
M E M O R A N D U M

DATE: November 9, 2007
TO: City Council Members
FROM: Russell Weeks
RE: Proposed Ordinance to Close a Part of South Temple Street between about 750 West and 900 West Street
CC: Cindy Gust-Jenson, Lyn Creswell, Louis Zunguze, Ed Rutan, Tim Harpst, DJ Baxter, George Shaw, Jennifer Bruno, Katia Pace, Melanie Reif, Janice Jardine

This memorandum pertains to Petition No. 400-07-10 by the Salt Lake City Transportation Division requesting that part of the southern half of South Temple Street be closed between about 750 West and 900 West Street as part of the project to help straighten the Grant Tower railroad track and to help create a railroad quiet zone. The City Council heard a briefing on the petition and its accompanying proposed ordinance at the Council's October 16 meeting. The item is scheduled for a public hearing November 13. The item is one of two street closure requests at the October 16 meeting involving the Westside Realignment Project (Grant Tower).

OPTIONS

- After the public hearing, adopt the proposed ordinance pursuant to the petition.
- After the public hearing, deny the petition.
- After the public hearing, postpone a decision on the petition until a later date.

MOTIONS

PUBLIC HEARING

- I move the City Council close the public hearing.
- I move the City Council continue the public hearing until (City Council Members may choose a date).

PETITION

- I move that the City Council adopt an ordinance closing a portion of the southern half of South Temple Street from about 750 West to 900 West Street as a public street, pursuant to Petition No. 400-07-10.
- I move that the City Council deny Petition No. 400-07-10.
- I move that the City Council delay consideration of Petition No. 400-07-10 until (City Council Members may choose a date).

KEY POINTS

- The proposed closure appears to be integral to the straightening of the Grant Tower curve.
- The closure would help eliminate the need for railroad trains to blow their horns in the city by enabling the construction of quad gates at the intersections of South Temple and 800 West, 900 West and 1000 West streets.
- According to the Administration, adopting the ordinance will help eliminate the 900 South rail corridor, one of the City's long-time goals.
- The Planning Commission has forwarded a favorable recommendation to close the portion of street with conditions that appear to be included in the proposed ordinance.
- Under the proposed ordinance the City would retain ownership of the closed property. However, the City would enter into a franchise agreement with Union Pacific Railroad which could mean the property probably could not be used for any other purpose for many years.
- The ordinance also contains the following conditions:
 - Constructing a "hammerhead" on Jeremy Street (750 West) that complies with Fire Department standards and that there be a fire hydrant every 200 feet. (Please see attached map depicting Jeremy Street.)
 - The City documenting that the closure makes properties at 817 West South Temple and 821 West South Temple out of compliance to City frontage landscape requirements.
 - The City addressing "to the best of its abilities" parking and loading transportation needs of "transportation owners" abutting the closure.
 - The City addressing with the Utah Department of Transportation the improvement of security at a State lot at 800 West 200 South.
 - The City better identifying street parking and new signage on Jeremy Street and actual new street signage identifying Jeremy Street itself.
 - If the conditions are not met within a year of the adoption of the ordinance, the ordinance would become null and void.

ISSUES/QUESTIONS FOR CONSIDERATION

- The proposed closure is part of the Westside Realignment Project (Grant Tower) that includes creating quiet zones through a large part of the northern and western sections of the city.
- The proposed ordinance appears to meet the City Council Policy Guidelines for Street Closures.
- Since the Planning Commission meeting in July how much construction, if any, has been done in relation to this particular petition?
- Have property owners concerns about access and parking been resolved to the owners' satisfaction?

BACKGROUND/DISCUSSION

The proposed ordinance is the result of a petition filed by the City Transportation Division to close part of the south half of South Temple Street between 750 West and 900 West Street. The proposed closure is part of the Westside Rail Realignment project. The specific purpose of the petition was to allow Union Pacific Railroad build a new line south of two existing lines on the South Temple rail corridor. Doing that would allow the railroad company to abandon the Folsom Avenue (40 South) and 900 South rail corridors, according to the Administration.

The project also is expected to facilitate the extension quiet zones to the intersections of South Temple and 800 West, 900 West, and 100 West streets. According to the Administration, “quad” railroad gates will be built there.

The City also plans, depending on finances, to bring City Creek to the surface along Folsom Avenue. Eventually, the creek will run on the surface to the Jordan River.

It should be noted that the following improvements would be made to South Temple if the petition is approved. North of the railroad tracks an eight-inch curb wall will be built to separate cars from trains. On the north side of South Temple that will remain open the street will be 34-feet to 36-feet-wide, which the Administration indicates is wide enough for two-way traffic. Other improvements would include curb and gutter, a continuous sidewalk and a lane of parking.

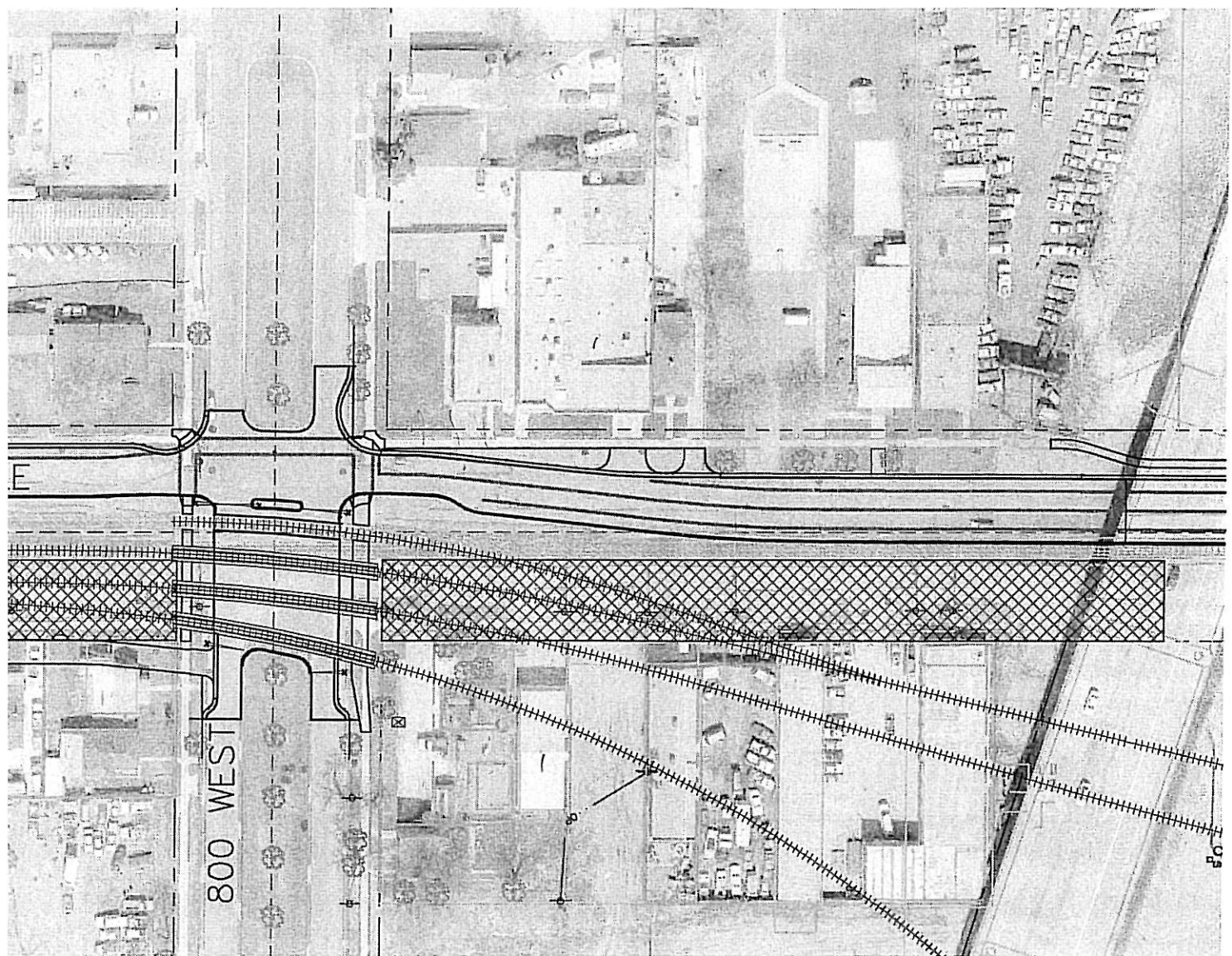
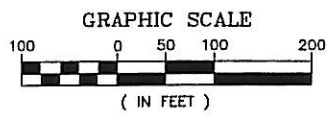
Throughout the public process, some property owners voiced concerns about the potential loss of parking if the portion of street is closed. Their concerns prompted the Planning Commission to include the following conditions in its favorable recommendation to the City Council:

- Constructing a “hammerhead” on Jeremy Street (750 West) that complies with Fire Department standards and that there be a fire hydrant every 200 feet.
- The City addressing “to the best of its abilities” parking and loading transportation needs of “transportation owners” abutting the closure.
- The City better identifying street parking and new signage on Jeremy Street and actual new street signage identifying Jeremy Street itself.

According to the Administration, the hammerhead would allow large vehicles room enough to turn around and provide parking. The Administration also indicates that concerns about the loss of parking on South Temple by another business must be weighed against that business already being out of compliance with parking regulations and the availability of other access routes and parking spaces. The City Council may wish to assess whether the City has address parking concerns to the best of its abilities.

Another City division also noted that the proposed closure would make properties at 817 West South Temple and 821 West South Temple out of compliance to City frontage landscape requirements. The division suggested that the City document the effect of the closure to avoid potential misunderstandings if the properties are sold in the future.

Finally, residents asked the city to address with the Utah Department of Transportation the improvement of security at a State-managed land parcel at 800 West 200 South. The parcel is under the Interstate 15 freeway, and residents voiced concerns that the parcel may become a gathering place for transient people.



RE-ALIGNMENT

ROADWAY CLOSURE
 SOUTH TEMPLE – SOUTH OF RR TRACKS
 BETWEEN 900 WEST AND 750 WEST

DESIGNED BY _____
 DRAWN BY _____
 CHECKED BY _____
 SCALE HORIZ AS SHOWN
 VERT N/A
 DATE _____

VAULT NO. _____
 JOB NO. _____
 SHEET _____ OF _____ SHEETS

001
 DRAWING NO.

A. LOUIS ZUNGUZE
DIRECTOR
BRENT B. WILDE
DEPUTY DIRECTOR

SALT LAKE CITY CORPORATION
DEPT. OF COMMUNITY DEVELOPMENT
OFFICE OF THE DIRECTOR

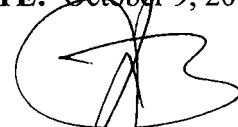
ROSS C. "ROCKY" ANDERSON
MAYOR

CITY COUNCIL TRANSMITTAL



TO: Lyn Creswell, Chief Administrative Officer **DATE:** October 9, 2007

FROM: Louis Zunguze, Community Development Director



RE: Petition 400-07-10 by the Salt Lake City Transportation Division, to close portion of the southern half of South Temple Street from approximately 750 West to 900 West Street.

STAFF CONTACTS: Katia Pace, Associate Planner, at 535-6354, or
katia.pace@slcgov.com

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

DOCUMENT TYPE: Ordinance

BUDGET IMPACT: None – The City will retain ownership of the property.

DISCUSSION:

Issue Origin: The Salt Lake City Transportation Division initiated this request to close a portion of the southern half of South Temple Street from approximately 750 West (I-15) to 900 West Street. The purpose for this request is to consolidate rail lines on the existing South Temple railroad right-of-way as part of the Grant Tower realignment project.

This portion of the street will be closed for public use. The City will retain ownership of the property and will not declare it surplus property. Union Pacific and the City will enter into a franchise agreement in order for Union Pacific to use the land.

Analysis: The following are benefits to closing this portion of the street:

1. It facilitates a gentler curve in the Grant Tower area, which will improve rail traffic flow and thereby decrease the time that auto traffic is blocked.
2. It increases safety by reducing the proximity of the rail track to the roadway - an 8" curb wall will be built on the north side of the rail tracks between trains and cars.

3. It allows improvements to be made on the north side of South Temple Street, including curb and gutter, a continuous sidewalk, two-way traffic, and one lane of parking.
4. It facilitates a Quiet Zone, which would allow trains to pass through the area without blowing their horns, by enabling the installation of quad gates at the 800, 900, and 1000 West intersections.
5. The installation of quad gates, along with wider pavements, will also improve the safety of the railroad crossing.
6. It allows the previously used Folsom right-of-way to be used to daylight a 1.5-mile stretch of City Creek, which has been encased in an underground conduit since 1910. This in turn, will allow trail development along the Folsom right-of-way that will eventually connect with the Jordan River Parkway.
7. The rail realignment will facilitate the elimination of the 900 South railroad corridor in the Poplar Grove neighborhood, which will help improve the overall quality of life in the area.

The appropriate City departments and divisions reviewed the request and expressed support for the proposal. The Building Services and Licensing Division requested that the City document the non-compliance relating to the frontage landscape the street closure creates on the properties at 817 and 821 West South Temple.

The following issues were raised by abutting property owners opposed to the closure:

1. Trucks on 14 Jeremy Street will not have room to turn around.
Response: A hammerhead is being created to enable trucks and emergency vehicles to turn around. Also, the trucks will have a secondary access from South Temple, which the City is willing to provide.
2. The street closure will take away parking at 833 West South Temple.
Response: The property is currently legal non-compliant as far as parking. The closure does not make the property more non-compliant. Cars can still park on Jeremy Street or around the hammerhead.

Master Plan Considerations:

The Euclid Target Area Plan, 1986, recommends two alternatives – a track consolidation along South Temple or along Folsom Avenue.

The Open Space Master Plan, 1992, recommends the routing of City Creek through the Euclid neighborhood to the Jordan River.

Transportation Master Plan, 1996, notes that railroads that restrict access within and across neighborhoods should be minimized.

West Salt Lake Community Master Plan, 1995, defers to the Euclid Target Area Plan for this area as noted above.

The West Salt Lake Community Master Plan Update, (draft) 2002, recommends bringing City Creek to the surface and connecting it to the Jordan River Parkway via the railroad line at Folsom Street.

The Euclid Small Area Plan, (draft) 2006, recommends bringing City Creek to the surface and connecting it to the Jordan River after the Folsom railroad right-of-way is abandoned.

PUBLIC PROCESS:

Planning Staff held an Open House on May 14, 2007. All Community Council Chairs and all those on the City's Planning Commission Listserv distribution list were notified regarding the Open House. In addition, over 200 notices were mailed to nearby property owners. Ten citizens attended the Open House; of those, two abutting property owners were opposed to the street closure.

The Planning Commission held a Public Hearing on July 11, 2007. At the hearing, four citizens spoke, three of whom were opposed to the closure. The Planning Commission unanimously passed a motion to forward a positive recommendation to the City Council to adopt an ordinance to close a portion of the southern half of South Temple Street from 750 – 900 West subject to the following conditions:

1. That the hammerhead on Jeremy Street should comply with the Fire Department's standards and that there should be a hydrant every 200 feet;
2. That the City should document the non-compliance relating to frontage landscape requirements the street closure creates on the properties 817 and 821 West South Temple Street;
3. That the City shall address to the best of its abilities, the parking and loading transportation needs of the abutting transportation owners;
4. That the City address with UDOT better security of the lot at 800 West and 200 South;
and
5. That the City better identify street parking with new signage on Jeremy Street and actual new street signage identifying Jeremy Street itself.

RELEVANT ORDINANCES:

Utah State Code, Title 10-9a-609.5: Vacating or altering a street or alley

City Code, Section 2.58- Sale of Real Property-Notice and Hearing (Use only if project also includes Surplus Property process)

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1. CHRONOLOGY

PROJECT CHRONOLOGY

- April 10, 2007 Timothy Harpst, Director of the Salt Lake City Transportation Division submits a letter to Mayor Anderson requesting the start a petition to close portion of South Temple.
- April 17, 2007 Petition assigned to Katia Pace.
- April 23, 2007 Planning Staff routed memo to appropriate City Departments.
- April 30, 2007 Open House notices sent via U.S. Mail and email.
- May 14, 2007 Open House held. Ten people were present; two abutting property owners are opposed to the street closure.
- June 26, 2007 Planning Commission hearing notices sent via U.S. Mail and email.
- July 11, 2007 Planning Commission holds a public hearing and votes to forward a positive recommendation to the City Council.
- August 6, 2007 Planning Staff requested ordinance from the City Attorney's Office.
- August 8, 2007 Ordinance received from the City Attorney's Office.

2. ORDINANCE

SALT LAKE CITY ORDINANCE

No. _____ of 2007

(Closing a portion of the southern half of South Temple between 750 West (I-15) and 900 West as a public street)

AN ORDINANCE CLOSING A PORTION OF THE SOUTHERN HALF OF SOUTH TEMPLE BETWEEN 750 WEST (I-15) AND 900 WEST AS A PUBLIC STREET, PURSUANT TO PETITION NO. 400-07-10.

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; and

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 the southern half of South Temple between 750 West (I-15) and 900 West, which is the subject of Petition No. 400-07-10, 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 the street will no longer be dedicated to public use for use as a public thoroughfare either by vehicles or pedestrians.

SECTION 2. Reservations and Disclaimers. The above closure 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 is also subject to any existing rights-of-way or easements of private third parties.

SECTION 3. Conditions. This street closure is subject to the following conditions:

- A. That the hammerhead on Jeremy Street complies with the Fire Department's standards, and that there should be a fire hydrant every 200 feet;
- B. That the City document the non-compliance relating to frontage landscape requirements created as a result of this street closure on properties located at 817 and 821 West South Temple;
- C. That the City address, to the best of its abilities, the parking and loading transportation needs of the abutting transportation owners;
- D. That the City address with UDOT better security of the lot at 800 West and 200 South; and
- E. That the City better identify street parking with new signage on Jeremy Street and actual new street signage identifying Jeremy Street itself.

SECTION 4. Title to Remain with City. The closed portion of the street shall not be sold and title thereto shall remain with the City.

SECTION 5. Effective Date. This Ordinance shall become effective on the date of its first publication and shall be recorded with the Salt Lake County Recorder. The City Recorder is instructed not to publish or record this ordinance until the conditions identified above have been met, as certified by the Salt Lake City property manager.

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

2007.

CHAIRPERSON

ATTEST:

CHIEF DEPUTY CITY RECORDER

Transmitted to Mayor on _____.

Mayor's Action: _____ Approved. _____ Vetoed.

MAYOR

CHIEF DEPUTY CITY RECORDER

(SEAL)

Bill No. _____ of 2007.

Published: _____.

APPROVED AS TO FORM
Salt Lake City Attorney's Office
Date August 22, 2007
By Melanie R. [Signature]

2. ORDINANCE

A. Exhibit "A"

Legal Description

Exhibit "A"
Petition 400-07-10

Closure of portion of the southern half of South Temple Street
from approximately 750 West to 900 West Street.

A portion of South Temple Street located in Plat "C", Salt Lake City Survey, according to the official plat thereof, and in the Northeast Quarter of Section 2, Township 1 South, Range 1 West, Salt Lake Base and Meridian, Salt Lake City, County of Salt Lake, Utah, described as follows:

Beginning at the northwest corner of Block 51 said Plat C, said corner is 70.75 feet N.89°58'56"E. along the monument line of South Temple Street and 68.00 feet S.00°00'23"E. from the Salt Lake City monument located in the intersection of South Temple Street and 900 West Street, and running thence N.00°00'23"W. 68.00 feet to said monument line; thence N.89°58'56"E. 660.45 feet along said monument line; thence S.00°00'10"E. 68.00 feet to the northeast corner of said Block 51; thence S.89°58'56"W. 297.22 feet along the northerly block line of said Block 51; thence N.00°00'16"W. 20.00 feet along the easterly right of way line of Jeremy Street and it's extension; thence S.89°58'56"W. 66.00 feet; thence S.00°00'16"E. 20.00 feet along the westerly right of way line of Jeremy Street and it's extension to said northerly block line; thence S.89°58'56"W. 297.22 feet along said northerly block line to the point of beginning.

The above described portion of South Temple Street contains 43,590 square feet or 1.001 acres in area, more or less.

Also:

A portion of South Temple Street located in Plat "C", Salt Lake City Survey, according to the official plat thereof, and in the Northeast Quarter of Section 2, Township 1 South, Range 1 West, Salt Lake Base and Meridian, Salt Lake City, County of Salt Lake, Utah, described as follows:

Beginning at the northwest corner of Block 50 said Plat C, said corner is 860.45 feet N.89°58'56"E. along the monument line of South Temple Street and 68.04 feet S.00°00'10"E. from the Salt Lake City monument located in the intersection of South Temple Street and 900 West Street, and running thence N.00°00'10"W. 68.04 feet to said monument line; thence N.89°58'56"E. 429.16 feet along said monument line; thence S.00°01'04"E. 68.02 feet to the northerly block line of said Block 50; thence S.89°58'46"W. 429.18 feet along said northerly block line to the point of beginning.

The above described portion of South Temple Street contains 29197 square feet or 0.670 acres in area, more or less

2. ORDINANCE
B. Exhibit “B”
Sidwell Numbers Affected

Exhibit "B"
Affected Sidwell Numbers
Petition 400-07-10

To close portion of the southern half of South Temple Street
from approximately 750 West to 900 West Street

15-02-204-001
15-02-204-002
15-02-204-003
15-02-204-008
15-02-204-009

15-02-226-001
15-02-204-003
15-02-204-004
15-02-204-005

15-02-227-001
15-02-204-002
15-02-204-003

15-02-228-001
15-02-204-002
15-02-204-003
15-02-204-004
15-02-204-005

15-02-504-088

3. NOTICE OF CITY COUNCIL HEARING

NOTICE OF PUBLIC HEARING

The Salt Lake City Council is considering Petition 400-07-10, by the Salt Lake City Transportation Division, to close portion of the southern half of South Temple Street from approximately 750 West to 900 West Street as part of the Grant Tower Realignment Project.

As part of their study, the City Council is holding an advertised public hearing to receive comments regarding the petition. During this hearing, anyone desiring to address the City Council concerning this issue will be given an opportunity to speak. The hearing will be held:

DATE:

TIME: 7:00 p.m.

PLACE: Room 315
City and County Building
451 South State Street
Salt Lake City, Utah

If you have any questions relating to this proposal or would like to review the file, please contact Katia Pace at 535-6354 or at katia.pace@slcgov.com.

People with disabilities may make requests for reasonable accommodation no later than 48 hours in advance in order to attend this City Council Public Hearing.

Accommodations may include alternate formats, interpreters, and other auxiliary aids. This is an accessible facility. For questions, requests, or additional information, please contact Katia Pace at 535-6354; TDD 535-6220.

4. MAILING LABELS

AAM INVESTMENTS LTD
5365 S COTTONWOOD LN
HOLLADAY, UT 84117-7605

AGUAYO, CLARENCE V & VICTORIA R; JT
7962 S DAVINCI DR
COTTONWOOD HTS, UT 84121-5742

AHO, ED JAMES
14 N 600 W
SALT LAKE CITY, UT 84116-3433

ALEXANDER CLARK ENTE LLC
15 S JEREMY ST
SALT LAKE CITY, UT 84104-1132

ALLEN, DAVID B
PO BOX 510818
SALT LAKE CITY, UT 84151-0818

ALVAREZ, CARLOS & MARIA G; JT
44 N 1000 W
SALT LAKE CITY, UT 84116-3305

AMERICAN BARREL & CO INC.
1828 E LAIRD AVE
SALT LAKE CITY, UT 84108-1809

ANDERSON, MAX F, ET
50 BENCHMARK VILLA
TOOELE, UT 84074

ANDREWS, RICKY L
920 W SOUTHTEMPLE ST
SALT LAKE CITY, UT 84104-1140

ANDROULIDAKIS, EMMAN
74 S 600 W
SALT LAKE CITY, UT 84101-1006

AUTOZONE INC
DEPT 8700 PO BOX 2198
MEMPHIS, TN 38101-9842

AVILA, DORA
42 N 800 W
SALT LAKE CITY, UT 84116-3326

BACKMAN, RANDY L & THERESA A; JT
1023 W LEARNED AVE
SALT LAKE CITY, UT 84116-3302

BARR, ROBERT E
PO BOX 526133
SALT LAKE CITY, UT 84152-6133

BEESELY, JOSEPH W & H ORABELL; JT
2150 E 3380 S
SALT LAKE CITY, UT 84109-2639

BELMAN, MATTHEW B & SALLY J; TC
44 N 800 W
SALT LAKE CITY, UT 84116-3326

BINCH, JOHN W & SHELLY E; JT
1564 E CREST CIR
SANDY, UT 84093

BINKS, MARY ANN
9004 S LINDFIELD CIR
SANDY, UT 84093

BOHMAN, CHARLES L & JOAN W; TRS
856 W EMERIL AVE
SALT LAKE CITY, UT 84116-3342

BONILLA, CONSUELO
38 N CHICAGO ST
SALT LAKE CITY, UT 84116-3337

BOYER 500 WEST, LC
PAUL D KELLEY
90 S 400 W, 200
SALT LAKE CITY, UT 84101-1284

BOYER, CRAIG L & JALENE; JT
826 W 100 S
SALT LAKE CITY, UT 84104-1103

BOYER, CRAIG L & MARGARET J; JT
3527 S CRESTWOOD DR
SALT LAKE CITY, UT 84109-3206

BRADSHAW, JACK A. &
8687 S BUENA VISTA DR
SANDY, UT 84094-1826

BRAMWELL, ERNEST T
PO BOX 465
AMERICAN FORK, UT 84003-0465

BRONSON, JEFFREY S & NICHOLAS,
SHELLEY
54 S 800 W
SALT LAKE CITY, UT 84104-1119

BROSHINSKY, JOSEPH BATES, WARREN W
14 S JEREMY ST
SALT LAKE CITY, UT 84104-1132

BURDETTE, DAVE G; ET
846 W EMERIL AVE, B
SALT LAKE CITY, UT 84116-3342

C & J SOUTH TEMPLE L PARTNERSHIP
184 E NORTHSANDRUN RD
SALT LAKE CITY, UT 84103

CALDER BROS., CO.
PO BOX 1903
PROVO, UT 84603-1903

CAMPBELL, JOY F
41 N CHICAGO ST
SALT LAKE CITY, UT 84116-3337

CARN, THOMAS H & DOROTHY T; JT
1559 S DEVONSHIRE DR
SALT LAKE CITY, UT 84108-2552

CARRILLO, JOSE G & JENNIFER M; JT
1033 W LEARNED AVE
SALT LAKE CITY, UT 84116-3302

CASE, RON
PO BOX 70161
WEST VALLEY, UT 84170-0161

CITY FRONT PARTNERS
GENA CECALA
5295 S COMMERCE DR, 175
MURRAY, UT 84107-4712

CLAPP, JOHN D & HALLORAN, TIMOTHY; JT
857 W EMERIL AVE
SALT LAKE CITY, UT 84116-3342

COMMUNITY DEVELOPMEN OF UTAH
501 E 1700 S
SALT LAKE CITY, UT 84105-2916

CONKLING, TERRY L & PAUL, SR; JT
37 N 900 W
SALT LAKE CITY, UT 84116-3331

CONSONUS ACQUISITION
180 E 100 S, QB133
SALT LAKE CITY, UT 84139-1500

CORNER PROPERTY
1675 N BECK ST
SALT LAKE CITY, UT 84116-1215

COTTONTREE HOSPITALI TY
PO BOX 540533
NORTH SALT LAKE, UT 84054

COTTONTREE PARTNERS LIMITED
PARTNERSHIP
1030 N 400 E
NORTH SALT LAKE, UT 84054

CRAWFORD, THOMAS M & MARCIA D; JT
218 E FIRST AVE
SALT LAKE CITY, UT 84103-2342

CURRAN FAMILY LIMITE PARTNERSHIP
PO BOX 2307
GREAT FALLS, MT 59443

DAVID W. STANLEY EST
BRADLEY R HELSTEN ESQ.
68 S MAIN ST, 600
SALT LAKE CITY, UT 84101-1506

DENVER & RIO GRANDE RAILROAD CO
UNION PACIFIC/PROPERTY TX DPT
1700 FARNUM ST 10TH FLR S
OMAHA, NE 68102-2010

DIVISION OF FACILITI CONSTRUCTION &
MGMT
REAL PROPERTY MGR/JOYCE MILNE
450 N STATE ST, 4110
SALT LAKE CITY, UT 84114-1104

DUKES, JEFF
774 W 100 S
SALT LAKE CITY, UT 84104

DURAN, LEO B
57 N 1000 W
SALT LAKE CITY, UT 84116-3306

DWENGER, LEONARD R
503 W MAIN ST
LEIPSIC, OH 45856-1139

EARLY ENTERPRISES; LTD PARTNERSHIP
PO BOX 9637
SALT LAKE CITY, UT 84109-9637

EDER, ROBERT A JR
11273 S JANALYNN DR
SOUTH JORDAN, UT 84095

ELAND DEVELOPMENT CO
GALARDI GROUP/PEGGY SCHOOLFIE
P O BOX 7460
NEWPORT BEACH, CA 92658-7460

ELLIS, COLBY S
900 W SOUTHTEMPLE ST
SALT LAKE CITY, UT 84104

EPC INTERNATIONAL LT
1540 DAYLILY DR
TRINITY, FL 34655-4919

EXCHANGE PROPERTIES
11075 S STATE ST, 104
SANDY, UT 84070-5117

EZ CAR WASH LLC
990 S 500 W
BOUNTIFUL, UT 84010

FAIRBANKS, JAMES L;
1230 W SUNSET DR
SALT LAKE CITY, UT 84116

FERRETI HOLDINGS, LL
770 W 100 S
SALT LAKE CITY, UT 84104-1003

FINAU, KAPUKAVA & TA
49 S 800 W
SALT LAKE CITY, UT 84104-1119

FOLSOM-961 LLC
2856 S WOOD HOLLOW WAY
BOUNTIFUL, UT 84010

FORSYTH, CHARLES D,
210 W 600 N
AMERICAN FORK, UT 84003-1106

FREE, GARY & MCQUEEN, JAMES; TC
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MURRAY, UT 84121

FREEMAN VENTURES, LL
5156 W 3800 S
REXBURG, ID 83440

FUCHS, TREVOR R
806 W 100 S
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GALINDO, VICTOR & ABRAHAM, MORCELO;
TC
1368 W LANCELOT DR
WEST VALLEY, UT 84119

GALKE, HANS U
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SALT LAKE CITY, UT 84116-3337

GALLEGOS, JOE O. & M FERMIN
ANDY J MIERA SR
885 E ROCKY MOUTH LN
DRAPER, UT 84020-7604

GCII INVESTMENTS LC
242 S 200 E
SALT LAKE CITY, UT 84111-2562

GOMEZ MANAGEMENT INC
56 S 900 W
SALT LAKE CITY, UT 84104-1123

GORDON, STEVEN L & BRIDGET R; JT
1591 S TUSCANY COVE DR
FARMINGTON, UT 84025

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G
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SALT LAKE CITY, UT 84116-3342

GROEN, DIRK A & BARBARA J; JT
4726 W PALMER DR
WEST VALLEY, UT 84120-4905

GUTIERREZ, SARAH M & MICHAEL A; JT
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SALT LAKE CITY, UT 84104-1132

HANCOCK, STEPHEN J & JT
13336 S CUB CREEK CIR
DRAPER, UT 84020

HARPER, TIMOTHY D & LEZLIE H; JT
11229 S BROOKE N LANCE LN
SOUTH JORDAN, UT 84095-4051

HERNANDEZ, JESUS; ET
3715 S 3100 E
SALT LAKE CITY, UT 84109-3719

HILF-PAYARES PROPERT
PO BOX 1830
SAN PEDRO, CA 90733-1830

HORNE, THOMAS B
367 W 900 N
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HOSIE, TAMMY
48 S JEREMY ST
SALT LAKE CITY, UT 84104-1132

HOURLASS RENTALS
1557 W 2250 S
WEST VALLEY, UT 84119-1422

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663 W 100 S
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PO BOX 16001
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1150 E IRIS LN
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SALT LAKE CITY, UT 84104-1108

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62 N 1000 W
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MENA, GUSTAVO & NERY
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NIELSON, JENNIELEAN
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NISH, TERRY E
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UNION PACIFIC RR/CRAIG MILLER

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5061 S 1130 W
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991 S 1025 W
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SMITH, GUY; TR
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US SPRINT COMMUNICAT LTD
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1979 S 900 E
SALT LAKE CITY, UT 84105-3237

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MTM INVESTMENTS
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CORBAN COMMUNICATIONS INC
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PLANO, TX 75074-8818

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10TH WEST 1-80, LLC
1775 N WARM SPRINGS RD
SALT LAKE CITY, UT 84116 2353

AAM INVESTMENTS LTD
5365 S COTTONWOOD LN
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ADAMS, JOY
864 W 200 S
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ALVAREZ, GABRIEL &
BRANDY; JT
117 S 1000 W
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SILVIA Y; JT
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815 W 100 S
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GARCIA, OBDULIA
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MARIA DEL R; JT
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DONNA; JT
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LEONA M; TRS
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915 W 100 S
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O'BRYAN, SHANE
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GINNY L; JT
1007 W EUCLID AVE
SALT LAKE CITY, UT 84104 1812

PEREZ, JOSE A
161 S JEREMY ST
SALT LAKE CITY, UT 84104 1133

PETERSON, DEIEDRE L
RANDY C; JT
457 E EMERSON AVE
SOUTH SALT LAKE, UT 84115 1531

PREMIER ROOFING, LLC
JOSE T TAFOLLA
642 S CHEYENNE ST
SALT LAKE CITY, UT 84104 2605

QUESTAR GAS COMPANY
TAX DEPARTMENT
PO BOX 45360
SALT LAKE CITY, UT 84145 0360

QUIROS, OSVALDO &
ALONSO, MARIA T; JT
979 W EUCLID AVE
SALT LAKE CITY, UT 84104 1127

RAMOS, ROLANDO R
922 W EUCLID AVE
SALT LAKE CITY, UT 84104 1127

RENTERIA, ROSA
969 W 100 S
SALT LAKE CITY, UT 84104 1108

ROBLES, CAMILO &
PINO, MIGUEL; TC
914 W EUCLID AVE
SALT LAKE CITY, UT 84104 1127

ROMAN CATHOLIC BISHO
27 N 'C' ST
SALT LAKE CITY, UT 84103 2302

ROMERO, JUAN &
MARISELA G D; JT
1074 W EUCLID AVE
SALT LAKE CITY, UT 84104 1812

ROSAS, MYRTA L
1065 W EUCLID AVE
SALT LAKE CITY, UT 84104 1812

SALT LAKE COUNTY
REAL ESTATE DEPT
2001 S STATE ST, N4500
SALT LAKE CITY, UT 84115 2314

SALT LAKE NEIGHBORHO
SERVICES
622 W 500 N
SALT LAKE CITY, UT 84116 3417

SALT LAKE VALLEY MEN
BOARD INC
5965 S 900 E, 320
SALT LAKE CITY, UT 84121 1720

SHUNK, CLAUDIA F
1060 W EUCLID AVE
SALT LAKE CITY, UT 84104 1812

STEWART, SANDRA R &
ANDERSON, MIKE A
57 S SHAGGY MOUNTAIN RD
HERRIMAN, UT 84096

STEWART, VALARIE P
1026 W 200 S
SALT LAKE CITY, UT 84104 1804

STODDARD, E W
53 W ANGELO AVE
SALT LAKE CITY, UT 84115 3719

SUAREZ, JOSE J
825 W 100 S
SALT LAKE CITY, UT 84104 1103

SWAYDAN, JAMES B & L
(JT)
2959 S PALMETTO CIR
ST GEORGE, UT 84790

TAFOLLA, JOSE T
962 W 200 S
SALT LAKE CITY, UT 84104 1116

TAPIA, CARMEL S
958 W EUCLID AVE
SALT LAKE CITY, UT 84104 1127

TAYLOR, BRAD E
931 W EUCLID AVE
SALT LAKE CITY, UT 84104 1127

THE CHURCH OF TONGA
(SIASI 'O TONGA) IN UTAH
532 E 700 S
SALT LAKE CITY, UT 84102 3308

TINGEY, DIANA L
940 W 200 S
SALT LAKE CITY, UT 84104 1116

TROPHIES INC
831 W 100 S
SALT LAKE CITY, UT 84104 1103

TRUJILLO, CARLOS C
905 W EUCLID AVE
SALT LAKE CITY, UT 84104 1127

U D O T
4501 S 2700 W
TAYLORSVILLE, UT 84119

UNDERWOOD, FRANK &
CATHERINE; JT
965 W 100 S
SALT LAKE CITY, UT 84104 1108

UTAH GAS & COKE CO.
MTN FUEL SUPPLY/TAX DEPT
PO BOX 45360
SALT LAKE CITY, UT 84145 0360

VALDEZ, ANTONIO J &
MELODY A; TC
823 W 100 S
SALT LAKE CITY, UT 84104 1103

VALDEZ, ANTONIO J &
MELODY A; JT
121 S JEREMY ST
SALT LAKE CITY, UT 84104 1133

VASQUEZ, JOSE A &
VARGAS, MAYRA M; JT
950 W EUCLID AVE
SALT LAKE CITY, UT 84104 1127

VIOLETTE, PETER R AK
CLARANCE W & ALANA C; JT
1576 ELVADO DR WAY, 6
SIMI VALLEY, CA 93065

VIRTO, GABINO
152 S JEREMY ST
SALT LAKE CITY, UT 84104 1133

WALTERS, MILTON
149 S JEREMY ST
SALT LAKE CITY, UT 84104 1133

WARREN, CURT D
751 S PARK ST
SALT LAKE CITY, UT 84102 3353

WILLIAMS, DOUGLAS S
KAREN; JT
1070 W EUCLID AVE
SALT LAKE CITY, UT 84104 1812

WORLD ENTERPRISES
PO BOX 65644
SALT LAKE CITY, UT 84165 0644

YAMAMOTO, TOMEJIRO &
NATAISHI, YUKIKO (JT) PARSONS, BILL
1054 W TALLY HO ST
SALT LAKE CITY, UT 84116 1747

YOUNG, RICHARD D &
SHELLEY O; JT
602 W SOUTHTEMPLE ST
SALT LAKE CITY, UT 84104 1023

YOUTH INC
DOROTHY JENSEN
1136 W WINDFIELD CT
WEST JORDAN, UT 84088

ZENDEJAS, MOISES
HERNANDEZ, MANUEL Z; JT
932 W 200 S
SALT LAKE CITY, UT 84104 1116

5. OPEN HOUSE
A. Notice Postmarked
April 30, 2007

GEORGE G. SHAW, AICP
PLANNING DIRECTOR

DOUGLAS L. WHEELWRIGHT, AICP
DEPUTY PLANNING DIRECTOR

CHERI COFFEY, AICP
DEPUTY PLANNING DIRECTOR

SALT LAKE CITY CORPORATION

DEPARTMENT OF COMMUNITY DEVELOPMENT
PLANNING AND ZONING DIVISION

ROSS C. ANDERSON
MAYOR

A. LOUIS ZUNGUZE
COMMUNITY DEVELOPMENT DIRECTOR

April 27, 2007

NOTICE OF OPEN HOUSE SALT LAKE CITY PLANNING

Petition # 400-07-10 REQUEST TO CLOSE THE SOUTHERN HALF OF SOUTH TEMPLE FROM APPROXIMATELY 750 WEST TO 900 WEST.

The Salt Lake City Planning Division is reviewing a request by the City's Transportation Department to close a portion of South Temple for the installation of railroad tracks in conjunction with the Grant Tower Realignment Project. The City will retain ownership of the portion of the street closed. The closure involves the southern half of South Temple from approximately 750 West to 900 West.

Closing this portion of South Temple will:

- increase safety by eliminating the closeness of the track to the roadway;
- enhance the quiet zone (allows trains to pass this area without blowing their horns);
- facilitate the realignment of railroad tracks and the raising of City Creek; and
- create other opportunities for the Euclid neighborhood.

As part of our review regarding this petition, Planning Staff will hold a Public Open House to describe the proposal and take your comments. Your comments will be analyzed by staff and included in our report to the Planning Commission. You are invited to the Public Open House to be held:

**MONDAY, MAY 14, 2007
FROM 4:00 to 6:00 P.M.
ROOM 126
SALT LAKE CITY AND COUNTY BUILDING
451 SOUTH STATE STREET**

Please direct any questions you may have concerning this request to Katia Pace at 535-6354 or at katia.pace@slcgov.com.

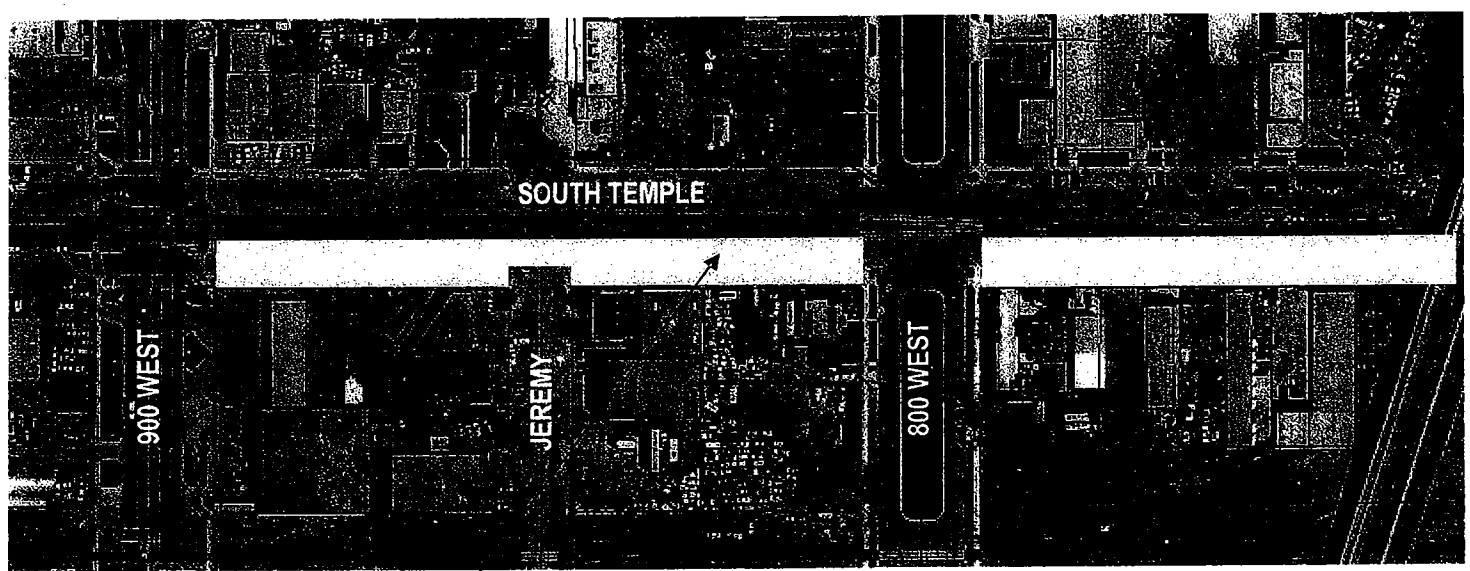
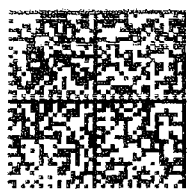
People with disabilities may make requests for reasonable accommodations no later than 48 hours in advance in order to attend this public hearing. Accommodations may include alternate formats, interpreters, and other auxiliary aids. This is an accessible facility. For more information, please contact Katia Pace at 535-6354; TDD 535-6220.

SALT LAKE CITY PLANNING
KATIA PACE
451 S STATE ST, ROOM 406

Salt Lake City Planning Division
Attn: Katia Pace
451 South State Street, Room 406
Salt Lake City, UT 84111

016H16501673
\$00.390
04/30/2007
Mailed From 84111
US POSTAGE

Hasler



PROPOSED STREET CLOSURE
SOUTHERN HALF OF SOUTH TEMPLE
FROM 750 WEST TO 900 WEST

5. OPEN HOUSE

B. Comments

May 14, 2007

Attendance Roll

May 14, 2007

#400-07-10

Proposed South Temple Street Closure
(southern half of South Temple from 750 West to 900 West)

PRINT NAME <u>Joe Broschinski</u> <u>Crown Plaza Capital</u> ADDRESS <u>14 Jeremy St</u> ZIP CODE <u>84104</u>	PRINT NAME _____ ADDRESS _____ ZIP CODE _____
PRINT NAME <u>Colyn Kilmer</u> ADDRESS <u>150 S. 800 W. SLC.</u> ZIP CODE <u>84104</u>	PRINT NAME <u>§ Mother</u> ADDRESS _____ ZIP CODE _____
PRINT NAME <u>Clarence Walker</u> <u>Property 833 S Temple</u> ADDRESS <u>1979 So 900 E</u> ZIP CODE <u>SLC 84105</u>	PRINT NAME <u>§ Wife</u> ADDRESS _____ ZIP CODE _____
PRINT NAME <u>SHERRI STEADMAN</u> ADDRESS <u>772 W. S Temple</u> ZIP CODE <u>84104</u>	PRINT NAME _____ ADDRESS _____ ZIP CODE _____
PRINT NAME <u>DRU STEADMAN</u> ADDRESS <u>772 W. S. Temple</u> ZIP CODE <u>84104</u>	PRINT NAME _____ ADDRESS _____ ZIP CODE _____
PRINT NAME _____ ADDRESS _____ ZIP CODE _____	PRINT NAME _____ ADDRESS _____ ZIP CODE _____

Attendance Roll

May 14, 2007

#400-07-10

Proposed South Temple Street Closure
(southern half of South Temple from 750 West to 900 West)

PRINT NAME <u>KYLE LAMALCA</u>	PRINT NAME _____
ADDRESS <u>150 S. 800 W.</u>	ADDRESS _____
ZIP CODE <u>84104</u>	ZIP CODE _____
PRINT NAME <u>Curt Warren</u>	PRINT NAME _____
ADDRESS <u>864 W. 100 S.</u>	ADDRESS _____
ZIP CODE <u>84104</u>	ZIP CODE _____
PRINT NAME <u>BRUCE KOSKIAN</u>	PRINT NAME _____
ADDRESS <u>304 FIRST AVE</u>	ADDRESS _____
ZIP CODE <u>84103</u>	ZIP CODE _____
PRINT NAME _____	PRINT NAME _____
ADDRESS _____	ADDRESS _____
ZIP CODE _____	ZIP CODE _____
PRINT NAME _____	PRINT NAME _____
ADDRESS _____	ADDRESS _____
ZIP CODE _____	ZIP CODE _____
PRINT NAME _____	PRINT NAME _____
ADDRESS _____	ADDRESS _____
ZIP CODE _____	ZIP CODE _____

#400-07-10

Proposed South Temple Street Closure
(southern half of South Temple from 750 West to 900 West)

May 14, 2007

Alance Walker
Name
833 West So Temple
Address
485-0975
Phone e-mail

Comments:

With this proposal you are taking away all of my Business Parking

#400-07-10

Proposed South Temple Street Closure
(southern half of South Temple from 750 West to 900 West)

May 14, 2007

Dru Steadman / Paul Nielsen
Name

772 W. S. Temple
Address

808-4621 dru@legacysalesllc.com
Phone e-mail

Comments:

We are concerned that there shows
no access to the front of our
property. Currently we have access
as we are a business.

We are also concerned about
the curvature of the corner on
9th West & South Temple on the
North east corner.

#400-07-10

Proposed South Temple Street Closure
(southern half of South Temple from 750 West to 900 West)

May 14, 2007

Curt D. Warren
Name

864 W. 100 S.
Address

801 898-7070
Phone

CURTWARREN2@ktm.com
e-mail

Comments:

I am very excited about quieting the trains.

I am nervous for the buisnesses that are on Jeremy St. & South Temple.

The wrong decision will destroy them.

Inclusion in mailing for Euclid Master Plan

#400-07-10

Proposed South Temple Street Closure
(southern half of South Temple from 750 West to 900 West)
May 14, 2007

KYLE LAMALFA

Name

150 S. 800 W. 84104

Address

359-8559

kyle.lamalfa@gmail.com

Phone

e-mail

Comments:

- ① South Temple must remain a friendly pedestrian corridor. ReRouting pedestrian traffic through other parts of the neighborhood is unacceptable.
- ② Train wheels squeak when going around a corner. Noise from squeaking train wheels must ~~be~~ not be allowed to pollute the neighborhood.
- ③ The area of affected people is larger than the notices. Next time broaden the radius by another block.
- ④ ~~With~~ Arrange signals and traffic to minimize the "beat the train" effect of cars racing on 800W. and 100 S. and the new re-routed south Temple

#400-07-10

Proposed South Temple Street Closure
(southern half of South Temple from 750 West to 900 West)

May 14, 2007

Joe Broschiustky Crown Pkating Co LLC
Name

14 Jevemy St (801) 364-0201
Address

(801) 364-0201 josephb@burgoyne.com
Phone e-mail

Comments:

This will make it very difficult for
semi trucks to get in and out of
The Alca
Because of construction the dust
levels are creating tremendous problems
for my company
closing So. Temple will restrict access to
the north overhead door North End of
Building

5. OPEN HOUSE
C. Compilation of Comments on Table Format

Besides the written comments, other comments were made. Following is a compilation of comments by subject:

Jeremy Street Comments	Response
Semi trucks that come to business on 14 Jeremy Street will not have room to turn around. No room for trucks to circulate on his property.	Should have room to turn around on the hammerhead. Hammerhead will not have curb.
Semi trucks go down Jeremy Street all the time for deliveries, etc.	Same.
Hammerhead will result on the truckers blocking down Jeremy Street to Folsom and 100 South.	Same.
South Temple	Response
The closure on South Temple will take away parking in front of the property at 833 West South Temple where it faces South Temple. They have 4 employees and there are only 4 parking spaces on the premise. There will be no parking for clients. The property owner is trying to sell the property but the closure will decrease potential for the sale.	There is still ways of parking cars on the hammerhead. Never owned rights to park on City property.
The property at 722 West South Temple has a driveway access from South Temple now and the proposed map does not show a driveway cut for his South Temple access.	Driveway approach will be placed in front of driveway. Light pole relocated.
No room for vehicles going both ways on South Temple, at 500 to 800 West he sees a lot of near collisions.	34' to 36' feet wide should have enough room for traffic.
Trains	Response
Train speed will preclude people from pedestrian passing over the trains.	Positive comment.
Trains going faster will not let people getting out of the train.	Positive comment.
Traffic will speed up to beat the railroad gates. Speeds of cars trying to beat the gates will be a big issue on South Temple.	Gates will not let cars across the rail tracks when trains are coming.
Arrange signals and traffic to minimize the "beat the train" effect of cars racing on 800 West and 100 South and the new re-routed South Temple.	Same.
Do the number of railroad cars to meet regulations? What happens if train has too many cars on it? Currently, the long trains stop just over the intersection and block the intersection.	Number of trains will increase, but so will the speed of the trains. Trains will travel at 30 miles/hr. Switching will be done in Ogden.
Resident is very excited about quieting of the trains.	The whole entire City will become a "Quiet Zone." Starting from 1700 West.
Train wheels squeak when going around the corner. Noise from squeaking train wheels must not be allowed to pollute the neighborhood.	There won't be as much squealing because of the reconfiguration of the design will make curves much smoother.
The property owners on the northeast corner of 800 West and South Temple are concern with the curvature of the rail line because it looks like it will take away room their business.	
Will the Folsom line be removed west of the Jordan River to Pueblo.	No. The reconfiguration will stop at 1000 West. No plans for changes after that point.

Viaduct	Response
Fear that the triangle under the freeway/viaduct will be new "Pioneer Park"	Property is owned by Union Pacific.
Utilities	Response
Are the utilities going underground?	Lighting will not be addressed at this point, but when it is, it will be underground.
The existing 4' waterline pipes are inadequate.	Water line will be 12'.
Pedestrian Traffic	Response
South Temple must remain a friendly pedestrian corridor, there should have a pedestrian connection. Rerouting pedestrian traffic through other parts of the neighborhood is unacceptable.	South Temple is improved from 600 West to 900 West. Improvement includes sidewalk, curb and gutter, parking, and two way traffic.
Need more signage for pedestrians walking on 800 West. They don't realize that it doesn't go through.	Needs to be addressed.
Pedestrian amenities should keep path from bus station to Hostel open. Be open and friendly to pedestrians.	Pedestrian trail will likely connect the Transportation Hub to Hostel.
Pedestrian movement should not go through residential and business (mostly 800 West), it should go through from South Temple.	Most of the pedestrian movement will go on 900 West, South Temple and the City Creek trail on Folsom Avenue.
City Creek	Response
Path for City Creek shouldn't go along South Temple to 800 West then down to Folsom - too convoluted needs to be more direct.	
Notices	Response
The area of affected people is larger than the notices. Next time the radius should broaden by another block.	Additional notices will be included for the Planning Commission and City Council notices.

6. DEPARTMENTAL REVIEWS

MEMORANDUM



451 South State Street, Room 406
Salt Lake City, Utah 84111
(801) 535-7757

Planning and Zoning Division
Department of Community Development

Date: April 23, 2007

To: Property Management, John Spencer
Engineering, Craig Smith
Fire, Ted Itchon
Public Utilities, Brad Stewart
Transportation, Barry Walsh
Building Services, Larry Butcher
Police, Dave Askerlund

From: Katia Pace, Associate Planner

Re: **Petition #400-07-10**, to close the southern half of South Temple from approximately 750 West to 900 West.

The Planning Division is reviewing a request by the Transportation Department to close a portion of South Temple for the installation of railroad tracks in conjunction with the Grant Tower realignment project. The closure involves the southern half of South Temple from approximately 750 West to 900 West.

Please review the attachments and respond by May 7, 2007. If you have any questions, please contact me at 535-6354 or katia.pace@slcgov.com.

Thank you.

MEMORANDUM



451 South State Street, Room 406
Salt Lake City, Utah 84111
(801) 535-7757

Planning and Zoning Division
Department of Community Development

Date: May 1, 2007

To: Kevin Nalder, Fire Prevention

From: Katia Pace, Associate Planner

Re: **Petition #400-07-10**, to close the southern half of South Temple from approximately 750 West to 900 West.

The Planning Division is reviewing a request by the Transportation Department to close a portion of South Temple for the installation of railroad tracks in conjunction with the Grant Tower realignment project. The closure involves the southern half of South Temple from approximately 750 West to 900 West.

Please review the attachments and respond by May 14, 2007. If you have any questions, please contact me at 535-6354 or katia.pace@slcgov.com.

Thank you.

MEMORANDUM

451 South State Street, Room 406
Salt Lake City, Utah 84111
(801) 535-7757



Planning and Zoning Division
Department of Community Development

Date: August 6, 2007

To: Melanie Reif, City Attorney's Office

From: Katia Pace, Associate Planner

Re: **Petition #400-07-10, a request to close a portion of the southern half of South Temple Street from approximately 750 West (Interstate 15) to 900 West Street.**

Attached is the staff report for Petition #400-07-10 and the minutes (draft) from the July 11, 2007 Planning Commission public hearing on this proposed partial street closure. The Commission forwarded a positive recommendation to the City Council regarding this request.

Please review the attachments and provide an ordinance for this partial street closure by August 20, 2007. If you have any questions, please contact me at 535-6354 or katia.pace@slcgov.com.

Thank you.

Public Utilities

Pace, Katia

From: Brown, Jason
Sent: Monday, May 07, 2007 11:00 AM
To: Pace, Katia
Cc: Garcia, Peggy
Subject: Petition #400-07-10 to close the southern half of South Temple from approximately 750 West to 900 West
Categories: Program/Policy

Katia;

Salt Lake City Public Utilities has reviewed the above-referenced request and offers the following comments:

According to our records within this existing street right-of-way section, Salt Lake City Public Utilities owns and operates an eight-inch sanitary sewer main, a twelve-inch storm drain main and a four-inch water main. These existing facilities provide service for several customers along South Temple.

In order to insure reliable service to these existing customers, unrestricted access to these facilities must be maintained at all times which may require the facilities to be relocated outside of the proposed rail section. No new structures, buildings, fences, trees, islands, large landscaping features, etc. may be built within 15-feet of these existing facilities. The existing right-of-way must remain as an easement dedicated to Salt Lake City Corporation for the maintenance, repair, operation and inspection of the sewer, water and storm drain facilities.

If you have any further questions please do not hesitate to contact me.

Jason Brown, PE

Development Review Engineer
Salt Lake City Public Utilities
1530 South West Temple
Salt Lake City, UT 84115
(801) 483-6729
(801) 483-6855 fax
jason.brown@slcgov.com

6/28/2007

Permits

Pace, Katia

From: Butcher, Larry
Sent: Saturday, May 05, 2007 7:55 AM
To: Pace, Katia
Cc: Goff, Orion
Subject: South Temple Street Closure 750 W. to 900 W. / 400-07-10
Categories: Program/Policy

Katia:

As shown, all properties would technically maintain street frontage as required in Section 21A.36.010C. However, legal access appears to be one issue. Based upon the plan and the Tim Harpst letter provided, I note that the properties at 821 West and 817 West will require a Right of Way agreements across the City owned parcel at 4 South 800 West and the installation of a hard surfaced driveway across the City owned parcel as well as 817 West. The property at 821 West will also require an agreement to cross 817 West.

The installation of the hard surfaced ROW access effectively removes the ability of these properties from complying with the 10' front yard landscaping requirement along South Temple. It is my opinion that City approval related to the elimination of the landscaping along South Temple should be documented on each parcel to preclude future confusion when it comes time to issue permits or if the properties are redeveloped.

The landscaping requirement issue also applies to the four lots owned by EZ Car Wash on the 900 West side of this project. It appears that vehicle access will be provided along the south portion of the street closure. This access way also removes the ability of these lots from complying with the landscaped setback requirement. I assume that these properties will receive a ROW agreement to use this portion of South Temple for access.

Let me know if you have questions,

Larry

6/28/2007

Fire

MEMORANDUM

DATE: 1 MAY, 07

TO: Katia Pace, Associate Planner

FROM: TED ITCHON

RE: Petition #400-07-10 partial closing of South Temple between 750 West to 900 West.

SYNOPSIS:

1. This memorandum is to inform you that a fire and life safety plan review on street closures must be sent to the Fire Prevention Bureau attention Kevin Nalder, City Fire Marshal.

Pace, Katia

From: Smith, Craig
Sent: Monday, April 30, 2007 10:28 AM
To: Pace, Katia
Cc: Walsh, Barry; Stewart, Brad; Ott, George; Spencer, John; Butcher, Larry; Naser, John
Subject: petition 400-07-10

Good morning Katia,

I have reviewed petition 400-070-10, a request to close the south half of South Temple from 750 West to 900 West. Engineering is fully aware of the project and has no objection with the closure. John Naser, Deputy Engineer, has full knowledge of this development and would be your best contact for any future information.
Sincerely,
Craig

Property Mngt

Pace, Katia

From: Spencer, John
Sent: Monday, April 30, 2007 9:56 AM
To: Pace, Katia
Cc: Young, Kevin; Smith, Craig; Stewart, Brad; Butcher, Larry; Itchon, Edward
Subject: Petition 400-07-10
Categories: Program/Policy

April 30, 2007

Katia,

I have reviewed the above referenced petition and have no objections to closure. Property Management has been actively involved in this project from the beginning in acquiring and clearing the right-of-way so it can proceed in a timely manner. Alternate access is being provided where it has a direct impact on the affected properties.

Regards,

John

cc: Kevin Young, P. E.
Craig Smith, Engineering
Ted Itchon, Fire
Brad Stewart, Public Utilities
Larry Butcher, Permits.

Transportation

Pace, Katia

From: Walsh, Barry
Sent: Monday, April 30, 2007 9:13 AM
To: Pace, Katia
Cc: Young, Kevin; Smith, Craig; Spencer, John; Itchon, Edward; Stewart, Brad; Butcher, Larry
Subject: Pet 400-07-10
Categories: Program/Policy

April 30, 2007

Katia Pace, Planning

Re: Petition 400-07-10, to close the south half of South Temple from 750 West to 900 West.

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

The railroad alignment relocation project is addressing the transportation needs of the abutting properties in changes of use and traffic generators as well as providing other means of access as needed for those properties impacted by the closure.

Sincerely,

Barry Walsh

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

7. PLANNING COMMISSION

A. Agenda Postmarked

June 26, 2007

**AGENDA FOR THE
SALT LAKE CITY PLANNING COMMISSION MEETING
In Room 326 of the City & County Building at 451 South State Street
Wednesday, July 11, 2007 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, June 27, 2007**
2. **REPORT OF THE CHAIR AND VICE CHAIR**
3. **REPORT OF THE DIRECTOR**
4. **PUBLIC HEARING**
 - a. **Petition 400-07-10**— a request by the Salt Lake City Transportation Division to close the southern portion of South Temple Street from approximately 750 West to 900 West Street. The proposed street closure is part of the Grant Tower Realignment Project. (Staff – Katia Pace at 535-6354 or katia.pace@slcgov.com).
 - b. **Petition 400-06-36**—a request by the Salt Lake City Planning Commission to amend the Salt Lake City Zoning Ordinance text regarding height limits in the M-1(Light Manufacturing) Zoning District. The proposed text amendment would allow chimneys, smokestacks, and distillation columns up to one hundred and twenty feet (120') in height in the M-1 Zoning District. The proposed text amendment would also add distillation columns to the list of structures that can exceed the height limit in the M-2 (Heavy Manufacturing) Zoning District. This petition was tabled at the April 11 Planning Commission meeting. (Staff—Nick Britton at 535-7932 or email at nick.britton@slcgov.com).
 - c. **Petition 400-07-02-** a request by the Salt Lake City Transportation Division to close a portion of 700 South Street immediately west of 600 West Street to facilitate a railroad "Quiet Zone" in a General Commercial (CG) Zoning District. (Staff -Ray McCandless at 535-7282 or ray.mccandless@slcgov.com).
 - d. A request by Christopher F. Robinson for approval of the proposed Ensign Foreground Planned Development subdivision located at approximately 750 North DeSoto Street in a Foothills Protection (FP) and Open Space (OS) Zoning District. The following petitions are being considered as part of this request:
 1. **Petition 400-06-46**-a request to rezone the subject property proposed to be developed (approximately 5 acres) from a Foothills Protection (FP) zoning district to a Foothills Residential (FR-2) Zoning District and rezone approximately 38 acres from Foothills Protection (FP) and Open Space (OS) to Open Space (OS) or Natural Open Space (NOS). This is also a request to amend the Capitol Hill Master Plan future land use map for the subject property from Foothill Preservation Residential to Very Low Density Residential and Open Space.
 2. **Petition 400-07-08**-a request to close and declare as surplus property a portion of 700 North Street located generally between Columbus and Cortez Streets.
 3. **Petition 410-06-39**-Planned Development approval of a proposed 6-lot single family residential subdivision with a private street.
 4. **Petition 490-06-50-** Preliminary subdivision approval of a proposed 6-lot single-family residential planned development subdivision.(Staff - Ray McCandless at 535-7282 or ray.mccandless@slcgov.com).
 - e. **Petition 410-07-04** – a request by Trolley Square Associates, LLC, for a planned development at Trolley Square located at approximately 602 E. 500 South, in the Central City Historic District. The property is located in the CS Community Shopping Zoning District. The proposed planned development includes adding multiple new buildings totaling approximately 90,000 square feet of commercial space (Staff – Nick Norris at 535-6173 or nick.norris@slcgov.com).

Visit the Planning and Zoning Enforcement Division's website at www.slcgov.com/CED/planning.com for copies of the Planning Commission agendas, staff reports, and minutes. Staff Reports will be posted the Friday prior to the meeting and minutes will be posted two days after they are ratified, which usually occurs at the next regularly scheduled meeting of the Planning Commission.

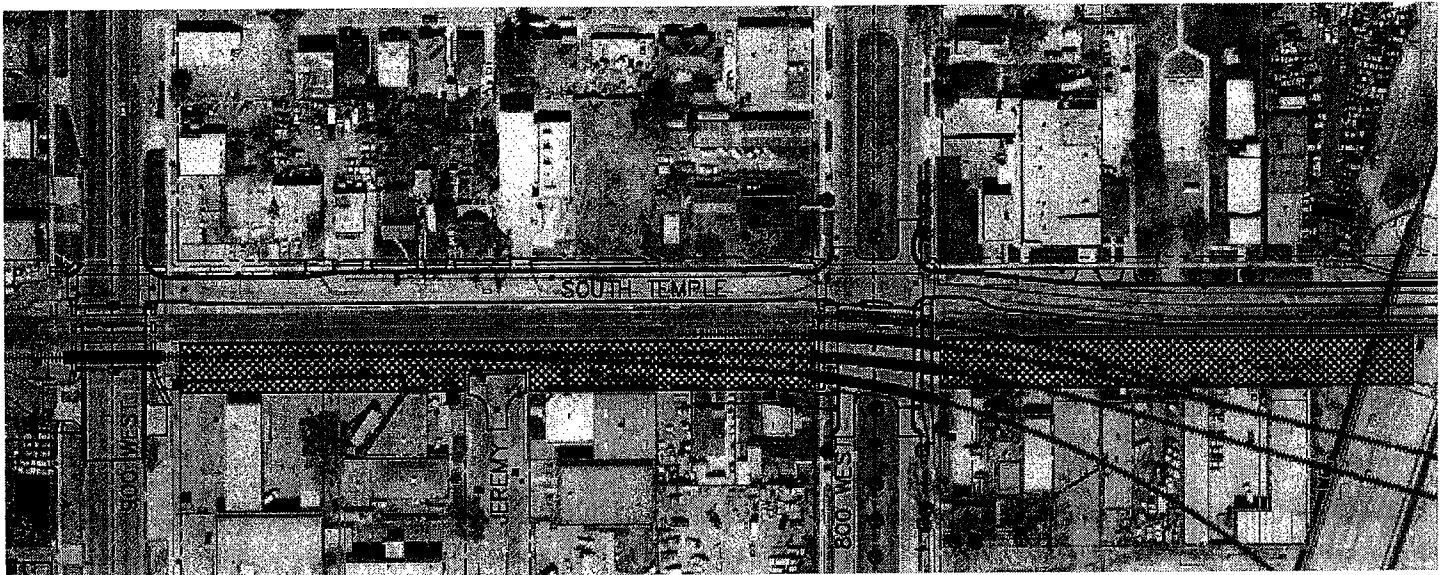
7. PLANNING COMMISSION

B. Staff Report

July 11, 2007

DATE: July 11, 2007
TO: Salt Lake City Planning Commission
FROM: Katia Pace, 535-6354, katia.pace@slcgov.com
RE: Petition 400-07-10 - To close a portion of the southern half of South Temple Street from 750 West to 900 West.

CASE#: 400-07-10
APPLICANT: Salt Lake City Transportation Division
STATUS OF APPLICANT: Owner Representative
PROJECT LOCATION: South Temple Street between 750 West and 900 West
COUNCIL DISTRICT: District 2, Councilmember Van Turner



REQUESTED ACTION: Partial Street Closure

PROJECT DESCRIPTION: The Salt Lake City Transportation Division initiated a request to close a portion of the southern half of South Temple Street from approximately 750 West (Interstate 15) to 900 West. The purpose for this request is to consolidate rail lines on the existing South Temple railroad right-of-way as part of the Grant Tower realignment project.

The City is currently working with Union Pacific to reconfigure the Grant Tower curve located at approximately 500 West (east of Interstate 15) between North and South Temple Streets, immediately east of the Euclid neighborhood. This curved section of track is one of the slowest curves in the nation. To address this problem Union Pacific has decided to redesign this section of tracks and smooth out this curve to make it possible for trains to move more quickly and easily. Under this project the Folsom Street, and the 900 South track corridors will be abandoned and an additional line will be added south of the existing South Temple railroad lines.

This request is to close a portion of South Temple as a public street. The City will retain ownership of the property, and will not declare it surplus property. Union Pacific and the City will enter into a franchise agreement in order for Union Pacific to use the land.

**APPLICABLE LAND
USE REGULATIONS:**

Salt Lake City Code:

Title 20, Subdivision Ordinance

Utah Code:

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

Section 10-9a-608 outlines the requirements to vacate a subdivision plat involving streets.

SURROUNDING ZONING AND LAND USES The properties north and south of South Temple Street between 750 West and 900 West are located in the General Commercial (CG) zoning district. The land use abutting the section to be closed includes vacant property, residential, commercial, and manufacturing land uses.

MASTER PLAN SPECIFICATIONS:

The Euclid Target Area Plan, 1986, recommends two alternatives – a track consolidation along South Temple, or along Folsom Avenue.

The Open Space Master Plan, 1992, recommends the routing of City Creek through the Euclid neighborhood to the Jordan River.

Transportation Master Plan, 1996, identifies that railroads restrict access within and across neighborhoods and should be minimized.

West Salt Lake Community Master Plan, 1995, defers to the Euclid Target Area Plan for this area as noted above.

The West Salt Lake Community Master Plan Update, (draft) 2002, recommends bringing City Creek to the surface and connecting it to the Jordan River Parkway via the railroad line at Folsom Street.

The Euclid Small Area Plan, (draft) 2006, recommends bringing City Creek to the surface and connecting it to the Jordan River after the Folsom railroad right-of-way is abandoned.

DEPARTMENTAL COMMENTS

Building Services and Licensing Division:

Properties at 817 West and 821 West South Temple, and EZ Car Wash will require a Right of Way agreement, and the installation of hard surfacing. The new access to these properties takes away the 10 foot required front yard landscaping. This non-compliance should be documented on each parcel to preclude future confusion when redeveloped.

(Clarification: The properties at 817 and 821 West South Temple will receive a deed for their access instead of a right-of-way agreement. And the EZ Car Wash property will combine the lots so that frontage to the property will be located on 900 West.)

Engineering Division:

Engineering has no objection with the closure.

Transportation:

Transportation recommends approval subject to the railroad alignment relocation project addressing the transportation needs of the abutting properties impacted by the closure.

Police Department:

No response.

Public Utilities Department:

The existing right-of-way must remain as an easement dedicated to Salt Lake City Corporation for the maintenance, repair, operation and inspection of the sewer, water and storm drain facilities.

(Clarification: The City will retain ownership of the land, so an easement will not be necessary.)

Fire Department:

The Fire Prevention Bureau, responded by phone on June 1, 2007. It requires that:

1. The new driveways on 817 and 821 South Temple, and EZ Car Wash should be 20 feet wide.
2. The hammerhead on Jeremy Street should comply with the Fire Department's standards.

- There should be a hydrant every 200 feet and the waterline should be upgraded from 8 inches to 12 inches.

Property Management:

Property Management has no objection to the closure. Property Management has been actively involved in this project from the beginning in acquiring and clearing the right-of-way so it can proceed in a timely manner. Alternate access is being provided where it has a direct impact on the affected properties.

OPEN HOUSE COMMENTS

The proposed street closure is located within the Poplar Grove Community Council, and within 600 feet from the Capitol Hill, Fairpark, and Downtown Community Councils. Therefore, the Planning staff held an Open House on Monday, May 14, 2007, at the City and County Building from 4:00 to 6:00 PM. All owners of property that abut the proposed street closure have been notified regarding this petition. Over two hundred notices were sent fifteen days prior to the meeting. Ten citizens attended the meeting.

The following are issues raised by property owners at the Open House or by phone:

Jeremy Street - Comment	Response
Trucks on Jeremy Street will not have room to turn around.	A hammerhead is being created to enable trucks and emergency vehicles to turn around.
South Temple - Comments	Responses
The street closure will take away parking at 833 West South Temple.	The property is currently legal non-compliant as far as parking. The closure does not make the property more non-compliant. Cars can still park on Jeremy Street or around the hammerhead.
No room for vehicles going both ways on South Temple.	South Temple will be 34 to 36 feet wide; which is wide enough for two way traffic.
Trains - Comments	Responses
Traffic will speed up to beat the railroad gates.	New quad gates will not let cars across the rail tracks.
Long trains stop over the intersection and block it.	Trains should not stop because the speed of the trains will increase, and the switching of train cars will be done in Ogden.
When trains go around the corner it generates a lot of noise by squeaking.	The squeaking will be reduced once the redesign of the tracks make curves much smoother.
Will the Folsom line be consolidated west of the Jordan River?	No. The reconfiguration will stop at 1000 West. Rail lines west of 1000 West will remain as currently configured.
Freeway Underpass - Comment	Response
Fear that the triangle under the freeway will	The City has no jurisdiction over this property

become the new "Pioneer Park."	as it is owned by Union Pacific. This property will not be developed as part of a future open space trail corridor.
Utilities - Comments	Responses
Are the utilities going underground?	Lighting will not be addressed at this point, but the wiring for lighting will be placed underground when the appropriate time comes.
The existing 4 inch waterline pipes are inadequate.	Waterlines are being built at 12 inches.
Pedestrian Traffic - Comment	Response
South Temple must remain a friendly pedestrian corridor.	South Temple Street will be improved with sidewalks from 600 West to 900 West.

ANALYSIS & FINDINGS

Following is an analysis of the City Council's Policy and Guidelines for street closures:

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 properties.

The following access issues were resolved prior to the submission of this application:

- The northern half of South Temple will have free movement of traffic in both directions.
- 800, 900, and 1000 West Streets will remain open to traffic, but will have new railroad crossing with islands and new gates.
- A hammerhead will be created at the north end of Jeremy Street to allow adequate space for vehicles to turn around.
- The access for the two properties (817 and 821 West South Temple) currently utilizing South Temple Street will be modified by providing a driveway from 800 West.
- EZ Car Wash, which owns four adjoining lots, three of which have access from South Temple Street, will combine lots in order to have street frontage solely on 900 West.

Finding: The street closure will not deny access to a property and the street closure will not have a negative effect on the City's ability to deliver emergency services to this area.

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.

This request is to close South Temple as a public street but not to sell it. The City will retain ownership of the property, and will not declare it surplus property. Union Pacific and the City will enter into a franchise agreement in order for Union Pacific to use the land.

Finding: The request includes retaining the property in City ownership.

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.

- It implements several adopted Master Plan policies as listed above
- It facilitates the completion of the Grant Tower track realignment and the abandonment of the Folsom rail line.
- It allows the Folsom right-of-way to be used to daylight a 1.5-mile stretch of City Creek, which has been encased in an underground conduit since 1910. This in turn, allows trail development along the Folsom right-of-way that will eventually connect with the Jordan River Parkway.
- It eliminates the 900 South railroad corridor in the Poplar Grove neighborhood.
- It facilitates a gentler curve in the Grant Tower area, which will improve rail traffic decreasing the time that auto traffic is blocked.
- It increases safety by eliminating the closeness of the track to the roadway - an 8" curb wall will be built on the north side of the tracks between trains and cars.
- It allows improvements on the north side of South Temple Street including curb and gutter, a continuous sidewalk, two-way traffic, and one lane of parking.
- It facilitates a Quiet Zone by installing quad gates at the 800, 900, and 1000 West intersections allowing trains to pass through the area without blowing their horns.
- The quad gates along with wider pavements will improve safety crossing.

Finding: As noted above, the closure, which will facilitate the consolidation of the railroad lines, provides many public policy reasons sufficient to justify the closure of the street.

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

Given the information above, the reasons supporting the proposed closure of South Temple Street outweighs the need to retain it as a public street.

Finding: The project includes only a portion of the street to be closed to vehicular access. The northern section of the road will be improved for both motorized and non-motorized circulation. The partial street closure will help improve the area by decreasing noise from train whistles, decreasing time circulation in the neighborhood is blocked by the train and affording the opportunity for future open space trail amenities in the neighborhood.

RECOMMENDATION

Based on the analysis and findings noted above, staff recommends that the Planning Commission forward a positive recommendation to the City Council to approve an ordinance to close a portion of the southern half of South Temple Street from 750 to 900 West Street with the following conditions:

- That the hammerhead on Jeremy Street should comply with the Fire Department's standards, and that there should be a hydrant every 200 feet.
- That the City should document the non-compliance relating to frontage landscape requirements the street closure creates on the properties at 817 and 821 West South Temple.

ATTACHMENTS

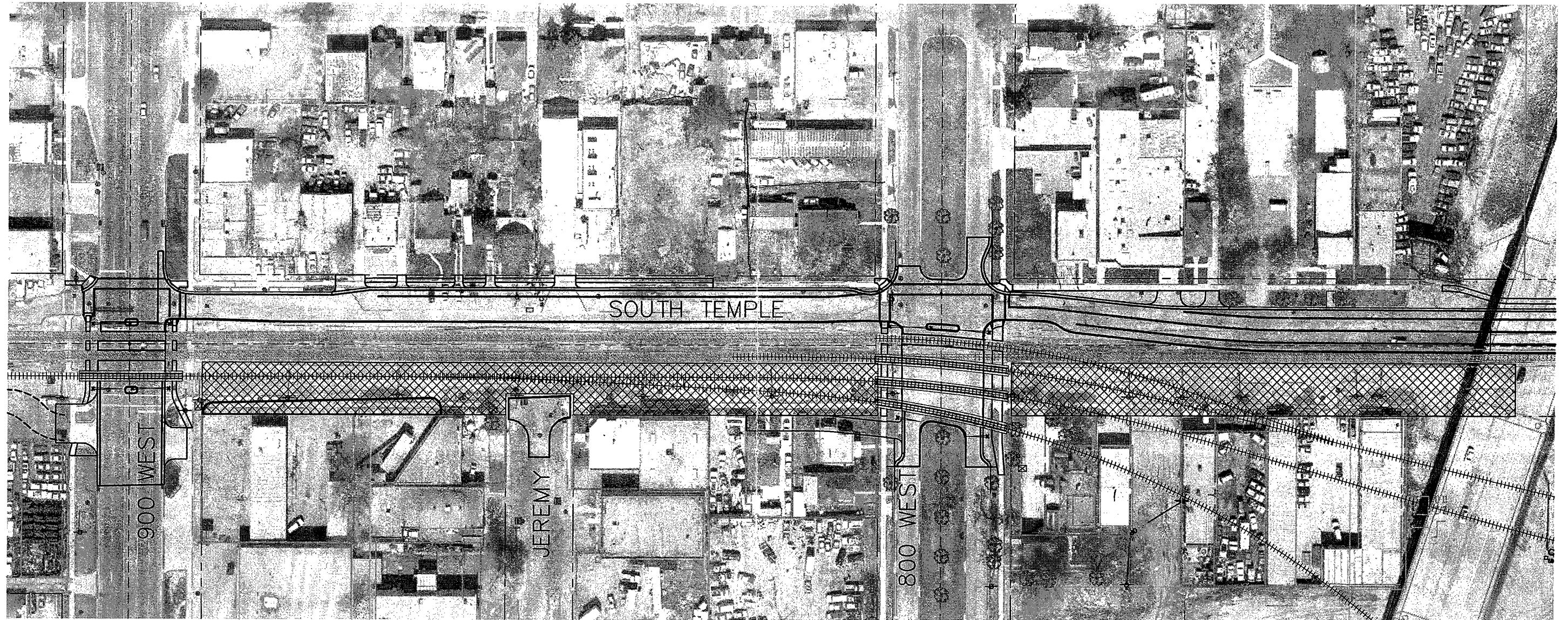
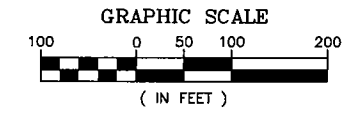
Exhibit 1 – Departmental Comments

Exhibit 2 - Map with proposed changes


Exhibit 3 - Open House Comments

Exhibit 1 – Departmental Comments

Exhibit 2 - Map with proposed changes



LEGEND

 SLC ROW - TO BE CLOSED TO PUBLIC ACCESS

4/9/2007 1:08:09 PM

NO.	AUTHORIZED BY	REVISIONS	MADE BY	DATE



WESTSIDE RR RE-ALIGNMENT

ROADWAY CLOSURE
 SOUTH TEMPLE - SOUTH OF RR TRACKS
 BETWEEN 900 WEST AND 750 WEST

DESIGNED BY: ---
 DRAWN BY: ---
 CHECKED BY: ---
 SCALE: HORIZ AS SHOWN
 VERT N/A
 DATE: ---

VAULT NO. ---
 JOB NO. ---
 SHEET --- OF --- SHEETS
001
 DRAWING NO.

Exhibit 3 - Open House Comments

7. PLANNING COMMISSION

C. Minutes

July 11, 2007

**SALT LAKE CITY
PLANNING COMMISSION MEETING
In Room 326 of the City & County Building
451 South State Street, Salt Lake City, Utah
Wednesday, July 11, 2007**

Present for the Planning Commission meeting were Vice Chair Matthew Wirthlin (Acting chairperson for the meeting); Commissioners Babs De Lay, Tim Chambless, Susie McHugh, Prescott Muir, Kathy Scott, and Mary Woodhead. Chairperson McDonough and Commissioner Frank Algarin were not able to attend the meeting. Commissioner Robert Forbis was previously excused for an extended leave of absence.

Present from the Planning Division were George Shaw, Planning Director; Douglas Wheelwright Deputy Planning Director; Cheri Coffey, Deputy Planning Director; Nick Norris, Principal Planner, Katia Pace, Associate Planner; Ray McCandless, Senior Planner, and Tami Hansen Senior Secretary. Also present were: City Staff members John Naser, Engineering Division Director; Kevin Young, Transportation Planning Engineer, and D.J. Baxter, Redevelopment Agency Director.

A roll is being kept of all who attended the Planning Commission Meeting. Chairperson Wirthlin called the meeting to order at 5:49 p.m. 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: Tim Chambless, Kathy Scott, Susie McHugh, Prescott Muir, Matthew Wirthlin and Mary Woodhead. Planning Staff present were: Doug Wheelwright, Nick Norris, and Katia Pace.

APPROVAL OF THE MINUTES from Wednesday, June 27, 2007.

(This item was heard at 5:50 p.m.)

Commissioner McHugh made a motion to approve the minutes with noted changes. Commissioner Muir seconded the motion; all voted 'Aye', the minutes were approved.

REPORT OF THE CHAIR AND VICE-CHAIR

(This item was heard at 5:50 p.m.)

Acting Chairperson Wirthlin noted that he and Chairperson McDonough had met with Van Turner and Jill Remington-Love from the City Council and discussed a variety of issues including the city-wide conditional use review and the status of the PRI (skybridge) application, and expressed a desire to meet on a monthly basis with them to create an open dialogue between the City Council and Planning Commission, which they agreed they would do.

REPORT OF THE DIRECTOR

(This item was heard at 5:51p.m.)

Mr. Shaw noted that the North Temple Trax line study is progressing, and that UTA is close to giving staff feed back on their recommended alignment. He noted that staff is going to try and bring a briefing to the Planning Commission in conjunction with the City's Transportation Advisory Board; so that they can start looking at what issues might arise before the public hearing.

Mr. Wheelwright updated the Commission on the status of Petition # 400-06-35 requesting SLC to Amend the Zoning Ordinance text regarding height limits in the M-1 Light Manufacturing Zoning District as to chimneys, smokestacks, and distillation columns up to 120 feet.

He noted that the airport had objections regarding this text, so staff had revamped the language pertaining to this petition. He noted there has also been some interest expressed by the

community and Community Development Director Louis Zunguze and subsequently this petition will no longer be going forward, because it is in conflict with the airport and a new FAA regulation that will be taking effect in January 2008, which will greatly reduce the taper angle for the approach zone on the airport that accommodates planes that are in distress. He noted that the particular location that staff was looking at would have penetrated that same surface by four feet. He noted that all options were being explored to see if the distillation column could be shortened by four feet.

Mr. Wheelwright stated that the general exception for chimneys, smokestacks, and distillation columns is not acceptable to the airport, and if they could not work this out, this particular use will not be in the City and the issue would be dropped, keeping the 65 foot height limit that is currently allowed in the M-1 Zone.

PUBLIC HEARINGS

(This item was heard at 5:56 p.m.)

Petition 400-07-10— a request by the Salt Lake City Transportation Division to close the southern portion of South Temple Street from approximately 750 West to 900 West Street. The proposed street closure is part of the Grant Tower Realignment Project.

Chairperson Wirthlin recognized Katia Pace as staff representative.

Ms. Pace introduced John Naser; project manager of the Grand Tower's realignment project and Kevin Young, City Transportation Planning Engineer. She noted that this petition was initiated by the City's Transportation Department.

Ms. Pace stated that within the Euclid neighborhood there was a request to close the southern portion of South Temple between 900 West to approximately 750 West (where the freeway intersects). Part of the realignment project was to abandon the railroad right-of-way on Folsom Avenue and also on 900 South in the Poplar Grove neighborhood. There are two railroad lines on South Temple, and with the proposed realignment there would be three.

Ms. Pace stated that 800 West would remain open for traffic, and a hammerhead would be created on Jeremy Street. She noted that this was one of the slowest railroad lines in the nation and that it backed up train traffic all over the country, so it would be of great benefit to reconfigure these lines. Some additional benefits of the street closure would be having an eight inch (8") curb wall to keep car traffic and train traffic separated. There would be quad gates with wider pavements and islands placed on 800 and 900 South and 1000 West, which would create a quiet zone because the trains would not need to blow their horns. This would also allow for the improvement of the northern portion of South Temple Street. There would be two lane traffic, curb and gutter, a continued sidewalk, and on-street parking.

Ms. Pace noted that by abandoning the Folsom right-of-way, there would be potential to resurface City Creek and develop trails that would connect to the Jordan River Parkway trail system. Some issues that had already been negotiated with the Engineering and Property Management Department include: first, access to two of the properties on South Temple Street, it was proposed that this property owner on 817 South would be granted a driveway that would give him access on 800 West. Second, Eazy Carwash owns four lots in this area, and one solution would be to consolidate these lots into one lot and have the frontage of the property face 900 West.

She noted that the property owner at 14 Jeremy Street had a lot of clients that use trucks and there was an issue whether he would have room for the trucks to turn around, even when using the hammerhead, also, a secondary access from South Temple Street will be eliminated.

Ms. Pace noted that there is another property on 833 West South Temple, where the tenants used South Temple Street for parking which would be eliminated by this closure, which was a huge issue for the business owner.

Ms. Pace noted that at the Open House one of the concerns raised was that the section of Folsom Avenue that is underneath the freeway would have an increased transient population because it would be an open area. She noted that City Creek would surface here and possibly eliminate that. Ms. Pace noted other concerns from the public were cars speeding to beat the trains, trains blocking the intersections, and trains generating noise. She noted that the realignment would allow the trains to go a lot faster and the intersections would not be blocked.

Commissioner Woodhead inquired if there was an actual enforceable agreement with Union Pacific to abandon the Folsom Line.

John Naser noted that by agreement Union Pacific would abandon the 900 South line and the Folsom line as soon as the Grant's Tower track was operational. They would have 180 days after the trains were operational to abandon those lines, and the agreement was enforceable and currently in place.

DJ Baxter noted that Union Pacific had applied for and received conditional approval from the STB to abandon the 900 South line, with the condition of this approval being the completion of the Grant Tower project. He noted that any kind of regulatory barrier would be removed regarding the abandonment of the line and the only barrier that might remain was a contractual one between the City and the railroad, which can be enforced.

Commissioner Woodhead inquired if there was a similar enforceable abandonment of the Folsom line.

Mr. Baxter noted that it was a different situation due to the fact that the Folsom line was parallel and so close to the South Temple Street tracks, the Federal Service Transportation Board sees them as a single alignment, and therefore the railroad does not feel they need to seek abandonment authority to abandon that corridor, because they would be duplicating that service a couple hundred feet away.

Commissioner De Lay inquired about what Grant's Tower was.

Mr. Baxter noted in the past it was a control tower when there were numerous railroad companies coming through this area, but the control tower was not there anymore.

Mr. Naser noted that there is just a little white building left that is full of switchgear for Union Pacific. He noted that is not necessarily a place, but a railroad operating system.

Commissioner McHugh inquired about the timeframe to bring City Creek back to the surface.

Mr. Baxter noted it was a funding issue.

Commissioner De Lay noted that several of the neighborhood comments have been that if a new park is going to be put in this area it would turn into the new Pioneer Park.

Mr. Baxter noted that the property would be owned by Union Pacific and they have a very aggressive police force that patrols that area.

Commissioner De Lay noted that about 30-40 times a night she hears train whistles coming through the area and wondered what the impact on the noise pollution would be if the new changes were installed.

Mr. Baxter said there should be no noise pollution unless the engineer sees some kind of emergency.

Commissioner Chambless inquired about the 24 hour police patrol, and the possibility of a possible video monitor feed if the public wanted to gather there.

Mr. Baxter noted that the Union Pacific police were quite diligent and aggressive and he suspected that people would not be able to gather for very long if they tried.

Commissioner Chambless inquired about lighting in the area.

Mr. Baxter noted that the lighting would be standard as to what is seen on all city streets and all of the street crossings.

Commissioner McHugh inquired about the hammerhead in the area regarding property owners complaint about it not being large enough for semi trucks, she noted that if the hammerhead was adequate enough for the City fire trucks to turn around it should be adequate for the property owner to have loading trucks going in and out of the property.

Mr. Naser noted that a City standard hammerhead would be placed in the area that would meet the dimensions required by the fire department.

Chairperson Wirthlin opened up the public hearing portion of the meeting.

Clarence Walker (833 W. South Temple Street) noted that he had sent a letter to the Commission; his biggest concern was that his property would be damaged because of this petition and that his address would change from South Temple to Jeremy Street, which is hard to locate if you are not familiar with the area.

Commissioner Chambless inquired how long Mr. Walker had owned the property.

Mr. Walker noted since 2001, but business had been performed there for the last 40 years. He noted that his tenant was being persuaded to move out by the changes going on.

Commissioner Chambless inquired if parking for his business was on street.

Mr. Walker noted that it was, but there were only three stalls on Jeremy Street that could be used and if the hammerhead was put into place that could make things worse.

Commissioner McHugh noted that Mr. Walker's building faced and had an entrance from Jeremy Street.

Mr. Walker noted that this was true, but the three stalls did not service employees and customers who routinely used South Temple Street to access the business.

Commissioner Scott inquired if there was off street parking on the property.

Mr. Walker noted there was not.

Commissioner McHugh noted that there was a long driveway on the Southside of the building where there was one vehicle parked with room for more to fit behind it.

Mr. Walker noted that was true, but they would have to be moved if an eighteen wheeler truck needed to access the building, because that was the driveway into the warehouse.

Commissioner Woodhead inquired if the on-street parking on Jeremy Street was generally full, and where the employees parked on a regular basis.

Mr. Walker noted that that there was not any additional parking other than South Temple Street.

Commissioner Woodhead noted that it seemed that there was a lot of additional on-street parking on Jeremy Street.

Mr. Walker noted that during the day the street was pretty densely parked.

Joe Broschinsky (14 Jeremy Street) noted that there was no way that a 55 foot trailer could turn around in the hammerhead; he noted that they had to back out to 100 South to get out of the area. This project would lower his property values and he felt that the petition was a done deal and stated that construction had already started in the area.

Ms. Pace noted that the petition was presented to the public in an Open House and it was the same plan that the Commission was reviewing tonight.

Commissioner Scott noted that she saw a loading door on the north side of the property and inquired if it was used.

Mr. Broschinsky stated that it was used, but due to the construction blocking the door he would have to drive his forklift onto 100 South and back around to empty the building. He noted that he had no prior notice that the construction would block all of that off. He noted that the original meetings showed that South Temple would be left open as a one way road.

Commissioner Woodhead inquired when the street construction started.

Mr. Broschinsky noted that it was about two weeks ago.

Commissioner De Lay inquired of staff a brief history on this project, because she had seen this information many times in the past.

Mr. Broschinsky noted that there were public hearings, but the original plan did not include the closure of South Temple Street.

Mr. Naser noted that all of the discussions held while planning the project mentioned that South Temple Street was viewed as a potential closure and a rebuilding of the road on the north side of the street. He noted that it was a safety issue to have a road within close proximity to a train track.

Commissioner De Lay inquired about the claim that the work had already started on this site.

Mr. Naser noted that the work was started on Grant's Tower because of the timeframe that is needed for commuter rail to be completed into Salt Lake City, which has to be operational by approximately January 2008, but before that can happen Union Pacific needs to move out of the way.

Commissioner McHugh noted that technically South Temple Street is not being closed if you consider the north side of the street being open two-way, which might have lead to some of this confusion.

Commissioner Muir noted that in the staff report it indicated that Property Management was pursuing acquiring the rights-of-way for this project to happen and inquired about what exactly that meant.

Mr. Naser noted that the access of Mr. Broschinsky door would need to be looked at and there could be some room for him to obtain a bit of an access there. He noted that as far as acquisition of property, the Planning Commission did approve some demolitions, where the property east of 800 West was demolished. He noted that the entire construction currently taking place was within the City's right-of-way.

Commissioner Scott noted that if a positive recommendation went forward from the Commission this evening, she would request that Property Management would then work with Mr. Broschinsky to compensate him for his loss of door access from a public street.

Mr. Naser noted that Property Management would review this.

Mr. Broschinsky noted that he was in contact with John Spencer about the door and had only one return call. He noted that all he wanted was to see a plan regarding what was going on.

Commissioner De Lay noted that the Transportation Department had recommended approval subject to the railroad alignment relocation project addressing the transportation needs of the abutting properties impacted by the closure. She inquired if there was a plan submitted for these properties.

Mr. Naser noted that he would be willing to meet with Mr. Broschinsky to work something out.

Commissioner De Lay noted that there should also be better signage for Jeremy Street.

Chairperson Wirthlin inquired about Mr. Naser's opinion regarding the space available to turn trucks around in the area.

Mr. Naser noted that trucks should be able to turn around in the hammerhead, and there might be some restrictions, but it would be built to City standard.

Kyle LaMalfa (150 South 800 West) noted that the pedestrian traffic had changed a lot since the construction had begun. He noted there was a lot of transient traffic that was routed into his neighborhood due to construction. He proposed that the Grant's Tower project maintain a pedestrian corridor along Folsom Street that would connect with downtown, so that pedestrians from the inner model hub could use a path that did not go through a residential neighborhood.

Commissioner Woodhead noted that there was no street access from 200 South to 800 West, so pedestrians were crossing under the overpass a vacant UDOT property.

Mr. LaMalfa noted that was correct.

Commissioner De Lay inquired of Mr. Baxter if there was a way to compel UDOT to secure this area, because there were other complaints from neighbors in that area regarding this problem.

Mr. Naser noted that one of the problems with pedestrian traffic was that the 800 West Street was torn out, but in a couple of months it would be restored. He noted that when Folsom Avenue was completed there would be a connection to the Jordan River Parkway trail, and it would cross over the top of Union Pacific's tracks via a protected crossing, and follow the north side of South Temple Street.

Commissioner De Lay clarified that the problem would be addressed, and the neighborhood just needed to be patient.

Commissioner Woodhead inquired if UDOT was looking at fencing off the lot, because it was a highly populated transient sleeping and camping area, along with the traffic.

Mr. Naser noted he did not know if UDOT was working on that.

Commissioner Chambless stated that he would like to see this area monitored, and would like to have the City pursue this.

Mr. LaMalfa noted that he felt that the route that the City was anticipating for pedestrian traffic was too long for those walking to the bus stop.

Mr. Naser noted that people might still cut through his neighborhood, but technically they were dealing with safety issues to not have pedestrians crossing the train tracks.

Rick Andrews (920 West South Temple) noted that he owned property in the area and he would like to see the plan in writing so he would know what was exactly going on and when. He noted that he was afraid that his parking would be lost due to widening the road.

Mr. Naser noted that on the west side of 900 West nothing would change, except a curb would be put around the corner to protect the railroad gate, and he would be happy to show Mr. Andrews the roadway plans.

Chairperson Wirthlin invited the applicants back to the table.

Commissioner De Lay noted that she would like to add a third recommendation, *That the City address to the best of it's abilities the parking and loading transportation needs of the abutting property owners and that the City address with UDOT better security of the lot at 800 West and 200 South. The City should also identify parking and provide new and visible street signage for Jeremy Street.*

Commissioner Scott added a further recommendation stating, *The City fairly compensate abutting property owners for loss of access for public right-of-way.*

Chairperson Wirthlin noted that seemed to be a legal issue that the Commission could not control.

Commissioner De Lay made a motion regarding Petition 400-07-10 based on the analysis, testimony, and findings heard this evening and found in the staff report, the Planning Commission forward a positive recommendation to the City Council to approve an ordinance to close a portion of the southern half of South Temple Street from 750—900 West subject to the following conditions:

1. **That the hammerhead on Jeremy Street should comply with the Fire Department's standards, and that there should be a hydrant every 200 feet.**
2. **That the City should document the non-compliance relating to frontage landscape requirements the street closure creates on the properties 817 and 821 West South Temple Street.**
3. **That the City shall address to the best of its abilities, the parking and loading transportation needs of the abutting transportation owners.**
4. **That the City address with UDOT better security of the lot at 800 West and 200 South.**
5. **That the City better identify street parking with new signage on Jeremy Street and actual new street signage identifying Jeremy Street itself.**

Commissioner Chambless seconded the motion. All in favor voted, "Aye", the motion carried unanimously.

Petition 400-07-02— a request by the Salt Lake City Transportation Division to close a portion of 700 South Street immediately west of 600 West Street to facilitate a railroad "Quiet Zone" in a General Commercial (CG) Zoning District.

(This item was heard at 6:54 p.m.)

Chairperson Wirthlin recognized Ray McCandless as staff representative.

Mr. McCandless noted that the project was part of the Grant Tower realignment would help increase the safety in the area. He noted that the City would retain ownership of this property and there would be directional signage placed in the area in addition to curb and gutter along this portion of the street.

Chairperson Wirthlin observed that there was no public present to speak for the petition and no comments from the Planning Commissioners.

Commissioner Scott made a motion regarding Petition 400-07-02 that based on the analysis and findings presented in the staff report, the Planning Commission forward a favorable recommendation to the City Council to approve the petition to close 700 South at approximately 600 West as requested by the Salt Lake City Transportation division, subject to the following conditions:

- 1. That all applicable City Codes and Salt Lake City departmental requirements be met including providing the necessary easements for any existing or future utility infrastructure.**
- 2. An access easement on the west side of the railroad tracks be recorded prior to closing access to the street.**

Commissioner McHugh seconded the motion. All in favor voted, "Aye", the motion passed unanimously.

A request by Christopher F. Robinson for approval of the proposed Ensign Foreground Planned Development subdivision located at approximately 750 North DeSoto Street in a Foothills Protection (FP) and Open Space (OS) Zoning District. The following petitions are being considered as part of this request:

(This item was heard at 6:58 p.m.)

- Petition 400-06-46**—a request to rezone the subject property proposed to be developed (approximately 5 acres) from a Foothills Protection (FP) zoning district to a Foothills Residential (FR-2) Zoning District and rezone approximately 38 acres from Foothills Protection (FP) and Open Space (OS) to Open Space (OS) or Natural Open Space (NOS). This is also a request to amend the Capitol Hill Master Plan future land use map for the subject property from Foothill Preservation Residential to Very Low Density Residential and Open Space.
- Petition 400-07-08**—a request to close and declare as surplus property a portion of 700 North Street located generally between Columbus and Cortez Streets.
- Petition 410-06-39**—a Planned Development approval of a proposed 6-lot single family residential subdivision with a private street.
- Petition 490-06-50**— Preliminary subdivision approval of a proposed 6-lot single-family residential planned development subdivision.

Chairperson Wirthlin recognized Ray McCandless as staff representative.

Mr. McCandless noted that an Issues Only Hearing was heard by the Commission recently and the Commission had suggested that they would like the location of the trail through the property established. The proposed trail is identified in the staff report.

Commissioner McHugh inquired if the area would be natural open space instead of open space, which was an issue with the Community Council.

Mr. McCandless noted that there was a request to rezone the approximate 39 acres from Foothills Protection(FP) to Open Space (OS) or Natural Open Space (NOS) and the Community Council suggested that they preferred the 39 acres be rezoned to Natural Open Space.

Chairperson Wirthlin inquired of the Commission if there were specific issues they would like Mr. McCandless to address.

Commissioner Muir inquired about the placement of the gate on the property.

Mr. McCandless noted that it was not requested by the City, but by the applicant.

Commissioner Muir inquired why the City would not require it to be a public road.

Mr. McCandless noted that it was narrow and did not meet City standards in terms of the width, but the Homeowners Association would be set up to maintain the private street. There would also be an alpha parcel that would be held in common ownership.

Commissioner McHugh noted that by having the gate, the general public would not be encouraged to come in and park on the alpha lot but would have to walk or bike in and there would not be increased automobile traffic.

Chairperson Wirthlin noted that it seemed that would be problematic to the public trying to access the trail.

Mr. McCandless noted that one of the recommendations was to keep open access to the trail. He noted that the Community Council had recommended placing signage in the area indicating public trail access.

Chairperson Wirthlin invited the applicant to the table.

Mr. Chris Robinson noted that he had read the staff report in detail and did not have a lot to add to it. He noted that he would like to see the street kept public, but after consulting with staff and engineers they thought a private gated street would be the best option.

Chairperson Wirthlin opened the public hearing portion of the meeting.

Polly Hart (Community Council Chair) noted that the Community Council had approved the planned unit development as proposed, but one concern was that trail access be maintained from both DeSoto and Columbus Streets. She noted that Mr. Robinson had worked with the director of Save our Canyons to come up with trail access and a plan that would not cut away at the mountainside more than necessary. The Community Council suggested that a sign at the gate would state that pedestrian and bicycle access was available.

Julianne Calderon (700 North Columbus Street) noted that her main concern was the traffic. There were a minimum of ten cars an hour and the new large houses would have typically 3 to 4

cars per family, plus the public cars that will come to go hiking, which seemed like a lot. She noted that she did not want to see a lot of additional trail cut into the mountain.

Commissioner Scott inquired what the signage stated currently.

Ms. Calderon noted that it said something to the effect of, *No outlet*.

Commissioner De Lay inquired if it would be possible for Ms. Calderon to petition to have her street turned into a resident only parking pass area.

Ms. Calderon noted that she was not sure she wanted that to happen.

Commissioner De Lay noted that one of the compelling things she remembered from the Issues Only hearing was that some of the neighbors had complained about the amount of crime where the lots were going to be, and that there were people parking and then going up to party. She noted that one of the benefits of this would be homeowners in the area, who would be interested in who was accessing the trails at night, so hopefully there would be less crime and chaos after the Planned Unit Development was built. She noted that several surrounding areas had benefited from using resident parking only passes.

Georg Stutsenberger (700 N. Columbus Street) noted that there were a lot of people that come up at 1:00 a.m. and never notice the sign; there was even an incident of school buses coming up and having a hard time turning around. He noted that he felt people don't read signs. He agreed with the Natural Open Space Zoning and thought that was a good choice for that area. He did not want to see any new trails carved, just what already existed.

Dan Bethel (707 North DeSoto Street) noted that maybe an arrow on the sign would keep people from going up the wrong street. He stated that he would like to maintain his use of the alley running behind his house at 707 North at DeSoto Street that connects with Columbus Street and he would not relinquish his use of this until a right-of-way issue was resolved with his neighbor at 700 North Columbus.

Chairperson Wirthlin invited the applicant back to the table.

Mr. Robinson noted that initially he had a plan to carve more trail along the contours of the mountains, but after talking with staff and the Community Council it became apparent that not elaborating the trail system was preferable. He noted that from a parking congestion standpoint it helped that Columbus Street only had houses on one side, and there would never be any homes on the west side.

He noted that he would work with Mr. Bethel and Mr. Stutsenberger to resolve the issue of the alleyway that leads to 700 North.

Chairperson Wirthlin closed the public portion of the hearing and brought the discussion back to the Commissioners.

Commissioner De Lay noted that as a planner she was looking into the future of the City and having a private owner willing to dedicate 40 acres of Open Space was very valuable. She noted that she did not have any problems with the petition, but there were issues outside of the petition for example Ensign Peak not being well marked through street signage, and suggested that the neighbors along with the City work to get better signage and parking for the area.

Commissioner Scott noted that she would also like to recognize the donation of the property by Mr. Robison to this City as very generous and he should receive some accolades.

Commissioner Muir made a motion regarding Petition 400-06-46 that the Planning Commission forward a favorable recommendation to the City Council to rezone portions of 5.07 acres of the property to be developed from FP to FR-2 and the portion of property (approximately 39.44 acres) be rezoned from Foothill Preservation (FP) to Natural Open Space (NOS), and to amend the Capital Hill Community Future Land Use Map of the Capital Hill Master Plan from a Foothills Protection (FP) zoning district to a Foothills Residential (FR-2) Zoning District and rezone approximately 39 acres from Foothills Protection (FP) and Open Space (OS) to Open Space (OS) or Natural Open Space (NOS).

Regarding Petition 490-06-50 the Planning Commission grant preliminary subdivision approval for the proposed 6-lot single-family residential plan development subdivision subject to the following conditions:

- a. Recordation of a final subdivision plat.
- b. That the balance of the property (approximately 39 acres) be deeded to Salt Lake City as proposed by the applicant.
- c. Meeting all applicable Salt Lake City departmental requirements including compliance to the recommendations contained in the Geotechnical Report.

Regarding Petition 410-06-39, the Planning Commission grant Planned Development approval for a private street and minimum lot size averaging consistent with the FR-2 zoning district lot area requirements (cluster development) and modification of zoning requirements as necessary to implement the development as proposed subject to:

- a. Providing unrestricted pedestrian and bicycle trail from Columbus and DeSoto Streets and that signage identifying trail access be place at the entrance gate on Columbus Street and at the top of DeSoto Street.
- b. Lot averaging be used to establish the overall density of the proposed development and that the required lot area of lots 2,3,4 and 5 be modified as shown on the site plan.
- c. The final grading plan be approved by the Building Permits and Licensing Division, Engineering Division and Public Utilities Departments consistent with the grading shown on the preliminary development plan drawings. Grading be limited to the areas to the cuts and fill areas shown on the submitted drawings.
- d. The requirement for lots fronting onto a public street will need to be waived.
- e. Final approval of the landscaping plan by the Planning Director.
- f. Final approval of the grading plan by the Salt Lake City Engineering Division, Public Utilities Department and Building Services and Licensing Division.

Regarding petition 400-07-08, the Planning Commission forward a positive recommendation to the Salt Lake City Council to close a portion of 700 North Street located generally between Columbus and Cortez Streets, and transfer property to abutting owners as shown on the proposed site plan.

Commissioner Woodhead seconded the motion. All in favor voted, "Aye", the motion carried unanimously.

Chairperson Wirthlin called for a five minute adjournment at 7:28 p.m. and recusing himself from the meeting and turning over the meeting to Commissioner Tim Chambless to serve as acting Chairperson for the remainder of the meeting.

Chairperson Chambless called the meeting back to order at 7:33 p.m.

(This item was heard at 7:34 p.m.)

Petition 410-07-04—a request by Trolley Square Associates, LLC, for a planned development at Trolley Square located at approximately 602 E. 500 South, in the Central City Historic District. The property is located in the CS Community Shopping Zoning District. The proposed planned development includes adding multiple new buildings totaling approximately 90,000 square feet of commercial space

Chairperson Chambless recognized Nick Norris as staff representative.

Mr. Norris noted that there would be two new structures and a major addition occurring on the Trolley Square block. Building C at the north east corner of the lot, would be an approximately 53,000 foot building and would contain two levels of podium parking above the retail space and contain 700 stalls. Building P along 600 East would contain approximately 23,000 square/feet of retail and there would also be a small addition to Building A, which is a little under 10,000 square/feet.

A pedestrian connection on 600 East and 500 South was added to the sight and the whole structure was also lowered to maintain the view of the mission style arches of Trolley Square. Also, the architecture of Building A changed from a swooping arch to just being squared off and there were no changes to Building B or Building D.

Changes to Building C include: elevations and pedestrian connectivity on 700 East and 600 South. On the north side there are plans for increased tree landscaping, and a screen wall to screen the parking ramp on the east side, which has also been squared off to more adequately blend in with the building. Mr. Norris noted that the overall height was lowered and there are still mission-style arches on the building that reach to 45 feet and 38.8 feet on the wall. The height of Building P was also lowered to 24.4 feet below the finished grade within the site.

Commissioner De Lay inquired if Mr. Norris had a rendering of the main entrance change.

Mr. Norris noted that the applicant would show that in their presentation.

Commissioner Scott inquired about the height of existing Building D.

Mr. Norris noted that it would vary, but that along 700 East it would be approximately 45 feet where the distinctive features are located.

Commissioner Scott inquired if that would be approximately the height for Building C.

Mr. Norris noted that was correct.

Chairperson Chambless invited the applicant to the table.

Mr. Mark Blancarte (Developer/Partner) noted that there are currently approximately 918 parking stalls throughout Trolley Square, and 885 parking stalls would exist at completion. He noted that the developers would be comfortable with reducing the amount of parking, as per the community's inquiry, but felt that the parking was important to the retail within Trolley Square.

The northwest corner would contain decorative paving and a proposed entrance from 600 East for pedestrians to enter into the Trolley Lane area. There would be a grand plaza placed at the

north east corner, and pedestrians would have access to Trolley Square and Whole foods from that location.

He noted that one concern was raised about how the developers would screen the loading dock for the Whole Foods store. He noted that a decision was made to enclose the area by bringing out the architectural masonry walls further toward the west, and these would contain an overhead roll up door system for the trucks to park inside, from the outside all of the building services would be invisible.

Mr. Blancarte noted that though the developers felt Trolley Square was predominantly accessed by automobile, there would be seven bike parking areas throughout the project.

Commissioner De Lay inquired about scooter parking.

Mr. Blancarte noted that there was not scooter or motorcycle parking at this time, but the developers would be willing to work with staff to dedicate whatever they felt would be appropriate to this type of parking.

He noted that trees were another point of concern so an arborist was independently hired to ascertain the condition of the trees, which was given to the Department of Urban Forestry for their review. There are a number of trees along the perimeter of the property that are diseased either due to age, or a sidewalk condition that is causing stress. If the trees do need to be replaced, they would be willing to comply with the suggestions of the City arborist; however, three trees would be permanently removed because of entrances and parking structure placement. There would be a few trees that would need to be removed and replanted that are currently where the Whole Foods building will be located. He noted that any trees that cannot be used will be happily donated to the community.

Mr. Blancarte noted that members of the community suggested a larger view corridor into the existing trolley structures, so the developers decided to reduce the elevation of the buildings on the west by approximately 10 feet by reconstructing the arches on the west corridor to be flat, to allow for more of a view into that corridor and the Whole Foods building would not exceed the height of Building D (the main mall building), and the architecture would tie in with that building as well.

Commissioner Muir inquired if at the top of the building section there was enough space to build a pedestrian access along the front of the store that went straight out to 500 South.

Mr. Blancarte noted that his guess was that there probably would not be enough room, but they would consult with an architect to discuss that.

Commissioner Muir noted that it would tie in the pedestrian feel that the developers would like Trolley Square to have.

Commissioner Scott inquired about the slope in the loading dock on Building C, and its effect on the masonry wall and if the screening would have a ceiling or be open above.

Mr. Blancarte noted it was only about a two foot differential and the wall would be enclosed.

Commissioner Scott inquired if the drive-through for the Wells Fargo bank would still exist.

Mr. Blancarte noted that it would not; however, the developers were currently working with Wells Fargo to relocate them within the project.

Commissioner Scott inquired about the Transportation Departments comments regarding having a 45 foot trailer backing in from the street.

Mr. Blancarte noted that the dock was designed with the commercial truck templates in mind and the Whole Foods dock was designed even larger to fit a 55 foot truck trailer, so though it is a busy street, it would be an efficient movement.

Commissioner De Lay noted that the tenant signage was being moved from the Trolley Square water tower and she had not seen any diagram where that signage would be replaced within the project.

Mr. Blancarte noted that it would be cluttering to have a monument sign that might list six or seven tenants; so they propose that when the leases are up to remove the theater and the Hard Rock Café signs from the water tower. He noted that at a number of spots throughout the project there will be key directional signs.

Ms. Cheri Coffey noted that signage was an issue that the Historic Landmarks Commission deals with.

Mr. Norris noted that Trolley Square had its own Sign Master Plan.

Commissioner Scott inquired if the archway at 500 South would be relocated to the west side of the project and if there would be a defining entrance overhead that would replace that.

Mr. Blancarte noted that it was proposed to use the existing one, but just shift it to the west.

Commissioner Scott noted that in the staff report on page 16 it stated that, *The defining characteristics of the mission-style arch on the east and west facades are being repeated.* She inquired why this would not be on the north as well.

Mr. Blancarte noted that he was not sure if that was addressing the architecture on the north or a specific entry arch on the north side.

Commissioner Muir added that the functional nature of the building being a trolley storage facility that contains barrel vaults indicates that those archways should be on the east and west and not on the north and south.

Mr. Blancarte noted that he agreed that the arches should be continued in the new buildings.

Commissioner Scott inquired if the parking on the roof of Building C was podium because underground parking was not an option and the basis of that decision, were engineering studies, or core samples done.

Mr. Blancarte noted that there were major aquifers running under Salt Lake City, and a rather shallow level water table in the building, so the decision was to make underground parking on the western portion of the project, but to have podium parking on the eastern portion of the project due to that water, contamination from a prior use, and cost of each individual stall underground which is \$50,000 versus \$20,000 a piece. Podium parking is also much quicker and efficient, which would be a benefit for the community and customers like the podium parking because it is lighter, brighter, and airier.

Commissioner De Lay inquired if the developer was sure there was definitely a water table on the site that absolutely prohibited underground parking.

Mr. Blancarte noted it was not absolutely prohibited, but influenced as well by a finite budget.

Commissioner McHugh noted that she thought it would be less disturbing to the historical buildings if the developers did not have to dig down for underground parking.

Mr. Blancarte noted that for two levels of underground parking it would require approximately 35 feet of excavation, so podium parking would be less invasive.

Commissioner Woodhead inquired about the 600 East and 500 South pedestrian accesses into the property because it looked like there were two backsides to the project.

Mr. Blancarte noted that 600 East is the backside of the project, and the challenge was the difference in grade. The developers decided to work on the connectivity within the project, but did create a sort of grand entrance from 600 East for pedestrians.

Chairperson Chambless opened the public portion of the hearing.

Joel Briscoe (Chair of the East Central Community Council) noted he had submitted a letter to the Planning Commission. He noted that he was concerned about the mature trees that currently line 600 East, and that Mr. Blancarte was willing to relocate the trees throughout the project or donated to be used in the City. He also stated that the façade of the new buildings were very important and noted that Mr. Blancarte was willing to include the Utah Heritage Foundation, the Utah Historical Society, and other Utah architectural historians to be added to the committee.

Mr. Briscoe stated that he did not agree with the size and the scope of Building C (Whole Foods), but appreciated the developers lowering the elevation of Building P to allow a view of the mission arches on the west side; however, he felt that view would be blocked by the podium parking, but did understand that it would cost more money and inquired if the developers had looked into historic credits. He encouraged the Commission to give intent language of recommendation regarding final architecture and building materials to the Historic Landmark Commission. He noted that on recommendations 3 and 4 he would like them to be a little more detailed.

John Prince (11788 South Silver Spur Lane, Draper Utah) noted that he was the owner of Green Street private club and that the manager of Trolley Square came over to tell them that in the next three weeks a tractor was coming through the patio of Green Street and the implications for the club were frightening. He noted that 5,700 people were members of the club would be affected. A petition was started that had 1,300 plus signature to save the patio and the six Norwegian Maple trees that he would like to see saved.

Commissioner De Lay inquired if the patio was part of the clubs lease.

Mr. Prince noted that it was not, but they have used and paid percentage rent for the patio plus a fee for the clean-up.

Commissioner De Lay noted that what the developer was advocating was beautiful interior walkways and lots of patios.

Mr. Prince noted that Mr. Blancarte had been very nice to work with, and that they would be able to keep the patio, but that the managers of Trolley Square were not representing him well.

Commissioner McHugh inquired if the entrance to the club was on the patio.

Mr. Prince noted it was right next to the patio, but the legal entrance was to the west of the patio.

Jeff Meyer (11788 South Silver Spur Lane, Draper, Utah/ co-owner of Green Street) noted that the patio at Green Street is used for seven months out of the year and that it generates twenty-five percent of the clubs revenue. He would like to have a distinctive timeframe of when construction will be taking place so he can go in front of the Liquor Commission and get the front door approved or take a look at staffing levels during the change.

Chairperson Chambless inquired how much warning he would like before these changes take place.

Mr. Meyer noted atleast 30 days to be able to petition the Liquor Commission.

Commissioner De Lay noted that the developers had to give all of the neighbor's notice of these events by law, but it seemed as if they were not communicating. She noted that the Commission would require the developer to communicate with the tenants within Trolley Square, as well as working with Green Street to get any approvals or re-approvals for the Liquor Commission requirements.

Jason LeCates (15129 Eagle Crest, Draper Utah 84020) noted he was the manager of Green Street and there were also issues that needed to be addressed with the fire department for instance three of the six emergency exits would be lost and would the club still be ADA compatible.

Commissioner Muir clarified that the role of the Planning Commission was not to get into code issues or disputes between tenants and landlords, but the appropriate land use of the project.

Jeff Ward (740 South 300 West #301) noted that he was the Executive Director for Tree Utah, which is a statewide non-profit organization dedicated to tree planting, care, stewardship, and education. He noted that he had driven around Trolley Square and realized approximately 40 trees would be lost where the new buildings would be built. He noted he was not opposing the development, but the trees were invaluable because of the financial and social benefits they provide.

Commissioner De Lay noted that she has rarely seen adult trees relocated and planted and wondered if this practice was common.

Mr. Ward noted that this was not a common practice because it was hard to do.

Commissioner De Lay inquired if the odds of replanting the trees were basically non-existent.

Mr. Ward noted that it could be done if done correctly, however, it is very expensive, which might be part of the reason it is not done that often.

Chairperson Chambless inquired about saving the two large trees on 600 East.

Mr. Ward noted that he had not looked closely at the site plan, but all of the trees were struggling and the more root system that is lost the less chance there is to save them.

Cindy Cromer (816 East 100 South) noted she was pleased to see the reduced height proposition for the new buildings. She noted that her concern was conditional uses, and how the developer will be able to administratively change the project after it passes through the various city boards. She noted that the Commission should ask the developers for what they want now, because they are willing to cooperate.

Bill Hedgepath (1539 South 2300 East) noted that he was a member of Green Street and suggested that the construction of the patio take place during the colder months.

Kirk Huffaker (representing the Utah Heritage Foundation) noted that they were in favor of the Trolley Square project, but he would like to see the project become better integrated into the visual nature of the site including: the mass of the buildings, height, and rhythm. He also noted that he felt it was important for the design team to integrate urban design elements into the project to provide focus and whimsy.

Chairperson Chambless asked for specific examples of urban design.

Mr. Huffaker noted that he would like to see fountains and architectural features such as iron work.

Commissioner De Lay inquired if historic site lines were currently protected.

Mr. Huffaker noted that adding new buildings is very tricky and one of the biggest design challenges, which is why there has been an evolution of the design site as the community has given input, and while there are no specific rules regarding development, hopefully there is some sensitivity to the historic elements.

Ms. Coffey noted that the structures on the site are all protected and Building C (Whole Foods) will not be added onto the historic structures, which will be preserved as they are now. She noted that the developers were making the Trolley Square site more viable as an adaptive reuse, by adding commercial development.

Mr. Huffaker noted that he was also in support of Commissioner De Lay's suggestion for scooter and motorcycle parking.

Luke Garrott (634 South 500 East) noted that he did not agree with the mass of Building C, because Whole Foods has 196 stores that average 32,000 square/feet and this is a 53,000 foot structure.

Commissioner Woodhead noted that Building C was the largest building on the site; she inquired about what Mr. Garrott felt was an appropriate mass of the building and his basis for it.

Mr. Garrott noted that Building C would not be taking up the current surface lot space, but also where the trolley car is currently located and pressing up about Building D. He felt that the entire site would be radically altered and he did not know why the building needed to be so massive. He noted that he felt there should have been a subcommittee held before this meeting involving the Planning Commission, Historic Landmark Commission, Tree Utah, and the Utah Heritage foundation.

Commissioner Woodhead noted that there was a subcommittee involving the Planning Commission and Historic Landmarks Commission that did meet and discuss this project with the developer.

Otto Guedelhiefer (566 East 600 South) commented that he walked passed Trolley Square every morning to get to Trax and was concerned about the rather loud noises of the heating and cooling systems of Trolley Square. He noted that he was concerned that with the buildings getting bigger, now was the time to consider this. He inquired if these systems would be replaced with efficient, quiet, and environmentally sound alternatives.

Commissioner De Lay noted she fully agreed with Otto's suggestions and had a list for the developers to consider.

James McAndrew (Business owner in Trolley Square) noted that he felt he believes in the Trolley Square and believes the developers are trying to improve its economic viability. He noted that he was very happy about Whole Foods being the tenant because it will really enrich the area.

Chairperson Chambless closed the public portion of the meeting.

Mr. Blancarte noted that Whole Foods store has been in business for over 20 years and has evolved over time, which is why they are interested in a 53,000 square foot building to introduce themselves to the Utah market, and have determined that this will be their flagship store for Utah.

Commissioner De Lay commented that Whole Foods was supposedly an environmentally friendly business, but she had not heard any information on the green building that is supposed to take place at Trolley Square and inquired if the developer was looking at making the rest of the project comply with LEED certifications.

Mr. Blancarte commented that the developers would be providing new heating and air-conditioning equipment that would be energy conscious and efficient and are exploring the LEED suggestions.

Commissioner Muir noted that he would like to encourage an appropriate percentage of locally owned businesses throughout the project.

Mr. Blancarte noted that from the onset of the project the developers had believed that local retailers are a big part of the success of Trolley Square and provide something unique. He also noted that regarding Green Street, construction is challenging and issues do arise and the developers are solution oriented to make it as seamless as possible.

Commissioner De Lay suggested a condition 9 for, *Dedicated parking for scooters and Motorcycles with in the project*. She noted that she would suggest one fifth of the parking be dedicated to this type of parking. She noted that she would also like to suggest a tenth recommendation to have Building C meet minimum LEEDS certification.

Commissioner Muir inquired if that was mitigation for the scale of Building C.

Commissioner De Lay said yes, due to the largeness of the building.

Ms. Coffey noted that the size and scale of the building was up to the Historic Landmarks Commission, and the Planning Commission could make a recommendation to that Commission.

Mr. Shaw noted that the planned development process focused more on site plan issues and the Commissions concerns should be sent to the HLC to address those.

Commissioner De Lay suggested a recommendation 11 would be to reconsider the size of Building C.

Commissioner Muir noted that a reasonable condition would be to state that all the mechanical equipment should be attenuated to avoid noise pollution, but could be left up to the Planning Director. He noted that he did not have a problem with the size of the building because most grocery stores required a critical mass of atleast 45, 000 square feet, so 53, 000 square feet is not unreasonable.

Commissioner Scott noted that she was still struggling with the size of the building, and that there should be more communication with HLC, the developer, and the Utah Heritage Foundation to mitigate the size of the building, not only the footprint but the height as well. She suggested that the Commission table the petition so that it could be further reviewed. She also expressed concern about the loading area on Building C and how it would look.

Commissioner Woodhead noted that she did not have a problem with the size of Building C, when she looks at Building D; Building C seems to be reasonable in size in comparison. She also noted that Whole Foods is a real grocery store and if this is the tenant that is expected to come in there needs to be some respect regarding the type of business they are, and it is not a small store, but a competitor with the big grocery store we have in Salt Lake City.

Commissioner De Lay noted Commissioner Woodhead brought up a good point because there was a large Smith's a block away, and therefore wondered why this store needed to be so big.

Commissioner McHugh stated that they are not alike.

Commissioner Woodhead noted that there would be some value in tabling the petition to clarify some of the issues that Commissioner Scott stated, but there would not be any point to having another joint meeting with HLC because it would unnecessarily slow the process down for the developer. She noted that to some extent she would agree with tabling the petition, but also that conditions could be made to let HLC know the Commissions wishes.

Chairperson Chambless was concerned that there were not a sufficient number of Commissioners to vote on this matter.

Commissioner McHugh wondered what tabling the petition would clarify.

Commissioner De Lay moved to table the petition.

Commissioner McHugh seconded the motion.

Ms. Coffey wanted clarification for Staff and the applicant as to the reason behind the motion to table.

Commissioner Scott suggested that the Planning Staff and the Commission subcommittee discuss with the developers further, the mass of Building C and the possibility again of underground parking. She would also like more discussion on the parking ramp that seemed to not be visibly appealing.

Commissioner De Lay inquired if all that could be suggested through an additional recommendation stating that HLC should specifically review those items.

Ms. Coffey stated yes.

Commissioner McHugh withdrew her second of the motion.

Commissioner Scott seconded the motion to table.

Commissioner Scott stated that she wanted to have some input on that decision.

Commissioner De Lay noted that could be done through additional recommendations.

Commissioner Muir stated that he would argue against tabling because he was part of the subcommittee and had seen the process of the developers, which have been positive and cooperative.

Commissioner Scott withdrew her second of the motion.

Commissioner De Lay withdrew her motion.

Commissioner De Lay made a motion regarding Petition 410-07-04 based on comments, analysis, findings, staff recommendation, and public testimony, the Planning Commission approve a conditional use for a Planned Development located at Trolley Square with the following conditions:

1. **That the project comply with all City Department and Division comments, requirements, and regulations;**
2. **That final architecture and building materials approved be delegated to the Planning Director and shall be consistent with the approval of the Historic Landmark Commission;**
3. **That the applicants submit a plan that shows how the public trees are to be protected during the construction process;**
4. **That the Urban Forester approves all proposed tree removals, transplants and tree plantings on public property.**
5. **That the Utah Department of Transportation approve upgrading the signal on 700 East and 600 South to add a dedicated/protected left turn for north and south bound traffic;**
6. **That signs be posted in all service areas instructing drivers to turn off their engines while waiting and actively loading or unloading their vehicles. The design of the signs must be approved by the Historic Landmark Commission or designee**
7. **That the final landscaping plan approval be delegated to the Planning Director'**
8. **That the Planning Commission modifies the building setbacks so that they are consistent with setbacks indicated on the submitted site plan.**
9. **Dedicated parking for scooters and motorcycles as recommended by the Transportation Division.**
10. **That the developer endeavor to meet the goals of LEED Certification**
11. **that at the point of replacement the rest of the development contain HVAC systems and;**
12. **Noises from the HVAC units are mitigated for the surrounding neighborhood.**
13. **That the Historic Landmark Commission pay particular attention to the screening of the area for Building C and for the ramp located on the northeast corner of the development.**

Commissioner Woodhead seconded the motion.

Commissioner Scott suggested that condition 13 be amended into to motion.

Commissioner De Lay accepted that amendment to the motion.

All in favor of the motion voted, "Aye", the decision passed unanimously.

Commissioner Scott noted that she would like to pass on suggestions to the Historic Landmarks Commission so they would be aware of the preferences of the Planning Commission.

Commissioner De Lay noted that only the minority of the Commissioners had a problem with the mass of Building C, so a recommendation could not be recommended on.

Commissioner Muir noted all of that was in the minutes.

Mr. Norris suggested that staff provided the Historic Landmarks Commission with a copy of the meetings minutes.

The Commissioners agreed to this.

There was no unfinished business.

The meeting adjourned at 9:40 p.m.



A handwritten signature in black ink, appearing to read 'Tami Hansen', is written over a solid horizontal line. The signature is highly stylized and cursive.

Tami Hansen, Planning Commission Secretary

7. PLANNING COMMISSION
D. Letter from Mr. Clarence G. Walker
May 29, 2007

**Clarence G. Walker
1979 South 900 East
Salt Lake City, Utah 84105**

Salt Lake City Corporation
Department of Community Development
Planning and Zoning Division
451 South State Street, Room 406
Salt Lake City, Utah 84111

Dear Sirs:

I currently own the building at 833 South Temple. I received notice from you that there would be some changes affecting my property at that address. At my initial contact with the planner, I was told that my property would not really be affected. However, I have since found that I am greatly affected.

The current plans are to take away the parking and the access to the north of my building leaving just four parking places on Jeremy Street. By closing off the street and access to the parking on that street, customers trying to access that address will be at a loss as to how to even find the building. As I understand the rules, if I were building a new building, you would not allow us to build with only 4 parking spaces. I have been told that you would grandfather our building in, but that does not help the situation of having no parking spaces. If you feel it is a necessity to have adequate parking spaces if my building was a new building, why is it not a necessity to have adequate parking spaces if my building already exists but you see a need to take them away?

I am in the process of trying to sell my building and have had many interested until they find there is no parking. You have in affect prohibited my ability to sell my building. My current tenant is on the verge of leaving the location. This building is my livelihood and I am losing my livelihood because of the conditions you have created.

I am respectfully requesting that you do not take the parking and access away from my building but leave it as it once was..

I can be reached at the above address, or at the email clarie1979@netzero.net or at my home 801 485-0975 and at my cell phone 801 450-0868.

Thank you for your considering my concerns. I realize that it is a difficult task to please everyone but feel I have a very legitimate concern which should merit your consideration.

Sincerely,



Clarence G. Walker

Clarence G Walker
1979 South 900 East
Salt Lake City, Utah 84105

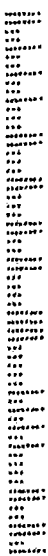
SALT LAKE CITY UT 841

29 MAY 2007 PM 31



Salt Lake City Corporation
Department of Community Development
Planning and Zoning Division
451 South State Street, Room 406
Salt Lake City, Utah 84111

BA111/3102



8. ORIGINAL PETITION

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

April 10, 2007

Re: Request to close the south side of South Temple from 750 to 900 West

Dear Mayor Anderson:

This letter is written to request the City close a portion of South Temple Street for the installation of railroad tracks in conjunction with the Grant Tower realignment project. The closure involves the southern half of South Temple from approximately 750 West to 900 West. The northern half remains and is improved with the project. This request is made to facilitate the addition of Union Pacific's track and to eliminate the safety concerns of traffic being within fifteen feet of operating trains. The access for the two properties utilizing South Temple will be modified by providing a driveway from 800 West. The limited parking in this area will use Jeremy Street and 800 West. Closing the southern half of the 800 and 900 West intersections enhances the creation of a quiet zone allowing trains to pass through the area without blowing their horns.

Improvement on the north side will insure free movement of traffic in both directions and safer track crossing by widening pavements, adding curbs and providing a continuous sidewalk. The closure creates a "T" intersection and turnaround at the north end of Jeremy Street.

In summary, closing this portion of South Temple increases safety by eliminating the closeness of the track to the roadway and enhances the quiet zone. It facilitates the completion of the Grants Tower track relocations and enables the Union Pacific track corridors on 900 South and Folsom Avenue to be abandoned. This in turn, allows the raising of City Creek and trail development along Folsom and the potential for a trail along the 900 South corridor.

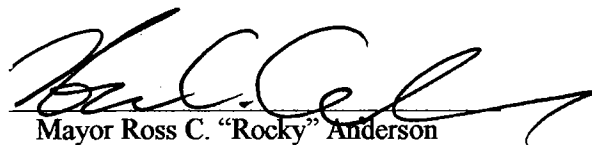
If you concur, please forward this request to the City Planning Division to process.

Sincerely,



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

Concurrence:



Mayor Ross C. "Rocky" Anderson

cc: Lyn Creswell
Louis Zunguze
George Shaw
Doug Dansie
Kevin Young

Kurt Larson
DJ Baxter
Stephanie Toombs
John Naser
Janneke House

349 SOUTH 200 EAST, SUITE 450, SALT LAKE CITY, UTAH 84111

TELEPHONE: 801-535-6630 FAX: 801-535-6019

WWW.SLCGOV.COM



Petition No. 410-07-10

By Salt Lake City Transportation

Request to close the south side of
South Temple from 750 to 900 West

Date Filed 04/17/2007

Address South Temple and 750 to 900 West

PETITION CHECKLIST

Date	Planner Initials	Supervisor Initials	Director Initials	Action Required
2007 04/18	AKM			Petition Delivered to Planning
4/18/07				Petition Assigned to <u>Katia Pace</u>
8/20/07	KP			Planning Staff or Planning Commission Action Date
8/20/07	KP	DFW		Transmittal Cover Letter Followed Template (margins, headings, returns etc)
8/20/07	KP	DFW		Table of Contents
8/20/07	KP	DFW		Chronology
8/20/07	KP	DFW		Ordinance Prepared by the Attorney's Office <ul style="list-style-type: none"> Include general purpose statement of petition (top of ordinance) NA 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
8/20/07	KP	DFW		Council Hearing Notice <ul style="list-style-type: none"> ✓ Include Purpose of Request NA Include zones affected (where applicable) ✓ Include address of property (where applicable) ✓ Include TDD Language
8/20/07	KP	DFW		Mailing List of Petition and Labels, <ul style="list-style-type: none"> ✓ (include appropriate Community Councils, applicant and project planner) ✓ (include photocopy of labels)
8/20/07	KP	DFW		Planning Commission Notice <ul style="list-style-type: none"> ✓ Mailing Postmark Date Verification (on agenda) NA Newspaper Notice for Rezoning and Master Plan Amendments (proof of publication or actual publication)
8/20/07	KP	DFW		Planning Commission Staff Report
8/20/07	KP	DFW		Planning Commission Minutes and Agenda
8/20/07	KP	DFW		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