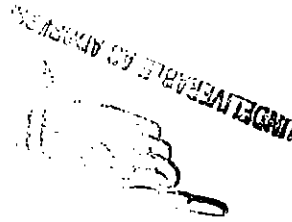
SUGAR HOUSE MERCHANTS ASSN.
c/o BARBARA GREEN
SMITH-CROWN
2000 SOUTH 1100 EAST
SALT LAKE CITY, UT 84106

WESTSIDE ALLIANCE
c/o NEIGHBORHOOD HOUSING SVS.
MARIA GARCIA
622 WEST 500 NORTH
SALT LAKE CITY, UT 84116

Exhibit 5-a
Planning Commission Hearing
Original Notice and Postmark

D & R G W RAILROAD
Address: STOP 1640
Suite N/A

PUBLIC HEARING NOTICE

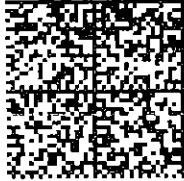


US POSTAGE
Mailed From 84111

\$00.390
09/26/2006

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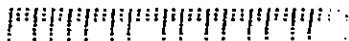
Hasler



Salt Lake City Planning Division
451 South State Street, Room 406
Salt Lake City UT 84111

1. Fill out registration card and indicate if you wish to speak and which agenda item you will address.
2. After the staff and petitioner presentations, hearing will be opened for public comment. Community Councils will present their comments at the beginning of the hearing.
3. In order to be considerate of everyone attending the meeting, the Chair may limit the time each person may have to address the Commission, per item. A spokesperson who has already been asked by a group to summarize their concerns may be given additional time. Written comments are welcome and will be provided to the Planning Commission in advance of the meeting if they are submitted to the Planning Division prior to noon the day before the meeting. Written comments should be sent to:
Salt Lake City Planning Commission
451 South State Street, Room 406
Salt Lake City UT 84111
4. Speakers will be called by the Chair.
5. Please state your name and your affiliation to the petition or whom you represent at the beginning of your comments.
6. Speakers should address their comments to the Chair. Planning Commission members may have questions for the speaker. Speakers may not debate with other meeting attendees.
7. Speakers should focus their comments on the agenda item. Extraneous and repetitive comments should be avoided.
8. After those registered have spoken, the Chair will invite other comments. Prior speakers may be allowed to supplement their previous comments at this time.
9. After the hearing is closed, the discussion will be limited among Planning Commissioners and Staff. Under unique circumstances, the Planning Commission may choose to reopen the hearing to obtain additional information.
10. Salt Lake City Corporation complies with all ADA guidelines. People with disabilities may make requests for reasonable accommodation no later than 48 hours in advance in order to attend this meeting. Accommodations may include alternate formats, interpreters, and other auxiliary aids. This is an accessible facility. For questions, requests, or additional information, please contact the Planning Office at 535-7757; TDD 535-6220.

The next Planning Commission meeting will be held on October 25, 2006. For additional information, please visit www.slccgov.com/ced/planning



68100

**AGENDA FOR THE
SALT LAKE CITY PLANNING COMMISSION MEETING
In Room 326 of the City & County Building at 451 South State Street
Wednesday, October 11, 2006, at 5:45 p.m.**

Dinner will be served to the Planning Commissioners and Staff 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 is open to the public for observation.


1. APPROVAL OF MINUTES from Wednesday, September 27, 2006.

2. REPORT OF THE CHAIR AND VICE CHAIR

3. PUBLIC NOTICE AGENDA

None

4. PUBLIC HEARINGS

-  a. Petition No. 410-06-15 – A request by Salt Lake City Transportation Division to close a portion of 100 South at the railroad tracks at approximately 700 West to eliminate an unprotected railroad crossing, increase safety and create a “Quiet Zone”. (Staff – Nick Britton at 535-7932 or nickbritton@slcgov.com)

5. REPORT OF THE DIRECTOR

a. Downtown Transportation Master Plan Update.

b. Discussion of master plan development status and priorities.

6. UNFINISHED BUSINESS

Exhibit 5-b
Planning Commission Hearing
Staff Report: October 11, 2006

DATE: October 11, 2006

TO: Salt Lake City Planning Commission

FROM: Nick Britton, Principal Planner

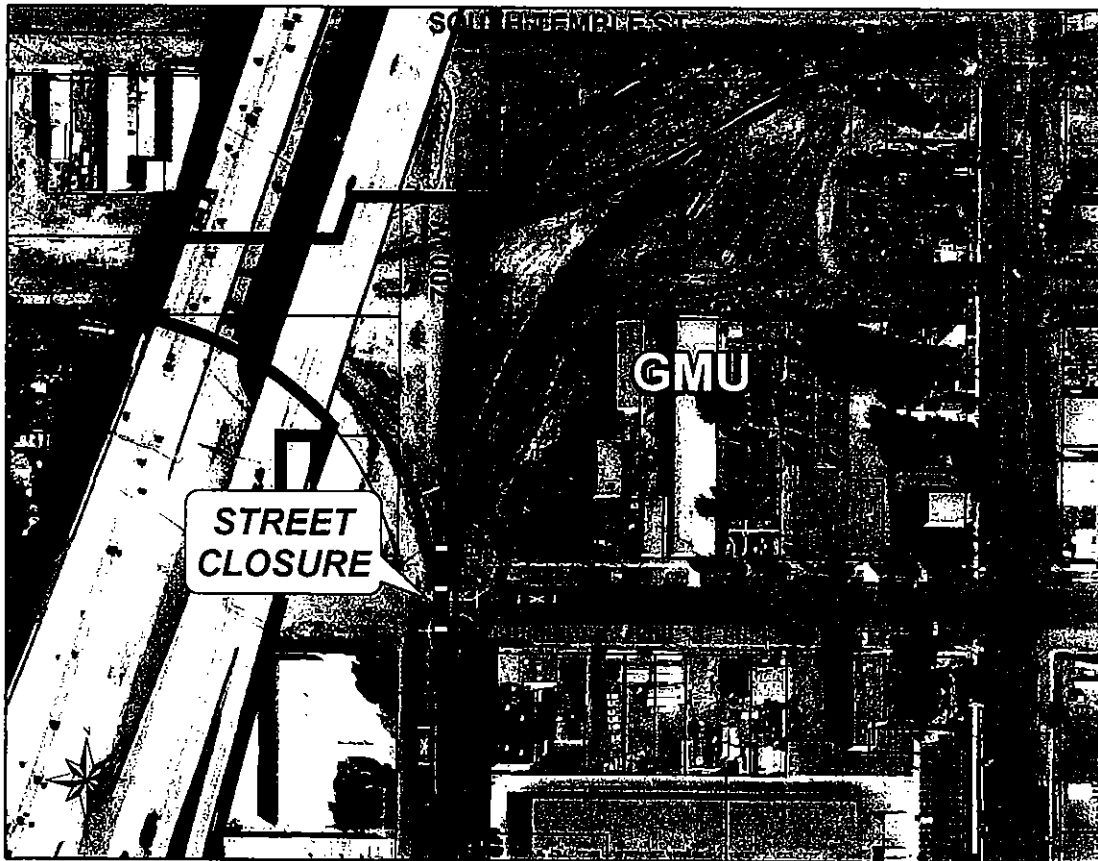
RE: Staff Report for the October 11, 2006 Planning Commission Meeting

CASE#: 400-06-15

APPLICANT: Salt Lake City Transportation Division

STATUS OF APPLICANT: City Staff

PROJECT LOCATION: 100 South at 700 West



COUNCIL DISTRICT: District 4, Council Member Nancy Saxton

COMMUNITY COUNCIL: Downtown Community Council

**SURROUNDING ZONING
DISTRICTS:**

Northwest	G-MU Gateway Mixed Use District
Northeast	G-MU Gateway Mixed Use District
Southeast	G-MU Gateway Mixed Use District
Southwest	G-MU Gateway Mixed Use District

**SURROUNDING LAND
USES AND OWNERS:**

Northwest	Government Building/Land Utah Department of Transportation
Northeast	Exempt The Denver & Rio Grande Company
Southeast	Office Howa Construction
Southwest	Industrial Manufacturing ATEN, Inc.

REQUESTED ACTION/PROJECT DESCRIPTION:

The Salt Lake City Transportation Division is requesting that the City close a portion of 100 South at approximately 700 West. The portion of road requested for closure is approximately 120 feet in length, extending from the east line of the future UTA commuter rail right-of-way in the east to the west line of the Union Pacific right-of-way in the west (Exhibits A and B).

The requested street closure would close an unprotected at-grade railroad crossing, thereby creating a safer intersection and precluding an expensive rail crossing upgrade. The proposed closure would also facilitate development of the area and create a Quiet Zone that does not require trains to blow their horns when passing through the area. The road would be closed with a locked gate.

Currently, 100 South comes to a dead end at I-15/I-80 just west of the 100 South and 700 West intersection. The 700 West improvements end at the north end of the intersection. Under the proposed closure, a new outlet for 100 South would be created which would route traffic around the block and back to 600 West. Northbound traffic on 700 West will be permitted to make a u-turn on the remaining stub of 100 South, west of the proposed closure (see Exhibit B).

APPLICABLE LAND USE REGULATIONS:

Salt Lake City Code:

Chapter 2.58 regulates the disposition of surplus City-owned real property.

Utah Code:

Section 10-8-8 regulates a request for action to vacate, narrow, or change the name of street or alley.

MASTER PLAN SPECIFICATIONS:

There are three master plan documents that are applicable to this area. The land use policy document that guides development in this area is the Central Community Master Plan, adopted in 2005. For the area in which the closure is proposed, the Central Community Master Plan refers to the recommendations set forth in the Gateway Specific Plan, adopted in 1998. The intersection for this proposal is located in the I-15/Railroad Sub-district, which is home to the proposed Gateway Commons Park and the Amtrak station. The Gateway Specific Plan also indicates that this intersection is the northern edge of a proposed 80-acre tract of open space, between I-15 and the Union Pacific Railroad from 100 South to 900 South. The desire to establish more residential uses in the entire Gateway district makes a Quiet Zone all the more desirable. According to federal law, all trains must blow their horns at unprotected rail crossings. Closing the unprotected crossing at 100 South and 700 West would facilitate the creation of that Quiet Zone which would, in turn, create a better environment for residential uses.

The Transportation Master Plan's Major Street Plan identifies 100 South as a local street and does not anticipate the need to extend 100 South to the west because of I-15 or 700 West to the north because of the railroad tracks.

COMMENTS:

The comments received from pertinent City Departments/Divisions and the Community Council are attached to this staff report for review. The following is a summary of the comments/concerns received:

City Department/Division Comments

A. Transportation Division (Barry Walsh)

The Transportation Division is the petitioner, and fully support the proposed street closure.

B. Building Services (Larry Butcher)

Building Services had no comments on this petition.

C. Police Department (Melina Nagai)

The Police Department had no significant concerns about this proposal.

D. Engineering

No comments were received from engineering.

E. Property Management

No comments were received from Property Management.

F. Fire Department

No comments were received from the Fire Department.

G. Public Utilities Department (Jason Brown)

Public Utilities had no objection to the proposal as long as the department has access to the sewer, water, and/or storm drain within the closed portion of the road for maintenance.

H. Department of Airports

No comments were received from the Department of Airports.

I. Planning Division

Local streets can be dedicated or closed as needed to service adjacent private property, as determined to be necessary by the various City Departments and Divisions.

Community Council Comments

A. Downtown Community Council

The plan was presented by Staff to the August 23, 2006 meeting of the Downtown Community Council. No objections were raised and those in attendance were generally supportive of the proposal. There were questions about the timeline of this project and other closures. No other comments were received by Staff.

ANALYSIS AND FINDINGS:

100 South is identified as a local street in the Salt Lake City Transportation Master Plan. It dead-ends to the west at I-15 just past 700 West. The partial street closure as requested would not take away any adjoining properties' access or frontage.

The proposed closure would create two "L"-shaped intersections. Traffic heading north on 700 West would be allowed to make a u-turn on the segment of 100 South west of the closure. After turning around, traffic would then head south on 700 West toward 200 South. Traffic heading west on 100 South would be forced to make a right turn onto a new road at approximately 700 West which would wrap back around to 600 West (See Exhibit B for a map of the proposed street closure and location of the proposed new road).

The primary purpose of the rail crossing closure is for safety and noise mitigation reasons. The present crossing is unprotected—there are no gates and no signals—and therefore would need to be upgraded unless the street closure is granted. The closure would increase safety at this site by eliminating an unprotected at-grade rail crossing and would establish a Quiet Zone that would aid in development of the area. The internal

departments that have endorsed the closure are Public Utilities, Police, and Transportation (who initiated the proposal). No comments were received from Fire, Building Services, Engineering, or Property Management.

The Planning Commission will need to review the street closure request as it relates to the following Salt Lake City Council Policy Guidelines for Street Closures and Findings.

Salt Lake City Council Policy Guidelines for Street Closures and Findings:

- 1. It is the policy of the City Council to close public streets and sell the underlying property. The Council does not close streets when the action would deny all access to other property.**

Discussion: Closing this portion of 100 South will not deny access to any adjacent property. Access to adjacent properties will still be available from other portions of 100 South, 600 West, and 700 West. The property would be retained as City-owned property.

Finding: The proposed street closure will not deny access to adjacent properties and the property will not be sold.

- 2. The general policy when closing a street is to obtain fair market value for the land, whether the abutting property is residential, commercial or industrial.**

Discussion: The property in question will not be sold because this proposal originated from within the City.

Finding: The property will be retained by Salt Lake City.

- 3. 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 applicant that the sale and/or closure of the street will accomplish the stated public policy reasons.**

Discussion: The proposed closure will eliminate an unprotected railroad crossing and increase the safety of pedestrian and vehicular traffic. The closure will also facilitate future development of the area by creating a Quiet Zone.

Finding: In addition to increasing the safety of the intersection, the closure will encourage future development in the area due to the presence of a Quiet Zone.

4. **The City Council should determine whether the stated public policy reasons outweigh alternatives to the closure of the street.**

Discussion: The public policy reasons supporting closure of the street are discussed in section 3 above. The alternative to closing the street is to keep it open and upgrade the intersection with a gate and flashing lights. This upgrade may also increase safety in the area, but closure of the intersection will provide for greater safety. The upgrade will not address the desire to create a Quiet Zone in the area for development reasons.

Finding: Given the increase in safety and the impact this closure would have on the potential redevelopment of the area, the best alternative is to close the road as proposed. This request complies with this standard.

Staff finds the following regarding petition 400-06-15, requesting 100 South be closed at the rail crossing at 700 West:

1. The Central Community Master Plan and the Gateway Specific Plan supports the development of the area as open space with parks and residential uses. A “quiet zone”, which would be created by this rail closure, would help facilitate that development.
2. The Salt Lake City Transportation Master Plan supports the closure.
3. The reduction in noise from train whistles helps the financing and livability of residential uses in the area.
4. Staff believes that there are few reasons vehicular or pedestrian traffic would need to cross at this intersection since no businesses or residents use the 100 South crossing at 700 West for access. Any vehicular traffic will be adequately routed back to through roads.
5. The long-term interests of the Gateway neighborhood and surrounding area are enhanced by this closure. It increases safety by eliminating an unprotected at-grade crossing and promotes development with the creation of a quiet zone.
6. The necessity for an engineer to blow a train whistle will be greatly reduced in the area through adoption of a Quiet Zone ordinance and upgrade of rail crossings.
7. The benefit to implementing Master Plan policies, including residential development, outweighs the potential traffic inconvenience.
8. There is sufficient public policy to support the closure of the 100 South rail crossing.

RECOMMENDATION:

Staff recommends that the Planning Commission forward a positive recommendation to the City Council regarding the closure of 100 South at the 700 West rail crossing to pedestrian and general vehicle access

Attachments: Exhibit A – Letter Requesting Road Closure
 Exhibit B – Maps of Proposed Closure
 Exhibit C – Departmental/Division Comments
 Exhibit D – Photographs

Exhibit A
Letter Requesting Road Closure

TIMOTHY P. HARPST, P.E., PTOE
TRANSPORTATION DIRECTOR

SALT LAKE CITY CORPORATION
DEPT. OF COMMUNITY DEVELOPMENT
DIVISION OF TRANSPORTATION

ROSS C. "ROCKY" ANDERSON
MAYOR

A. LOUIS ZUNGUZE
COMMUNITY DEVELOPMENT DIRECTOR

Mayor Ross C. Anderson
City and County Building
451 South State Street, Room 306
Salt Lake City, Utah 84111

June 2, 2006

Re: Request to close 100 South Street at the Railroad Tracks at 700 West

Dear Mayor Anderson:

This letter is written to request that the city close a portion of 100 South Street at the railroad tracks at approximately 700 West. The closure would extend westerly from the east line of the future UTA commuter rail line right-of-way approximately 120 feet to the west line of the Union Pacific right-of-way. This request is made in order to increase safety in the area by closing an unprotected railroad crossing, facilitate future development of the area and 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.


This closure will create an "L" intersection on the west side of the railroad tracks, with the existing 700 West street (west side of tracks) connecting 200 South to 100 South. On the east side of the railroad tracks the closure will create an "L" intersection with a future railroad frontage road from 100 South street (east side of tracks) making a connection from 100 South to 600 West.

On the east side of the tracks there are businesses, with most of their access coming from and going to 600 West. The west side of the tracks is mostly businesses in the area of 700 West. 100 South does not serve as an east/west connection for the area because it dead ends into 1-15 at approximately 750 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 200 South and 600 West/South Temple as well as the grade separated crossing at North Temple.

In summary, closing 100 South 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.


If you concur, please sign below and forward this request to the City Planning Division to process.

Sincerely,


Timothy P. Harpst, P.E., PTOE
City Transportation Director

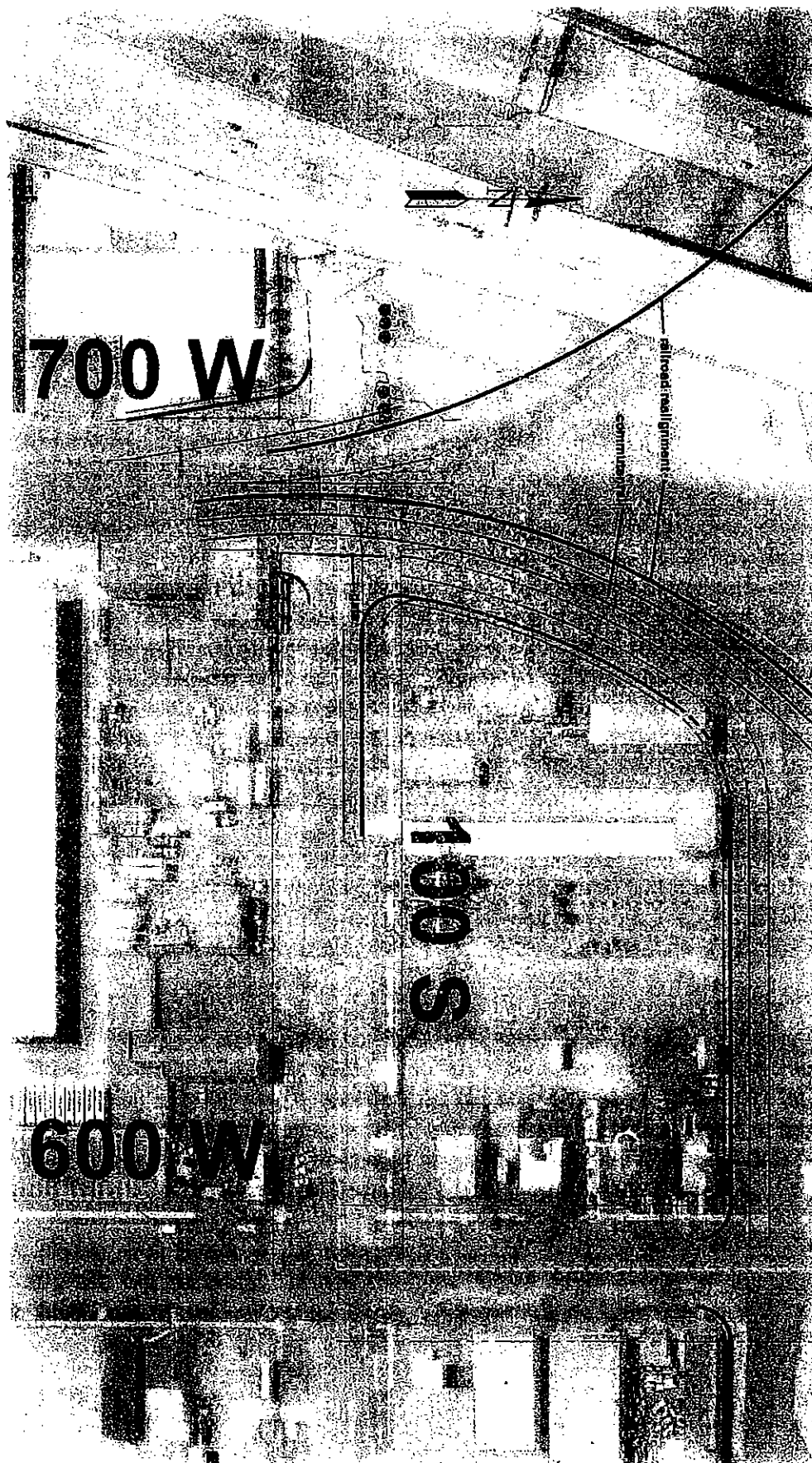
cc: Rocky Fluhart
Louis Zunguze
Alexander Ikefuna
Doug Dansie
Kurt Larson
DJ Baxter
Stephanie Toombs
John Naser

Concurrence to process closure of 100 South at 700 West:



Mayor Ross C. "Rocky" Anderson

Exhibit B
Maps of Proposed Closure





**PROPOSED
TRAFFIC FLOW**

This is a high-contrast, black and white aerial photograph of a city area, likely around George Mason University (GMU). The image is annotated with white text and lines. A large, multi-lane highway, labeled 'INTERSTATE 48', runs diagonally from the bottom left towards the top center. To the right of the highway, a road is labeled 'MASON'. A large, dark, irregularly shaped area in the center-right of the image is labeled 'GMU'. A white line with arrows indicates a 'PROPOSED TRAFFIC FLOW' path that starts near the highway, curves around the GMU area, and then heads towards the top right. Another white line with arrows indicates a 'STREET CLOSURE' area, showing a road that is blocked off. A compass rose is visible in the bottom left corner, with 'W' and 'E' markers.

**STREET
CLOSURE**

GMU

INTERSTATE 48

MASON



Exhibit C
Department/Division Comments

BUILDING PERMITS

Nick,

I have no comments.

Larry

TRANSPORTATION

July 17, 2006

Nick Britton, Planning

Re: Petition 400-06-15, Partial closure of 100 South at 700 West.

The division of transportation review comments and recommendations are as follows:

We are the representatives for the city in this request to close the railroad crossing at 100 South 700 West in conjunction with the Rail Road track realignment and the Commuter Rail alignment impact to an at grade unprotected crossing, expanding the Quiet Zone program, and too preclude the cost of up grading this crossing.

Sincerely,

Barry Walsh

Cc Kevin Young, P.E.
 Kurt Larson, P.E.
 Brad Stewart, Utilities
 Brad Larson, Fire
 Larry Butcher, Permits
 Craig Smith, Engineering
 John Spencer, Property Management.
 File

POLICE

Thank you for the memo on this project proposal.

There are no significant police concerns with regard to this proposal.

Melinda Nagai
Community Mobilization Specialist
Community Action Team
Salt Lake City Police
(801) 799-4638 office
(801) 799-4651 fax
melinda.nagai@slcgov.com

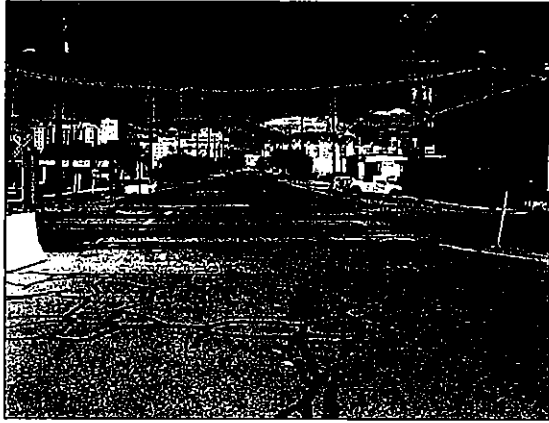
PUBLIC UTILITIES

Dear Nick,

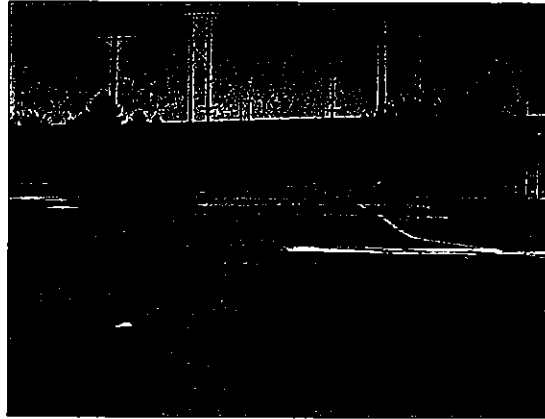
Public Utilities has review the above mentioned petition and takes no exception to the closure as long as there is access to the sewer, water and/or storm drain located within the closed portion of the road for maintenance.

Jason Brown, PE

Exhibit D
Photographs



100 South looking east



100 South looking west



Looking northeast at the proposed location
of the road back to 600 West



700 West looking south

Exhibit 5-c
Planning Commission Hearing
Minutes: October 11, 2006

**SALT LAKE CITY
PLANNING COMMISSION MEETING
In Room 326 of the City & County Building
451 South State Street, Salt Lake City, Utah
Wednesday, October 11, 2006**

Present for the Planning Commission meeting were Frank Algarin, Tim Chambless, Babs De Lay, Robert Forbis, Peggy McDonough (Chairperson), Susie McHugh, Prescott Muir, Kathy Scott, Matthew Wirthlin (Vice Chairperson) and Mary Woodhead.

Present from the Planning Division were Alexander Ikefuna, Planning Director; Cheri Coffey, Deputy Planning Director; Doug Wheelwright, Deputy Planning Director; Nick Britton, Principal Planner; and Cecily Zuck, Senior Secretary.

A roll is being kept of all who attended the Planning Commission Meeting. Chairperson McDonough called the meeting to order at 5:44 p.m. Minutes are presented in agenda order and not necessarily as cases were heard by the Planning Commission. Audio recordings of Planning Commission meetings are retained in the Planning Office for an indefinite period of time.

A field trip was held prior to the meeting. Planning Commissioners present were Frank Algarin, Tim Chambless, Peggy McDonough, Susie McHugh, Prescott Muir, Kathy Scott, Matthew Wirthlin and Mary Woodhead. Salt Lake City Staff present were Doug Wheelwright, Deputy Planning Director and Kevin Young, Transportation Division Assistant Director.

APPROVAL OF MINUTES from Wednesday, September 13, 2006.

(This item was heard at 5:44 p.m.)

Commissioner Robert Forbis made a motion to approve the minutes with one change noted by Commissioner McHugh. Commissioner Delay Seconded the motion. All voted "Aye". The motion passed.

REPORT OF THE CHAIR AND VICE CHAIR

(This item was heard at 5:45 p.m.)

Chairperson McDonough reminded the Commission that during the Planning Retreat last week, Louis Zunguze, Community Development Director, informed the Commission of a planned meeting on October 19 with City Council concerning the upcoming Downtown projects. Chairperson McDonough then inquired if there was any confirmation concerning the proposed meeting between the Council and the Planning Commission and the Transportation Advisory Board.

Mr. Ikefuna noted that this meeting has been set for 5:30 on Thursday, October 19, 2006 in Room 326 of the City and County Building.

Mr. Ikefuna raised another concern addressed during the Planning Commission Retreat on October 4, 2006. He stated that he was aware that the Planning Commission wished to have more involvement from City Counsel, particularly City Attorney Lynn Pace. Mr. Ikefuna did discuss this with Lynn Pace, and it was agreed that he will be available to meet during dinner with the Commissioners to brief them on legal issues which may warrant the opinion of Counsel.

Mr. Ikefuna noted that minutes from the retreat on October 4, 2006, will be available next week.

Chairperson McDonough next acknowledged a letter from the Mayor requesting that the Planning Commission initiate a petition for Transit Shelter Advertising in Salt Lake City.

Commissioner Delay made a motion to initiate a petition to allow Transit Shelter Advertising in Salt Lake City. Commissioner Scott seconded the motion. All voted "Aye". The motion passed unanimously.

Chairperson McDonough brought attention to the Memorandum submitted by Deputy Planning Director, Cheri Coffey, a request to expand petition 400-05-16 relating to Amendments to the Conditional Use Provisions of the Zoning Ordinance.

Ms. Coffey noted that in light of new state law, the Planning Department is requesting an expansion of this petition to look at the issues in a comprehensive manner.

Commissioner Scott made a motion to expand petition 400-05-16 relating to Amendments to the Conditional Use Provisions of the Zoning Ordinance. The motion was seconded by Commissioner Forbis. All voted "Aye". The motion passed.

PUBLIC NOTICE AGENDA

(There were no items to be reviewed.)

PUBLIC HEARINGS

Petition No. 410-06-15 – A request by Salt Lake City Transportation Division to close a portion of 100 South at the railroad tracks at approximately 700 West to eliminate an unprotected railroad crossing, increase safety and create a "Quiet Zone".

(This item was heard at 5:52 p.m.)

Chairperson McDonough recognized Nick Britton as staff representative. DJ Baxter from the Mayor's Office was also present. Mr. Britton gave a brief overview of the project noting that the closure has been requested in order to establish safer conditions at this intersection, which is currently an unprotected at-grade railroad crossing. Another goal is to promote and facilitate economic development in this area through the creation of a "Quiet Zone". Mr. Britton noted the proposed changes to traffic including the diversion of traffic heading west on 100 South to a new mid-block road returning to 600 West. Mr. Britton then noted that north-bound traffic on 700 West would be allowed to make a U-turn at an open portion of 100 South to head south again on 700 West.

Commissioner Woodhead inquired if in addition to the curb and gutter proposed, Union Pacific or another party would put a gate or alternative barrier across this closure.

In response to Commissioner Woodhead's question, Mr. Baxter stated that there would not be a gate but that this closing would be similar to the crossing closed at 500 North and that a strong visual indicator at the end of the street would be included.

Commissioner Woodhead wondered if pedestrians trapped on 200 South by a stopped train might still be able to get through to 100 South.

DJ Baxter indicated that this option for pedestrians would eliminate a Quiet Zone, or the benefits of such a zone, as trains would not be allowed any audible warnings for pedestrians.

Commissioner Chambless inquired if there would be any opportunity for bicyclists, motorcycles or other alternative modes of transportation to cross at the intersection.

Mr. Baxter stated that there would be no opportunity for crossing of any kind, but that trains would be allowed to travel through much more quickly, which hopefully would expedite the surrounding traffic.

Commissioner Scott inquired if the surrounding properties would be affected by the traffic redirection.

DJ Baxter acknowledged that the tracks would have to come somewhat east and a warehouse property would be affected. Mr. Baxter also noted that in addition to the existing freight rail tracks, there will be two UTA commuter rail tracks constructed to the east. Mr. Baxter stated that due to the widening of this area to accommodate the additional rail lines, the new road will need to move somewhat east.

Commissioner Woodhead voiced her concern that this proposal was only presented to the Downtown Community Council and did not go before the West Side Community Councils, and wondered if there was any way to present the proposal before the Poplar Grove Community Council to give some notice to them.

Nick Britton noted that Planning Staff could contact the Poplar Grove Community Council Chair and see if this item could be added to that Council's November agenda.

Chairperson McDonough opened the hearing to public comment at 6:00 p.m. As there were no questions or comments, the public hearing portion was closed.

Regarding Petition 410-06-15, Commissioner Delay made a motion to forward a positive recommendation to the City Council regarding the closure at 100 South at the 700 West rail crossing to pedestrian and general vehicle access including the following amendment:

1. The City will make an effort to present this proposal to the Poplar Grove Community Council.

Commissioner Algarin seconded the motion. All voted "Aye". The motion passed unanimously.

**AGENDA FOR THE
SALT LAKE CITY PLANNING COMMISSION MEETING
In Room 326 of the City & County Building at 451 South State Street
Wednesday, October 11, 2006, at 5:45 p.m.**

Dinner will be served to the Planning Commissioners and Staff 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 is open to the public for observation.

1. APPROVAL OF MINUTES from Wednesday, September 27, 2006.

2. REPORT OF THE CHAIR AND VICE CHAIR

3. PUBLIC NOTICE AGENDA

None

4. PUBLIC HEARINGS

- * a. Petition No. 410-06-15 – A request by Salt Lake City Transportation Division to close a portion of 100 South at the railroad tracks at approximately 700 West to eliminate an unprotected railroad crossing, increase safety and create a "Quiet Zone". (Staff – Nick Britton at 535-7932 or nickbritton@slcgov.com)

5. REPORT OF THE DIRECTOR

a. Downtown Transportation Master Plan Update.

b. Discussion of master plan development status and priorities.

6. UNFINISHED BUSINESS

Exhibit 6
Original Petition

PETITION CHECKLIST

Date	Planner Initials	Sup. Initials	Dep. Initials	Dir. Initials	Action Required
6/14/06	jnb	AMP			Petition Delivered to Planning
7/5/06	jnb	AMP			Petition Assigned to <u>Nick Britton</u>
12/11/06	jnb	AMP	CC		Planning Staff or Planning Commission Action Date
10/25/06	jnb	AMP			Transmittal Cover Letter Followed Template (margins, headings, returns etc)
10/20/06	jnb	AMP	CC		Table of Contents
10/20/06	jnb	AMP	CC		Chronology
11/2/06	jnb	AMP	CC		Ordinance Prepared by the Attorney's Office Include general purpose statement of petition (top of ordinance) Include Strike and Bold -(Legislative Copy) (where applicable) Include Clean Copy (Ensure stamped by Attorney) Include Sidwell Numbers (where applicable) Include Legal Description-review, date and initial (where applicable) Ensure most recent ordinance used Ensure Exhibits (tables etc) are attached
10/20/06	jnb	AMP	CC		Council Hearing Notice Include Purpose of Request Include zones affected (where applicable) Include address of property (where applicable) Include TDD Language
7/5/06	jnb	AMP	CC		Mailing List of Petition and Labels, (include appropriate Community Councils, applicant and project planner) (include photocopy of labels)
10/24/06	jnb	AMP	CC		Planning Commission Notice Mailing Postmark Date Verification (on agenda) Newspaper Notice for Rezonings and Master Plan Amendments (proof of publication or actual publication)
9/24/06	jnb	AMP	CC		Planning Commission Staff Report
10/24/06	jnb	AMP	CC		Planning Commission Minutes and Agenda
7/5/06	jnb	AMP	CC		Yellow Petition Cover and Paperwork Initiating Petition (Include application, Legislative Intent memo from Council, PC memo and minutes or Mayor's Letter initiating petition.)
					Date Set for City Council Action: _____ Petition filed with City Recorder's Office

TIMOTHY P. HARPST, P.E., PTOE
TRANSPORTATION DIRECTOR

SALT LAKE CITY CORPORATION

DEPT. OF COMMUNITY DEVELOPMENT
DIVISION OF TRANSPORTATION

ROSS C. "ROCKY" ANDERSON
MAYOR

A. LOUIS ZUNGUZE
COMMUNITY DEVELOPMENT DIRECTOR

Mayor Ross C. Anderson
City and County Building
451 South State Street, Room 306
Salt Lake City, Utah 84111

June 2, 2006

Re: Request to close 100 South Street at the Railroad Tracks at 700 West

Dear Mayor Anderson:

This letter is written to request that the city close a portion of 100 South Street at the railroad tracks at approximately 700 West. The closure would extend westerly from the east line of the future UTA commuter rail line right-of-way approximately 120 feet to the west line of the Union Pacific right-of-way. This request is made in order to increase safety in the area by closing an unprotected railroad crossing, facilitate future development of the area and 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.

This closure will create an "L" intersection on the west side of the railroad tracks, with the existing 700 West street (west side of tracks) connecting 200 South to 100 South. On the east side of the railroad tracks the closure will create an "L" intersection with a future railroad frontage road from 100 South street (east side of tracks) making a connection from 100 South to 600 West.

On the east side of the tracks there are businesses, with most of their access coming from and going to 600 West. The west side of the tracks is mostly businesses in the area of 700 West. 100 South does not serve as an east/west connection for the area because it dead ends into I-15 at approximately 750 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 200 South and 600 West/South Temple as well as the grade separated crossing at North Temple.

In summary, closing 100 South 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.

If you concur, please sign below and forward this request to the City Planning Division to process.

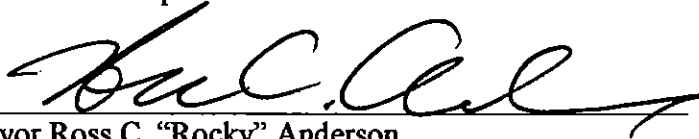
Sincerely,



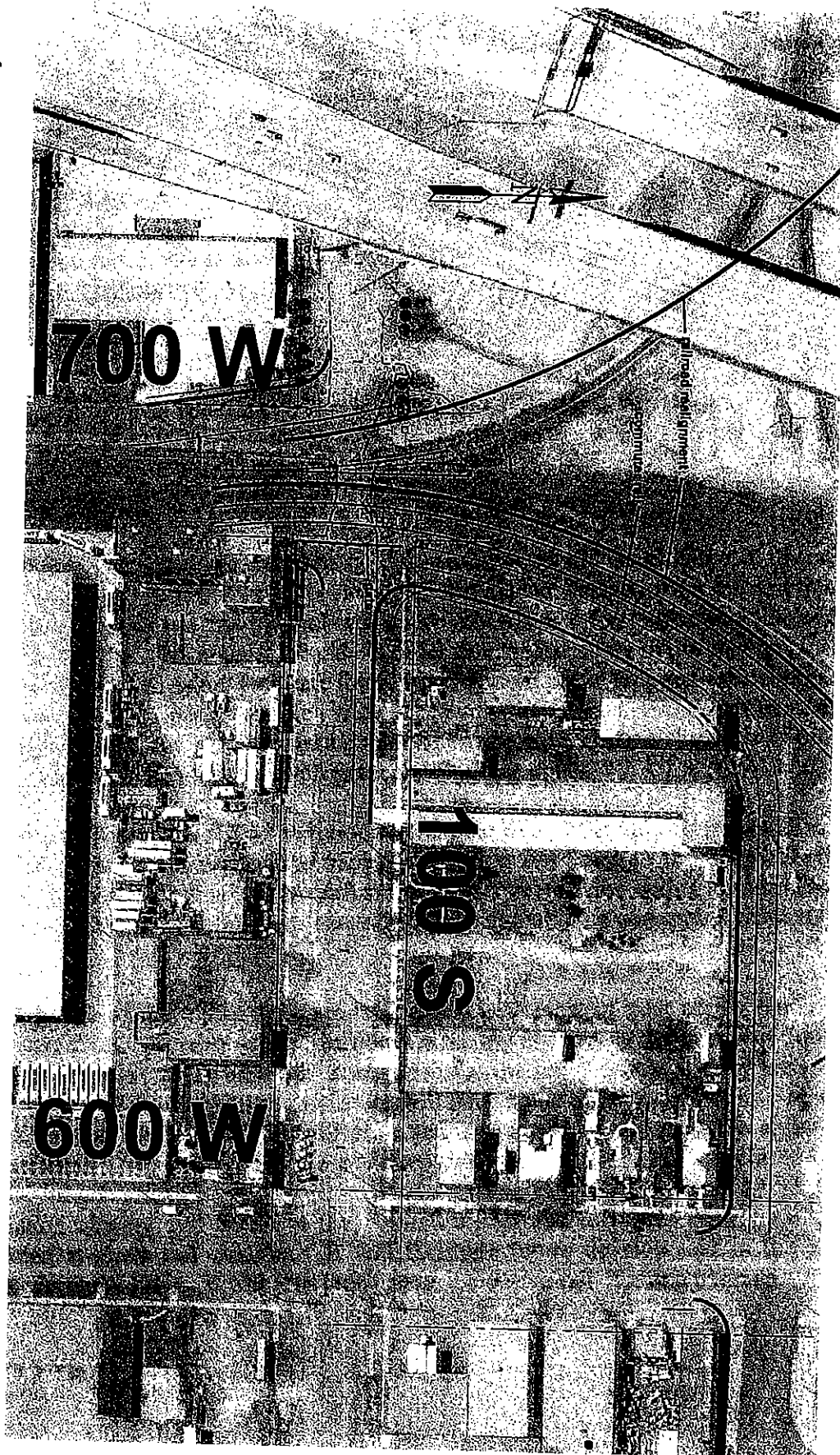
Timothy P. Harpst, P.E., PTOE
City Transportation Director

cc: Rocky Fluhart
Louis Zunguze
Alexander Ikefuna
Doug Dansie
Kurt Larson
DJ Baxter
Stephanie Toombs
John Naser

Concurrence to process closure of 100 South at 700 West:



Mayor Ross C. "Rocky" Anderson



Petition No. 400-06-15

By SLC Transportation Division

Partial street closure for the
intersection at 100 South & 700 West.

Date Filed _____

Address _____