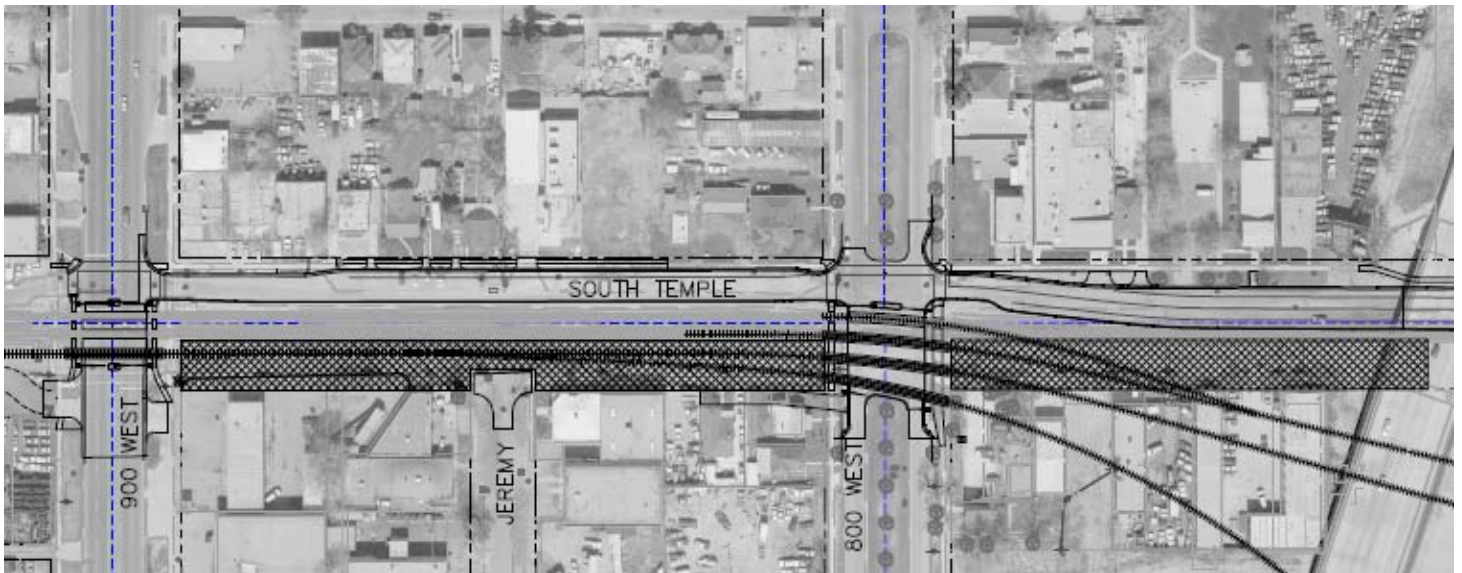


**DATE:** July 11, 2007  
**TO:** Salt Lake City Planning Commission  
**FROM:** Katia Pace, 535-6354, katia.pace@slcgov.com  
**RE:** Petition 400-07-10 - To close a portion of the southern half of South Temple Street from 750 West to 900 West.

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**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.

3. 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:

<b>Jeremy Street - Comment</b>	<b>Response</b>
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.
<b>South Temple - Comments</b>	<b>Responses</b>
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.
<b>Trains - Comments</b>	<b>Responses</b>
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.
<b>Freeway Underpass - Comment</b>	<b>Response</b>
Fear that the triangle under the freeway will	The City has no jurisdiction over this property

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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.
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**Utilities - Comments**

**Responses**

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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.
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The existing 4 inch waterline pipes are inadequate.

Waterlines are being built at 12 inches.

**Pedestrian Traffic - Comment**

**Response**

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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

Exhibit 3 - Open House Comments

