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 1,003.6 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.

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Land Use

The Northwest Master Plan has committed to the development of the Northwest Community Plan. 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 methods 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.
- Renovate underutilized and vacant areas in the interior parcel to B-3 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:

- 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 to the secondary streets. Parking spaces should be screened from buildings and streets with hedges 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 grade.
- 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 of these areas 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 involve 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 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 commercial uses are zoned commercial 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 owned Business B-3 uses consist of seven single family dwellings and two four-plexes. These residential properties should be rezoned to Residential B-1 or a low density residential classification.

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

Area B

Located between 600 North, 700 North, 1300 West and Oakley Streets, consists of both low and high density residential uses, including a condominium project. Those businesses 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 is the proximity of the water treatment plant and oil refineries and environmental concerns, such as, flooding and soils suitability by 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 from 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.
uses require Board of Adjustment approval along with a recommendation from the Planning Commission. A minimum of 0.5 acres is required before considering a conditional use for planned unit developments. Community Council members have voiced concern about too few greenbelts being allowed in the community. It is felt that the Northwest Community's single family residential area is inadequately defined by exclusive apartment complexes. In response to these concerns certain areas were rezoned from Residential R-2A to Residential R-1. These areas remaining in the R-2A zone classification should develop under design guidelines that minimize the impact that higher density development has upon the surrounding single family characteristics of the Northwest Community.

PUD design guidelines.

The 1980 Northwest Community Master Plan recommends that the R-2A zoning be able 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 minimum density mechanism rather than for design flexibility. As a result higher density uses, allowing 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 as recommended that as a policy of this master plan design guidelines be considered in the approval process of PUDs in the R-2A area.

In multiple dwelling developments those buildings adjacent to single family uses should be limited to two stories in height, thus preventing unduly dominant impacts upon the adjoining owners. Furthermore, the minimum twelve feet side yard setback is considered appropriate for the low density character of the community unless the use of heavy traffic use is required. Landscaped buffers shall meet performance standards that allow smaller side yards as landscaping density increases. PUDs in the single family area that are not part of an area zona 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 description 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 major area consists of agricultural and vacant land use. One aspect of the agricultural land use is the presence of single family homes on one acre or larger. Properties within the county are zoned Agricultural A2. Incorporated land north of the airport consists of mostly vacant land with some agricultural and residential land uses.

Road Improvements

The road improvements that are required to help this area develop. The planned Great Salt Lake (West Davis) Highway will extend north to 2300 North along completion of Interstate 215 will provide road access to this major transportation corridor. Changes in circulation along proximity to the airport will increase the demand for industrial and commercial developments in the area.

Public Utilities

Provision for sewer or water facilities exist in most of the new areas. No facilities are being designed to service the area. Depending upon the rate and type of development, the City's present waste water treatment 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 northwestern 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 in open space. A major flood control dike proposed north of the airport should be built with the dual purpose to function as a flood control and also as the base for the Great Salt Lake (West Davis) Highway. The proposed flood control road/golf 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 atlantic's wetlands designations. Prior to any development in wetlands a 600 Feet 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 users, the City adopted an airport land use policy plan in 1983. Recommendations in the policy plan, officially titled Land Use Policy Plan-Salt Lake City International Airport, resulted in the adoption of a noise impact overlay zones as part of the City Zoning Ordinance. These three overlay zones, as Noise Impact A, "B", and "C" are described below:

Airport Noise Impact Zone "A".

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

Noise Impact Zone "B".

Zone "B" permits industrial and agricultural uses. Residential uses are allowed in connection with agricultural zoning, however, sound proofing requirements 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.

Aviation Easement.

The airport land use policy plan also requires that developers and land owners in the airport noise influence area sign and deliver an easement agreement as a condition of new development. The purpose of the easement agreement is to preserve the utility of the airport. It provides for the City the right of access to a full public free of unobstructed use and passage of all types of aircraft in the airspace over the property and the airport land use easement. It is not unlimited in its allowances, however, noise cannot exceed certain standards for the type of preservation easement language in the City Code for specifications.

Land use policy set forth as part of this master plan is described 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 these characteristics of the limited agricultural areas within Salt Lake City. Certain areas within the Northwest Community need to be zoned for agricultural uses with certain land use designations for agricultural. The agricultural zoning classification for these areas should not be considered a holding asset 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 provide airport operations due to the present noise levels within Noise Zone A have restrictions concerning future residential development. However, one area in particular should allow additional residential development. The portion of the adjacent and existing agricultural/residential
development. The property owners and residents of this area have expressed a strong desire to maintain the agricultural/residential areas. Industrial and commercial development must be kept from creating a detrimental impact to the preservation of residential uses of the area.

The major impact of the operation of the airport is current and future residential uses of the area.

With the expansion of the airport toward the west, due to the proposed runway, noise level impacts in the agricultural areas along 31st Street will likely decrease due to less activity on the far eastern runway. The future allowance of agricultural land uses that contain residential uses should be considered. Airport easements will be necessary and may need to be strengthened to protect the future operation of 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 attractive uses. All uses must be designed to alleviate 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 2155 unless well planned developments compatible with the airport and other neighboring uses are being proposed in existing 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 in 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 to accommodate the noise zoning. The ordinance should allow a special exception for agricultural/residential uses within certain areas of the Airport as an overlay zone.

Exception should be for specific uses which must meet the following conditions: 1. Be consistent with the 1A-1 Zone and the requirements recommended below:

1. Residential development may occur only as single family homes.

2. Development must meet all of the requirements of the Airport's aviation 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 agricultural/residential areas and be adjacent to such land uses.

See Jordan River/Airport Area River Master Plan on page 10.
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 inputs for development in the northern portion of the community. The connection of 200 North to 2000 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 36 feet to 62 feet with construction projected for 1980. However, Redwood Road north of 1000 North Street still requires improvement to service new housing development in the 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-15 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 a major developer 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 residences 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 prevalent set by previous expansion projects, namely conversion of carports and garages to living quarters. Such conversions can eliminate required 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 150 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 Great Street Project). Also, the Jackson Neighborhood Park was expanded and improved.

Many of the neighborhood's SSH residential structures needed repair. During the period since 1980, the City has assisted in rehabilitating 306 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 been completed.

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 CDIB funding year (June 30, 1989). 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 Neighborhood Target Area is part of Census Tract 6. The "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 state 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 Roserwood 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 1900-1700 North Streets. The City, Westpointe developer and the major property owner have dedicated approximately 25 acres of land for park development. This property is located on the east side of I215 between approximately 1500 North and 1300 North. Construction of Phase I (45 acres) is scheduled to begin in Spring 1992.

Neighborhood Park Deficiency Rating

<table>
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<tr>
<th>Census Tract</th>
<th>Vacant Land (Acres)</th>
<th>Population</th>
<th>Percent Below Poverty</th>
<th>Existing Park (Acres)</th>
<th>Total Points</th>
<th>Rank Order</th>
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<tr>
<td>1004</td>
<td>1.6 (4)</td>
<td>18.0 (3)</td>
<td>3.5 (1)</td>
<td>Yes (3)</td>
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<tr>
<td>1015</td>
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<td>20.7 (3)</td>
<td>9.7 (2)</td>
<td>Yes (1)</td>
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<td>4</td>
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<tr>
<td>1006</td>
<td>29.6 (6)</td>
<td>20.9 (3)</td>
<td>12.3 (3)</td>
<td>Yes (2)</td>
<td>25 (3)</td>
<td>3</td>
</tr>
</tbody>
</table>

*Weight of Criteria  **Rating Value

Golf Courses

The golf course standard applied in the 1977 Parks Master Plan to 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 met if one golf course is provided within 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 consideration to the population growth associated with the development of Westpointe. One alternative to consider is the relocation of the Rosewood Park activities 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 1972 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 1960'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 rechanneling 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.

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 39-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 waterfowl habitat. The project will also create an educational and scientific demonstration facility. The wetlands enhancement project 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 waterfowl.
- 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 stormwater 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 access.
- 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.

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

Reactivation 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 coordination 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 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

<table>
<thead>
<tr>
<th>Area</th>
<th>Activity</th>
</tr>
</thead>
<tbody>
<tr>
<td>500 N. 1300 W.</td>
<td>No expansion, improve buffers, and long range convert to low density residential use.</td>
</tr>
<tr>
<td>600 N. 1200 W.</td>
<td>Provide buffers and landscaping along property lines, plant street trees in the parking strip, screen garage receptacles, and support renovation and redevelopment.</td>
</tr>
<tr>
<td>1000 N. 1400 W.</td>
<td>Extend landscaping in setback areas to include signs and utility poles, remove illegal signage and support facade and design those renovation.</td>
</tr>
<tr>
<td>1000 N. 900 W.</td>
<td>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 setback to include signage and utility poles, and general clean up of properties. Provide adequate buffers for residential uses.</td>
</tr>
<tr>
<td>700 N. Redwood</td>
<td>Provide adequate landscaped buffers along rear property line, provide additional landscaping in the required setbacks, and support facade renovation and signage program. Improve parking lot and support intensification of commercial uses on this site.</td>
</tr>
</tbody>
</table>
Reinvitalization 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
Street elements must be in need of improvement are sidewalks, curb cuts, parking strips, landscaped
demand requirements may be met by the increased development of certain existing commercial areas, in
particular, the commercial带 at the northwest corner of 700 North and Redwood Road.
Other issues in residential to commercial rezoning requests are the preservation of neighborhood demand and
support for proposed commercial uses. Also, whether the commercial expansion will be an advantage of
purchasing lower cost residential property and rezoning to commercial use. The question must be asked, "Is
there another appropriate use for the property for development or redevelopment of commercial activity?" These
questions should be part of the rezoning 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 on undeveloped land. 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 documentation of existing neighborhood support. Property owners must address the issue of business need in the whole community 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 appreciable traffic. Minimum location criteria would be on a collector street.
• Site must be large enough for adequate open space and parking without overdevelopment.
• 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 the height of buildings before commercial uses and shifting residential units.
  • 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 delivery and night time lighting should be compatible with the surrounding residents.
• Reasoning, 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, commercial rezoning is not allowed under State statutes. The City should make a
counseling effort to amend State codes to allow for commercial rezoning.

Community Commercial Services
In the Northwest Community there is an older industrial area with many buildings redeveloped situated between Interstate 25 and Redwood Road south of North Temple Street. The maximum access is excellent.
It is anticipated that the future land use in this area will contain some industrial uses and changes toward more commercial. The area of Redwood Road and North Temple Street should also receive future development pressure for office
construction related to the implementation of the States' Office Campus Plan. Further development of a convenience 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 North Temple Street. Replacement land use should be similar to commercial uses that have recently developed in this area, particularly uses that support the numerous residential developments.
Within this area the private sector should assemble the land and redevelop the city. The City could provide such economic development incentives as industrial revenue bonds. Possibility of land assembly through the City Redevelopment Agency should be considered in redeveloping this area.

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 utilized 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, as well as a "gateway" into the Central Business District, this corridor must be allowed to develop.
Certain factors will impact the future development of North Temple Street. Most of the commercial uses along North Temple Street will be related to the completion of Interstate 80 the demand for tourist related commercial uses will likely decrease. The Salt Lake
Fairpark and development of the State office complex at Redwood Road and North Temple Street will add an additional development pressures along North Temple Street for related supportive commercial uses. Land uses and setbacks should be allowed to expand into the residential areas to the north.
Intros 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. Street code enforcement to control signs, land uses and setbacks is
needed. Particular code enforcement needs to be maintained with respect to auto rental agencies
converting to illegal used car lots.

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

The Northwest Community Master Plan Update identifies certain objectives designed to guide the
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, such as size, layout, topography, land uses, soils, climate, and policies, standards and regulations which provide control incentives for the systematic implementation of the plan.
The specific plan should address an array of issues, including traffic, building setbacks, building heights, lot coverage, landscape standards, parking and land uses. Identifies specific C-1 zoning codes for the North Temple commercial strip.
Redwood Road and North Temple with zoning changes 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 citywide 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 considered 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 lawns and trees in the parking strip.
- 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-intensive 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 finishing 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 where 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

Individually-oriented 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 consumed. 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. Incoring 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.
Capital Improvements Element

A Capital Improvement Program (CIP) is a comprehensive multiyear 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.

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.

**Streets**

<table>
<thead>
<tr>
<th>Project</th>
<th>Project Schedule</th>
<th>Cost Estimate</th>
</tr>
</thead>
<tbody>
<tr>
<td>Major Streets</td>
<td></td>
<td></td>
</tr>
<tr>
<td>700 N. 1215-2200 W.</td>
<td>5-10 years</td>
<td>700,000</td>
</tr>
<tr>
<td>2300 W. from 700 N. to 2100 N.</td>
<td>5-10 years</td>
<td>3,700,000</td>
</tr>
<tr>
<td>1700 N. from 2300 W. to Redwood Rd</td>
<td>5-10 years</td>
<td>1,000,000</td>
</tr>
<tr>
<td>2300 N. Redwood Rd to 2100 N.</td>
<td>5-10 years</td>
<td>1,000,000</td>
</tr>
<tr>
<td>2100 N. 3800 W. to West Daws Highway</td>
<td>5-10 years</td>
<td>1,800,000</td>
</tr>
</tbody>
</table>

**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 -
- Genie Ave. -
- Hoyt Place Block Redesign (planning) 5-10 years 5,000

**Storm Drains**

<table>
<thead>
<tr>
<th>Project</th>
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</thead>
<tbody>
<tr>
<td>CWA#1 Drainage Ditch</td>
</tr>
<tr>
<td>Redwood detention basin</td>
</tr>
<tr>
<td>Ditch covering 700 N.</td>
</tr>
<tr>
<td>Misc. pipe improvements</td>
</tr>
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</table>

**Parks**

<table>
<thead>
<tr>
<th>Project</th>
<th>Project Schedule</th>
<th>Cost Estimate</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rosewood Park</td>
<td>5-10 years</td>
<td>200,000</td>
</tr>
<tr>
<td>Riverside Park (parking)</td>
<td>5-10 years</td>
<td>150,000</td>
</tr>
<tr>
<td>Riverside Park (irrigation)</td>
<td>5-10 years</td>
<td>150,000</td>
</tr>
<tr>
<td>Westpointe Park Phase 1</td>
<td>5-10 years</td>
<td>275,000</td>
</tr>
<tr>
<td>Westpointe Park Phase 2</td>
<td>5-10 years</td>
<td></td>
</tr>
</tbody>
</table>

**Public Buildings**

<table>
<thead>
<tr>
<th>Project</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fire Station #12 (land &amp; design) 5 years 147,290</td>
</tr>
<tr>
<td>(construction) 5 years 731,940</td>
</tr>
</tbody>
</table>

**Location of Fire Hydrant Needs**

<table>
<thead>
<tr>
<th>Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>640 North 1400 West</td>
</tr>
<tr>
<td>640 North Colorado Street</td>
</tr>
<tr>
<td>640 American Beauty Dr.</td>
</tr>
<tr>
<td>1141 Lafayette Dr.</td>
</tr>
<tr>
<td>1244 Clark Ave.</td>
</tr>
<tr>
<td>830 Picture Dr.</td>
</tr>
<tr>
<td>1040 West 600 North</td>
</tr>
<tr>
<td>900 West side of street</td>
</tr>
<tr>
<td>940 Cornell St.</td>
</tr>
<tr>
<td>from N. Temple to 800 North</td>
</tr>
<tr>
<td>1105 West 1000 North</td>
</tr>
</tbody>
</table>

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 to the Northwest Community.

**Implementation Strategies Summary**

- Potential Initiator (or requires coordination)
- Requires Coordination

**Proposed Action**

<table>
<thead>
<tr>
<th>Private</th>
<th>Council</th>
<th>City</th>
<th>State</th>
</tr>
</thead>
<tbody>
<tr>
<td>State Office Complex</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Rezone residential uses in B-3 areas to appropriate zone</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Develop detailed land use plan north of golf course</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Develop detailed land use plan north of International Airport</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Develop bike paths</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Acquire &amp; develop park in Census Tract 4</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Develop neighborhood commercial revitalization strategy</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Develop community level commercial services</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Develop specific plan for North Temple commercial strip</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Develop Hoyt Place block redesign</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Install fire hydrants</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Develop parks in Westpointe</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Develop wetlands park</td>
<td></td>
<td></td>
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</tr>
</tbody>
</table>

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.
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 users adjacent to the Salt Lake International Airport concerning expansion of facilities to accommodate a second runway 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.
- Analysis of the infrastructure and transportation systems in the area and their capacity to support a variety of development options.

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 of adjacent municipalities and other governmental agencies. The Northwest Community Master Plan (1989) 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

GALAXY COUNTY

MOORE CROSS CITY

NORTH SALT LAKE

SALT LAKE COUNTY

SALT LAKE CITY

SUGAR CREEK

SALT LAKE INTERNATIONAL AIRPORT

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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 life 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.

Agricultural activities north of the airport contribute to the rural residential lifestyle.
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 important environmental issues in the area. Areas considered wetlands by the State of Utah with potential standing water, semi-permanent standing water, seasonally saturated areas, and flood plains. These areas may include swamps, marshes, and bogs which naturally develop between open water and dry land. Section 404 of the Clean 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 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 affecting the feasibility of development. The current historic high water elevation for the Great Salt Lake is 4217 ft 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 drainage. Dikes have been suggested but none are planned at this time.

Geologic Features

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 it can emerge which may consistently be regarded as sensitive or undevelopable. Many of these areas probably have Severe Environmental Limitations that development should be avoided. Other areas include a mix of undevelopable and 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
Infrastructure Capacity

A 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.

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-15 corridor between 600 North in Salt Lake City and 300 North in Kaysville. This study recommended that one lane in each direction be added to I-15 between 2310 and 2600 South in Woods Cross to relieve congestion in the short term. In the long range, additional improvements to I-15 from 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 5000 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, 2125, Redwood Road, and 2300 North. 2200 West extends north almost in 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

The Salt Lake City 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 grid as the collector and arterial road system. Redwood Road and 1100 West are the principal north/south roads, with Center Street in Salt Lake North, 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 west of the airport.

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 2700 South and 5500 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.

Roadrail

Existing Denver and Rio Grande 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 will turn south toward the existing McDowell 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

Our Alternative Land Use Master Plan is based on the Alternatives focused 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 aeropace, 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 alternatives and is presented in a Short Range Master Plan which is intended to address immediate needs and lay the groundwork 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 continued 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 communications developed and evaluated. The

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 Use 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 Use Boulevard and Gateway. Gateway Corridor Image guidelines and criteria should govern the design of all existing and future development along High Use roadways.

Preservation of the Great Salt Lake / Jordan River Environment:
The Plan recognizes the unique nature of the Great Salt Lake and envisions an overall change in the land around it. 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.

This 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 provides an alternate route, and establishes the image and character of this new, major arterial connecting to I-15 and serving the industrial and commercial developments in both Davis and Salt Lake Counties. The Great Salt Lake Parkway identification applies to the concept and intent of the new roadway.

The Parkway would include multiple lanes with limited access and connections with I-15 and 500 South in Woods Cross. New interchanges proposed at 500 South in Woods Cross and at 1215, as well as existing interchanges on I-15 will require additional analysis. It is conceivable that one of the existing interchanges may be closed and is 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. Railroad and 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 amenable 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, toxic, 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 Covemants, 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 extension of the railroad spur would hasten and solidify the change in land use. Until pressures for expansion of industrial and commercial uses are reduced, 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.

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 Plan should be identified 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 right of way.
- Protect or secure the right of way extension of 2500 West to the future Great Salt Lake Parkway.
- Develop and promote image controls along I-215 and 2500 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 an 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 2500 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.
- Reserve 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.

Long Range Master Plan Implementation Items

<table>
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<tr>
<th>Item</th>
<th>Details</th>
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<tbody>
<tr>
<td>Woods Cross Mixed Use and High Image Emphasis</td>
<td>Establish High Image Zone for commercial - industrial - office - manufacturing along the Great Salt Lake Parkway. Recommend a fully master planned development with Covenants, Conditions, Restrictions and other development guidelines.</td>
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<tr>
<td>North Salt Lake Manufacture Emphasis</td>
<td>Develop and promote a High Image Development Zone along Redwood Road, I-15, I-215 and the Great Salt Lake Parkway.</td>
</tr>
<tr>
<td>Utah Statewide Highway Infrastructure Improvement Costs for Major Roadways and Utility Systems</td>
<td>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.</td>
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Great Salt Lake Parkway (West Davis Highway)
- Centerville to Salt Lake City - 6 miles $21,000,000
- Centerville to 5000 West at 1-80 - 12 miles $42,000,000
- Extend 2000 West in Salt Lake City 1400' (3.8 km) north to G.S.L.P. $1,000,000
- Extend 2000 S. in Woods Cross 4000' west (1.2 km) $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, 1990, 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.

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

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Wayne Harricks, District 2
Sydney J. Farnsbech, District 3
Alain Hardman, District 4
Tom Geffrey, District 5
Rogers N. Kirk, District 6
Dee C. Hale, District 7

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Rose Park Community Council
North Redwood Community Council

Planning Commission:
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Clarkson Creation, Graphic Design & Illustration

Adopted April 1990

Jordan River/Airport Area Master Plan

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Adopted January 1992

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