



Staff Report

PLANNING DIVISION
COMMUNITY & ECONOMIC DEVELOPMENT

To: Salt Lake City Planning Commission
From: Everett Joyce, 801-535-7930 or everett.joyce@slcgov.com
Date: July 9, 2014
Re: PLNSUB2014-00242 Vacate nine subdivisions at the Salt Lake City International Airport

Vacate Subdivision

PROPERTY ADDRESS: Salt Lake City International Airport
PARCEL ID: Multiple parcels – Identified in staff report
MASTER PLAN: Northwest and West Salt Lake Community Master Plans
ZONING DISTRICT: A – Airport; BP – Business Park; M-1 and M-2 Manufacturing and OS – Open Space

REQUEST: The petitioner, Salt Lake City Department of Airports, is requesting to vacate all or part of nine subdivisions that include public streets. The vacation request affects City owned land only. Vacating a subdivision with public streets requires a recommendation from the Planning Commission to the City Council. The City Council has final decision making authority for subdivision plat amendments involving public streets.

RECOMMENDATION: Based on the information in this staff report, Planning Staff recommends that the Planning Commission approve a favorable recommendation to the City Council to approve the proposed vacation the City owned land portions of the nine subdivisions subject to complying with all applicable regulations.

ATTACHMENTS:

- A. Vicinity Map
- B. Airport Terminal Plan
- C. Additional Applicant Information
- D. Existing Conditions
- E. Analysis of Standards
- F. Public Process and Comments
- G. Dept. Comments
- H. Motions

PROJECT DESCRIPTION:

The Salt Lake City Department of Airports is proposing to vacate al or a portion of nine existing subdivisions including lot lines, names, alleys, streets, and other features shown on the Salt Lake County plat maps that are within the existing boundaries of the Salt Lake City International Airport. The subdivisions were originally established and have remained on county plat records. The subdivisions were never developed. Streets were never constructed, services were not provided to the lots and lots were not built upon. The subject subdivisions are the Beverly Addition, Denver City, Earl D. Gray, Fritsch & Zulch's First Addition, G. S. Holmes First Addition, Ingersoll Addition, Le Mar Addition, Mechling & Fleming and West Salt Lake subdivisions.

Portions of the Le Mar Addition and the Earl D. Gray subdivisions that lie at the south end of the Airport are platted on private property. There are four private owners Western Metals Recycling, Tony R. Sieverts, Salt Lake

Garfield & Western Railway and Union Pacific Railroad Co. This petition addresses vacation of the subdivision lots, alleys and streets for the property that is owned by the City.

The desire of the Airport is to vacate and delete the subdivisions from the Salt Lake County and City records and return the original lots and streets to the existing land parcel configurations. This action would cover those subdivisions or portions thereof that are within the Airport's property boundary as well as adjacent properties within the subject subdivisions. The existing nine individual subdivisions that are proposed to be vacated are shown on the Vicinity Map the map titled "SLDA Subdivisions Map" located in Attachments "A" and "C".

These subdivisions are being vacated in preparation of the Airport's Terminal Redevelopment Program. The multi-year program will include construction of a new terminal, parking structure, elevated roadways and rental car facilities.

KEY ISSUES:

The issue listed below has been identified through the analysis and department review comments.

1. Issue 1. Provide easement for existing water line.

Issue 1

The Public Utilities Department identified that there is an existing waterline that was found about 360-feet west of 2700 West that extends between I-80 and North Temple before continuing along North Temple. An easement for the 20-inch waterline will need to be established.

Since Department comments were submitted, the Public Utilities Department has reviewed an existing Memorandum of Agreement and determined that it is adequate to cover the existing waterline identified in the Public Utilities Department review.

DISCUSSION:

The proposal is an amendment to nine existing subdivisions that involves vacating streets and rights of way. These subdivisions are being vacated in preparation of the Airport's Terminal Redevelopment Program. The multi-year program will include construction of a new terminal, parking structure, elevated roadways and rental car facilities. The proposed subdivision vacations allow for similar development that exists on the subject properties and the nature of the development would be similar to development of adjacent properties. The vacation of existing undeveloped subdivisions would not create any new lots from the existing parcels of land.

The key standard of review is that the vacation of the subdivisions does not materially injure the public or any person who owns land within the subdivision or immediately adjacent to it and there is good cause for the amendment. This standard and other related standards for subdivision amendments related to section 20.16.100 are discussed in Attachment "E".

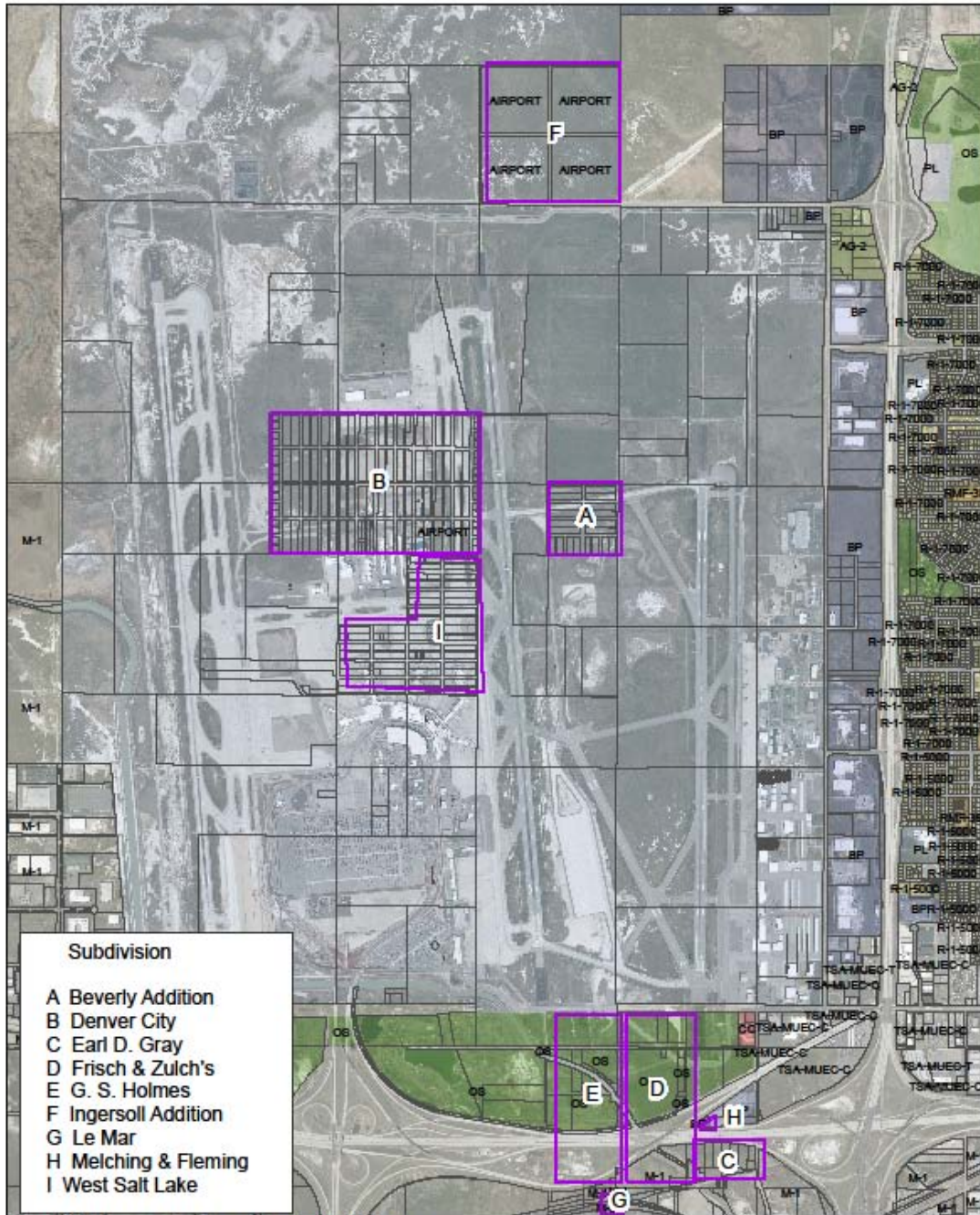
NEXT STEPS:

The Planning Commission action to recommend approval or denial of the proposed subdivision vacations will be transmitted to the City Council for final action.

If approved, the applicant will be required to provide appropriate legal descriptions for existing parcels that are legally described using subdivision elements within their lot description. The Airport will be able to consolidate parcels if necessary and set in place structures necessary to implement the Airport Redevelopment Plan.

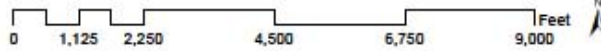
If denied, the applicant would not have the ability to develop new terminal and support structures to implement the Airport Terminal Redevelopment Program.

ATTACHMENT A: VICINITY MAP



SLCIAP - Existing Subdivisions

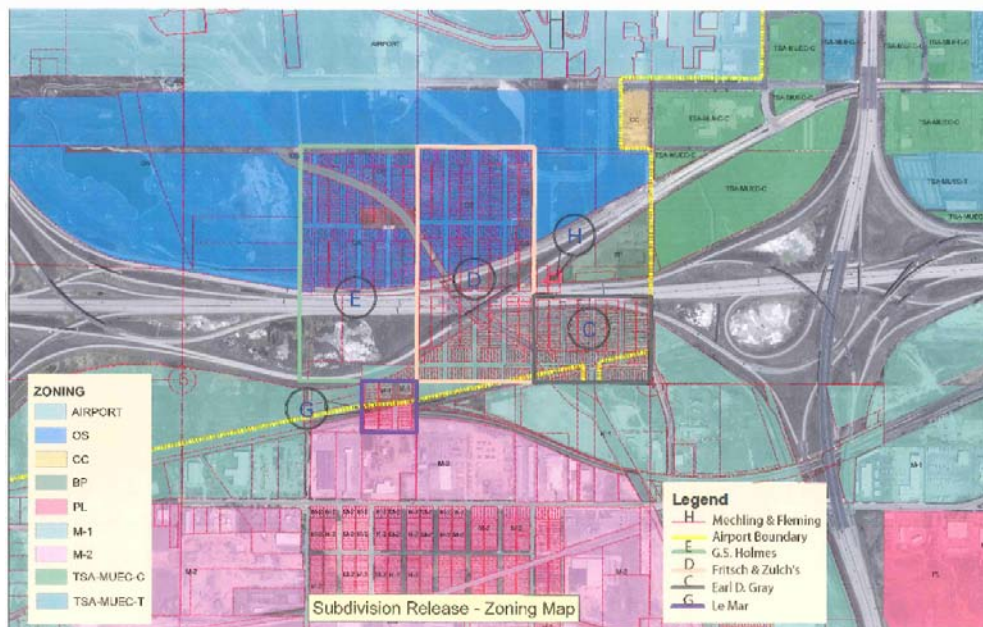
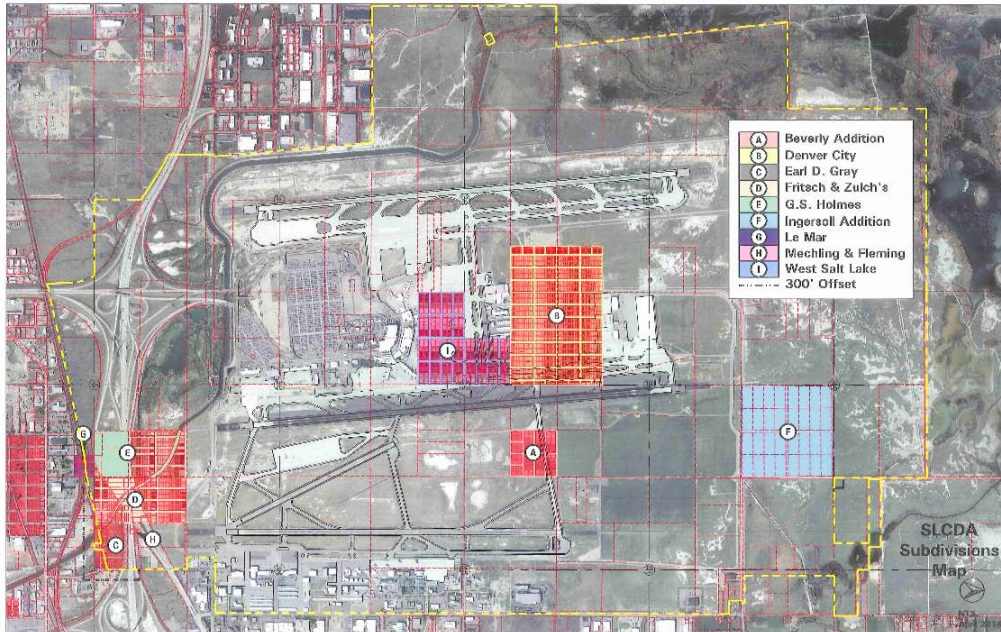
Petition PLNPCM2014-00242
Vacate Nine Subdivisions



ATTACHMENT B: AIRPORT TERMINAL PLAN



ATTACHMENT C: ADDITIONAL APPLICANT INFORMATION



Note: The yellow dashed line is the Airport boundary. As shown, portions of the LeMar and Earl D. Gray subdivisions are outside the Airport boundary and are privately owned.

ATTACHMENT D: EXISTING CONDITIONS

Most of the subdivisions are within the A - Airport zoning district. A zoning summary of the nine subdivision areas is shown in the tables below.

Subdivision Zoning

	A - Airport	BP - Business Park	M-1 - Light Industrial	M-2 - Heavy Industrial	OS - Open Space
A Beverly Addition	X				
B Denver City	X				
C Earl D. Gray			X		
D Fritsch & Zulch's First Addition			X		X
E G. S. Holmes First Addition			X		X
F Ingersoll Addition	X				
G Le Mar Addition			X	X	
H Mechling & Fleming		X			
I West Salt Lake	X				

Zoning Requirements for the nine subdivisions

	Zoning District				
	Airport	Business Park	Industrial M-1	Industrial M-2	Open Space
Minimum Lot Size	None	20,000 sq. ft.	20,000 sq. ft.	20,000 sq. ft	10,000 sq. ft.
Minimum Lot Width	None	100'	80'	80'	50'
Front Yard / Corner Side Yard Setback	None	30' / 30'	15' / 15'	25' / 15'	30' / 30'
Rear Yard Setback	None	20'	None	35'	30'
Side Yard Setback	None	25'	None	20'	20'
Building Height	Determined by Salt Lake City Airport Overlay	60'	65'	80'	35'

The subject subdivisions are the Beverly Addition, Denver City, Earl D. Gray, Fritsch & Zulch's First Addition, G. S. Holmes First Addition, Ingersoll Addition, Le Mar Addition, Mechling & Fleming and West Salt Lake subdivisions. Portions of the Le Mar Addition and the Earl D. Gray subdivisions that lie at the south end of the Airport are platted on private property. (See Attachment C) There are four private owners Western Metals Recycling, Tony R. Sieverts, Salt Lake Garfield & Western Railway and Union Pacific Railroad Co.

All existing parcels that do not meet the zoning district requirements are noncomplying. The vacation of the subdivision plats will not change the noncomplying or complying status of existing parcels with respect to zoning requirements.

Vacating the existing subdivisions will not change the underlying parcels. Certain parcels will end up being consolidated as the new Airport redevelopment plans are completed and implemented. At this time the existing subdivision lots and existing parcels have no real direct relationship to present development patterns within the subdivision properties. The surrounding properties where the original subdivisions are located will maintain their existing parcel configurations and not be modified by the vacation of the subdivision plats.

Salt Lake City International Airport Master Plan - 1998

The general approach is to consider alternative airport development plans that provide for a "balanced" airport system. The approach considers two balances--the Airport *in* a system, and the Airport *as* a system. The development of alternatives will consider issues associated with the Airport's role in the metropolitan area from both an environmental and transportation perspective, and the balance of airside/landside facilities on the Airport itself. Toward this end, a number of goals have been identified to guide the study effort.

GOAL NO.1: Develop an integrated airport system that balances airfield capacity with terminal, parking, access, cargo, and other airport facilities and capacities.

GOAL NO.2: Plan an airport system which balances the Authority's responsibility to develop facilities to meet aviation demand with local and State transportation and environmental needs.

GOAL NO.3: Plan for a world-class terminal complex that is easily adaptable to changing airline service patterns.

GOAL NO.4: Maintain the high level of compatible land use that exists around the Airport today.

GOAL NO.5: Develop an airport that supports local and regional economic goals while providing the flexibility to accommodate new opportunities and shifts in development patterns.

ATTACHMENT E: ANALYSIS OF STANDARDS

STANDARDS OF APPROVAL FOR PRELIMINARY PLATS

20.16.100: All preliminary plats for subdivisions and subdivision amendments shall meet the following standards:

Criteria	Finding	Rationale
A. The subdivision complies with the general design standards and requirements for subdivisions as established in Section 20.12.	Not Applicable	No new lots are being created. The existing subdivision lots are noncomplying. The end result will comply with the zoning regulations for lot size in each zoning district listed in Attachment D.
B. All buildable lots comply with all applicable zoning standards	Not Applicable	No new lots are being created. Existing parcels either meet the applicable zoning standards or are noncomplying and they will maintain their noncomplying status.
C. All necessary and required dedications are made;	Not Applicable	There are no required dedications related to this proposal.
D. Water supply and sewage disposal shall be satisfactory to the public utilities director:	Not Applicable	Water supply and sewage disposal services are already provided to the Airport facility and operations. Elimination of the existing non-developed subdivisions would not have any impact on existing services.
E. Provisions for the construction of any required public improvements, per Section 20.40.010, are included;	Not Applicable	There are no required public improvements related to this proposal.
F. The subdivision otherwise complies with all applicable laws and regulations.	Complies	No new parcels or lot configurations are being proposed as part of the subdivision vacation process. Existing parcels comply with other applicable laws and regulations.
G. If the proposal is an amendment to an existing subdivision that involves vacating a street, right-of-way, or easement, the amendment does not materially injure the public or any person who owns land within the subdivision or immediately adjacent to it and there is good cause for the amendment.	Complies	<p>There would be no material injury to the public given the nature of the site and the use of the site. The City owns all of the land involved in the proposed amendment, so no other property owners would be harmed. These subdivisions are being vacated in preparation of the Airport's Terminal Redevelopment Program. The multi-year program will include construction of a new terminal, parking structure, elevated roadways and rental car facilities.</p> <p>The proposed subdivision vacations allow for similar development that exists on the subject properties and nature of the development would be similar to development of adjacent properties. The vacation of existing undeveloped subdivisions would not create any new lots from the existing parcels of land.</p> <p>The existing utility easements will not be eliminated by the subdivision vacation action. One existing 20-inch waterline will need to have an easement established.</p>

ATTACHMENT F: PUBLIC PROCESS AND COMMENTS

The public process for subdivision amendments is notification of the public hearing to property owners within the subdivision, adjacent property owners to streets and affected entities. Notice of the public hearing is also published in the newspaper. At the time of final staff report development the staff had not received any public comments.

ATTACHMENT G: DEPARTMENT REVIEW COMMENTS

Public Utilities

We support the proposal without comment. For years, utilities have been planned and constructed at the airport without regards for the old subdivisions. This effort cleans up the properties and brings them in line with what has been constructed.

After entering Accela comments, a waterline was found about 360-feet west of 2700 West that extends between I-80 and North Temple before continuing along North Temple. It appears that this one piece was built in an old right-of-way. An easement for the 20-inch waterline will need to be established in the area where the line leaves North Temple and runs south to the rail lines and along the rail lines to the west.

Transportation

Due to "The subdivisions were never developed. Streets were never constructed, services were not provided, and the lots were not built" and no conflict is shown impacting the City's Major Street Plan map, approval is recommended.

Engineering

Development Engineer

No objections

City Surveyor

I don't have any comments for this proposed vacation. Actually I think it's about time to finally do it.

ATTACHMENT H: MOTIONS

The planning commission shall hold a public hearing to consider the amendment petition and shall provide a recommendation to the city council to approve, approve with conditions, or deny the amendment according to the standards for preliminary plats set forth in Section 20.16.100.

Consistent with Staff Recommendation:

Approve With Conditions: Based on the findings in the staff report, public input and discussion, I move to transmit a favorable recommendation to the City Council to approve with conditions the request to vacate nine subdivisions located within the Airport property and adjacent vicinity.

Not Consistent with Staff Recommendation:

Approval Option: Based on the staff report information, public input and discussion and the following finding(s), I move that the Planning Commission transmit a favorable recommendation to the City Council relating to the request to vacate nine subdivisions located within the Airport property and adjacent vicinity.

Denial Option: Based on the staff report information, public input and discussion and the following finding(s), I move that the Planning Commission transmit a negative recommendation to the City Council relating to the request to vacate nine subdivisions located within the Airport property and adjacent vicinity.

The Planning Commission shall make findings on the standards of approval for preliminary plats as listed below:

1. All buildable lots comply with all applicable zoning standards;
2. All necessary and required dedications are made;
3. Water supply and sewage disposal shall be satisfactory to the public utilities director;
4. Provisions for the construction of any required public improvements, per Section 20.40.010, are included
5. The subdivision otherwise complies with all applicable laws and regulations; and
6. If the proposal is an amendment to an existing subdivision that involves vacating a street, right-of-way, or easement, the amendment does not materially injure the public or any person who owns land within the subdivision or immediately adjacent to it and there is good cause for the amendment.