

NORTHWEST JORDAN RIVER/AIRPORT



The scenic Jordan River is an important amenity to the neighborhoods and farms of the Northwest Community.

Introduction

Purpose of Plan

The Northwest Community Master Plan Update expands and updates the 1980 Northwest Community Master Plan; it does not replace it. Both documents will represent the City's comprehensive program to guide future development of the Northwest Community. The plan update serves as a tool or refined mechanism to assist implementation of the 1980 Community Master Plan. The plan update reviews current policies and identifies necessary changes or actions to further implement the plan. Amendments of the 1980 plan occur basically through the elimination of existing land use conflicts. The update plan adds four elements not in the 1980 plan. The new elements are: assisted housing, energy conservation, capital improvements, and commercial redevelopment.

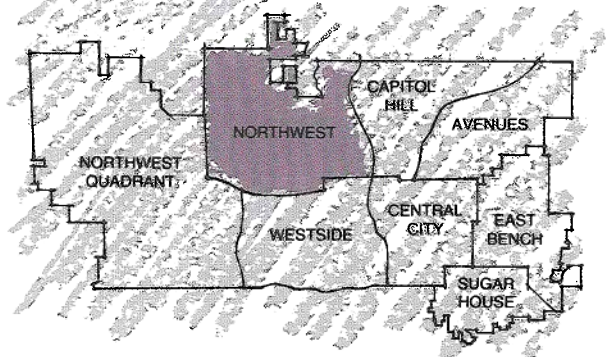
Area of Study

The boundary between the Northwest and Capitol Hill communities has changed since the 1980 Master Plan (see area map). It was formerly along the Jordan River, but is now Interstate 15. Territory previously in the Capitol Hill Community is now in the Northwest Community. The area includes 1,030.6 acres of mostly undeveloped land north of the Rose Park Golf course located in traffic zones 1131 and 1140 of Census Tract 1. Reasons for the boundary change are geographic isolation from Capitol Hill and the fact that development would mainly impact the Northwest Community.

Annexation of large areas to the west of Salt Lake City has also affected the boundary of the Northwest Community. Since 1980, the City has annexed 10,000 acres of vacant land west of the airport. Because of the size of this area and its unique environmental conditions it will become an independent planning community. A separate plan for this area is being prepared.

Goal of the Existing Plan

Most existing land use patterns are not expected to change. Established policies and programs are designed



to eliminate land use conflicts in developed areas and direct new growth in areas of anticipated development. The goal of the Northwest Plan is to improve the living and working environment in the community.

Contents

	Page
Introduction	1
Land Use	2
Transportation	4
Housing	5
Parks	5
Commercial/Industrial Development	6
Urban Design	8
Energy Conservation	8
Capital Improvement Projects	9
Implementation Strategies	9
Jordan River/Airport Area Master Plan	10



Northwest residential housing is slowly absorbing land that was once used predominantly for agriculture.

Land Use

The updated land use map identifies designated future land use for all areas of the Northwest Community Plan Update. Minor changes have occurred from the original 1980 land use plan. These adjustments to the map reflect existing development patterns, land uses, and conditions. Other changes in the land use plan are the result of providing selected solutions to land use conflicts discussed later in this plan.

Acreage

The Northwest Community update study area consists of two predominant land uses, residential neighborhoods and the Salt Lake City International Airport with its related commercial uses. The airport is 6,014 acres in size and amounts to over 50 percent of the study area. Excluding the airport, the balance of the community land use (5,775 acres) is 25 percent vacant land, 18 percent residential land, and 15 percent commercial/industrial land.

The following table depicts land use by category and acreage for the Northwest Community.

Land Use by Acreage

Land Use	Acreage	% Total	% Total Excluding Airport*
Residential	1,015.0	8.6	17.6
Commercial	286.7	2.4	5.0
Industrial	568.7	4.8	10.0
Agricultural	561.5	4.8	9.7
Institutional	392.3	3.3	6.8
Parks/Recreation	289.2	2.5	5.0
Utilities	44.9	0.4	0.8
Streets	1,188.1	10.1	20.6
Transportation	6,014.0	51.0	n/a
Vacant	1,418.3	12.0	24.6
TOTAL	11,788.7	100.0	100.0

*The fourth column provides the percent of land use by category excluding the 6,014 acres in the transportation category related to the International Airport.

Land Use Conflicts

Certain land use "conflicts" resulting from the evolution of development and zoning refinements exist in the community. This section of the plan addresses these land use conflicts and recommends solutions to eliminate or alleviate any adverse impacts.

1. State Fairpark and Office Complex.

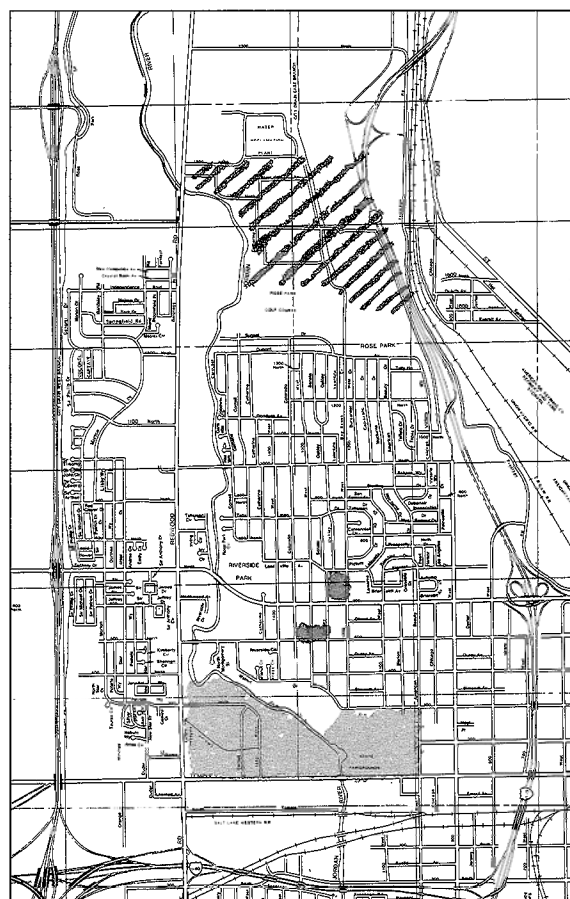
State Fairpark expansion and the development of a State Administration Office Complex between the Jordan River and Redwood Road, north of North Temple Street conflict with the land use policies of the 1980 master plan. The 1980 master plan called for residential and commercial land uses in this area. In response to a rezoning petition by the State, the City Council amended the master plan in September 1984 to allow the development of the first phase of the proposed State office complex.

The City with the amendment of the Northwest Master Plan has committed to the development of the State Administration Campus Plan concept. Development of the office complex is the recommended alternative to alleviate existing undesirable conditions of vacant and underutilized properties. To ensure appropriate development of this area the following policies and recommended actions should be used as a development guideline.

- Encourage the campus style office development.
- The majority of office development should maintain a public aspect.
- Support commercial services should be concentrated along the frontage of North Temple Street.
- Office development should follow the site design criteria recommendations stated in the *Administration Campus Master Plan Study for the State of Utah, 1985*.

The following mechanisms are recommended to implement the above development policies.

- Development plans by the State should be reviewed and meet Salt Lake City zoning and building code requirements as per the intergovernmental agreements between Salt Lake City and the State of Utah in 1984.
- Rezone underutilized and vacant areas in the interior parcels to a R-7 zoning classification only when and if the State presents plans for development and petitions for rezoning.
- Furthermore, conditions for approval of conditional uses in this area should meet the following development guidelines



Land Use Conflict Map

- Residential Use in B-3 Zone
- ▨ State Office Fairpark Complex
- ▩ Industrial/Residential Land Use

- Maintain campus element with large amounts of landscaped open space. The percent of landscaped areas established by the development plan should apply to all office development in this area.
- Building height limit should follow the three story height established by the existing Agricultural and Health buildings.
- Any private development must be responsive in their design plans to requirements outlined in the State Administration Campus Development Plan.
- Off-street parking should be centralized and provide the major access from secondary streets. Parking areas should be screened from buildings and streets with berms and landscaping. Large parking lots should be divided with intermittent landscaped areas which include trees. Any parking structure should be limited to a maximum of two levels above ground.
- Existing residential areas that are fully developed must remain in a residential zoning classification. Rezoning should only occur when and if the State is ready to relocate these uses and develop this portion of the office campus plan. Rezoning petitions must be accompanied with a relocation plan.
- Fairpark expansion areas should not require rezoning for development.
- The C-1 commercial strip as it exists along North Temple Street should remain. Development of the State office complex will require the relocation of two mobile home parks. These parks could be relocated in the residentially zoned land north of the Rose Park Golf Course along Redwood Road and adjacent to Interstate 15. A minimum of 10 acres is required for a mobile home park development. A detailed land use plan for this area should be required to provide additional information as to the feasibility of such a relocation.

2. Residential and Business Land Use Conflict.

The present land use in Areas A and B on the land use conflict map is residential. Both areas are zoned Business B-3 for business/commercial use. To preserve needed housing stock, both now and in the future, these residential properties should be rezoned to an appropriate residential zoning classification. Neighborhood businesses are discussed in the neighborhood commercial section of this plan.

Area A.

Located on the north side of 500 North between Oakley and Colorado Streets, residential properties zoned Business B-3 consist of seven single family dwellings and two four-plexes. These residential properties should be rezoned to Residential R-1 or a low density residential classification.

The existing businesses in this area are situated on local residential streets. Neighborhood commercial uses are not appropriate future land uses. The long range land use should be residential. The existing commercial land should be rezoned to a low density residential classification to support conversion of land uses.

Area B.

Located between 600 North, 700 North, 1200 West and Oakley Streets, consists of both low and high density residential uses, including a condominium project. Those business uses on the 600 North collector street are appropriately located, however, they should not be allowed to intrude into the residential areas through expansion along side streets. To prevent this, those areas in the Business B-3 zone that contain residential uses should be rezoned to an appropriate residential classification.

3. Conflicts in Area north of Rose Park Golf Course.

This area lies north of the Rose Park Golf Course between the Jordan River and Interstate 15. Future land use identified in the Capitol Hill Community Master Plan depicts a potential for residential and industrial land uses. The updated Northwest Plan supports industrial, recreational/open space and limited residential as appropriate land uses. Factors contributing to this decision are the proximity of the water treatment plant and oil refineries and environmental concerns, such as, flooding and soils suitability for development.

The water treatment plant, the existing oil storage tanks, and the nearby freeway make residential land use in this area difficult, but with wise use of large open spaces to buffer potential nuisances housing may be feasible. The rising level of the Great Salt Lake is another factor affecting land uses in this area. In view of present diking efforts to lower the water table and to hold off potential rising lake level the types of land uses in this area should be commercial and industrial uses. A higher water table will impact design of structures. An increased water table level will eliminate construction of basements. For residential dwellings construction without basements could impact the market for low-medium density housing in this area. More study is needed to guide future development in this area. Creation of a detailed strategic plan is recommended.

Planned Unit Developments

In the Northwest Community those areas zoned Residential R-2A allow Planned Unit Developments (PUD) through a conditional use process. Conditional

uses require Board of Adjustment approval along with a recommendation from the Planning Commission. A minimum of 2.5 acres is required before considering a conditional use for planned unit developments. Community Council members have voiced concern about too many apartments being allowed in the community. It is felt that the Northwest Community's single family residential character is intruded upon by excessive apartment complexes. In response to these concerns certain areas were rezoned from Residential R-2A to Residential R-1. Those areas remaining in the R-2A zoning classification should develop under design guidelines that minimize the impact that higher density development has upon the surrounding single family character of the Northwest Community.

PUD design guidelines.

The 1980 Northwest Community Master Plan recommended R-2A zoning to provide design flexibility in the development of planned unit developments (PUD). However, not all of the apartment developments constructed have been sensitive to the low density residential character of the community. It appears that the R-2A zone has been used as a maximum density mechanism rather than for design flexibility. As a result higher density uses abutting single family uses have created a negative impact. It should be noted that this impact is a design issue rather than a result of density.

The development of more intensified landscaped buffers and better site design with regard to the surrounding single-family uses is necessary. To accomplish this performance standards should be applied to PUDs. It is recommended that as a policy of this master plan design guidelines be considered in the approval process of PUDs in the R-2A zone.

In multiple dwelling developments those buildings adjacent to single family uses should be limited to two stories in height, thus preventing undesirable impacts upon the adjoining owners. Furthermore, the minimum twelve foot side yard setback is inappropriate for the low density character of the community unless the use of heavily landscaped buffers are applied. Landscaped buffers should meet performance standards that allow smaller side yards as landscaping density increases. PUD buildings proposed within the areas zoned R-2A should be restricted to a two story limit when adjacent to single family uses, unless the building is situated in the interior of the development.

Unincorporated Land and Area North of the Airport

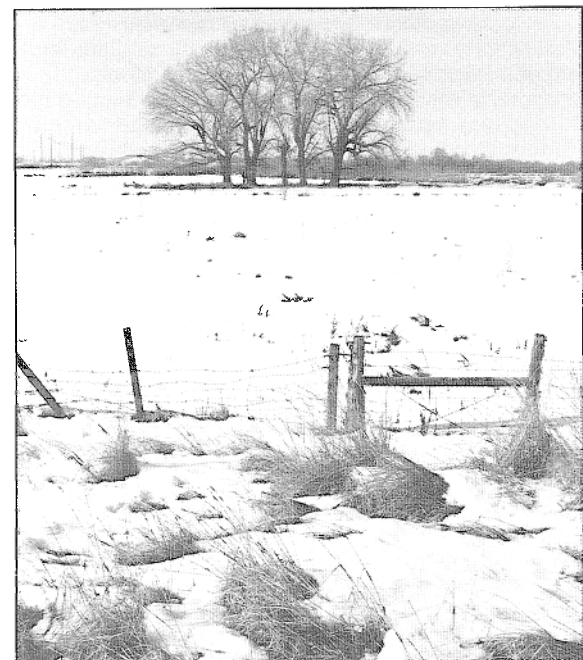
Unincorporated land addressed in this plan update lies north of present City limits and west of the Jordan River. This area lies within the proposed annexation areas identified by the City's 1979 Master Annexation Policy Declaration. The majority of the area consists of agricultural and vacant land use. One aspect of the agricultural land uses is the presence of single family homes on one acre lots or larger. Properties within the county are zoned Agricultural A-2. Incorporated land north of the airport consists of mostly vacant land with some agricultural and residential land uses.

Road Improvements.

Future road improvements will help this area develop. The planned Great Salt Lake (West Davis) Highway and the connection of 2100 North to 2300 North along with completion of Interstate 215 will provide readily available access to major transportation corridors. These circulation improvements along with proximity to the airport will increase the demand for industrial development within the area.

Public Utilities.

Presently, no sewer or water facilities exist in most of the this area. No facilities are being designed to service the area. Depending upon the rate and type of development, the City's present waste water treatment



The majority of the unincorporated area north of airport consists of agricultural and vacant land.

facility may not be adequate to serve the area. The location of the future west side sewage treatment plant could affect sewer facilities planning for the area. Future development between the present city limits and the existing sewer facility could impact the distribution system for the area.

Environmental Issues.

The northwest portion of the community contains wetlands associated with the Jordan River and the Great Salt Lake. Significant wetlands should be protected from development and be maintained as open space. A major flood control dike proposed north of the airport should be built with the dual purpose to function for flood control and also as the base for the Great Salt Lake (West Davis) Highway. This combination road/dike system would provide a definitive boundary for urban development expanding toward the Great Salt Lake and adjacent wetlands.

Environmental constraints in the area such as the high water table, wetlands preservation, soil conditions, and airport noise will have a major influence on future land use. Because of these constraints the preferable land use would be agricultural and limited light industrial parks. Development uses in the area will most likely require substantial fill work to protect properties from high water table levels.

Wetlands designation is presently established by range of soil classification types. This places most of the properties in the area within a wetlands designation. Prior to any development in wetlands a 404 Wetlands permit must be obtained from the U.S. Corps of Engineers. This requirement also applies to excavation and fill work related to site development.

(See Jordan River/Airport Area River Master Plan on page 10)

Airport Noise Impacts

Land within the vicinity of the International Airport is affected by the general operation of the airport. The major impact on surrounding land uses is noise. To protect the City and surrounding land owners, the City adopted an airport land use policy plan in 1982. Recommendations in the policy plan, officially titled *Land Use Policy Plan-Salt Lake International Airport* resulted in the adoption of noise impact overlay zones as part of the City Zoning Ordinance. These three overlay zones known as Noise Impact "A", "B", and "C" are described below:

Noise Impact Zone "A".

"A" permits only industrial and commercial uses. Buildings must have sound proofing as required in the building codes.

Noise Impact Zone "B".

Zone "B" permits industrial and agricultural uses. Residential uses are allowed in conjunction with agricultural zoning, however, sound proofing construction measures are required. (Zone "B" affects much of the unincorporated area north of the airport discussed above.)

Noise Impact Zone "C".

Zone "C" does allow housing, but certain sound proofing measures are required such as air conditioning systems and "thermal pane" windows.

Avigation Easement.

The airport land use policy plan also requires that developers and land owners in the airport noise influence areas sign and dedicate an avigation easement agreement as a condition of new development. The purpose of the avigation easement is to preserve the utility of the airport. It grants to the airport or the general public the free and unobstructed use and passage of all types of aircraft in the airspace over the land covered by the easement. It is not unlimited in its allowances, however, noise cannot exceed certain levels. (Refer to avigation easement language in the City Code for specifics.)

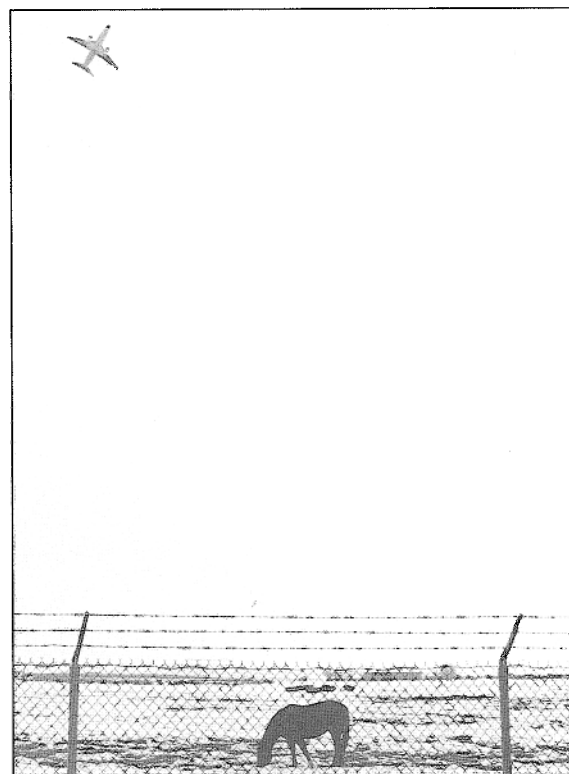
Land use policy set forth as part of this master plan is discussed below. However, there is a need to develop a detailed land use plan for this area. Issues concerning this area are agricultural preservation, industrial development, urban limit line, wetlands preservation, airport related noise, transportation circulation improvements, provision of water and sewer services, and the level of the Great Salt Lake.

Agricultural land uses once dominant within Salt Lake City now exist in a few limited areas. However limited, there are areas within Salt Lake that should be set aside for the preservation of agricultural land uses. A distinct element of agricultural uses within the Salt Lake area is the development of single family residences on larger parcels of land, usually one acre or larger.

The character of future development and the appropriate zoning classification for these areas should be responsive to the preservation of the limited agricultural areas within Salt Lake City. Certain areas within the Northwest Community need to be zoned for agricultural uses with the future land use designated agricultural. The agricultural zoning classification for these areas should not be considered a holding zone for future commercial or industrial land uses.

A portion of the area identified in the Northwest Community for agricultural preservation has a land use conflict with the activity of the Salt Lake International Airport. Presently to protect airport operations due to present noise levels areas within Noise Zone "A" have restrictions concerning further residential development. However, one area in particular should allow additional residential development to further the preservation of adjacent and existing agricultural/residential

development. The property owners and residents of this area have expressed a strong desire to maintain the agricultural/residential integrity of this area. Industrial and commercial development must be kept from creating a detrimental impact to the preservation of residential uses of the area.



The major impact by the operation of the airport on surrounding land uses is noise.

With the expansion of the airport toward the west, due to the proposed runway, noise level impacts in the agricultural areas along 2450 West Street should decrease due to less activity on the far eastern runway. The future allowance of agricultural land uses that contain residential uses should be allowed. Avigation easements will be necessary and may need to be strengthened to protect the future operation of the Salt Lake City International Airport.

(See Jordan River/Airport Area River Master Plan on page 10)

1980 Master Plan Recommendation

The City should continuously monitor development in this area. Developers should be required to design well-planned projects that will be compatible neighbors to the airport and other surrounding land uses. Carefully designed and buffered industrial parks and carefully designed residential developments are potential compatible uses. All uses must be designed to tolerate airport disturbances. Continued agricultural use should also be accommodated. This is one of the few areas of the City where agriculture has prevailed as the dominant land use.

These recommendations also apply to areas north and east of the airport that may be annexed in the future. Agricultural zoning should be considered for all areas annexed west of I-215 unless well planned developments compatible with the airport and other neighboring uses are being proposed.











Land use policies with respect to agricultural/residential land use preservation recommends that the area 1000 feet west of 2240 West Street and north of 2300 North that lies within the Airport "A" Noise Overlay Zone should allow as a special exception agricultural/residential land uses.

A land use policy for the preservation of this particular agricultural/residential area should be implemented. A policy should be adopted that will resolve the conflict between residential uses and the Airport "A" Noise Zone restrictions. The airport noise overlay zone is part of the City's Zoning Ordinance. Therefore, the overlay zone is subject to appeal and the granting of variances through the Salt Lake City Board of Adjustment. The recommended solution is to amend the Salt Lake City Zoning Ordinance relating to transitional zoning. The ordinance should allow a special exception for agricultural/residential land uses within certain areas of the Airport Restriction Zone "A". This Special Exception should be for specific uses which must meet the requirements of the Agricultural A-1 Zone and the requirements recommended below:

1. Residential development may occur only as single lot subdivision.
2. Development must meet all of the requirements of the Airport's avigation easement.
3. Development must meet sound attenuation requirements established by the Airport and the Uniform Building Code.
4. Structures must meet the height restrictions established by the Airport.
5. Development must clearly meet the intent for the preservation of existing agricultural/residential areas and be adjacent to such land uses.

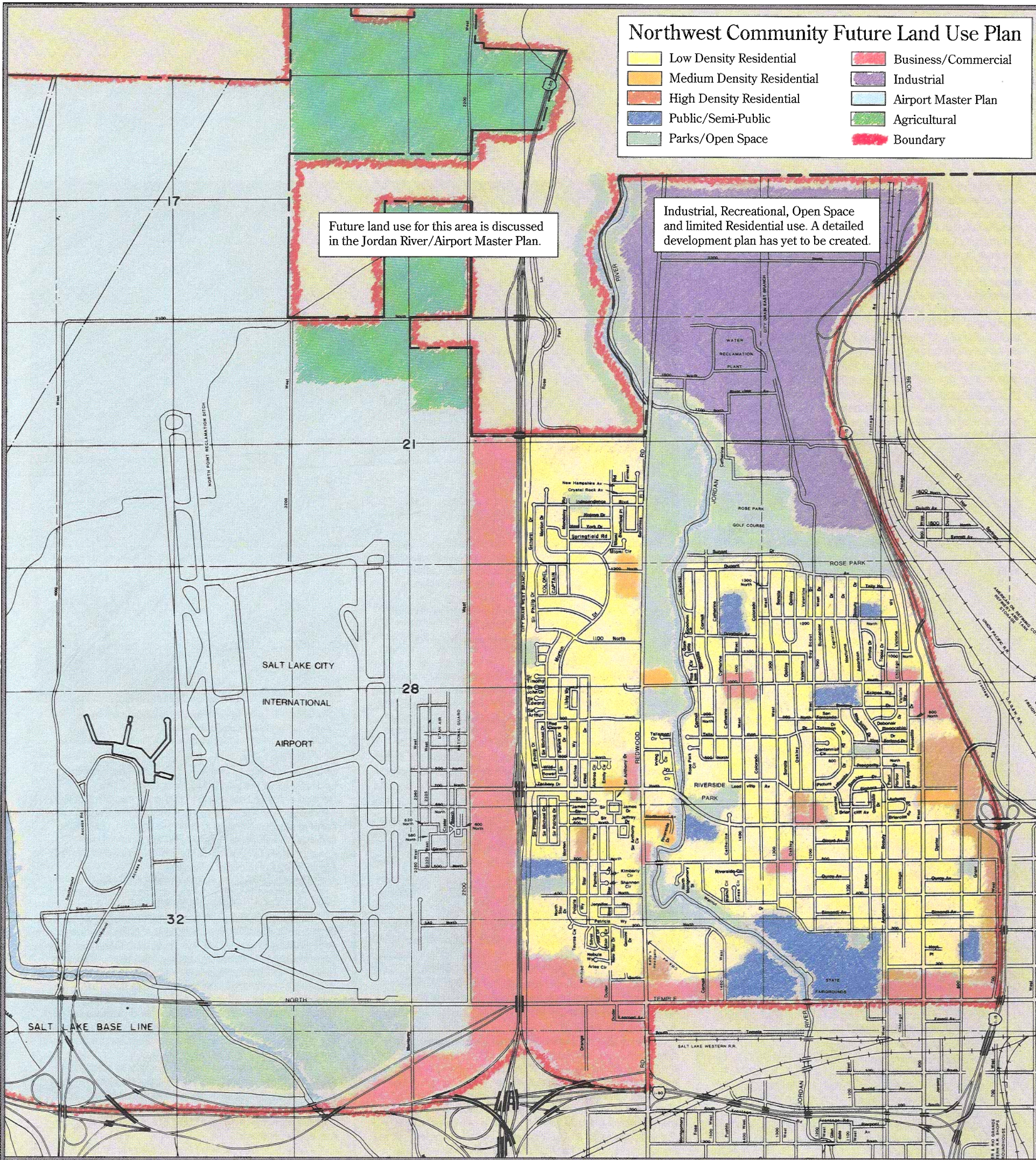
(See Jordan River/Airport Area River Master Plan on page 10)

Northwest Community Future Land Use Plan

- | | |
|--|---|
|  Low Density Residential |  Business/Commercial |
|  Medium Density Residential |  Industrial |
|  High Density Residential |  Airport Master Plan |
|  Public/Semi-Public |  Agricultural |
|  Parks/Open Space |  Boundary |

Future land use for this area is discussed in the Jordan River/Airport Master Plan.

Industrial, Recreational, Open Space and limited Residential use. A detailed development plan has yet to be created.



Transportation

One element important to the success of most land uses is accessibility provided by an adequate transportation system. The Northwest Community is served by a system of local, collector, minor arterial, and major arterial streets. The majority of the streets are local streets basically in a grid pattern functioning as access to individual properties. Collector and minor arterial streets provide circulation within the community.

Portions of the community's boundary consists of Interstate highways. Traffic travels through the community on the Interstates with minimal traffic congestion impact upon the local street circulation system.

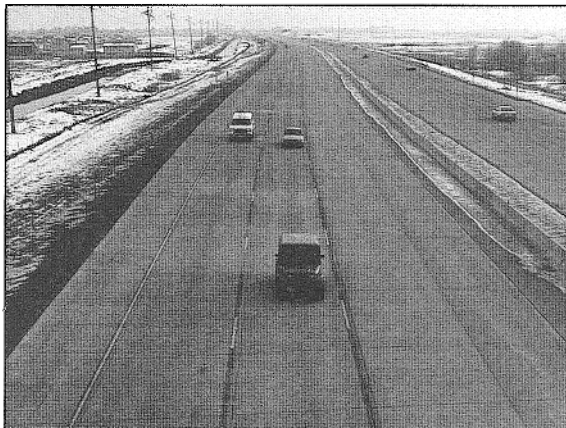
Circulation Improvements

Completion of Interstate 215 and the West Davis (Great Salt Lake) Highway will provide new access and impetus for development in the northern portion of the community. The connection of 2100 North to 2300 North Streets between I-215 and Redwood Road will also improve circulation.

Presently a dead-end frontage road exists along Interstate 15 north of 1000 North street. A decision as to the development status of this street should be part of the detailed land use plan identified for this area in the Update. The development pattern that is finalized for the

area north of Rosewood Park will have an impact upon the design criteria for this frontage road. The development pattern of the area may result in the necessity to directly connect the frontage road to arterial roadways rather than filter through local streets or closure of the street.

Two State roadway improvement projects will have a positive impact on the community's circulation pattern. The North Temple connection with I-80 and widening Redwood Road from North Temple to 1000 North Street, as proposed will aid circulation in the community. The right-of-way for widening Redwood Road has already been acquired. The street is to be widened from



Automobile traffic travels through the community on the Interstate with minimal impact upon local street circulation.

36 feet to 82 feet with construction projected for 1989. However, Redwood Road north of 1000 North Street still requires improvement to service new housing development in this area.

The 1980 Northwest Community Master Plan strongly recommends that the State include right of way landscaping or other effective noise attenuation treatments to serve as a buffer between the I-215 freeway and all residential areas. Additionally, right of way landscaping should be installed along I-15, I-80 and I-215 freeways as a basic urban design element in the Northwest community. The City should actively work with the Utah Department of Transportation to secure funding for freeway and highway landscaping.

The 1980 Master Plan proposed a bikeway system. Expansion of the proposed system for the northwest will be necessary to link with proposed bike routes of surrounding communities.

Official Street Plan

The City's Major Street Plan map has designated the anticipated roadways necessary for future development within and adjacent to Salt Lake City. Through the Official Street Plan the City alerts subdividers when dedication of land for public streets will be necessary. It classifies streets according to the following categories: major arterial, minor arterial, and collector. It should be noted that private land owners will participate in constructing streets in the categories listed above. The street plan map does not identify future local streets since they will be located at the time of land subdivision.

Housing

Housing is one of the most important elements in a community. It provides shelter, privacy, environmental amenities, and investment opportunity. Construction of new housing should be emphasized, but preservation of the existing housing stock is also of paramount importance. The Northwest Community is mostly developed and a majority of the housing stock consists of single family dwellings.

Structural Additions

A large percentage of the homes in the Northwest Community are small post World War II vintage dwellings. To accommodate growing families many residents have added-on to enlarge their homes. As the homes in the area turn over to younger couples who will be raising families, those wishing to remain within the community but needing to enlarge their homes will most likely look at the precedent set by previous expansion projects, namely conversion of carports and garages to living quarters. Such conversions can eliminate required



New housing construction should be emphasized in the Northwest Community, but preservation of existing housing is also important.

off-street parking. When such conversions take place, the City should ensure that they meet appropriate zoning and building codes.

Such conversions can be workable if adequate side yard areas exist which allow for relocation of driveways to appropriately located off-street parking areas in the rear yard. When this situation occurs garage conversions to living quarters will not negatively impact surrounding residential uses through illegal front yard parking or forcing necessary parking to use the public street.

The City should undertake an education program to inform the public of appropriate and legal ways to add-on or expand their homes. Pamphlets, for instance, could be used to outline the necessary permits and procedures for structural additions. Such action should be coordinated along with any increased code enforcement efforts.

Jackson Target Area

In 1980 the City identified the Jackson Neighborhood as a Community Development Target Area and structural rehabilitation area. This action concentrated the use of Community Development Block Grant funds in the area. Boundaries of the target area are: North Temple to 600 North and I-15 to 1000 West.

Concentrating community development grants in specific neighborhoods provides enough funding to make a positive impact. Accomplishments through this program were new housing projects; new streets, sidewalks and utility line replacement; and low cost loans and grants for housing rehabilitation. Rehabilitation loans were used to bring homes up to building code standards. The intent of this program is to provide a signal to the private sector that the City is not going to allow further deterioration of the area to continue. Instead, City policy provides public investment to improve the infrastructure and thereby encourage and support private reinvestment.

A number of projects have been undertaken in the Jackson area including a new housing project at 600 North and Interstate 15. (The Grant Street Project). Also, the Jackson Neighborhood Park was expanded and improved.

Many of the neighborhood's 585 residential structures needed repair. During the period since 1980, the City has assisted in rehabilitating 104 homes through loans and grants.

The concentration of target area funds is to improve the public infrastructure of the neighborhood. During the time period that a target area is open housing rehabilitation activities are heavily supported. However, after the closure of a target area housing rehab funding

still continues but at a less concentrated effort.

Alternative residential redevelopment areas.

The 1980 Northwest Master Plan identified four residential redevelopment areas in the Jackson neighborhood: Grant Street, 700 West, Hoyt Place and Chicago Street. Grant Street and 700 West sites required land assembly and redevelopment. Hoyt Place and Chicago Street needed new streets as a means to encourage private development of the vacant interior parcels. The Grant Street site is to be developed as a planned unit development housing project. Chicago Street has been rebuilt. Hoyt Place and 700 West actions have not been implemented.

Hoyt Place could be improved through a block redesign project. Potential land assembly to open the interior parcel to 800 West Street should be assessed as part of a block redesign plan. A Hoyt Place block redesign project should be added to the City Capital Improvement Plan.

The Jackson target area was closed at the end of the 11th CDBG funding year (June 30, 1986). Continuation of the sidewalk replacement program was extended into the 12th CD funding year to complete target area sidewalk repair needs. The target area infrastructure needs have been completed.

The Jackson Target Area is part of Census Tract 6. The western portion of this tract should be closely reviewed with regard to public infrastructure needs. A "needs" analysis should be prepared to determine if the area should be designated a community development target area.

Assisted Housing

Assisted housing is defined as publicly-subsidized housing. Assisted housing needs for the City are identified in the Housing Element of the City Master Plan. The Housing Element discusses the need for each community in Salt Lake City to provide its share of assisted housing opportunities. The Northwest Community's estimated reasonable share of future assisted housing units is 120; fifty elderly units and seventy family units. These housing units would meet needs projected for 1990. However, allocations are not static especially when availability of sites is an important decision factor.

The 1980 Northwest Master Plan states that public housing sites should not be located in neighborhoods that are predominantly single-family in character. Also assisted housing projects should be required to have compatibly designed buildings which fit with the character of the surrounding neighborhood.

Parks

The City recognizes the importance of recreation in the lives of its residents. As population increases in the Northwest Community new recreational facilities will be needed along with improvements to existing facilities.

In the 1977 Salt Lake City Parks and Recreation Plan, the City identified specific recreational facilities needed in the community. Efforts to meet recreation needs outlined in the 1977 Plan and the 1980 Northwest Community Plan should continue to be carried out by the City and community residents. The City's Capital Improvement Program (CIP) identifies the following projects to help meet recreation needs: 1) renovation of Riverside and Northwest community parks, 2) a new park west of Redwood Road and 3) improvement to Rosewood Park.

Neighborhood Parks

Analysis of neighborhood parks with regard to established standards results in the needs priority depicted in Table 2. The neighborhood park deficiency rating provides a rank order for determining placement within the City's Capital Improvement Program.

The Westpointe development plan includes vacant land between Redwood Road - Interstate 215 and 900 - 1700 North Streets. The City, Westpointe developer and the major property owner have dedicated approximately 23 acres of land for park development. This property is located on the east side of I-215 between approximately 1050 North and 1200 North. Construction of Phase I (4-5 acres) is scheduled to begin in Spring 1992.

Neighborhood Park Deficiency Rating

Census Tract	Vacant Land Acres(3)	Population *Density(2)	Percent Below Poverty(3)	Existing Park(2)	Total Points	Rank Order
3.04	406.8 (1)**	22.5 (4)	12.4 (3)	No (4)	28	1
1004	1.6 (4)	18.0 (3)	3.5 (1)	Yes (3)	27	2
1005	4.8 (3)	20.7 (3)	9.7 (2)	Yes (0)	21	4
1006	29.6 (2)	20.0 (3)	12.3 (3)	Yes (2)	25	3

*Weight of Criteria **Rating Value



As population increases in the Northwest Community, new recreational park facilities will be needed.

Golf Courses

The golf course standard applied in the 1977 Parks Master Plan is one 18 hole golf course per 25,000 residents. The projected population in 2005 for the Northwest Community is 31,000. Community standards will be maintained by the Rose Park golf course and the State's Jordan River Parkway golf course.

However, there is a shortage of golf courses to meet the projected city-wide need. To overcome this deficiency a golf course has been developed at a site just south of the International Airport. Another potential golf course site is north of the existing Rose Park course and adjacent to Interstate 15.

When renovation of the Rose Park Golf Course is considered, active recreational needs and location of such facilities will require analysis due to the population growth associated with the development of Westpointe. One alternative to consider is the relocation of the Rosewood Park active recreational facilities to Redwood Road on the present golf course and relocating portions of the existing golf course along Redwood Road to the area north of Rosewood Park.

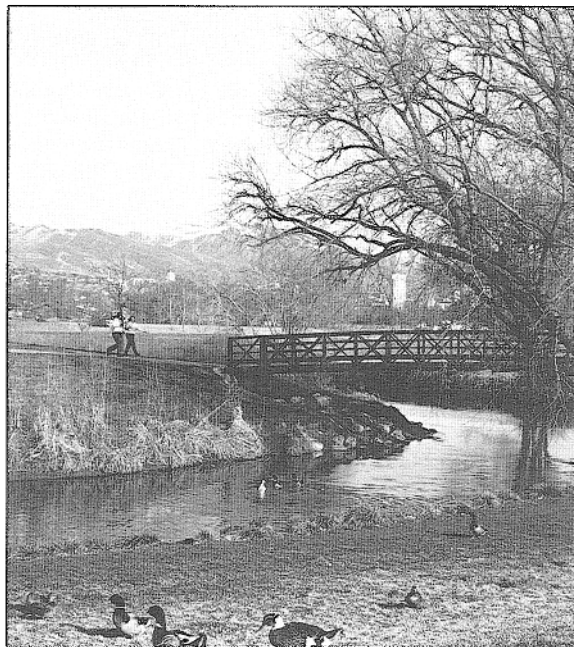
The site north of the Rose Park Golf Course would provide some benefits in addition to recreation. Natural springs dot the area and create drainage problems. A golf course could control the springs and use them for water hazards on the course. Additionally, placement of dense evergreen vegetation next to the freeway would help alleviate fog problems that occur in the area.

Jordan River Parkway

The State of Utah created the Jordan River Parkway Authority in 1973 as an alternative to channelization for flood control on the Jordan River. For years the Parkway Authority has coordinated development and acquisition of property along the river. In the early 1940's, the City first endorsed the idea that the river environment should be preserved in a park like setting providing a major natural open space and recreational amenity in the Northwest Community. A great deal of work has been done along the river in the Northwest Community.

The parkway system uses natural channels as much as possible and existing steep banks are cut back and gently sloped to create a safer, wider channel. This recontouring of the river banks creates a modified flood plain that meets the dual purposes of flood control and recreation. For the system to be successful, development can not be allowed to encroach upon the river.

As part of the Jordan River Parkway System, the State developed a 10 acre park on Cornell Street between the Department of Agriculture and Health buildings in 1985. The park includes a tot lot, picnic shelters, volleyball, softball, and basketball facilities. This park also has



In the early 1940's the City first endorsed the idea of preserving the Jordan River environment in a park like setting.

pedestrian access through the Jordan River Parkway to the Northwest Multipurpose Center.

Wetlands Park

The Salt Lake City Department of Public Utilities has chosen to establish a year-round wetlands park on a 30 acre site north of the Department's 56 million gallon per day wastewater treatment facility.

Wetlands will be enhanced by using one to five million gallons per day of secondary treated wastewater to provide

a water fowl habitat. The project will also create an educational and scientific demonstration facility.

The wetlands enhancement proposal has been discussed with representatives from the Utah Department of Natural Resources, Wildlife Division; the U.S. Fish and Wildlife Service; the Utah Department of Health Bureau of Water Pollution Control; and the Salt Lake City-County Department of Health. All these agencies support the proposed project.

The project will:

- Provide needed wetlands area for bird migration and habitation. Since the Great Salt Lake's recent rise wetlands have been lost consequently, there is a critical need for wetlands for migrating birds and local water fowl.
- Provide needed urban wetlands for public enjoyment and education close to the Wasatch Front with easy access from Interstate 15. The Department of Natural Resources Wildlife Division indicates that there is a demand for public facilities for wetlands educational programs.
- Provide a new use for treated wastewater. Although the wetlands would use a small portion of treated wastewater it would create a scientific pilot area to study other uses of treated wastewater.
- Provide a research area for wetlands treatment of stormwater. As a result of the 1987 amendments to the Clean Water Act, the Environmental Protection Agency is developing regulations requiring the treatment of storm water discharges.
- Provide recreation. The State Parks Division has indicated that they are interested in expanding the Jordan River Parkway to a wetlands area west of the City's proposed wetlands park. It may be possible to connect the proposed park with the Jordan River Parkway plan in order to provide greater public use.
- Improve the appearance of the wastewater treatment plant. The 30 acre site already is classified as wetlands by the U.S. Army Corps of Engineers.

Commercial/Industrial Development

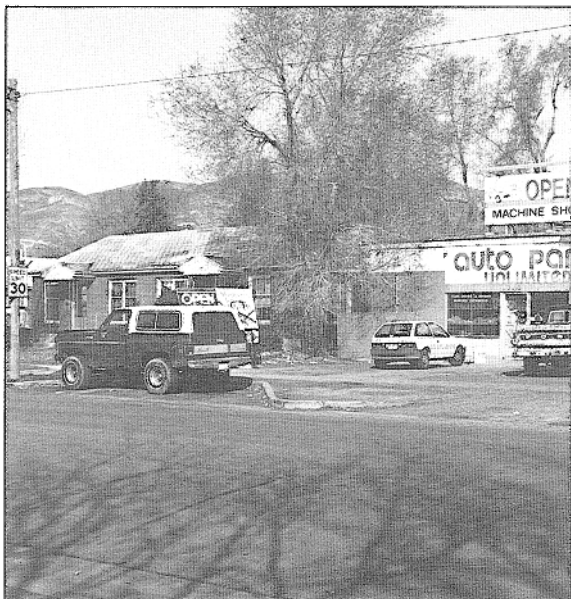
Within the last decade, national attention has focused on commercial revitalization as a means to reverse neighborhood decline. Cycles of neighborhood decline occur in commercial as well as residential areas.

Commercial services in the Northwest Community are discussed in this section of the plan.

Neighborhood Commercial

Neighborhood commercial areas in the Northwest Community consist of one concentrated business center located at 700 North and Redwood Road and four-corner sites located elsewhere in the community. Street corner development is scattered throughout the community. These convenience commercial centers provide easily accessible service to community residents. Services, such as, small retail shops, restaurants, and barber shops make up this category. However, the increasing drawing power of regional shopping centers and easy access to transportation facilities are inducing people to shop outside their neighborhood.

Historically these areas have served economic and social functions in support of overall neighborhood



Urban design guidelines ensure commercial activities do not disrupt surrounding neighborhoods.



Commercial areas with retail shops and restaurants provide easily accessible services to community residents.

activities. The Northwest Community must combat the decline of neighborhood commercial areas to ensure necessary services.

Revitalization Issues.

Certain issues need to be addressed in a neighborhood commercial revitalization process. Selection of target areas, establishment of general support for public/private partnerships, encouragement for neighborhood participation, initiation of planning and design, coordination of financing and leveraging, and creation of an ongoing management framework are a few.

The City can help a great deal by initiating a neighborhood commercial redevelopment strategy. To be successful, such a strategy must involve both City and private community interests. Proper and updated site design standards and urban design guidelines are a must in order to ensure commercial activities are of an appropriate character that do not disrupt surrounding residential uses. Urban design guidelines for commercial areas are discussed in the Urban Design section of this plan.

Neighborhood Commercial Revitalization Areas

Area	Activity
500 N.- 1300 W.	No expansion, improve buffers, and long range convert to low density residential use. Rezoning and redevelopment should be supported.
600 N.- 1200 W.	Provide buffers and landscaping along property lines, plant street trees in the parking strip, screen garbage receptacles, and support renovation and redevelopment.
1000 N. - 1400 W.	Extend landscaping in setback areas to include signs and utility poles, remove illegal signage and support facade and design theme renovation.
1000 N. - 900 W.	Support renovation, redevelopment and revitalization, provide appropriate landscaping, improve parking and ingress/egress traffic movement. Clean up scattered signs, improve signage, extend landscaped area in setbacks to include signage and utility poles, and general clean up of properties. Provide adequate buffers for residential uses.
700 N.- Redwood	Provide adequate landscaped buffers along rear property line, provide additional landscaping in the required setbacks, and support facade renovation and a signage program. Improve parking lot and support intensification of commercial uses on this site.

Revitalization efforts of neighborhood business areas must address the following elements:

- Street and streetscape improvements;
- Building and facade renovation;
- Signage and landscaped buffers;
- Provisions for expansion of existing commercially zoned areas where appropriate.

Streetscape elements most in need of improvement are sidewalks, curb cuts, parking strips, landscaped



The city must carefully assess potential impacts before allowing new commercial uses within residential areas.

setbacks and general maintenance. Parking strips must be maintained with landscaping. Street tree planting is necessary to soften the harsh environment presented by parking lots associated with commercial uses. Excessive curb cuts add confusion to people using the facilities. Minimizing curb cuts and providing an internal circulation system within the parking lots of adjacent buildings would improve the urban design features of these neighborhood commercial centers.

Often all a building needs is a face lift. Merchants could sponsor an effort to dress up building facades through revolving loan funds and other means. Other ideas should be explored.

We must face the fact, however, that not all neighborhood businesses are going to be successful no matter what measures are taken. Sometimes alternative uses such as housing or office space must be evaluated as replacement land uses.

Redevelopment Sites.

Five sites for potential neighborhood commercial revitalization or redevelopment are listed on the table in this section.

Neighborhood Commercial Expansion.

The City must carefully assess the impacts before allowing new commercial uses or expansion of existing commercial uses within residential areas. Enough land is already commercially zoned to provide adequate services to the community in the future.

However, certain areas of the community lack neighborhood commercial services. For these areas additional commercial zoning may be required. An analysis of existing neighborhood commercial uses and their respective service areas shows that certain residentially zoned areas within the community do not fall in any neighborhood commercial trade area. These areas are the Westpointe development and the residentially zoned areas north of the Rose Park golf course. The long range need for additional commercial zoning should be focused in this area.

Fully developed areas presently have enough commercial uses and commercial buildings available to provide adequate neighborhood commercial services. Certain areas now zoned for commercial uses consist of residential land uses. In order to discourage small scale strip commercial development these areas should be rezoned to an appropriate residential zoning classification (see Land Use Conflict section).

To meet commercial land use demand of projected population and employment levels for the year 2005, an additional 25-30 acres of unused land would need to be developed for neighborhood commercial uses. Enough vacant appropriately zoned acreage exists within the community to meet projected demand. However, a concern for future commercial needs is whether this commercial land is appropriately located to service future development patterns and demand. Also, some future

demand requirements may be met through the increased development of certain existing commercial areas, in particular, the commercial complex on the northwest corner of 700 North and Redwood Road.

Other issues in residential to commercial rezoning requests are the presence of neighborhood demand and support for proposed commercial uses. Also, whether the commercial expansion is merely taking advantage of purchasing lower cost residential property and rezoning to commercial use. The question must be asked, "Is there other appropriately zoned property for development or redevelopment of commercial activity?" These concerns should be part of the decision making process in considering future residential to commercial rezoning requests in the Northwest Community.

As stated future additional neighborhood commercial uses are anticipated in the community either through expansion or new development. The following parameters are established to assist the decision making process in the provision of commercial services to future residents. These parameters should be used as a guideline in considering future requests for zoning changes for commercial uses within the community. The following criteria are provided for evaluating commercial rezoning requests.

- There must be a need for the proposed business project and documented community and neighborhood support. Property owners must address the issue of business need in the whole city perspective and why the proposed site is the best location with regard to the best interest of the community and the City.
- Property must be located on a street that can accommodate the additional traffic. Minimum location criteria would be on a collector street.
- The site must be large enough for adequate open space and parking without overcrowding the lot.
- Business projects must be of a density, design and scale that would not negatively impact neighboring residential properties.
- No exceptions should be granted to required landscaped setbacks or landscaped buffers between commercial uses and abutting residential uses. Reduction in parking requirements should not be granted.
- Signage should be limited to a pedestrian scale.
- Commercial expansion should be new construction only not conversion of residential structures to commercial uses.
- Hours of operation, facilities for deliveries and night time lighting should not impact surrounding residents.
- Rezoning, when appropriate, should be conditional.

Conditional rezoning would require that new commercial property develop closer to more restrictive surrounding districts. This transitional action allows some expansion while deterring potential strip development. (However, conditional rezoning is not allowed under State statutes. The City should make a concerted effort to amend State codes to allow for conditional rezoning.)

Community Commercial Services

In the Northwest Community there is an older industrial area with potential for redevelopment situated between Interstate 215 and Redwood Road south of North Temple Street. The transportation access is excellent.

It is anticipated that the future land use in this area will contain some industrial uses and changes toward more commercial oriented land uses. The area of Redwood Road and North Temple Street should also receive future development pressures for office construction related to the implementation of the States' Office Campus complex. Development of a community level shopping center is another possible land use for this area. Such a center would serve both the Northwest Community and the West Salt Lake Community. The desired future land use would see the trucking terminals relocate to the newer industrial areas of the City, along with the elimination of the railroad tracks that cross Redwood Road at South Temple Street. Replacement land use should be similar to commercial uses that have recently developed in this area, particularly uses that support the numerous motel developments.

Within this area the private sector should assemble the land and redevelop the properties, but the City could provide such economic development incentives as industrial revenue bonds. Possible use of land assembly through the City Redevelopment Agency should be considered in redeveloping this area.

The development of the State office complex and the proximity to the Northwest and West Salt Lake Communities requires that the area redevelop with land uses that are compatible with the surrounding residential uses.

North Temple - Commercial Strip

North Temple Street between Interstate 15 and the International Airport is a commercial strip that borders the southern edge of the Northwest Community. North Temple Street is a gateway into Salt Lake City. The dual function of North Temple as a gateway and commercial strip creates certain conflicts with the urban design elements of this corridor. These two distinct functions need to be unified into a single urban design

characteristic that serves both Salt Lake City and the adjacent communities. In this section of the master plan general development guidelines are identified that will guide North Temple's future development, which is a blend of these distinct functions. Because North Temple functions as an arterial street, a commercial strip, and "gateway" into the Central Business District, this corridor must not be allowed to deteriorate.

Certain factors will impact the future development of North Temple Street. Most of the commercial uses along North Temple are tourist related, however, with the completion of Interstate 80 the demand for tourist related commercial uses will likely drop. Expansion of the State Fairpark and development of the State office complex at Redwood Road and North Temple will bring about additional development pressures along North Temple Street for related supportive commercial uses.

Strip commercial development should not be allowed to expand into the residential areas to the north. Intrusion of commercial uses along side streets would severely effect residential areas and should not be allowed. (Expansion does not refer to increasing the depth of C-1 zoning to accommodate development along North Temple.)

Enforcement of the Commercial C-1 zoning regulations is required to protect surrounding residential areas along North Temple Street. Strict code enforcement to control signs, land uses and setbacks is needed. Particularly, code enforcement needs to be maintained with respect to auto rental agency uses converting to illegal used car lots.

Presently the North Temple commercial strip is zoned Commercial C-1. The basic elements determining the urban design character of this zone is a required 15 foot landscaped front yard setback and a height limitation of 2 stories. However, when a C-1 abuts a zone with a less restrictive height allowance, the C-1 can take on the height characteristics of the less restrictive zone. In other words, buildings constructed in this situation could far exceed the 2 stories normally allowed. This is disruptive to the low level character of the North Temple commercial frontage. New development along the North Temple strip should be required to step back building heights in excess of two stories. Buildings on the north side of North Temple should develop within a solar envelope that will protect residential properties from shadow impacts and provide a smooth transition of scale. Since North Temple is a gateway to Salt Lake City certain design elements and characteristics need to be provided and maintained that reflect the streets status as a gateway. Urban design guidelines are discussed in the Urban Design section of this plan and the Salt Lake City Urban Design Element.

The Northwest Community Master Plan Update identifies certain objectives designed to guide the



A major issue in rezoning is whether commercial expansion is merely taking advantage of purchasing lower cost residential property to rezone to commercial use.

development of this area. It recommends that a specific plan be prepared to establish definitive design and development criteria and standards. A specific plan is a plan applicable to small geographical areas with unique characteristics. The specific plan should contain the policies, standards and regulations which provide controls or incentives for the systematic implementation of the plan.

The specific plan should address an array of issues, including sign control, building setbacks, building heights, lot coverage, landscape standards, parking and land uses. Identified in the plan would be the applicable zoning codes for the North Temple commercial strip.

The planning process of developing a specific plan will allow an opportunity to obtain input from citizens, property owners and businesses. Input from these groups is necessary because of the unique characteristics of the North Temple strip.

Urban Design

Urban design control provides a means for fostering environmental quality in a changing urban environment. The urban design element presents recommendations in the form of policies to preserve the urban form and character of the Northwest Community. Many urban design guidelines which are applied city-wide are not addressed in this plan, but will be addressed in the city-wide Urban Design Element. Therefore, the Northwest Community Master Plan and the Urban Design Element must be consulted throughout the design review process of any proposed development.

Urban design guidelines for residential areas.

The following urban design actions are essential in the Northwest Community:

- Maintain lawn and trees in the parking strips,
- Create an active campaign to plant trees on both public and private property,
- Discourage vehicle parking and storage in front and side yards, which is illegal,
- Keep vacant lots free of litter and weeds,
- Install culverts or fence open ditches and canals that abut residential lots,
- Form special improvement districts among private property owners to bury utility lines underground, and
- Identify buildings and sites of historic significance and include them on the State and/or National Register of Historic Sites.



An urban design guideline for residential areas discourages vehicle parking in front yards.

Urban design guidelines for commercial areas.

Implementation of urban design principles within neighborhood commercial areas and along the North Temple commercial strip will guide development toward the desired compatibility standards of the Master Plan. The pattern and design of streetscapes should convey a

significant message complementing the type and intensity of land development. Through design a streetscape should unify a district and portray an identity. The strip commercial streetscape acknowledges a less-intense use oriented more for automobiles than pedestrians. Commercial design issues in the Northwest Community are signage, parking lots, landscaped buffers, and the streetscape. The following actions should be applied in all commercial areas in the Northwest Community:

- Remove excessive curb cuts and curb cuts that do not meet traffic engineering safety design standards.
- Implement signage guidelines:
 - Signs should be pedestrian oriented in neighborhood commercial areas,
 - Off-premise signs are inappropriate and should be removed,
 - Signs should be flat on buildings and any free standing signs for commercial centers should use a kiosk concept.
- Provide landscaped buffers between commercial and residential uses. Use of lightproof fencing of compatible materials and colors are encouraged.
- Parking lots should have delineated appropriate parking layout and traffic flow pattern, landscaping and trees should be used to reduce the impact of large areas of asphalt.
- Street trees should be placed in parking strips to continue the boulevard aspect of the surrounding residential streetscapes.
- Building height limitations should step-back starting with two stories and going higher in locations when a higher base zone height is allowed. Building design, color, shape and size should be compatible with the color, shape and size of buildings in the surrounding area.



Building codes help control energy conservation with new structure site location and construction.

Energy Conservation

Strategies for energy conservation involve both conservation within individual structures and the effect of land use patterns on energy efficiency.

Structure and Site Design

Individuals control energy conservation through design of structures and sites. Development and building codes also come into play. Many energy saving techniques have been published in recent years identifying ways to improve energy efficiency, but they have not been widely applied to existing structures. The perceived cost/benefit of retrofitting for energy conservation limits its application. The City should investigate strategies supporting increased use of energy conservation techniques on a citywide basis.

Land Use Patterns

Land use patterns have a significant impact on energy consumption. The density and arrangement of land development affect travel time and the amount of energy

travel consumes. A strategy to reduce energy consumption involves containment of growth through high density. Employment opportunities, commercial facilities and/or proposed developments to implement this strategy should be located close to higher density residential areas.

Concentrated urban areas consume less energy, but such concentration imposes other environmental and personal costs. Pollution increases with higher density and there can be a reduction in housing amenities.

Land use controls can not easily arrange residential and employment locations to minimize work journeys because workers commute throughout the metropolitan area. However, land use controls may more easily influence non-work journeys, such as, trips for shopping, school, recreational, and social purposes. The following policies would encourage land use linkages that reduce non-work journeys:

- Locate facilities attracting non-work journeys at important transportation nodes.
- Concentrate high density residential uses adjacent to growth centers.

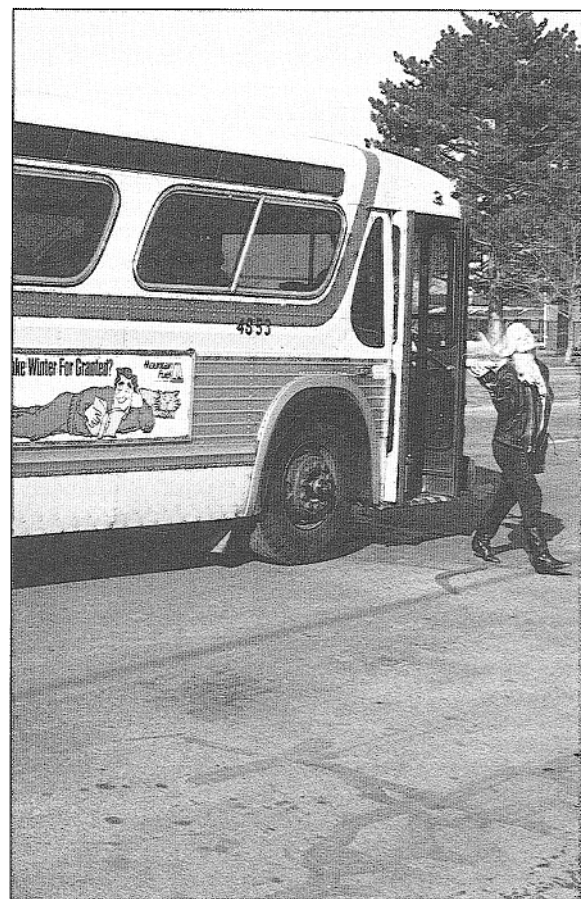
City-Wide Energy Conservation

Energy conservation should be addressed comprehensively as a city wide issue. Increasing energy

costs in the future will provide strong pressure for improved local ordinances and energy saving adjustments to development patterns.

Energy saving development policies that would benefit residents of the Northwest Community are listed below. These policies need to be closely analyzed with respect to their effect on the City as a whole.

- Use landscaping to shade buildings, parking lots, streets and other paved areas.
- Use windbreaks (trees, hedges, fences and berms) to protect buildings from winter winds.
- Provide convenience shopping and service facilities in residential neighborhoods at appropriate locations.
- Develop facilities to encourage bicycling and walking.
- Provide amenities to encourage use of mass transit.
- Increase densities near activity centers.
- Use clustering even at low residential densities.
- Encourage infill development.



An energy saving development policy which benefits residents is providing amenities which encourages use of mass transit.

Capital Improvements Element

A Capital Improvement Program (CIP) is a comprehensive multi-year schedule of projects and funding sources for public facility improvements within the City. The CIP is where the relationship between capital needs, community goals and available resources are brought into balance. The Capital Improvements element of this plan depicts the capital needs necessary to achieve the goals and objectives set for the Northwest Community. Future capital improvement programming related to the community should be directed by the goals and priorities of this plan.

Proposed capital improvement projects include parks, storm drainage, public buildings, water and sewer facilities, and streets. Because the Northwest Community is mostly developed many of these facilities are in place but need to be upgraded due to age or condition.

Capital improvement planning and programming is an ongoing process. City needs and priorities are constantly being reevaluated. Projects and schedules identified in this plan are therefore subject to modification.

Proposed Capital Improvement Projects

In addition to listing project needs, a priority level and cost estimate, if available, is provided in the capital improvements list. Cost estimates reflect present values and are not adjusted for inflation.



Proposed Northwest Community capital improvements include residential parks.

Streets

Project	Project Schedule	Cost Estimate
Major Streets		
700 N. I-215 - 2200 W.	5-10 years	700,000.
2200 W. from 700 N.-2100 N.	5-10 years	3,700,000.
1700 N. from 2200 W.-Redwood Rd	5-10 years	1,000,000.
2300 N. Redwood Rd-I 215	5-10 years	1,000,000.
2100 N. 3800 W.-West Davis Highway	5-10 years	1,850,000.
Local SID Street Needs		
Walnut Drive from 1300-1400 W. (street dedication)	-	-
Cornell St. from 500-600 N.	Constructed	-
Colorado St.-Ouray Ave.	Constructed	-
1500 W. south of 600 N.	Constructed	-
Gertie Ave.	-	-
Hoyt Place Block Redesign (planning)	5-10 years	5,000.

Storm Drains

Project	Project Schedule	Cost Estimate
CWA#4 Drainage Ditch Redwood detention basin Ditch covering 700 N. Misc. pipe improvements		1,200,000.
Rose Park Drainage	On-going as Construction Occurs	830,000.

Parks

Project	Project Schedule	Cost Estimate
Rosewood Park	5-10 years	200,000.
Riverside Park (parking)	5-10 years	150,000.
Riverside Park (irrigation)	5-10 years	150,000.
Westpointe Park Phase 1	'91-'92	275,000.
Westpointe Park Phase 2	5-10 years	-

Public Buildings

Project	Project Schedule	Cost Estimate
Fire Station #12 (land & design)	5 years	147,280.
(construction)	5 years	731,940.

Location of Fire Hydrant Needs

640 North 1400 West	640 North Colorado Street	640 American Beauty Dr.
1141 Lafayette Dr.	1244 Clark Ave.	830 Picture Dr.
1040 West 600 North	900 West - west side of street	940 Cornell St.
from N. Temple to 800 North	1105 West 1000 North	

Note: Individual fire hydrants are not classified as a capital improvement item due to low cost level. Installation of needed fire hydrants should occur when the City Water Department adds to or upgrades the water system in the Northwest Community.

Implementation Strategies

The successful implementation of the Northwest Community Master Plan Update depends on the follow-through efforts by neighborhood groups, city officials, city staff, and private developers. Through a combined effort the Northwest Community Master Plan's goals may be realized.



Development of a specific plan for the North Temple commercial strip is part of the implementation strategy.

The implementation strategy summary chart outlines actions necessary to carry out the goals and objectives of the Master Plan. The chart identifies initiators of certain proposed actions.

Implementation Strategies Summary

Proposed Action	Initiator				
	Private	Council	City	State	
State Office Complex		●	●	▲	
Rezone residential uses in B-3 areas to appropriate zone	▲	▲	●		
Develop detailed land use plan north of golf course	●	●	▲		
Develop detailed land use plan north of International Airport	●	●	▲		
Develop bike paths		●	▲	●	
Acquire & develop park in Census Tract 4	●	●	▲		
Develop neighborhood commercial revitalization strategy	●	●	▲		
Develop community level commercial services	▲	●	●		
Develop specific plan for North Temple commercial strip	●	●	▲		
Develop Hoyt Place block redesign	●	●	▲		
Install fire hydrants			▲		
Develop parks in Westpointe	●	●	▲		
Develop wetlands park		●	▲	▲	

JORDAN RIVER/ AIRPORT AREA



A challenge of the Jordan River/Airport Area is to coordinate land use policies for residential/agricultural preservation while developing aviation commercial and industrial uses.

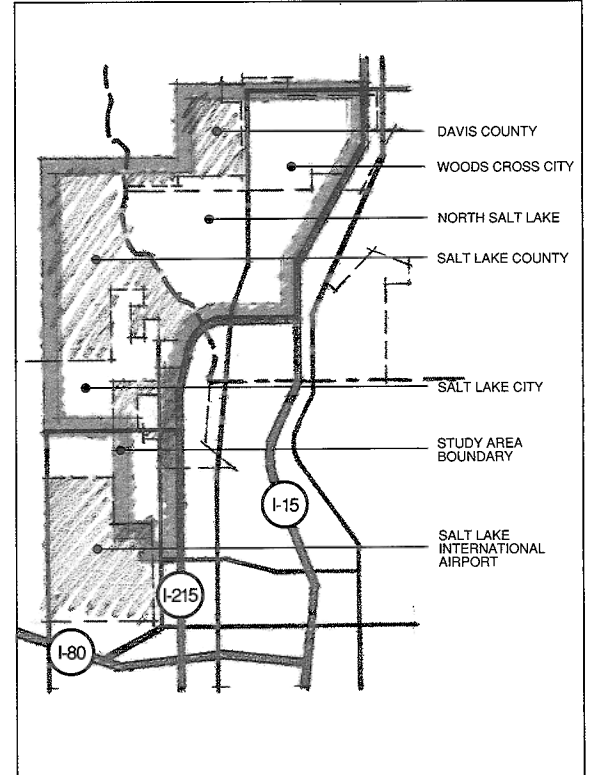
Background and Purpose

In the spring of 1990, a meeting with representatives from local, county, and state governmental jurisdictions was held in response to an inquiry from aerospace industrial uses adjacent to the Salt Lake International Airport concerning expansion of facilities to accommodate extension of a railroad spur from the north. At the end of the meeting, it was determined that a coalition of governmental entities would collaborate in the preparation of a master plan for the area. In a combined effort, the Utah Department of Community and Economic Development and Salt Lake City defined a general study area which includes portions of Davis and Salt Lake Counties, Woods Cross City, North Salt Lake City, and Salt Lake City. The importance of involvement from all entities was determined to be critical as many of the issues and concerns span municipal and county boundaries. A Steering Committee

which included representatives from all of the entities, and a smaller Management Committee were established to work with the Planning Consultant.

The challenge of the Jordan River/Airport Area Master Plan was to reconcile the conflicts in land use that are already occurring and to look for opportunities to enhance the business, residential, and natural environments in that area. Toward that end, the purpose of the Master Plan process focused on three major areas of interest and concern.

- Coordinated land use policies for residential/agricultural preservation and aerospace/aviation commercial and industrial uses.
- Analysis of the environmental issues in the area and their impact on development options; and
- Analysis of the infrastructure and transportation systems in the area and their capacity to support a variety of development options.



Contents

	Page
Background and Purpose	10
Analysis	10
Environmental Concerns	11
Infrastructure Capacity	12
Transportation Issues	12
Environmental Limitations Map	13
Short Range Master Plan Map	13
Long Range Master Plan Map	13
Master Plan Alternatives	14
Master Plan Elements	14
Short Range Implementation Items	14
Long Range Implementation Items	15
Estimated Infrastructure Improvement Costs	15
Master Plan Addendum	15

Analysis

Zoning, Land Use and Development Issues

The northwest portion of the Salt Lake Valley, just east and north of the International Airport is currently developing with many mixed uses. Land adjacent to the airport and in close proximity to Downtown Salt Lake City are prime parcels. The current trend toward aerospace business and research development uses presents a marketing opportunity to the City and the State for additional, compatible development of that kind. At the same time, neighborhoods need to be preserved. Residential subdivisions to the north of the airport require separation and buffering between industrial uses in order to maintain a quality of lifestyle that they now enjoy in a relatively undeveloped, rural area of the Valley. Agricultural activities (principally livestock grazing) occurring in the area contribute to the rural quality, and currently act as a buffer between existing residential and industrial uses.

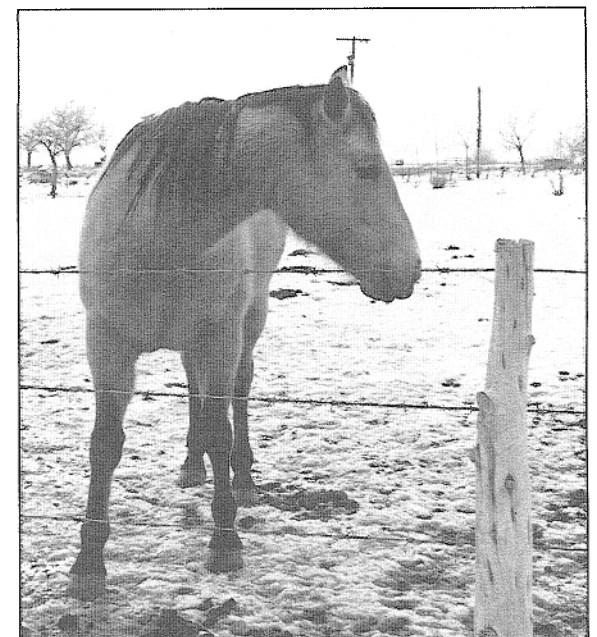
Approximately 11,000 acres or 17 square miles are included in the study area which involves two counties, three municipalities, neighborhood groups, and other interest groups. Each entity expressed interests and concerns in the study area, and each has existing zoning ordinances and planning documents relating to planning and land use considerations.

Salt Lake County

Existing land uses in the County are primarily agricultural and low density rural residential farmsteads. The areas are zoned A-2 which permits minimum one acre lots and A-20 which permits minimum twenty acre lots. Salt Lake City would be the provider of water and sewer service if the area is to develop, and consequently may annex the land according to its existing annexation policy.

Salt Lake City

Interest in the project area focuses on a desire to determine an appropriate direction for development, resolve land use conflicts, and reconcile any differences between planning efforts in adjacent municipalities and other governmental agencies. The Northwest Community Master Plan (1980) and the Northwest Community Master Plan Update (1989) address planning issues in the immediate area. They reaffirm the desire to annex land in the unincorporated County, and expand the



Agricultural activities north of the airport contribute to the rural residential lifestyle.

City boundary northwest to the Great Salt Lake and the Davis County line.

Existing zoning in Salt Lake City is A-1 Agricultural, C-2 and C-3 Commercial. The A-1 zoning allows development of low density residential with a minimum of 10,000 square foot lots. This area is also included in the Airport Noise Zone B which allows only commercial and agriculture zoning. The intent of the Airport Noise Zone B is to prohibit residential development; however, the A-1 Zone allows a relatively high density residential development in an agricultural zone. The Salt Lake City International Airport is concerned that increased residential development in the area may ultimately impact airport growth and activity. Airport planners suggest that the zone be changed to permit far less or no increase in residential use. The existing rural residential land uses in the area are currently increasing, with noticeable building activity.

State Of Utah

The Utah State Department of Community and Economic Development is interested in the study area from a marketing and business development perspective. The area adjacent to the airport and other existing aerospace industries is viewed as having good market potential for other compatible industries. The State would like to see an industrial park identified and planned in the area which protects those interests and encourages compatible development. The recently obtained legislation (HB 451) creating an Industrial Assistance Fund is intended to provide incentives for growth of major businesses in the State. While the legislation is aimed at the McDonnell Douglas Corporation, a major tenant in the airport district, other businesses which could provide major economic growth to the State are also eligible for loans and assistance.

Salt Lake International Airport

As mentioned previously, there are inconsistencies in Salt Lake City's zoning that allow conflicts with the Airport Noise Zones regarding residential development. The development of residential uses within Airport Noise Zones is a major concern to administration and planners at the airport. Resolution of these conflicts is critical. Salt Lake City zoning and Airport zoning needs to be reviewed and revised.

The potential for similar conflicts on Salt Lake County and Salt Lake City lands involve industrial uses and their compatibility with airport activities. The Airport Noise Zones address only noise impacts, and they allow commercial and industrial development; however, they do not place restrictions on the nature of the commercial or industrial activity. Salt Lake City and Salt Lake County ordinances are equally vague and require amendment or policy change.

North Redwood Community Council

Residents in the fast growing Redwood neighborhood are primarily concerned with maintaining the quality of their residential neighborhoods. They wish to resolve any potential residential and industrial area conflicts, and assure that there are no adverse impacts to existing and potential housing in the area. Residents are concerned about the kind of industrial development permitted, and would prohibit hazardous, noxious, or intrusive industrial development which may adversely impact and potentially endanger residential neighborhoods.

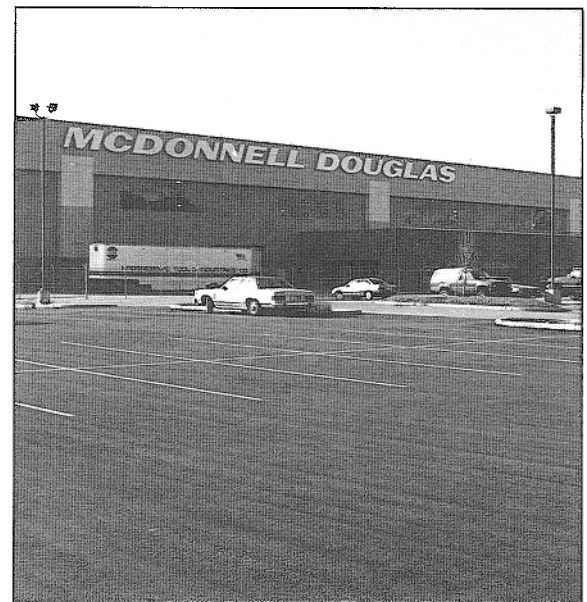
Davis County

A Vacant Land Study, conducted by Davis County identifies the development potential of remaining undeveloped County land. Because of the predominance of industrial uses in the vicinity, the property within unincorporated Davis County is assumed to be best utilized as commercial and/or industrial; whereas residential uses are not considered suitable. Land in Davis County within the study area is currently zoned A-5 which allows agricultural uses and residential development on minimum five acre lots. Currently, this zoning is consistent with the majority of the existing land uses in the area.

Davis County would prefer that the remaining County land to be annexed by the Cities. In this study area, lands would be annexed by Woods Cross City.

Woods Cross City

The Woods Cross City Master Plan indicates an interest in decreasing the amount of heavy industrial uses that dominate the west area of the City, and increasing light industrial uses which may also include a comprehensively planned industrial park development with a golf course. The Master Plan identifies the central



Vacant land adjacent to the airport is viewed as having good market potential for other compatible industries by the state.

areas of the City as essentially remaining as a single family residential use. Woods Cross City's Master Plan would annex all land west of Redwood Road and toward the Great Salt Lake from Davis County. Zoning in Woods Cross City provides for a mix of land uses including agricultural, residential, commercial and industrial.

North Salt Lake City

Most of the heavy industry in the study area exists in North Salt Lake City. The City currently has a draft Master Plan which indicates that light industry should take place west of Interstate 15. North Salt Lake City is interested in reducing the amount of heavy industry, while encouraging development of lighter industrial uses. The entire area is zoned as Manufacturing (M-1 and M-2) which is consistent with the intent of encouraging such development adjacent to existing industrial and manufacturing uses.



Wetland environments have been identified as one of the most important environmental issues for the Northwest Community.

Environmental Concerns

Wetlands

The presence of wetland environments adjacent to the Jordan River Delta and at the edge of the Great Salt Lake are the most pertinent environmental issue in the area. Areas considered wetlands by the Corps of Engineers include those with permanent standing water, semi-permanent standing water, seasonally saturated areas, and flood plains. These areas may involve swamps, marshes, and bogs which naturally develop between open water and dry land. Section 404 of the Clear Water Act, which is administered by the Corps of Engineers and the Environmental Protection Agency, establishes a permit program to regulate the discharge of dredged or fill material into wetland environments.

The Corps of Engineers which administers the Environmental Protection Agency's (EPA) 404 Permit process does not currently have mapping which identifies or clarifies their interpretation of wetland classes in the study area; nor is there a determination of how specific areas may or may not be developed or what mitigation

may be required. However, the Corps and the Wasatch Front Regional Council have begun to try to identify ways to fund a cooperative study which would provide advance identification and mapping. The current Corps posture is to review each project on a case by case basis and determine at that time the extent of wetland areas and how mitigation and replacement will be handled. A cooperative study would identify wetlands earlier in the process so that their whereabouts and value can be included in future planning.

The State Division of Wildlife Resources and the U.S. Fish and Wildlife Service play an advisory role in the 404 Permit review process, and has already identified wetlands valuable for wildlife habitat in the area. While wetland habitat identified by these agencies may not always fall under the jurisdiction of the Corps of Engineers; more often their shared interest in wetlands overlap.

The Soil Conservation Service also identifies areas where soils are saturated or otherwise difficult to develop which are documented in soil surveys for the area. Wildlife and vegetation mapping coincides with soils and water table information because the presence of water and specific soil conditions contribute to conditions which are conducive to plant and animal communities supported by those conditions. As an example, saturated soils and standing water = wetland environments = waterfowl habitat.

The Great Salt Lake

The Great Salt Lake is the dominant physical feature in the vicinity of the study area, and plays a major role in defining the character of the area, modifying the climatic environment in the valley, and in affecting the feasibility of development. The current historic high water elevation for the Great Salt Lake is 4212' 9" above sea level, though the lake has always experienced wide fluctuation determined by seasonal precipitation and other climatic influences. Predicting future lake levels is not possible with any degree of assurance, and development around the lake is always in jeopardy of damage. Dikes have been suggested in some areas, but none are planned at this time.

In response to the unpredictability of the lake, many of the involved planning agencies identify contour 4217 as the limit of safe and beneficial development. This elevation line essentially means that development below elevation 4217 should be discouraged or prohibited because of the threat of flood, and the dynamic nature of the environment around the Great Salt Lake. It seems prudent to be aware of, if not respectful of, the dynamics of the Great Salt Lake and make consideration of them in future planning efforts.

Geologic Hazards

All of the land within the study area has a high liquefaction potential in the event of a severe earthquake. In addition, a fault is located just to the east of the airport. Salt Lake County requires that a special site specific study be completed for proposed residential, commercial, or industrial uses during the approval process in any area with high liquefaction potential.

Summary

When available information is assembled on one map, areas emerge which may consistently be regarded as sensitive or undevelopable. Many of these areas probably have Severe Environmental Limitations to development and should be avoided. Other areas include a number of limitations and "red flags", but may be developable with some form of modification and mitigation agreeable to the parties involved. These are identified as having High Environmental Limitations as a means of calling attention to environmental concerns with regard to development. The remaining area still has Moderate Environmental Limitations because of generalized conditions in the area, but the amount of developable land increases, particularly since some of the areas have already been developed. These areas are shown on the Summary of Environmental Limitations Maps and are explained in the following.

Severe Environmental Limitations

Areas identified as having potentially Severe Environmental Limitations occur where there is

generalized permanent standing water, semi-permanent standing water, seasonally saturated areas, flood plains, areas where the depth of watertable is within 20 inches of the surface, and where liquefaction potential is high. Areas identified with Severe Environmental Limitations should be avoided as they are environmentally sensitive and not generally suitable for development.

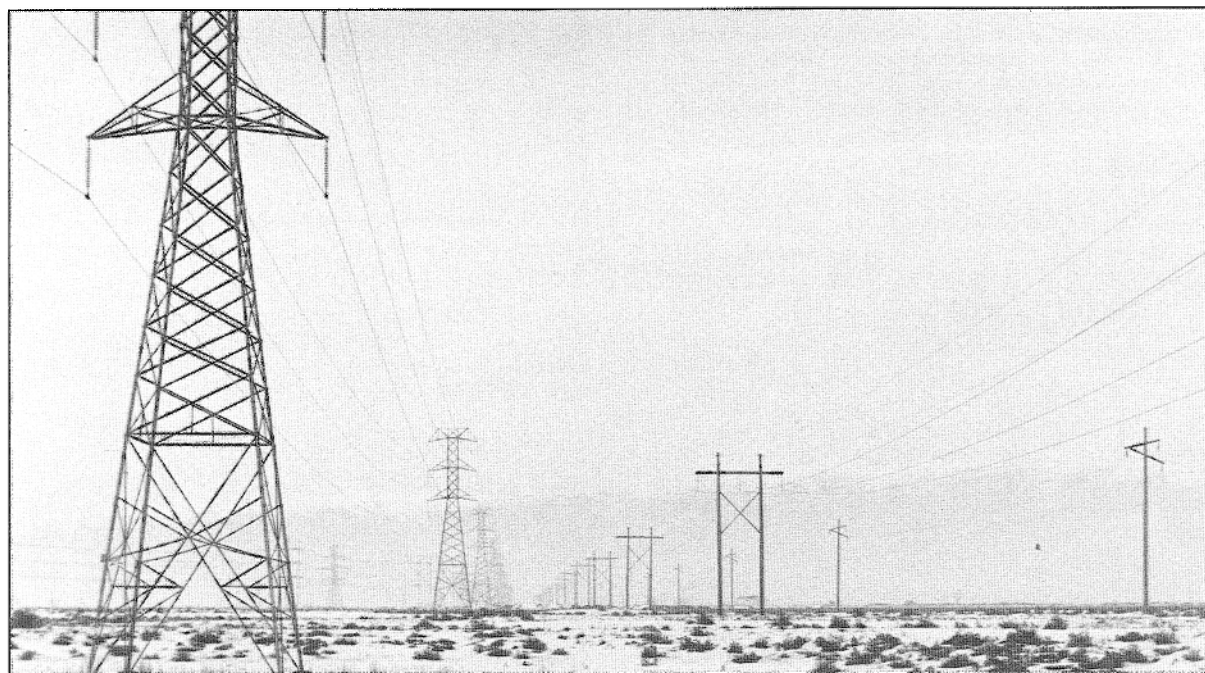
High Environmental Limitations

High Environmental Limitations include some smaller areas of shallow (less than 20" deep) watertable and

seasonally saturated land. Over most of the area the watertable is within 40" of the surface, and has a high liquefaction potential throughout. Some areas are developable, others will be difficult to develop, and some wetland environments are present though their value and exact size is not known. These conditions suggest that while development is not unequivocally inappropriate or unsuitable, there are "red flags" that are raised particularly with regard to impact to wetlands.

Moderate Environmental Limitations

The areas still have relatively high water tables, are already more developed or surrounded by developed properties, and have high liquefaction potential. Within the area identified as having Moderate Environmental Limitations there will undoubtedly be smaller areas with more or less limiting conditions. Any proposed or potential development within these areas must be looked at carefully on a site specific basis, and conditions for each site evaluated prior to development.



A principal electrical transmission line serving the UP&L system runs through the airport study area.

Infrastructure Capacity

Analysis of the utility systems serving the study area indicated that there are no serious limitations to development caused by an inability to provide services. Water and sewer service already exists in much of the immediate area, and has been sized to accommodate a considerable increase in development. This is true of the areas in both Salt Lake County and Davis County. Other infrastructure issues occurring in the area include the Utah Power and Light transmission lines and the proposed Kern River Pipeline. Both have proposed alignments based on a need to route around the expanding airport; and both are in the process of obtaining necessary permits and approvals.

The following briefly describes the extent of existing service and the prospects for extending or expanding to the undeveloped areas.

Salt Lake City

Any new development in Salt Lake County would receive sewer and water service from Salt Lake City. Existing service has the capacity to accommodate extension or expansion, and appears to be able to service any new development in the area. Sewer service along 2200 West could be extended to the north to at least 2400 North. Beyond 2400 North, topography prohibits gravity sewage flow; however, pump stations could extend the service to the current City limits. Sewer service exists on 4000 West and 2400 North to the 2000 West intersection, essentially surrounding the airport.

The water distribution system appears to have been sized to permit extension along 2200 West and 1700 North and could service considerable area. First impressions are that by looping the system, it may be possible to extend the service to the City limits and west to 2200 West without much difficulty.

Reclaimed waste water may soon be available from the Salt Lake City Water Treatment facility on 200 North. This water will be available for both industrial and landscape uses. Salt Lake City should consider a policy which requires the use of reclaimed water for these and other appropriate uses when it is available.

North Salt Lake City

North Salt Lake City provides water to the area within its City limits. A well located along the east edge of the study area is the prime source of water. Water and sewer service appear to be adequate for future needs.

Woods Cross City

Woods Cross has water service within the area of 2600 South to 500 North and from I-15 west to Redwood Road. Lines are located in all developed roadways, and appears to be adequate.

South Davis Sewer District

The South Davis Sewer District services the area north of the Davis County/Salt Lake County line, between I-15 and the UP&L transmission lines and north of I-215. A small area located just west of the treatment plant is not sewered presently; essentially all other areas are sewered. The treatment plant size is being expanded and will double its capacity in the next two years. It appears that there is ample capacity to serve the Davis County area included in the study area boundary. It is also possible that reclaimed waste water will be available from this facility for industrial and landscape purposes. Should this occur, Davis County should also consider a requirement that reclaimed water be used when it is available.

Utah Power and Light

A major transmission line runs northeast-southwest at the western edge of the study area. This is a principal transmission line serving the UP&L system. The airport expansion plans propose to relocate a portion of the line around the north end of the new runway to the west of existing runways.

Kern River Pipeline

The natural gas pipeline will cross the study area from the east to the west just south of the I-215 alignment. The line is scheduled for construction in the next year. Its location will have an impact on development in the study area and in the immediate vicinity of its alignment, and may have an impact on private property in the area. The final alignment and access across the pipeline right of way are an issue that must be understood.

Transportation Issues

Roadway and highway systems in south Davis County and north Salt Lake County are generally adequate for current traffic, with the exception of peak hour congestion on I-15. The Utah Department of Transportation has recently completed a study of the North

I-15 corridor between 600 North in Salt Lake City and 200 North in Kaysville. This study recommended that one lane in each direction be added to I-15 between I-215 and 2600 South in Woods Cross to relieve congestion in the short term. In the long range, additional improvements to I-15 from I-215 to Farmington (West Davis Highway), will be needed to serve the traffic demand in the corridor. The West Davis Highway is included in the recommended Salt Lake City Long Range Transportation Plan prepared by the Wasatch Front Regional Council. The Long Range Plan recommends that the West Davis Highway ultimately extend around the Salt Lake City International Airport to connect with 5600 West near the Salt Lake International center.

In addition to the regional transportation issues affecting the study area, the following briefly describes the existing transportation systems within the various jurisdictions.

Salt Lake County

The primary roads located in Salt Lake County which serve the area are 2200 West, I-215, Redwood Road, and 2200 North. 2200 West extends north almost to the Jordan River. North of 2200 North, the road decreases in

size and becomes a local road serving farm properties in the area.

Salt Lake City

Salt Lake City's Master Plan designates a road grid on about 1/4 mile intervals in the area north and west of 2200 North and 2200 West, and extends to the UP&L transmission lines and 4000 West. This plan may need to be reviewed, as it appears to be in conflict with the airport expansion plans in the areas north of the runways.

Davis County

The Master Plan for Davis County identifies the existing road grids as the collector and arterial road system. Redwood Road and 1100 West are the principal north/south roads, with Center Street in North Salt Lake, 2600 South, 1500 South and 500 South as the principal east/west routes. Center Street is the only road extending west of Redwood Road that is improved. Currently it serves only the South Davis Wastewater Treatment Plant. A gravel road which runs west of Redwood Road just south of 2600 South serves the gun club properties located near the lake.

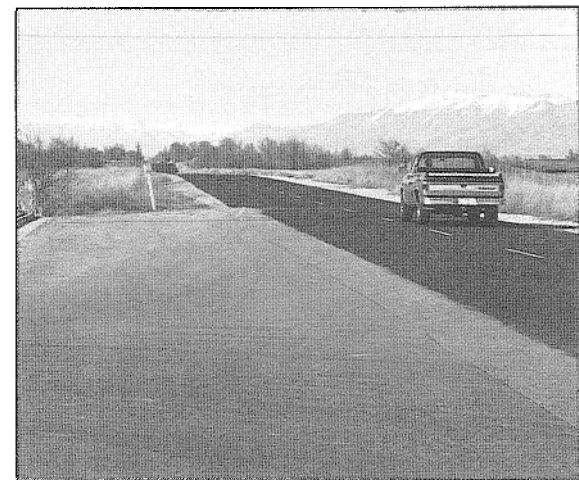
Salt Lake International Airport

The International Airport is a major air transportation hub for business development in the area. As the airport expands and additional service is provided, pressure for more developable area adjacent to the airport is anticipated. A third runway is currently planned between the existing west runway and the Salt Lake International Center, and should be under construction in 1992.

Sky Park Airport

The small, private, general aviation airport just east of Redwood Road between 2600 south and 1500 South in Davis County may, in the future, serve as an alternate for Salt Lake International Airport small, general aviation private aircraft. Major expansion is not anticipated,

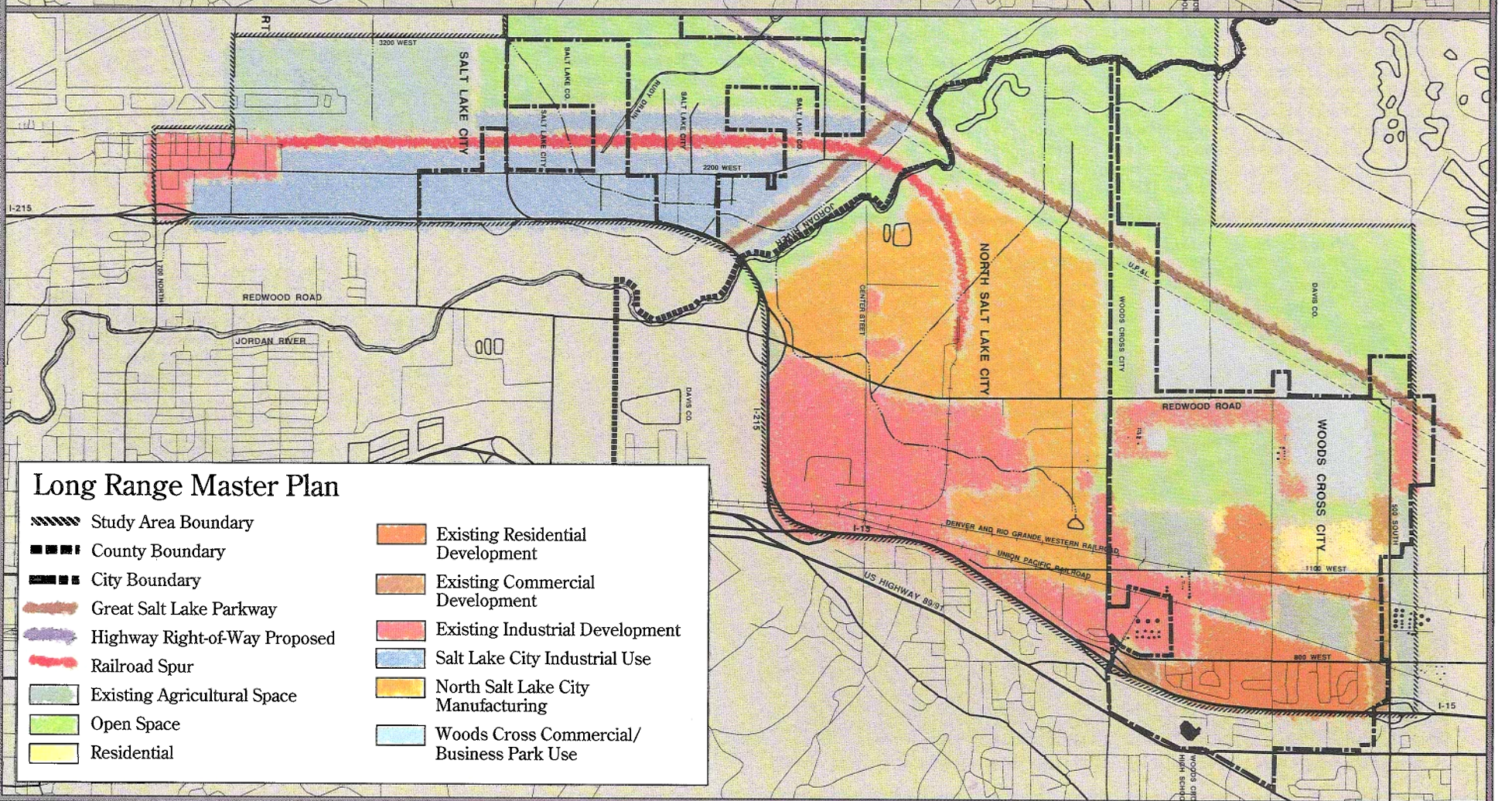
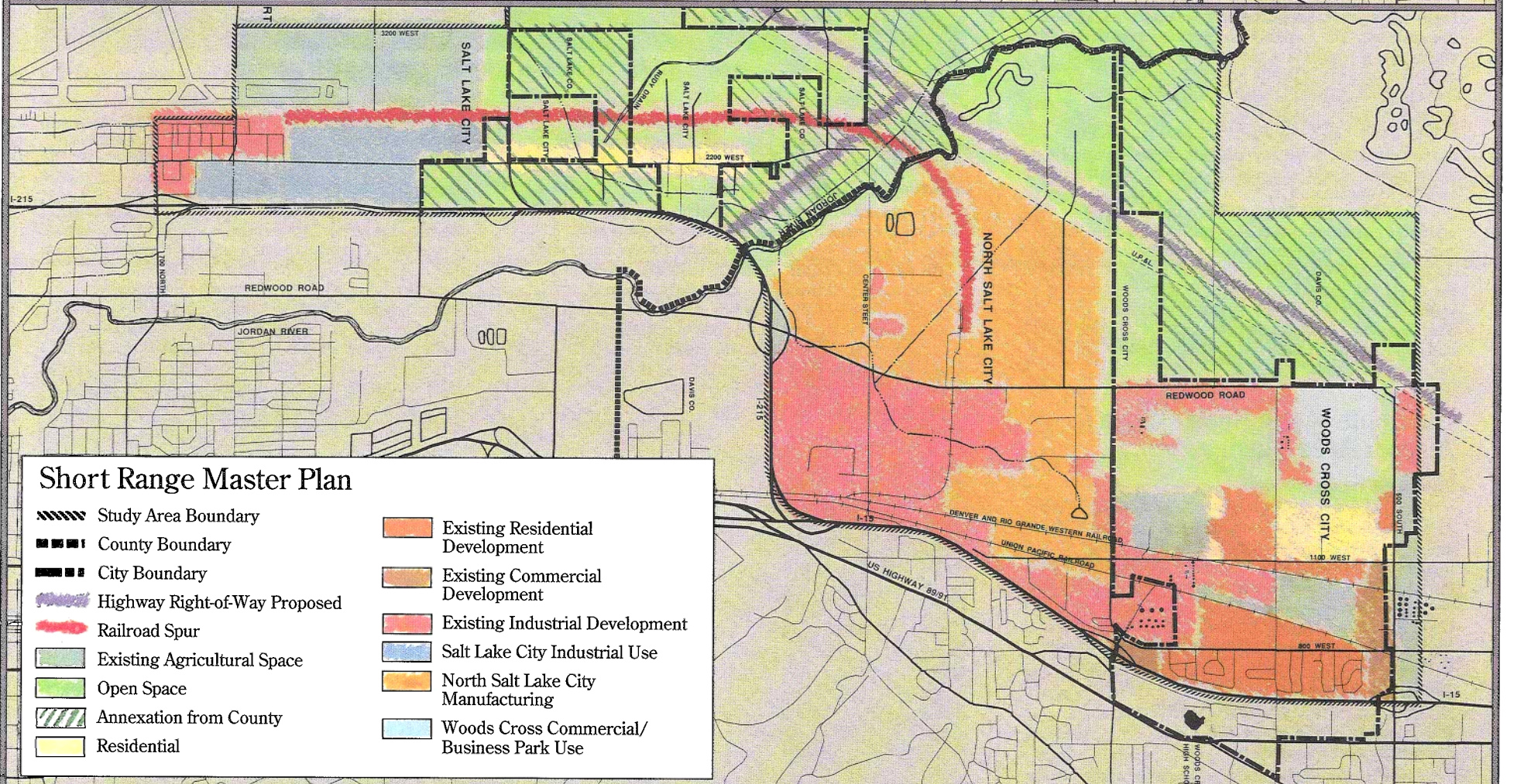
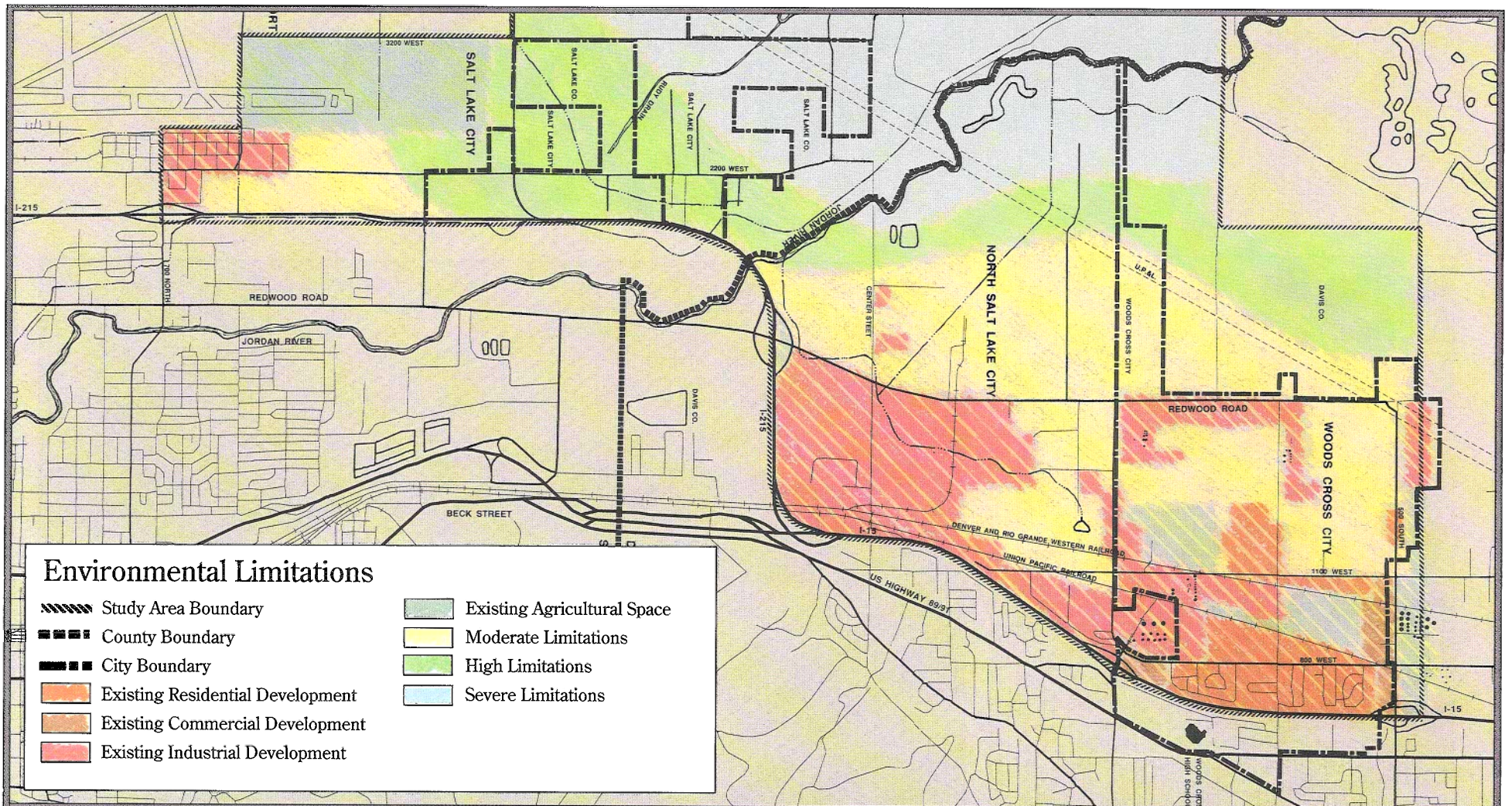
though the owners have shown an interest in expanding this airport to serve more general aviation aircraft in the future.



2200 West is a primary road which eventually decreases in size and becomes a local road serving farm properties.

Railroad

Existing Denver and Rio Grand Railroad and Union Pacific Railroad lines run through the study area on the eastern edge. An existing Union Pacific spur services industrial and manufacturing uses in North Salt Lake. An extension of that spur which would turn south toward the existing McDonnell Douglas facility is proposed to serve expanded industrial and manufacturing uses adjacent to the Salt Lake International Airport. Currently, the right of way for the spur has not been secured.



Jordan River/ Airport Area Master Plan

Alternatives

Four Alternative Land Use Master Plans were developed and evaluated. The Alternatives focusing on the major influences affecting the patterns of land use and development in the area: sensitive wetland environments; a proposed limited access highway west of I-15 to serve as a northwestern belt route in the valley; and extension of the railroad spur through existing agriculture and rural residential areas to serve industrial/commercial uses at the Salt Lake International Airport. Alternatives represented a range of development scenarios from maximum open space, agriculture and wetlands preservation to maximum aerospace, industrial and commercial development. The Alternatives included proposed transportation improvements and the rail service needs of expanded industrial areas, and evaluated their impact on existing land uses and alternative land use patterns. The Jordan River/Airport Area Master Plan represents a synthesis of the four alternative Master Plans presented in a Short Range Master Plan which is intended to address immediate needs and lay the ground work for implementation of the Long Range Master Plan. The Long Range Master Plan will guide development to a point in the future when development pressures and economic conditions make it feasible to implement.

The intent of the Master Plan is to encourage continual cooperation between the involved cities and counties toward the establishment of complementary land uses; efficient transportation systems; and preservation of the Great Salt Lake/Jordan River Delta and associated wetlands, open spaces, and existing agricultural uses. The Plan relies on continued cooperation, commitment, and communication between the interested entities to achieve the intent.

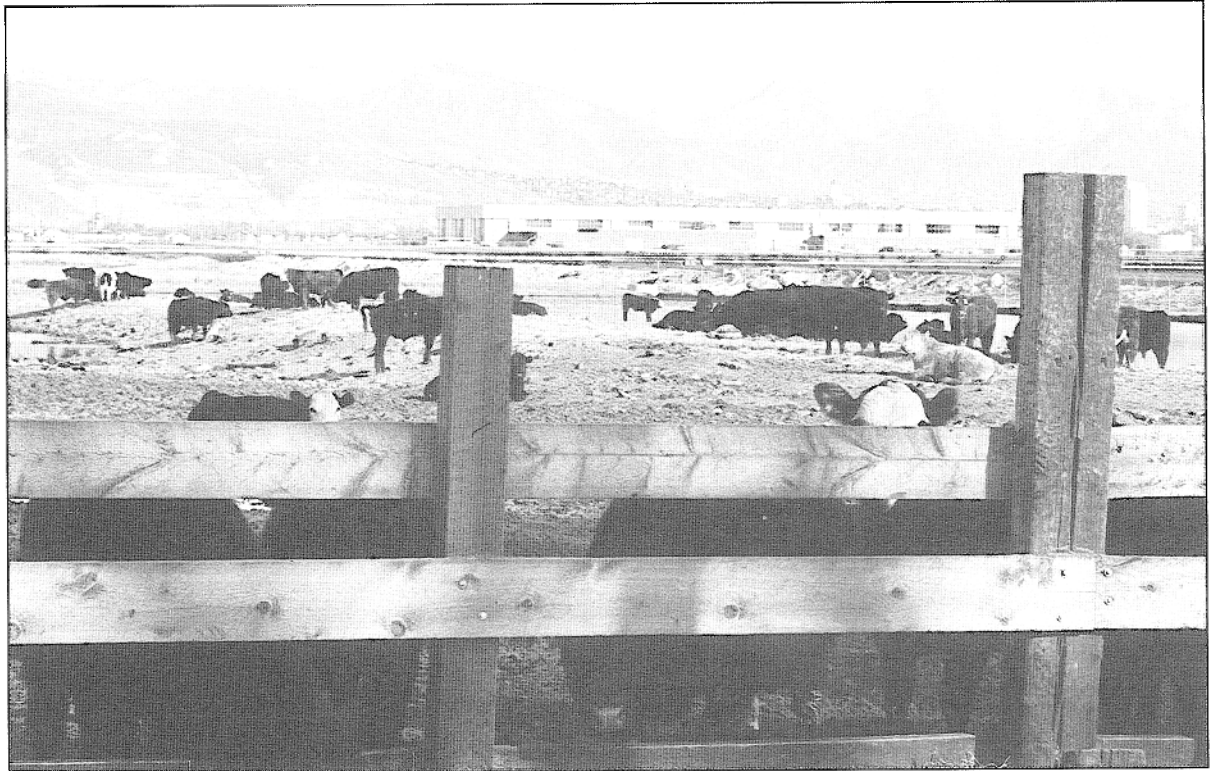
Elements of the Jordan River/ Airport Area Master Plan

Gateway Corridor Image

Corridors and gateways which provide major access to neighborhoods, and commercial and industrial employment centers are identified as High Image Roadways. These include all of the interstate highways in the study area, as well as major interchanges and arterials such as Redwood Road and 2200 West. The proposed Great Salt Lake Parkway (formally called the West Davis Highway) is identified as a High Image Roadway and Gateway. Gateway Corridor Image guidelines and criteria should be a part of all existing and future development along High Image roadways.

Preservation of the Great Salt Lake/ Jordan River Environment

The Plan recognizes the unique nature of the Great Salt Lake and environs as important to the overall character of the Valley, and provides for the necessary protection of the resource. It follows the example of Salt Lake City's Hillside Protection Ordinance and establishes a line on the ground, beyond which, development is prohibited. In addition to the Great Salt Lake, the Jordan River Corridor is reinforced as an open space connection and preservation area serving as a natural link between urban areas, and as a regional recreation resource. The



Existing rural residential development will likely be displaced by industrial development in the future.

Plan encourages preservation of wetlands and wildlife habitat in the area, and encourages advanced planning for their protection.

The Great Salt Lake Parkway

In order to accommodate increased transportation needs, the Plan proposes the Great Salt Lake Parkway as a solution to congestion on I-15 in south Davis County and north Salt Lake County. A similar roadway identified as the West Davis Highway was previously proposed. The Great Salt Lake Parkway requires a name change and establishes the image and character of this new, primary arterial connecting to I-215 and serving the industrial and commercial developments in both Davis and Salt Lake Counties. The Great Salt Lake Parkway identification aptly represents the concept and intent of the new roadway.

The Parkway would include multiple lands with limited access and connections with I-215 and 500 South in Woods Cross. New interchanges proposed at 500 South in Woods Cross and at I-215, as well as existing interchanges on I-215 will require additional analysis. It is conceivable that one of the existing interchanges may be closed and impacts of that action must be analyzed.

The Railroad Spur

As pressures develop for alternatives in transport for industrial and commercial goods in the nearby industrial areas, the Union Pacific railroad spur becomes more feasible and likely. With the development of the spur, land use changes are expected to follow. Rural residential land uses currently existing in agricultural zones will be impacted by the spur, and are likely to be replaced by expanding industrial and commercial development.

Commercial/Industrial Land Uses

The Plan is consistent with and complimentary to the master plans of both Woods Cross City and North Salt Lake City. Woods Cross City is already implementing Gateway Corridor Image upgrades, and North Salt Lake City and Salt Lake City are agreeable to such requirements. The Plan supports continued industrial growth and expansion, as well as compatible and well

planned mixed uses. The Plan recommends that hazardous, explosive, and other undesirable uses be restricted in these developments.

Aerospace/Industrial Land Uses

The Plan designates land adjacent to the Salt Lake International Airport for aerospace industries and airport service uses, and other related and appropriate industrial uses. It suggests that Covenants, Conditions and Restrictions and other development guidelines be implemented in order to control the aesthetic elements of development. Such guidelines may include setback and landscape requirements, signage control, screening and buffering of parking, loading docks, and trash storage, etc. A Special Improvement District or Airport Industrial and Business Park may be appropriate if a marketing advantage is perceived.

Annexation

The Plan recommends that Salt Lake County land be annexed by Salt Lake City and zoned appropriately for the various land uses shown on the Plan. The same is recommended for Davis County land west of Woods Cross City.

Airport Activity Protection

The Plan recommends changes in zoning and policy which prohibit expansion of residential uses in Airport Noise Zone B regardless of current city zoning.

Rural Residential Uses

The existing rural residential development in Salt Lake City and Salt Lake County will likely be displaced by industrial development in the future. The expansion of the railroad spur would hasten and solidify the change in land use. Until pressures for expansion of industrial land uses occur, the rural residential uses should be protected from impact by implementing zoning which maintains the area as open space. However, in the interim, residential uses should not be permitted to expand.



A short range master plan goal is to develop and promote image controls along I-215 and 2200 West.

Short Range Master Plan Implementation Items

The intent of the Short Range Master Plan is to address immediate problems or concerns raised by governmental and other entities involved; identify areas where action should be taken by various government agencies; and establish a framework for implementation of the Long Range Master Plan. Implementation items of the Short Range Master Plan should be initiated immediately upon adoption of the Plan, and should be completed within five years. The following are required of the various entities in order to accomplish the intent of the Short Range Master Plan.

Salt Lake County

- Facilitate Salt Lake City's annexation of County land areas west and north to the Great Salt Lake.

Salt Lake City

- Annex lands west and north toward the Great Salt Lake from Salt Lake County, and zone appropriately according to land uses identified in the Plan.
- Designate and develop open space and parkway along the Jordan River and the future Great Salt Lake Parkway.
- Designate and protect the Great Salt Lake and Jordan River Delta as a preserve area dedicated to open space, preservation, recreation, and education uses that are compatible with the sensitive environmental conditions.
- Maintain lands currently undeveloped and rural residential areas in the interim until the Long Range Development Plan is realistic.
- Protect or secure the future Great Salt Lake Parkway right of way alignment. Work with Wasatch Front Regional Council and UDOT toward finalizing alignment and rights of way.
- Protect or secure the right of way extension of 2200 West to the future Great Salt Lake Parkway.
- Develop and promote image controls along, I-215 and 2200 West. Implement a Special Improvement District or other legal entity for a aerospace related - commercial - industrial - manufacturing park with development guidelines and Covenants, Conditions, and Restrictions.
- Allow NO net increase in dwelling units within the Airport 'B' Zone. These residential dwellings will be phased out as the area moves toward the Long Range Development Master Plan.
- Protect or secure the future railroad spur right of way.
- Allow NO industrial development which is hazardous or affects safety of residential neighborhoods.

Davis County

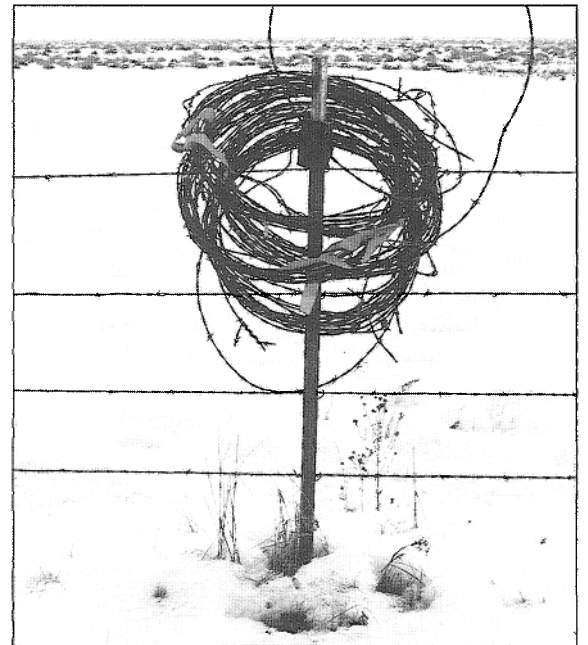
- Facilitate Woods Cross City annexation and North Salt Lake City annexation of Davis County land west and north to the Great Salt Lake.

Woods Cross City

- Annex existing Davis County land west to the Great Salt Lake and maintain as open space until the establishment of a High Image Industrial zone or overlay.
- Continue High Image upgrade along I-15 corridor.
- Create High Image Development Zone along Redwood Road with manufacturing, commercial, industrial, office uses.
- Develop open space - golf course - park as buffer with the existing residential.
- Protect or secure the future Great Salt Lake Parkway right of way alignment.
- Protect or secure the future 2600 North right of way to the future Great Salt Lake Parkway right of way. Work with Wasatch Front Regional Council and UDOT toward finalizing alignment and right of way.
- Maintain and develop Jordan River Parkway Corridor as a regional open space connection.
- Designate and protect the Great Salt Lake and Jordan River Delta as a preserve area dedicated to open space, preservation, recreation, and education uses that are compatible with the sensitive environmental conditions.

North Salt Lake City

- Develop and promote a High Image Development Zone along Redwood Road, I-15, and I-215.
- Protect or secure future Great Salt Lake Parkway right of way alignment. Work with Wasatch Front Regional Council and UDOT toward finalizing alignment and right of way.
- Protect or secure future railroad spur right of way.
- Rezone manufacturing to agriculture preservation - open space - wetland preservation west toward the river and the future Great Salt Lake Parkway. Restrict development in this area to recreation and open space preservation.



Undeveloped and rural residential areas should be maintained until long range economic development is realistic.

- Maintain and develop Jordan River Parkway Corridor as regional open space connection.
- Designate and protect the Great Salt Lake and Jordan River Delta as a preserve area dedicated to open space, preservation, recreation, and education uses that are compatible with the sensitive environmental conditions.

Salt Lake International Airport

- Review Airport Noise Zones and update noise contours and zones as needed.



A long range master plan goal is to establish a high image zone for business development along the Great Salt Lake Parkway.

Long Range Master Plan Implementation Items

Items included in the Long Range Master Plan define and illustrate the ultimate configuration of transportation systems and land uses for the region, complete the regional Great Salt Lake and Jordan River open space preserve, and identify relative costs for implementation of major utility and transportation systems. It assumes that the Short Range Implementation items have been accomplished and that the market has demonstrated economic feasibility of the elements of the Long Range Plan.

Salt Lake County - Great Salt Lake Open Space / Wetlands Preservation Emphasis

No further action needed.

Salt Lake City - Aerospace / Airport Related Commercial & Manufacturing Emphasis

- Facilitate development of a railroad spur when development pressure and interest dictate.
- Gradually phase out all residential uses when development pressure and interest dictate.
- Extend 2200 West north to the Great Salt Lake Parkway when it is completed.

- Identify areas where joint participation between State and City can facilitate planned development.

Davis County - Great Salt Lake Open Space / Wetlands Preservation Emphasis

No further action needed.

Woods Cross - Mixed Use and High Image Emphasis

- Establish High Image Zone for commercial - industrial - office - manufacturing along the Great Salt Lake Parkway. Recommend a fully master planned development with Covenants, Conditions and Restrictions and other development guidelines.
- Develop open space link (golf course/park/etc.) as a corridor connection to the Jordan River Parkway open space system.
- Extend 2600 South west to the Great Salt Lake Parkway when it is completed.

North Salt Lake City - Manufacturing Emphasis

- Develop and promote a High Image Development Zone along Redwood Road, I-15, I-215 and the Great Salt Lake Parkway.
- Facilitate development of a railroad spur when development pressure and interest dictates.

Estimated Infrastructure Improvement Costs for Major Roadways and Utility Systems

Estimated costs shown below are based on 1991 cost data obtained from Wasatch Front Regional Council plans

and from customary cost data available to the planning consultants. Estimated preliminary costs are approximate construction costs which demonstrate a relative comparison between projects rather than a precise estimate of all cost for all projects.

Great Salt Lake Parkway (West Davis Highway)

Centerville to Salt Lake City - 6 miles	\$21,000,000
Centerville to 5600 West at I-80 - 12 miles	\$42,000,000
Extend 2200 West in Salt Lake City 1500' (.3 mi.) north to G.S.L.P.	\$1,000,000
Extend 2600 S. in Woods Cross 4500' west (.9 mi.)	\$1,800,000
Railroad Spur - approx. 4 miles	\$5,000,000
Water supply extension in Salt Lake City - 8000'	\$200,000
Sewer supply extension in Salt Lake City - 5000'	\$125,000
TOTAL RELATIVE COST	\$71,125,000

Addendum to the Jordan River/Airport Area Master Plan

On January 7, 1992, based on a favorable recommendation from the Salt Lake City Planning Commission, the Salt Lake City Council voted approval of Ordinance #4 of 1992 adopting the Jordan River/Airport Master Plan with the following modifications and intents:

- The SLC Planning Commission is instructed to work to develop an overlay zone for use within the Master Plan area to protect the wetlands and riparian areas;
- The SLC Planning Commission is instructed to work with City staff to develop a time line for actions necessary to implement this Plan;
- The short range aspects of this Plan should be sensitive to existing and interim residential uses;
- The SLC Planning Commission is instructed to work to provide additional specific information and goals regarding the recommended upgrade of the gateway image of this area; and
- It is the intent of the Salt Lake City Council that the Great Salt Lake Parkway (West Davis Highway) be located east of or tying into I-15 and that this location recommendation should be conveyed to other affected jurisdictions.

Acknowledgments

Northwest Master Plan Update

City Council:

Florence Bittner, District 1
Wayne Horrocks, District 2
Sydney R. Fannesbeck, District 3
Alan Hardman, District 4
Tom Godfrey, District 5
Roselyn N. Kirk, District 6
Don C. Hale, District 7

Neighborhood Community Councils:

Northwest Community Council
Rose Park Community Council
North Redwood Community Council

Planning Commission:

Ralph Becker
Dan Bethel
Cindy Cromer
Thomas A. Ellison
LaVone Liddle-Gamonal
Richard J. Howa
Ralph P. Neilson
George Nicolatus
John M. Schumann
Peter VanAlstyne

Participating Planning Staff:

Allen C. Johnson, AICP, Planning Director
Everett L. Joyce, AICP, Project Director, Planner II
Randolph P. Taylor, Editor, Planner III

Consultant:

Clarkson Creative, Graphic Design & Illustration

Adopted April 1990

Jordan River/Airport Area Master Plan

Mayor:

Deedee Corradini

Former Mayor:

Palmer Depaulis

City Council:

Ronald Whitehead, District 1
Paul Hutchison, District 2
Nancy Pace, District 3
Alan Hardman, District 4
Tom Godfrey, District 5
Roselyn N. Kirk, District 6
Don C. Hale, District 7

Former City Council:

Wayne Horrocks, District 2

Planning Commission:

Ralph Becker
Terry Becker
Lynn Beckstead
Dan Bethel
Cindy Cromer
LaVone Liddle-Gamonal
Richard J. Howa
Jim McRae
Ralph P. Neilson
Kimball Young

Steering Committee:

Lynn Blake, Utah State Community &
Economic Development Director
Larry Goldsmith, Utah State Community &
Economic Business Liaison Director
Doug Hattery, Wasatch Front Regional Council
Transportation Engineer
Wilf Sommerkorn, Davis County Assistant
Planning Director
Gerald H. Barnes, Salt Lake County Planning Director
Tim Stephens, Woods Cross City Planner
Colin Wood, North Salt Lake City Manager
Bill Eccleston, North Redwood Community
Council Chairman
Lynn Beckstead, Salt Lake City Planning Commission
Gerald Blair, Salt Lake City Deputy
Transportation Engineer
Steve Domino, Salt Lake International Airport
Planning Manager
William T. Wright, AICP, Salt Lake City Acting
Planning Director
Doug Wheelwright, Salt Lake City Planner III
Janice M. Jardine, Salt Lake City Northwest
Community Planner
Allen C. Johnson, AICP, Former Salt Lake City
Planning Director

Consultants:

Landmark Design, Inc. & CH2MHill, Planning
Clarkson Creative, Graphic Design & Illustration

Adopted January 1992