



MEMORANDUM

PLANNING DIVISION
DEPARTMENT of COMMUNITY and NEIGHBORHOODS

To: Planning Commission
From: Kelsey Lindquist & Cassie Younger, Planning Division
Date: February 25, 2026
Re: Northwest Community Plan

ACTION REQUESTED:

Review the draft changes and the provided responses to the public hearing held on January 28, 2026. Staff is requesting the Planning Commission hold a public hearing and provide a positive recommendation to City Council for the adoption of the draft community plan.

BACKGROUND:

On January 28, 2026, the Planning Commission held a public hearing on the draft Northwest Community Plan. Two public comments were provided regarding the draft plan, including a data request. Additionally, the Planning Commission provided questions and comments to staff. Staff included responses to the questions provided and comments from the public hearing.

Public Comments/Questions:

1. The Northwest Community Plan should incorporate the Northpoint Small Area Plan to provide comprehensive direction on trails, natural lands, transportation and the Jordan River.

Staff Response: The Northwest Community Plan Boundaries include the entirety of the Northpoint Small Area Plan Boundary. To ensure that the NP Small Area Plan provides clarity and guidance, staff conducted a comprehensive assessment to see if there are any existing gaps. Ultimately, the small area plan thoroughly addresses how the Northpoint Community should redevelop, and if development occurs, the plan addresses the protection of sensitive lands and the future transportation network. With that said, there are specific targets and initiatives in the updated Northwest Master Plan that will still apply to the entirety of the Northwest Community Plan.

To create a clear relationship between the two documents, staff included the following language in the draft:

Relationship Between the Northpoint Small Area Plan and Northwest Community Plan

The Northpoint Small Area Plan is within the boundaries of the Northwest Community Plan. The Northpoint Small Area Plan's Policies, Development Standards, and Future Land Use Map will take precedence for development in this community. Specifics regarding existing conditions of the Northpoint Community are also detailed in the adopted plan. The specific targets, policies, and initiatives addressing riparian areas, air quality, natural environment, public lands, trails, and water

conservation efforts found in this plan update also apply to the Northpoint area. For specific direction on Northpoint, please refer to the adopted plan.

Additionally, staff clarified the initiative that addresses sensitive lands near or abutting the Jordan River in the Parks & Recreation Chapter of the Northwest Community Plan.

Chapter 7, Parks & Recreation: Initiative #9: Coordinate with private property owners abutting the Jordan River and other sensitive riparian areas to extend the Jordan River Parkway or preserve the land.

2. Requested additional data and emailed staff the evening of Planning Commission. For the complete response, please see public comments in Attachment E of the included staff report.

Planning Commission Comments/Questions:

1. How can the Northwest Community Plan and Northpoint Small Area Plan work in unison?

Staff Response: See answer 1, above. Staff believes that the added language addresses the relationship between the community plan and small area plan.

2. Connectivity to other communities and neighborhoods?

Staff Response: Staff acknowledges that connectivity within this community plan area is an issue. The existing freeways, rail lines, and TRAX pose significant issues with connection to neighborhoods within the community plan and outside. To address these ongoing obstacles, Chapter 4, Transportation & Mobility, include the following Target and Initiatives:

Increase the percentage of funding to improve neighborhood connections and general maintenance.

And the following supportive initiatives:

- *Implement Connect SLC, the Salt Lake City Transportation Master Plan.*
- *Implement the Pedestrian & Bicycle Master Plan, and the Street and Intersection Typologies Design Guide, including recommendations for high comfort bicycle facilities.*
- *Support implementation of recommendations from the SLC West-East Connection Study.*
- *Ensure any UDOT expansions include improvements for all users and have minimal impacts to existing residences and businesses.*

3. Is there any fossil fuel extraction industry in this plan area?

Staff Response: There are no extractive uses in this community plan. There are, however, two petroleum storage uses located within this community plan. The purpose of these storage uses is to store and distribute petroleum products. This type of storage use can have an impact on air and soil quality. The air quality section of the draft plan addresses existing uses that cause air pollution with the following initiatives:

- *Reduce industrial and manufacturing uses in the area to mitigate harmful impacts, and/or support transitional M-1 to M-1A to emphasize natural environment and buffers.*
- *Implement increased land use buffers along highways, major roadways and between sensitive uses and heavy polluters.*
- *Support land use policies that limit manufacturing uses within the community.*
- *Support the remediation of brownfields and hazardous sites as they transition from manufacturing to other uses.*
- *Support transition to clean energy sources.*

4. What are the largest polluters in the community?

Staff Response: The following are considered high polluters in the community plan area:

- Surrounding interstates

- Freight rail and operation yards
- Industrial zoning clusters
- Regional air pollution and inversion effects

5. Could an initiative be added regarding multi-lingual signage?

Staff Response: Initiative 5, in Chapter 7 Parks & Recreation, includes bilingual and universal wayfinding signage along and towards the JRT, Folsom Trail and within parks.

6. Concerns regarding the translation of the document into Spanish or other requested languages.

Staff Response: The draft document has not been translated into Spanish. Staff will request language services to translate the document after adoption by the City Council. With that said, the website and all the engagement material is in English and Spanish.

ATTACHMENTS: Staff Report from January 28, 2026 with an updated Draft Plan and additional public comments received after the initial Planning Commission public hearing.



Staff Report

PLANNING DIVISION

DEPARTMENT of COMMUNITY and NEIGHBORHOODS

To: Salt Lake City Planning Commission
From: Kelsey Lindquist, Planning Manager, kelsey.lindquist@slc.gov
Cassie Younger, Senior Planner, cassie.younger@slc.gov
Grant Amman, Principal Planner
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Alicia Seeley, Principal Planner
Date: January 28, 2026
Re: PLNPCM2025-00773, Northwest Community Plan

Northwest Community Plan

PROPERTY ADDRESS: Northwest Community Plan Area

MASTER PLAN: Northwest Community Plan

REQUEST:

A request by Mayor Mendenhall to update the Northwest Community Plan, including the North Temple Station Area Plan. The Northwest Community is bound by the northern limit of Salt Lake City to the north, Interstate-80 to the south, Interstate-15 to the east, and 2200 West to the west. The existing Northwest Community Plan was adopted in 1992. The draft plan is based on framework from the Citywide general plan, Plan Salt Lake.

RECOMMENDATION:

Based on the information and findings in this report, staff recommends that the Planning Commission accept public comments and table the recommendation to a later date.

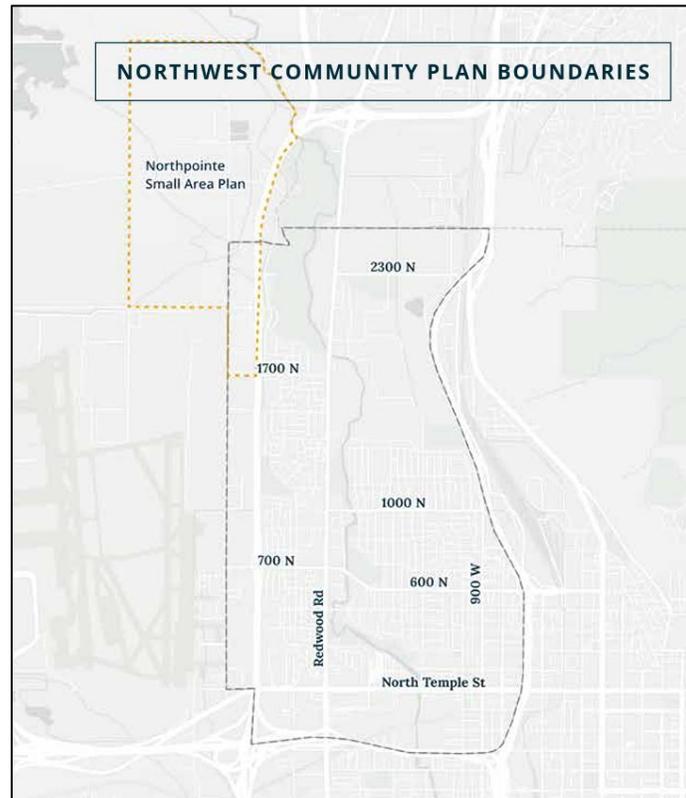
ATTACHMENTS:

- A. [ATTACHMENT A: Plan Area Boundaries](#)
- B. [ATTACHMENT B: Northwest Community Plan Draft](#)
- C. [ATTACHMENT C: Existing Conditions Report](#)
- D. [ATTACHMENT D: General Plan Amendment Standards](#)
- E. [ATTACHMENT E: Public Process & Comments](#)
- F. [ATTACHMENT F: Public Engagement Report](#)

G. [ATTACHMENT G: Department Review Comments](#)

PROJECT DESCRIPTION

The Northwest Community Plan is a 15-year vision plan that will guide future development for the land located within its boundaries. The Northwest Community Plan includes three main elements: Existing Conditions Report, Draft Plan, and the Station Area Plan. The plan boundaries include the following neighborhoods: Jordan Meadows, Rose Park, Fairpark, Westpointe, and a small portion of Poplar Grove. While the portion of Westpointe east of 2200 West is applicable to this plan, the remaining portion of Westpointe to the west is addressed in the Northpointe Small Area Plan, adopted in 2024. The Northpointe Small Area Plan is part of the Northwest Community Plan but includes specific policies and guidance for that area. The Northwest plan area also includes four station area plans for the Trax Stations along North Temple. Utah Code requires cities to adopt station area plans for each rail station that is within the city or within ½ mile of the city for stations outside the city boundaries.



Background

The plan currently in place for the community, *Northwest Community Plan*, was adopted in 1992 and doesn't reflect current Citywide goals and priorities for the area. One of the primary purposes of updating this community plan is to address ongoing land use concerns within this community and to align the plan with current Citywide goals and policies.

Since the adoption of the current Northwest Community Plan, the community has experienced significant growth and transformation. This is in part due to the development of TRAX, the establishment of the Jordan River Parkway Trail, and the significant population growth Salt Lake has experienced over the past few decades. In 2013, the TRAX Green Line to the Airport was completed and subsequent transit-oriented development took place along North Temple, from I-15 to the Salt Lake International Airport to the west. The Jordan River Parkway Trail was officially connected in

2017. Biking and recreating along the trail have become popular and contributes to the quality of life in the area. Additionally, Salt Lake City has experienced a significant population boom in recent years. The population growth throughout the city has increased by 12.3% between 2010 and 2023. The Northwest Community grew by 9%, which is slightly less than the city average. The population is anticipated to continue growing through both natural additions and migration. Additionally, the newly established Power District is anticipated to add between 5,000 to 10,000 housing units to the community.

To address the continued population growth and community needs, the Plan calls for the addition of mixed-use corridors and new mixed-use opportunities for local and regional businesses. This is a significant need throughout the community due to a lack of land zoned for commercial businesses. This has resulted in missed opportunities for residents to be able to stay within their community and participate in their local economy.

Northwest Community Plan Summary

Vision and Purpose

When adopted, the Northwest Community Plan will be an official plan of the city. Community plans are considered the land use element of the city's general plan and the link between other parts of the general plan, such as transportation plans and Reimagine Nature, the city's parks and open space plan. The draft is a direct result of collaboration with residents, business owners, visitors, and other stakeholders to identify community values, and a shared vision. Prior to the draft publication, staff engaged the community and analyzed existing conditions and expected future trends of the community. The plan has also been coordinated with all applicable City Departments. The station area plan component has also been coordinated with the Wasatch Front Regional Council, Utah Department of Transportation, the Utah Transit Authority, and the Jordan River Fairpark Authority.

The vision for the Northwest Community is rooted in a thorough understanding of the existing conditions of the community, where the community envisions being in 15 years, and establishes a clear strategic framework for thoughtful decision-making to fulfill the shared vision. The draft plan will guide the future development and growth of the community through the established vision, which is supported by the guiding principles, targets, initiatives, and future land use map. The plan's purpose is to:

- Establish and articulate a clear vision for the Northwest Community
- Identify the commonly held values of the community
- Establish a framework to implement the vision set out in the plan
- Set targets and identify metrics to help measure our success over the next 15 years

Public Safety

The team acknowledges that without addressing public safety throughout the community, the established vision in the draft plan will not be successfully implemented. Many of the proposed targets include addressing a need for improved public safety by creating more opportunities for eyes on the street, utilizing Crime Prevention Through Environmental Design (CPTED) principles, enhanced crossings and transportation improvements, as well as targeted growth.

Northwest Community Plan Guiding Principles

The Northwest Community Plan is shaped and structured to support the overarching vision in Plan Salt Lake by utilizing the plan's 14 adopted guiding principles. The plan applies the same structure, including the measurable targets, achievable initiatives, and identified existing and supported city

policies. The following includes the identified targets. For detailed information on each initiative, please refer to the draft document.

The 14 principles and identified targets include:

Neighborhoods

- Increase public safety.
- Increase the number of households living within a 1/2 mile or 15-minute walk of essential services.
- Balance per-capita investment in public infrastructure and services compared to citywide averages.
- Increase amount of third spaces and community gathering areas.

Growth

- Increase the number of dwelling units that provide 3+ bedrooms.
- Increase the total land area that can be used for mixed-use development outside of the Power District.

Housing

- Increase diversity of housing types for all income levels throughout the city.

Transportation & Mobility

- Increase the percentage of dwellings within a 1/4 mile of a bus, transit stop or high comfort bike facilities.
- Increase the percentage of funding to improve neighborhood connections and general maintenance.
- Decrease number of pedestrian, bicycle, and auto accidents.
- Support the Transportation Division's efforts related to curbside management for responsibly accommodating both on-street parking and other evolving demands of the city's curb space.

Air Quality

- Reduce emissions.
- Increase the number of actions to address the harmful impact of existing polluters.

Natural Environment

- Increase the urban tree canopy.
- Increase the linear feet of river restoration.
- Promote community investment in the Jordan River Parkway Trail and Folsom Trails.

Parks & Recreation

- Every household within the Northwest Community has access to a public park, trail, or open green space within a 1/2 mile walk.
- Increase public safety and comfort for all users within park spaces so that all visitors feel safe and comfortable, regardless of age, gender or ability.
- Expand the Jordan River Parkway Trail to Northpointe Area, specifically north of Center Street.

Beautiful City

- Increase efforts to activate the Jordan River Parkway Trail and Folsom Trails.
- Establish visually attractive and distinct gateways into the Northwest Community.
- Utilize placemaking art and signage to acknowledge the diverse identity and history of the Northwest Community.

Preservation

- Increase the number of properties listed on the National Register of Historic Places.
- Ensure city-owned historic resources are actively maintained and preserved.

Arts & Culture

- Increase the total number of cultural community events celebrating the diversity in the Northwest neighborhood.
- Increase public art in the Northwest Community.

Equity

- Improve access to healthy, fresh, and affordable food within the community.
- Ensure that zoning supports new medical facilities.
- Continue to support the implementation of Thriving in Place.

Economy

- Adopt zoning policies that promote the growth of small-scale neighborhood retail.
- Provide financial subsidies for businesses that can fill gaps in existing retail offerings.
- Continue to support Economic Development's efforts as outlined in the North Temple Economic Action Plan.

Government

- Increase number of residents participating in government process.
- More equitable responses to zoning enforcement and city maintenance.

Utah Water Smart (principle adopted in 2025)

- Update water supply and demand plans every five years to maintain an understanding of the effect current development has on water demand and water infrastructure needs.
- Update zoning regulations to reduce water demand and per capita water use for future development.
- Promote sustainable landscaping practices to reduce outdoor water use and stormwater runoff.

GUIDING PRINCIPLES

1/ Neighborhoods that provide a safe environment, opportunity for social interaction, and services needed for the wellbeing of the community therein.

2/ Growing responsibly while providing people with choices about where they live, how they live, and how they get around.

3/ Access to a wide variety of housing types for all income levels throughout the City, providing the basic human need for safety and responding to changing demographics.

4/ A transportation and mobility network that is safe, accessible, reliable, affordable, and sustainable, providing real choices and connecting people with places.

5/ Air that is healthy and clean.

6/ Minimize our impact on the natural environment.

7/ Protecting the natural environment while providing access and opportunities to recreate and enjoy nature.

8/ A beautiful city that is people focused.

9/ Maintaining places that provide a foundation for the City to affirm our past.

10/ Vibrant, diverse, and accessible artistic and cultural resources that showcase the community's long standing commitment to a strong creative culture.

11/ Ensure access to all City amenities for all citizens while treating everyone equitably with fairness, justice, and respect.

12/ A balanced economy that produces quality jobs and fosters an environment for commerce, local business, and industry to thrive.

13/ A local government that is collaborative, responsive, and transparent.

Plan Salt Lake Principles

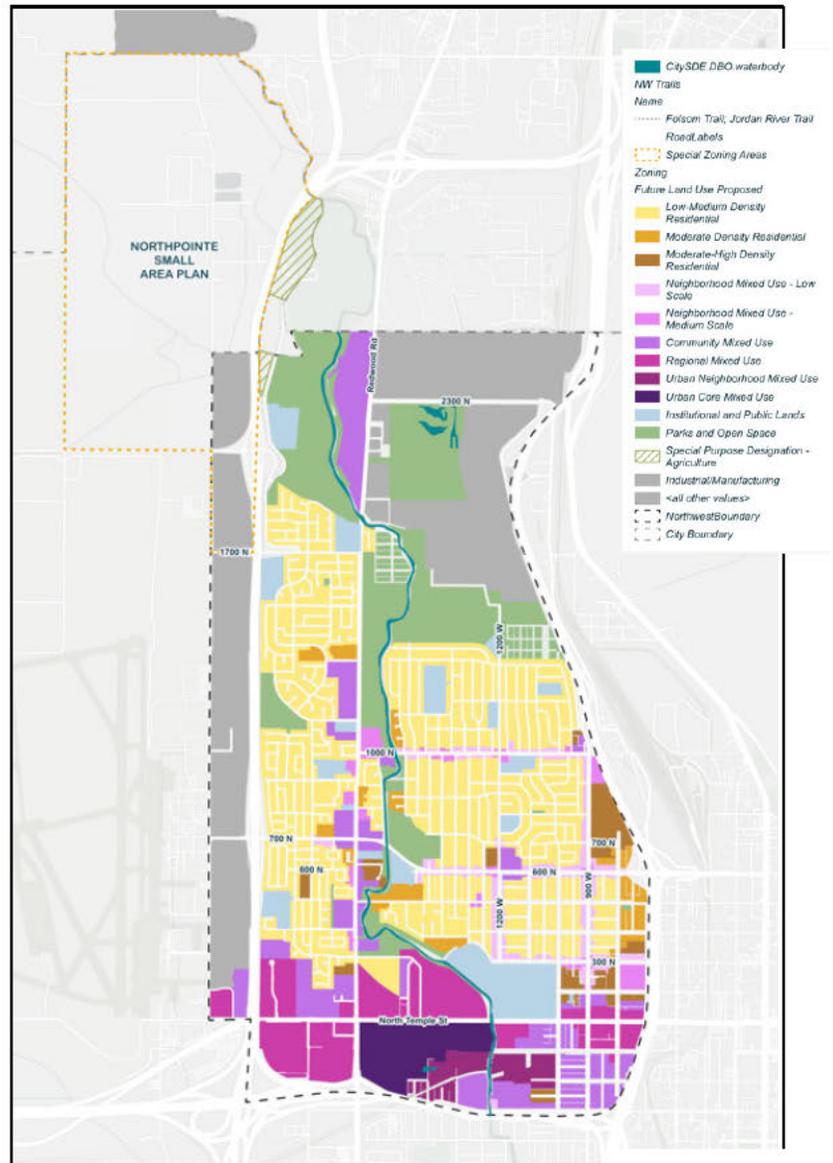
Future Land Use Map

The Northwest Community Future Land Use Map (FLUM) guides future development by establishing a flexible framework that offers adaptability, enabling the community to evolve over time. The map does not alter the current zoning of any property. Changes to zoning must go through a formal zoning map amendment process, which includes public review and approval by the Salt Lake City Council. The FLUM is a tool used to evaluate such requests and ensure they are consistent with the vision of the Northwest community, align with the policies, and support the specific initiatives, while also supporting citywide needs and goals. It is possible that the city may initiate zoning map amendments to start the implementation process of this plan as it gets closer to adoption or shortly after adoption.

The future land use designations were formed around community principles that support the activation and restoration of the Jordan River Fairpark Trail and Folsom Trails, encourage appropriately scaled commercial and residential uses, and offer buffers between high intensity uses and residential neighborhoods.

FLUM Guiding Principles:

- Activate Jordan River Parkway Trail & Folsom Trails
- Protect the Jordan River’s Riparian Corridor
- Encourage New Infill Housing Development
- Enhance & Activate Identified Corridors as Vibrant Areas
- Utilize Moderate Density to Buffer Regional Mixed-Use
- Encourage Appropriately Scaled Commercial Development Throughout the Community



Future Land Use Map

The Future Land Use Map is broken into the following categories:

Residential:

- **Low/Medium Density Residential** (1 - 20 dwelling units/ up to 2 stories)
- **Moderate Density Residential** (20 - 40 dwelling units per Acre/ up to 3 stories)
- **Moderate/High Density Residential** (40 - 60 dwelling units per Acre/ up to 5 stories)



Mixed-Use:

- **Neighborhood Mixed-Use Low Scale** (up to 2 stories)
- **Neighborhood Mixed-Use Medium Scale** (up to 3 stories)
- **Community Mixed-Use** (up to 6 stories)
- **Regional Mixed-Use** (up to 9 stories)
- **Urban Neighborhood Mixed-Use** (up to 12 stories)
- **Urban Core Mixed-Use** (20+ stories)



Other Uses:

- **Manufacturing and Industrial**
- **Institutional and Public Lands**
- **Parks & Open Space**



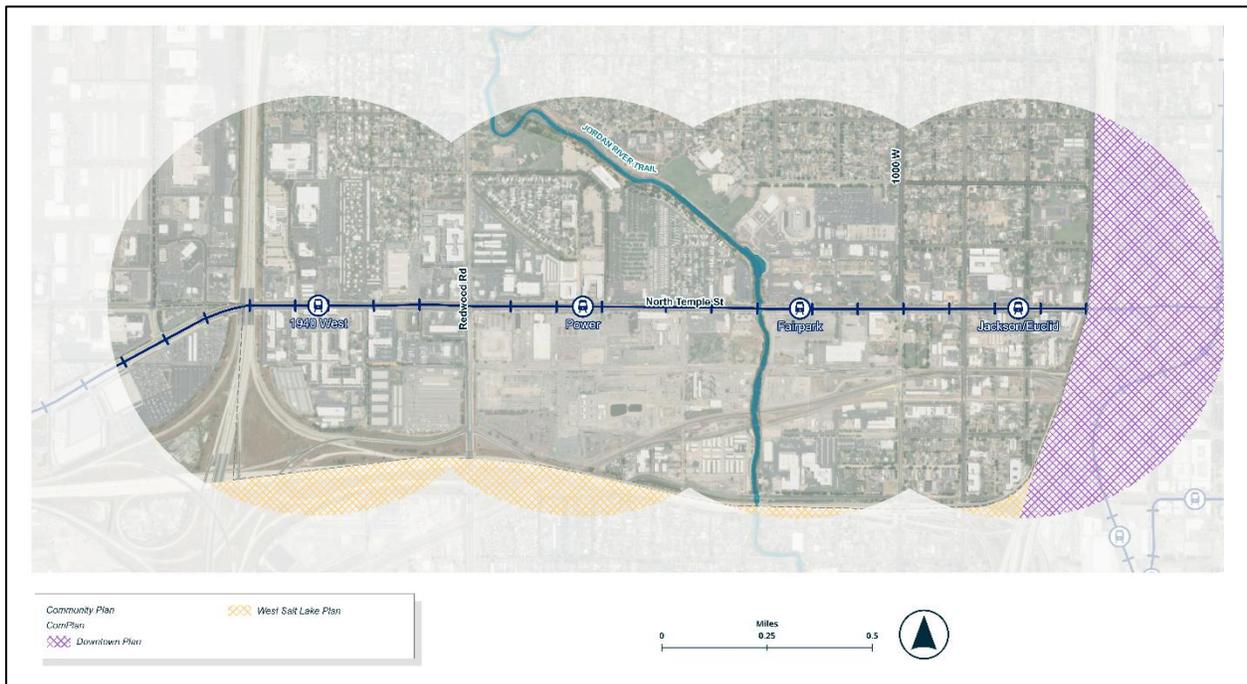
Special Purpose:

- **Agriculture**

North Temple Station Area Plan Update

The North Temple Station Area Plan (SAP) guides the future growth of the area surrounding four fixed-rail stations along the North Temple Corridor from 700 West to 1950 West. The Trax Stations within the plan boundary include Jackson/Euclid Station, Fairpark Station, Power Station, and the 1940 West Station.

The majority of growth within the Northwest Community is anticipated to be within the four station areas, due to the development of the Power District. The station areas will support a mix of housing types and sizes with a focus on home ownership, public infrastructure improvements, connections to public spaces, activation of key stretches of the Jordan River, and continued support of existing local businesses. Additionally, the SAP identifies existing constraints and opportunities within the project area. While there are several unique constraints identified, including billboards, road width, State-owned land, lack of connectivity and public safety; there are opportunities to improve many of these constraints.



Station Area Boundary

To ensure the station area plan remains relevant and that zoning regulations continue to support its goals and initiatives, a series of implementation strategies are outlined. The specific implementation for the SAP is broken into two terms: Phase 1 (1-5 years) and Phase 2 (5-10 years). The plan identifies objectives and key implementation strategies for the following: Future Land Use and Development, Parks and Open Space, Access to Opportunity, and Transportation. These strategies include but are not limited to: establishing funding priorities for housing development, completing park upgrades identified in the 2022 voter-approved bond, enhancing pedestrian and bicycle infrastructure, and expanding access to transit options within station areas. The implementation of the SAP is independent from the implementation process for the Northwest Community Plan.

Implementation

A community plan is only effective when paired with a clear implementation strategy and measurable indicators of success. Implementing the Northwest Community Plan will require staff expertise, financial resources, time, and coordinated efforts with the community. The matrix includes the targets under each initiative, which mirror the same 14 initiatives within Plan Salt Lake, along with the resources needed and the baseline metrics from which progress will be measured.

Community Engagement and Draft Plan Development

Before developing the draft plan, the Planning Division conducted extensive outreach to gain an in-depth understanding of the concerns, needs and desires of the Northwest community. This included an online survey, nine in-person events, and six stakeholder interviews, all of which informed the draft community plan.

WE SEE...

COMMUNITY GATHERING SPACES

IN YOUR FUTURE!

Tell us what YOU see for the Northwest Community's future.

Draft Neighborhood Plan out now!



LEARN MORE



ESCANEARME

Community Engagement Flyer for the Halloween Monster Block Party

Once the draft plan was completed, it was posted online on October 24, 2025, and the project team initiated the second public engagement campaign (see Attachment E for a summary of engagement activities).

The Planning Division held four additional in-person engagement events, including presentations to applicable community councils, pop-up events at Culture Coffee, participation in a local Halloween trunk-or-treat event (see flyer to the right), presentation to the Westside Coalition, and a tabling event at the Northwest Recreation Center.

All public comments on the draft plan were documented, categorized by topic, and analyzed. Revisions were made to the draft plan based on this feedback. Attachment E contains all comments received.

APPROVAL PROCESS AND COMMISSION AUTHORITY

Chapter 19.06 Process for General Plans and Amendments establish Factors to Consider for Amendments to the General Plan. The Planning Commission can provide a positive or negative recommendation for the draft community plan. The recommendation will be sent to the City Council, who will hold a briefing and an additional public hearing on the draft community plan. The City Council may approve, deny, or modify the draft plan as they see fit and are not limited by any one standard in 19.06.070.

NEXT STEPS

Planning staff recommends that the Planning Commission accept public comments and table the recommendation to a later date. A future Planning Commission hearing will be scheduled for a recommendation to the City Council on the draft plan. The purpose of this public hearing is to receive public input and feedback. The recommendation will be sent to the City Council, who will hold a briefing and additional public hearing on the proposed community plan prior to making a decision on whether to adopt.

ATTACHMENT A: Plan Area Boundaries

**NORTHPOINT
SMALL
AREA PLAN**

2300 N

1700 N

1000 N

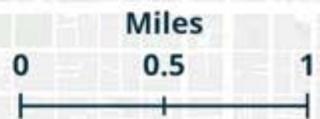
700 N

Redwood Rd

600 N

900 W

North Temple St



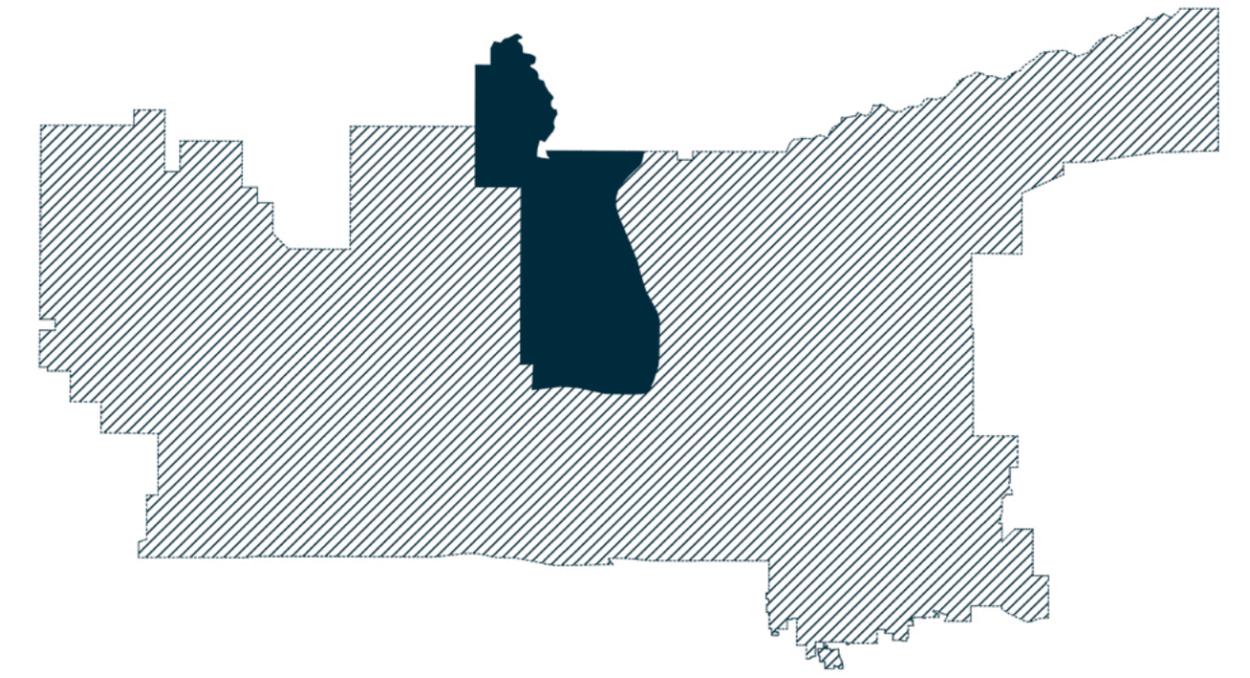
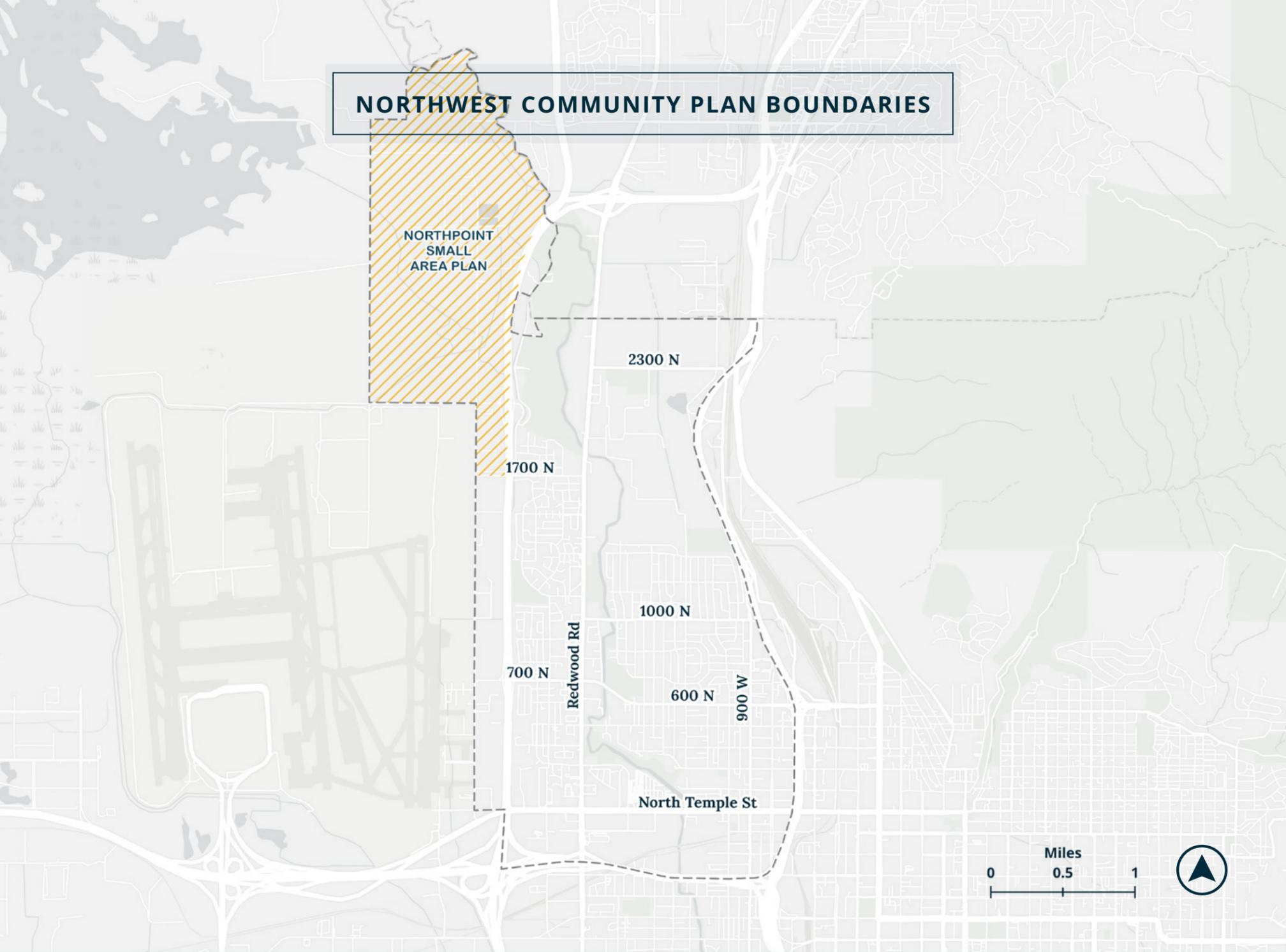
ATTACHMENT B: Northwest Community Plan Draft

NORTHWEST COMMUNITY PLAN





NORTHWEST COMMUNITY PLAN



PROJECT TEAM

Nick Norris, Planning Director
Michaela Bell, Deputy Planning Director
Kelsey Lindquist, Planning Manager
Cassie Younger, Senior Planner
Amanda Roman, Urban Designer
Alicia Seeley, Principal Planner
Grant Amann, Principal Planner
Olivia Cvetko, Principal Planner
Seth Rios, Principal Planner
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THE NORTHWEST COMMUNITY

Connected to Downtown Salt Lake City through an improved transportation network

Safe public spaces, including parks and trails

Accommodating new housing through small scale infill development within established neighborhoods

Home to neighborhood commercial amenities that provide fresh and healthy food

The home to a diverse mix of people, cultures and businesses that form the community

Comfortable utilizing the bike, vehicle and pedestrian network throughout the community

Home to new local businesses along key corridors in the community and regional businesses along the North Temple Boulevard

VISION

The plan outlines a bold forward-looking vision for the Northwest Salt Lake City and its community for the next 15 years.

The vision is rooted in a thorough understanding of the existing conditions of the community, where the community envisions being, and establishes a clear strategic framework for thoughtful decision making to enable the shared vision. The Plan integrates existing city policies, adopted departmental plans, and input gathered from community residents, stakeholders, leaders, business owners, experts and visitors – ensuring the vision is both collaborative and inclusive.

Welcoming new mixed-use development & neighborhood business establishments

Highlighting community assets and neighborhood continuity through placemaking

DRAFT

INTRODUCTION

The Northwest Community of Salt Lake City is a diverse, vibrant, and welcoming community where a shared sense of identity and values work together to plan for the future.

The community is bound by I-80 to the south, I-15 to the east, area west of I-215, and the city limits to the north. The previous community plan for the Northwest was adopted in 1992. Since the adoption of the plan, the North Temple Boulevard has experienced extensive redevelopment, the Jordan River Parkway Trail was established, and Trax was completed all of which transformed the community.

The community encompasses the following neighborhoods: **Rose Park, Fairpark, Jordan Meadows, Poplar Grove and Westpointe**. Even though the Northwest Community includes the boundaries of the Westpointe Neighborhood, The Northpoint Small Area Plan, adopted in 2024, will guide the distinct vision and future development of that specific area.

OVERVIEW AND PURPOSE

This document is intended to support Salt Lake City's overarching vision established in Plan Salt Lake while also tailoring policies for the unique characteristics of the Northwest Community.

The purpose of the Northwest Plan is to:

- Establish and articulate a clear vision for the Northwest Community
- Identify the commonly held values of the community
- Establish a framework to implement the vision set out in the plan
- Set targets and identify metrics to help measure our success over the next 15 years

RELATIONSHIP TO OTHER PLANS

PLAN SALT LAKE & THE NORTHWEST PLAN

Plan Salt Lake sets a citywide Vision for Salt Lake City for the next 15 years, 2040. It considers where we are as a city, where we want to be, and establishes the framework for decision making that will get us there.

The Plan is based on existing city policies and input gathered from thousands of people including city residents, leaders, business owners, and visitors. The Plan sets the stage for future neighborhood, community, and city element plans to address how they will each contribute to the 2040 Vision.

The consolidated framework includes 14 Guiding Principles.

PLAN SALT LAKE | GUIDING PRINCIPLES

1 Neighborhoods that provide a safe environment, opportunity for social interaction, and services needed for the wellbeing of the community therein.

2 Growing responsibly, while providing people with choices about where they live, how they live, and how they get around.

3 Access to a wide variety of housing types for all income levels throughout the city, providing the basic human need for safety and responding to changing demographics.

4 A transportation and mobility network that is safe, accessible, reliable, affordable, and sustainable, providing real choices and connecting people with places.

5 Air that is healthy and clean.

6 Minimize our impact on the natural environment.

7 Protecting the natural environment while providing access and opportunities to recreate and enjoy nature.

8 A beautiful city that is people-focused.

9 Maintaining places that provide a foundation for the Northwest neighborhood to affirm our past.

10 Vibrant, diverse, and accessible artistic and cultural resources that showcase the community's long-standing commitment to a strong creative culture.

11 A welcoming community that celebrates the diversity of the Northwest and ensures access to amenities for all residents.

12 A local economy that fosters entrepreneurship, supports small businesses, and promotes lively neighborhood commercial nodes.

13 A local government that is collaborative, responsive, and equitable.

14 The Northwest Community should conserve water-use in order to ensure sustainable water levels for future generations.

READER'S GUIDE

WHAT IS A COMMUNITY PLAN?

Using the guiding principles within Plan Salt Lake, this community plan includes specific targets, initiatives, policies, and a future land use map that will serve as a roadmap for land use decisions and community development over the next decade.

The Northwest Community Plan is an official plan of the city. This plan is intended to provide direction to policy makers, residents, property owners, designers, planners, business owners and leaders. The plan is not a law or land use code. It is a vision for how a community should look, feel, and function in the future.

The targets and initiatives in the plan provide high level guidance on how to achieve the community vision. Ultimately, the vision comes to fruition through adopted land use codes, public and private development projects, and City implementation programs.

Each Guiding Principle within the plan is supported by initiatives that add detail and depth to the overall vision. This framework provides the foundation for community-level plans, including the Northwest Community Plan.

This Community Plan defines the Northwest's role in advancing the citywide vision and includes the following key components:

A VISION DESCRIBING WHERE WE WANT TO GO

The Vision describes the desired future for the community. It reflects shared values and outlines a direction for accommodating future growth.

A ROAD MAP OF HOW WE WILL GET THERE

- Policies express established City goals and ongoing programs that support the community's desired outcomes.
- Initiatives identify specific actions to help realize the vision.
- The Future Land Use Map (see page 84) illustrates the intended distribution of land uses in the community.

TOOLS FOR EVALUATING OUR PROGRESS OVER TIME

Targets identify measurable outcomes that indicate progress toward achieving the vision.

RELATIONSHIP BETWEEN THE NORTHPOINT SMALL AREA PLAN AND THE NORTHWEST COMMUNITY PLAN

The [Northpoint Small Area Plan](#) is within the boundaries of the Northwest Community Plan. The Northpoint Small Area Plan's Policies, Development Standards, and Future Land Use Map will take precedence over development in this community.

Specifics regarding existing conditions of the Northpoint Community are detailed in the adopted plan. The specific targets, policies and initiatives addressing riparian areas, air quality, natural environment, public lands, trails and water conservation, found in this plan update also apply to the Northpoint area. For specific direction on Northpoint, please refer to the adopted plan.

VISION



Citywide Plan



Transportation Plan



Parks & Open Space Plan



Housing Plan



Community Plans



Corridor Plans



Infrastructure Improvements



Zoning



Private Development

IMPLEMENTATION

DRAFT

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USING THE COMMUNITY PLAN

The Northwest Community Plan is intended to provide guidance and direction to both the public and private sectors for achieving the community's long-term vision. Implementation is a shared responsibility — no single entity can achieve the vision alone.

The public sector establishes the framework by adopting development regulations and making targeted public investments that help fulfill the vision. These actions are intended to encourage private investment and partnerships that further the community's goals. Regulatory and financial tools should reinforce private efforts that advance the plan's vision.

The goals and policies in this plan are designed to work together toward a shared vision. However, in practice, some goals and policies may occasionally compete or require trade-offs. The pursuit of one objective may limit progress toward another. For example, policies that promote tree planting and landscaping to improve air quality and reduce urban heat may increase short-term water demand, even as other policies encourage water conservation. Such trade-offs are an inherent part of community planning.

When implementing this plan, decision-makers must balance these competing goals, recognizing that not all objectives can be fully achieved in every situation. Depending on the context, certain goals or policies may carry greater weight or urgency.



COMMUNITY PROFILE

As part of the development of this community plan, the Northwest Community planning team completed a comprehensive Existing Conditions Report that provides a detailed study of the demographic, land use, transportation, utility, and natural conditions of the Northwest Community.

The data in the report will be used as a baseline for measuring the implementation of this community plan. The following is a brief overview of the existing conditions in the Northwest.

NORTHWEST COMMUNITY AT-A-GLANCE

The community is composed of neighborhoods including **Rose Park, Fairpark, Westpointe, Jordan Meadows,** and a **small portion of Poplar Grove,** this community provides residents with a balance of urban living and natural open space.

Convenient access to downtown, the Salt Lake City International Airport, and the Jordan River makes the Northwest Community a desirable location to live within Salt Lake City. The area has a number of parks and green spaces, and the State Fairgrounds offer year-round entertainment.

44,776
RESIDENTS
About 20.5% of the city's population



35 %
RESIDENTIAL ZONES



29.2 %
MANUFACTURING



18 %
OPEN SPACE & PUBLIC LAND



12 %
MIXED-USE (MU)



2.8 %
JORDAN RIVER FAIRPARK ZONE



2.6 %
BUSINESS PARK



53 %
POPULATION 25 TO 64 YEARS OF AGE
56% citywide



63 %
POPULATION THAT IS NON-WHITE
35% citywide



24 %
POPULATION OVER 25 WITH A BACHELOR'S DEGREE OR HIGHER
51% citywide



3 PERSON
AVERAGE HOUSEHOLD SIZE
2 person citywide



\$69,174
MEDIAN HOUSEHOLD INCOME
\$74,925 citywide

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ACCOMPLISHING THE VISION

The Northwest Community Plan is broken down into fourteen Guiding Principles, each with a set of Targets and Initiatives that provide more detail and depth to the vision. A matrix, found on **page 116**, has been developed to help measure the progress of this community plan.

01 / NEIGHBORHOODS

Neighborhoods that provide a safe environment, opportunity for social interaction, and services needed for the wellbeing of the community therein.

02 / GROWTH

Growing responsibly, while providing people with choices about where they live, how they live, and how they get around.

03 / HOUSING

Access to a wide variety of housing types for all income levels throughout the city, providing the basic human need for safety and responding to changing demographics.

04 / TRANSPORTATION & MOBILITY

A transportation and mobility network that is safe, equitable, reliable, affordable, and sustainable, providing real choices and connecting people with places.

05 / AIR QUALITY

Air that is healthy and clean.

06 / NATURAL ENVIRONMENT

Minimize our impact on the natural environment.

07 / PARKS & RECREATION

Protecting the natural environment while providing access and opportunities to recreate and enjoy nature.

08 / BEAUTIFUL CITY

A beautiful city that is people-focused.

09 / PRESERVATION

Maintaining places that provide a foundation for the Northwest neighborhood to affirm our past.

10 / ARTS & CULTURE

Vibrant, diverse, and accessible artistic and cultural resources that showcase the community's long-standing commitment to a strong creative culture.

11 / EQUITY

A welcoming community that celebrates the diversity of the Northwest and ensures access to amenities for all residents.

12 / ECONOMY

A local economy that fosters entrepreneurship, supports small businesses, and promotes lively neighborhood commercial corridors.

13 / GOVERNMENT

A local government that is collaborative, responsive, and equitable.

14 / UTAH WATER SMART

The Northwest Community should reduce water-use in order to ensure sustainable water levels for future generations.

15 / NORTH TEMPLE STATION AREA PLAN

GUIDING PRINCIPLES

01

NEIGHBORHOODS

GUIDING PRINCIPLE

Neighborhoods that provide a safe environment, opportunity for social interaction, and services needed for the wellbeing of the community therein.

2040 TARGETS

1. Increase public safety.
2. Increase the number of households living within a ½ mile or 15-minute walk of essential services.
3. Balance per-capita investment in public infrastructure and services compared to citywide averages.
4. Increase amount of third spaces and community gathering areas.

POLICIES

Ensure adequate funding is provided to address infrastructure improvements that can improve public safety.

The Northwest Community is home to a rich cultural heritage, multigenerational families, and a strong sense of local pride.

Anchored by neighborhoods including Rose Park, Fairpark, Westpointe, Jordan Meadows, and a small portion of Poplar Grove, this community provides residents with a balance of urban living and natural open space.

As the area experiences new growth and investment, this plan highlights initiatives that preserve the community's strengths while addressing existing concerns about public safety, infrastructure, and access to high-quality amenities. During public outreach, many residents voiced a concern for the lack of safety in public spaces such as parks, especially near the Jordan River Parkway Trail.

While a community plan cannot solve all public safety challenges, it can play a meaningful role by identifying physical safety improvements. This may include enhanced lighting, improved pedestrian crossings, adequate sidewalks, and other public investments. These measures create more opportunities for residents to engage with their neighbors, support local businesses, and foster a stronger sense of community.

In 2025, fewer than half of Northwest households live within a 15-minute walk of amenities such as pharmacies (35.2%), TRAX stops (40.9%), or libraries (37.4%). These gaps not only affect daily convenience but also limit health outcomes, mobility options, and overall quality of life.

Closing these accessibility gaps will require expanding the area zoned for commercial and mixed-use development to enable investment in neighborhood services and walkable infrastructure to create a more equitable and connected community. Expanding opportunities for businesses will help to create community gathering places, which the community lacks due to homogeneous residential zoning throughout much of the neighborhood.

Expanding where small-scale businesses may be located and removing zoning barriers will improve access to services, facilitate opportunities for neighbor interactions, and provide neighborhood amenities within walking distance.

INITIATIVES

- 1 Support the city's public safety plan.
- 2 Prioritize under lit corridors, neighborhoods and areas with greatest public safety concerns for improved street lighting.
- 3 Remove zoning barriers to establishing small-scale retail and amenities in residential zones that increase access to essential services within established neighborhoods.
- 4 Incentivize large-scale mixed-use and multifamily developments to provide public spaces that encourage community gathering, such as plazas and open space.
- 5 Conduct a Capital Improvements Equity Analysis that can help guide the allocation of taxpayer dollars for maximum community benefit.

EXAMPLE

[Los Angeles Capital Improvement Equity Analysis](#)

Los Angeles created a system to make sure city spending is fairly distributed across neighborhoods. Their analysis scores potential Capital Improvement Projects on factors like income levels, historic lack of investment, access to transit, and environmental burden.

This helps the city prioritize improvements (like better streets, new parks, updated community facilities) in neighborhoods that need them the most. Each year, the city shares a report so people can see where money is going and why. This approach helps close gaps between neighborhoods and makes sure everyone benefits from city projects.

WHAT ARE “THIRD SPACES”?

“Third spaces” are places other than home and work where people can gather to socialize and build community. Third spaces aim to be inclusive and accessible, inviting of social interaction, that are either free or of low-cost to the user.

Examples are coffee shops, parks, recreation centers, libraries, churches, or bars.



ESSENTIAL SERVICES AND WALKABLE SLC

Walkable SLC is a data-driven mapping tool developed by SLC Planning to better understand and visualize the city's current access to essential services that support a high quality of life.

The amenities assessed include:

- Bus Stops
- Childcare
- Grocery Stores
- Healthcare
- Hospitals
- Libraries
- Offices
- Parks
- Pharmacies
- Recreation
- Restaurants
- Retail
- Schools
- Trails
- TRAX Stops

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02

GROWTH

GUIDING PRINCIPLE

Growing responsibly, while providing people with choices about where they live, how they live, and how they get around.

2040 TARGETS

1. Increase the number of dwelling units that provide **3+ bedrooms**.
2. Increase the total land area that can be used for mixed-use development outside of the Power District.

The Northwest Community continues to experience increased development pressure as the Salt Lake Valley population grows.

The Northwest Community leads the city in creating and preserving affordable and attainable housing (see [Existing Conditions Report](#), Affordable Housing section), while walkability, access to amenities, and protection of natural spaces remain essential to supporting this denser, more connected community.

Growth is primarily focused along existing and planned transit corridors, helping advance the city's housing goals by offering diverse housing options and creating opportunities for vibrant neighborhood nodes. Most future housing will be located near transit, with some infill housing in existing neighborhoods, and through redevelopment of existing commercial properties.

This anticipated growth includes the recently established Power District. The Power District will provide high density housing and extensive commercial development. The Power District should be surrounded by high density mixed-use zoning to ensure the broader community and local businesses can capitalize on new residents and visitors. It's important to note that with any increase in density, offsite utility improvements may be required due to greater demands on water, sewer, and storm drains.

The Northwest Plan supports multigenerational, family-oriented housing options within established residential neighborhoods. Housing prices and land costs make constructing new, single-family homes challenging. Expanding housing types to include small lots, detached homes, duplexes, townhomes, and small apartment buildings can help provide more housing.

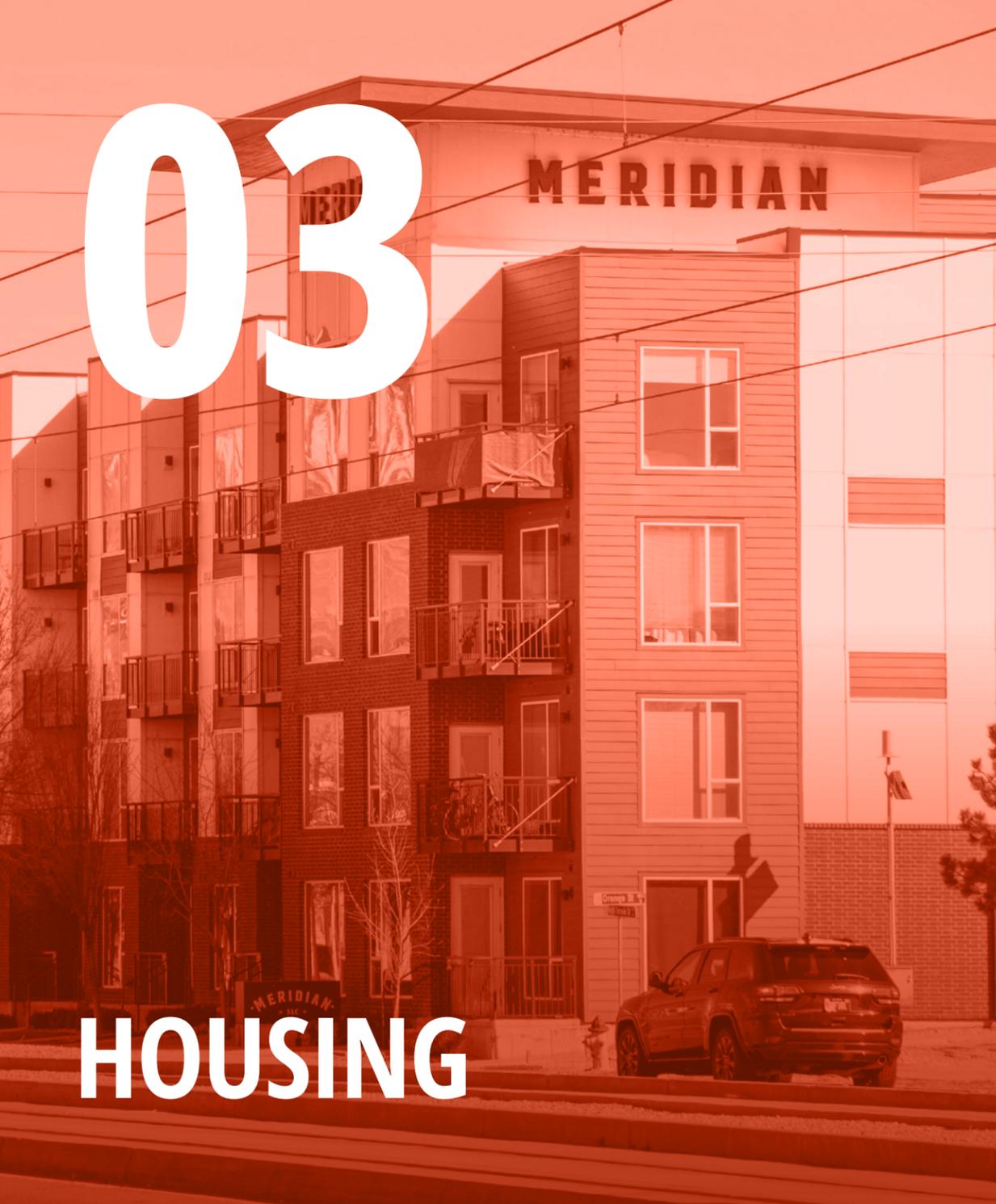
Expanding housing options can help create more family-sized units, maintain the school aged children population, expand homeownership opportunities, and enable families and residents to remain in their neighborhoods.

INITIATIVES

1. *Modify zoning regulations to increase a broader mix of housing types, specifically 3+ bedrooms that are available for rent or purchase.*
2. *Ensure the zoning near the Power District permits a diverse mix of housing, retail, and open space in anticipation of population growth and a high volume of daily visitors.*
3. *Encourage infill sites that support mixed-use development.*
4. *Support Mixed-Use zoning along corridors.*

03

HOUSING



GUIDING PRINCIPLE

Access to a wide variety of housing types for all income levels throughout the city, providing the basic human need for safety and responding to changing demographics.

2040 TARGETS

Increase diversity of housing types for all income levels throughout the city.

POLICIES

1. *Focus medium to high density housing around transit and mixed-use corridors.*
2. *Support grant programs that provide homeowners with funding to update and retrofit their homes with essential life safety measures.*
3. *Support a mix of appropriately scaled housing types within residential zoning districts.*

Northwest neighborhoods are home to a wide range of households with families, renters, first-time buyers, seniors, and multigenerational residents.

As housing pressures intensify across the city, the Northwest Community Plan responds with a balanced approach by promoting housing types that reflect community needs while preserving housing accessibility, cultural identity, and neighborhood scale. Established neighborhoods are in need of more family-sized homes to ensure families can stay rooted in the community.

To address these needs, the plan supports introducing gentle density options such as duplexes, triplexes, and cottage housing within existing neighborhoods to create a more diverse housing stock while maintaining the building scale and livability of the area.

According to the [2023 American Community Survey](#), existing housing stock in the Northwest is composed of roughly 23% units with 1 or no bedroom, 54% units with 2-3 bedrooms, and 24% units with 4 or more bedrooms.

This mix has likely shifted in recent years due to an influx of studio and one-bedroom apartments, especially along and near the North Temple corridor. In addition to the rise in housing units with one or less bedrooms, the area contains a significant concentration of affordable housing compared to the rest of the city.

There are 21 affordable housing developments in the plan area with three others currently under construction, totaling 3,206 affordable housing units.

The mixed-use zones along the North Temple corridor should guide new development to focus on high-quality design and walkable public spaces, rather than simply maximizing the number of dwelling units. These zoning districts support mixed-use buildings that contribute to the neighborhood's identity and connect with the surrounding streets and transit, creating a corridor that serves both current and future residents.

By expanding the range of housing types, balancing affordability levels, and ensuring new development enhances neighborhood character, the Northwest area can remain a community for residents of all ages, incomes, and household sizes.

WHAT IS "GENTLE DENSITY"?

"Gentle density" refers to incremental types of density that fit the surrounding context of the neighborhood in scale, size, and character. This could refer to smaller sized units such as Accessory Dwelling Units, duplex, or triplexes, built as infill development on larger lots or even in existing backyards.

This allows neighborhoods to adapt and expand while maintaining their own unique charm and character.

INITIATIVES

1. *Support the policies and actions outlined in Thriving in Place and Housing SLC.*
2. *Establish a standardized system for collecting housing-specific data across all new developments.*
3. *Consider requiring or incentivizing large housing developments seeking Planning Division approval to provide a percentage of homes with two or more bedrooms and include family-friendly design elements.*
4. *Remove zoning barriers and streamline the permitting process for infill housing development.*

04

TRANSPORTATION & MOBILITY

GUIDING PRINCIPLE

A transportation and mobility network that is safe, equitable, reliable, affordable, and sustainable, providing real choices and connecting people with places.

2040 TARGETS

1. Increase the percentage of dwellings within a ¼ mile of a bus, transit stop or high comfort bike facilities.
2. Increase the percentage of funding to improve neighborhood connections and general maintenance.
3. Decrease number of pedestrian, bicycle, and auto accidents.
4. Support the Transportation Division's efforts related to curbside management for responsibly accommodating both on-street parking and other evolving demands of the city's curb space.

The Northwest Community aims to build on its transportation strengths while addressing long-standing challenges for a safer, more connected, and sustainable transportation network.

Key assets such as the Jordan River Parkway Trail, Folsom Trail, the TRAX Green Line, the surrounding freeway network, 300 North cycle track, and proximity to Salt Lake City International Airport provide a strong foundation for mobility, recreation, and regional access.

At the same time, the interstates, airport, and rail lines bring challenges, such as noise, air quality impacts, and limited infrastructure for non-vehicular travel. Transportation targets and initiatives expand multimodal options, improve safety, and ensure equitable access across the Northwest Community.

These efforts enhance connectivity to existing networks like the Jordan River Parkway Trail, and prioritize previously neglected elements such as walkability and bicycle infrastructure. An increase in frequency and coverage of public transportation will enhance reliability and build public trust, leading to greater ridership.

Expansion of high comfort bike lanes, safer pedestrian crossings, and reduced speed limits will encourage sustainable modes of transportation. By prioritizing equitable access and sustainable mobility options, the community will benefit from a more reliable, efficient, and inclusive transportation network that serves all users.

INITIATIVES

1. Implement Connect SLC, The Salt Lake City Transportation Master Plan.
2. Increase density along existing transit routes and prioritize transit-oriented development when new routes are added.
3. Promote ticket-as-fare program for large events.
4. Support the Transportation Division's ongoing city funding to increase transit affordability.
5. Implement the Pedestrian & Bicycle Master Plan (2015), and Street & Intersection Typologies Design Guide, including recommendations for high comfort bicycle facilities.

6. Integrate first/last mile improvements such as bike sharing and e-scooter rentals near transit stops.
7. Support expanding GREENbike Stations throughout the plan area.
8. Support implementation of recommendations from the SLC West-East Connections Study.
9. Connect the Jordan River Parkway Trail to the Folsom Trail.
10. Ensure safe pedestrian crossings across North Temple and Redwood Rd.
11. Support road design adjustments that improve the safety of all users.
12. Perform analysis, community engagement, and inter-departmental collaboration to study potential outcomes related to adding on-street public parking, including possibly in the center of roadways.
13. Ensure any UDOT expansions include improvements for all users and have minimal impacts to existing residences and businesses.

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05



AIR QUALITY

GUIDING PRINCIPLE

Air that is healthy and clean.

2040 TARGETS

1. Reduce emissions.
2. Increase the number of actions to address the harmful impact of existing polluters.

The Northwest plan area deals with significantly more air pollution than other neighborhoods in Salt Lake City, particularly those on the east side of I-15. Although poor air quality is directly related to pollutants caused by vehicle and industry emissions from across the entire city, the westside deals with far more than their fair share of the ill effects, which lower the quality of life for those who live, work, learn, and play in the Northwest community.

Poor air quality lowers the quality of life for those who live, work, learn, and play in the Northwest Community. Poor air quality is directly related to pollutants caused by vehicle and industry emissions, not just on the westside, but across the city.

Salt Lake City is working to minimize the impacts of car emissions, reduce overall greenhouse gas emissions, and incorporate climate adaptation strategies into city planning processes. The city also recognizes that residents in the Northwest area have fewer commuting options and generally need to travel outside their community for employment and daily needs.

By providing safe, sustainable alternatives to driving, coupled with land use policies that allow more businesses to locate in the Northwest, Salt Lake City can reduce the need for driving and create a more walkable and bikeable community that meets residents' everyday needs.

Salt Lake City is also committed to adopting inclusive planning tools and policies that give lower-income families and individuals more options to live affordably in neighborhoods of their choice, rather than being relegated only to unhealthy areas.

Finally, the lack of tree canopy cover exacerbates the disparity in air quality between the Northwest/westside and other Salt Lake City neighborhoods. Salt Lake City not only needs to pay special attention to increasing the number of street trees and the overall canopy coverage in Northwest neighborhoods, but should also explore utilizing vegetation for green buffers that can help mitigate impacts from pollutants.

When it comes to implementing air quality solutions, addressing the needs of the most vulnerable populations will create a cleaner and healthier community for all Salt Lake City residents.

INITIATIVES

1. Extend car-free transportation options, particularly north of the North Temple Boulevard.
2. Utilize local funding sources to provide incentives to residents for clean commuting, such as transit passes or e-bike vouchers.
3. Increase the tree canopy through landscaping requirements and protections for mature shade trees to help filter pollutants.
4. Reduce industrial and manufacturing uses in the area to mitigate harmful impacts, and/or support transitioning M-1 to M-1A to emphasize natural environment and buffers.
5. Implement increased land use buffers along highways, major roadways and between sensitive uses and heavy polluters.
6. Allow for more housing density in neighborhoods that are the most protected from pollutants.

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7 Allow more mixed-use and commercial zoning in existing Northwest neighborhoods to provide walkable amenities for residents and reduce travel distances for daily needs.

8 Support land use policies that limit manufacturing uses within the community.

9 Explore partnerships for tree canopy growth on private property.

10 Support the remediation of brownfields and hazardous sites as they transition from manufacturing to other uses.

11 Support efforts that create a more robust air quality monitoring network in the area, including indoor air quality monitoring.

12 Support existing programs to allow residents to trade in gas-powered lawn equipment for electric.

13 Ensure zoning regulations make it easy to support and simplify the installation of solar panels and other clean energy sources.

14 Encourage fleet electrification, particularly for businesses in the area.

15 Support efforts to increase the adoption of electric bicycles and electrified transit, including expanding charging infrastructure in the area.

16 Support transition to clean energy sources.



06

NATURAL ENVIRONMENT

GUIDING PRINCIPLE

Minimize our impact on the natural environment.

2040 TARGETS

1. Increase the urban tree canopy.
2. Increase linear feet of river restoration.
3. Promote community investment in the Jordan River Parkway Trail and Folsom Trails.

POLICIES

- Maintain the riparian corridor overlay to ensure protection of our waterways.
- Support the removal of invasive species and reintegration of native riparian vegetation along the edge of the Jordan River.
- Incentivize new development to cluster away from the Jordan River and encourage restoration of the riparian corridor.

The natural environment is one of the Northwest Community's most vital assets. The Jordan River and its expansive trails system, along with the impressive access to parks and open space, shape daily life and community identity.

The Jordan River Parkway Trail is the longest paved urban trail in the United States. It traverses the entire Northwest neighborhood, offering users access to the river with a beautiful view of the Wasatch Mountain Range. It is a defining feature of the Northwest neighborhood and an asset that brings in visitors from other neighborhoods and cities.

The Jordan River flows from Utah Lake to the Great Salt Lake, making the Northwest Community one of the most "downstream" communities along the river. As a result, this section of the river often suffers from litter, pollution, and environmental degradation, at no fault from this neighborhood. Still, the Northwest Community bears the brunt of the cleanup of the river.

Green infrastructure, riverbank restoration projects, and community stewardship should remain a priority in order to utilize the river as an asset. Neighborhood residents are proud of the beauty and access the river provides but face constant challenges on the trail.

Salt Lake City will collaborate with relevant parties to promote stewardship programs along the trail sections that the city maintains. A stewardship program is an effective way to encourage beautification efforts. Stewardship responsibilities include clean-up, weed removal, and planting native species.

By involving interested residents, Salt Lake City will foster a sense of civic investment, empowering community members to take an active role in caring for the Jordan River. It also sets the goal of expanding restoration along the Jordan River, increasing the total linear feet of natural and improved open space, and upgraded trail so the corridor functions as a safe, clean, and well-used public asset.

The Northwest Community also has a lower percentage of tree canopy than other neighborhoods. The Northwest's urban tree canopy requires intentional investment and attention to increase the canopy from the current 13%. A healthy tree canopy will help cool hot spots, improve air quality, provide wildlife habitat, and create more inviting public spaces.

Ensuring a healthy and expansive tree canopy in the Northwest Community involves not only planting new trees, but also exploring opportunities to work with Urban Forestry and Public Utilities to help provide resources and education to the community.

By focusing on equity, prioritizing underserved corridors, and incorporating native vegetation, these initiatives aim to improve air and water quality, cool down hot areas, and help people feel safer and more connected to the places they live.

INITIATIVES

1. Establish an "adopt-a-mile" trail maintenance program for the Jordan River Parkway Trail and Folsom Trails.
2. Establish formal Salt Lake City employee JRPT Clean-Up Days.
3. Implement low-impact design for stormwater management along the Jordan River to improve water quality.
4. Connect the Jordan River Parkway Trail to the Folsom Trail and to the proposed Green Loop.
5. Support the initiative to daylight a portion of City Creek along the Folsom Trail.
6. Further promote the Public Lands stewardship program.

7 Implement the Revive Our River Actions outlined in [Reimagine Nature SLC Public Lands Master Plan](#).

8 Identify streets that could support relandscaping of medians to increase tree canopy, reduce urban heat island, and calm traffic.

9 Support the conversion of unused lawn areas into water-wise gardens using native vegetation.

10 Launch education/rebate programs to support the implementation of pollinator gardens.

11 Educate residents on the costs of tree irrigation and offer information on which species are low water use.

12 Explore incentive based solutions for new tree establishment.

JORDAN RIVER TRAIL / COTTONWOOD PARK
Salt Lake City Engineering, GEMs Team, 2025

NORTHWEST COMMUNITY & RESTORATION OF JORDAN RIVER PARKWAY TRAIL

In 2025, a section of the Jordan River Parkway Trail, between Cottonwood Park and 700 North, was temporarily closed for environmental and safety concerns. This allowed Public Lands to provide much needed environmental restoration to this section of the trail, add improvements such as an additional path on the west side, and a play structure near Backman Elementary.

This project was a success on many levels. The result not only improved the safety of the neighborhood, but restored the riverbank, and improved the experience for all users.

This is a great example of how applying Crime Prevention Through Environmental Design (CPTED) principles to natural areas, like clearing debris and fallen branches to increase visibility, can improve the safety of the community and the environmental health of the river.

WHAT IS CPTED?

Crime Prevention Through Environmental Design (**CPTED**) is a strategy that aims to reduce criminal activity through the environmental and physical design of the built environment.

Simple techniques like appropriate lighting, visibility of entrances, and encouraging pedestrian activity can greatly reduce opportunistic crime and perceived crime in a given neighborhood.



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07

PARKS & RECREATION

GUIDING PRINCIPLE

Protecting the natural environment while providing access and opportunities to recreate and enjoy nature.

2040 TARGETS

1. Every household within the Northwest Community has access to a public park, trail, or open green space within a half-mile walk.
2. Increase public safety and comfort for all users within park spaces so that visitors feel safe and comfortable, regardless of age, gender, or ability.
3. Expand the Jordan River Parkway Trail to the Northpoint Area, specifically north of Center Street.

POLICIES

Support the goals, policies and actions outlined in Reimagine Nature.

Access to parks and recreational spaces within the Northwest area are one of this community's strongest assets.

The Jordan River Parkway Trail bisects the neighborhoods and provides several access points for recreation. Community parks such as Rosewood, Riverside, and Cottonwood provide opportunities for residents to play and recreate.

While these parks and trails are considered community assets, the residents expressed valid concerns regarding lack of maintenance and safety features, outdated amenities, and general low investment. While the Jordan River Parkway Trail, neighborhood parks, and open space offer valuable recreational opportunities, these areas have also become places where people experiencing homelessness sometimes establish unsanctioned encampments. This has caused public safety concerns and can be correlated to a lack of use by the broader community.

Amenities that encourage active use such as commercial, civic, or residential plaza spaces along the river will promote a safer user experience and will continue ongoing river remediation efforts. The goals, policies, and actions found in Reimagine Nature and the Emerald Ribbon Plan are considered to be part of the Northwest Plan.

Salt Lake City is committed to addressing public safety concerns and increasing safety within our parks and open space. Both Reimagine Nature and the Emerald Ribbon Plan call for an increased presence near key access points to the Jordan River Parkway Trail.

Salt Lake City understands that to increase parks usage, accessible and family-friendly amenities need to be provided and maintained. Additionally, features that promote year-round usage need to be added to ensure comfort for all users.

These features could include the following:

- Inclusive, All-Ability Playgrounds
- Shade
- Lighting
- Benches
- Splash Pads
- Adequate Programming

INITIATIVES

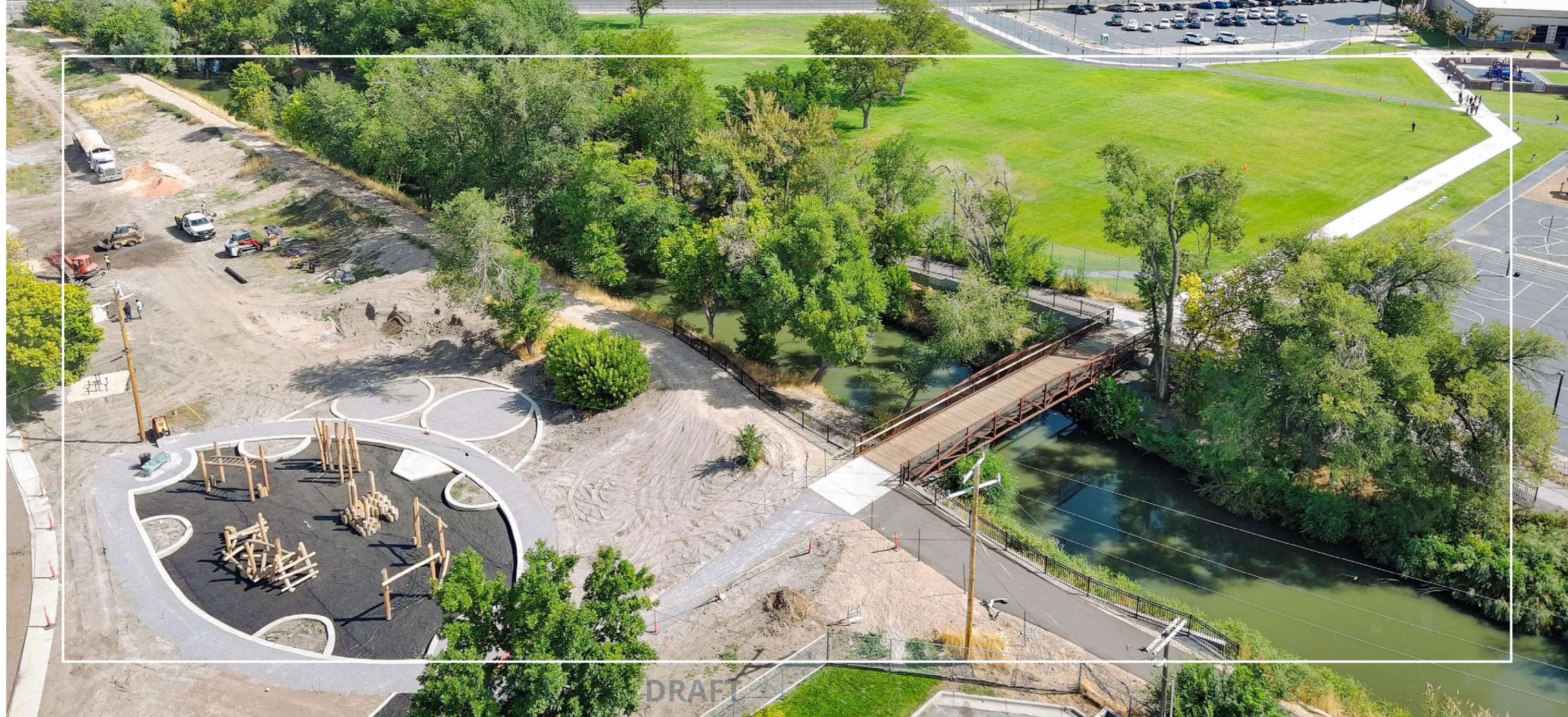
1. Increase the level of service of parks and open space in the community as identified in Reimagine Nature.
2. Increase residential density close to parks and green space.
3. Implement CPTED principles and improve safety features within parks, and along the Jordan River, to increase real and perceived safety, including features like lighting, where needed.
4. Upgrade aged park amenities to increase comfort and functionality for a variety of types of needs and abilities.
5. Implement bilingual and universal wayfinding signage along and towards the Jordan River Parkway Trail, Folsom Trail, and nearby parks consistent with the Public Lands Bilingual Signage Standard.
6. Add types of uses and activities to parks to encourage year-round activity.

7 Encourage programming and partnership opportunities within park spaces (exercise classes, art groups, etc.).

8 Encourage “active uses“ for development along trails.

9 Coordinate with private property owners abutting the Jordan River and other sensitive riparian areas to extend the Jordan River Parkway or preserve the land.

10 Implement heat mitigation measures in parks – shade structures, water features, etc. to combat the effects of urban heat islands.



08

BEAUTIFUL CITY

GUIDING PRINCIPLE

A beautiful city that is people-focused.

2040 TARGETS

1. Increase efforts to activate the Jordan River Parkway Trail and Folsom Trails.
2. Establish visually attractive and distinct gateways into the Northwest Community.
3. Utilize placemaking art and signage to acknowledge the diverse identity and history of the Northwest Community.

The Jordan River Parkway Trail is a defining asset of the Northwest Community, supporting recreation, connectivity, and placemaking.

To leverage this asset, new development should be oriented toward the trail and clustered within mixed-use corridors, with a focus on public-facing amenities such as plazas, patios, and riparian landscaping.

Each mixed-use corridor that abuts the river should incorporate enhanced pedestrian-scale lighting, wayfinding, and public space improvements. When combined with land uses such as small-scale restaurants, coffee shops, bike repair stations, or canoe rentals, more people are encouraged to take short trips along the trail, boosting overall activity.

The Power District will establish the first major river activation project and should lead as an example of how to thoughtfully integrate the trail into the fabric of the surrounding development. The Northwest Community will continue to support the trail's potential to connect the neighborhoods, natural open space, and well-planned mixed-use corridors.

Future connections from the Jordan River Parkway Trail to the Folsom Trail and Downtown's Green Loop will create a cohesive open space and active transportation network that is utilized by both residents and visitors.

Redevelopment efforts along the Folsom Trail Corridor and long-term plans to daylight City Creek support these unique amenities and will provide residents and visitors with convenient and comfortable access to explore their Beautiful City.

The Northwest Community also serves as a gateway into Salt Lake City. North Temple Boulevard requires strategic changes to transition into a local model for integrating infrastructure, streetscape improvements, public art, and placemaking elements along gateway corridors.

Additional gateways into the community may include Redwood Road and 600 North, where consistent urban design standards will add to community identity, support public transit, and encourage thoughtful development. The Northwest Community's natural and built environment should be intentionally designed to be people-focused.

Residents and visitors should be able to come together to enjoy everything the neighborhood has to offer including, recreation, public spaces to gather and celebrate in, and local hotspots, such as the Power District or Jordan River Parkway Trail.

A people-oriented approach reflects the community's commitment to each other and their ever-evolving neighborhood and reinforces the Northwest Community as a beautiful place to live, visit, and recreate.

INITIATIVES

- 1 Identify streets that can be designated as gateways and cultural corridors, where art and culture efforts are focused.
- 2 Work with City Departments to apply right-of-way standards that would support the creation of city gateways.
- 3 Explore incorporating art features into city-funded projects.
- 4 Include activation requirements for development near the Jordan River and along the Folsom Trail, requiring elements such as river-facing windows and doors, riparian corridor-friendly landscaping, and outdoor amenities.
- 5 Identify key locations along the Jordan River and Folsom Trails where small-scale mixed-use zoning could help promote placemaking.
- 6 Support human-scaled lighting around mixed-use corridors.

09

PRESERVATION

GUIDING PRINCIPLE

Maintaining places that provide a foundation for the Northwest neighborhood to affirm our past.

2040 TARGETS

1. Increase the number of properties listed on the National Register of Historic Places.
2. Ensure city-owned historic resources are actively maintained and preserved.

The Northwest Community boasts a unique and diverse history that deserves preservation.

The Fairpark neighborhood is the oldest section of the community and features many structures that predate 1920. The Rose Park neighborhood to the north emerged after World War II. Meanwhile, the western neighborhoods, Westpoint and Jordan Meadows, developed throughout the 1970s and showcase distinctive examples of post-war housing, including WWII-era cottages, Box Ranch, and split-level homes. These homes offer simplified layouts, use less expensive building materials, and come in smaller sizes. While these designs may seem simple compared to other architectural styles in the city, they effectively narrate the story of the Northwest neighborhood's development.

Currently, very few sites and structures in the Northwest neighborhood have protected status. Yet, a significant portion of the Northwest National Historic District is located in the Northwest Community Plan boundaries. While National Register Districts do not offer local protections, they do offer financial incentives for listed and eligible properties. The Department of the Interior allows a building to be considered for the National Register of Historic Places when it reaches 50 years old. Recently, several neighborhoods within the Northwest plan area have reached this threshold, making them eligible for listing.

Salt Lake City actively encourages and supports local initiatives to increase the number of protected buildings, whether through creating new landmark sites or establishing new historic districts. Identifying significant buildings and sites will play a crucial role in this process. Reconnaissance-level surveys serve as effective tools for evaluating large areas and identifying eligible properties for historic designation. This method enables surveyors to document the architectural condition of buildings, capture photographs, and assess the historical integrity of each property.

This plan supports opportunities for new district designations or a possible expansion of the existing Northwest National District for historically significant properties that are now age eligible. Salt Lake City will assist residents in navigating the survey and nomination process to help preserve the architectural history of the Northwest neighborhood.

Building maintenance also forms a key element of historic preservation. The city will enhance Northwest residents' access to preservation resources, including city-funded workshops that provide hands-on experience in techniques such as window restoration, masonry repair, and general building maintenance. Collaborations between the public and private sectors prove essential for preserving significant structures in the Northwest Community.

The city will actively seek additional partnership opportunities with the private sector to protect historic buildings like the Fisher Mansion. The adaptive reuse of this building will underscore the importance of historic preservation in the Northwest neighborhood.

INITIATIVES

1. Identify priority areas for reconnaissance-level surveys and intensive level surveys to help aid in any designation efforts.
2. Support neighborhood initiatives to create new National Register of Historic Places Districts or Local Historic Districts.
3. Support partnerships to assist property owners with survey and designation efforts.

4. Provide access to city-funded workshops that promote the historic preservation and renovation of historic structures within the community.

5. Support informational programs that promote historic structures within the Northwest Community.

6. Increase awareness of Building Preservation Incentives by providing educational opportunities to property owners and developers and proactively identifying properties that may benefit from the incentives.

7. Support partnerships for the successful adaptive reuse of the Fisher Mansion.

10

ARTS & CULTURE

GUIDING PRINCIPLE

Vibrant, diverse, and accessible artistic and cultural resources that showcase the community's long-standing commitment to a strong creative culture.

2040 TARGETS

1. Increase the total number of cultural community events celebrating the diversity in the Northwest neighborhood.
2. Increase public art in the Northwest Community.

Wayne Chubin & Tim Gallagher
Signal Site (1997)
 Fabricated Metal. Westpointe Park
 Image Courtesy of the Salt Lake City Arts Council

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The Northwest Community boasts a rich history of diverse populations that strengthens its sense of community.

Currently, **44% of households** in the Northwest area speak a language other than English at home, compared to the **state-wide average of 15%**. This concentration of diversity stems from racist policies and practices, such as redlining and racially restrictive covenants, which restricted people of color from moving to other parts of the city. While discriminatory policies have long since been outlawed, they still have long-lasting impacts on the community.

This diversity creates a unique culture in the Northwest neighborhood that deserves celebration. The city commits to supporting Northwest residents by providing them with the resources they need to express their voices and honor their distinct heritage.

Salt Lake City seeks to enhance access to arts and cultural resources by increasing the number of community events in the neighborhood. Currently, most art and cultural events occur in other city neighborhoods, forcing Northwest residents to leave their own areas to participate. Existing events, like the Rose Park Street Festival, demonstrate the high demand for cultural activities and show that the Northwest neighborhood can support more events. Future activities could include festivals, concerts, and a farmers market.

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Funding plays an essential role in supporting the creative culture of the neighborhood. To boost art resources, the city should consider funding a micro-grant program to create placemaking artwork. This program allows the city to provide small grants to artists who will bring physical art, performance art events, and art workshops to the Northwest neighborhood.

Establishing identified gateways into the community would provide opportunities to add more art to the neighborhood while promoting people-centered placemaking. In addition to an art grant program, the city should explore funding options to revive a youth after-school arts program, encouraging young residents to engage with their communities and share their voices.

Zoning presents one of the most significant barriers for artists in the Northwest neighborhood. Artists need spaces where they can create and share their art. For these spaces to exist, the city should address the limitations associated with establishing community centers and art studios.

The existing zoning map allows these land uses in only **9% of the plan area**. These strict regulations force artists to leave the Northwest neighborhood to access art resources.

The Planning Division will explore options to allow these art-related land uses in more zones as part of implementing the plan.

INITIATIVES

- 1 Collaborate with neighborhood stakeholders to bring more cultural events to the Northwest neighborhood—i.e., block parties, art shows, and holiday celebrations.
- 2 Explore bringing a farmers market to the Northwest neighborhood.
- 3 Identify a pathway to revive a youth arts program.
- 4 Continue to support the Arts Council Project Support Grants: a neighborhood art and culture grant program to promote local murals, pop-up performances, and cultural events.
- 5 Increase opportunities to access arts and culture by easing land use regulations.
- 6 Continue to support the Fairgrounds as a year round entertainment destination.



Day Christensen
Dairy Cats (2008).
Cast Bronze Set of Four Cats.
1050 West 800 North



Julie Olson
Fairpark Neighborhood Mural
(2023) Love Your Block Grant
1250 West 500 North



Matt Monsoon
What We Build Together (2025)
Corten Steel
500 North 1300 West

11

EQUITY

GUIDING PRINCIPLE

A welcoming community that celebrates the diversity of the Northwest and ensures access to amenities for all residents.

2040 TARGETS

1. *Improve access to healthy, fresh, and affordable food within the community.*
2. *Ensure that zoning supports new medical facilities.*
3. *Continue to support the implementation of Thriving in Place.*

Salt Lake City is committed to providing universal access and opportunity to all. However, harmful planning decisions of the past, such as redlining policies and disinvestment, still have lingering effects on the Northwest Community today.

Residents of Northwest neighborhoods have limited access to amenities such as public transportation, healthy food options, employment, and healthcare facilities, when compared to other Salt Lake City communities.

Food accessibility was a concern frequently cited during the public engagement process. Northwest residents have few options to purchase healthy, fresh, and affordable food. There are only three large grocery stores located within the community, yet mere proximity to a single grocery store does not ensure residents' needs are met in terms of food quality, preferences, cost, or cultural relevance.

By contrast, there are **over 30 establishments** in the community that offer 'quick fixes' to obtaining food – fast food restaurants or convenience stores. While these services may provide cheaper and more efficient options for a meal, they are no replacement for fresh groceries.

Expanding access to healthy and affordable food in the Northwest Community will not only improve health outcomes, but can also create jobs, foster economic growth, and provide opportunities for community engagement.

While residents are proud of the unique cultural diversity that characterizes the Northwest, gentrification and displacement remain top concerns as Salt Lake City grows. The neighborhood is made up of families particularly vulnerable to displacement, such as resettled refugees, young families, and those with limited English proficiency.

The city is mindful of the urgent need to support existing residents while providing opportunities for growth and a variety of housing stock for newcomers. Striking this balance is key to avoid housing insecurity.

The Northwest community has the city's highest share of residents without health insurance. This may be due to several factors, including informal employment without healthcare, the high cost of premiums and out-of-pocket expenses, immigration status, limited access to information, or other enrollment barriers.

No matter the reason, the high numbers of uninsured individuals in the community is alarming and highlights the discrepancy in access to healthcare services. Even if an individual is insured, there are few health clinics and no hospitals or emergency services within the Northwest Community.

Salt Lake City will explore innovative solutions to bring essential services to the community, addressing both physical and institutional barriers.

INITIATIVES

1. *Continue to support the Rose Park Neighborhood Center Garden and other organizations that strive to improve fresh food access in the area.*
2. *Support improving the existing grocery stores in the community.*
3. *Bring a local farmer's market to the Northwest, prioritizing vendors who accept SNAP (Supplemental Nutrition Assistance Program) and other subsidies benefiting low-income families.*
4. *Support programs to improve access to healthcare for uninsured individuals.*
5. *Consider including medical care facilities in city-funded projects.*
6. *Support expanding child care options within the community.*
7. *Support development of senior living and housing options for aging in place.*

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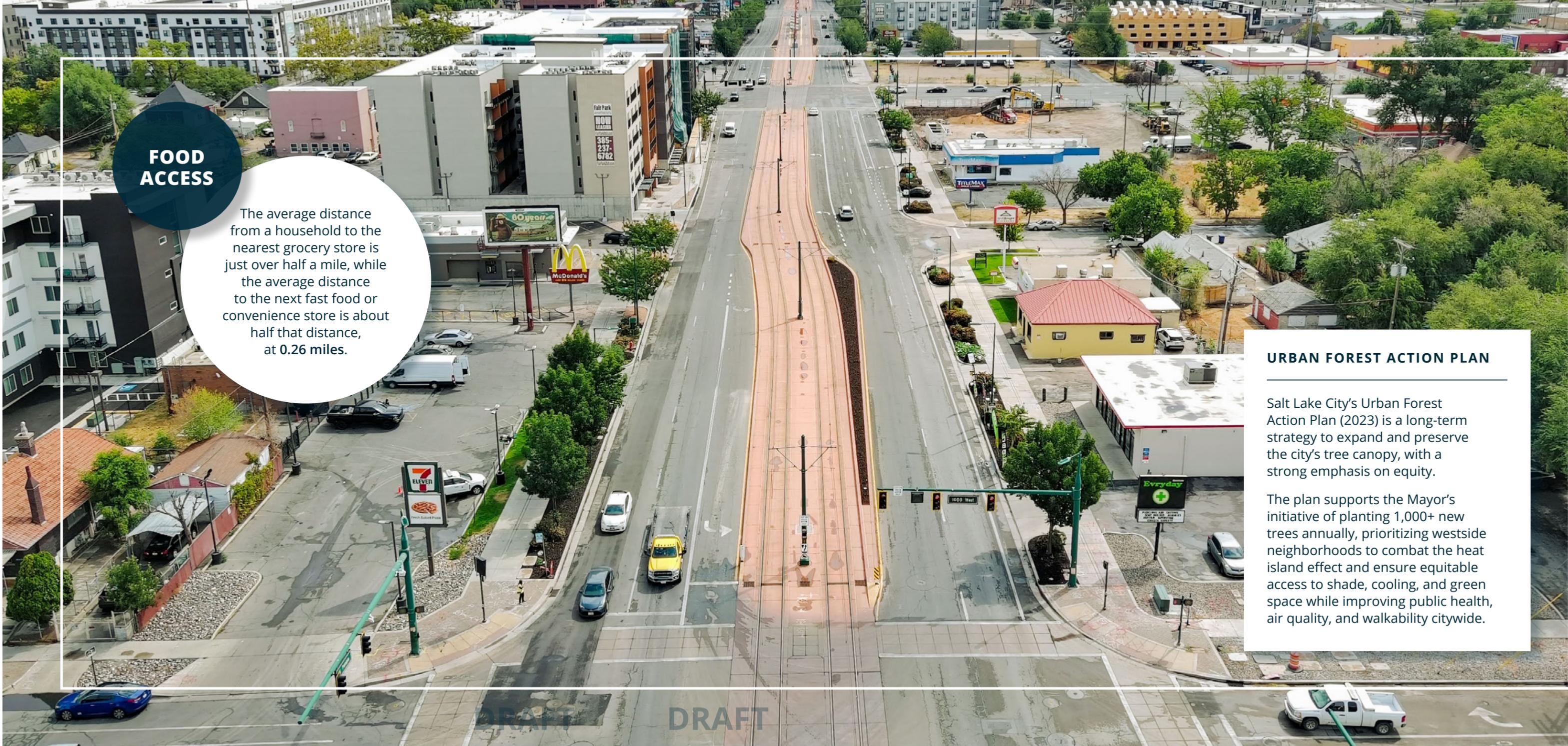
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8 Support models for mobile or pop-up clinics that can bring essential preventative and basic care directly to Northwest residents.

9 Work with local schools to provide increased language support and resources for students and parents who speak a native language other than English.

10 Implement measures outlined in 'Thriving in Place' to mitigate displacement of current residents that might historically occur through new development or the rising cost of housing.

11 Increase accessibility by increasing ADA compliant housing and mobility options.



FOOD ACCESS

The average distance from a household to the nearest grocery store is just over half a mile, while the average distance to the next fast food or convenience store is about half that distance, at 0.26 miles.

URBAN FOREST ACTION PLAN

Salt Lake City's Urban Forest Action Plan (2023) is a long-term strategy to expand and preserve the city's tree canopy, with a strong emphasis on equity.

The plan supports the Mayor's initiative of planting 1,000+ new trees annually, prioritizing westside neighborhoods to combat the heat island effect and ensure equitable access to shade, cooling, and green space while improving public health, air quality, and walkability citywide.

12



ECONOMY

GUIDING PRINCIPLE

A local economy that fosters entrepreneurship, supports small businesses, and promotes lively neighborhood commercial corridors.

2040 TARGETS

1. *Adopt zoning policies that promote the growth of small-scale neighborhood retail.*
2. *Provide financial subsidies for businesses that can fill gaps in existing retail offerings.*
3. *Continue to support Economic Development's efforts as outlined in the North Temple Economic Action Plan.*

As the business, financial, and cultural capital of Utah, Salt Lake City has experienced vast economic growth and success.

However, a majority of that growth has occurred in neighborhoods that lie east of I-15, leaving westside neighborhoods with limited access to retail, commercial amenities and services, and jobs. Many Northwest residents travel to neighborhoods outside of their own for work and to access daily needs.

Through a rigorous public engagement process, the planning team learned that residents of the Northwest have a vision for a local economy that:

- Offers more diversity in the types of retail and commercial amenities.
- Prioritizes supporting small businesses and entrepreneurship over large chains.
- Provides safe and attractive amenities for youth and teens.
- Supports commercial uses that help create more walkable areas near housing.
- Celebrates the cultural diversity of the community.
- Dispels the reputation of the Northwest as an 'unsafe' area.
- Welcomes visitors coming in from the airport as a vibrant gateway to Salt Lake City.

Northwest residents recognize that neighborhood and local businesses play an important role in making and creating a unique community identity. While there are some small businesses that have thrived, historically very few areas have even allowed commercial uses, which has stifled opportunities for entrepreneurship and retail development. More land within the community needs to allow commercial uses to address the community's needs.

By implementing zoning policies that encourage retail and allow more mixed-use development, Salt Lake City is committed to supporting the organic growth of walkable, neighborhood retail that can foster a safe and engaging pedestrian realm for those living in and visiting the neighborhoods.

INITIATIVES

1. *Support zoning amendments to integrate small-scale commercial and mixed-use zoning along intersections and corridors in established neighborhoods to provide essential services and to remove unnecessary or outdated zoning regulations that are barriers to small businesses.*
2. *Implement design and branding strategies to establish commercial corridors with a strong sense of identity and community.*

3. *Explore allowing Accessory Commercial Uses.*

4. *Allow previous commercial buildings in residential-zoned neighborhoods to re-establish their commercial/retail use.*

5. *Utilize Neighborhood Business Improvement Program (NBIP) aka Facade Grants.*

6. *Partner with local community-based organizations, small businesses and resident focus groups to develop branding ideas for commercial corridors that reflect the cultural and community identity of the Northwest.*

7. *Ensure zoning regulations result in pedestrian friendly spaces and amenities that facilitate social interaction.*

8. *Incorporate public art, sculptures, murals, or installations that reflect the community's history, culture, and values into business corridors.*

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9 Support the existence and expansion of agricultural tourism opportunities.

10 Facilitate the creation of a North Temple Development Task Force to keep property and business owners updated on current development and potential interruptions in service and access.

11 Consider the creation of a special assessment area in the North Temple District to finance infrastructure improvements and provide on-going services such as economic promotion activities and additional security.

12 Support the Community Reinvestment Agency in operating a retail sub-leasing program in the North Temple area in which Salt Lake City would enter into long-term lease agreements of vacant ground-floor retail spaces and find eligible local retail businesses to fill the spaces.

ACCESSORY COMMERCIAL USES

In order to encourage businesses within the Northwest Area, the city should explore allowing Accessory Commercial Units or ACUs. These commercial uses would be limited in size and scope in order to retain the residential character of the neighborhood.

Examples could include home bakeries, bike repair shops, barbershops, or similar low-impact businesses.



SUCCESS STORY

CULTURE COFFEE

Culture Coffee boasts being the first standalone brick-and-mortar coffee shop on SLC's west side. It opened in early 2024 as an expansion of the Salt Lake Barber Company, which has the same owner and now operates out of the same building.

Salt Lake Barber Company and Culture Coffee were awarded funding from the Housing Stability Division **Neighborhood Business Improvement Program (NBIP)**, a.k.a. the Façade Grant, which allowed the owners to enhance the exterior by installing RGB color changing signs for both businesses, painting the building, adding down lighting, installing a window and door to the patio, and creating a concrete pad for bike racks. The shop intentionally celebrates and highlights the diversity of west side with the menu, unique decor, and local art.

The ownership and management team proudly identify as Latino, Black and Pacific Islander, and thus made sure each of their cultures and backgrounds were represented in the design and operation of the space. Culture Coffee has become a popular gathering space for west side residents. It's unique location in an existing single-family neighborhood on the corner of two main corridors makes it very walkable: within a **10-minute walk of over 1500 households**.

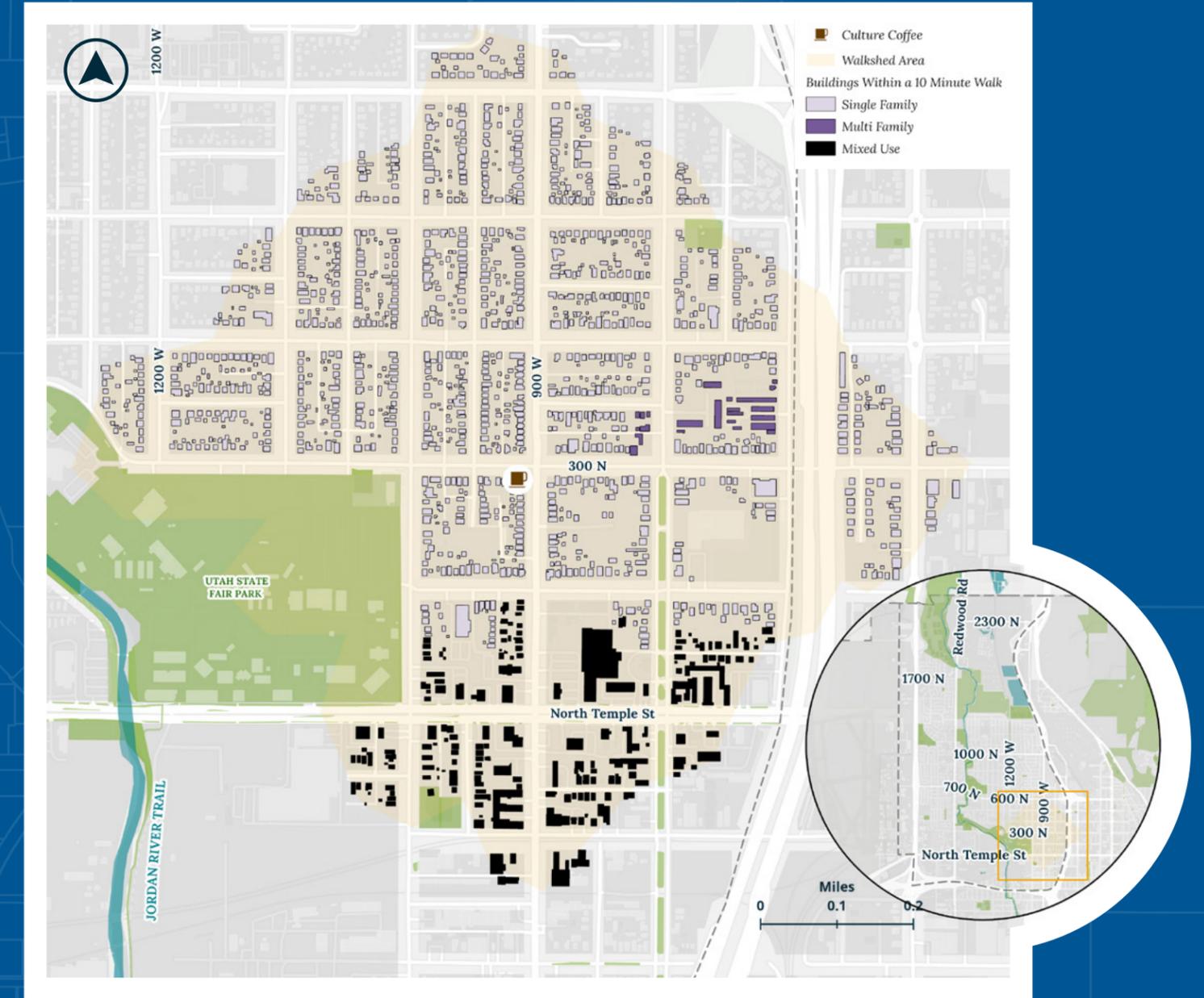
The success of Culture Coffee is unique and difficult to replicate under current zoning regulations, however. The shop sits in a strictly residential zoning district that does not allow commercial uses. It was only allowed to operate as a business through a special exception granted by the city.

Many would-be small business owners could also thrive in this community but are deterred by long bureaucratic processes and strict barriers to opening a business in a non-commercial zone. Revising zoning standards to allow small-scale retail compatible alongside existing homes could open the door to neighborhoods that foster innovation, entrepreneurship, walkability, and livability.



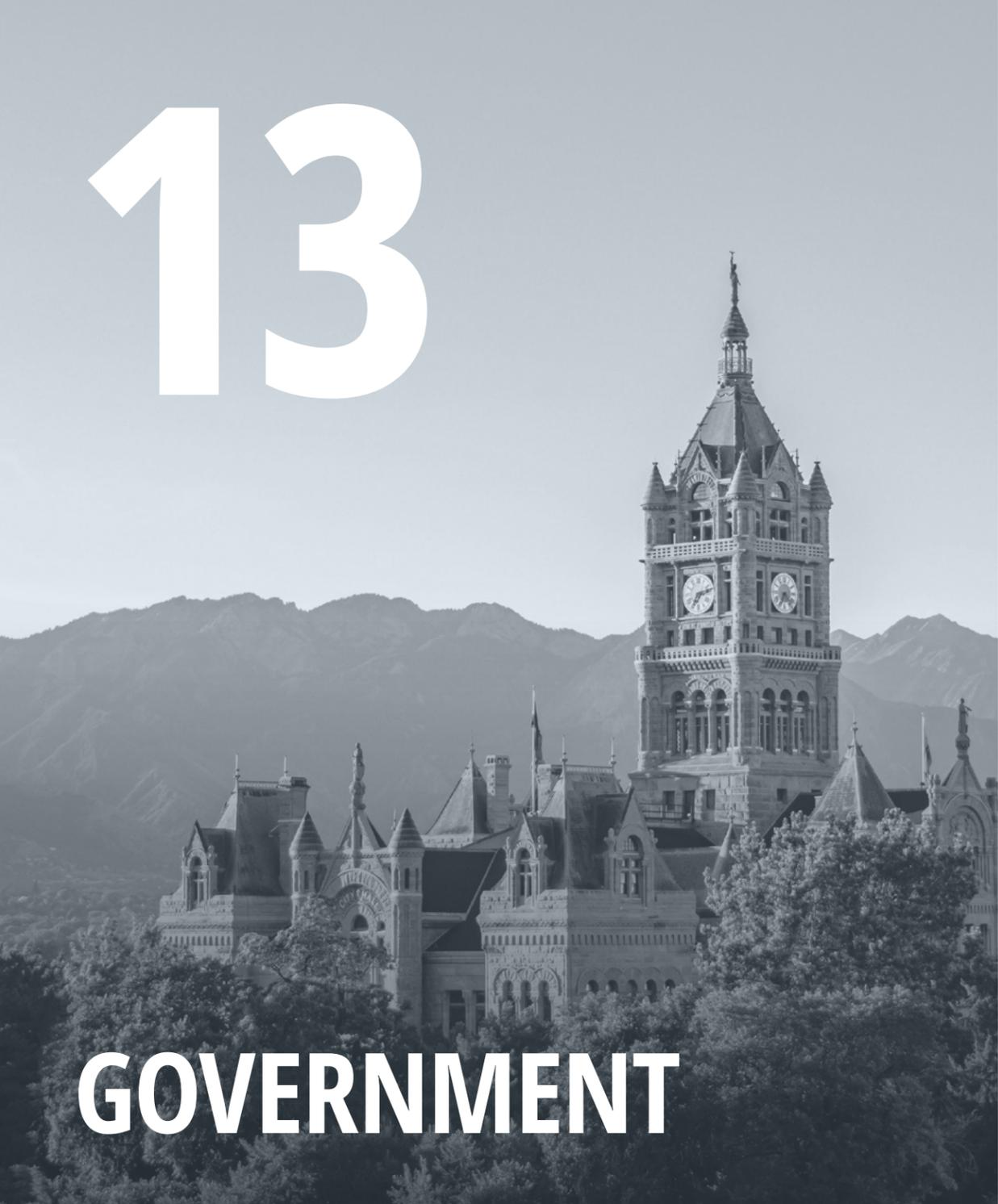
LESSONS LEARNED FROM CULTURE COFFEE

- Proximity to housing – not in a strip mall or commercial zone – walkable and bikeable.
- Knowing their audience and catering to interests and culture of the west side.
- Creating a 'third space' where people can gather with friends and neighbors.
- Use of city-funded grants meant to support and encourage small businesses.



13

GOVERNMENT



GUIDING PRINCIPLE

A local government that is collaborative, responsive, and equitable.

2040 TARGETS

1. *Increase number of residents participating in government process.*
2. *Ensure more equitable responses to zoning enforcement and city maintenance.*

Salt Lake City recognizes that strong civic engagement and inclusive governance are foundational to a healthy, thriving city.

While avenues for public involvement do exist, barriers and challenges, such as language access, limited awareness, and uneven participation across neighborhoods and demographics, prevent many residents from fully engaging in local decision-making.

This plan outlines **2040 targets and initiatives** aimed at strengthening public participation, improving transparency, and ensuring all community members can take part in shaping their community.

The targets include increasing public participation, making sure any individual or group from the public feels welcome in civic processes, and ensuring a more equitable response to zoning enforcement and city maintenance.

To meet these goals, initiatives focus on both direct engagement and systemic improvements. These include increasing the percentage of residents involved in neighborhood watch or community safety programs and boosting engagement. These tools help build trust and increase visibility of public opportunities. Translated materials and accessible interpreters for non-English speakers during public hearings ensure a more inclusive public process.

By strategizing engagement tools, digital services, and equity-focused practices, this plan ensures that local government works for all residents, and that every voice has the opportunity to be heard in shaping the community's future.

INITIATIVES

1. *Utilize online engagement tools.*
2. *Provide opportunities for non-English speakers to participate in public processes and meetings with provided translator.*
3. *Consider modifying the timing, location, and types of public meetings that seek public input to ensure there are opportunities to participate at their convenience and on their schedules.*
4. *Translate public facing materials.*
5. *Support an equitable percentage of capital fund spending in underserved or historically excluded areas.*

6. *Track zoning enforcement to ensure it is equitable across the city.*
7. *Increase partnerships with schools, libraries, and learning institutions to increase civic knowledge on citywide issues and solutions.*
8. *Increase access to public employees and elected officials by more participation in local events.*
9. *Expand access for residents with disabilities to participate in government process.*

14



WATER SMART UTAH

GUIDING PRINCIPLE

The Northwest Community should reduce water-use in order to ensure sustainable water levels for future generations.

2040 TARGETS

1. Update water supply and demand plans every five years to maintain an understanding of the effect current development has on water demand and water infrastructure needs.
2. Update zoning regulations to reduce the amount of water demand and per capita water use for future development.
3. Promote sustainable landscaping practices to reduce outdoor water use and stormwater runoff.

Salt Lake City is dedicated to conserving water for future generations.

This requires action on a citywide and individual level. This includes being mindful about future development, zoning, and land uses that are water intensive or wasteful. Single-family housing is the largest water user of any singular use in the city, the majority of which is used for outdoor landscaping.

Reducing lawn sizes, using water-wise landscaping, and water efficient irrigation techniques would heavily contribute to decreasing water use in this area.

INITIATIVES

- 1 Support decreased lot size and configuration standards.
- 2 Allow increased density where appropriate in order to maximize development and water efficiency.
- 3 Support Community programs, policies, and regulations that can reduce water use.
- 4 Consider prohibiting land uses that consume large amounts of water.

- 5 Consider incentives for new and existing developments to utilize low-water demand landscaping and fixtures.
- 6 When needed, require new development to contribute water to increase the supply of water.
- 7 Water-wise landscaping that limits the use of high-water consuming turf and prohibits turf on steeper slopes, in small, landscaped areas, and in park strips.
- 8 Prioritize the maintenance, watering, and planting of trees.
- 9 Reduce the amount of water used to irrigate park strips within city rights of way through elimination of overwatering and water waste.
- 10 Promote the maintenance and update of irrigation systems to reduce water waste.
- 11 Establish regulations that reduce storm water runoff, including appropriate grading, landscaping, and limits on impervious surfaces.

- 12 Support actions that can reduce the city's use of water at city facilities and in city operations.
- 13 Reduce areas planted in high water using turfs that are non-functional activity areas.
- 14 Continue to invest in upgrades to the city's water infrastructure to reduce water loss from aging or leaking pipes, including irrigation systems at city facilities.
- 15 Continue investing in upgrades to the city's stormwater infrastructure, including rivers and streams, to support more water flowing to the Great Salt Lake.
- 16 Implement water saving techniques at Rose Park Golf Course.
- 17 Implement green infrastructure along the Jordan River.

15

NORTH TEMPLE STATION AREA PLAN

VISION

The North Temple Station Area Plan guides the future growth of the area surrounding four stations along the North Temple Corridor from 700 W to 1950 W in Salt Lake City. By incorporating mixed-use development and fostering enhanced pedestrian safety and connectivity, the plan will enable the population to easily walk, bike, and access transit in a safe environment to meet their daily needs.

The North Temple station areas are the primary location of growth in the Northwest Community that will:

- Provide areas for a mix of housing types, with the densest housing closer to the stations and a mix of housing types throughout the station area that focuses on ownership opportunities;
- Improve the sidewalks, trails, bike paths, and streets so people are safe and comfortable while traveling throughout the station area and into the surrounding neighborhoods;
- Connected public spaces that give people a reason to visit the parks, use the trails, and support the local businesses;

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- Improve the Jordan River by activating key stretches of the river, provide appropriate wildlife habitat, and encourage the use of the river as a recreational asset;
- Support existing local businesses and promote more entrepreneurship;
- Balance the needs of regional attractions within the community and the current and future residents, businesses, and institutional uses; and
- Support the diversity and cultural identities of the community.

NORTH TEMPLE TRAX STATIONS

The North Temple Station Area Plan includes a ½ mile radius of each UTA TRAX Green Line Station.

Trax Stations within the Area Boundaries:

- 1. Jackson/Euclid Station:**
Located at 820 W North Temple St.
- 2. Fairpark Station:**
Located at 1150 W North Temple St
- 3. Power Station:**
Located at 1480 W North Temple St.
- 4. 1940 West Station:**
Located at 1940 W North Temple St.

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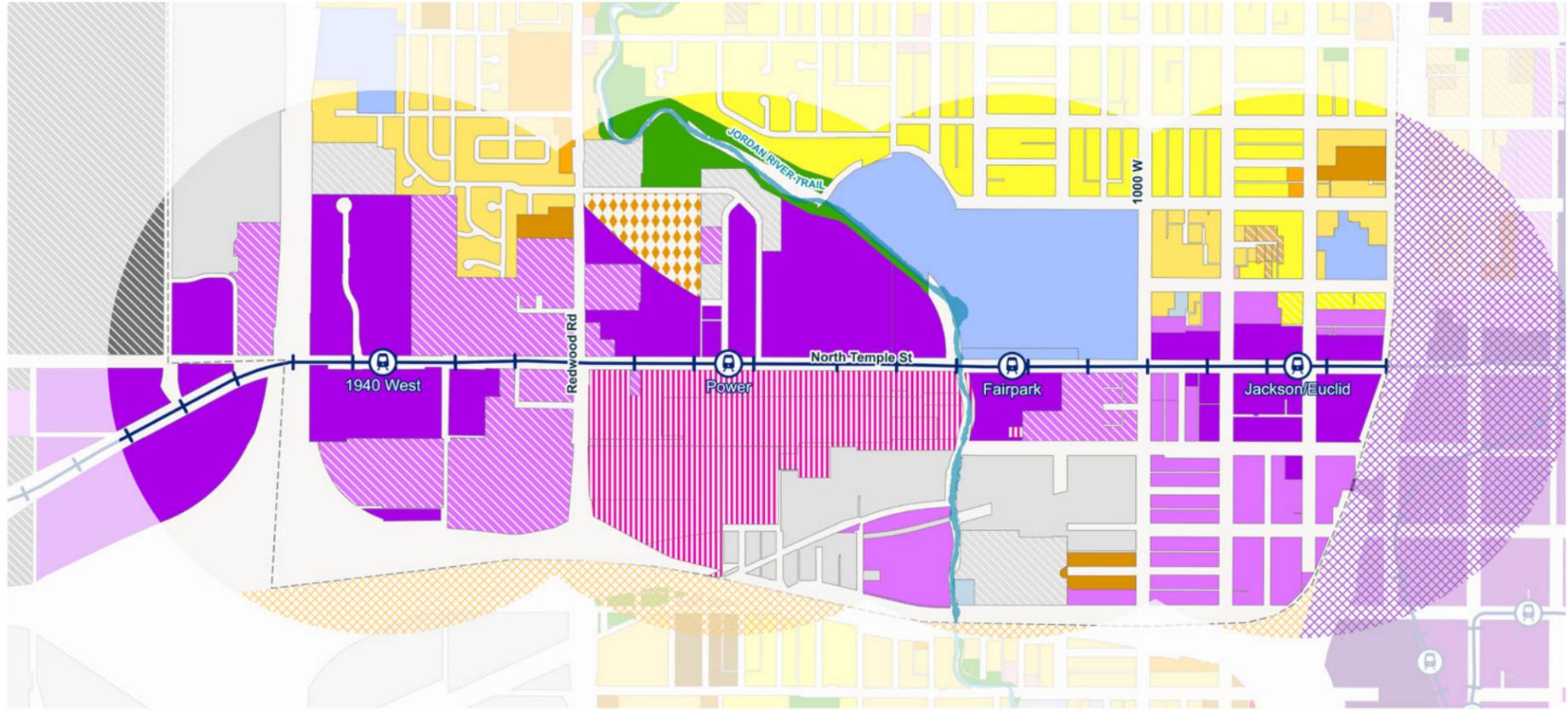


Legend: Downtown Plan (purple hatched), West Salt Lake Plan (orange hatched). Scale: 0 Miles, 0.25, 0.5. Title: North Temple Station Area Boundaries



Jackson / Euclid TRAX Station

STATION AREA PLAN | CURRENT ZONING

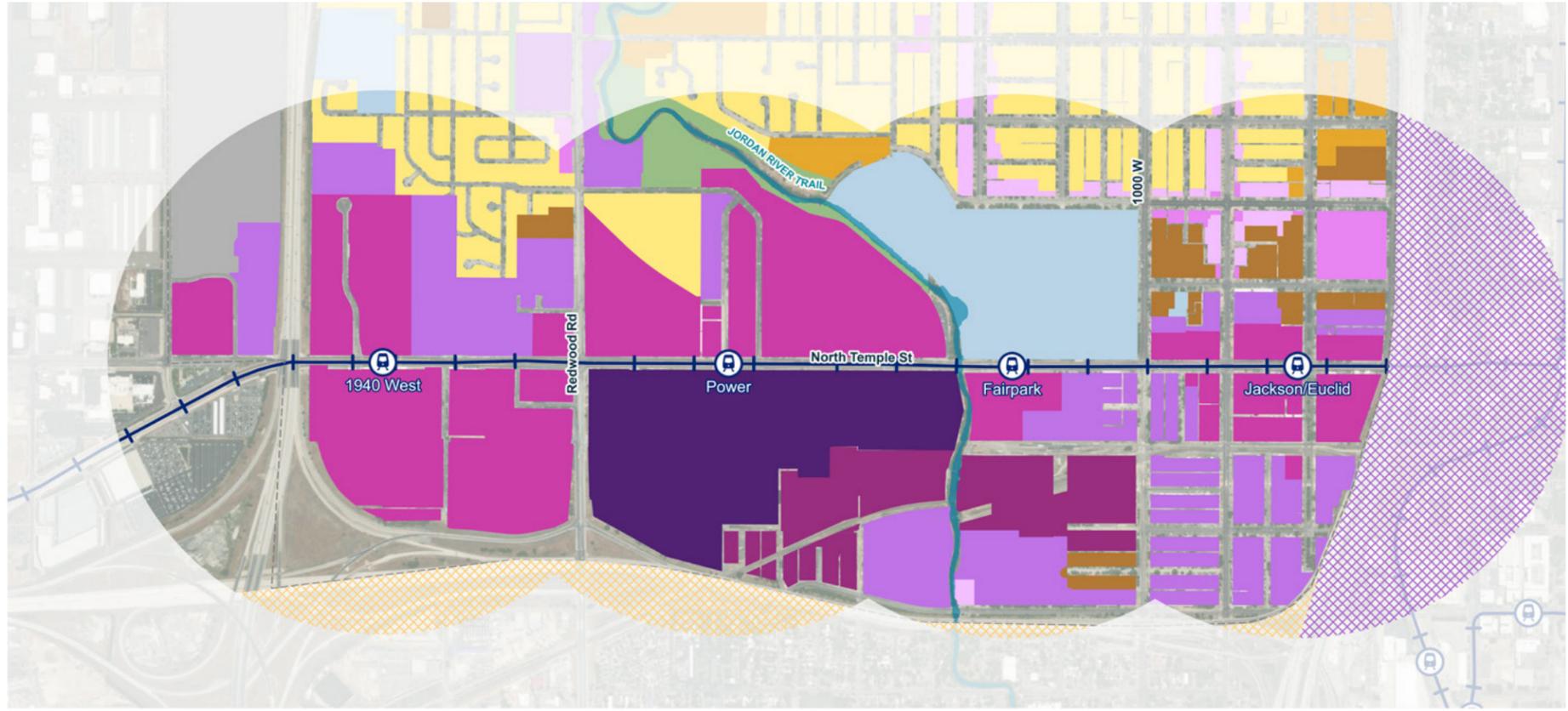


- Airport
- Business Park
- Institutional
- Jordan River Fairpark
- Light Manufacturing
- Mobile Home Park
- Mixed Use 2
- Mixed Use 5
- Mixed Use 6
- Mixed Use 8
- Open Space
- Public Lands
- Single-Family Residential
- Single-Family Residential
- Low Density Multi-Family Residential
- Moderate Density Multi-Family Residential
- Special Development Pattern Residential
- Special Development Pattern Residential
- Downtown Plan
- West Salt Lake Plan



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STATION AREA PLAN | FUTURE LAND USE MAP



- Downtown Plan
- West Salt Lake Plan
- Proposed Future Land Use**
- Low-Medium Density Residential
- Moderate Density Residential
- Moderate-High Density Residential
- Neighborhood Mixed-Use Low Scale
- Neighborhood Mixed-Use Medium Scale
- Community Mixed-Use
- Regional Mixed-Use
- Urban Neighborhood Mixed-Use
- Urban Core Mixed-Use
- Institutional & Public Lands
- Parks & Open Space
- Industrial / Manufacturing



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OPPORTUNITIES AND CONSTRAINTS

OPPORTUNITIES

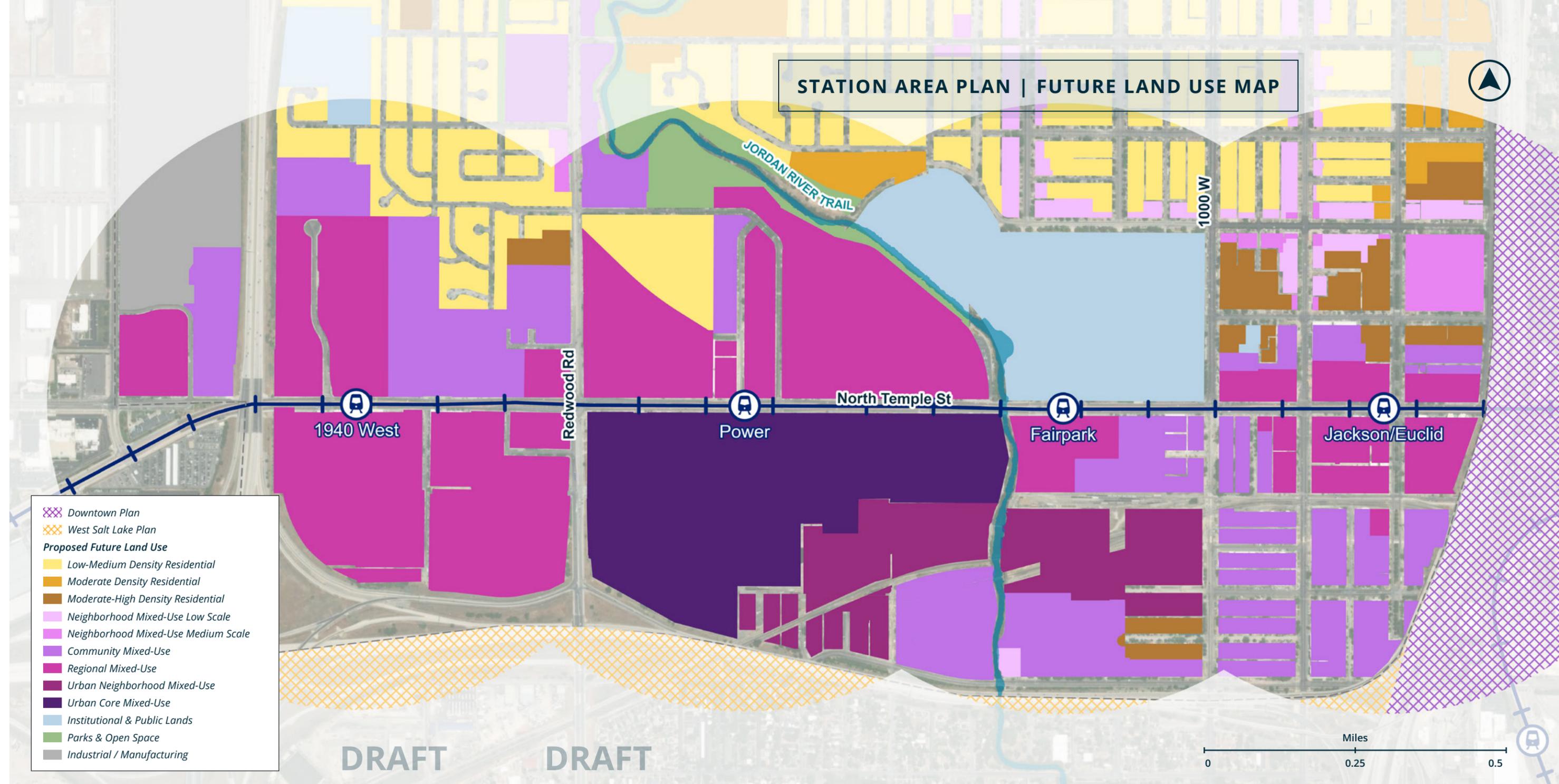
The North Temple Station Areas have a number of opportunities that can be leveraged to help achieve the objectives of the plan.

EXISTING MIXED-USE ZONING

Salt Lake City adopted all new mixed-use zoning districts in 2025. One of the goals of the project was to address areas where the prior zoning was not delivering desired outcomes. The mixed-use zoning districts allow a greater variety of residential and commercial building types within the Station Area Plan boundary.

The MU-8 mixed-use zoning district is mapped along North Temple. This specific district establishes a high threshold of design standards and requires inclusion of enhanced active commercial uses.

The mixed-use zones enable new housing to be accessible to all income levels and households by having specific standards for each housing type, removing regulations that tend to increase the cost of housing or that make more affordable housing types unfeasible to build, and promoting more affordability through the use of zoning incentives. The zoning incentives complement the taxpayer dollars invested in affordable housing.



NORTH TEMPLE URBAN RENEWAL PROJECT AREA

The Community Redevelopment Agency (CRA) North Temple Urban Renewal Project Area includes new development outside the Power District in Tax Increment Financing (TIF) accumulation.

Any additional TIF funding collected will aid the CRA with successfully implementing economic strategies along North Temple.

PUBLIC INVESTMENT

Significant taxpayer dollars have been invested into the station areas, beginning with funding the construction of the light rail line and continuing with the more recent investments into the Utah State Fairpark, the bridge along the Jordan River Parkway Trail over the railroad tracks, the construction of the Folsom Trail, and improvements to Madsen Park. Ongoing public investment is necessary to ensure the plan is implemented.

PRIVATE INVESTMENT

The station area has seen significant private investment recently in the form of new development. This has provided more housing opportunities in the area. Some commercial property owners have made significant investment, expanding their businesses, hiring more employees, and providing daily needs or amenities to residents and visitors.

However, the increase in housing has mostly replaced commercial land uses along North Temple.

CONSTRAINTS

STATE-OWNED LAND

Approximately 7% of the property within the Station Area Plan (SAP) boundaries is owned by the state. State owned property is exempt from city zoning regulations.

The city has virtually no influence on how state-owned land is developed and whether the goals and objectives of this SAP will be met.

ROAD WIDTH

Redwood Road is nearly 150 feet wide with 2 travel lanes in each direction at the North Temple intersection and creates a significant barrier for pedestrians and cyclists due to its width, volume, and speed of traffic. Redwood Road essentially segments the corridor and significantly reduces the ability of the land west of Redwood Road to benefit from the land uses east of Redwood Road. This results in the 1940 W North Temple Station Area having to be nearly self-sufficient, which is unlikely given the small amount of land that has been recently developed and the proximity of I-80 and I-215.

PUBLIC SAFETY

Public safety was one of the biggest concerns raised by the public for the corridor. The success of the station area plan is fully dependent on the corridor being safe.

The current Administration is actively addressing public safety with the implementation of the Public Safety Plan which includes the North Temple Corridor.

The efforts must continue to ensure that people are safe when living, working, recreating and visiting the station areas.



North Temple Urban Renewal Project Area
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North Temple Land Ownership
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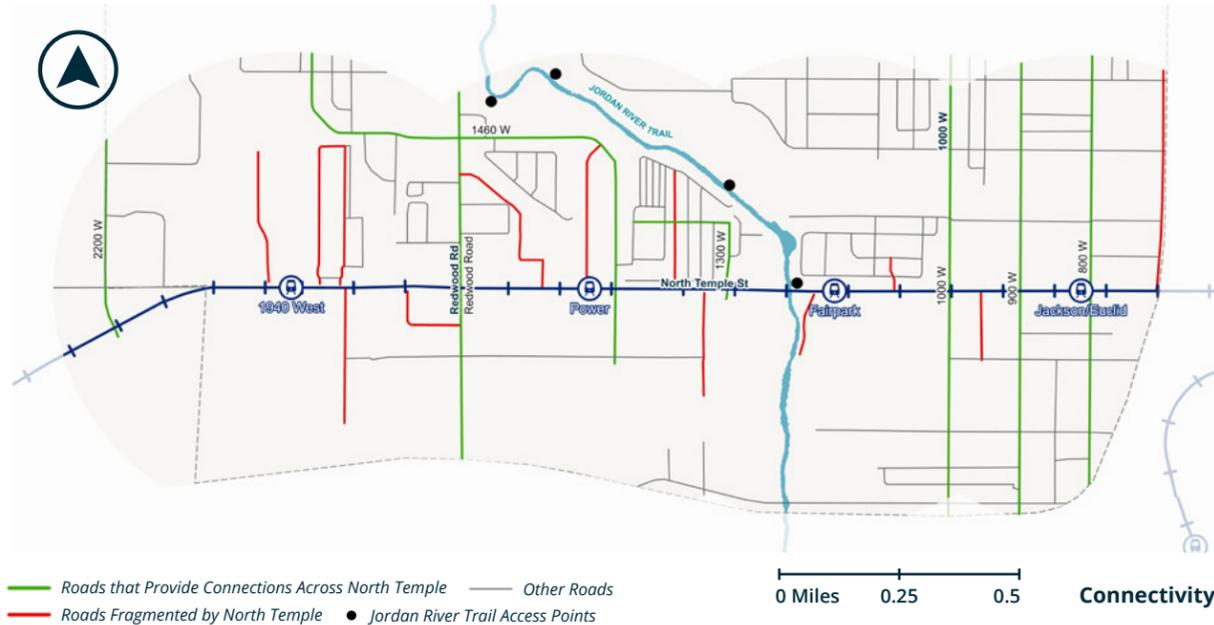
BILLBOARDS

There are currently eight billboards within the SAP boundaries, primarily along North Temple. Billboards are uniquely constraining due to their cumbersome lease agreements, as well as any associated viewshed easement. Many viewshed easements limit abutting development potential so that views to the advertisement are protected. All of the existing billboards impact development opportunities for abutting properties.

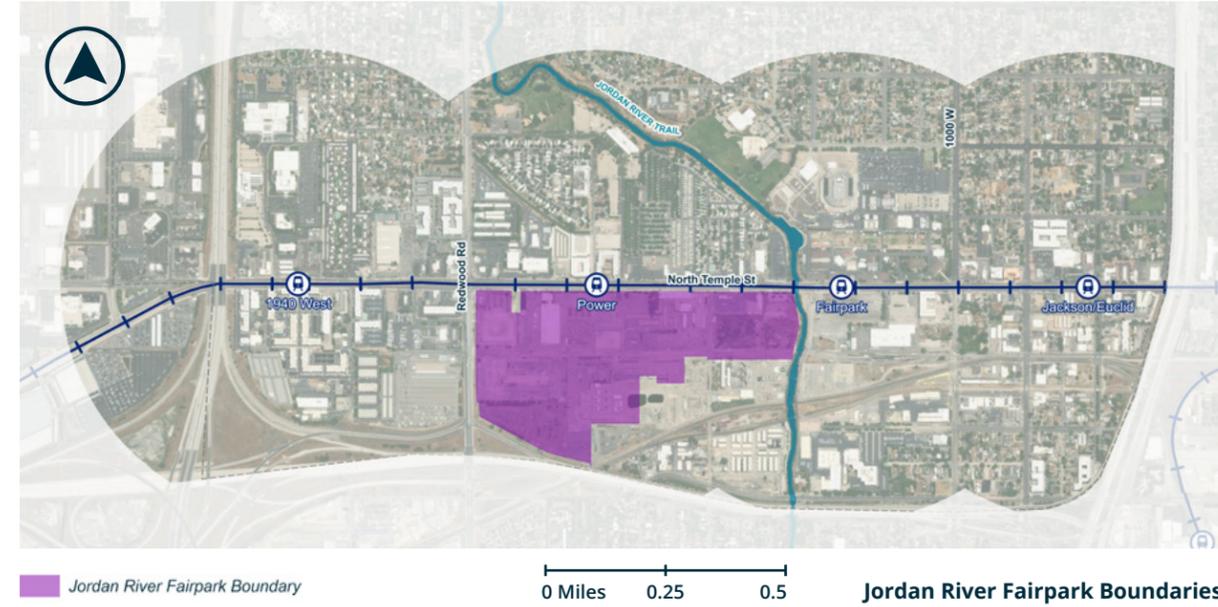
LACK OF CONNECTIVITY

The station areas between 1000 West and Redwood Road lack a street network that connects with the neighborhoods to the north and south and through the station area. The only existing public street on the south side of North Temple Street between 1000 West and Redwood Road that connects to other public streets is 200 South. There are no streets that connect between 200 South and North Temple. I-80 blocks most connections to the neighborhoods to the south.

On the north side of North Temple in this area, there are a total of three public streets: 1460 West, Cornell Street, and North Star Drive. The three streets converge approximately 1,500 feet north of North Temple and North Star Drive extends to Redwood Road. There are no streets that cross the Jordan River to connect to the neighborhoods to the north. There are two access points to the Jordan River through this area: one where the Jordan River crosses under North Temple, and at Cottonwood Park.



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JORDAN RIVER FAIRPARK DISTRICT

In 2024, State of Utah approved the Utah Fairpark Area Investment and Restoration District Act (UFAIR Act). The UFAIR Act was created to provide economic benefits and facilitate the redevelopment of approximately 93 acres, generally located between 1000 West and Redwood Road, 300 North, and I-80. In response to the UFAIR Act, Salt Lake City adopted a zoning map and text amendment to implement the Jordan River Fairpark Zoning District. The JRF district enables the construction of an MLB stadium, as well as land uses and density

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that support the redevelopment of the site into a regional mixed-use hub. This does create opportunities within the station area; however, the land is not subject to the city's land use plans and therefore also creates some unique challenges. To help promote the opportunities and address the challenges, the city entered into a development agreement (DA) with the property owner. The redevelopment of the site presents the opportunity to create new connections between 200 South and North Temple.

While the JRF zoning district permits high-density mixed-use development, it is not subject to city tax collection, adopted city plans and policy, as well as many city regulations. Additionally, the creation of the UFAIR Act and

JRF district reduced the land area and boundary of the Community Reinvestment Agency (CRA) North Temple Urban Renewal Project Area by 48%. The size reduction and removal of land is a challenge to the North Temple Station Area Plan because tax increment financing (TIF) is an effective tool used to revitalize and improve the land along the North Temple corridor. That tool is now at the discretion of the UFAIR Board, with limited city input.

To reflect the Northwest Community's needs and values, Salt Lake City has approved zoning and development regulations. One action being the DA with LHM, the UFAIR board, and Salt Lake City created for the Power District. The DA is an opportunity for affordable housing options that support diverse families, expand public open spaces that ensure access to the Jordan River, and infrastructure to improve connectivity and mobility. If developed intentionally, The Rocky Mountain Power site redevelopment, supported by the Larry H. Miller Company and the U-FAIR Board, can generate high-density mixed-use development that contributes to economic revitalization, new employment opportunities, and better utilization of public transit infrastructure.

The JRF District will generate economic development and increase employment opportunities not only along the North Temple corridor, but in the city and statewide. The Power Station and Fairpark Station area radiuses will benefit from the anticipated development of private and state-owned land.



FUTURE LAND USE AND DEVELOPMENT

OBJECTIVES

1. Create opportunities for mixed-use development within the station areas.
2. Allow for higher densities on land closest to the transit stations with decreasing densities further from the stations.
3. Support the development of the Rocky Mountain Power Site as indicated in the development agreement between the city and the property owner.
4. Analyze zoning to identify and remove outdated and ineffective regulations.
5. Promote home ownership within the station areas by allowing a variety of housing types.

Salt Lake City first introduced station area plans to the North Temple Corridor in 2010. The first station area plan was successful at creating new housing but was not as successful in achieving some of the other goals of the plan including, transitioning North Temple into a boulevard street that connects neighborhoods, improvement to overall safety of the community, creating compact walkable neighborhoods, and creating long-term economic stability within the station areas. With the city updating the Northwest Community Plan, it created an opportunity to improve the station area plans for the corridor. The city has long promoted housing near transit, dating back to the early streetcar days.

DRAFT

The future land use map for the Northwest plan identifies 3.63% of the land within the station area as Regional Mixed-Use. This designation supports densities in excess of 60 dwelling units per acre. The future land use map also includes 7.97% of the land as Community Mixed-Use, which supports densities between 40 and 60 dwelling units per acre.

Additionally, it's important to note that the JRF district is designated as Urban Core Mixed-Use which supports similar densities and scale as our Urban Core in Downtown.

There is a total of 5,383 dwellings within the existing station areas. Most of this has been built in the last 10 years. It is anticipated that the station area can support at least double the number of existing dwellings. The redevelopment of the Rocky Mountain Power property is anticipated by the developers to add about 5,000 dwellings in the next 20 or so years. The land use objectives within the station area include implementing other, citywide policies related to land use, including Plan Salt Lake, Housing SLC, Thriving in Place and the Northwest Plan, which the station areas are a part of.

Plan Salt Lake is the citywide vision that guides the future goals of the city and identifies key principles of sustainable growth and development:

- Placemaking
- Diverse mix of uses
- Connectivity and circulation

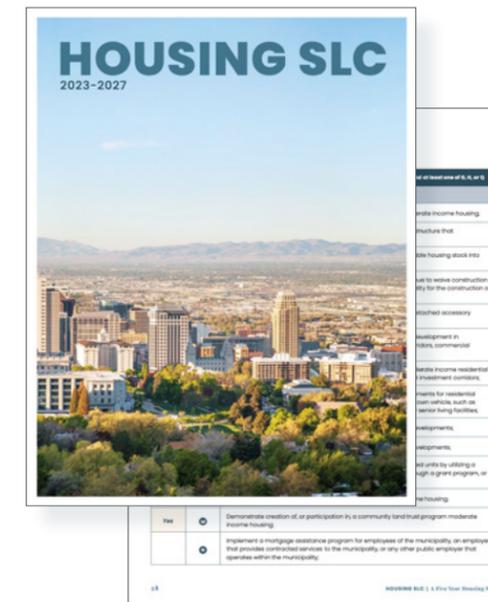
DRAFT

- Density
- Compatibility
- Maximize public investment
- Responsive and resilient infrastructure
- Green building

These concepts all align with this objective. Considering placemaking within new development and public projects ensures that people have a reason to visit places within the station area. Providing a mix of uses means that people visiting the station area have access to services that they need and amenities that they desire. Planning for multi-modal connectivity between different land uses encourages residents and visitors to travel by means other than a vehicle.

Density provides a built customer base for many businesses, puts more people in parks and using trails, and puts more eyes on public spaces making them safer. Compatibility builds community trust for the buildings and development process. Maximizing public investment means as many people as possible benefit from taxpayer dollars being spent on infrastructure, community amenities, and public safety.

Resilient infrastructure ensures that infrastructure is designed and constructed for future populations and is responsive to growth and the impacts that growth brings. Green building ensures that our natural resources are used responsibly, whether it is through water conservation, energy consumption, building longevity, or storm water management.



HOUSING SLC

An existing Salt Lake City plan applied to the North Temple Station Area Plan is Housing SLC. The Housing SLC plan is a 5-year housing plan adopted in 2023 to fulfill the Utah State Moderate Income Housing Plan (“MIHP”). It is intended to promote a city where housing is attainable and affordable, tenants are protected, and historic patterns of segregation and discrimination are reversed, a mission that aligns with the North Temple Station Area Plan vision. The MIHP required Salt Lake City to select at least five strategies.

The identified listed strategies include:

- Aims to make housing costs manageable for residents earning up to 80% AMI.
- Expand the supply of housing including moderate income households.
- Encourage a mix of housing types such as single-family homes, apartments, and more.
- Emphasized collaboration with residents, stakeholders, and leaders for effectiveness.

The strategies listed above are actions that also apply to the North Temple Station Area Plan. Although these are good strategies to address housing affordability, it is also important to acknowledge constraints.

Some constraints relevant to the North Temple Station Area Plan are:

- Salt Lake City is prevented from enacting mandatory inclusionary zoning (IZ) by Utah State Code. Though Salt Lake City can enter voluntary agreements and encourage developers to provide affordable units, IZ is a policy tool that would mandate the inclusion of affordable units in new developments.
- The current housing affordability is larger than the Northwest and Salt Lake City. While this plan identifies housing strategies tailored to the Northwest plan area, other factors that contribute to the housing crisis are outside the scope of this plan.

- Deed restrictions require housing units to remain affordable for a set duration. Once it expires, new agreements must be arranged, and this can be expensive to maintain which can limit long term housing affordability.
- Historic redlining practices discriminatorily impacted land values within the North Temple Station Area. Although redlining was banned in 1968 with the Fair Housing Act, its results live on, such as fewer home ownership opportunities impacting intergenerational wealth. Salt Lake City aims to address the history of redlining and accounts for future development in hopes of bringing amenities to the community within the North Temple Station Area Plan rather than pushing people out.

It is important to recognize that addressing the housing crisis effectively means collaborating with all Salt Lake City Departments, residents, community, developers, and other stakeholders.

THRIVING IN PLACE

Thriving in Place is an adopted anti-displacement plan that addresses displacement factors and long-term solutions that can help residents and communities remain in place, especially for lower income renters. It also defines actions and structures to support collaboration, implementation, and monitor success to meet the needs of the most vulnerable communities.



Guiding Principles of Thriving in Place that align with the North Temple Station Area vision:

- Collaborate with partners to ensure intentional solutions
- Increase affordable housing while minimizing displacement
- Create rental and ownership opportunities

AFFORDABLE HOUSING INCENTIVES (AHI)

AHI was an action strategy implemented by the Thriving in Place Plan. Although developers are not required to utilize the incentive or include any affordable units, but if used, it does give developers additional development capacity benefits with included affordable units.

Through AHI Implementation and utilizing Thriving in Place values as a strategy, the North Temple Station Area Plan hopes to encourage new housing development that includes affordable units and housing levels that are available to all current and future residents.

More recently, the city has continued to promote housing near transit stations through the following actions:

- Rezoning areas adjacent to light rail stations from lower density, auto oriented commercial zoning to mixed-use zoning, starting with the TC-75 zoning district in the early 2000s, followed by the performance-based TSA zoning districts in the 2010s, and now with the simplified Mixed-Use zoning adopted in 2025.
- Adopting Housing SLC (the city's Moderate Income Housing Plan) and Thriving in Place, with policies aimed at promoting more housing around transit, investing in affordable housing, addressing displacement caused by redevelopment, and establishing action items to support existing and future residents.

- Investing taxpayer dollars into a variety of affordable housing programs, with tens of millions of dollars going towards affordable housing citywide.
- Promoting more housing for households with children.
- Use zoning incentives and financing tools to create more home ownership opportunities within the station areas.

The station area plan for the North Temple corridor emphasize continuing these actions, particularly supporting the implementation of Housing SLC and Thriving in Place. To that end, the following policies and action items should be addressed to implement this objective.

IMPLEMENTATION

1. Review the MU zoning districts every five years to ensure that the regulations support the development of appropriate housing that fits within the future land use map of the Northwest Plan.
2. Monitor the affordable housing incentives and adjust as necessary to ensure the incentives provide appropriate levels of affordable housing in the area.
3. Implement the development agreement for the Rocky Mountain Power site.

4. Establish appropriate policies and funding priority for housing developments to include dwellings with enough bedrooms to support families.
5. Implement the actions identified in the Salt Lake City Moderate Income Housing Plan.
6. Explore modifying low density residential zoning districts to support a mix of housing types at a similar scale to what is allowed in the current zones.
7. Analyze the effectiveness of development design standards and modify as needed if the standards are not activating key public spaces.

Metrics allow the success of the station area plan to be measured and monitored. Measuring the success of a plan is necessary to determine if the plan is working.

The following metrics will be used to determine the success of the plan in relation to this objective:

The number of dwellings built in the station area, including the number of affordable dwellings at specified levels of affordability, housing type based on zoning definitions, and the number of dwellings with three or more bedrooms.

PARKS & OPEN SPACE

OBJECTIVES

1. Increase the amount of green space within the station area.
2. Improve access to public parks and open spaces.
3. Address public safety concerns within the station areas and incorporate CPTED principles into the design of public spaces.
4. Use green infrastructure such as shade trees to support environmental quality and public health.

The North Temple Station Area Plan aims to support sustainable environmental practices that reduce vehicle reliance, improve air quality, enhance public safety, and promote green, accessible open spaces that benefit both the community and environment.

Salt Lake City voters passed an open space bond in 2022, which is being used to update and improve Madsen Park, Cottonwood Park, and the Jordan River Parkway Trail, which are all located in transit station areas.

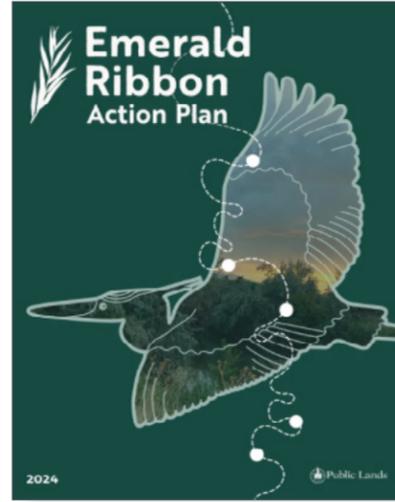
The development agreement with the owner of the Power District includes weaving open space throughout the development.

The Folsom Trail, which intends to connect the Jordan River Parkway Trail with Downtown Salt Lake City, has been constructed between 1000 West and 500 West. A future phase includes extending it to the Jordan River Parkway Trail. The trail runs along a former rail line, which has been acquired by the city. The Folsom corridor provides another opportunity to create parks and open space in the station area.

EMERALD RIBBON ACTION PLAN

The Emerald Ribbon Action Plan, aims to restore and enhance natural habitats, create more welcoming and activated spaces, and foster places for community along the Jordan River. With values revolving around nature, culture, connectivity, and care, the Emerald Ribbon Action Plan identifies Fairpark as a project area that offers an opportunity to center the community's priorities with active uses and vibrant public spaces while ensuring the Jordan River's ecological health is considered.

In the "Center Nature and Active Public Space in Fairpark" project, Salt Lake City will work with the Power District developers and the Fairpark community to improve the Jordan River experience as the area continues to grow.



The Power District and Fairpark have a significant portion of the Jordan River corridor with new development, which offers the opportunity to center the community's priorities with active uses and more vibrant communities while also ensuring public river use. Currently, the Jordan River runs through a highly industrial area and is viewed as undesirable. This portion of the trail becomes confusing at the North Temple Street TRAX station area, which is where one of the few deadly pedestrian-involved accidents occurred.

The plan focuses on making the area safe and connected for trail users, businesses, and future residents, which have the potential to become hubs for community events, recreation, and educational opportunities for the river.

DRAFT

This plan supports connecting open spaces, prioritizing health and wellness for all ages, and preserving and improving biodiversity in the areas surrounding each North Temple TRAX station.

IMPLEMENTATION

These concepts can be implemented within the station area by achieving the following goals and actions.

1. Complete the updates to the parks identified in the parks and open space bond approved by voters in 2022.
2. Finish the Folsom Corridor by extending the trail to the Jordan River and creating parks and open space along the corridor.
3. Implement the recommendations identified in Reimagine Nature.
4. Implement the vision, values, guiding principles, goals and strategies found in the Emerald Ribbon Action Plan.
5. Implement the recommendations of the Water Element of Plan Salt Lake throughout the station area to promote water conservation and reduce water consumption.

METRIC

- Amount of taxpayer dollars invested into parks and open spaces.
- A net increase in green space within the station areas.

DRAFT

The Emerald Ribbon envisions a future Jordan River corridor that is a ribbon of nature through Salt Lake City, a community crossroads, and the heart of the Westside. It is a model of care for people, wildlife, and ecosystems.

ACCESS TO OPPORTUNITY

OBJECTIVES

1. *Enable employment and educational opportunities.*
2. *Improve the connections between housing, transit, employment, education, recreation, and commerce.*
3. *Leverage retail areas to maximize social interaction, economic activity, and community.*
4. *Support the Transportation Division's identified improvements for the Power District.*

The North Temple Station Area plan aims to ensure that all residents have equitable access to jobs, education, commerce, and recreation within each station area.

The neighborhoods along and near North Temple need better access to opportunity. This can be through appropriate zoning that promotes mixed-use development and provides places for people to live as well as start a business. Without supportive zoning, opportunity is limited. In 2025, Salt Lake City adopted new mixed-use zoning districts that vary in scale and focus on how buildings address public spaces. These zones have been applied to the station areas with the intent of focusing ground floor commercial space on the major streets, particularly at intersections, while promoting housing above and on the smaller streets that connect to the major streets.

Access to opportunity is reduced if people who live, work, or visit the station areas do not feel safe. Public safety and homelessness continue to be major concerns along the North Temple corridor, as highlighted in responses from the Northwest Community Survey. Many community members feel that Salt Lake City is not doing enough to ensure residents and visitors feel safe in the area.

To address these concerns, Salt Lake City started implementing a Public Safety Plan for the area — a strategic initiative identifying gaps in inadequate support services and

public safety challenges. The plan outlines 27 actions Salt Lake City will undertake and 23 recommendations for external partners. Several of these actions directly relate to the North Temple corridor, **Including efforts to:**

- Improve crime prevention and law enforcement collaboration.
- Expand outreach through the Community Connections Team (CCT) of highly trained detectives and licensed clinical social workers. The CCT provides support during planned operations and homeless response calls while emphasizing emergency shelter, receiving center and treatment access, and reducing cycling in and out of shelters.
- Strengthen Diversified Response Teams of social workers, park rangers, and community responders that resolve issues within the Police or Fire department.
- Coordinate focused engagement with unsheltered individuals to connect them with services and treatments.

These actions are currently in progress and represent Salt Lake City's commitment to improving public safety while addressing causes of homelessness including within North Temple.

Continued efforts will be required to ensure the area remains safe in the future.

CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN (CPTED)

CPTED is a crime prevention theory focused on tactical design and the effective use of the built environment. When applied, CPTED can reduce both crime and fear of crime.

In the North Temple Station Area Plan, CPTED will be used as a strategy to enhance safety and minimize the opportunities for crime along the station areas. Below are the four principles of CPTED:

- **Natural Surveillance:** Designing spaces to maximize visibility so that potential offenders are seen and deterred by the risk of being observed.
- **Natural Access Control:** Using features like landscaping, fences, and lighting to guide people's movements and prevent unauthorized access to areas.
- **Territorial Reinforcement:** Clearly defining property lines and distinguishing between public and private spaces to create a sense of ownership and control.
- **Management & Maintenance:** Regularly repairing broken fixtures, trimming vegetation, and removing graffiti to discourage criminal activity.
- **Activity Support:** Designing spaces to encourage legitimate use by residents, employees, and customers, thereby increasing the presence of legitimate users and reducing opportunities for crime.

With CPTED principles, this strategy can reduce criminal opportunity while addressing the North Temple community safety concerns.

ACCESSIBLE AND AFFORDABLE HOUSING

Accessible and affordable housing is a key component of opportunity. If housing is too expensive or there is not enough housing available, households have fewer resources or are priced out of neighborhoods. The station areas have seen an increase in affordable housing in the last ten years, with 27% of rental units priced below \$1,000 per month, compared to only 19% citywide.

However, a severe shortage of deeply affordable housing and permanent housing remains. Households in the Northwest Community spend about 40% of their income on mortgages compared to 31.6% citywide, which exceeds the HUD recommendation of 30%. This makes Northwest Community homeowners "cost-burdened", often struggling to afford necessities such as transportation and healthy food. To address this issue, the Salt Lake City Council approved a \$5 million investment in deeply affordable housing in June 2025. This funding aims to support the creation of units accessible to the most vulnerable populations and bridge the existing affordability gap.

The goals and actions of station area plans are intertwined. While not repeated in this section, the policies of the other sections of the station area plan seek to improve access to opportunity.

IMPLEMENTATION

1. *Add CPTED standards to the zoning code.*
2. *Monitor the success of the MU zoning districts in creating commercial space while considering economic forces and adjust as needed.*
3. *Modify zoning to ensure there are more dwellings with three or more bedrooms constructed in the station areas.*
4. *Work with the Salt Lake City School District on the future reuse of Mary Jackson Elementary to ensure the property provides community serving uses.*
5. *Invest in a public safety plan that is sustainable to operate long term.*
6. *Incentivize access to health care to the extent possible using zoning tools and city funding dollars.*

METRICS

- *Square feet of commercial space built.*
- *Number of family sized affordable dwellings.*
- *Number of CPTED concepts installed.*

TRANSPORTATION

OBJECTIVES

1. *Work with partners to implement transportation improvements associated with the development of the Rocky Mountain Power and Utah State Fairpark sites.*
2. *Work towards improving connectivity between the station areas and the surrounding neighborhoods, including overcoming barriers created by the interstates and freight rail lines.*
3. *Improve access for pedestrians and cyclists to the transit stations on North Temple and the bus stops within the area.*
4. *Mitigate public safety concerns along sidewalks, trails, and bicycle paths.*

Station area plans only work if people can travel within and to the station area safely, conveniently, and affordably.

FUTURE TRANSPORTATION SYSTEM STRATEGIES

Salt Lake City is committed to improving pedestrian connections within all stations in the North Temple Station Area Plan. Currently, the neighborhoods to the north and south of the North Temple corridor are disconnected, but improvements within the built environment will enhance the pedestrian experience and promote safe connections.

1940 W STATION

Since the adoption of the North Temple Station Area Plan in 2010, this station has experienced significant housing development with thousands of new dwellings constructed. Although the majority of the new dwellings are apartments, the south and east side of the station near Redwood Road has development potential. Future development has the potential to improve environmental conditions that currently separate pedestrians from the west and east areas of Redwood Road along the North Temple Corridor.

POWER STATION

This station will experience intense redevelopment with the construction of the Power District. Proposed improvements for this station are included in a transportation study. Any recommendations and identified improvements by Salt Lake City's Transportation Division will be supported.

FAIRPARK STATION

Currently, the fairgrounds entrances are a long walking distance from the station platform, which has created an unsafe night environment especially when there is high vehicle traffic after Utah State Fairground events. To enhance pedestrian and car safety, opening entrances along North Temple can make the Utah state fairgrounds have more accessible points, which brings more people while enhancing the experience.

JACKSON/EUCLID STATION

This area is fairly developed and most future developments will be infill opportunities. Over the last five to ten years, this station has seen significant housing development but turned over properties that were home to small local businesses. Many of those businesses reflected the diverse racial and ethnic character of the Northwest Community. With infill development, there is opportunity to revitalize the community character of the area that was neglected in the past.

Each of these stations represents a barrier dividing the community north and south of North Temple. Although there are a few crosswalks along the North Temple corridor, these are widely spread out.

Adding more frequent crosswalks will not only make the north to south more accessible, but also slow down the high-speed vehicle traffic. The existing crosswalks should be studied to determine if safety features can be added.

In terms of transportation, connectivity, and mobility, Salt Lake City is implementing strategies that will enhance the pedestrian connectivity and safety along the North Temple corridor.

WASATCH FRONT REGIONAL COUNCIL POWER DISTRICT TRANSPORTATION STUDY

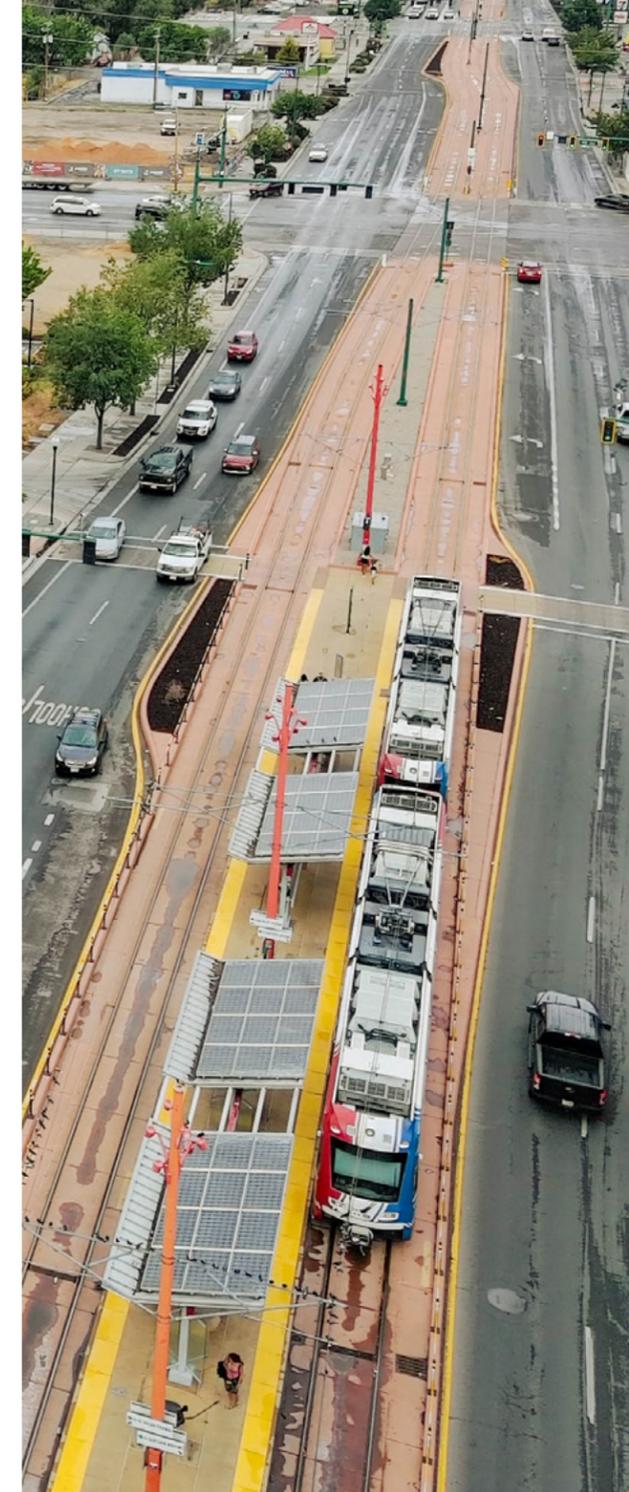
Prioritize the recommendations from Transportation for the Power District Transportation Study and work with other partners to implement the recommendation.

IMPLEMENTATION

1. *Implement the recommendations from the Power District Implementation study by working with partners, identifying funding sources, and prioritizing actions.*
2. *Build pedestrian and bicycle infrastructure improvements recommended in the city's pedestrian and bicycle master plan.*
3. *Continue to work with UTA to improve access to transit within the station areas.*

METRICS (Within the Station Areas)

- *Funding allocated to transportation improvements.*
- *Miles of bicycle paths installed.*
- *Miles of sidewalks improved.*



FUNDING STRATEGIES

GENERAL OBLIGATION BOND

General Obligation (GO) bonds are a type of municipal bond that relies on an issuing government's credit and taxation ability to fund public improvement projects. GO bonds are voted on by City Council and placed on election ballots for city residents to consider. If GO bonds are approved by voters, property taxes increase to pay off the bond for a term of 20 years.

HOUSING AND TRANSIT REINVESTMENT ZONE (HTRZ)

The State of Utah established HTRZ to help address Utah's housing crisis. An established HTRZ area allows for municipalities to capture tax increment revenue around certain public transit facilities to facilitate transit-oriented development including mixed-use, multi-family, and affordable housing development.

FAÇADE IMPROVEMENT PROGRAMS

This type of program is intended to improve storefront facades, particularly along pedestrian-oriented streets. Loans obtained through this program are typically low interest or grant based. A match from the applicant is often required.

PROPERTY TAX ABATEMENT

Many communities use property tax abatements to incentivize new development or significant renovation. This requires coordination with multiple government agencies. Typically, a project must meet minimum thresholds to qualify, such as investment over a certain amount or creation of a minimum number of jobs that offer wages exceeding the city's median income. Abatement areas and the process to qualify, review and approve are established by ordinance. These programs run the risk of negatively impacting the city's revenues generated by property taxes and could impact the manner in which property taxes are calculated.

TRANSPORTATION DEVELOPMENT DISTRICTS

A transportation development district is a tool that increases property taxes within a defined area to support transportation improvement projects. Most often, these are used to fund the building of transit lines. They are typically approved by vote of residents living within the defined area. They are often managed by a city department with funding allocations approved by the legislative body.

CRA PROJECT AREA

In 2010, the CRA determined the North Temple Project Area required assistance to revitalize and improve the corridor along North Temple from the westside of Interstate-15 to Redwood Road.

Within the North Temple Project Area plan, the following general standards guide redevelopment:

- Encourage transit-oriented development
- Participate in creating a walkable community
- Create extension of City Creek corridor
- Preserve existing residential neighborhoods and encourage positive connections
- Redevelop the State Fairpark
- Assist in improving environmental conditions along North Temple Boulevard
- Promote sustainable practices
- Design for excellence and cost effectiveness
- Create safe, vibrant, and useful public spaces
- Promote population growth and stability

The North Temple Project Area receives CRA assistance to improve commercial, residential, and institutional uses through tax increment financing (TIF).

The North Temple Project Area was originally adopted to support the North Temple Boulevard Plan, a plan that focused on transit oriented residential development through increased mixed-uses, pedestrian oriented design, commercial, and residential development around the TRAX stations.

Although the North Temple Boulevard Plan was intended to increase commercial development, it has been unsuccessful and tax increment collection from commercial uses has been low. MU will replace TSA zoning.

Examples of Projects created through Tax Increment Funding (TIF):

SPARK MIXED-USE PROJECT

Located at 1490 W North Temple. 152 affordable units, 48 deeply affordable units, a daycare, and ground floor commercial facing North Temple Street

FOLSOM TRAIL (PHASE 1)

- Completion of a 1-mile paved trail along a former rail corridor
- Phase 2 will increase access points to transportation routes and establish more open green spaces.

PROPERTY ACQUISITIONS

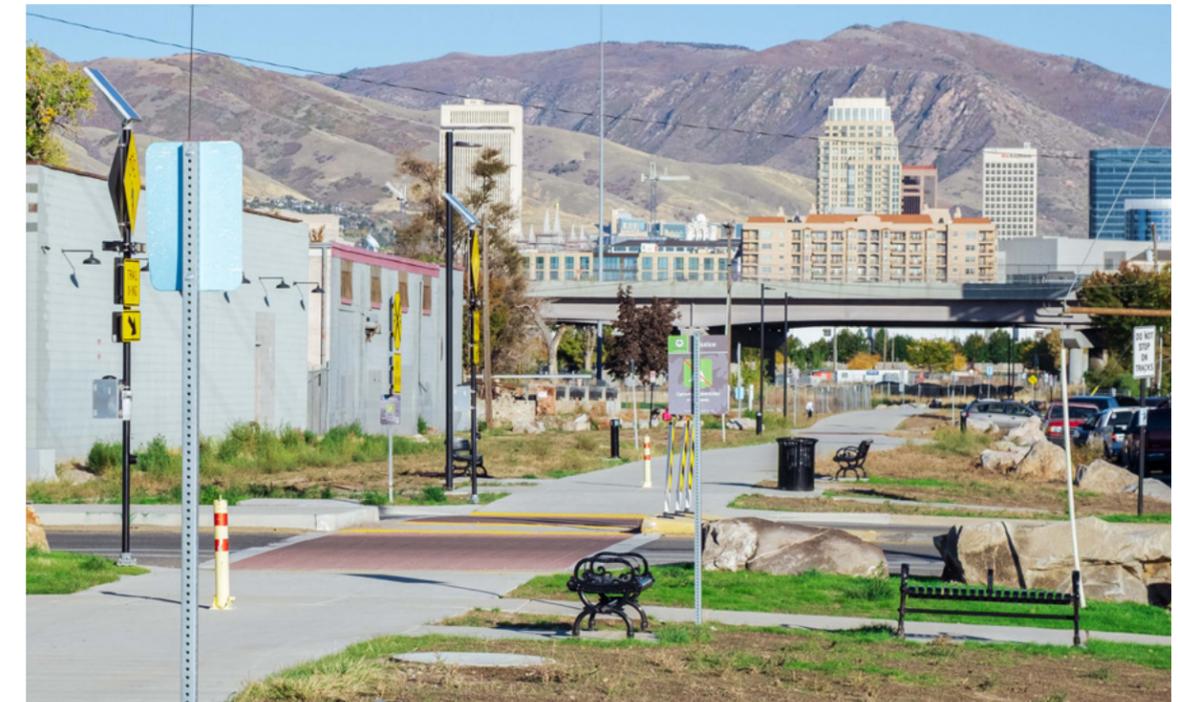
CRA has acquired the following properties near the Folsom Corridor for redevelopment. The properties are intended to implement the North Temple Station Area Plan and activate the Folsom Trail.

- 47 S 1000 West
- 51 S 1000 West
- 961 W Folsom Ave
- 22 S Jeremy St

PROJECT AREA ACTIVATION

Through the North Temple Project Area development and the North Temple Station Area Plan, active transportation modes and activation of the Folsom Trail will be encouraged and supported. **By 2040 the North Temple Project Area will feature:**

- Improved connectivity and pedestrian circulation
- Improved pedestrian and transit-oriented design
- Increased transportation options
- Increased use of public transit and pedestrian activity



IMPLEMENTATION

The following phasing and implementation strategies identify key steps for meaningful and sustainable growth within the station area boundaries.

Phase 1 strategies should be targeted in the next 1 to 5 years, while Phase 2 strategies are looking at the longer term (5-10 years).

Action Item	Responsible Party			Funding / Financing
	SLC	UTA	Other	
Phase 1 - Short Term (0 - 5 years)	Review the MU zoning districts every 5 years to ensure that the regulations support the development of appropriate housing that fits within the FLUM of the Northwest Plan.	●		Salt Lake City Community & Neighborhoods Dept.
	Monitor affordable housing incentives and adjust as necessary to ensure the incentives provide appropriate levels of affordable housing.	●		Salt Lake City Community & Neighborhoods Dept.
	Establish appropriate policies and funding priority for housing developments to include dwellings with enough bedrooms to support families.	●		SLC, CRA, HTRZ
	Implement the actions identified in the Salt Lake City Moderate Income Housing Plan.	●		Salt Lake City
	Modify low density residential zoning districts to support a mix of housing types at a similar scale to what is allowed in current zones.	●		Salt Lake City
	Add CPTED standards to the zoning code.	●		Salt Lake City
	Modify zoning to ensure there are more dwellings with three or more bedrooms constructed in the station areas.	●		Salt Lake City
	Work with the Salt Lake City School District on the future reuse of Mary Jackson Elementary to ensure the property provides community serving uses.	●		SLC, Salt Lake City School District

Action Item	Responsible Party			Funding / Financing	
	SLC	UTA	Other		
Phase 2 - Long Term (5 - 10 years)	Implement the development agreement for the Power District.	●		●	SLC, LHM
	Analyze the effectiveness of development design standards and modify as needed to activate key public spaces.	●			Salt Lake City
	Complete the updates to the parks identified in the parks and open space bond approved by voters in 2023.	●			Salt Lake City
	Finish the Folsom Corridor by extending the trail to the Jordan River and creating parks and open space along the corridor.	●			SLC, CRA
	Implement the recommendations identified in Reimagine Nature.	●			SLC, Jordan River Commission
	Implement the vision, values, guiding principles, goals and strategies found in the Emerald Ribbon Action Plan.	●			SLC, Jordan River Commission
	Implement the recommendations of the Water Element of Plan Salt Lake throughout the station area to promote water conservation and reduce water consumption.	●			Salt Lake City
	Monitor the success of the MU zoning districts in creating commercial space while considering economic forces and adjust as needed.	●			Salt Lake City
	Invest in a public safety plan that is sustainable to operate long term.	●	●		SLC, UTA
	Incentivize access to health care to the extent possible using zoning tools and city funding dollars.	●			SLC, Community Partners
	Implement the recommendations from the Power District Implementation study by working with partners, identifying funding sources, and prioritizing actions.	●	●	●	SLC, UTA and LHM
	Build pedestrian and bicycle infrastructure improvements recommended in the city's pedestrian and bicycle master plan.	●	●	●	SLC, UTA and LHM
Continue to work with UTA to improve access to transit within the station areas.	●	●		SLC, UTA and LHM	

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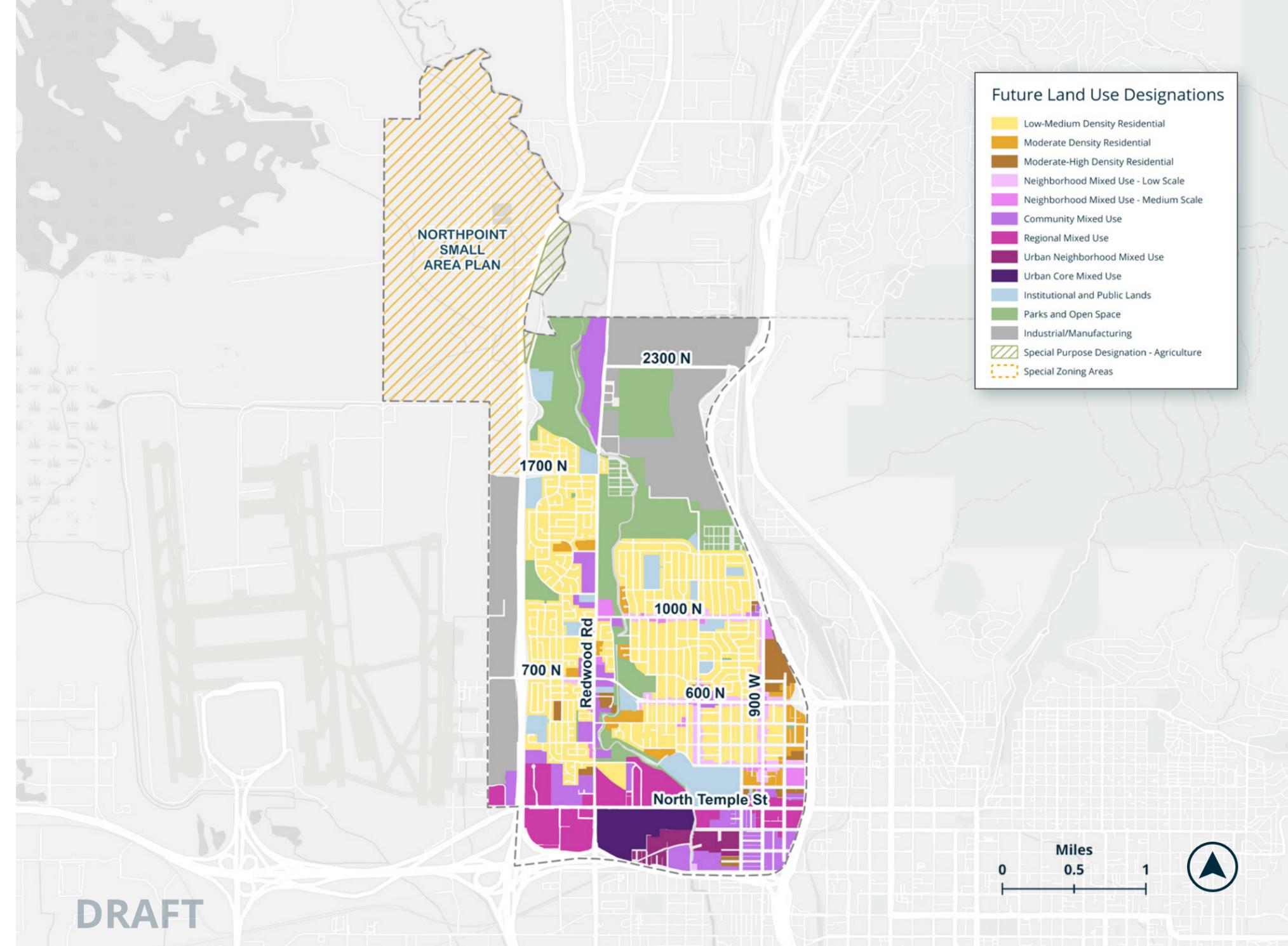
NORTHWEST COMMUNITY FUTURE LAND USE MAP

The Northwest Community Future Land Use Map outlines a long-term vision for growth by identifying key properties for catalytic development, expanding opportunities for additional small-scale businesses, and supporting increased residential density.

Its purpose is to guide future development with a flexible framework, rather than imposing rigid zoning rules. The land use designations are intended to offer adaptability, enabling the community to evolve over time. The following section describes the vision and intent behind each designation. The future land use designations and policies for the Northpoint area are found in the Northpoint Small Area Plan.

The Future Land Use Map does not alter the current zoning of any property. Any proposed change to zoning must go through a formal zoning map amendment process, which includes public review and approval by the Salt Lake City Council. The map serves as a guiding tool in evaluating such future requests. Changes to the map should be consistent with the vision of the Northwest Plan, align with the policies, and support the initiatives of the plan while also considering citywide needs and goals.

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FUTURE LAND USE MAP PRINCIPLES

ACTIVATE JORDAN RIVER PARKWAY TRAIL & FOLSOM TRAIL

The Jordan River Parkway and Folsom Trails are essential community assets, providing recreation, connectivity, and gathering opportunities. The future land use map identifies areas where both trails can be activated through increased residential density and mixed-use development.

The plan applies a range of Mixed-Use Future Land Use Designations at critical locations along the trails to encourage a variety of land uses, including commercial options such as a cafe or retail establishment. Residential density increases are also identified to encourage more “eyes on the trail”, promoting frequent use and activity, and improving safety.

PROTECT THE JORDAN RIVER’S RIPARIAN CORRIDOR

Development along and near the Jordan River is regulated in part by the [Riparian Corridor Overlay](#) zoning designation, which is designed to protect the river’s ecological health and long-term stability.

The overlay ensures stream banks remain stable with minimal erosion and reduced risk of flood damage. It also ensures that development minimizes impact on water

quality and fish and wildlife habitat. The future land use map designates key locations along the Jordan River and Trail for mixed-use development intended to increase activity and encourage walkable communities.

Any new development that seeks to establish an active use along the river will be subject to the Riparian Corridor Overlay and should ensure that the Jordan River will not be negatively impacted. The City should acquire property in key locations along the river to ensure protection and to expand publicly accessible trails and parks.

ENCOURAGE NEW INFILL HOUSING DEVELOPMENT

To accommodate population growth, the future land use map proposes increasing the allowable residential density within established single-family neighborhoods. Examples of appropriate neighborhood infill may include secondary dwelling units, duplexes, triplexes, or fourplexes.

Regardless of the type of housing, it should have a scale similar to the zoning regulations for detached, single-family homes with some minor variations being appropriate. The goal of this gentle density increase is to provide additional housing opportunities while respecting the existing development pattern.

ENHANCE & ACTIVATE IDENTIFIED CORRIDORS AS VIBRANT AREAS

Properties along major corridors are envisioned as areas that can provide needed amenities and community gathering areas within walking distance of many homes. The types of development envisioned along these corridors include a broad mix of land uses, including residential uses in the same building as commercial uses, creating destinations for the existing and neighboring communities.

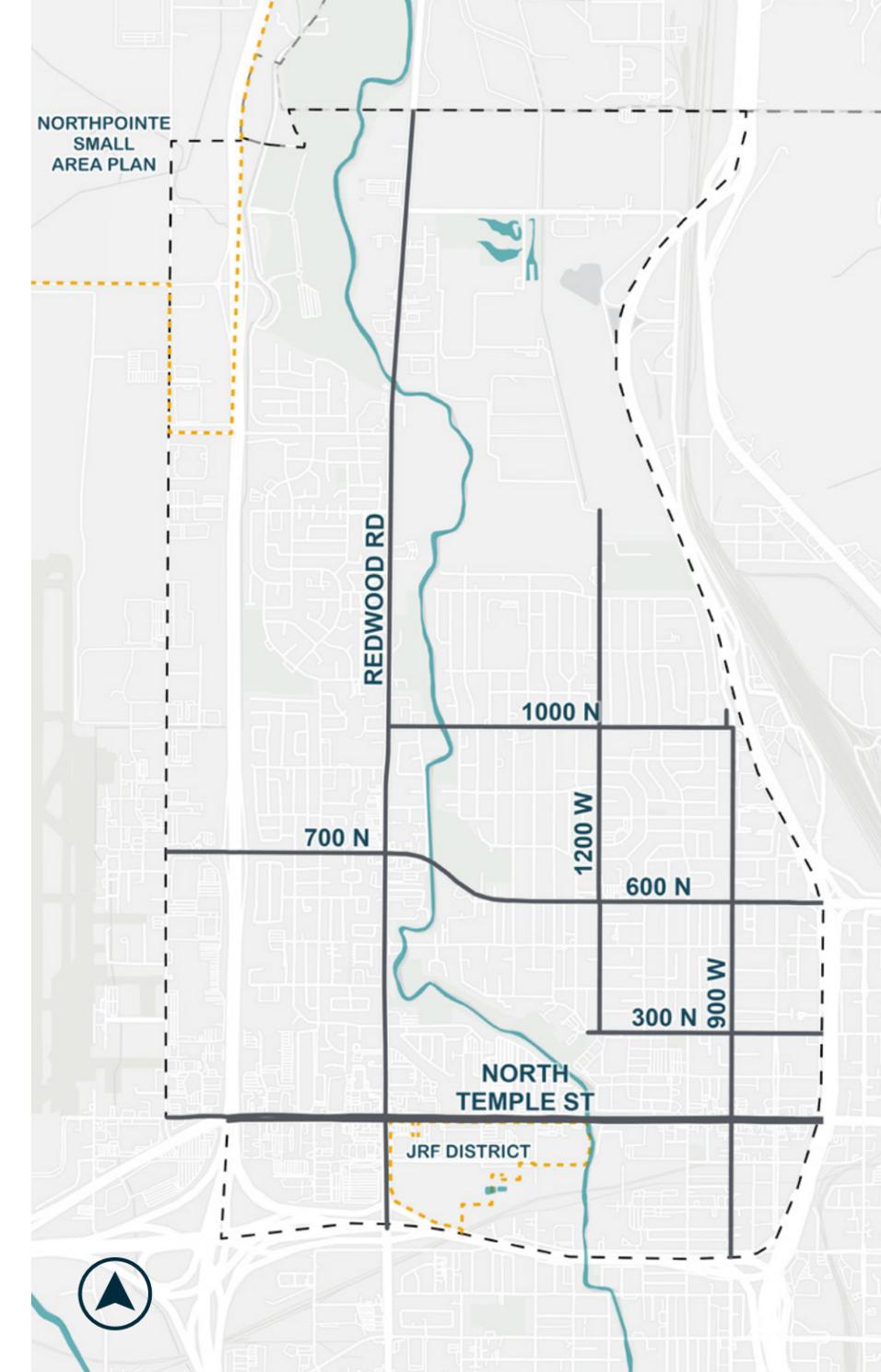
The increase in allowable land uses provides for missing essential services and recreational activities. These uses include a possible market, grocery store, restaurant, bar/brewery, and/or retail. In addition to these active uses, the vision anticipates that denser development will accompany future commercial uses.

The following factors were used to determine which corridors are most appropriate for a Mixed-Use designation:

- Complete Streets (Bike Lanes/Street Trees/Medians)
- Planned Right-of-Way Improvements
- High Traffic Areas (Foot/Bicycle/Transit/Vehicles)
- New Development can be Supported by an Established Community
- Opportunities for Properties to Transition from Residential to Mixed-Use

The identified corridors include the following:

- North Temple
- Redwood Road
- 300 N
- 600 N
- 1000 N
- 900 W
- 1200 W



UTILIZE MODERATE DENSITY TO BUFFER REGIONAL MIXED-USE

The future land use map identifies the majority of the North Temple Corridor as **Regional Mixed-Use Designation**, allowing high intensity development that supports the corridor's role as a major activity center.

To ensure compatibility with the surrounding neighborhoods, the map also identifies **Moderate-High Density Residential Designation** to the north and south of the corridor. These areas of transition are intended to provide a buffer between the scale and intensity of the development along North Temple and the nearby residential neighborhoods.

ENCOURAGE APPROPRIATELY SCALED COMMERCIAL DEVELOPMENT THROUGHOUT THE COMMUNITY

As the Northwest area continues to grow, supporting new commercial and mixed-use development while preserving existing businesses remains a key priority. The future land use map designates areas for **Neighborhood Mixed-Use - Low Scale** development along major arterials, adjacent to higher-density zones, and near key access points to the Utah State Fairgrounds. These locations were intentionally selected to promote a walkable community with convenient access to essential services such as grocery stores, healthcare clinics, restaurants, cafes, and retail. The scale of development in these areas is intended to remain compatible (but permit slightly larger buildings) with the surrounding residential character.

To accommodate additional growth, the **Neighborhood Mixed-Use - Medium Scale** designation has been applied near select intersections to support more intensive mixed-use development. Additionally, some existing low-scale commercial properties have been moderately upscaled to address the future needs of both current and anticipated residents in the plan area.



Neighborhood Mixed-Use - Low Scale

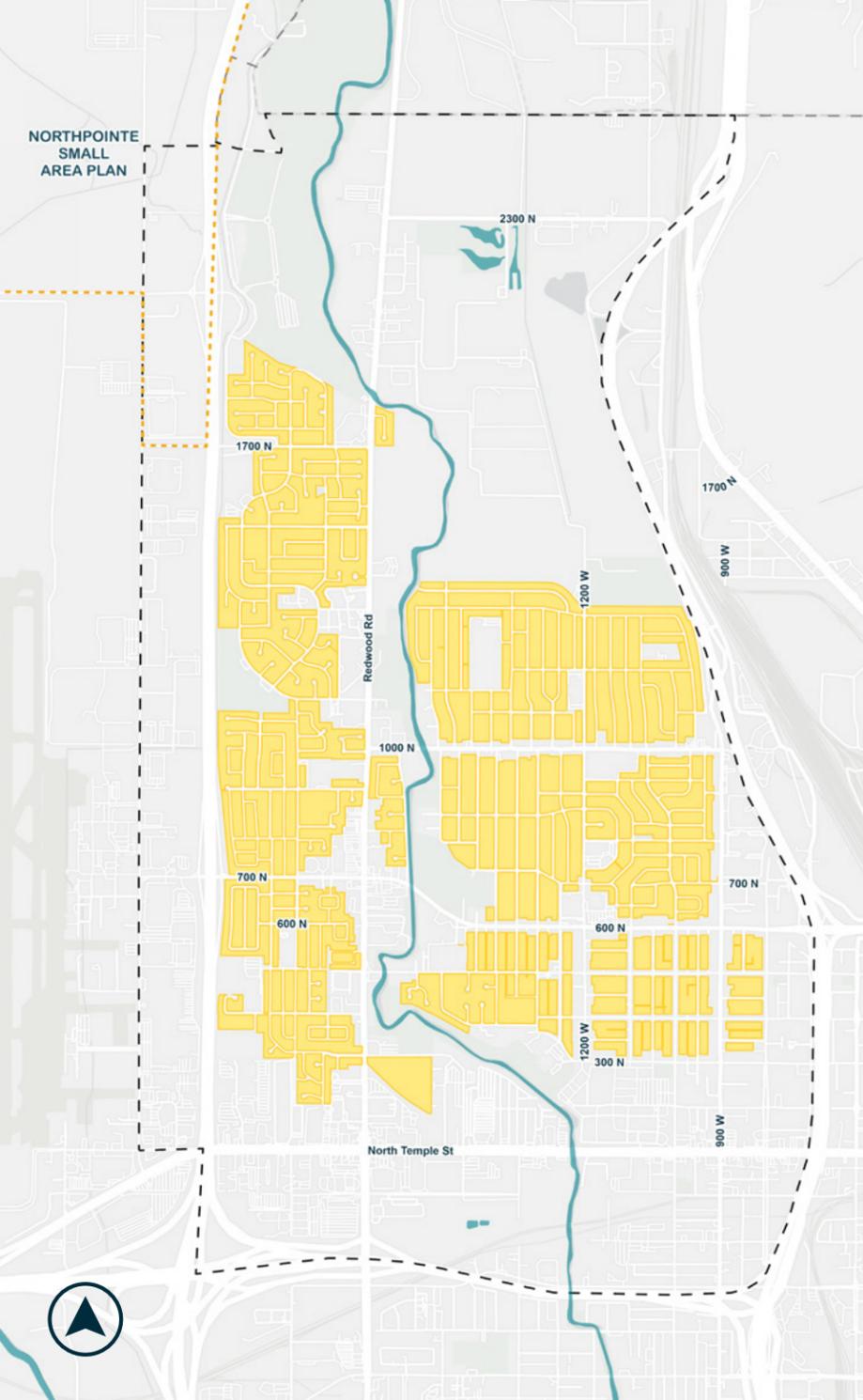


Neighborhood Mixed-Use - Medium Scale



MU-3 | Rowhomes





RESIDENTIAL

All residential designations are oriented towards housing types; however, additional uses like public utilities, places of worship, parks and community gardens can also be found in these designations.

LOW/MEDIUM DENSITY RESIDENTIAL

WHY

The **Low/Medium Density Residential** designation is intended to preserve neighborhood character while allowing for gentle growth through infill development such as accessory dwelling units, duplexes, triplexes, fourplexes, and single-family homes on small lots. Many existing lots, particularly the uniquely deep ones found throughout the community, are well-suited for this type of infill development. Overall, the level of change expected in these established neighborhoods remains relatively low, ensuring new growth complements the existing scale and provides property owners with options, including keeping and expanding their existing single-family dwelling.

WHAT

Density: 1 - 20 Dwelling Units per Acre

Stories: Generally up to 2

- All Housing Types Allowed

WHERE

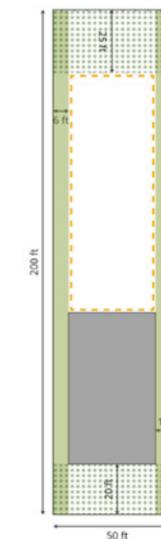
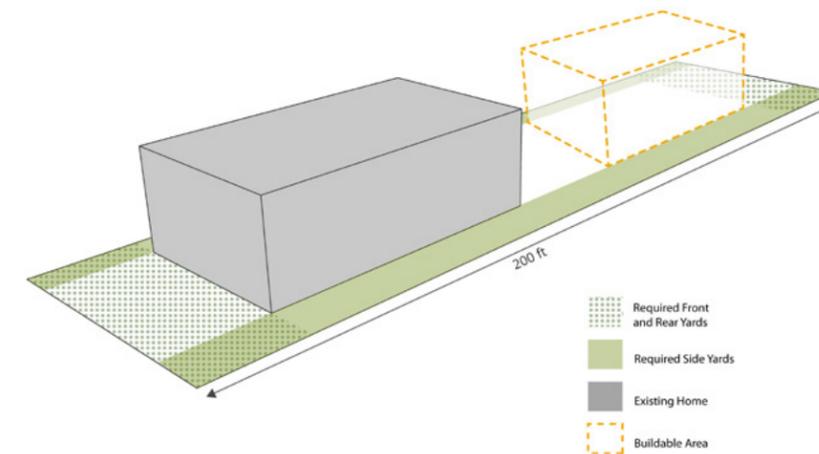
Low/Medium Density Residential is mapped within established neighborhoods such as Rose Park, Fairpark, Jordan Meadows, and Westpointe. Residents desire to maintain the community feel of these neighborhoods in size, scale, and design, while accommodating future growth.

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EXAMPLES



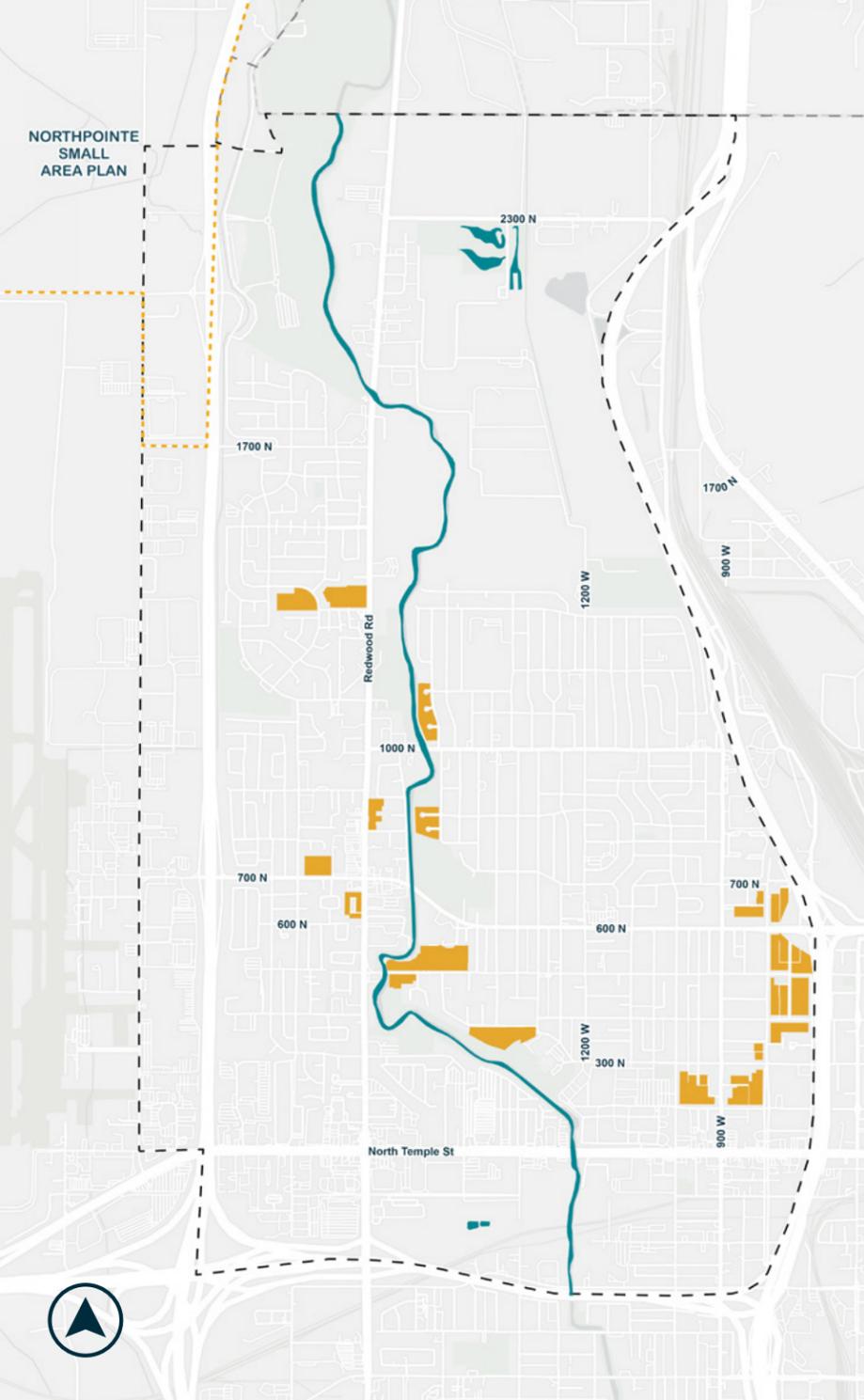
EXAMPLE OF A DEEP LOT



NOTES

Historically only one home per lot have been allowed in many Northwest neighborhoods, leaving large swaths of land unusable. Allowing infill development can add much needed housing to the community while preserving existing homes.

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MODERATE DENSITY RESIDENTIAL

WHY

The **Moderate Density Residential** designation is intended to encourage housing densities between 20-40 dwelling units per acre and allows for a variety of housing types. Within the Northwest area, this designation serves as a transitional buffer between higher-intensity residential development and established lower-density neighborhoods. It is strategically located at key nodes along the Jordan River to encourage increased residential development; bringing activity, connectivity, and easy access to natural amenities.

WHAT

Density: 20 - 40 Dwelling Units per Acre

Stories: Generally up to 3

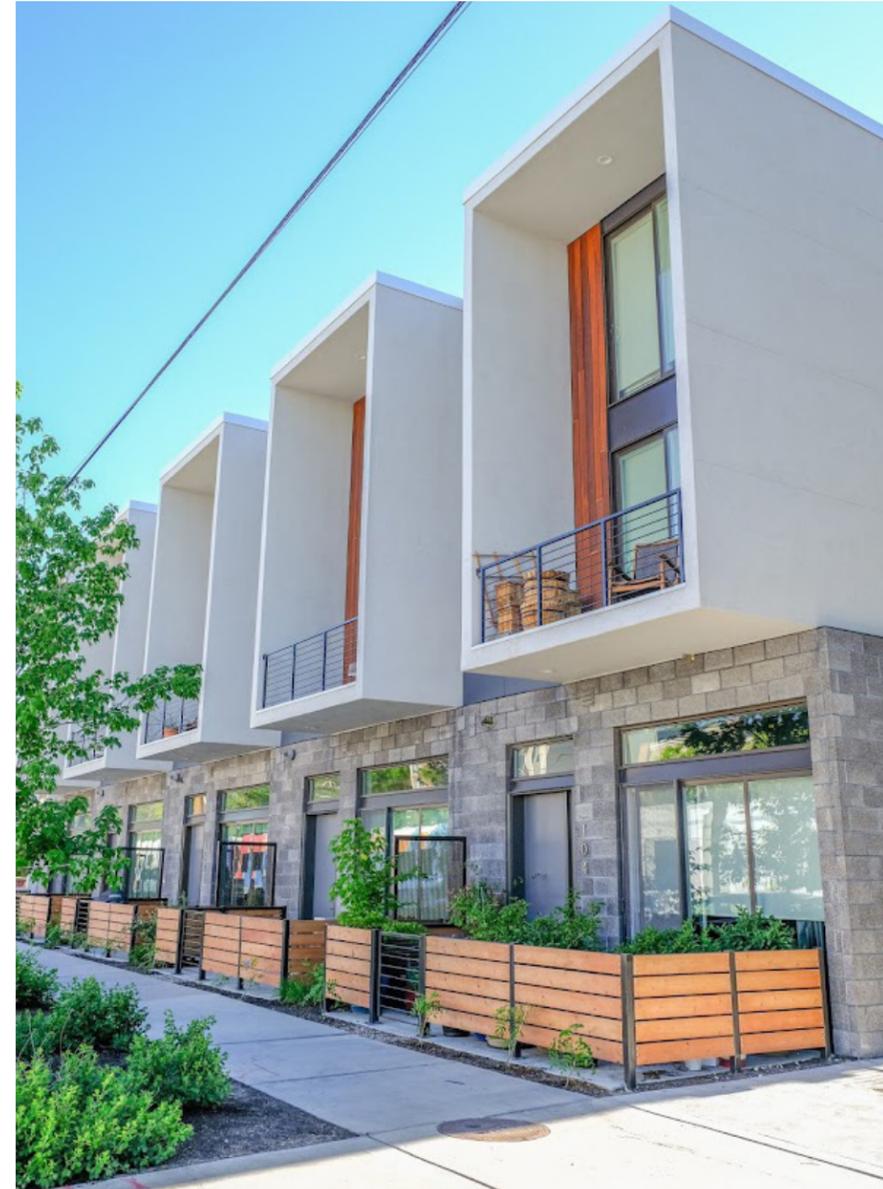
- All Housing Types Allowed

WHERE

The **Moderate Density Residential** designation is most appropriate along major arterials and adjacent to commercial and mixed-use developments. The future land use map reflects some existing medium-density housing that is expected to remain stable, as well as opportunities for additional density near the Utah State Fairgrounds, along the Jordan River Parkway Trail, and adjacent to the I-15 on ramp. New development in these areas should fit within the neighborhood context and be designed to complement the character of surrounding development.

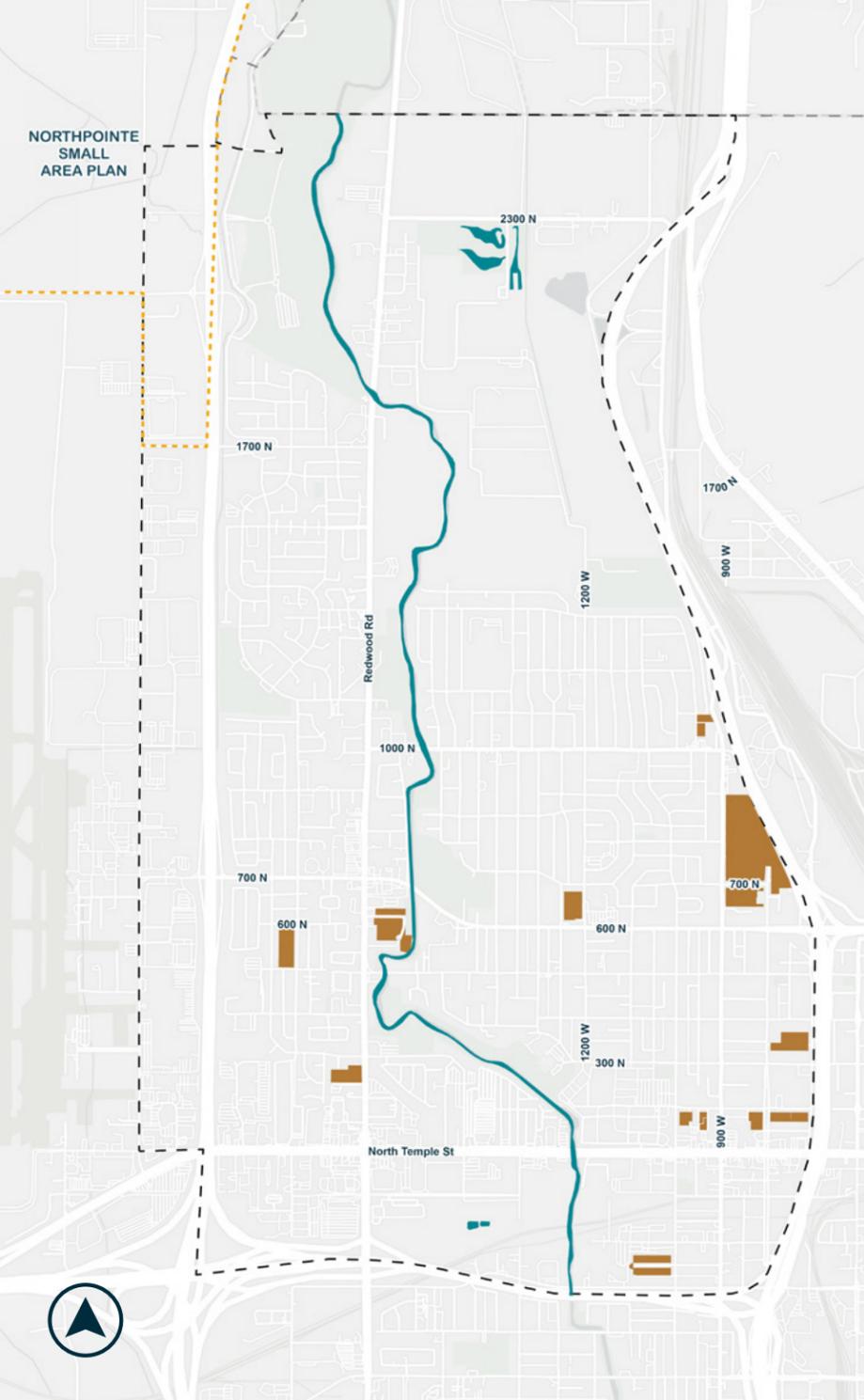
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EXAMPLES



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MODERATE / HIGH DENSITY RESIDENTIAL

WHY

The **Moderate/High Density Residential** designation is intended to serve as a transitional buffer between the higher intensity mixed-use designations and well-established neighborhoods.

This designation consists of densities between 40-60 dwelling units per acre, primarily within multi-family residential type development.

WHAT

Density: 40 - 60 Dwelling Units per Acre

Stories: Generally up to 5

- All Housing Types Allowed

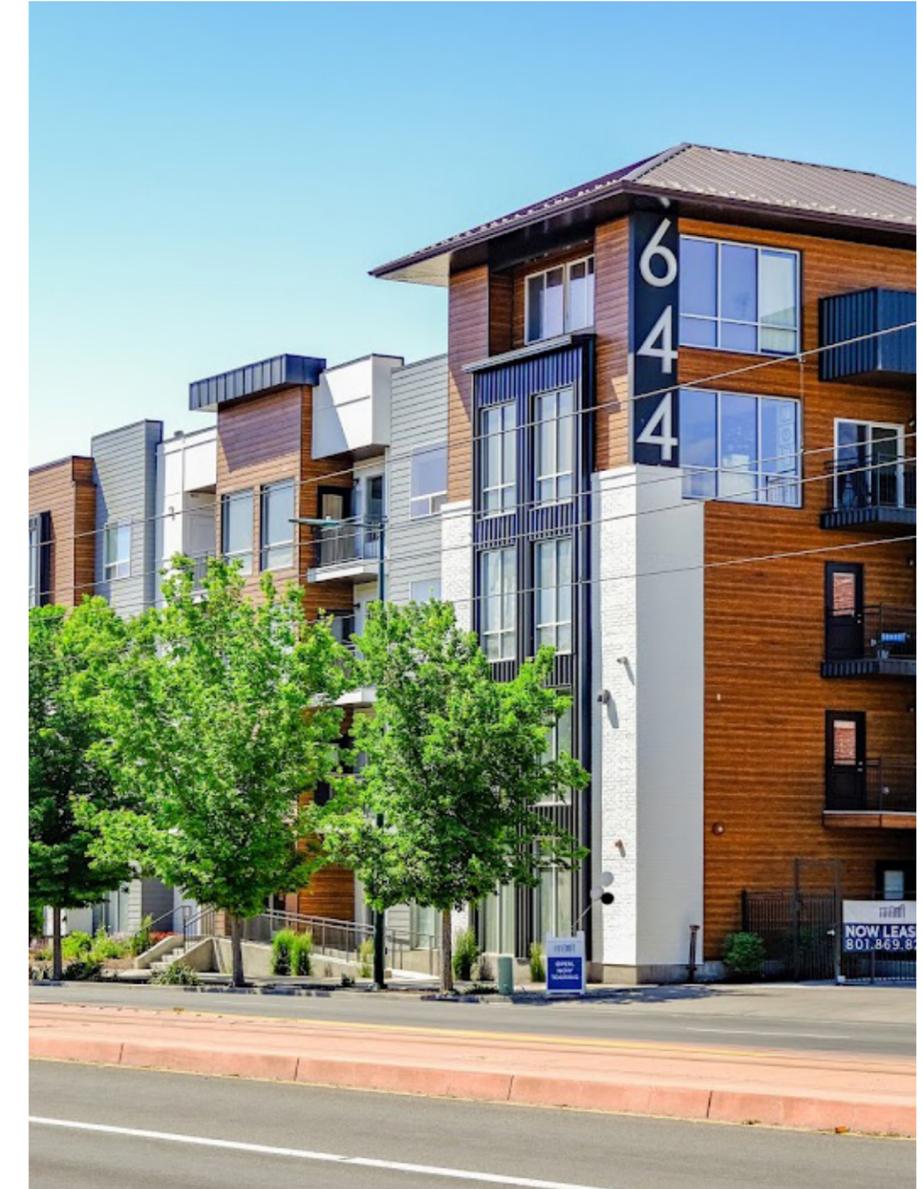
WHERE

The FLUM shows pockets of moderate- to high-density residential development near major arterials where similar medium- to high-density housing types already exist. It also identifies potential areas for medium- to high-density residential growth near mixed-use zones and in locations that provide a gradual transition from the high-intensity designation along North Temple to surrounding neighborhoods.

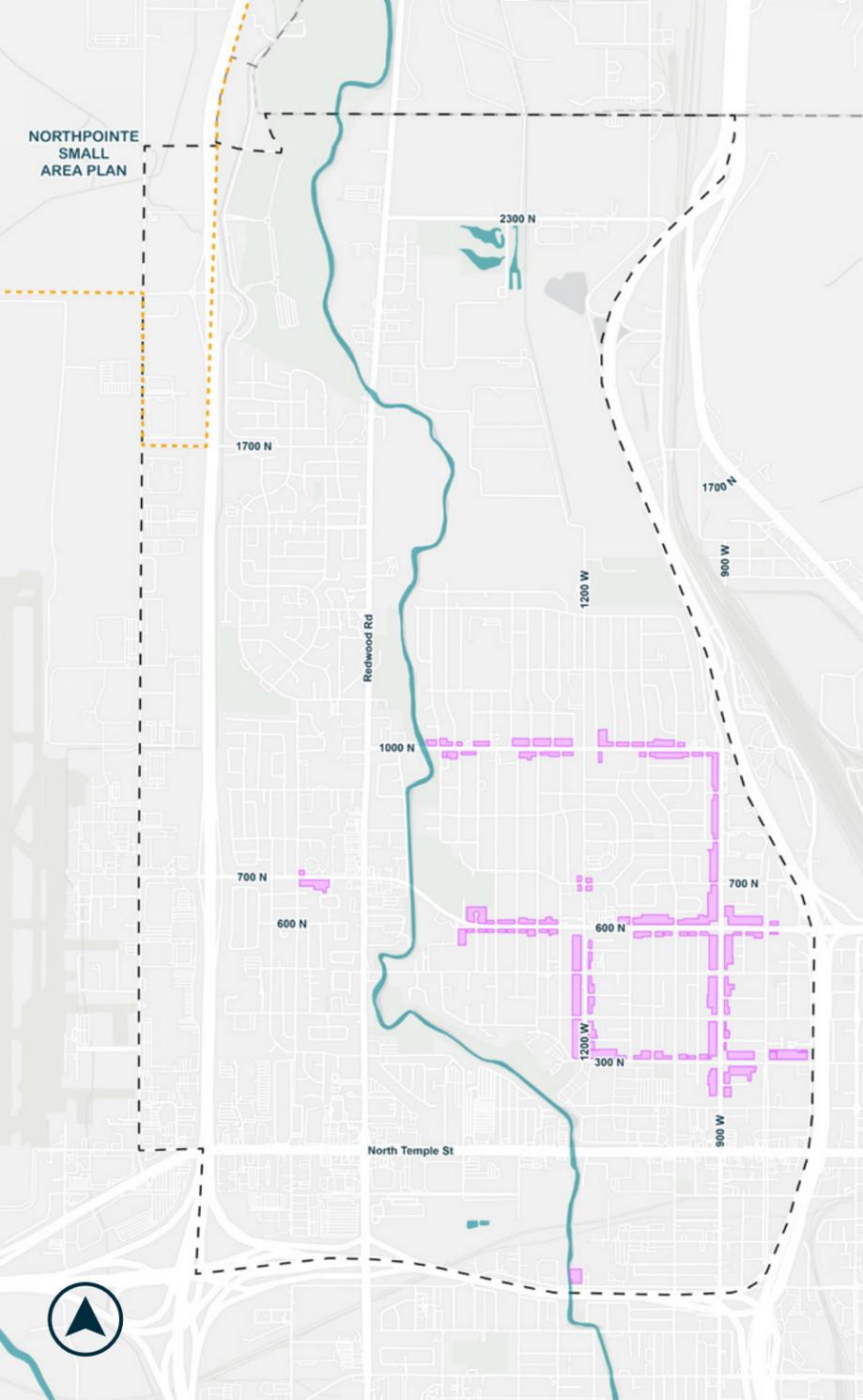
Additionally, the designation applies to areas adjacent to the Mary W. Jackson block, where redevelopment is anticipated if the school does not reopen.

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EXAMPLES



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MIXED-USE

All mixed-use designations are oriented towards enabling mixed-use development; however, additional uses like public utilities, places of worship, parks and community gardens can also be found in these designations.

NEIGHBORHOOD MIXED-USE LOW SCALE

WHY

The **Neighborhood Mixed-Use Low Scale** designation is intended to provide commercial and mixed-use opportunities adjacent to low-density residential neighborhoods. This designation promotes walkability by orienting buildings towards the sidewalk while encouraging a broad mix of land uses.

This designation is primarily adjacent to or within low-density residential neighborhoods characterized by smaller-scale buildings. **New developments are encouraged to provide commercial space on the ground floor.**

WHAT

Stories: Generally up to 2

- Low-Scale Commercial Storefront Buildings
- All Housing Types Allowed

WHERE

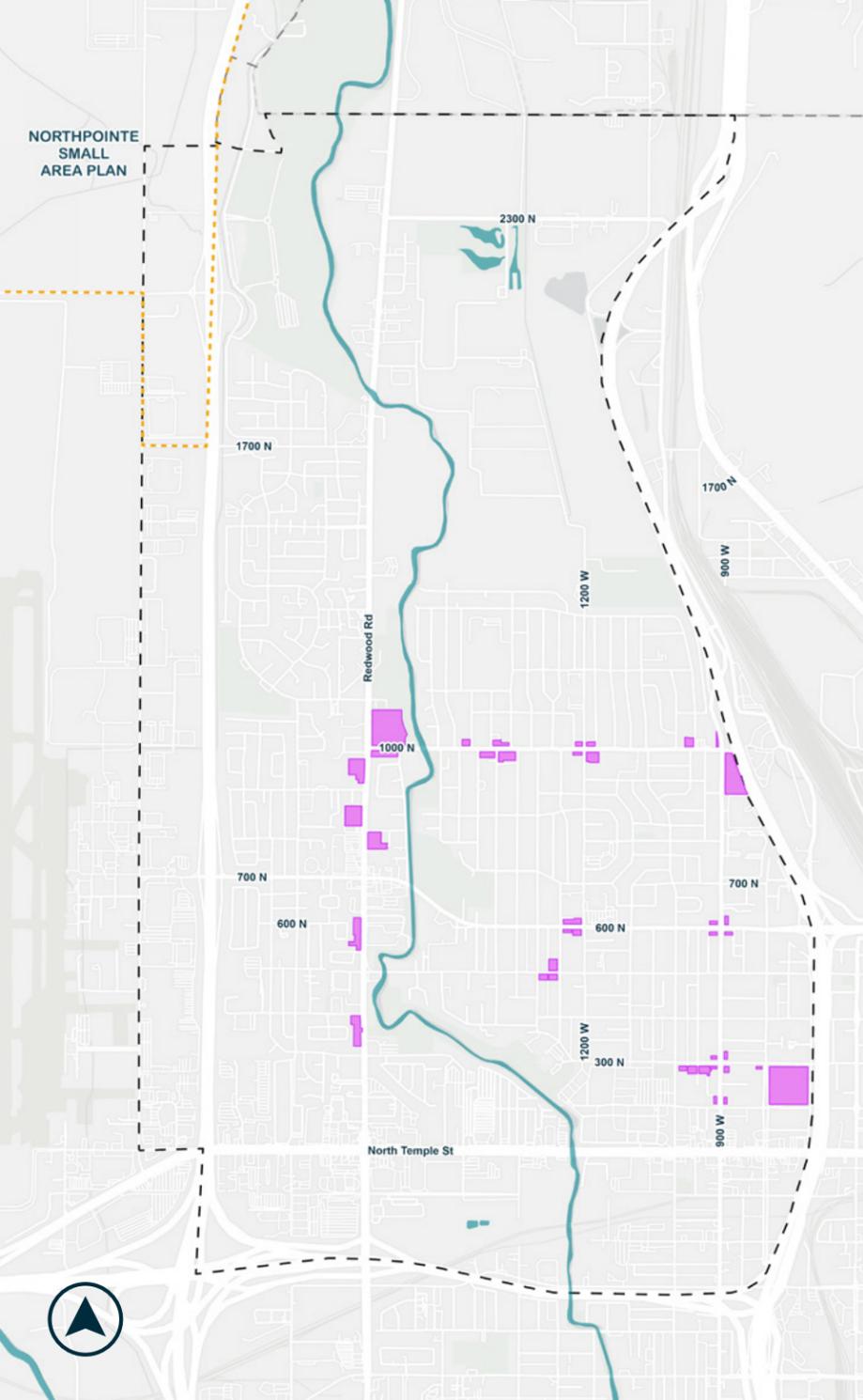
This district is mapped along arterials and collector streets adjacent to low-density residential.

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EXAMPLES



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NEIGHBORHOOD MIXED-USE MEDIUM SCALE

WHY

The **Neighborhood Mixed-Use Medium Scale** designation is intended to provide commercial and mixed-use opportunities adjacent to low-density residential neighborhoods. This designation promotes walkability by orienting buildings towards the sidewalk while encouraging a broad mix of land uses.

The designation is intended to provide a vibrant commercial area that provides local services to residents while incorporating a mix of medium-density residential to support commercial uses. Due to the location of this designation, new development should include commercial space on the ground floor.

WHAT

Stories: Generally up to 4

- Commercial Storefront Buildings
- All Housing Types Allowed

WHERE

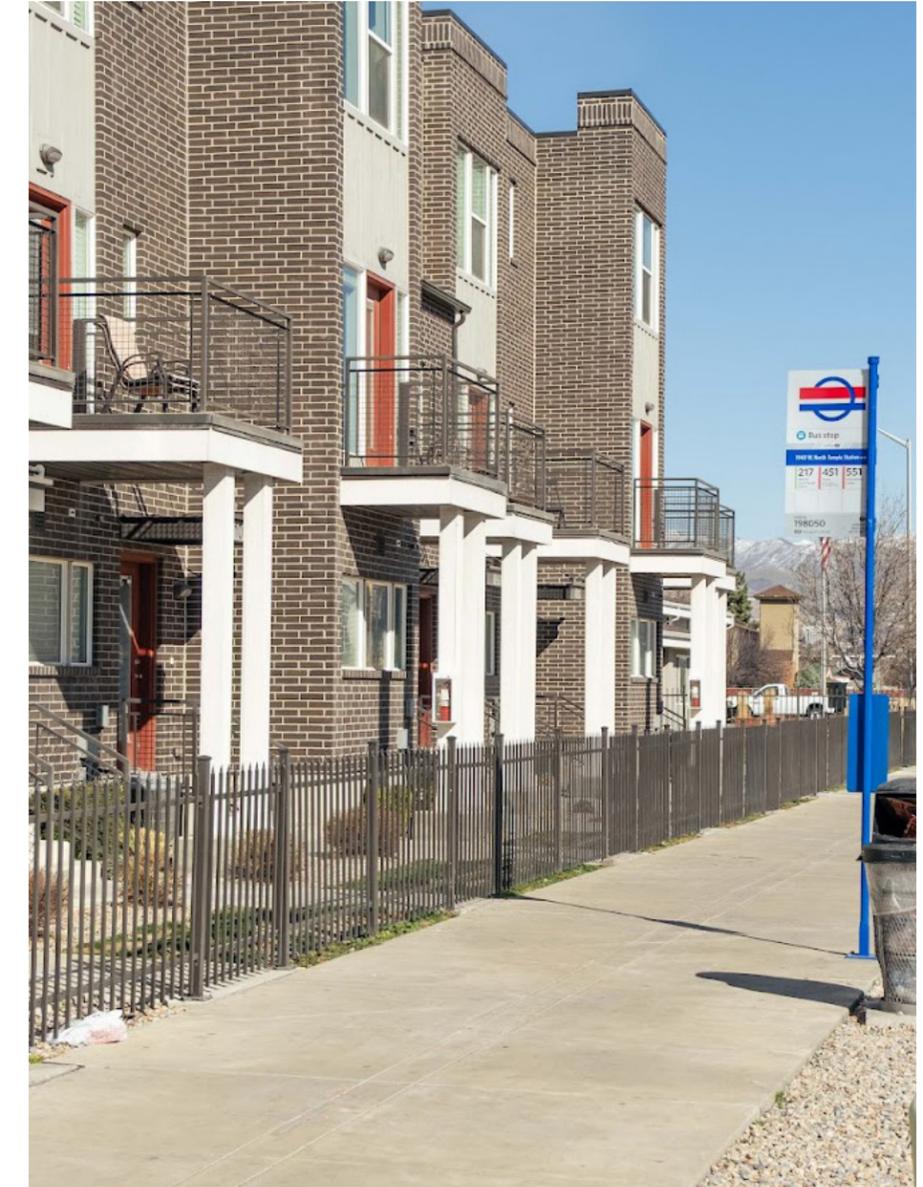
This designation is applied near key intersections and where there is a high potential for redevelopment, including corner lots on arterials, nearby commercial activity, and the closed Mary W. Jackson School site which is anticipated to redevelop if the school does not reopen.

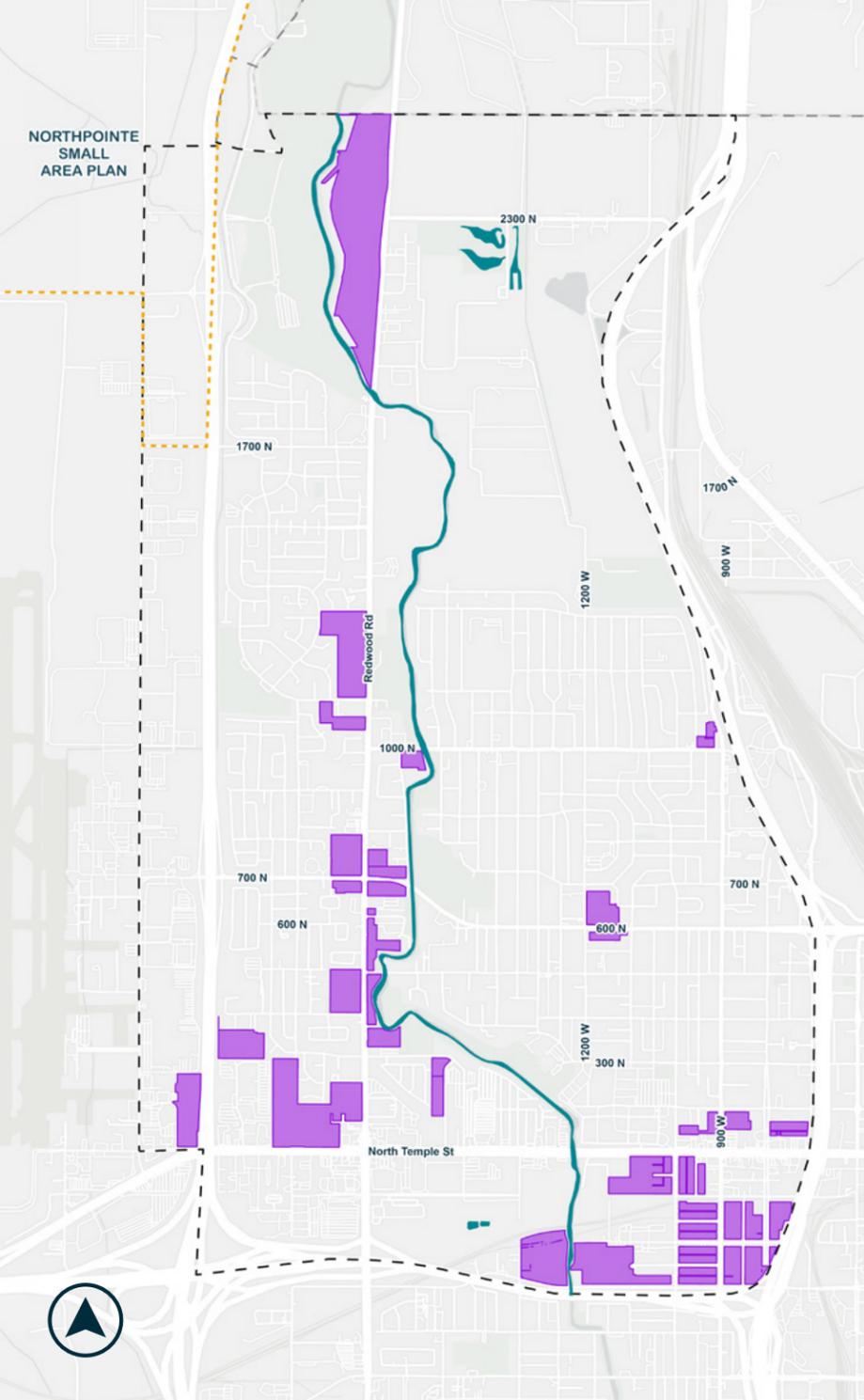
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EXAMPLES



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COMMUNITY MIXED-USE

WHY

The **Community Mixed-Use** designation is intended as a transition in scale to buffer nearby lower intensity single-family residential properties from denser and more intense development. This district encourages mid-rise buildings, generally 6 stories or less in height, that contain a mix of land uses.

This designation supports land uses that include some of the following: grocery stores, restaurants, and small-scale retail. New development near intersections and adjacent to the Regional Athletic Complex (RAC) should incorporate commercial uses.

WHAT

Stories: Generally up to 6

- Commercial Storefront Buildings
- All Housing Types Allowed

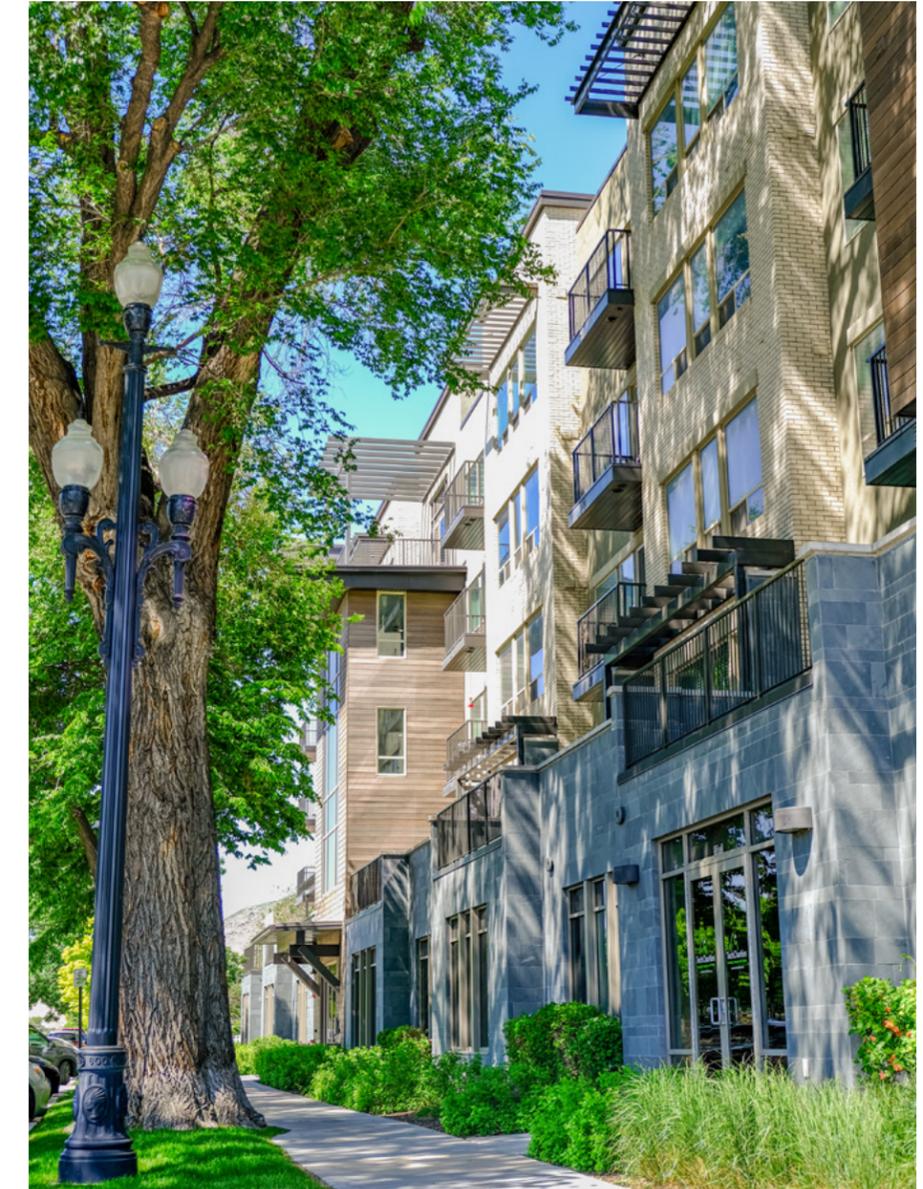
WHERE

This designation is applied to properties adjacent to higher-intensity Regional Mixed-Use, along or near major arterials, and at existing community commercial nodes.

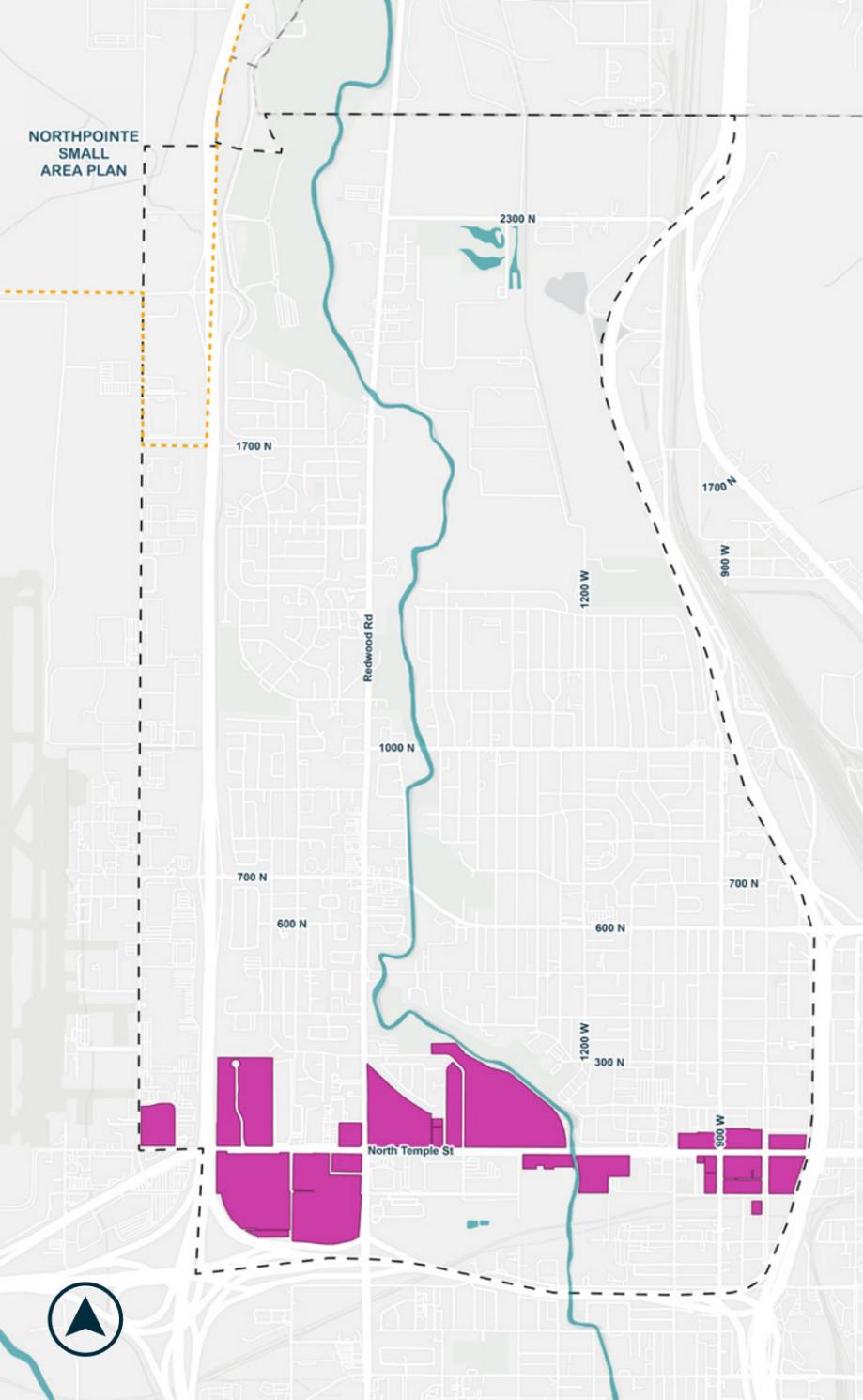
Properties with existing commercial, like the Smith's at the intersection of 600 N and 1200 W, and the properties north of the RAC fields have development potential due to the access to arterial roads, regional amenities, and the Jordan River, have been designated Community Mixed-Use.

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EXAMPLES



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REGIONAL MIXED-USE

WHY

The **Regional Mixed-Use** designation is intended to support development that contributes to a vibrant, transit-oriented environment and should generally result in buildings 7-9 stories in height. Its purpose is to provide a mix of housing, retail, businesses, and restaurants, with active commercial storefronts that support the regional community. These areas are likely to accommodate the majority of growth in the Northwest Community.

This designation is most appropriate in areas that can support higher levels of activity and density, such as areas adjacent to the Urban Core Mixed-Use designation or along fixed-rail transit corridors such as North Temple.

WHAT

Stories: Generally up to 9

- Large-Scale Commercial Storefront Buildings
- Multi-family Buildings
- Rowhomes

WHERE

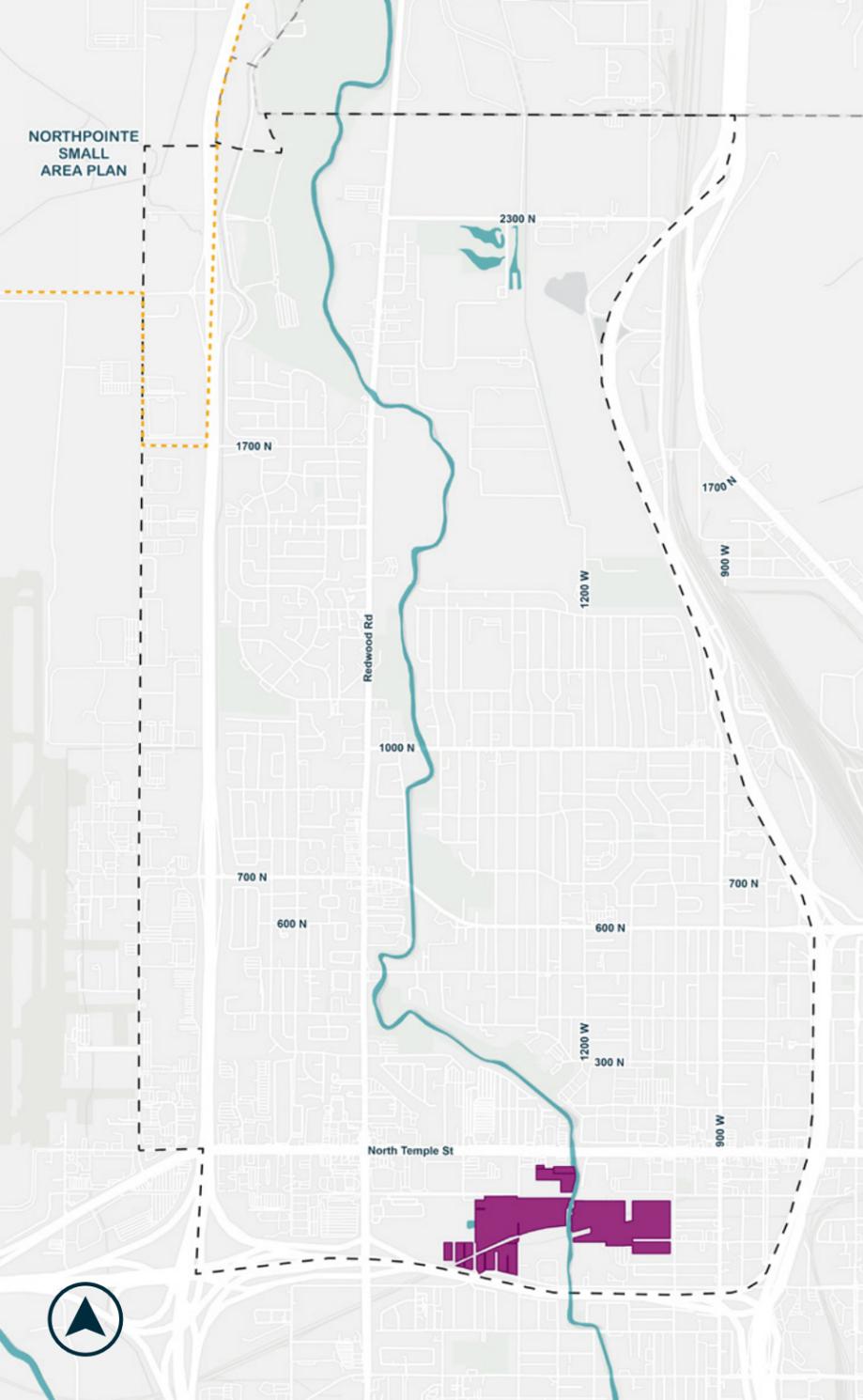
This designation is applied in areas adjacent to fixed-rail transit where increased density can be supported and is near the Urban-Core Mixed-Use Designation. This designation should serve as a buffer to moderate intensity uses while still maintaining a high level of activity.

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EXAMPLES



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URBAN NEIGHBORHOOD MIXED-USE

WHY

The **Urban Neighborhood Mixed-Use** designation is intended to accommodate an intense mix of uses including commercial, high density residential, and other land uses that complement and support the Urban Core.

This designation supports the highest-intensity development outside of the Urban Core, generally allowing buildings up to 12 stories in height. Development in this designation is expected to create a vibrant, walkable environment that combines living, working, and gathering spaces.

WHAT

Stories: Generally up to 12

- Multi-family Residential
- Mixed-Use
- Businesses Supportive of the Urban Core

WHERE

This district abuts the Urban Core District, serving as a bridge between the urban commercial development and surrounding mixed-use and residential neighborhoods. This designation can accommodate development overflow from the adjacent Urban Core Designation.

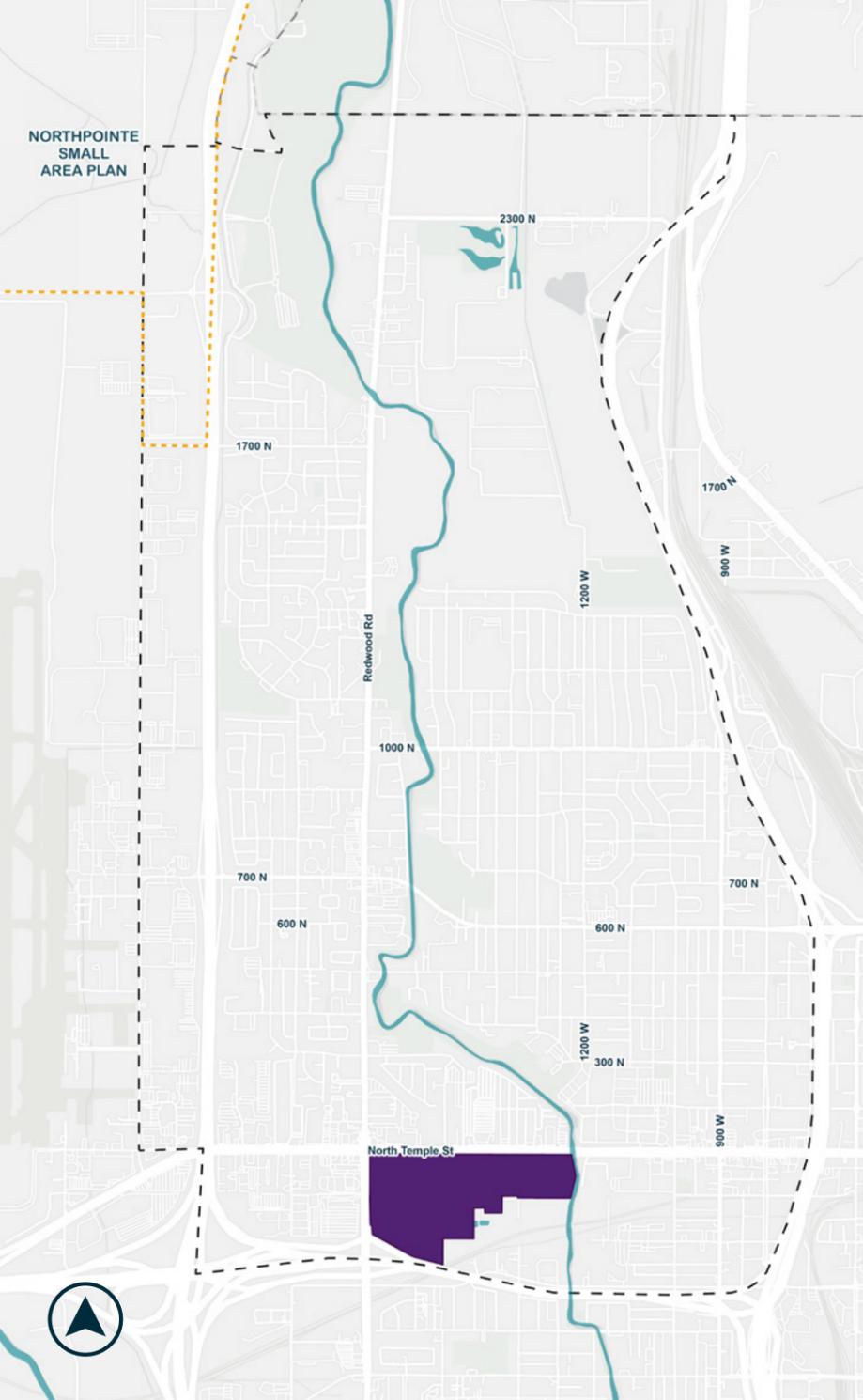
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EXAMPLES



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URBAN CORE MIXED-USE

WHY

The **Urban Core Mixed-Use** designation is intended to create a regional destination centered on activity and vibrancy. This designation represents the highest-intensity district within the city.

The area is envisioned as a hub for entertainment, dining, retail, and cultural experiences supported by high-density housing. Development here is expected to include signature projects such as sports and entertainment venues and large-scale mixed-use development to reinforce the area's role as an urban core.

WHAT

Stories: 20+

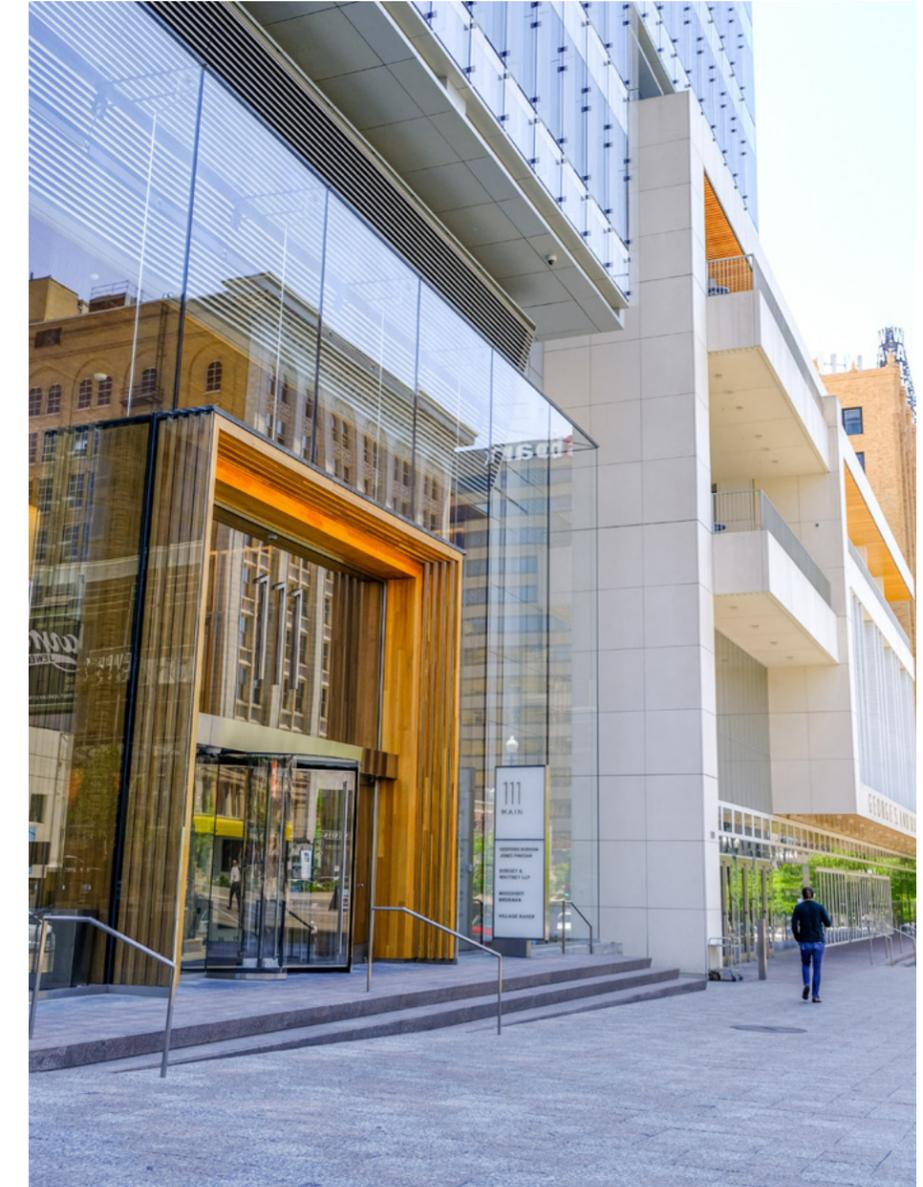
- High Rise Residential
- Entertainment
- Sports Stadiums
- Event Venues

WHERE

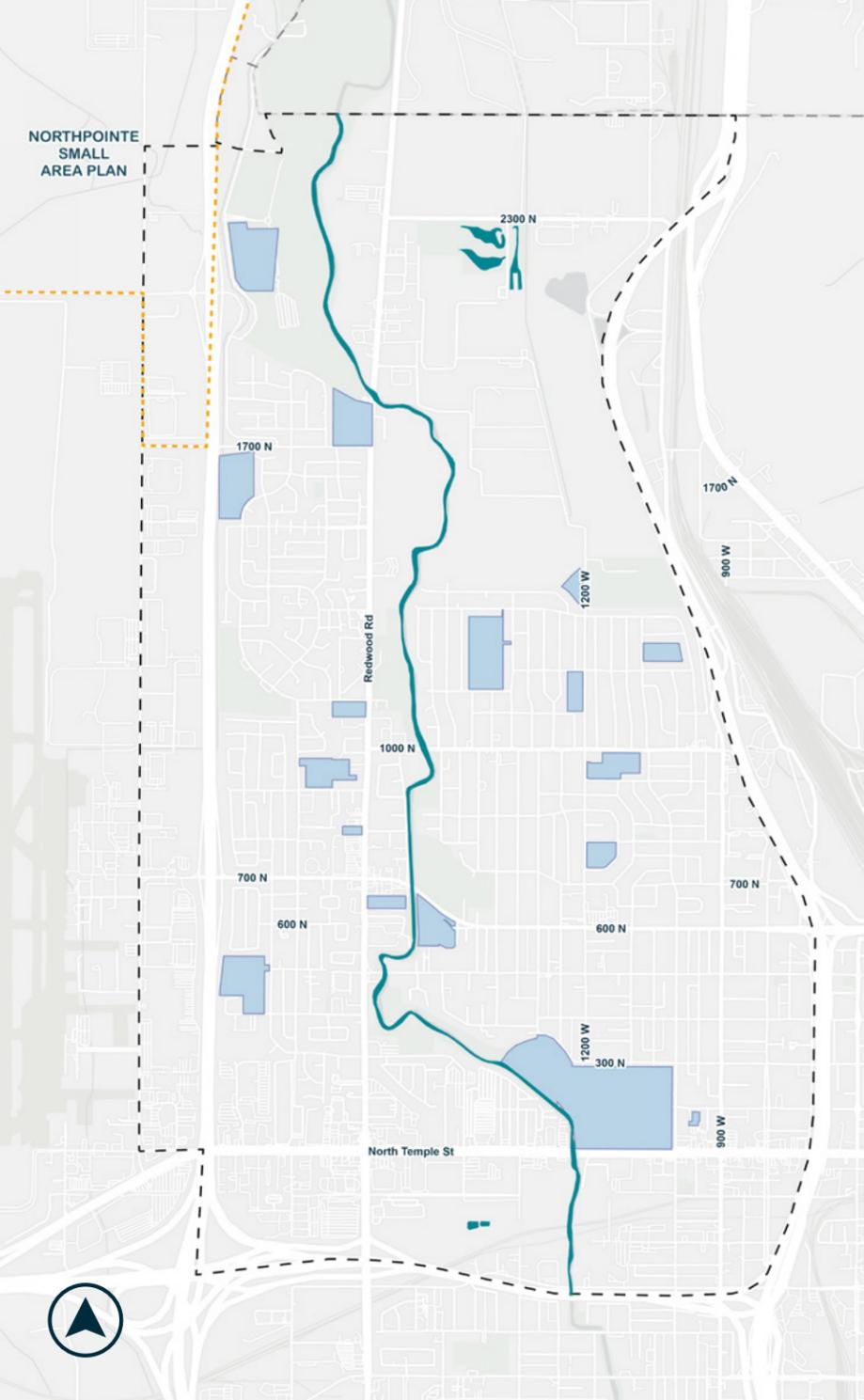
The Urban Core Mixed-Use District is the heart of the Power District, which is projected to accommodate over 5,000 new households and a professional sports stadium. Building heights are limited to 400 feet, and development should prioritize walkable, pedestrian-oriented design while integrating generous open space throughout the area.

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EXAMPLES



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OTHER

INSTITUTIONAL & PUBLIC LANDS

WHY

The **Institutional and Public Lands** designation accommodates existing government and institutional uses such as schools, libraries, places of worship, and recreation centers.

The uses associated with this designation are intended to be compatible with the neighborhood, community resources and services, and enhance the overall character of the neighborhood.

WHAT

- Schools
- Places of Worship
- Recreation Centers
- Libraries
- State Owned Land

WHERE

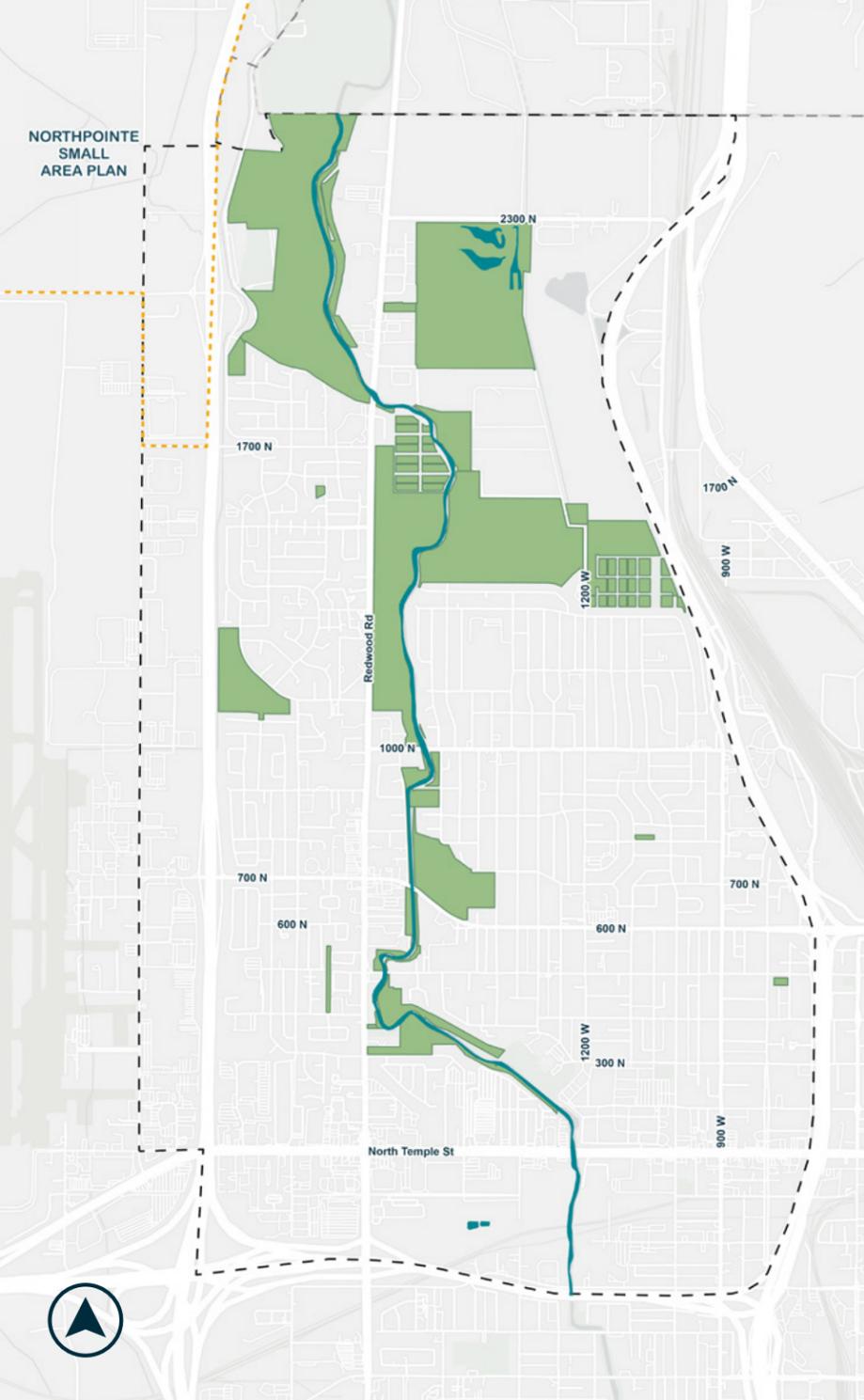
The 'Institutional' or 'Public Lands' designations on the future land use map apply to properties with existing Institutional or Public Lands uses. These properties are expected to retain their current uses.

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EXAMPLES



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PARKS & OPEN SPACE

WHY

The purpose of the Parks and Open Space District is to preserve and enhance public and private open space, natural areas, and improved park and recreational areas. These areas serve to provide opportunities for active and passive outdoor recreation; provide contrasts to the built environment; preserve scenic qualities; protect sensitive or fragile environmental areas such as wetlands, steep slopes, ridge lines, meadows, and stream corridors; preserve the capacity and water quality of the stormwater drainage system; encourage sustainability, conservation and renewable energy and provide pedestrian and bicycle transportation connections.

WHAT

The following land uses may occur:

- Parks
- Open Space

WHERE

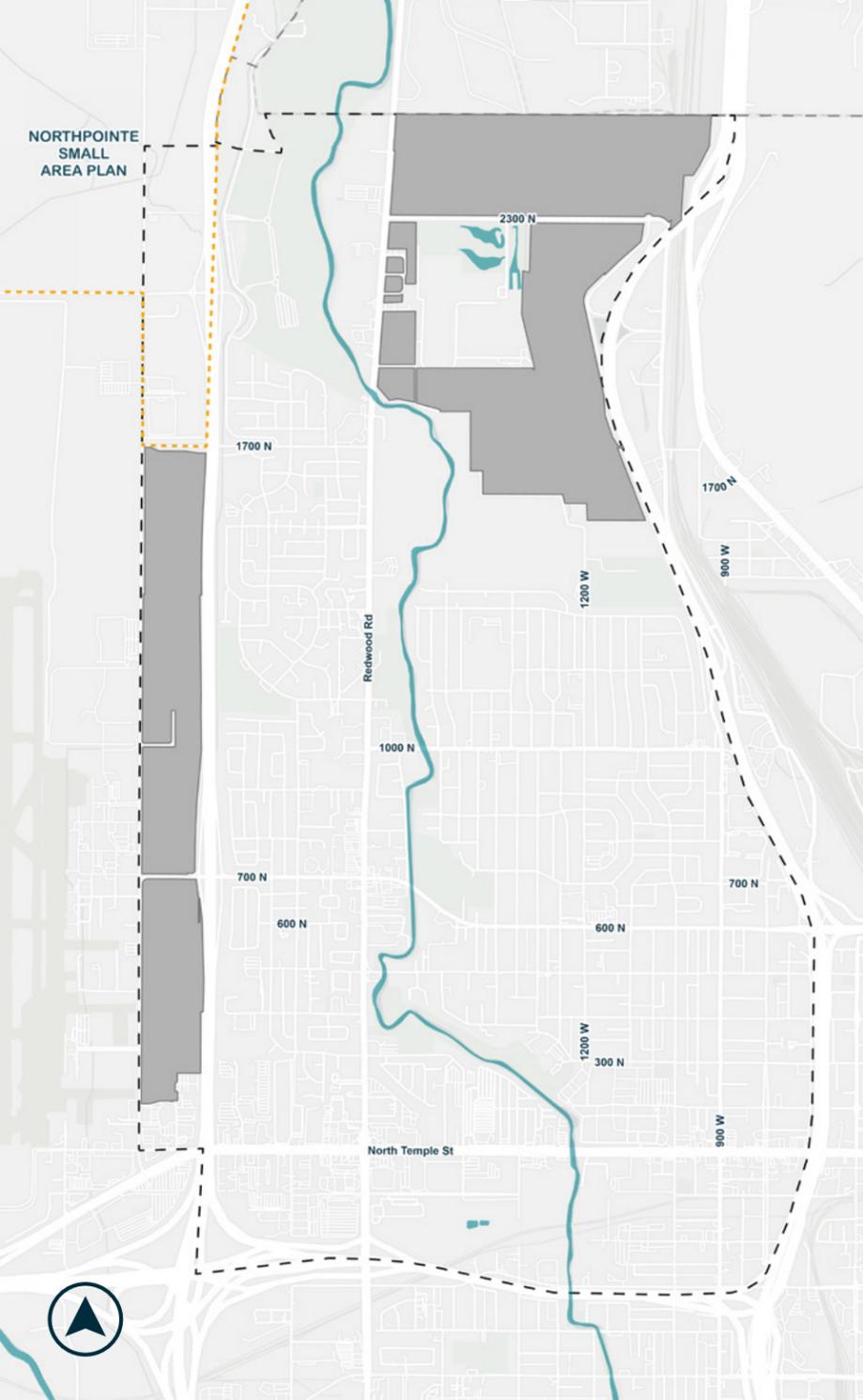
This district is appropriate along the Jordan River, within public parks, and where these uses already exist.

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EXAMPLES



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INDUSTRIAL & MANUFACTURING

WHY

The **Industrial and Manufacturing** designation identifies appropriate locations for light industrial uses such as light manufacturing, fabrication, processing, packaging, distribution, storage, and shipping.

These types of land uses should be sited and designed as to mitigate the impacts on air quality, health, natural open space, and residential neighborhoods. Where possible, these uses are buffered by highways, open spaces, and green infrastructure.

WHAT

The following land uses are expected to continue:

- Industrial
- Manufacturing
- Associated Ancillary Uses

WHERE

This designation has been applied in areas that are currently zoned for industrial and manufacturing and where these uses are expected to continue. The areas are generally buffered from residential neighborhoods to mitigate their potential impact.

DRAFT

SPECIAL PURPOSE DESIGNATION - AGRICULTURE

WHY

The purpose of the **Agricultural District** is to preserve and protect agricultural uses for local food production in suitable portions of the Northwest area. These regulations are also designed to minimize conflicts between agricultural and nonagricultural uses.

WHAT

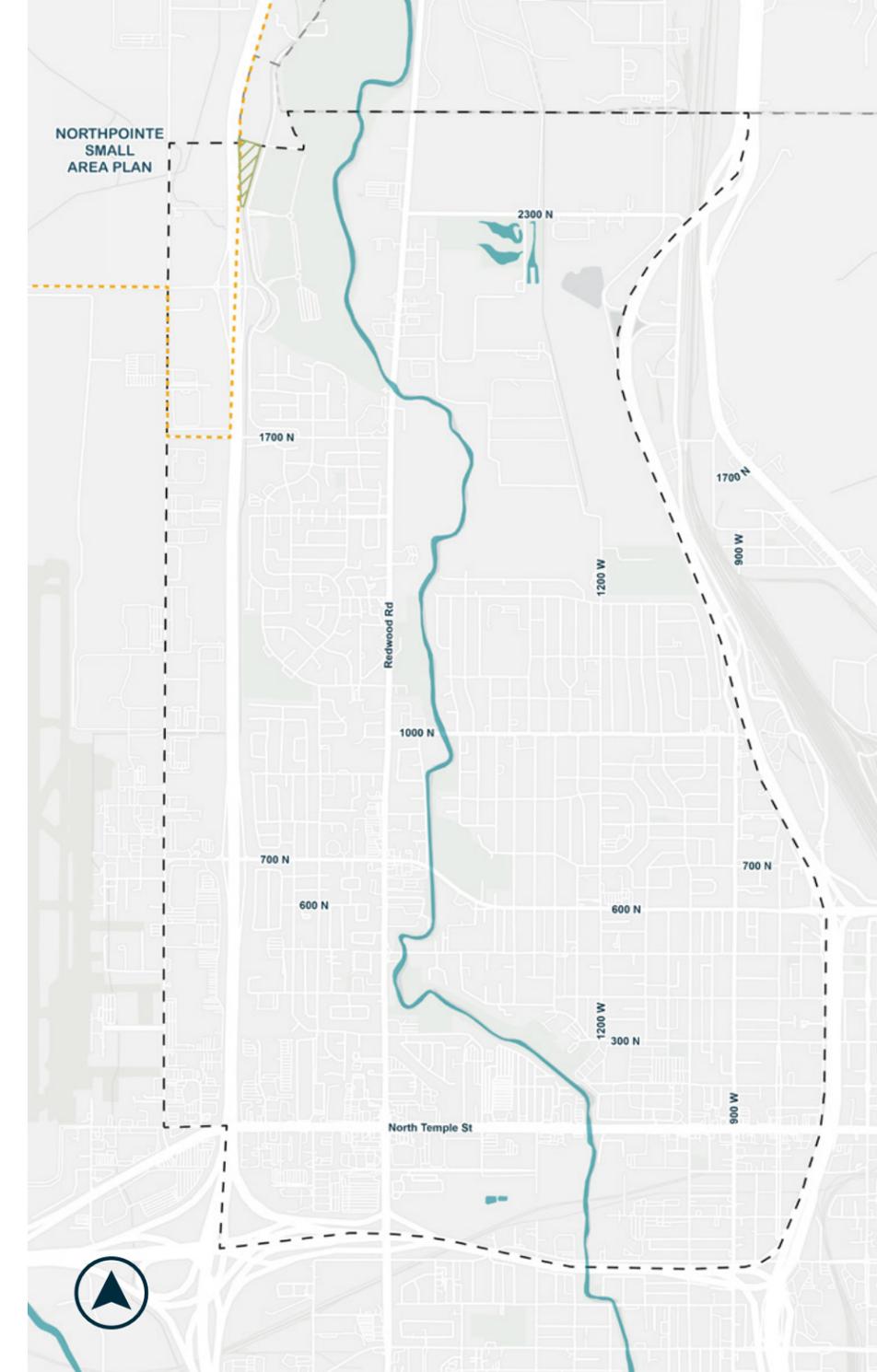
The following land uses may continue:

- Agricultural and Associated Agritourism Uses
- Associated Single-family Residential Homes

WHERE

This district is appropriate in the northern and recently annexed portions of the Northwest Plan, where agricultural uses already exist.

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IMPLEMENTATION MATRIX

FOUR RESOURCES

This section describes the necessary tools for Salt Lake City to allocate its resources in a responsible and effective manner that will turn this vision into reality.

Each strategy is given a “score” based on four resources: staff, finances, time and community resources. The score is a gauge of that strategy’s requirements and has no specific meaning or value on its own. The following illustrates the measured scale for each strategy.



Each of these means something different based on the resource. It is important to understand the meanings within the context of the resource.



STAFF

Staff is the amount of time or number of people required for Salt Lake City to accomplish the given strategy. For example:

- **Low:** These are projects that can be managed by a small number of staff members and do not require full allocation of their regular work hours.
- **Medium:** These projects are ones that may require a team of staff, often from multiple departments or divisions, and last for several months or possibly a year.
- **High:** These are projects that require a large number of staff members from multiple departments or divisions and are expected to require multiple years to accomplish.
- **Ongoing:** Ongoing projects are those that are completed by staff members as part of their day-to-day activities.



FINANCES

Finances are the costs associated with the project whether it is managed by the city or other public entity. The more expensive a project is, the more likely it is that there will be multiple funding sources and other financial issues that may make a project more difficult to implement.

While there will likely be high private investment associated with many of the initiatives that require high public investment, private sector investment is not included in this analysis.

- **Low:** Low-cost projects are those that require little to no special allocation of funds and can typically be completed within the department’s existing budget.
- **Medium:** These are projects that may require some funding that is not ordinarily part of a department’s budget
- **High:** These projects require a large sum of money that is specifically funded from a variety of sources such as the city’s general fund, bonding, Community Development Block Grants or other grants.
- **Ongoing:** Projects with ongoing funding are those that come from a combination of application and permit fees or are part of a department’s normal budget.



TIME

Time refers to the amount of time a project may take based on all the factors involved in it coming to fruition.

- **Low:** The time involved with these projects is usually short and falls within required public processes, such as hearings with the Planning Commission or City Council, and permitting and business licensing. Typically, these projects take less than a year but may take longer if additional public involvement is necessary or desired.
- **Medium:** These projects take two or three years to complete due to the public involvement required and the need for coordination between multiple parties, organizations or developers. They may require more than one meeting before the Planning Commission, City Council or City Reinvestment Agency Board. Permitting is also more variable for these projects and has a greater impact on the length of time needed for the project.
- **High:** Some projects take a long time to implement due to their size, complexity and potential public processes. Such projects often require coordination between several agencies, such as Salt Lake City, UDOT, UTA, and property owners.



COMMUNITY

This refers to the efforts of those who live, work or run a business in the Northwest. It can also include residents that live elsewhere in Salt Lake City that visit the Northwest or take advantage of its assets. The scale of each strategy or project is a measure of time, coordination and other factors based within the community.

- **Low:** Projects that generally involve one or two stakeholders and require little coordination.
- **Medium:** Projects in which the stakeholder list is larger than “low” and often includes more than neighboring property owners. Other stakeholders could include business owners and community organizations.
- **High:** Projects at this level may include hundreds of people with various interests in the project. Stakeholders would likely include residents, property owners, business owners, community organizations and possibly representatives of local, regional, state or federal government agencies.
- **Ongoing:** Ongoing implementation strategies and projects are those that are either “by right” (i.e., require no public process or hearings) or need only administrative approvals. They typically impact a very small area or involve only one or two property owners and need little to no coordination with other parties.

NEIGHBORHOODS

2040 Targets	Baseline & Measuring Success
Increase public safety.	1 The perception of public safety has improved within the community.
Increase the number of households living within a ½ mile or 15-minute walk of essential services.	2 <50% of residents are within a 15-minute walk to essential services.
Balance per-capita investment in public infrastructure and services compared to citywide averages.	3 Establish a metric by conducting a Capital Improvements Equity Analysis.
Increase the number of third spaces and community gathering areas.	4 The community currently has 36 third spaces, including parks and churches.

Initiative	Resources			
	Staff	Finances	Time	Community
1 Support the city’s public safety plan.	●	* ●	●	●
2 Prioritize under lit corridors, neighborhoods and areas with greatest public safety concerns for improved street lighting.	●	●	●	○
3 Remove zoning barriers to establishing small-scale retail and amenities in residential zones that increase access to essential services within established neighborhoods.	●	○	●	○
4 Incentivize large-scale mixed-use and multifamily developments to provide public spaces that encourage community gathering, such as plazas and open space.	●	○	●	○
5 Conduct a Capital Improvements Equity Analysis that can help guide the allocation of taxpayer dollars for maximum community benefit.	●	●	●	○

GROWTH

2040 Targets	Baseline & Measuring Success
Increase the number of dwelling units that provide 3+ bedrooms.	According to 2023 ACS, the existing housing stock consists of 23% of 1 bedroom or studio units, 54% units with 2-3 bedrooms, 24% with 4 or more bedrooms. This number has likely changed due to an increase in studio and 1-bedroom units along North Temple.
Increase the total land area that can be used for mixed-use development outside of the Power District.	Outside of the JRF District, 11% of total land area is zoned for mixed-use development.

Initiative	Resources			
	Staff	Finances	Time	Community
1 Modify zoning regulations to increase a broader mix of housing types, specifically 3+ bedrooms that are available for rent or purchase.	🟡	🟢	🟡	🟢
2 Ensure the zoning near the Power District permits a diverse mix of housing, retail, and open space in anticipation of population growth and a high volume of daily visitors.	🌟	🟢	🟡	🟢
3 Encourage infill sites that support mixed-use development.	🟡	🟢	🟢	🟡
4 Support Mixed-Use zoning along corridors.	🌟	🟢	🟡	🟡

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HOUSING

2040 Targets	Baseline & Measuring Success
Increase diversity of housing types for all income levels throughout the city.	The community currently leads the city on the creation of affordable housing units. The current number of units include: 3206 affordable units. 89 units for 30% AMI, 891 units for 30-50% AMI and 2114 units for 50-80% AMI. The remaining increase of housing units are likely at market rate.

Initiative	Resources			
	Staff	Finances	Time	Community
1 Support the policies and actions outlined in Thriving in Place and Housing SLC.	🌟	🌟	🌟	🌟
2 Establish a standardized system for collecting housing-specific data across all new developments.	🟡	🟢	🟡	🟡
3 Consider requiring or incentivizing large housing developments seeking Planning Division approval to provide a percentage of homes with two or more bedrooms and include family-friendly design elements.	🟡	🟡	🟡	🟡
4 Remove zoning barriers and streamline the permitting process for infill housing development.	🌟	🟢	🌟	🟡

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TRANSPORTATION & MOBILITY



2040 Targets	Baseline & Measuring Success
Increase the percentage of dwellings within a ¼ mile of a bus, transit stop or high comfort bike facilities.	45% of existing housing units are within a ¼ mile of a bus, transit stop or high comfort bike lanes.
Increase the percentage of funding to improve neighborhood connections and general maintenance.	Allocated funding varies, measuring success will see a general increase in the allocated funds.
Decrease number of pedestrian, bicycle, and auto accidents.	57 serious crashes (ped, bike, vehicles) occurred in 2024, 10 resulted in death.
Support the Transportation Division's efforts related to curbside management for responsibly accommodating both on-street parking and other evolving demands of the city's curb space.	No existing ROWs include median parking in the Northwest Community.

Ongoing Low Medium High



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Initiative	Resources			
	Staff	Finances	Time	Community
1 Implement Connect SLC, The Salt Lake City Transportation Master Plan.	*	●	*	*
2 Increase density along existing transit routes and prioritize transit-oriented development when new routes are added.	*	○	◐	◐
3 Promote ticket-as-fare program for large events.	○	◐	○	○
4 Support the Transportation Division's ongoing city funding to increase transit affordability.	◐	◐	◐	○
5 Implement the Pedestrian & Bicycle Master Plan (2015), and Street & Intersection Typologies Design Guide, including recommendations for high comfort bicycle facilities.	*	●	●	●
6 Integrate first/last mile improvements such as bike sharing and e-scooter rentals near transit stops.	◐	●	●	●
7 Support expanding GREENbike Stations throughout the plan area.	○	●	◐	○
8 Support implementation of recommendations from the SLC West-East Connections Study.	*	●	●	●
9 Connect the Jordan River Parkway Trail to the Folsom Trail.	●	●	●	●
10 Ensure safe pedestrian crossings across North Temple and Redwood Rd.	◐	●	◐	○
11 Support road design adjustments that improve the safety of all users.	◐	●	◐	○
12 Perform analysis, community engagement, and inter-departmental collaboration to study potential outcomes related to adding on-street public parking, including possibly in the center of roadways.	◐	◐	◐	○
13 Ensure any UDOT expansions include improvements for all users and have minimal impacts to existing residences and businesses.	●	●	●	●

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AIR QUALITY

2040 Targets	Baseline & Measuring Success
Reduce emissions.	Success will be measured by the number of initiatives implemented.
Increase the number of actions to address the harmful impact of existing polluters	Reduction of existing businesses that heavily pollute in this community.

Initiative	Resources			
	Staff	Finances	Time	Community
1 Extend car-free transportation options, particularly north of the North Temple Boulevard.	🟡	🔴	🔴	🟡
2 Utilize local funding sources to provide incentives to residents for clean commuting, such as transit passes or e-bike vouchers.	🟡	🔴	🟡	🟢
3 Increase the tree canopy through landscaping requirements and protections for mature shade trees to help filter pollutants.	🟡	🔴	🔴	🔴
4 Reduce industrial and manufacturing uses in the area to mitigate harmful impacts, and/or support transitioning M-1 to M-1A to emphasize natural environment and buffers.	🟡	🟢	🔴	🟡
5 Implement increased land use buffers along highways, major roadways and between sensitive uses and heavy polluters.	🟡	🔴	🟡	🟢
6 Allow for more housing density in neighborhoods that are the most protected from pollutants.	🟡	🟢	🟢	🔴

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Initiative	Resources			
	Staff	Finances	Time	Community
7 Allow more mixed-use and commercial zoning in existing Northwest neighborhoods to provide walkable amenities for residents and reduce travel distances for daily needs.	🟢	🟡	🟡	🟡
8 Support land use policies that limit manufacturing uses within the community.	🟡	🟢	🟢	🟡
9 Explore partnerships for tree canopy growth on private property.	✳️	🟡	🔴	🔴
10 Support the remediation of brownfields and hazardous sites as they transition from manufacturing to other uses.	🟡	🟡	🔴	🟢
11 Support efforts that create a more robust air quality monitoring network in the area, including indoor air quality monitoring.	🟡	🟡	🟡	🔴
12 Support existing programs to allow residents to trade in gas-powered lawn equipment for electric.	🟡	🔴	🟡	🔴
13 Ensure zoning regulations make it easy to support and simplify the installation of solar panels and other clean energy sources.	🟡	🟢	🟢	🟢
14 Encourage fleet electrification, particularly for businesses in the area.	🟡	🔴	🔴	🔴
15 Support efforts to increase the adoption of electric bicycles and electrified transit, including expanding charging infrastructure in the area.	🔴	🔴	🔴	🔴
16 Support transition to clean energy sources.	✳️	🔴	🔴	🔴

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NATURAL ENVIRONMENT

2040 Targets	Baseline & Measuring Success
Increase the urban tree canopy.	The urban tree canopy in the NW community is 13.6%
Increase linear feet of river restoration.	SLC currently has 2,342 linear feet of restored river corridor.
Promote community investment in the Jordan River Parkway Trail and Folsom Trails.	<p>The CRA has acquired the following properties for redevelopment along the Folsom Trail:</p> <ul style="list-style-type: none"> 47 S 1000 West 51 S 1000 West 961 W Folsom Ave 22 S Jeremy St <p>The purpose of acquiring these properties is for future redevelopment and investment.</p>

Ongoing Low Medium High

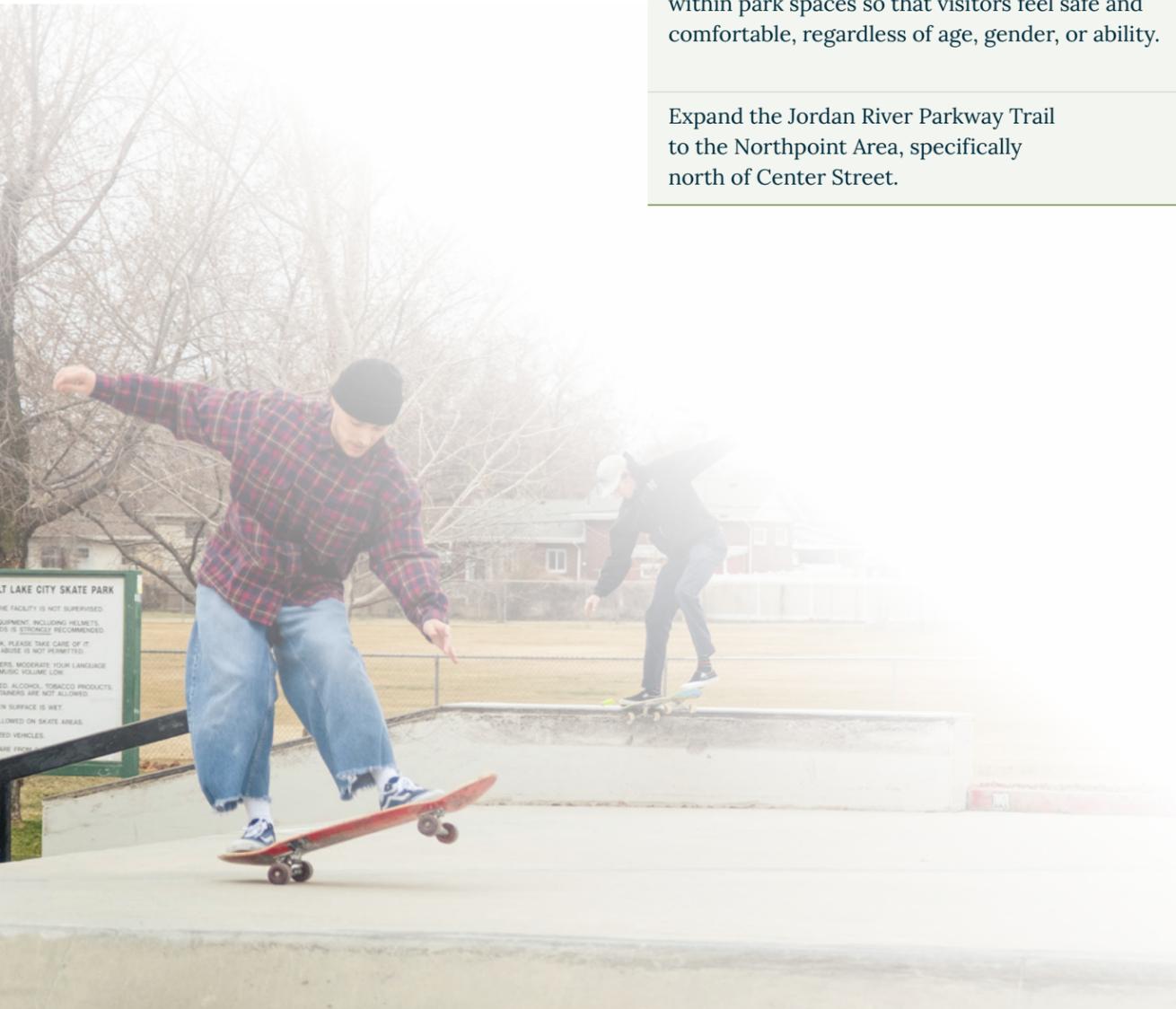


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Initiative	Resources			
	Staff	Finances	Time	Community
1 Establish an “adopt-a-mile” trail maintenance program for the Jordan River Parkway Trail and Folsom Trails.	🟡	🟡	🟢	🔴
2 Establish formal Salt Lake City employee JRPT Clean-Up Days.	🟢	🟢	🟢	🟢
3 Implement low-impact design for stormwater management along the Jordan River to improve water quality.	🔴	🔴	🔴	🟢
4 Connect the Jordan River Parkway Trail to the Folsom Trail and to the proposed Green Loop.	🔴	🔴	🔴	🔴
5 Support the initiative to daylight a portion of City Creek along the Folsom Trail.	🔴	🔴	🔴	🟢
6 Further promote the Public Lands stewardship program.	🌟	🌟	🌟	🌟
7 Implement the Revive Our River Actions outlined in Reimagine Nature SLC Public Lands Master Plan.	🌟	🌟	🔴	🌟
8 Identify streets that could support relandscaping of medians to increase tree canopy, reduce urban heat island, and calm traffic.	🟡	🟢	🟡	🟢
9 Support the conversion of unused lawn areas into water-wise gardens using native vegetation.	🟢	🟡	🔴	🔴
10 Launch education/rebate programs to support the implementation of pollinator gardens.	🟡	🟡	🔴	🟡
11 Educate residents on the costs of tree irrigation and offer information on which species are low water use.	🟡	🟡	🔴	🟡
12 Explore incentive based solutions for new tree establishment.	🌟	🟡	🟡	🟡

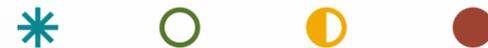
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PARKS & RECREATION



2040 Targets	Baseline & Measuring Success
Every household within the Northwest Community has access to a public park, trail, or open green space within a half-mile walk.	98.5% of residential units are within a ½ mile to a park, trail or open green space.
Increase public safety and comfort for all users within park spaces so that visitors feel safe and comfortable, regardless of age, gender, or ability.	Measuring success of an increase of public safety in public park spaces will purely depend on reporting of criminal activity and the perception of safety.
Expand the Jordan River Parkway Trail to the Northpoint Area, specifically north of Center Street.	The Salt Lake City portion of the JRPT runs from 2100 S to 2500 N.

Ongoing Low Medium High



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Initiative	Resources			
	Staff	Finances	Time	Community
1 Increase the level of service of parks and open space in the community as identified in Reimagine Nature.	* (Ongoing)	● (High)	◐ (Medium)	○ (Low)
2 Increase residential density close to parks and green space.	○ (Low)	○ (Low)	◐ (Medium)	◐ (Medium)
3 Implement CPTED principles and improve safety features within parks, and along the Jordan River, to increase real and perceived safety, including features like lighting, where needed.	● (High)	◐ (Medium)	● (High)	○ (Low)
4 Upgrade aged park amenities to increase comfort and functionality for a variety of types of needs and abilities.	◐ (Medium)	◐ (Medium)	◐ (Medium)	○ (Low)
5 Implement bilingual and universal wayfinding signage along and towards the Jordan River Parkway Trail, Folsom Trail, and nearby parks consistent with the Public Lands Bilingual Signage Standard.	* (Ongoing)	* (Ongoing)	* (Ongoing)	* (Ongoing)
6 Add types of uses and activities to parks to encourage year-round activity.	◐ (Medium)	◐ (Medium)	● (High)	◐ (Medium)
7 Encourage programming and partnership opportunities within park spaces (exercise classes, art groups, etc.).	○ (Low)	○ (Low)	○ (Low)	○ (Low)
8 Encourage “active uses” for development along trails.	◐ (Medium)	○ (Low)	◐ (Medium)	○ (Low)
9 Coordinate with private property owners in the Northpoint area to purchase newly annexed areas abutting the Jordan River to extend the Jordan River Parkway Trail.	◐ (Medium)	◐ (Medium)	● (High)	◐ (Medium)
10 Implement heat mitigation measures in parks – shade structures, water features, etc. to combat the effects of urban heat islands.	◐ (Medium)	◐ (Medium)	◐ (Medium)	◐ (Medium)

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BEAUTIFUL CITY

2040 Targets	Baseline & Measuring Success
Increase efforts to activate the Jordan River Parkway Trail and Folsom Trails	The portion of the Jordan River that dissects North Temple is zoned for mixed-use. There is no additional commercial or mixed-use zoning along the river.
Establish visually attractive and distinct gateways into the Northwest Community	The ongoing 600/700 N reconstruction will create a new visually attractive and distinct gateway.
Utilize placemaking art and signage to acknowledge the diverse identity and history of the Northwest Community.	There are currently 14 public artworks in the community. Successful implementation of this target will result in new art and signage throughout the community.

Initiative	Resources			
	Staff	Finances	Time	Community
1 Identify streets that can be designated as gateways and cultural corridors, where art and culture efforts are focused.	🟡	🔴	🟡	🟡
2 Work with City Departments to apply right-of-way standards that would support the creation of city gateways.	🟡	🔴	🟡	🟡
3 Explore incorporating art features into city-funded projects.	🟢	🟢	🟢	🟢
4 Include activation requirements for development near the Jordan River and along the Folsom Trail, requiring elements such as river-facing windows and doors, riparian corridor-friendly landscaping, and outdoor amenities.	🟡	🟢	🟡	🟢
5 Identify key locations along the Jordan River and Folsom Trails where small-scale mixed-use zoning could help promote placemaking.	🟡	🟢	🟡	🟢
6 Support human-scaled lighting around mixed-use corridors.	🟡	🟡	🟡	🟢

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PRESERVATION

2040 Targets	Baseline & Measuring Success
Increase the number of properties listed on the National Register of Historic Places.	There are currently five properties individually listed on the National Register of Historic Places. The community contains a portion of the Northwest National Register District.
Ensure city-owned historic resources are actively maintained and preserved.	The Fisher Mansion is currently vacant and boarded.

Initiative	Resources			
	Staff	Finances	Time	Community
1 Identify priority areas for reconnaissance-level surveys and intensive level surveys to help aid in any designation efforts.	🟡	🟡	🔴	🔴
2 Support neighborhood initiatives to create new National Register of Historic Places Districts or Local Historic Districts.	🟡	🟡	🟡	🔴
3 Support partnerships to assist property owners with survey and designation efforts.	🟡	🟡	🟡	🔴
4 Provide access to city-funded workshops that promote the historic preservation and renovation of historic structures within the community.	🔴	🔴🟡	🟡	🔴
5 Support informational programs that promote historic structures within the Northwest Community.	🟡	🟢	🟡	🟡
6 Increase awareness of Building Preservation Incentives by providing educational opportunities to property owners and developers and proactively identifying properties that may benefit from the incentives.	🟢	🟢	🟢	🟢
7 Support partnerships for the successful adaptive reuse of the Fisher Mansion.	🟡	🔴	🔴	🟡

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ARTS & CULTURE

Day Christensen
Dairy Cats (2008).
 Cast Bronze Set of Four Cats.
 1050 West 800 North

2040 Targets	Baseline & Measuring Success
Increase the total number of cultural community events celebrating the diversity in the Northwest neighborhood.	The Northwest Community currently has nine cultural events a year. These events include the following: <ul style="list-style-type: none"> • State Fair • Days of 47 Rodeo • Kilby Block Party • Rose Park Street Festival • Rose Park Crop Swap • Acoustic Music Stroll Along the JRPT • Monster Block Party • Day Riverside Dia de los Muertos Festival • Cross E Ranch Fall Festival
Increase public art in the Northwest Community.	The Northwest Community has 14 public art pieces associated with Salt Lake City's Arts Council.

Ongoing Low Medium High



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Initiative	Resources			
	Staff	Finances	Time	Community
1 Collaborate with neighborhood stakeholders to bring more cultural events to the Northwest neighborhood- i.e., block parties, art shows, and holiday celebrations.	🟡	🟡	🟡	🔴
2 Explore bringing a farmers market to the Northwest neighborhood.	🟡	🔴	🔴	🔴
3 Identify a pathway to revive a youth arts program.	🟡	🔴	🟡	🔴
4 Continue to support the Arts Council Project Support Grants: a neighborhood art and culture grant program to promote local murals, pop-up performances, and cultural events.	🟡	🟡	🟡	🔴
5 Increase opportunities to access arts and culture by easing land use regulations.	🟢	🟢	🟢	🟢
6 Continue to support the Fairgrounds as a year round entertainment destination.	🟢	🔴	🔴	🔴

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EQUITY



2040 Targets	Baseline & Measuring Success
Improve access to healthy, fresh, and affordable food within the community.	Three grocery stores exist in the community.
Ensure that zoning supports new medical facilities.	There are four existing medical facilities within the community.
Continue to support the implementation of Thriving in Place.	Thriving in Place initiatives are implemented.

Ongoing Low Medium High



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Initiative	Resources			
	Staff	Finances	Time	Community
1 Continue to support the Rose Park Neighborhood Center Garden and other organizations that strive to improve fresh food access in the area.	●	●	●	●
2 Support improving the existing grocery stores in the community.	●	●	●	●
3 Bring a local farmer's market to the Northwest, prioritizing vendors who accept SNAP (Supplemental Nutrition Assistance Program) and other subsidies benefiting low-income families.	●	●	●	●
4 Support programs to improve access to healthcare for uninsured individuals.	●	●	●	●
5 Consider including medical care facilities in city-funded projects.	●	●	●	○
6 Support expanding child care options within the community.	*	●	●	●
7 Support development of senior living and housing options for aging in place.	*	●	●	●
8 Support models for mobile or pop-up clinics that can bring essential preventative and basic care directly to Northwest residents.	●	●	●	●
9 Work with local schools to provide increased language support and resources for students and parents who speak a native language other than English.	●	●	●	●
10 Implement measures outlined in 'Thriving in Place' to mitigate displacement of current residents that might historically occur through new development or the rising cost of housing.	*	*	*	●
11 Increase accessibility by increasing ADA compliant housing and mobility options.	●	●	●	●

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ECONOMY

2040 Targets	Baseline & Measuring Success
Adopt zoning policies that promote the growth of small-scale neighborhood retail.	Increase in number of small businesses located within the Northwest Community.
Provide financial subsidies for businesses that can fill gaps in existing retail offerings.	
Continue to support Economic Development's efforts as outlined in the North Temple Economic Action Plan.	

Initiative	Resources			
	Staff	Finances	Time	Community
1 Support zoning amendments to integrate small-scale commercial and mixed-use zoning along intersections and corridors in established neighborhoods to provide essential services and to remove unnecessary or outdated zoning regulations that are barriers to small businesses.	🟡	🟢	🟡	🟢
2 Implement design and branding strategies to establish commercial corridors with a strong sense of identity and community.	🔴	🟡	🔴	🔴
3 Explore allowing Accessory Commercial Uses.	🟡	🟢	🟡	🟢
4 Allow previous commercial buildings in residential-zoned neighborhoods to re-establish their commercial/retail use.	🟢	🟢	🟢	🟢
5 Utilize Neighborhood Business Improvement Program (NBIP) aka Facade Grants.	🟢	🟡	🟢	🟢

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Initiative	Resources			
	Staff	Finances	Time	Community
6 Partner with local community-based organizations, small businesses and resident focus groups to develop branding ideas for commercial corridors that reflect the cultural and community identity of the Northwest.	🟡	🟢	🟡	🟡
7 Ensure zoning regulations result in pedestrian friendly spaces and amenities that facilitate social interaction.	🟡	🟢	🟡	🟢
8 Incorporate public art, sculptures, murals, or installations that reflect the community's history, culture, and values into business corridors.	🟡	🔴	🟡	🟡
9 Support the existence and expansion of agricultural tourism opportunities.	🟡	🟢	🟡	🟡
10 Facilitate the creation of a North Temple Development Task Force to keep property and business owners updated on current development and potential interruptions in service and access.	🟡	🔴	🟡	🟡
11 Consider the creation of a special assessment area in the North Temple District to finance infrastructure improvements and provide on-going services such as economic promotion activities and additional security.	🔴	🟡	🔴	🔴
12 Support the Community Reinvestment Agency in operating a retail sub-leasing program in the North Temple area in which Salt Lake City would enter into long-term lease agreements of vacant ground-floor retail spaces and find eligible local retail businesses to fill the spaces.	🌟	🌟	🌟	🌟

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GOVERNMENT

2040 Targets	Baseline & Measuring Success
Increase number of residents participating in government process.	Success will be measured by the number of implemented initiatives.
Ensure more equitable responses to zoning enforcement and city maintenance.	

Initiative	Resources			
	Staff	Finances	Time	Community
1 Utilize online engagement tools.	✱	✱	✱	✱
2 Provide opportunities for non-English speakers to participate in public processes and meetings with provided translator.	✱	🟡	✱	🟢
3 Consider modifying the timing, location, and types of public meetings that seek public input to ensure there are opportunities to participate at their convenience and on their schedules.	🟢	🟢	🟢	🟢
4 Translate public facing materials.	🟡	🟢	🟢	🟢
5 Support an equitable percentage of capital fund spending in underserved or historically excluded areas.	🟡	🟡	🟡	🟢
6 Track zoning enforcement to ensure it is equitable across the city.	🟡	🟢	🟡	🟢
7 Increase partnerships with schools, libraries, and learning institutions to increase civic knowledge on citywide issues and solutions.	🟡	🟢	🟡	🟡
8 Increase access to public employees and elected officials by more participation in local events.	✱	🟢	✱	🟡
9 Expand access for residents with disabilities to participate in government process.	✱	✱	✱	🟡

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WATER SMART UTAH

2040 Targets	Baseline & Measuring Success
Update water supply and demand plans every five years to maintain an understanding of the effect current development has on water demand and water infrastructure needs.	Success will be measured by the number of implemented initiatives.
Update zoning regulations to reduce the amount of water demand and per capita water use for future development.	
Promote sustainable landscaping practices to reduce outdoor water use and stormwater runoff.	

Initiative	Resources			
	Staff	Finances	Time	Community
1 Support decreased lot size and configuration standards.	✱	🟢	🟡	🟢
2 Allow increased density where appropriate in order to maximize development and water efficiency.	🟡	🟢	🟡	🟢
3 Support Community programs, policies, and regulations that can reduce water use.	🟢	🟢	🟡	🔴
4 Consider prohibiting land uses that consume large amounts of water.	🟡	🟢	🟡	🟢
5 Consider incentives for new and existing developments to utilize low-water demand landscaping and fixtures.	🟡	🟢	🟡	🟢
6 When needed, require new development to contribute water to increase the supply of water.	🟡	🟢	🟡	🟢

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WATER SMART UTAH

Initiative	Resources			
	Staff	Finances	Time	Community
7 Water-wise landscaping that limits the use of high-water consuming turf and prohibits turf on steeper slopes, in small, landscaped areas, and in park strips.	*	○	◐	○
8 Prioritize the maintenance, watering, and planting of trees.	◐	◐●	◐	◐
9 Reduce the amount of water used to irrigate park strips within city rights of way through elimination of overwatering and water waste.	*	◐	◐	◐
10 Promote the maintenance and update of irrigation systems to reduce water waste.	◐	○	◐	◐
11 Establish regulations that reduce storm water runoff, including appropriate grading, landscaping, and limits on impervious surfaces.	◐	○	◐	◐
12 Support actions that can reduce the city's use of water at city facilities and in city operations.	◐	◐	◐	○

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Initiative	Resources			
	Staff	Finances	Time	Community
13 Reduce areas planted in high water using turfs that are non-functional activity areas.	◐	◐	◐	○
14 Continue to invest in upgrades to the city's water infrastructure to reduce water loss from aging or leaking pipes, including irrigation systems at city facilities.	●	●	●	○
15 Continue investing in upgrades to the city's stormwater infrastructure, including rivers and streams, to support more water flowing to the Great Salt Lake.	●	●	●	○
16 Implement water saving techniques at Rose Park Golf Course.	◐	●	●	○
17 Implement green infrastructure along the Jordan River.	◐	●	●	○

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COMMUNITY PLAN AMENDMENTS

Changes to the Community Plan may be requested to address changing conditions, new opportunities, and unforeseen circumstances. As such, the Community Plan must be a living, flexible document, allowing for changes that ultimately assist in enhancing and implementing the community's vision. It is necessary, therefore, to establish a fair, orderly, and well-defined process to govern how amendments occur.

Community Plans are part of the City's General Plan and thus, any changes to the Community Plan are considered General Plan amendments.

Amendments may propose a change in the land use designation for a particular property or changes to the Community Plan's policies and text. Amendments to the General Plan are subject to the established review process and community benefit requirements.

EXISTING CITY TOOLS

This section includes a brief list of tools that are **not currently used but the city may consider establishing. Some of these tools may require changes to state law, city policy, or new resources, to establish, manage, and administer. As with any city program, the cost of establishing these tools should be considered to determine efficacy.**

There are numerous tools used in cities nationwide to help implement community plans. Most tools involve some revenue source, usually an additional tax or capture of existing tax, that is used to pay for infrastructure improvements, new development, historic preservation, job creation or retention, vocational training, and other purposes that are similar to the goals and actions found in the Downtown Master Plan.

This list is not meant to be all inclusive or definitive but is intended to identify possibilities that may make it easier, more cost effective and speed up implementation. This list does not include federal programs that support local government.



TRANSPORTATION DEVELOPMENT DISTRICTS

A Transportation Development District is a tool that increases property taxes within a defined area to support transportation improvement projects. Most often, these are used to fund the building of transit lines. They are typically approved by vote of residents living within the defined area. They are often managed by a city department with funding allocations approved by the legislative body.



PROPERTY TAX ABATEMENT

Many communities use property tax abatements to incentivize new development. This requires coordination with multiple government agencies. Typically, a project has to meet minimum thresholds to qualify, such as investments over a certain amount or creation of a minimum number of jobs with wages that exceed the city's median income. Abatement areas and the process to qualify, review and approve are established by ordinance. These programs run the risk of negatively impacting the city's revenues generated by property taxes and could impact the manner in which property taxes are calculated.



EXPANDED ZONING INCENTIVES

Salt Lake City currently uses zoning incentives in the Affordable Housing Incentives and the Building Preservation Incentives (BIP) programs. The AHI program incentivizes affordable housing development through offering additional height and density in exchange for rental restrictions.



The BPI program incentivizes preserving existing building stock by permitting new uses, additional density, height and zoning flexibility. New types of incentives could be explored to increase the number of 3+ bedroom units and family friendly amenities. Zoning incentives require staff expertise and administration in City Hall.

HISTORIC PRESERVATION GRANTS & LOANS

Similar to the federal program, some cities utilize grants and loans to encourage historic preservation and adaptive reuse of historic buildings. These are generally funded out of the general fund and eligible properties are those that are locally listed as a cultural resource. A fund could be established to apply to any building that may be historic but is not listed. This tool requires funding and the allocation of staff resources to administer.



WORKFORCE HOUSING

Workforce housing programs help fund housing in qualifying census tracts. This tool works well in areas with lower property values and may work in some parts of the Northwest Community. Senior housing often qualifies for this funding source.

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ATTACHMENT C: Existing Conditions Report

NORTHWEST COMMUNITY PLAN



EXISTING CONDITIONS REPORT | 2025



NORTHWEST COMMUNITY PLAN

EXISTING CONDITIONS REPORT | 2025

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Version | 01.21.2026

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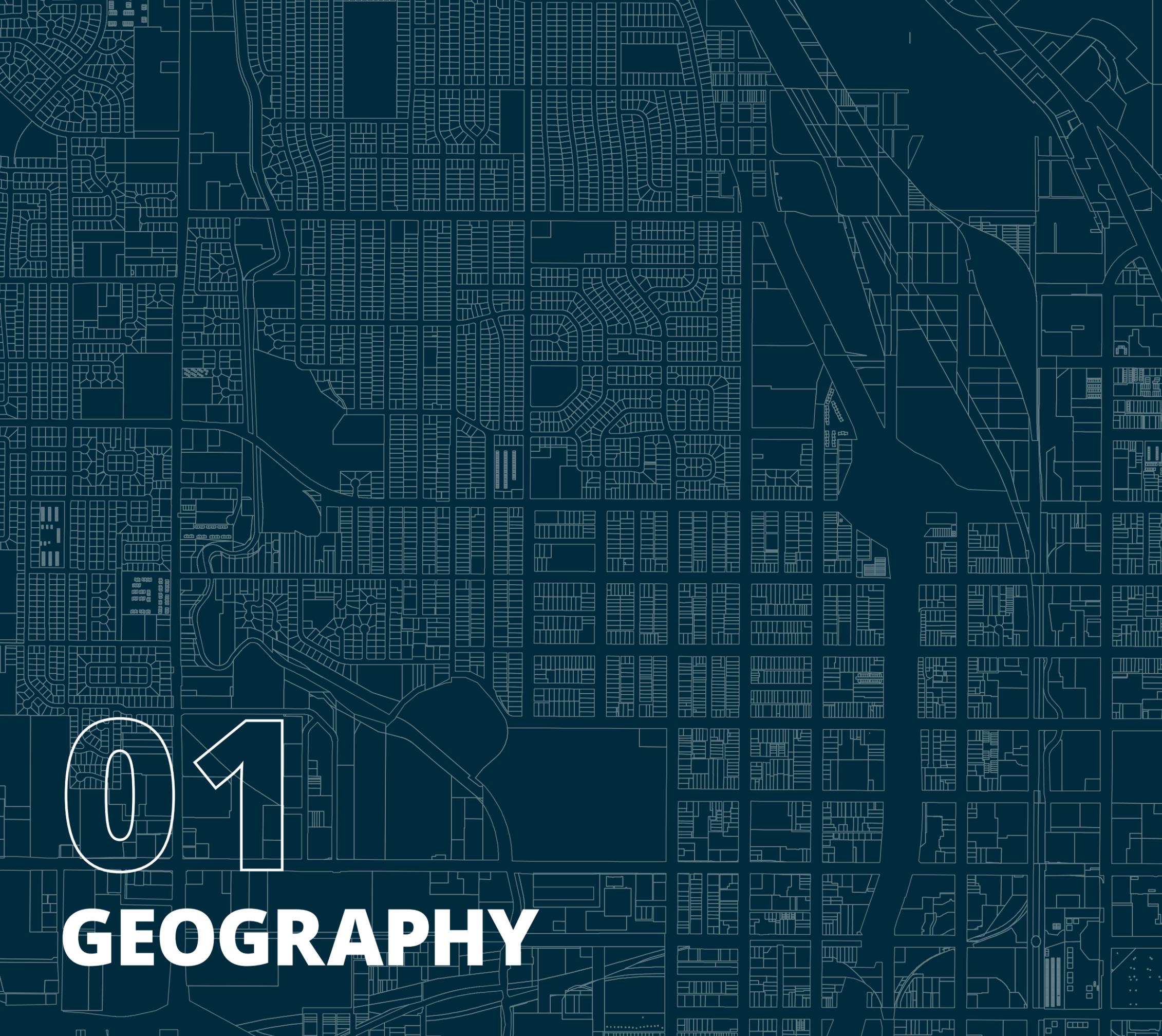
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GEOGRAPHY

The Northwest community is composed of five distinct neighborhoods, each contributing unique characteristics to the overall fabric of the westside. While the Rose Park neighborhood lies entirely within the boundaries of the plan area, every neighborhood plays a vital role in shaping the community's identity.

The area is a blend of residential, commercial, and industrial spaces, with ongoing redevelopment efforts poised to transform the landscape. Key features include the North Temple Boulevard corridor, which has become a focal point for revitalization through transit-oriented planning and development initiatives.

Additionally, the U-FAIR District, a newly established redevelopment area located at the former Rocky Mountain Power site, is set to drive mixed-use, walkable development while revitalizing the Jordan River and surrounding neighborhoods.

These redevelopment projects, along with the area's existing infrastructure, offer opportunities for enhancing connectivity and addressing the evolving needs of the community. Understanding the dynamics of these neighborhoods is crucial for guiding future development and ensuring the continued growth and vibrancy of this part of Salt Lake City.



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PLAN AREA

The Northwest plan area is 7.39 square miles or 4,727 acres in size. The plan area is bounded by the northern limit of Salt Lake City to the north, Interstate-80 to the south, Warm Springs Road to the east, and 2200 West to the west. There are five distinct neighborhoods within the plan area: Rose Park, Fairpark, Jordan Meadows, Poplar Grove, and Westpointe.

ROSE PARK

The Rose Park neighborhood is located in the area north of 600 North from Interstate-15 to Redwood Road. It is the only neighborhood fully within the Northwest plan area, which also makes it the largest of the five. Built after World War II, the original developer Alan E. Brockbank designed the streets layout to look like a rose when viewed from the air, with American Beauty Drive acting as a long rose stem.

Four stone markers define the original neighborhood boundaries as 900 West to the Jordan River and between 600 North and 1000 North. Originally platted in 1946 with a restrictive covenant clause prohibiting people of color from purchasing homes, it has become one of the most ethnically diverse neighborhoods in the Salt Lake Valley.

In addition to its ethnic diversity, the neighborhood has evolved into a place both families and young professionals are drawn to due to its larger lot sizes, affordability, tree-lined streets, and proximity to Downtown Salt Lake City. The neighborhood consists of primarily single-family homes, typically one to one and half stories and constructed with brick.



Rose Park Sign



Rose Park Community Garden

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FAIRPARK

The Fairpark neighborhood, known for hosting the Utah State Fairpark, is situated in the southeast corner of the Northwest plan area between North Temple and 600 North and 500 West to Redwood Road. Residential development followed the construction of the Utah State Fairgrounds in 1902.

Outside of the fairgrounds, the neighborhood consists of primarily single-family homes and small scale commercial. Newer development includes a mix of townhomes and high-density multi-family housing along the North Temple corridor.

UTAH FAIRPARK AREA INVESTMENT AND RESTORATION (U-FAIR) DISTRICT

Along the southern boundary of the Fairpark neighborhood, crossing west into the Poplar Grove neighborhood, is the Utah Fairpark Area Investment and Restoration (U-FAIR) District.

This district was created by the Utah State Legislature in 2024 to revitalize the area through redevelopment of the industrial and State-owned land into a mixed-use walkable neighborhood. The state district was created to protect the Utah State Fairpark, rehabilitate the Jordan River, remediate an environmentally sensitive industrial site, and revitalize the westside of Salt Lake City.

The district is intended to facilitate the redevelopment of the site into a mixed-use, walkable neighborhood anchored by a Major League Baseball team.

The U-FAIR board may exercise land use authority on state-owned land within the district and has jurisdiction over development. The U-FAIR district consists of approximately 100 acres of land generally located between 1000 West and Redwood Road and North Temple and I-80.

The Salt Lake City Council adopted the JRF (Jordan River Fairpark) zoning district at the end of 2024 in order to facilitate the potential redevelopment. While a Major League Baseball team has not yet been secured, the district will see new development in the form of housing, retail, and office space.

The land within the JRF District is not subject to Salt Lake City's general plans and all future development must adhere to the standards within the adopted JRF zoning ordinance.

JORDAN MEADOWS

Jordan Meadows is the smallest neighborhood in the Northwest plan area and is what's known as a minority majority neighborhood, with more than half of residents representing social, ethnic, or racial minorities. The majority of single-family homes in the northern section of the neighborhood were built in the late 1940s and are modest in nature. Multifamily development is primarily located along the North Temple corridor.



North Temple Corridor

NORTH TEMPLE BOULEVARD PROJECT AREA

The North Temple Boulevard Plan was adopted in 2010. The plan provides a framework for land use and urban design for four study areas that span approximately 2 ½ miles along North Temple from 600 West to 2200 West. Each of the plan's subdistricts were created to address the unique conditions along the corridor.

In 2011, the corridor and surrounding streets were rezoned to a newly formed Transit Station Area (TSA) zoning district, which was developed specifically for the North Temple area to help implement the North Temple Boulevard Plan.

The intent of the TSA zoning was to incentivize new investment and development along and near the North Temple Trax Line. Accompanying the TSA zoning regulations were design guidelines that focused on how a building relates to the street or public spaces, rather than the uses within the building.

In 2010, the Salt Lake City Community Reinvestment Agency (formally known as the Redevelopment Agency) also designated North Temple, from the west side of Interstate-15 to Redwood Road, a Project Area that benefits from tax increment financing provided by the City to fund property improvements. The project area started collecting tax increment financing in 2013.

The combination of adopting a transit-oriented plan, establishing a revitalization project area, and implementing form-based zoning has resulted in major redevelopment of the North Temple corridor and surrounding neighborhoods over the past 15 years.

As of 2025, over 2,000 federal low-income housing tax credit (LIHTC) units are planned for the North Temple corridor and surrounding streets.

POPLAR GROVE

Poplar Grove is a large, diverse, and densely populated neighborhood, with its eastern portion falling within the Northwest planning area. The neighborhood is divided by major highways: I-215 and I-80. To the east of I-215, are small-scale single-family homes, while the western side is characterized by industrial and commercial uses.

The boundaries of the Poplar Grove and Fairpark Community Councils intersect just east of the Jordan River. The area between the Jordan River and Redwood Road is known as the U-FAIR district, which covers approximately 100 acres.

This district has unique zoning that promotes mixed-use redevelopment and the revitalization of the Jordan River corridor. Between Redwood Road and I-215, the land uses are a mix of multi-family residential, industrial, and commercial properties.

WESTPOINTE

The Northwest plan area includes the eastern most part of the Westpointe neighborhood, located between Interstate-15 and Redwood Road and 700 N to approximately 1800 N.

The majority of Westpointe's residential population is within the Northwest plan area, with the Salt Lake City International Airport and Northwest Quadrant encompassing a large swath of land to the west. The residential development is relatively dense, with large lots developed between the late 1970s and early 2000s.

A small section of the Westpointe neighborhood falls under the Northpoint Small Area Plan. The overlapping boundaries extend from the northern city limit to around 1700 North, and between I-15 and east of 2200 West. Adopted in late 2024, the plan aims to strike a balance between the needs of the SLC Airport, agricultural areas, wildlife habitats, and individual property rights

02

DEMOGRAPHICS

44,776

RESIDENTS

About 20.5% of the city's population



53 %

POPULATION 25 TO 64 YEARS OF AGE

56% citywide



63 %

POPULATION THAT IS NON-WHITE

35% citywide



24 %

POPULATION OVER 25 WITH A BACHELOR'S DEGREE OR HIGHER

51% citywide



3 PERSON

AVERAGE HOUSEHOLD SIZE

2 person citywide



\$69,174

MEDIAN HOUSEHOLD INCOME

\$74,925 citywide

DEMOGRAPHICS

The Northwest plan area is a unique community within Salt Lake City particularly in terms of age, diversity, household structure, education, and income.

The area is younger, with more children and teens than the citywide average, and far more racially and culturally diverse—over 63% of residents identify as part of a minority group, and nearly a third are foreign-born.

Households tend to be larger and more family-oriented, with more children and older adults living under the same roof, and fewer individuals living alone or with non-family roommates.

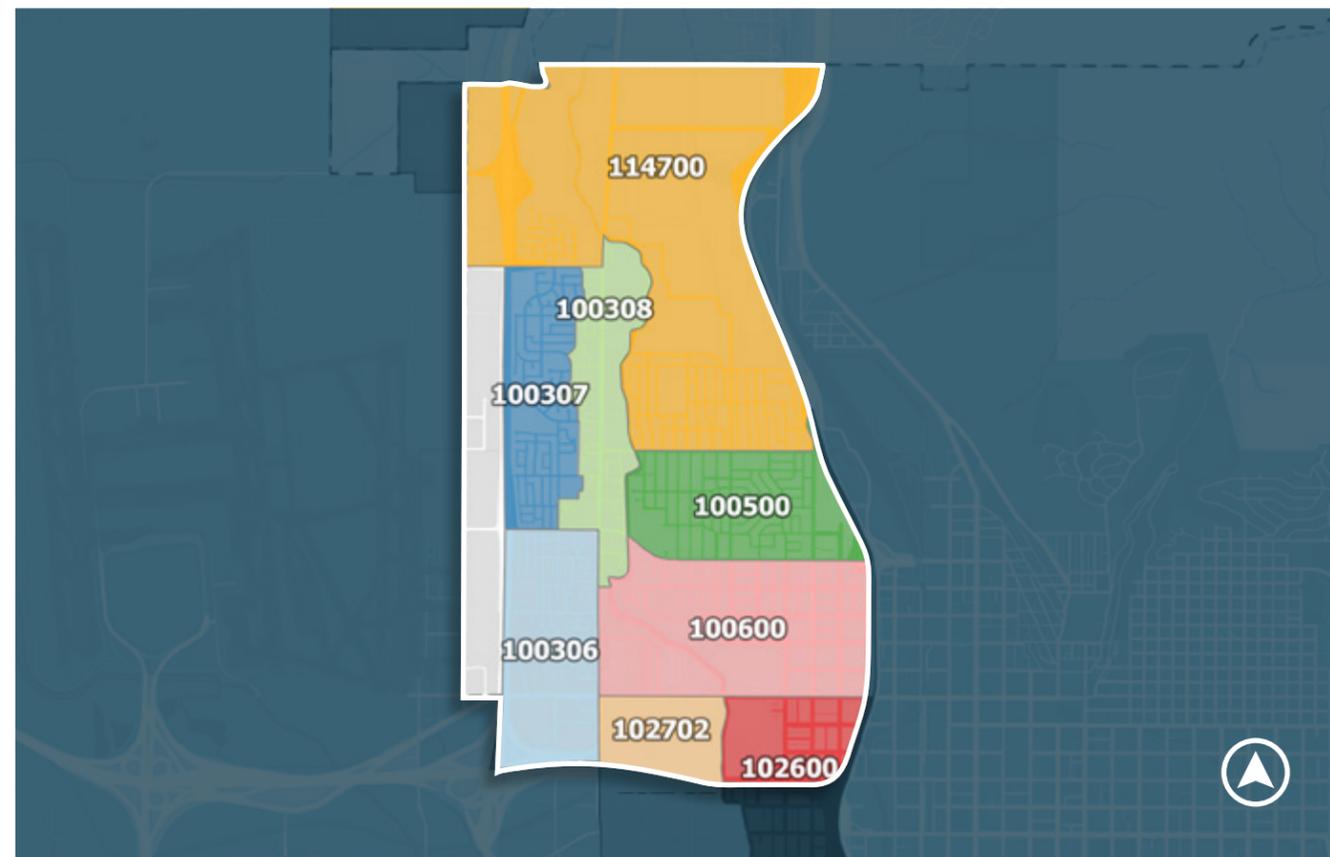
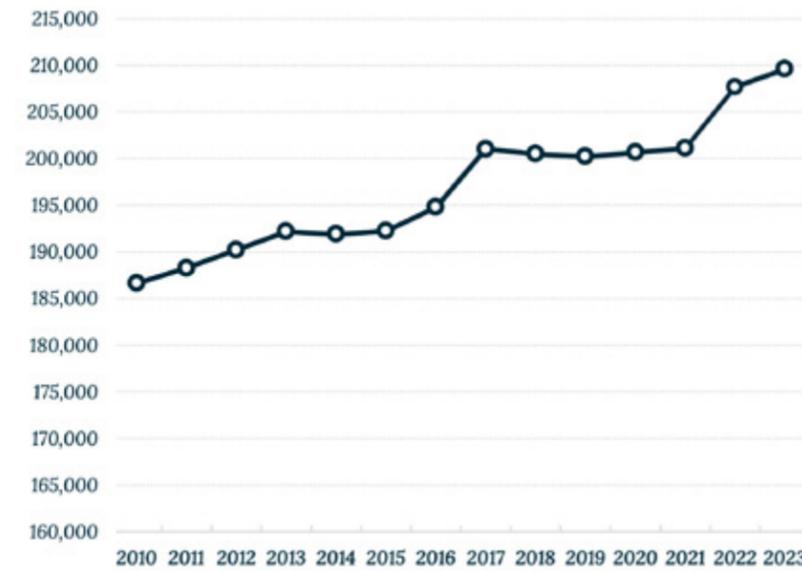
Educational attainment in the Northwest falls behind the city average, especially in bachelor's degree completion, and the median household income is modestly lower.

While the overall poverty rate mirrors that of Salt Lake City, children in the Northwest face higher rates of poverty, highlighting the need for targeted support and investment in education, family services, and economic opportunity.

The demographic data for this report is sourced from the United States Census Bureau by census tracts which do not perfectly follow the plan boundary. The census tracts used in this section include:

- 9800.00
- 1003.06
- 1003.07
- 1003.08
- 1005.00
- 1006.00
- 1026.00
- 1027.02
- 1147.00

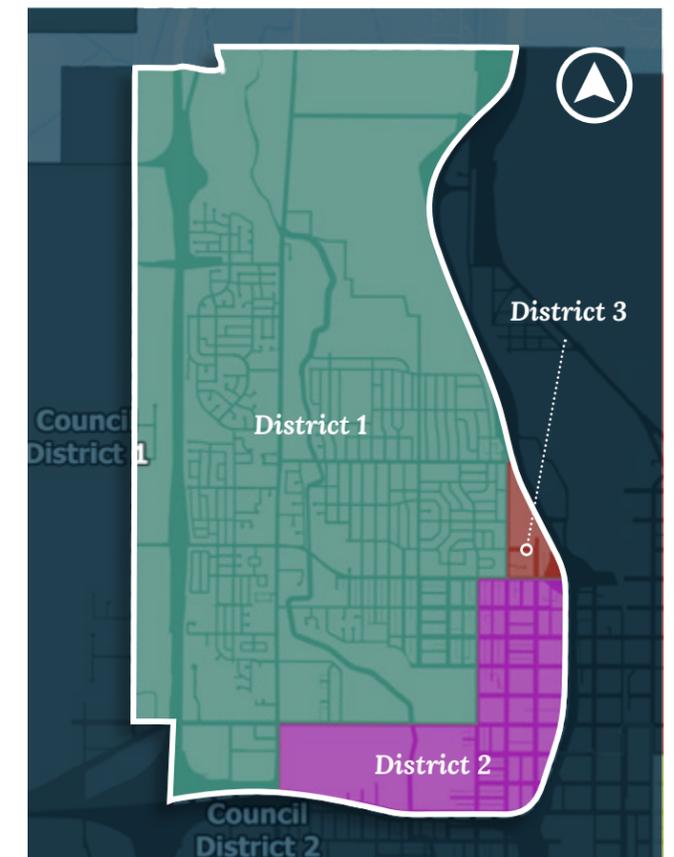
SLC HISTORIC POPULATION



Census Tracts

Salt Lake City's population grew by an estimated 22,947 or 12.3% between 2010 and 2023, largely due to natural increase.¹ During this period, the Northwest community grew by 3,667 or 9.9%, slightly slower than the citywide rate.

The Northwest Community falls largely within City Council District 1 with some portions in City Council Districts 2 and 3. A study by Kem. C. Gardner in 2024 found that over half (56.1%) of the population growth in Salt Lake City between 2020-2023 occurred in City Council Districts 1 and 2.²



Council Districts

1 Census Population Estimates
 2 [Kem. C. Gardner 2024 SLC Population Databook](#)

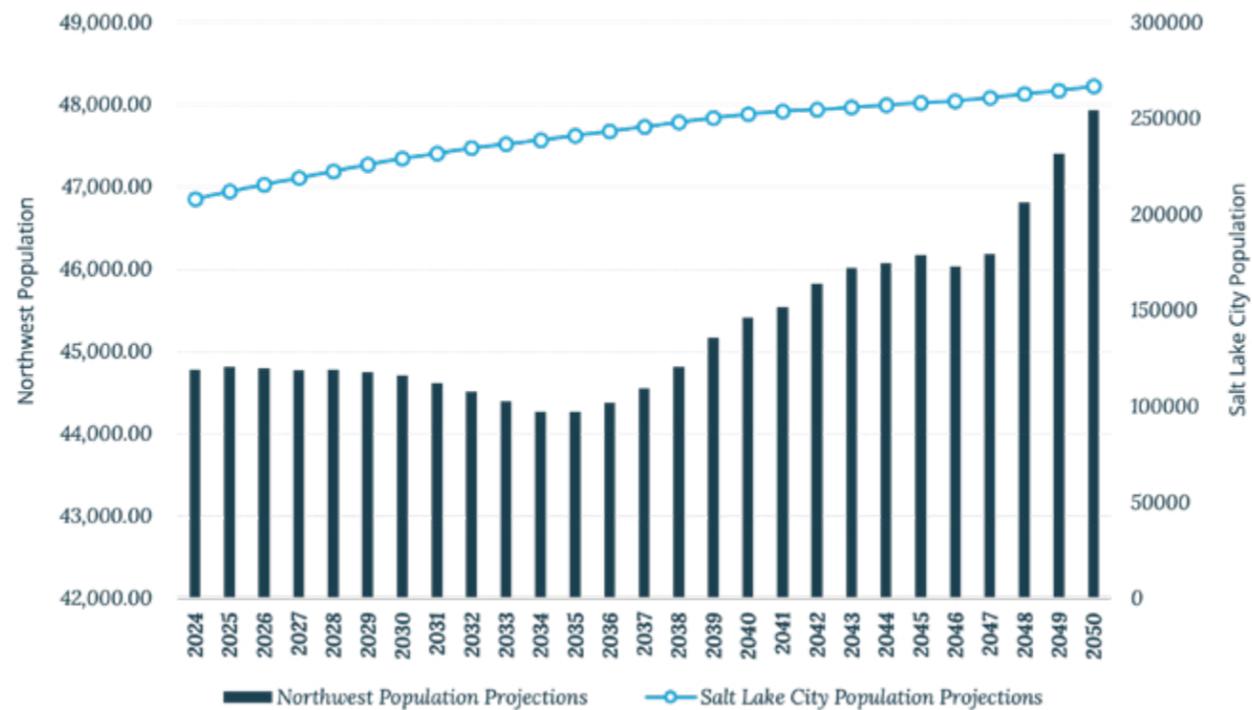
Utilizing Wasatch Front Regional Council's Population Projections, projected population change in the Northwest can be compared to population change in Salt Lake City as a whole.³

This projection is unique in that it considers input from local jurisdictions and current land use patterns. The Northwest portion of Salt Lake City is projected to experience steady population growth through 2050. **With a beginning population of 44,776 in 2024, the population is expected to grow gradually, reaching 47,933 by 2050.**

While the early years show relatively little change, there's an acceleration in growth from 2035 to 2050. Salt Lake City is set to grow at a faster pace, with the population projected to increase by about 58,000 people over the same period.

Note: This projection does not include the anticipated population increase created by development in the Power District because not enough information is known right now to predict how much housing will be built within the development.

POPULATION PROJECTIONS



³ WFRC and MAG have developed a spatial statistical model using the UrbanSim modeling platform to assist in producing these annual projections. The model relies on extensive inputs to simulate future development activity across the greater urbanized region including data from county level population and employment levels, Utah Department of Workforce Services, Land Use Visioning and feedback with local communities, current land use and tax assessors data, and regional traffic and transit data. <https://wfrc.maps.arcgis.com/home/item.html?id=2e97653f537b4309a04dda0a7c35cfb9>



AGE DISTRIBUTION, RACE & ETHNICITY

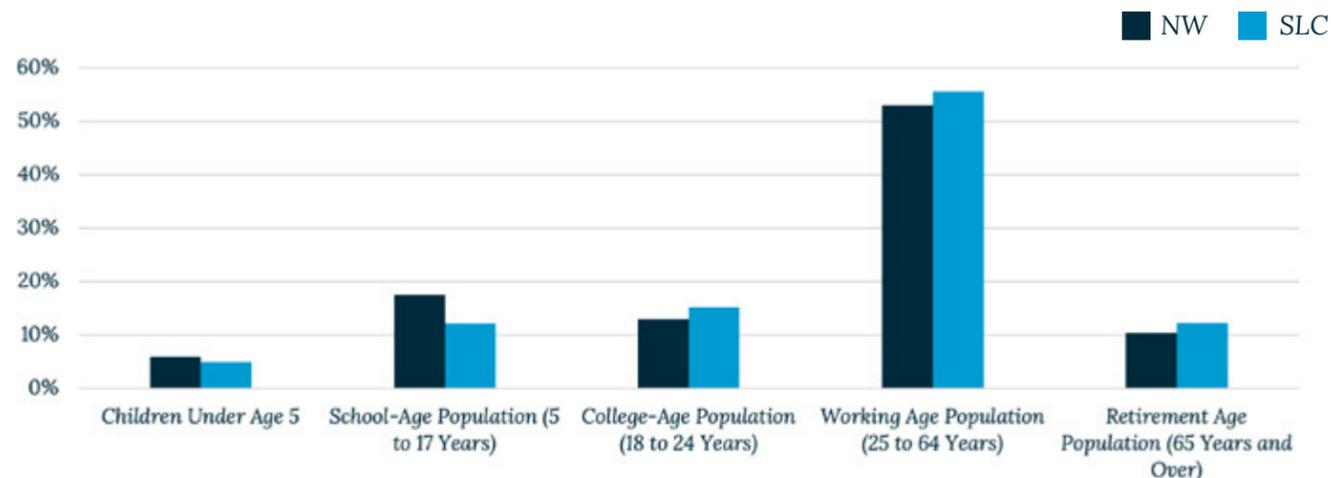
The Northwest Plan Area stands out from the rest of Salt Lake City in a few key ways, especially when it comes to age, race, and cultural background.

A YOUNGER COMMUNITY

While about 56% of Salt Lake City's residents are considered "working age", between the ages of 25 and 64, the Northwest area has a slightly smaller share at just under 53%.

Instead, the Northwest has a higher percentage of young residents, especially kids and teens. In fact, 17.5% of the population here is between 5 and 17 years old, much higher than the citywide average of 12%. Fewer residents over 64 also reflects this younger population trend.

AGE DISTRIBUTION



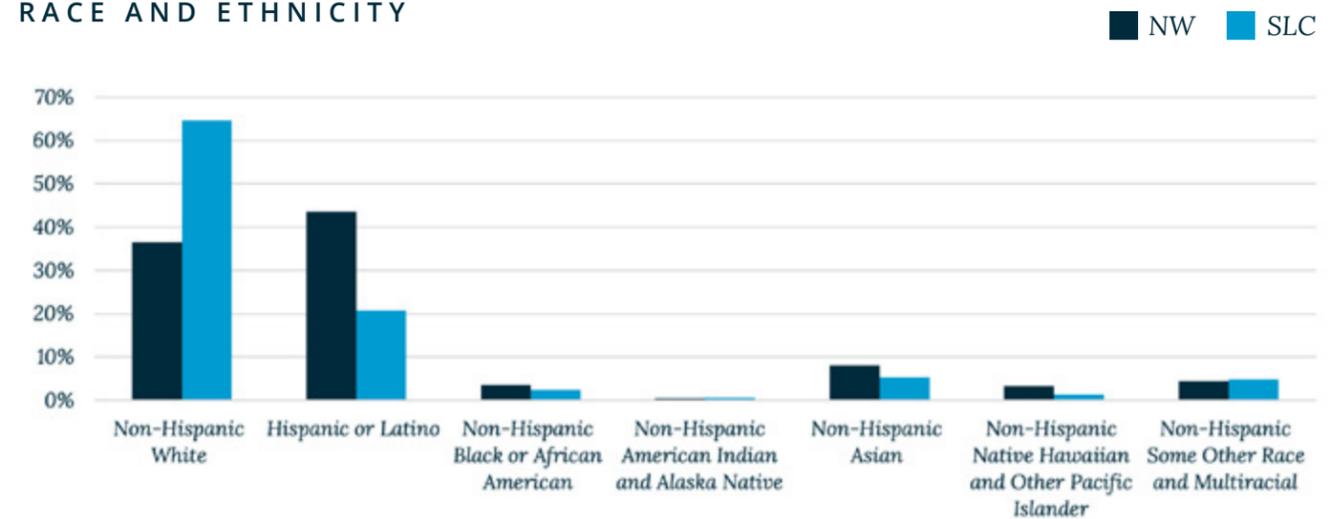
A DIVERSE & CULTURALLY RICH NEIGHBORHOOD

Another character defining feature of the Northwest is its cultural diversity. Roughly 35% of Salt Lake City's population identifies as part of a racial or ethnic minority group, that number jumps to 63.5% in the Northwest Plan Area.

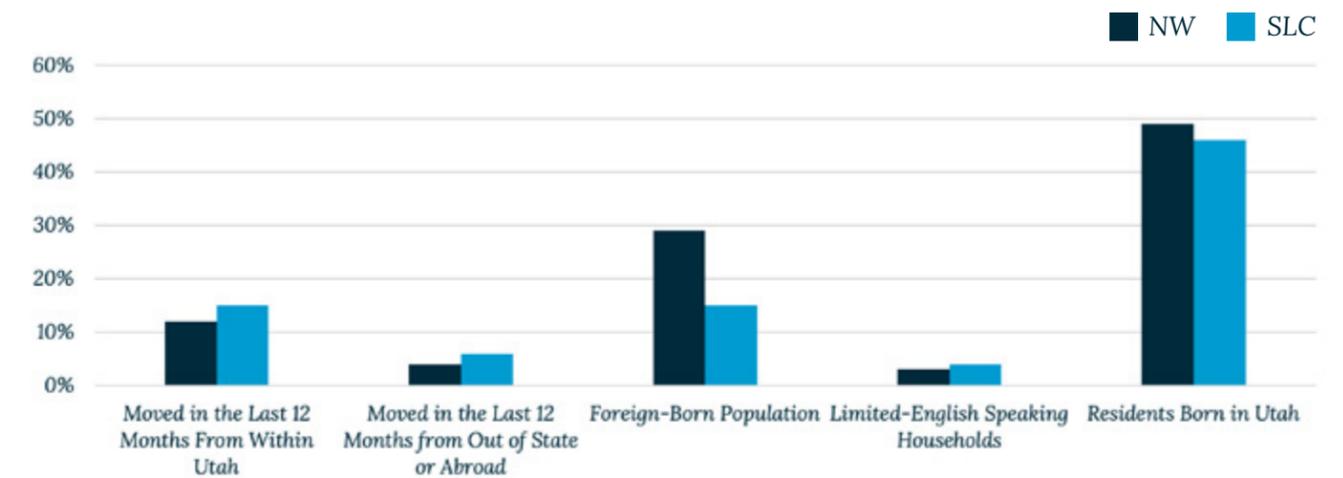
Part of this diversity can be attributed to the area's large foreign-born population, which is 29%, compared to just 15% citywide. Even with a higher number of foreign-born residents, fewer households in the Northwest report having limited English-speaking ability compared to the rest of Salt Lake City.

This international presence is reflected in the neighborhood's character, enriching local schools, businesses, and community life.

RACE AND ETHNICITY



RESIDENT CHARACTERISTICS



HOUSEHOLD CHARACTERISTICS

Compared to the rest of Salt Lake City, the Northwest Plan Area has some notable differences in household size and living arrangements that reflect its unique community structure.

LARGER HOUSEHOLD SIZES

Households in the Northwest Plan Area are more likely to include a larger number of family members with an average household size of 3 compared to Salt Lake City's average household size of 2.

Approximately 16% of households in the area have 5 or more people living together, more than double the citywide share of 7% suggesting a greater presence of larger family units within the community.

FAMILIES WITH CHILDREN AND OLDER ADULTS

A higher percentage of households in the Northwest include children and older adults compared to the city as a whole. Approximately 26% of households have children under the age of 18, compared to 17% in Salt Lake City.

Additionally, 32% of Northwest households include family members over the age of 60, slightly higher than the citywide average of 28%. This indicates a broader age range living within homes and may reflect more multigenerational households.

LOWER RATES OF SOLO LIVING AND NON-FAMILY ROOMMATES

Residents of the Northwest are less likely to live alone or with non-family roommates. Only 29% of residents in the area live alone, compared to 39% across Salt Lake City. Just 9% of residents share a home with non-family roommates, whereas that figure is 15% citywide.

These patterns suggest that the Northwest Plan Area has a stronger tendency toward family-based living arrangements and lower levels of individual or non-family households.

EDUCATIONAL ATTAINMENT & HOUSEHOLD INCOME

EDUCATIONAL ATTAINMENT

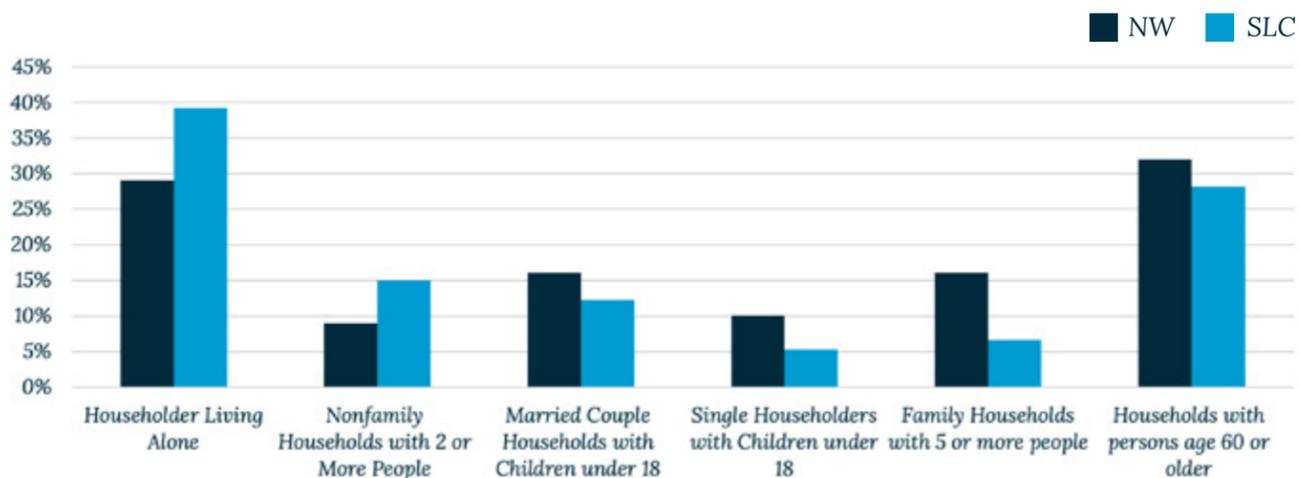
Educational attainment in the Northwest Plan Area differs from that of Salt Lake City, specifically for residents aged 25 and older. In the Northwest, 24% of residents aged 25 and over hold a bachelor's degree or higher, compared to 51% citywide.

About 20% of adults in the Northwest have not completed high school, which is significantly higher than the citywide rate of 8%. Additionally, 29% of residents have completed high school or earned an equivalent diploma, compared to 17% across Salt Lake City.

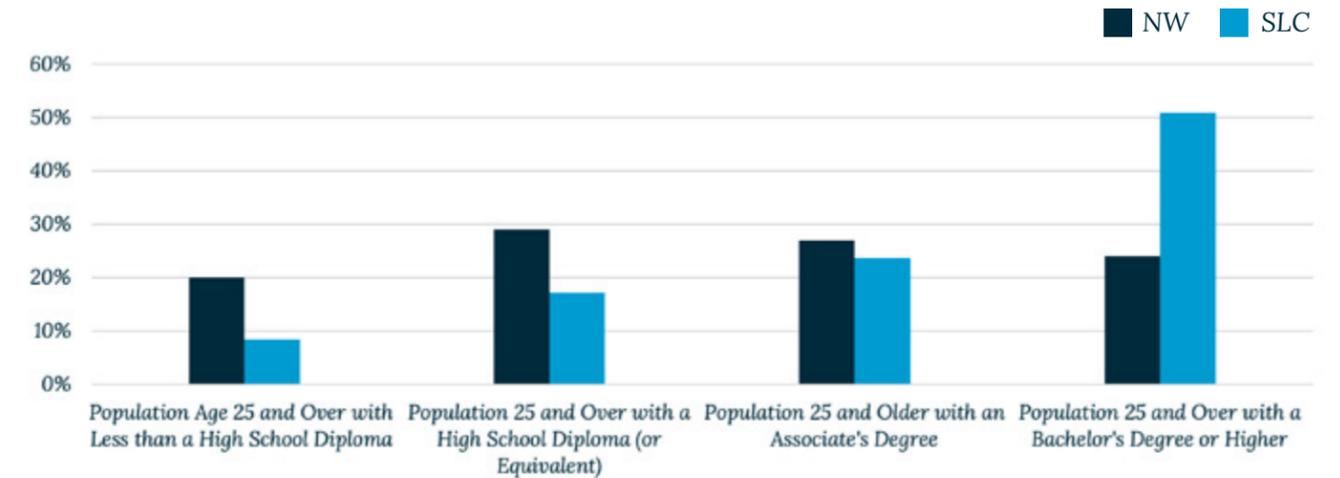
The percentage of residents with an associates degree is comparable, 27% in the Northwest and 24% citywide. This suggests that while four-year degree completion is lower in the Northwest, many residents are pursuing or completing two-year degree programs.

These differences in educational attainment may reflect a range of factors, including access to educational opportunities, economic conditions, and demographic trends. They also point to potential areas for investment in educational outreach, workforce development, and community support programs.

HOUSEHOLD CHARACTERISTICS



EDUCATION LEVELS



HOUSEHOLD INCOME & POVERTY LEVELS

Household income levels in the Northwest Plan Area are modestly lower than those across Salt Lake City. The median household income in the Northwest is \$69,174, compared to \$74,925 citywide.

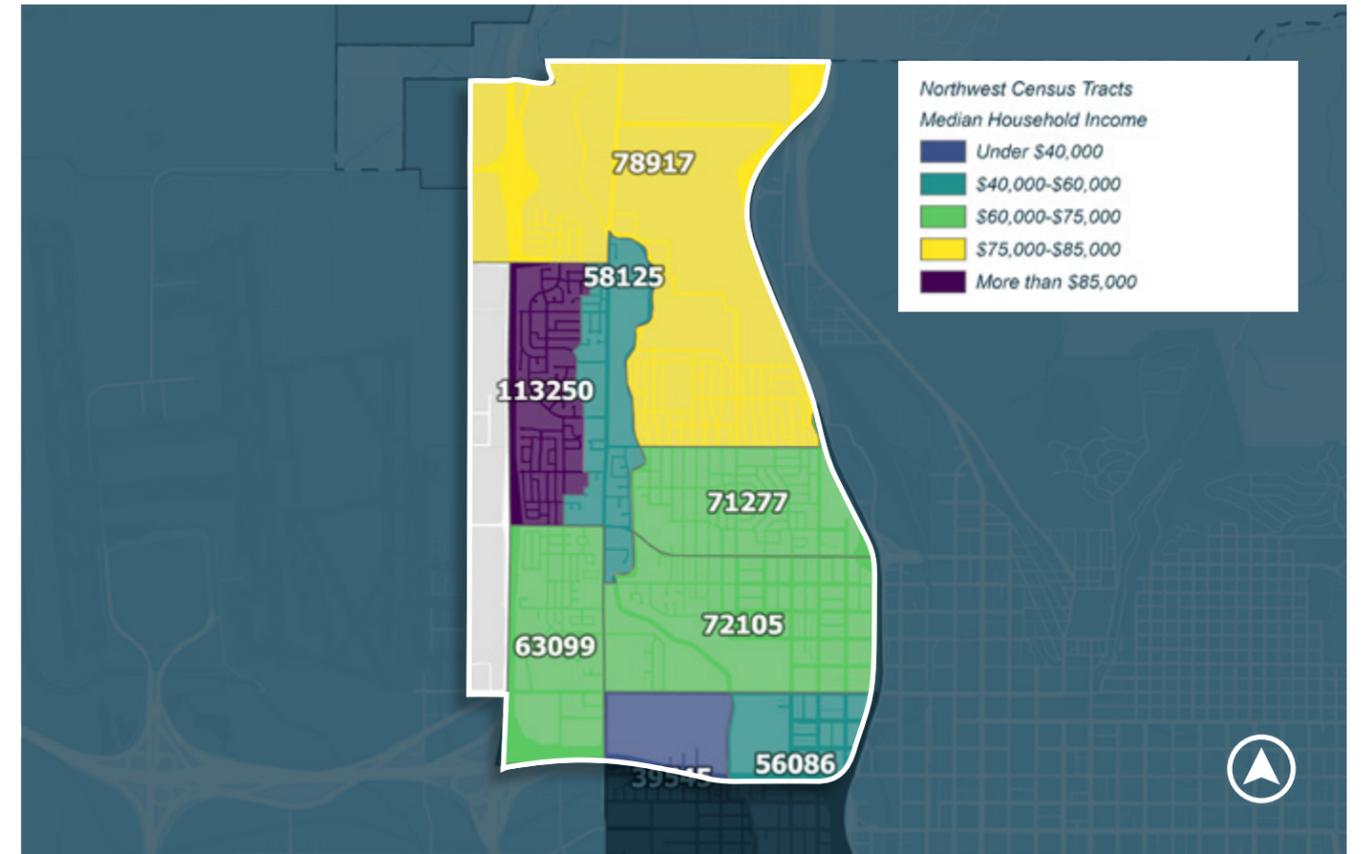
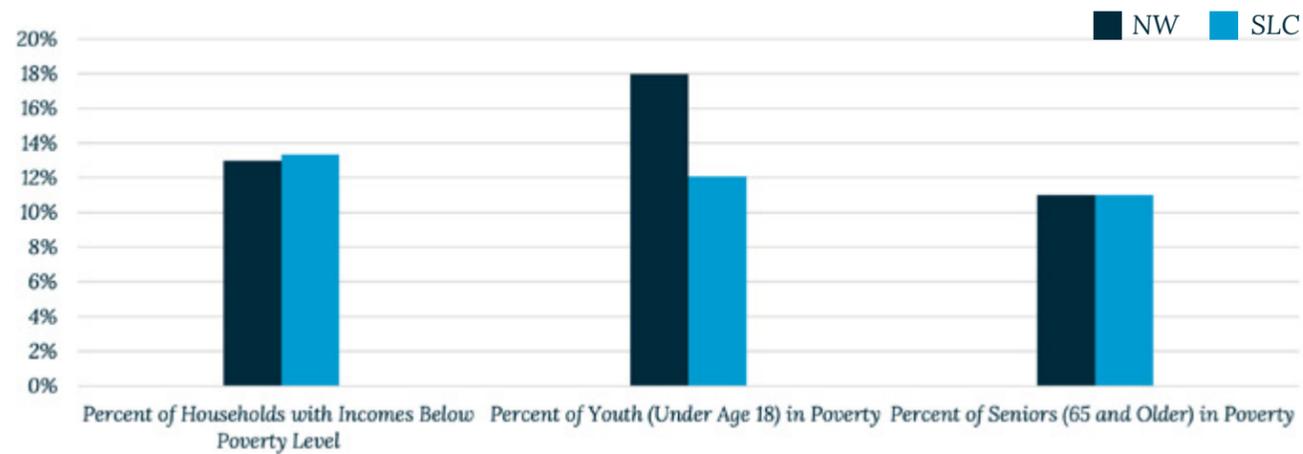
While this gap may not seem large at first glance, it can have a significant impact when combined with other factors such as larger household sizes, higher housing costs, or limited access to services.

Even though the overall poverty rate is the same in both the Northwest and Salt Lake City at 13%, the impact of poverty is not distributed equally across all age groups in the Northwest.

Poverty among children is significantly higher in the Northwest, with 18% of youth under age 18 living below the poverty line, compared to 12% citywide. Among residents aged 65 and older, the poverty rate is 11%, which is consistent with Salt Lake City.

However, given the Northwest's lower median income and larger family sizes, seniors in this area may face additional financial strain if they are part of multi-generational households or living on fixed incomes.

HOUSEHOLDS IN POVERTY



Median Household Income

HEALTH INSURANCE COVERAGE

In terms of healthcare access, the Northwest faces notable disparities. A full 20% of residents are uninsured, nearly double the citywide rate of 11%.

This lack of coverage can create serious barriers to accessing timely and affordable healthcare. Limited health insurance coverage, combined with higher child poverty and lower educational attainment, points to systemic challenges that may require multi-faceted solutions.

Data Sources:
 U.S. Census Bureau
 (ACS 5-year estimates 2019-2023)

EMPLOYMENT



EMPLOYERS AND AREA MEDIAN INCOME

The median household income for the Northwest neighborhood is \$78,000: 11.5% lower than the median household income of Salt Lake City at \$87,000. Despite this, the percentage of households with incomes below the poverty line is 13% compared to the citywide percentage of 14%.

Although poverty rates across the neighborhood are relatively low, the southeastern section, near the interchange between I-15 and I-80, has a poverty rate of 37%, which is the highest in the Northwest Community and among the highest of any area in Salt Lake City.

BREAKDOWN OF OCCUPATIONS

Total Workers in Northwest: 18,576

Sales & Office Occupations: 3,902

Construction & Extraction Occupations: 1,748

Production Occupations: 1,654

Management Occupations: 1,382

Food Preparation & Serving Related Occupations: 1,206

Material Moving Occupations: 1198

Building and Grounds Cleaning & Maintenance: 997

Business & Financial Operations Occupations: 844



EMPLOYMENT

There are several large employers located within or adjacent to the Northwest neighborhood and include the following:

- SLC International Airport
- Utah Power & Light
- Rocky Mountain Power
- Department of Alcoholic Beverage Services
- Department of Motor Vehicles
- Utah Department of Health & Human Services
- Water Reclamation Plant
- Various industrial

Based on commute times ([see page 61](#)), most residents likely leave the neighborhood to travel to work.

Healthcare Practitioners: 844

Transportation Occupations: 777

Healthcare Support Occupations: 623

Personal Care & Service Occupations: 485

Computer & Mathematical Occupations: 449

Community & Social Service Occupations: 419

Architecture & Engineering Occupations: 244

Legal Occupations: 102

Law Enforcement Occupations: 60

Other: 1,642

Source | American Community Survey Data | 2023





03 LAND USE & ZONING

The land use framework for the Northwest Community plays a vital role in shaping the neighborhood's character, growth, and development.

Currently, 35% of the area is zoned exclusively for residential uses, with the majority of this land zoned for single-family homes and low-density multi-family housing.

These residential zones are accompanied by land dedicated to transit-oriented development along major corridors, nodes of neighborhood commercial, industrial development to the north and west, and open space including several community parks and roughly 60 acres of natural open space along the Jordan River through the center of the community.

CURRENT ZONING



37%
RESIDENTIAL ZONES

Roughly **37%** of the Northwest Community is zoned exclusively for **Residential Uses**. The bulk of the residential land is developed as single-family housing or low-density multi-family such as duplexes or townhomes. **The 37% of land dedicated to residential zoning is made up of the following zones:**

- **31.3%** is zoned R-1/5000 and R-1/7000 (Single-family Residential). These zones are intended for single family development on lots with a minimum of 5,000 or 7,000 square feet.
- **1.8%** is zoned RMF-30 (Low Density Multi-Family Residential). This zone is intended to support various missing middle housing types.
- **1.6%** is zoned RMF-35 and RMF-45 (Moderate/ High- and High-Density Multi-Family Housing districts) (RMF-35 and RMF-45). These districts are intended for areas with a desired density of less than 43 dwelling units per acre.
- **0.4%** is zoned for mobile homes (MH). This primarily consists of one 18-acre development near Redwood Road & North Temple Boulevard.
- **0.2%** is zoned for single & two-family residential (R-2). This district is intended to preserve the character of single-family neighborhoods while allowing for two-family developments.
- **0.2%** is zoned AG-2. This district is intended to preserve and protect agricultural uses in suitable portions of Salt Lake City on lots not less than two acres.
- **0.1%** is zoned for SR-1 (Special Development Pattern Residential) which promotes low density residential uses.
- **0.1%** is zoned for SR-3 (Special Development Pattern Residential).



12%
MIXED-USE ZONES

12% of the Northwest Community is zoned for **Mixed-Use**. The lower-scale mixed-use designations such as MU-2, MU-3, and MU-5 are generally located at the edges of existing residential neighborhoods, offering convenient local retail opportunities for residents. More intense mixed-use designations such as MU-6 and MU-8 are located generally along North Temple.

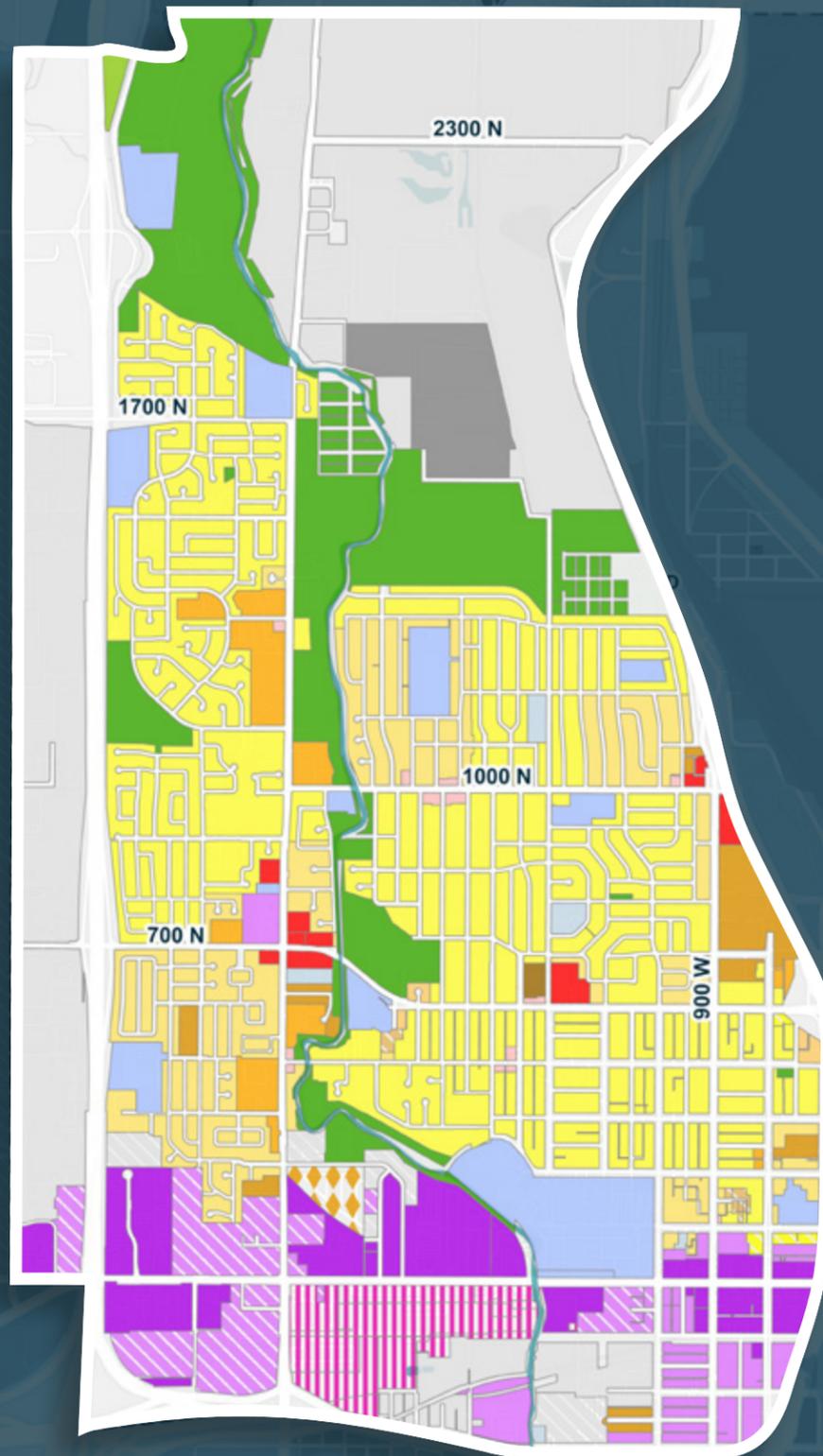
These areas are designed to support a range of services, such as offices, restaurants, retail, professional services, and accompanying residential ensuring that daily necessities and amenities are within easy reach for nearby residents. **The zone designations include the following:**

- MU-2
- MU-3
- MU-5
- MU-6
- MU-8



3%
JORDAN RIVER FAIRPARK

Jordan River Fairpark (JRF) zoning covers about **3%** of the plan area. This District is to provide a zoning district is designed to facilitate the revitalization of the Jordan River Corridor west of downtown Salt Lake City and implement the State of Utah's "Utah Fairpark Area Investment and Restoration District", often referred to as The Power District. The zone provides for a mix of uses, including recreation, cultural, convention, entertainment, office, sport stadium, residential, and commercial uses.



ZONING

	Water Features
	AG-2
	BP
	I
	JRF
	M-1
	M-2
	MH
	MU-2
	MU-3
	MU-5
	MU-6
	MU-8
	OS
	PL
	R-1/5,000
	R-1/7,000
	R-2
	RMF-30
	RMF-35
	RMF-45
	SR-1
	SR-3



DRAFT

DRAFT



29.5% INDUSTRIAL & BUSINESS PARK

29.5% of the land area is designated for **industrial and business park uses**, including M-1, M-2, and BP zones.

- **26%** is zoned M-1 (Light Manufacturing). This zoning category is intended to provide an environment for light industrial uses that have little to no impact on adjacent properties.
- **2.4%** is zoned M-2 (Heavy Manufacturing) which allows for more intensive industrial types of uses. These properties are primarily located in the central north of the plan area and are currently surrounded by M-1 zoned properties.
- **1.1%** is zoned Business Park (BP). Located within the southern portion of the plan area. Business Park properties are spread throughout the southern portion of the plan area.



19% OPEN SPACE & PUBLIC LAND

Open Space (OS) and **Public Land (PL)** zoning cover about **19%** of the land in the plan area. These zones are designated for parks, recreational areas, government and community facilities, schools, and natural green spaces.

- **13.2%** of the community is zoned for Open Space. In addition to recreation opportunities, open spaces can also play a crucial role in stormwater management, flood control, and maintaining local biodiversity by preserving natural landscapes surrounding the Great Salt Lake and the Jordan River.
- **5.5%** of the community is zoned for Public Land, which is often home to community centers and schools.
- **0.5%** of the community is zoned for institutional uses such as schools and churches.

AIRPORT FLIGHT PATH PROTECTION (AFPP) OVERLAY DISTRICT

With the Salt Lake International Airport directly to the west of the plan boundaries, the entire area is categorized with the **Airport Flight Path Protection Overlay District (AFPP)**.

The area west of 2200 E is categorized **AFPP-B**, an area exposed to high levels of aircraft noise. Between 2200 W and Redwood Road is categorized **AFPP-C**, an area exposed to moderate levels of aircraft noise. East of Redwood Road is categorized **AFPP-H** and has little aircraft noise.

All three categories are subject to specific height restrictions to preserve the airport flight paths.

ZONING BREAKDOWN

Zone	% of Land in NW	Acres in NW	% of Land Citywide	Acres Citywide
R-1-5000	7.7%	273.2	5%	2,475
R-1-7000	24%	840	6%	2,932
RMF-30	1.8%	64	1%	280
RMF-35	1.5%	54	1%	444
RMF-45	0.1%	3.6	0%	169
MH	0.4%	16	0%	50
SR-1	0.1%	5	0%	71
SR-3	0.1%	4	0%	78
R-2	0.2%	6	1%	287

Zone	% of Land in NW	Acres in NW	% of Land Citywide	Acres Citywide
MU-2	0.2%	7.5	0%	98
MU-3	0.7%	25	0%	189
MU-5	2.2%	79	1%	635
MU-6	3.5%	124	1%	639
MU-8	5.2%	186	1%	504

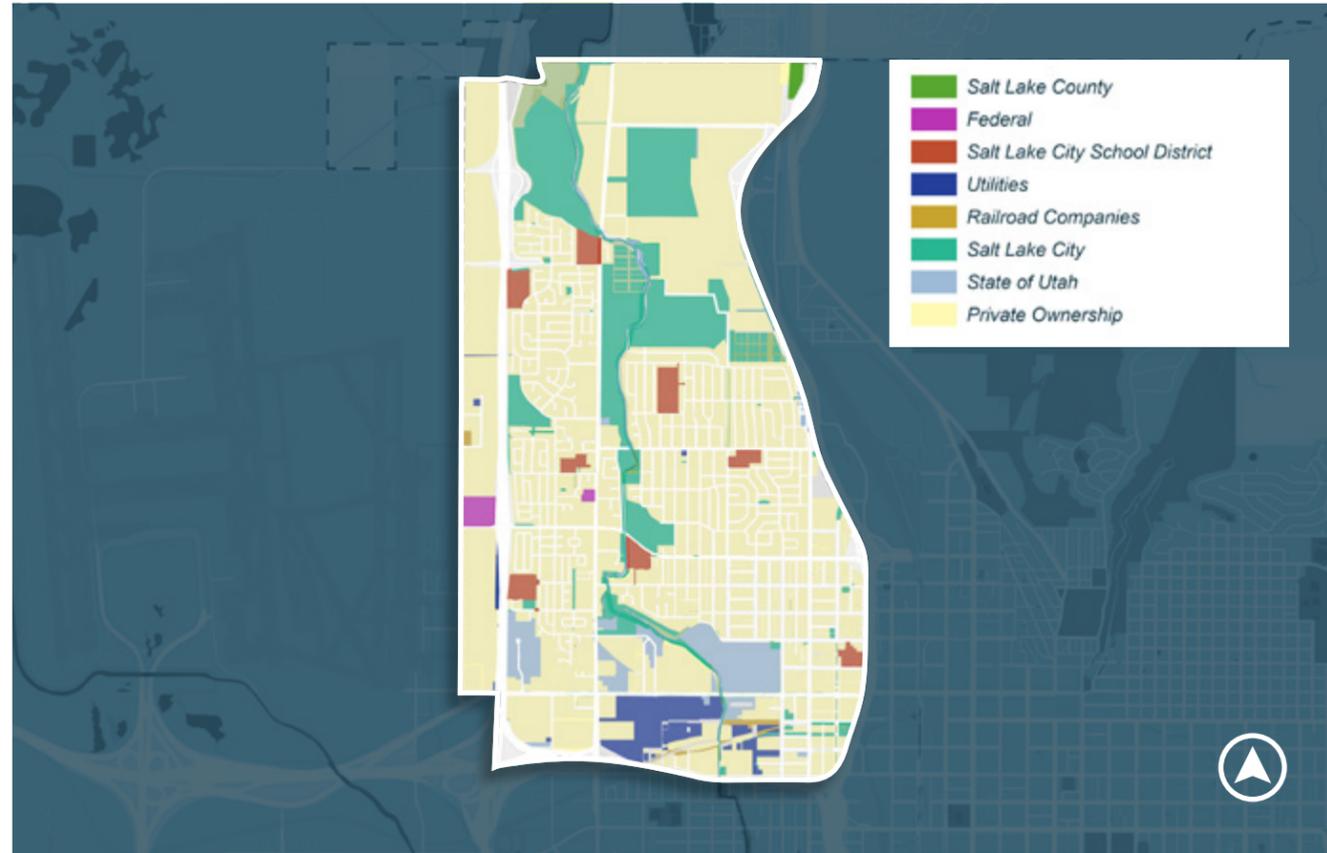
Zone	% of Land in NW	Acres in NW	% of Land Citywide	Acres Citywide
M-1	26%	926	32%	16886
M-2	2.3%	81	2%	844
BP	1.1%	39	1%	704

Zone	% of Land in NW	Acres in NW	% of Land Citywide	Acres Citywide
OS	13%	470	19%	10,259
PL	5.4%	193	1%	665
I	0.4%	14	2%	988

Zone	% of Land in NW	Acres in NW	% of Land Citywide	Acres Citywide
JRF	2.9%	102	0%	102

LAND OWNERSHIP

PRIVATE, CITY, COUNTY, STATE,
FEDERAL, UTILITY



Land Ownership



20%
**GOVERNMENT
AND PUBLIC**

20% of the land is owned by public or government entities such as Salt Lake City, State of Utah, Utility Companies, etc.



80%
**PRIVATELY
OWNED**

80% of the land is privately owned.



RESIDENTIAL DENSITY



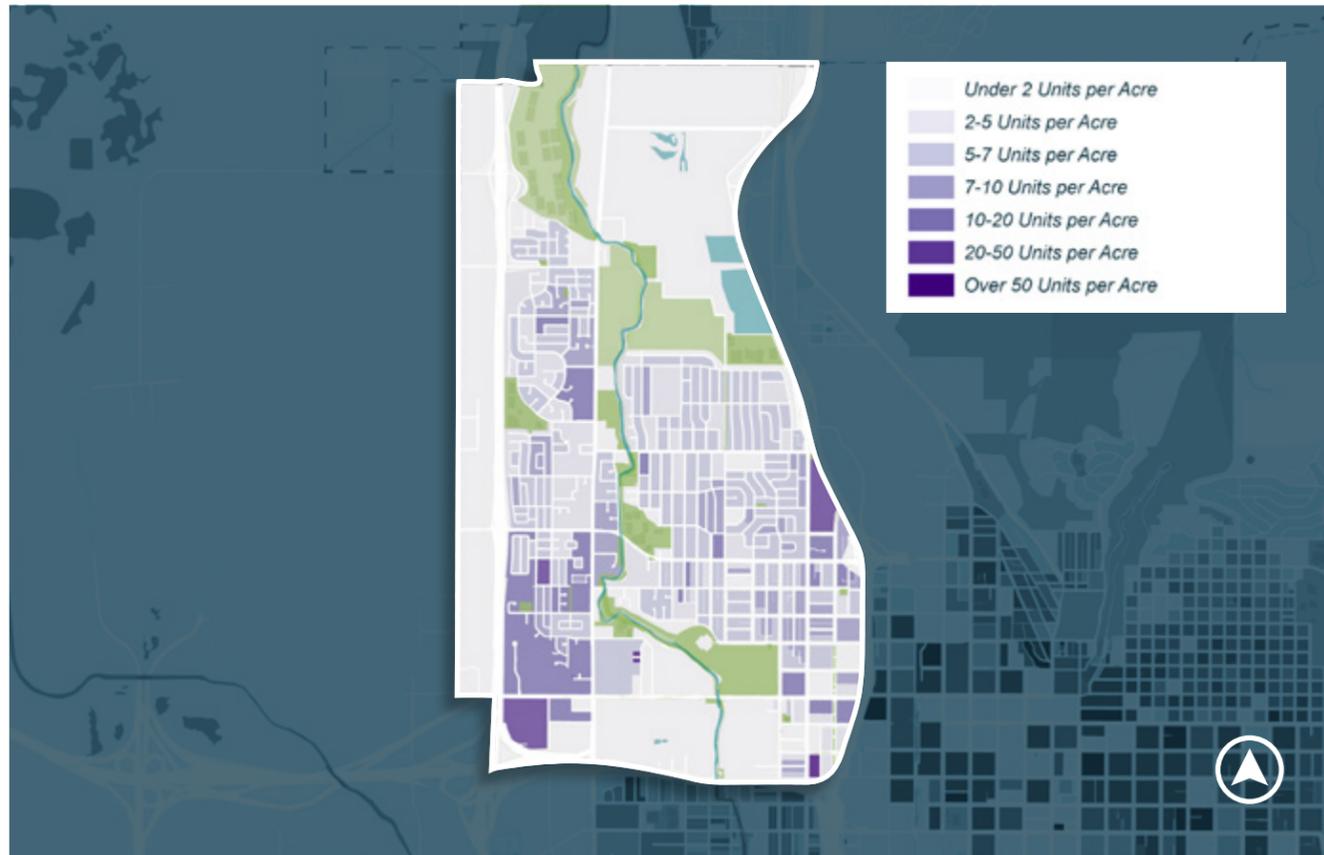
DENSITY

The housing density in the Northwest Community is approximately 5-7 units per acre. This is likely due to the large amount of land zoned R-1-5000 and R-1-7000, which are designed for housing densities between 6-8 units per acre.

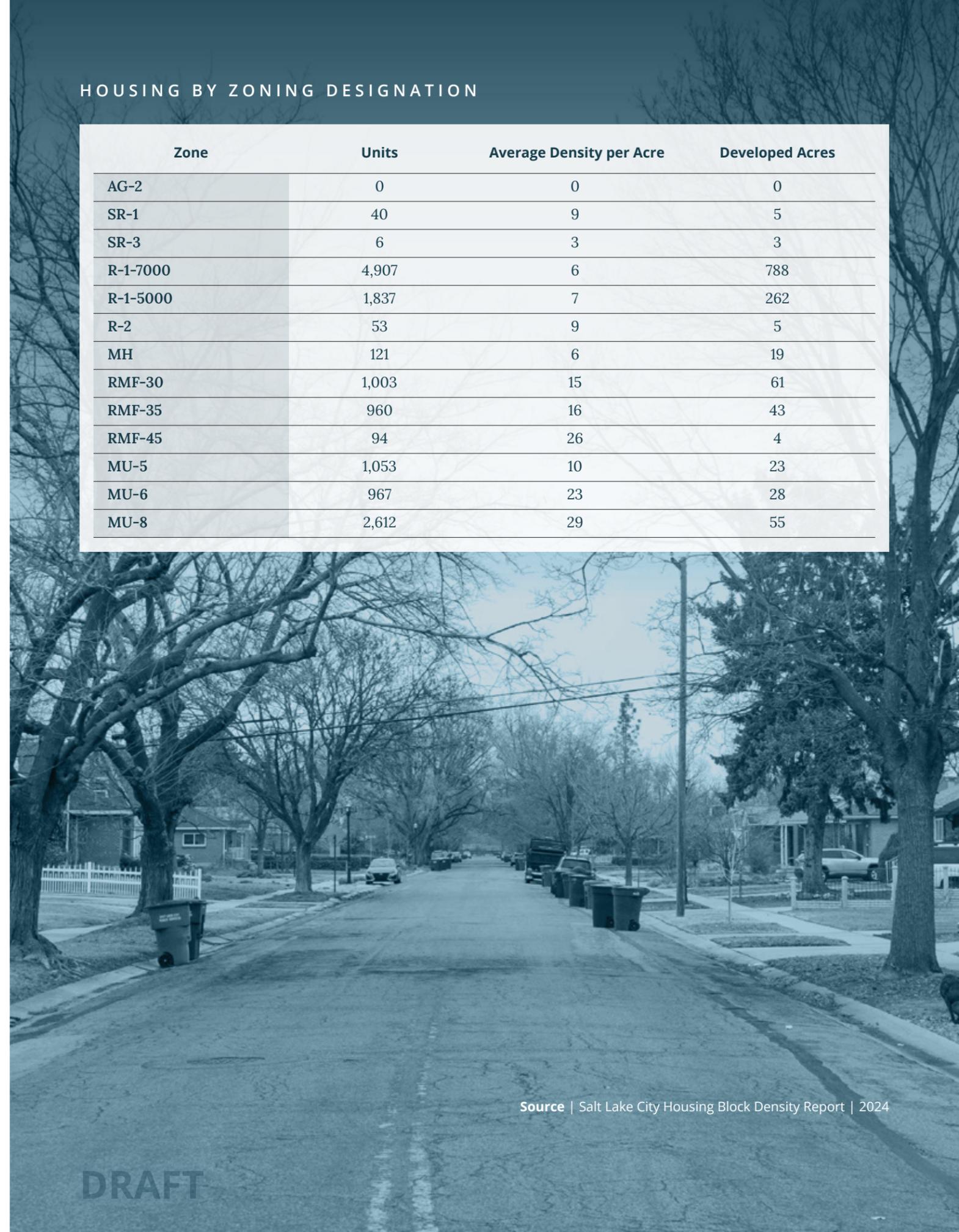
Notable exceptions to this include the areas surrounding North Temple Blvd and Redwood Road where Mixed-Use Zoning allows for greater densities. The Mixed-Use Zones do not specify maximum densities but instead regulate development based on building form. Currently development in these areas have housing densities closer to 20-30 units per acre with several properties achieving around 80 units per acre.

HOUSING BY ZONING DESIGNATION

Zone	Units	Average Density per Acre	Developed Acres
AG-2	0	0	0
SR-1	40	9	5
SR-3	6	3	3
R-1-7000	4,907	6	788
R-1-5000	1,837	7	262
R-2	53	9	5
MH	121	6	19
RMF-30	1,003	15	61
RMF-35	960	16	43
RMF-45	94	26	4
MU-5	1,053	10	23
MU-6	967	23	28
MU-8	2,612	29	55



Housing Block Density



Source | Salt Lake City Housing Block Density Report | 2024

HOUSING TYPES

Single-family zones account for the majority of the land in the Northwest Community, accounting for 30% of the total land area.

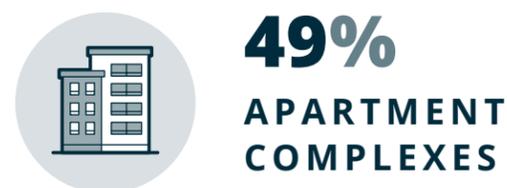
However, there is a notable shift in zoning and housing density along North Temple Boulevard, where multifamily housing options are more concentrated in Transit-Focused Mixed-Use zones.



Single-family homes occupy the largest portion of land and represents the second largest group of housing types available in the area. With **42% of the total housing units** and 79% of the total residential land area dedicated to this housing type.

Single-family homes define the suburban character of the area. These homes are spread across larger plots, typically zoned R-1-7000 or R-1-5000, with an average of 6-7 units per acre.

Source | Housing Block Density 2024, layer produced by SLC.



Apartments occupy 13% of the land area and make up **49% of the total housing units in the Northwest community**. The concentration of apartment complexes lies primarily along North Temple in the Transit Station Area.



Condominiums represent **2% of the unit count** and 1% of the land area. Condos provide an important alternative to single-family homes while still offering ownership opportunities.



Duplexes and Accessory Dwelling Units (ADUs) represent **2% of the unit count** and 3% of the land area in the Northwest Community.

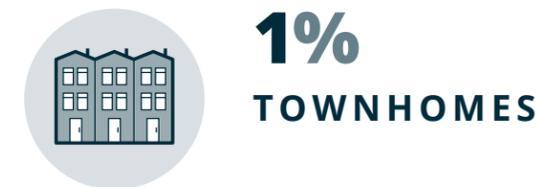
These housing units provide a valuable middle ground between single-family homes and multi-family buildings. They offer more affordable options than single-family homes, while maintaining the neighborhood character.



Mobile home parks represent **2% of the unit count** and 3% of the land area in the Northwest Community. Mobile Homes can provide low-cost living options for a variety of residents.

HOUSING TYPES BY UNIT COUNT AND LAND ALLOCATED

Housing Type	Unit Count	Acres	Gross Dwelling Units per Acre	% Unit	% Acres
Apartment	7,281	176.4	41.3	50%	13%
Condo	365	18.9	19.4	2%	1%
Duplex	272	24.5	11.1	2%	2%
Mobile Home Park	306	41.8	7.3	2%	3%
Single-Family	6,201	1,052.8	5.9	42%	79%
Single-Family with ADUs	30	5.0	6.0	0%	0%
Townhome	187	7.4	25.3	1%	1%
Assisted Living	82	0.9	86.5	1%	0%
Supportive Housing	136	2.0	69.1	1%	0%
Total	14,642	1,326.8			

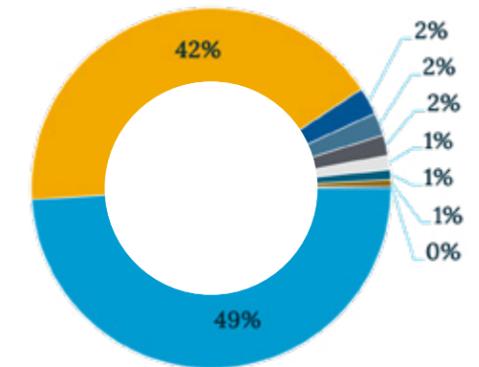


Townhomes represent **1% of the unit count** and 1% of the land area in the Northwest Community. They offer an option for those who want a home with some yard space but at a more affordable price than a single-family detached home.

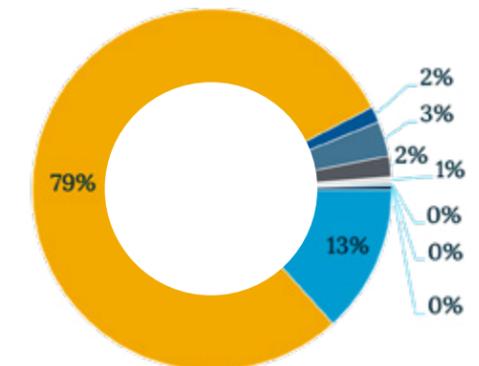
Townhomes occupy a relatively small portion of the land area and unit count but can play an important role in accommodating a growing population seeking a balance between space and affordability.

Legend

- Apartment
- Single Family
- Res. Condo
- Mobile Home Park
- Duplex
- Townhome
- Supportive Housing
- Assisted Living
- Single Family ADU



% of Housing Units in the Plan Area



% of Residential Land in the Plan Area

HOUSING AFFORDABILITY

According to the most recent Census data, the average home value in the Northwest Plan Area is approximately \$432,530, which is slightly lower than the city-wide average of \$495,700.



AFFORDABILITY

For homeowners in the area, housing costs are a substantial financial burden. On average, households who own a home in the plan area spend about 40% of their income on mortgage payments compared to the city-wide average of 31.6%. This is a notable portion of household income, exceeding the standard recommendation of 30%.

The U.S. Department of Housing and Urban Development (HUD) defines households making 80% of the area median income (AMI) or less as low-income and 30% AMI as the income limit for extremely low-income households. In general, AMI is based on households in the Salt Lake City metro area which includes Salt Lake and Tooele counties. The federal Department of Housing and Urban Development (HUD) uses data from the U.S. Census Bureau to determine AMI each year. In 2024, AMI for Salt Lake City is \$115,500. AMI is adjusted for household size.

A housing unit is typically considered “affordable” if a household at 80% AMI (annual income at or below \$92,400) can spend 30% or less of their income on the total housing costs (rent/mortgage, utilities, and mandatory fees). A housing unit at 30% AMI is considered “deeply affordable.”

When a household spends more than 30% of their income on housing costs, they are considered “cost-burdened.” Cost-burdened households often struggle to afford other necessities such as transportation, healthy food, or emergency expenses.

Approximately 50% of households in the plan area are renters. The area features a variety of rental prices, with 67% of rental units priced between \$1,000 and \$2,000 per month. This is higher than the city-wide average of 55%. Additionally, 27% of rental units are priced below \$1,000 per month, providing more affordable options for lower-income renters. In comparison, only 19% of rental units city-wide fall below \$1,000 per month.



AFFORDABLE HOUSING UNITS

There are 21 affordable housing developments in the plan area with three others currently under construction totaling 3,206 affordable housing units. There are 89 units in the plan area affordable to households under 30% AMI, 891 units affordable to households within 30%-50% AMI, and 2,114 units affordable to households making between 50%-80% AMI. Additionally, there are 141 Section 8 Housing Units in the plan area, which help eligible low-income renters pay for housing.

UNITS AFFORDABLE TO



Level of Affordability:
30% AMI Extremely Low-Income
Income:
\$0K–\$34K
Max. Affordable Monthly Housing Costs:
\$900
Example Occupation / Average Wages:
Food Server / \$31,220 / (\$15/hr)



Level of Affordability:
50% AMI Very Low-Income
Income:
\$35K–\$57K
Max. Affordable Monthly Housing Costs:
\$1,400
Example Occupation / Average Wages:
Kindergarten Teacher / \$56,620 (\$27/hr)



Level of Affordability:
80% AMI Low-Income
Income:
\$58K–\$92K
Max. Affordable Monthly Housing Costs:
\$2,300
Example Occupation / Average Wages:
Nurse / \$86,070 / (\$41/hr)



Level of Affordability:
120% AMI Moderate Income
Income:
\$93K–\$138K
Max. Affordable Monthly Housing Costs:
\$3,500
Example Occupation / Average Wages:
Software Developer / \$120,910 (\$58/hr)

NUMBER OF UNITS 3,206 UNITS

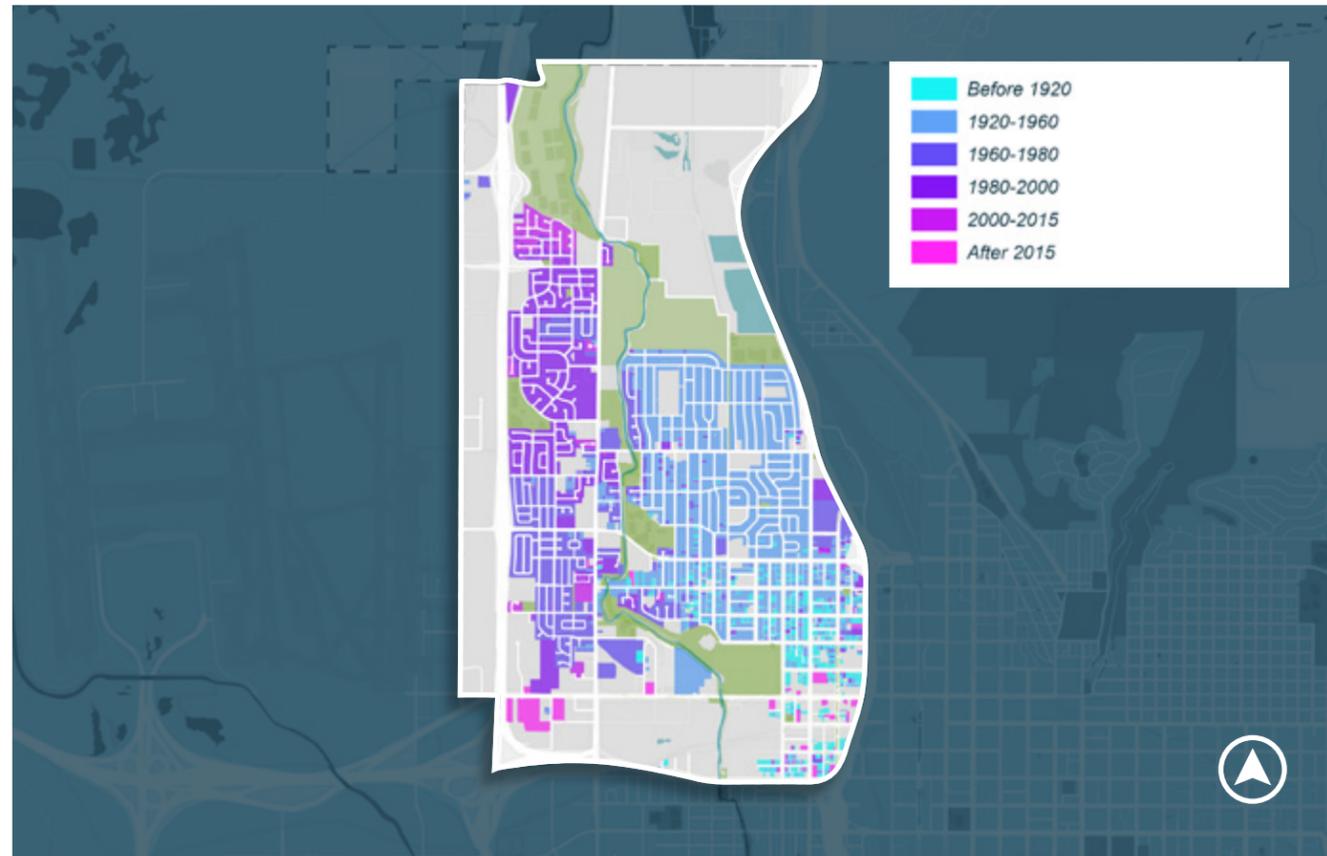
20% AMI	30% AMI
5	84

40% AMI	50% AMI
339	552

60% AMI	70% AMI	80% AMI
1,676	80	358

80% AMI	Market Rate
358	112

AGE OF STRUCTURES

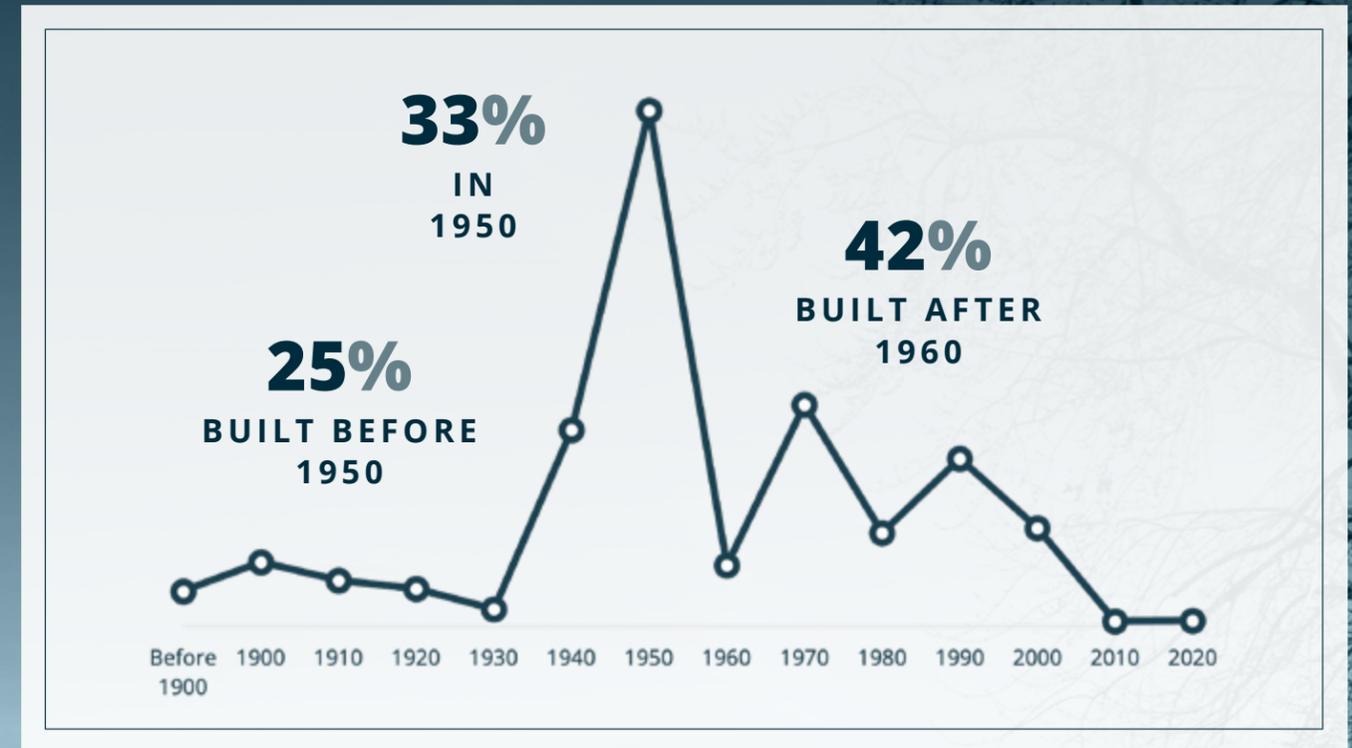


Age of Structure

EXISTING HOUSING STRUCTURES BUILT BY DECADE

Before 1900	1900	1910	1920	1930	1940	1950
2.3%	4.1%	3.0%	2.4%	1.1%	12.6%	32.9%
1960	1970	1980	1990	2000	2010	2020
3.9%	14.1%	6.0%	10.7%	6.3%	0.3%	0.4%

STRUCTURES BUILT BY DECADE





04 RECREATION

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The Northwest plan area offers a diverse mix of public parks, recreational facilities, and natural spaces that enhance the community's quality of life. Key amenities include three large community parks—Cottonwood, Riverside, and Rosewood—and smaller neighborhood parks like Jackson and Madsen, which provide small scale neighborhood amenities.

The Jordan River Parkway, a multi-use trail, runs through the area, offering walking and biking paths, with ongoing efforts to make the trail safer and more comfortable for users.

For more structured recreation, the Regional Athletic Complex and Rose Park Golf Course cater to sports enthusiasts, while the Utah State Fairpark provides cultural events, concerts, and community gatherings. As these spaces evolve, they will be designed to enhance residents' wellbeing and support the growth of the community.

RECREATION

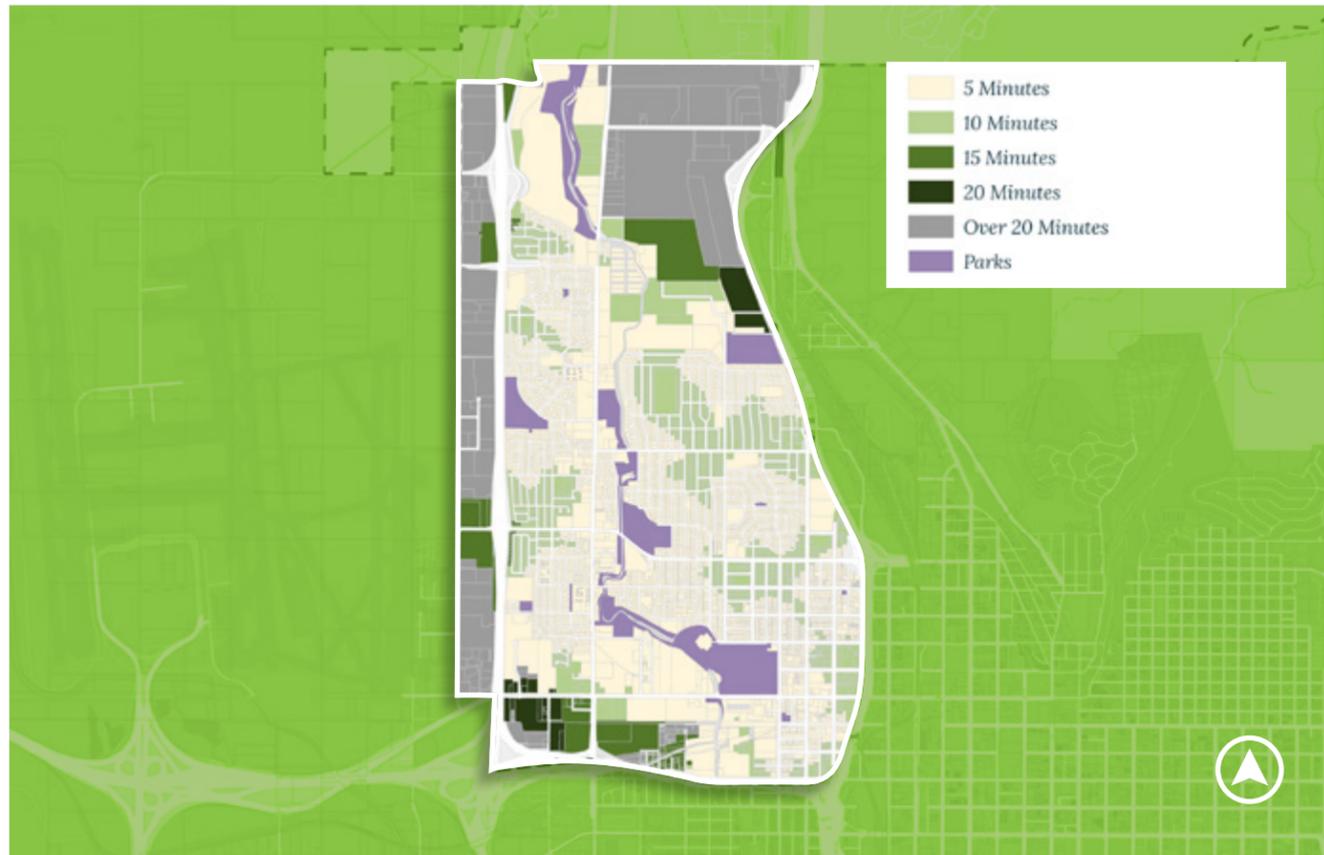


Public parks, open space, and recreation land uses occupy approximately 16% of the Northwest plan area and encompass 744 acres of land.

The parks, open space, and recreation designation include both Salt Lake City and Salt Lake County owned public parks, the Jordan River Parkway, Utah State Fair Park, Rose Park Golf Course, and the Regional Athletic Complex.

98.5% of housing units are located within a 15-minute walk of a park, open space, or recreation opportunity.

For the purposes of this existing conditions report, the land has been divided into two categories: public amenities and pay-to-play recreation.



Park Walkability

RECREATION & OPEN SPACES WITHIN THE NORTHWEST

Recreation & Open Spaces	Type of Park	Location	Owned By	Acres
Constitution Park	Neighborhood Park	1300 W 300 N	County	18.05
Cottonwood Park	Community Park	1580 W North Star Dr (300 N)	SLC	10.22
Fire Station Tennis	Mini Park	1025 W 300 N	SLC	1.42
Jackson Park	Mini Park	481 N Grant St (740 W)	SLC	0.69
Jordan Meadows Park	Neighborhood Park	1920 W 400 N	SLC	2.43
Jordan River Parkway	Community Park	2100 S to 2400 N	SLC	60.9
Madsen Park	Neighborhood Park	9 N Chicago St (940 W)	SLC	4.4
Miami Park	Mini Park	1571 N Miami Rd (1780 W)	SLC	0.79
Redwood Meadows Park	Mini Park	1768 W 400 N	SLC	1.20
Regional Athletic Complex	Community Park	2100 N Rose Park Ln (1990 W)	SLC	294.4
RAC Open Space	Open Space	1850 N Redwood Road (1700 W)	SLC	29.46
Riverside Park	Community Park	1476 W 600 N	SLC	29.56
Riverview Open Space	Open Space	1515 W Riverview Ave (1800 N)	SLC	10.51
Rose Park Golf Course	Golf Course	1386 N Redwood Road	SLC	168
Rosewood Park	Community Park	1400 N 1200 W	SLC	28.89
Steenblik Park	Mini Park	1050 W 800 N	SLC	0.64
Utah State Fair Park	Special Use Park	155 N 1000 W	State	58.67
Westpointe Park	Neighborhood Park	1155 N Colonel Rd (1890 W)	SLC	23.92
Total				744.15



PUBLIC AMENITIES



PUBLIC PARKS

The plan area has five large community parks - Constitution, Cottonwood, Riverside and Rosewood Parks - that range between 10-30 acres in size. 97% of Northwest residents are within a 15 minute walk from one of these major public parks.

Jackson, Jordan Meadows, Madsen, Miami, Redwood Meadows, and Steenblik Parks are smaller neighborhood parks less than five acres in size.



THE JORDAN RIVER PARKWAY

The Jordan River Parkway is a 46-mile multi-use trail that spans multiple municipalities, following the Jordan River from Utah Lake to the Great Salt Lake. The trail system includes a paved trail, an equestrian trail, and several connecting neighborhood trails. The Salt Lake City portion of the trail spans from 2100 S to 2500 N, with approximately 60 acres within the Northwest plan area.

River restoration and revitalization is managed by the Jordan River Commission, a government entity created by an Inter-local Cooperation Agreement between multiple cities, counties, state agencies, and special districts.

PAY-TO-PLAY RECREATION

Recreational land uses make up 11.5% of the land in the Northwest study area.

Recreational uses include the Regional Athletic Complex, the Rose Park Golf Course, and the Utah State Fairpark.



REGIONAL ATHLETIC COMPLEX (RAC)

The Regional Athletic Complex encompasses approximately 324 of the 744 acres or 44% of the designated parks, recreation, and open space areas within the Northwest plan area.

The multi-sport complex includes 16 natural grass and sand-based fields and is a destination for local, regional, and national tournaments. Owned and operated by the Salt Lake City Public Lands Department, the RAC facility is pay to play and is not open to the general public. Because the general public cannot drop-in to use the fields, the complex has not been included in the public amenity calculations.



ROSE PARK GOLF COURSE

The Rose Park Golf Course is an 18-hole course located in the middle of the Northwest plan area.

The course was developed in 1957 and consists of approximately 168 acres of land.

The public course is owned and maintained by the Salt Lake City Golf Division within the Public Lands Department. Operating as an enterprise fund, operational costs and capital improvement projects are funded through user fees, not the General Tax Fund of the city.

In 2023, the division required funding for irrigation improvements that would redesign the current 65-year-old irrigation system, reducing water usage by up to 20%. The capital improvement project is in the planning phase and is estimated to cost 4.5 million dollars.



UTAH STATE FAIRPARK

Originally named "Agriculture Park", the Utah State Fairgrounds have been operating at their current location on North Temple since 1902. The 65-acre site is managed by the Utah State Fairpark Corporation, a nonprofit organization.

In addition to annually hosting the Utah State Fair, the fairpark holds events such as concerts, festivals, and rodeos and can be rented as a wedding or party venue. In 2021, a [master plan](#) for the fairpark was prepared to address the parks underutilized assets and to build better connections with the surrounding community.

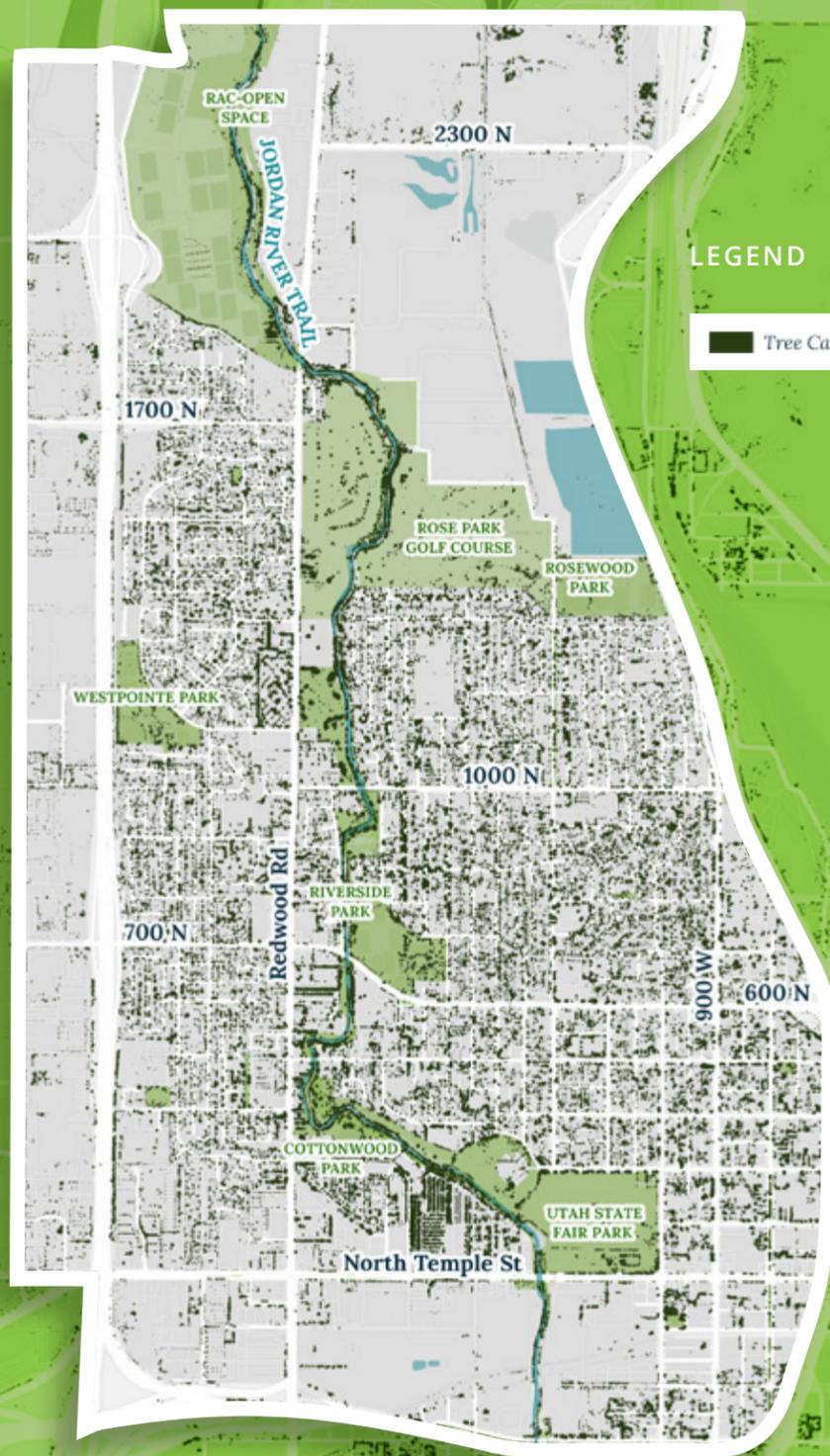
As discussed, the Fairgrounds are part of the Utah Fairpark Area Investment and Restoration (U-FAIR) District, which was created by the Utah State legislature in 2024 to revitalize the neighborhood and rehabilitate the Jordan River.

URBAN TREE COVERAGE

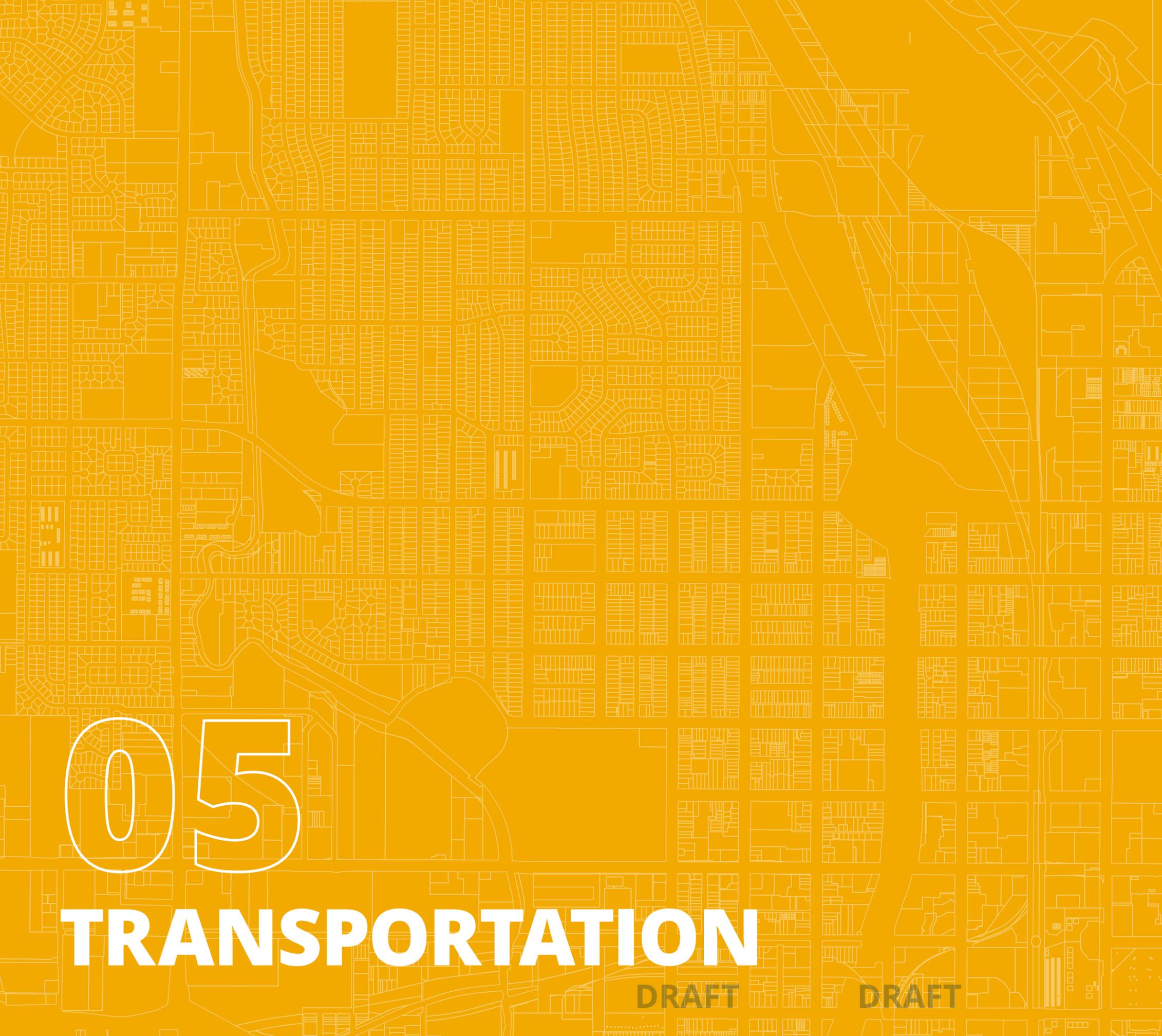


The Northwest plan area has 13.6% tree canopy coverage, whereas the percentage citywide is 15.6%.

Neighborhood	% of Tree Canopy Coverage
Northwest	13%
Westside	13%
East Bench	26%
Capitol Hill	12%
Avenues	24%



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TRANSPORTATION

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The Northwest Plan Area offers a variety of transportation options. Its transportation network is shaped by its mix of industrial, residential, and commercial uses.

The area is uniquely bounded by I-215, I-15, and I-80, while featuring a grid of local streets alongside major arterials like Redwood Road and North Temple inside.

Overall, while the Northwest Plan Area benefits from a strong transportation network and unique amenities like the Jordan River Parkway, there are opportunities to enhance its connectivity and accessibility, particularly for pedestrians and cyclists, to better serve its diverse mix of uses.

STREET TYPES

The Northwest Plan Area is bounded by I-215, I-15, and I-80. Within those freeways, the majority of streets are local streets in a grid pattern.

The area's network of streets evolved to fit its mix of uses, reflecting the mix of industrial zones, residential neighborhoods, and growing commercial districts.

Major arterial streets like Redwood Rd, 700 N, and North Temple, and the interstate highways are designed for regional traffic, prioritizing the fast and efficient movement of commuters and freight trucks. These roads typically feature higher speed limits, multiple lanes, and limited access points to handle heavy traffic volumes.

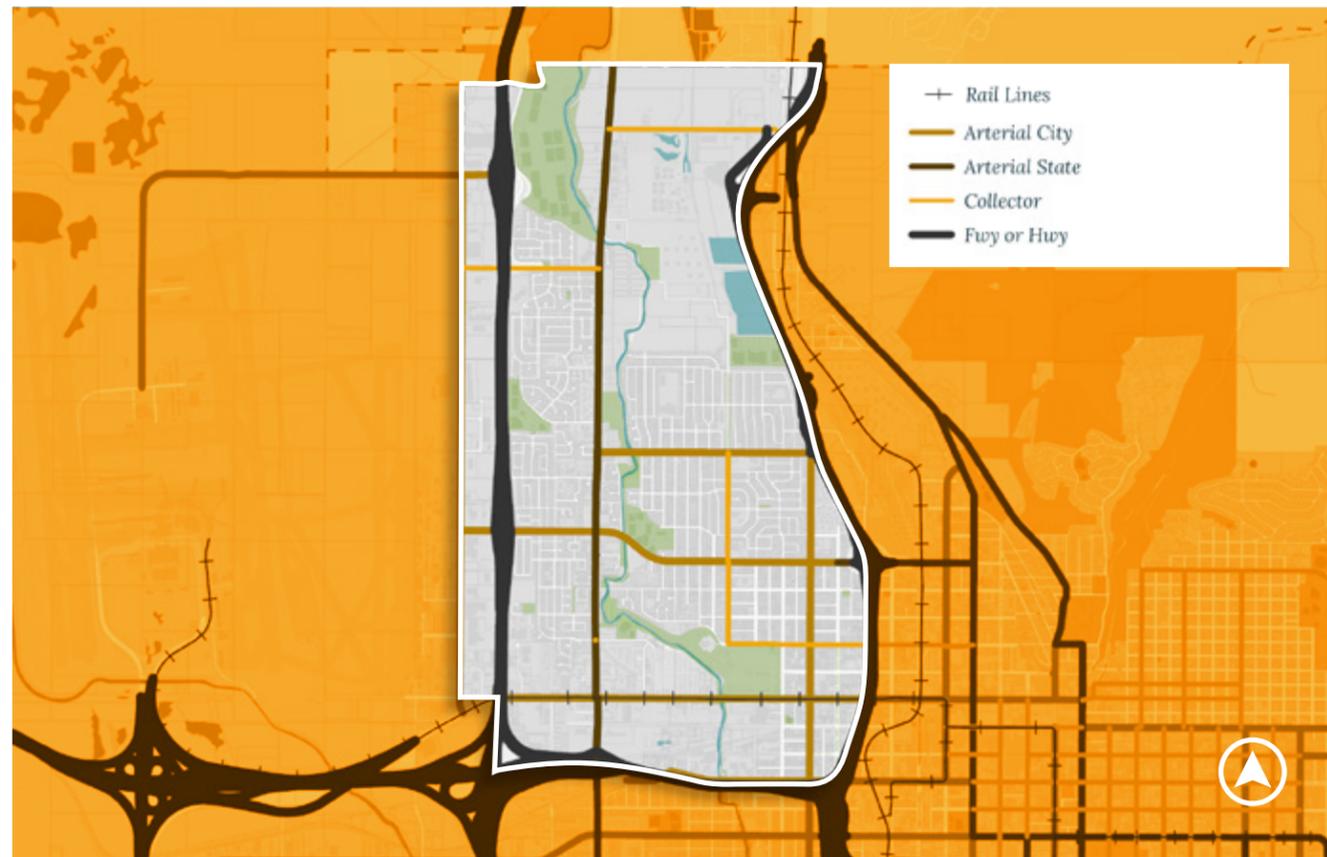
STREET CLASSIFICATIONS

ARTERIAL STREETS

- Redwood Rd – State owned ROW
- East/West- 1000 N, 700/600 N, North Temple.
- North/South- 2200 W, 900 W.

COLLECTORS

- East/West- 1700 N, 2300 N, 300 N
- North/South- 1200 W



Street Types | Road Classification



COLLECTORS & LOCAL STREETS

In contrast, local access streets within residential areas near the Utah State Fairpark emphasize safety and neighborhood connectivity. These streets have slower speed limits and will include traffic-calming measures to accommodate pedestrians and cyclists. Most local streets are designed to accommodate lower traffic volumes

The Salt Lake City “Regulations for Street Design” states that local streets for residential single family should have a width of 30 feet. It states that both minor collectors and minor arterial roads should be 64’ in width. It states that major collectors and major arterial roads should be 88’ in width.

Many residential streets in the Northwest Plan Area are 60-80’ in width. The “Regulations for Street Design” also states that in general, arterials and roads 88’ in width are designed for 40 miles per hour.



ARTERIAL STREETS

Redwood Road is the primary arterial road that runs North and South in the Northwest Plan Area. Redwood Rd and 900 W serve residential and commercial areas, while 2200 W serves mostly industrial uses on the west side of I-215.

North Temple is the primary East-West arterial street in the area. The majority of mixed-use zones and commercial zones are concentrated along the North Temple corridor. 600 W and 700 W provides additional access to the interstates.

ROADWAY CONDITIONS

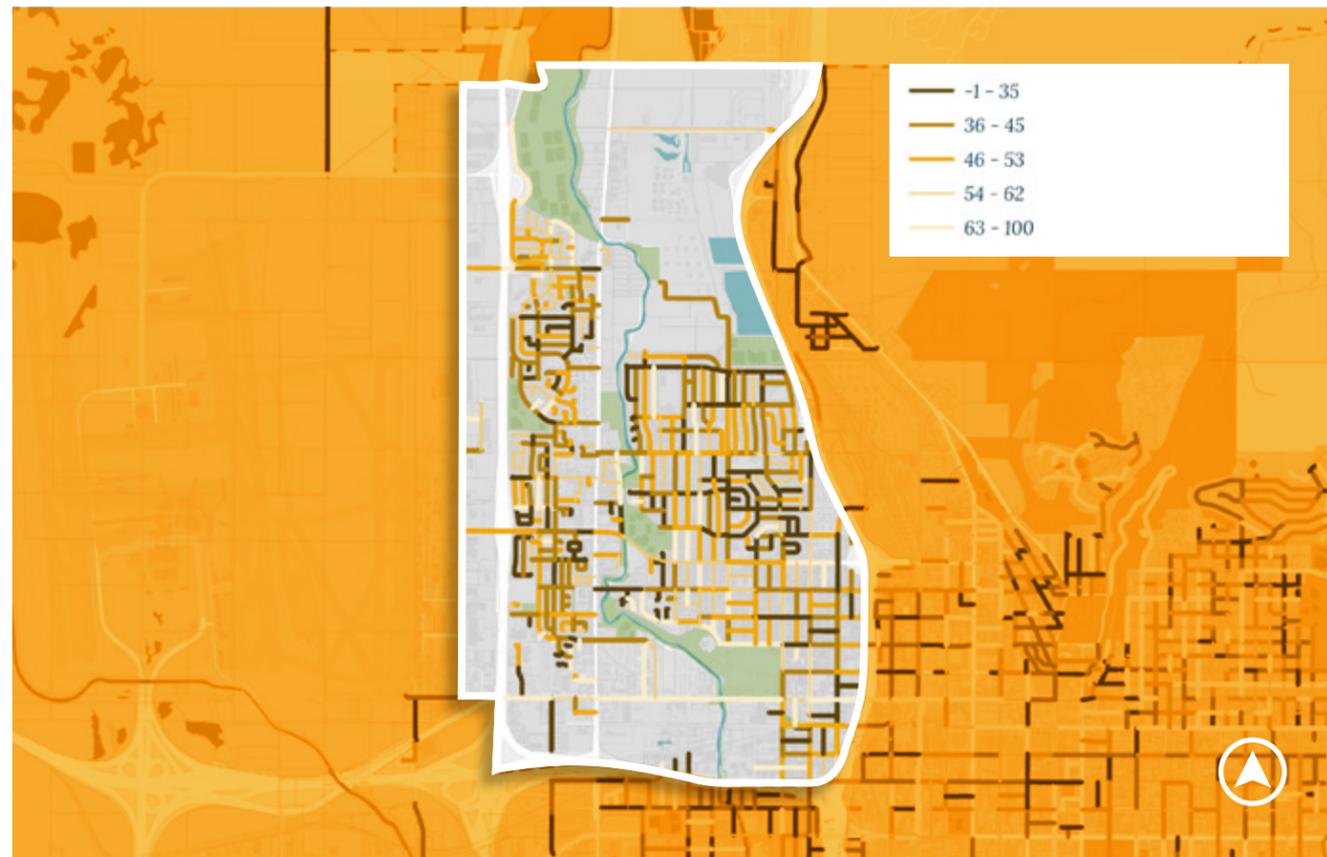


SURFACE QUALITY

Roadway conditions in the plan area range from very poor to fair. The condition is tracked by the Overall Condition Index (OCI), which is based on how recently the road was paved and how heavy the road traffic is. Heavy traffic on a road generally indicates that the street surface will degrade more quickly. 900 W and 1000 N have significant portions that are deemed “very poor.” North Temple was recently redone and is in satisfactory condition. Redwood Rd is satisfactory.

ROAD SAFETY

Crash data indicates that 600 N, 700 N, Redwood Road, and North Temple are the most dangerous roads. The intersection of North Temple and 900 W is the area that experiences the highest number of vehicle collisions.



Pavement Quality | Overall Conditions Index 0-100

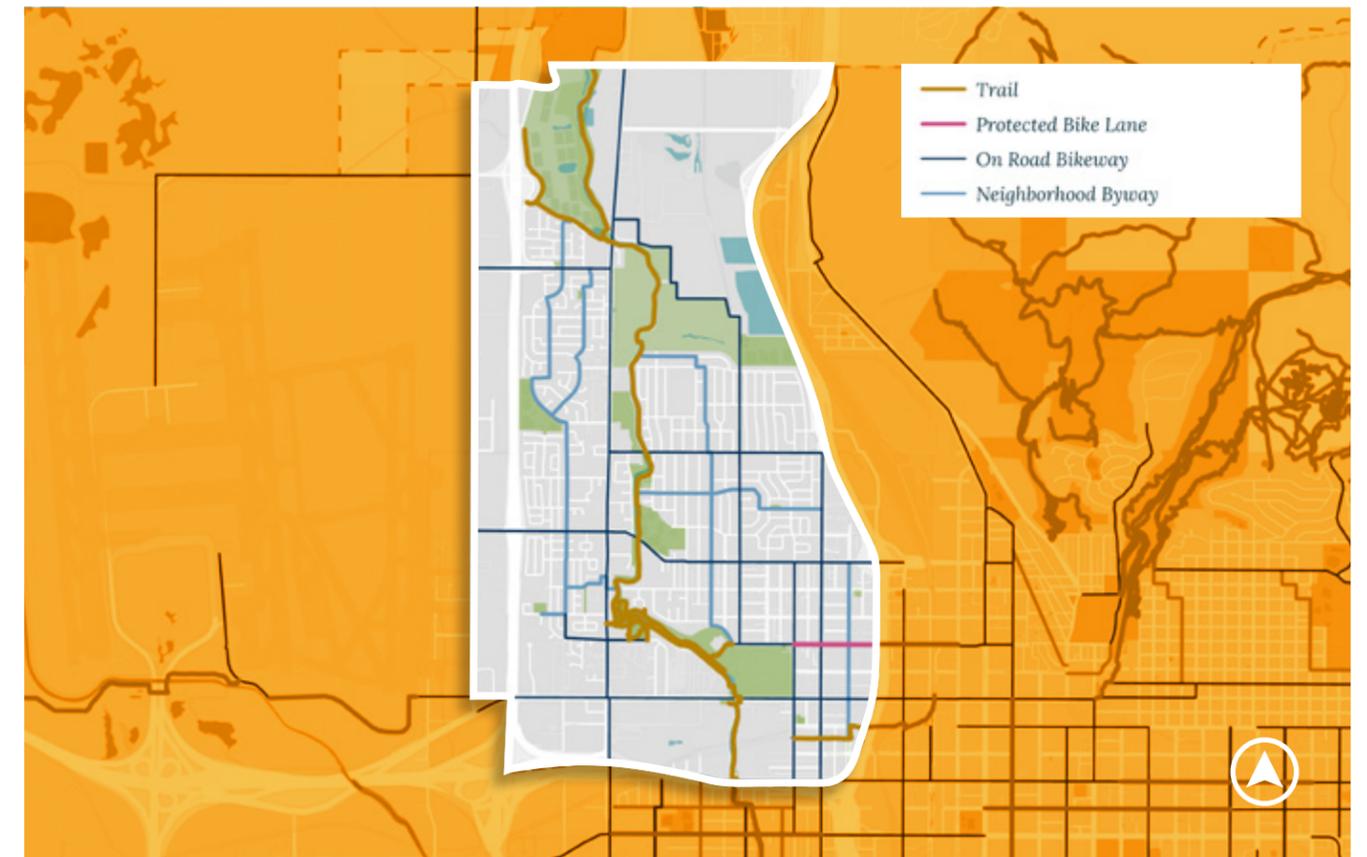
BICYCLE NETWORK



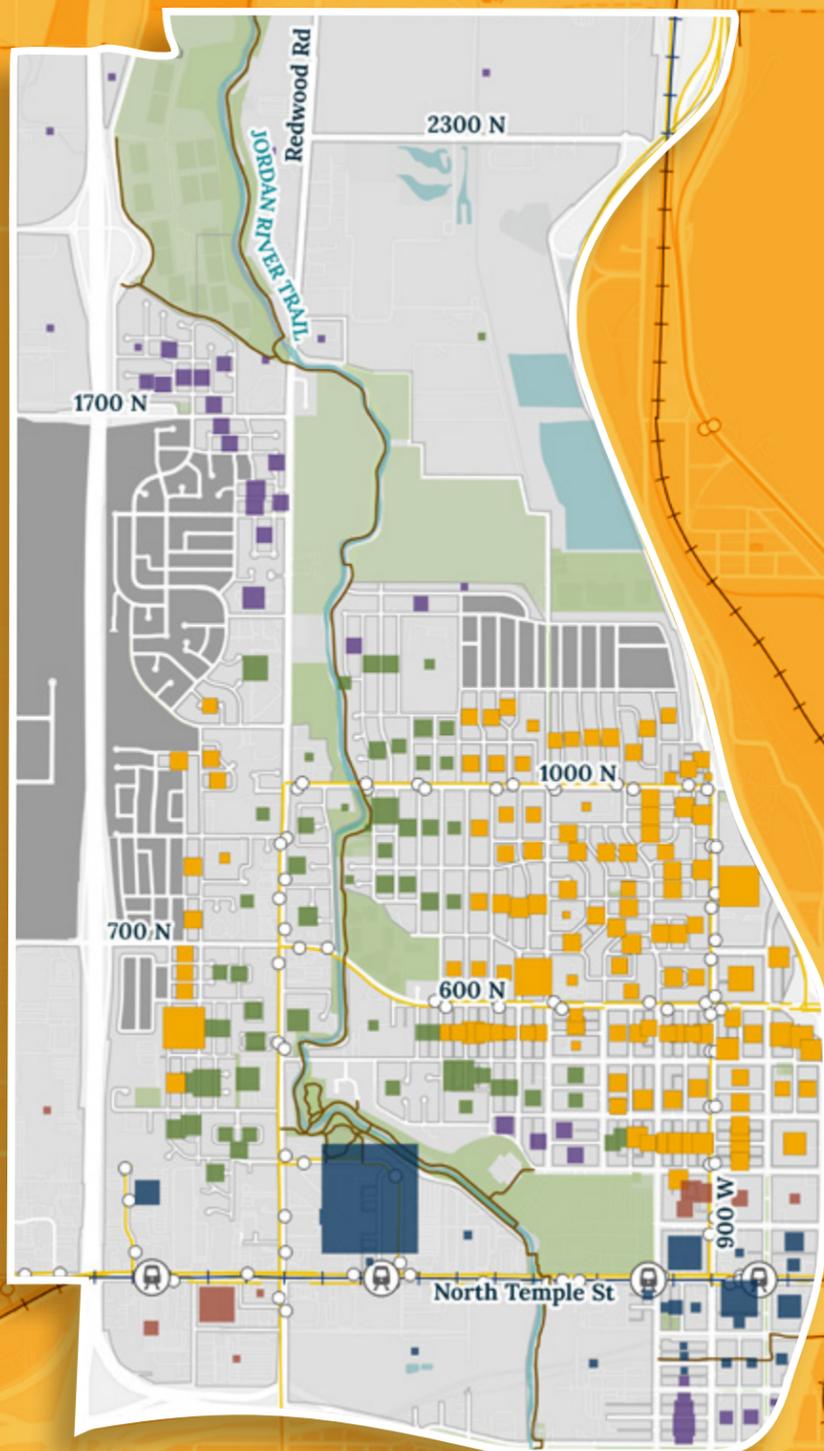
MULTI-USE RECREATIONAL PAVED TRAIL

The Northwest Plan area features a number of separate bike trails for recreation but no protected bike lanes for bike commuters. Residents have access to the Jordan River Trail for north-south travel. The Folsom and Airport Trails allow for east-west travel.

The routes are separated from vehicles and rated as the safest option on the Salt Lake City and County Bikeway map. Several bike lanes are provided in the Northwest Plan area in the form of painted bike lanes, offering no physical separation for bike commuters. These bike lanes run along arterial roads like 900 W and 600 N.



Bike Access



LEGEND

- Trails
- Rail Stops
- Rail Lines
- Bus Stops
- Bus Routes

Accessible within 1/4 mile

- Bus Only
- Bus & Rail
- Trail Only
- Bus & Trail
- Bus, Rail, and Trail
- No Access

Housing Density (units per acre)

- 1
- 5
- 10
- 40
- 80



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DENSITY MAP

These dot density map represents housing units by block, with each dot symbolizing two units.

The buffers reflect a 1/4 mile distance from transportation options; light rail, bus stops, and protected bike trail.

Housing units without transportation options within a 1/4 mile from them are also represented outside of any buffer.

45% of housing units are within a 1/4 mile of a path, mostly the Jordan River Parkway. This is excellent for these housing units, as the Jordan River Parkway provides protected bike access to the Fairpark TRAX Station.

The other 55% of housing units do not have close access to a physically separated bike path like the Jordan River Trail and rely on other bike routes that are not physically separated from cars.



PROTECTED BIKE LANES

In 2025, a two-way parking-protected bike lane was built on the south side of 300 North from 1000 West to 400 West.



STRIPED BIKE LANES

94.8% of housing units have access to designated bike lanes with painted lines within a 1/4 mile of their home. 75% of housing units are along roads that include a striped bike lane. There are on-road striped bike lanes on all Arterial and Collector roads in the Northwest Plan Area.

There are a few additional on-road bike lanes on 1000 N and 1000 W. Almost none of these bike lanes offer physical separation from vehicle traffic.



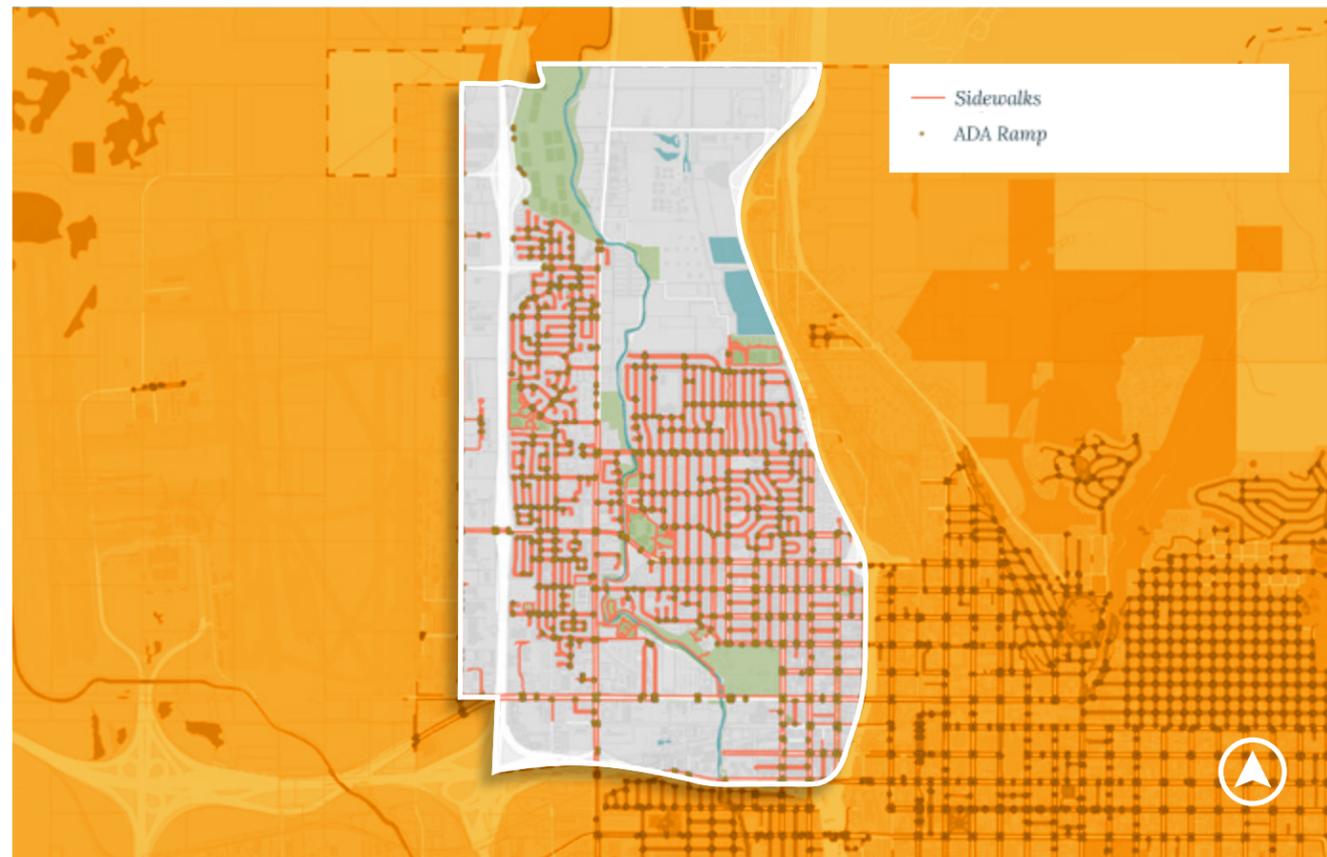
NEIGHBORHOOD BYWAYS

Neighborhood Byways are quiet residential streets designed for safe and comfortable walking, biking, and rolling. These routes use low-traffic neighborhood streets and include wayfinding signs, bike-friendly curb ramps, and safe crossings of busy streets to improve the safety and comfort of bicyclists and pedestrians. Some Neighborhood Byways have been implemented in the Northwest area, and the Westpointe and Jordan Meadows route was completed in 2025.

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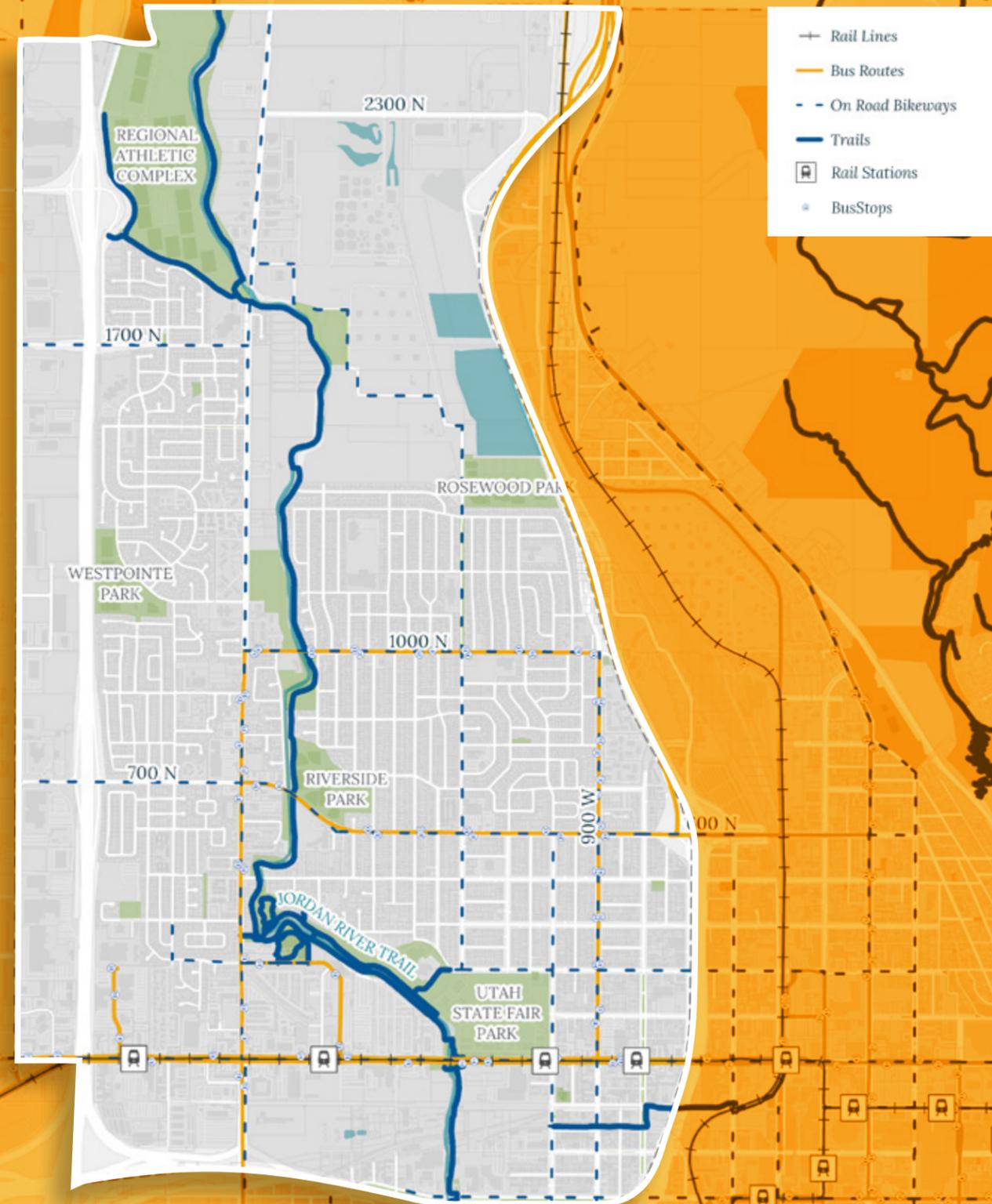
SIDEWALKS & ADA RAMPS

Nearly 100% of streets have sidewalks and ADA ramps at crossings.



Sidewalks & ADA Ramps





TRANSIT CONNECTIVITY

Existing transit service is provided by the Utah Transit Authority (UTA).



TRAX & FRONTRUNNER

TRAX LIGHT RAIL

The Green Line: Northwest Area plan residents have close access to the Green Line, which runs along North Temple from the airport to downtown.

FRONTRUNNER COMMUTER RAIL

There are two Frontrunner stops just outside the Northwest plan area. Residents can access these two Frontrunner stations from the Green Line, which is directly accessible in the plan area. Having access to the Frontrunner allows residents to access the greater region (Utah, Salt Lake, Davis, and Weber counties).

HOUSEHOLD PROXIMITY

33% of housing units are within a quarter mile of a light rail station.



BUS LINES

There are currently no bus routes that serve North of 1000 N. Bus access in the area is provided by:

ROUTE 1 - SOUTH TEMPLE

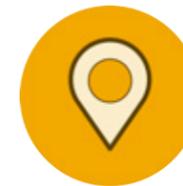
Up Redwood, along 1000 N, down 900 W with access to the U.

ROUTE 205 - 500 EAST:

Up redwood, along 700/600 N, down 300 w with access downtown.

HOUSEHOLD PROXIMITY:

78% of parcels are within a quarter mile of a bus stop. This is below average for the city. Additionally, the 1 route bus is the only bus with 15 minute service in the area.



UTA ON DEMAND

This is a ride share service provided to residents in this area. All trips must start and end within designated service areas. The entire Northwest Area is within a designated service area.

This means that residents within the area may travel as far east as 300 W, as far south as 2100 S, as far north as 2300 N and as far west as 2200.

COMMUTING IN THE NEIGHBORHOOD

Overall, commuting behavior in the Northwest neighborhood is largely consistent with that of the rest of the City.



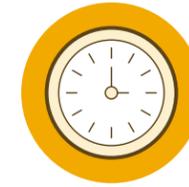
COMMUTE MODES

There are a few distinct characteristics that warrant further discussion:

- Although the Northwest neighborhood appears more car dependent than the city average, with 76% of commuters using a personal vehicle, residents in the Northwest are twice as likely to carpool as other Salt Lakers (16% vs 8% citywide)
- Despite being an area that is under served by public transportation (78% of residents live within a quarter mile of a transit stop, compared to 98% city-wide), roughly the same proportion of Northwest residents commute via public transit as in the rest of the city.
- 82% of housing units are within 15 minute walking distance of a school.
- The percentage of Northwest residents that walk to work is significantly lower than the rest of the City (2.8% compared to 4.6%).
- Finally, residents in the Northwest are less likely to work from home compared to residents in other areas of the city (13% vs 19%)



Mode	Northwest Average	City Average
Drive Alone	60%	61%
Carpool	16%	8%
Take Public Transit	4%	4.5%
Ride a Motorcycle	0.8%	0.2%
Bike	1.2%	1.6%
Walk	2.8%	4.6%
Other Mode	1.8%	1%
Work from Home	13%	19%

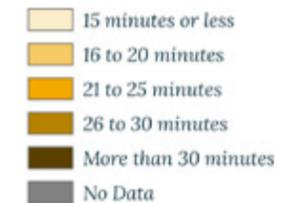
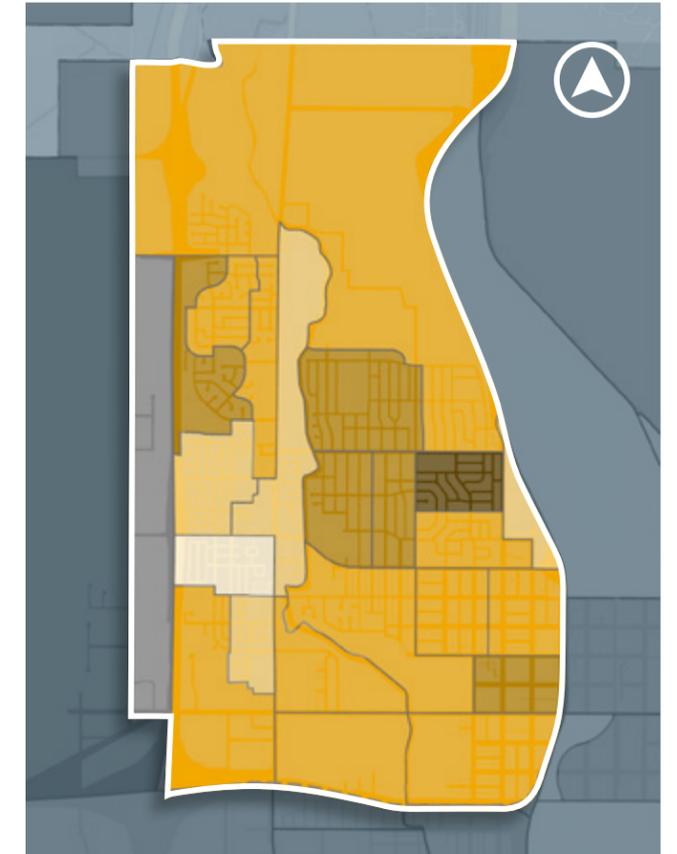


COMMUTE TIMES

The average commute length across the Northwest neighborhood is 22.6 minutes.

This is only slightly higher than the citywide average of 21.3 minutes. Yet as shown in map, some areas within the neighborhood tend to have longer commutes than others.

Commute Average Time	% of Commuters
Less than 5 minutes	3%
5 to 9 minutes	10%
10 to 14 minutes	24%
15 to 19 minutes	23%
20 to 24 minutes	14%
25 to 29 minutes	4%
30 to 34 minutes	9%
35 to 39 minutes	1%
40 to 44 minutes	2%
45 to 59 minutes	6%
60 to 89 minutes	3%
90 minutes or more	1%





06

CULTURAL RESOURCES & PRESERVATION

The Northwest community has a rich history, beginning when the Indigenous tribes of Utah—Goshute, Navajo, Paiute, Shoshone, and Ute—lived on and nurtured the land. In modern times, the pioneers began settling the area in the middle of the 1800s, with residential development growing since that time.

While the area lacks a large number of officially designated historic sites, its history is rich. The Northwest National Historic District extends into the plan area, and five notable national or local historic buildings are located within it. Looking ahead, there are opportunities to recognize and preserve even more historically significant sites within the plan area.

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HISTORIC AND CULTURAL RESOURCES

The Northwest Community is full of rich historic and cultural resources that are both nationally and locally recognized.



NATIONAL HISTORIC REGISTER DISTRICTS

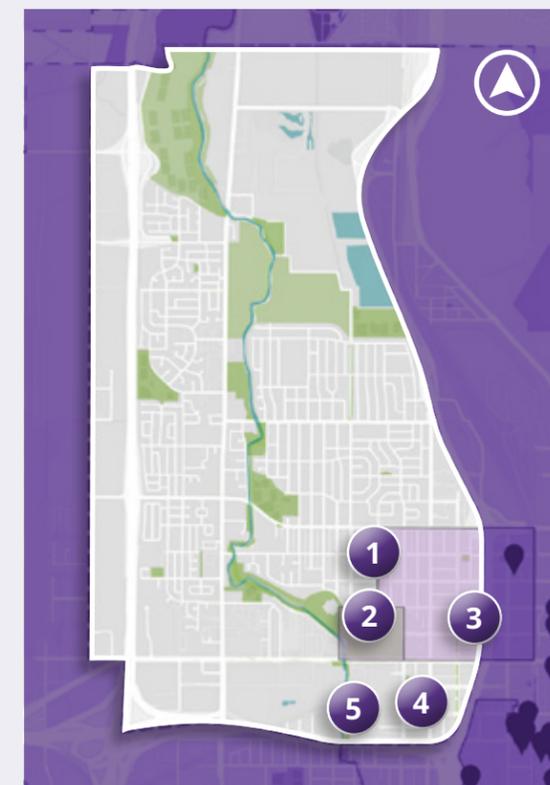
Parts of the Fairpark neighborhood were listed on the National Register of Historic Places in 2001 as part of the Salt Lake City Northwest Historic District. The Northwest Historic District is bounded by 1100 West to 500 West and 600 North to North Temple.

The National Register of Historic Places is the Federal government's official list of historic properties worthy of preservation. Listing of a property provides recognition of its historic significance and assures protective review of federal projects that might adversely affect the character of the historic property.

If the property is listed on the National Register, it is eligible for tax credits for rehabilitation but being on the Register does not place limitations on the property by the Federal or local government. The eastern portion of the district between 500 W and 700 W is located outside of the Northwest plan area, but within the overall district, approximately 77% of buildings contribute to the district's historic nature.

INDIVIDUALLY LISTED HISTORIC RESOURCES

1. 29th Ward LDS Meeting House
2. Utah State Fairgrounds
3. 15th Ward LDS Meetinghouse
4. Thomas and Mary Hepworth House
5. Fisher Mansion



1 29TH WARD LDS MEETING HOUSE 1102 W 400 N (National & Local)

The 29th Ward LDS Meeting House is both a National and Local Landmark Site. Built between 1902-1905, The Victorian Gothic Chapel Assembly Hall, was designed by a prominent Salt Lake builder, Edward T. Ashton, but was primarily financed and the construction executed by local ward members. The Amusement Hall addition, built in 1926, was also financed and constructed by ward members.



2 UTAH STATE FAIRGROUNDS

155 N 1000 W
(National)

The Utah State Fairgrounds, a National Landmark Site, was built between 1902-1905. It was listed on the National Register of Historic Places in 1981 and includes 27 contributing buildings and 15 noncontributing. Prominent Utah architects, Walter E. Ware and Alberto O. Treganza, built three of the most important structures on the site: the Horticulture Building (1902), the Exhibition Hall (1905), and the Coliseum (1913).

The fairgrounds are significant as they document major themes in Utah State history. Mormon pioneers had overarching goal of being self sufficient and independent from non-Mormon influences. The nomination form states that the Fairgrounds represent, “the decline of ecclesiastical domination of politics, society, and the economy and the rise of Utah as a secular, regional commercial center in the national network of trade and industry, and because it has long been an important part of the popular cultural life residents of the State of Utah.”



3 15TH WARD LDS MEETING HOUSE

725 W 200 N
(National)

The 15th Ward LDS Meetinghouse was originally constructed in 1904 and consists of three separate building phases. Located between the Northwest and Warehouse National Historic Districts, the three-story brick building is architecturally classified as both Victorian Gothic and Art Deco. Phase I, the 1904 Chapel, was design in an English Parish Church Gothic style, which is generally rectangular in form. Phase I was constructed using red brick masonry on a sandstone foundation. The Phase II addition was constructed in 1929 in the Art Deco style. The two phases are connected via a one-story annex.



4 THOMAS AND MARY HEPWORTH HOUSE

915 W 100 S
(National)

The Thomas and Mary Hepworth House was built in 1877 using locally mined pink sandstone for the foundation and soft-fired brick for the main structure. The house represents the architectural transition from the pioneer era to the Victorian era. The home is located in one of the original plats (Plat C) laid out in 1849 by Mormon pioneers. Listed on the National Register of Historic Places in 2000, the house is the only remaining example of a two-story central-passage house with vertical Victorian proportions and Italianate ornamentation in Salt Lake City. The original home has undergone little change since its construction, with the only modification to the “T” footprint being an early additional of a single room in the southwest corner of the home, added by 1898.



5 FISHER MANSION

1206 W 200 S
(National & Local)

The Fisher Mansion and Carriage House, built in 1893, is both a National and Local Landmark Site. The property is owned by Salt Lake City, which has funded multiple projects to rehabilitate and activate the site since acquiring the property in 2006 and successfully listing it on the National Register of Historic Places in 2008. Adjacent to the Jordan River, the site was identified by the Public Lands Master Plan as a site to be preserved for public use. The City built a new canoe and kayak ramp and completed seismic upgrades and a full renovation of the Fisher Carriage House.

ART

Salt Lake City's public art program aims to weave artwork into the everyday life of the city. The Salt Lake City Arts Council is a division within the City's Department of Economic Development that also maintains a nonprofit, the Salt Lake City Arts Council Foundation.



PUBLIC ART

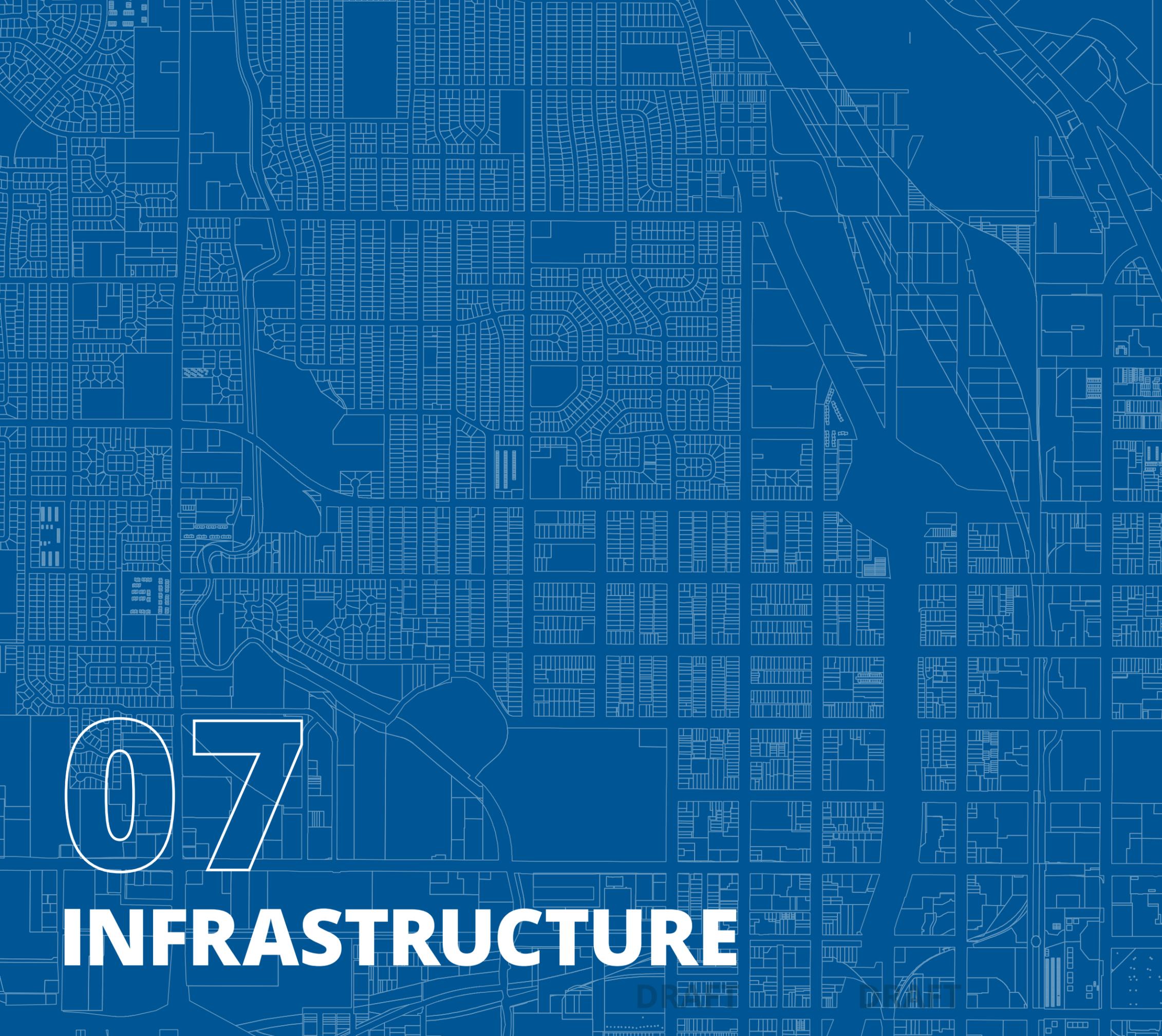
The program includes temporary art installations, collaborative design projects that incorporate art into infrastructure, and ongoing efforts to integrate artist-designed elements into new construction and renovations. Additionally, the program maintains a roster of pre-qualified artists who work across various mediums. The pool is active for three years, with members selected through a competitive application process by the Salt Lake City Design Board. The 2023-2025 pool is comprised of 48 professional artists and artist-led teams, all of whom are Utah residents.

In 1984, Salt Lake City established the Percent for Art ordinance, allocating a percentage of eligible City project funds for commissioning artists for services and site-specific artwork to be integrated into new construction projects. As of 2021, that percentage is 1.5%.

PUBLIC ART PROGRAM PIECES

1. Signal Site – 1997
2. Fireman – 1991
3. Steenblik Park Dairy Cats - 2008





07

INFRASTRUCTURE

Public utilities are essential to the functioning of a city, as they provide the basic services that support daily life. Water, sewer, and stormwater services, all provided by the City, ensure that residents have access to clean drinking water and a safe environment.

These utilities are critical for public health, economic development, and the overall quality of life. Without efficient and accessible public utilities, Salt Lake City would struggle to meet the needs of its rapidly growing population.

GENERAL

Development applicants must consider the potential increase in construction costs resulting from required off-site utility improvements, potentially downstream of the subject property.

Growth may place greater demands on water, sewer, and storm drain systems, which could exceed the capacity of the existing infrastructure. Property owners and developers are required to upgrade the off-site public utilities to ensure sufficient capacity for the new development.



WATER

- The standard water main size is 12" in commercial areas. Any water mains smaller than 12" in the study area may be subject to up-size requirements. The public water system is continuously analyzed to ensure it can meet the specific demand needs (culinary water demand, fire sprinkler demand, and required fire hydrant demand) of any development in the study area. This analysis determines if the offsite infrastructure can support the development or if an offsite infrastructure improvement is required.
- Additionally, per State Law, all fire hydrants must be served by public water mains 8" in size or greater. This sizing requirement should be considered for any areas that require new or relocated fire hydrants, in addition to the base analysis of the system's capabilities noted above.



SEWER

- Public Utilities analyses the proposed sewer flow of every development that applies for building permits and requires upsizing when the sewer main reaches 75% capacity. Each new development, redevelopment, or change of use has the potential to decrease the available capacity in the sewer system. This applies to all work within the entire sewer shed that contributes to each sewer line, not just development along the immediate vicinity of each sewer main.
- Along with analyzing the capacity of sewer main pipes, this area includes several public sewer lift stations. Offsite improvements may include upgrades to existing sewer lift stations in this area.
- There are known sewer mains and lift stations in the study area that are at or nearing capacity.



STORM DRAIN

- Where public storm drain is available, it has been sized to support a discharge of 0.2 cfs/acre from private properties. All properties will be held to this discharge requirement.
- Where public storm drain is not available, public storm drain will be required to be extended to serve subject properties and developments. Public Utilities assesses the storm drain needs of each site as it develops.

MAJOR PROJECTS UNDERWAY

Current large-scale public utility projects underway in this community.

WATER RECLAMATION FACILITY AT 1365 W 2300 N

The plant's core treatment processes (pre-treatment, filtration and disinfection) is being rebuilt as a more efficient facility, with the entire new treatment building fitting inside the footprint of the flocculation and sedimentation basins. These improvements will greatly increase plant resilience and reliability. The project is expected to be completed in spring of 2027.

1800 NORTH SEWER REALIGNMENT AND REHABILITATION

The Salt Lake City Department of Public Utilities is currently in Phase 2 of construction to realign and rehabilitate the 1800 North sewer main, which includes the construction of a tunnel to cross I-15 and the railroad. This will include a new sewer trunk line intended to serve the downtown and eastern service areas. This three-phase project will provide needed repairs and improvements to extend system service life and improve system reliability for the area's sanitary sewer and storm drain systems. The project is expected to be complete in 2025.

POTENTIAL LARGE-SCALE PUBLIC INFRASTRUCTURE PROJECTS UNDERWAY

UDOT FREEWAY EXPANSION

The Utah Department of Transportation (UDOT) is currently studying the potential expansion of I-15 from Salt Lake City to Farmington.

According to their most recent update, the expansion will begin at 600 N, adding lanes to the northbound freeway and reconstructing the interchange at 600 N. Such expansions could significantly impact properties in the Northwest Community adjacent to the freeway, potentially adversely affecting equity, air quality, and the overall quality of life for many community members. It is essential that any potential expansion accommodates all modes of transportation, particularly at the 600 N overpass, and is thoroughly assessed for its impact on air quality, quality of life, and equity within the community.

POWER GRID

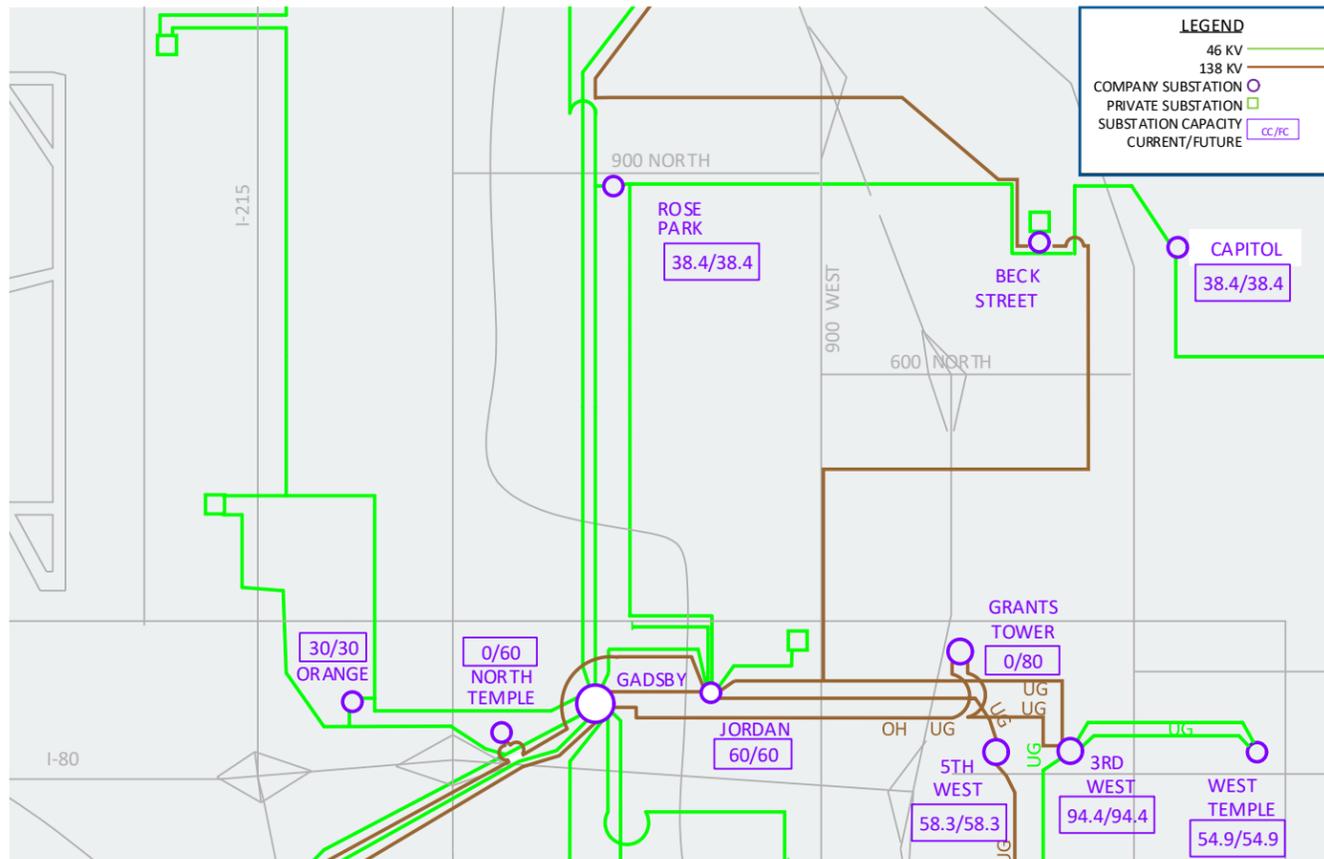


ROCKY MOUNTAIN POWER

Rocky Mountain Power's headquarters are located along North Temple and the Jordan River. The below map depicts the high voltage power lines network through the Northwest community neighborhood into each of the substations.

The numbers on the map indicate future capacity. There are significant capital investments planned by RMP to meet those capacity increases. For example, they have two new substations planned with four transformers.

For the RMP distribution network (lower voltage stepped down network fed by high voltage) in the area, RMP does not typically master plan this network as it is highly dependent on individual request for new large load service. Any economic development request or new customer request triggers a study for capacity and required improvements needed to serve the specific request. However, as stated further above, they are confident in our ability to serve the community based on normal historical growth patterns.



Northwest Salt Lake Area Transmission & Substation Plan





08

GEOLOGY

DRAFT

DRAFT

The northwest area of Salt Lake City is shaped by several notable natural features, including its proximity to the Great Salt Lake to the west and the foothills of the Wasatch Mountains to the east.

This region is particularly vulnerable to earthquake liquefaction, as the sandy and silty soil near the lake bed can become unstable during seismic events. There are areas at risk of flooding during heavy rainfall, but this risk is mitigated in some areas due to the levee located near the Fairgrounds.

Additionally, air quality in this part of the city can be problematic due to the high number of point-source polluters within or adjacent to these neighborhoods. This is especially pronounced during winter inversions when cold air traps pollution in the valley, leading to poor air quality that can affect residents' health. These natural factors present both opportunities and challenges for development in the northwest area.



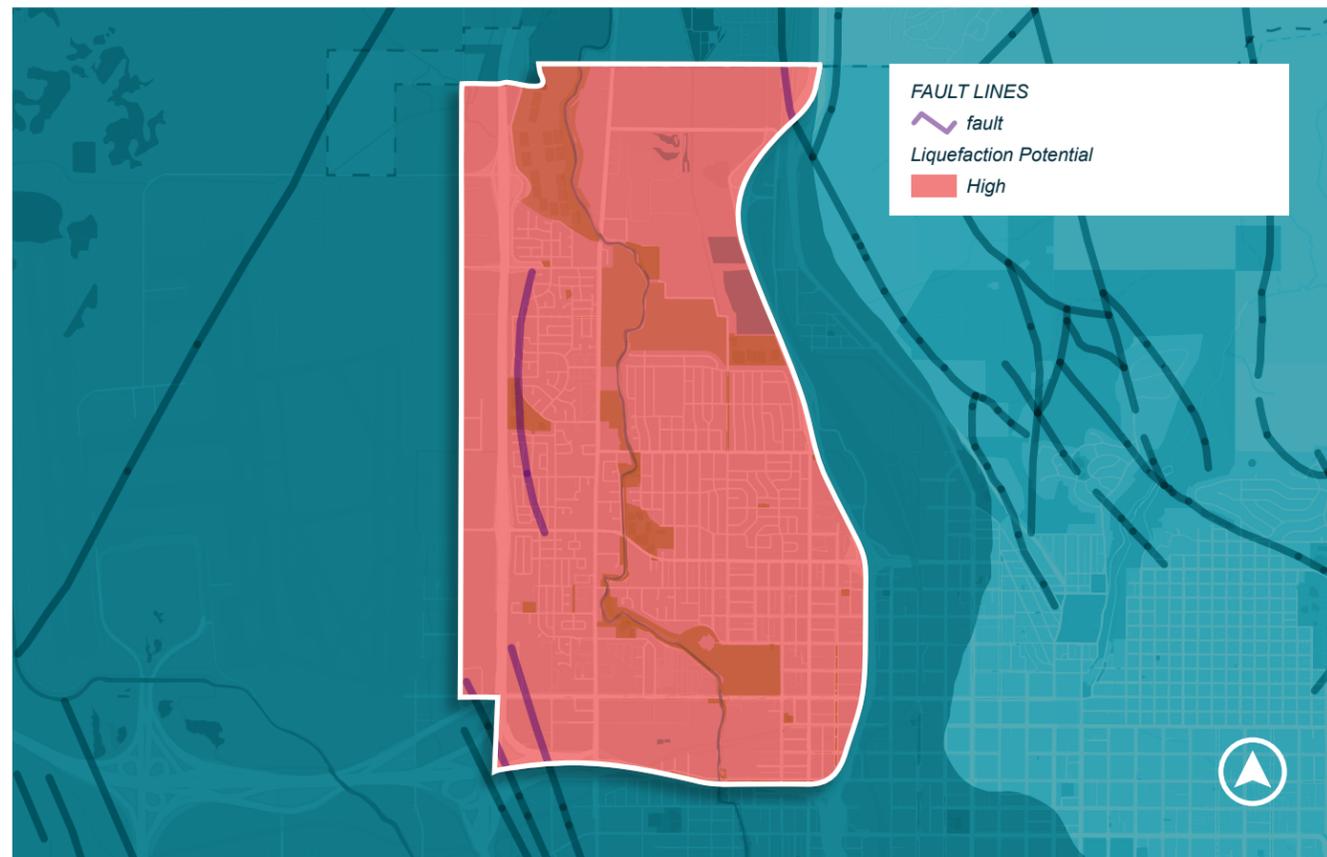
FAULT LINES AND LIQUEFACTION

Liquefaction takes place when loosely packed, water-logged sediments at or near the ground surface lose their strength in response to strong ground shaking. Liquefaction occurring beneath buildings and other structures can cause major damage during earthquakes.

Given the various faults throughout the state and Salt Lake valley, the liquefaction levels throughout the city vary.

Although moderate to large earthquakes are possible in many areas of Utah, they are most probable along the Wasatch Front, where the Wasatch fault, Utah's most active fault, is located. Generally, the Wasatch fault is most likely to trigger liquefaction in the central parts of Wasatch Front valleys, especially near lakes and along stream and river corridors where groundwater is shallow.

The following maps shows that the liquefaction levels throughout Salt Lake Country are high or very high is the most populous parts of the County.

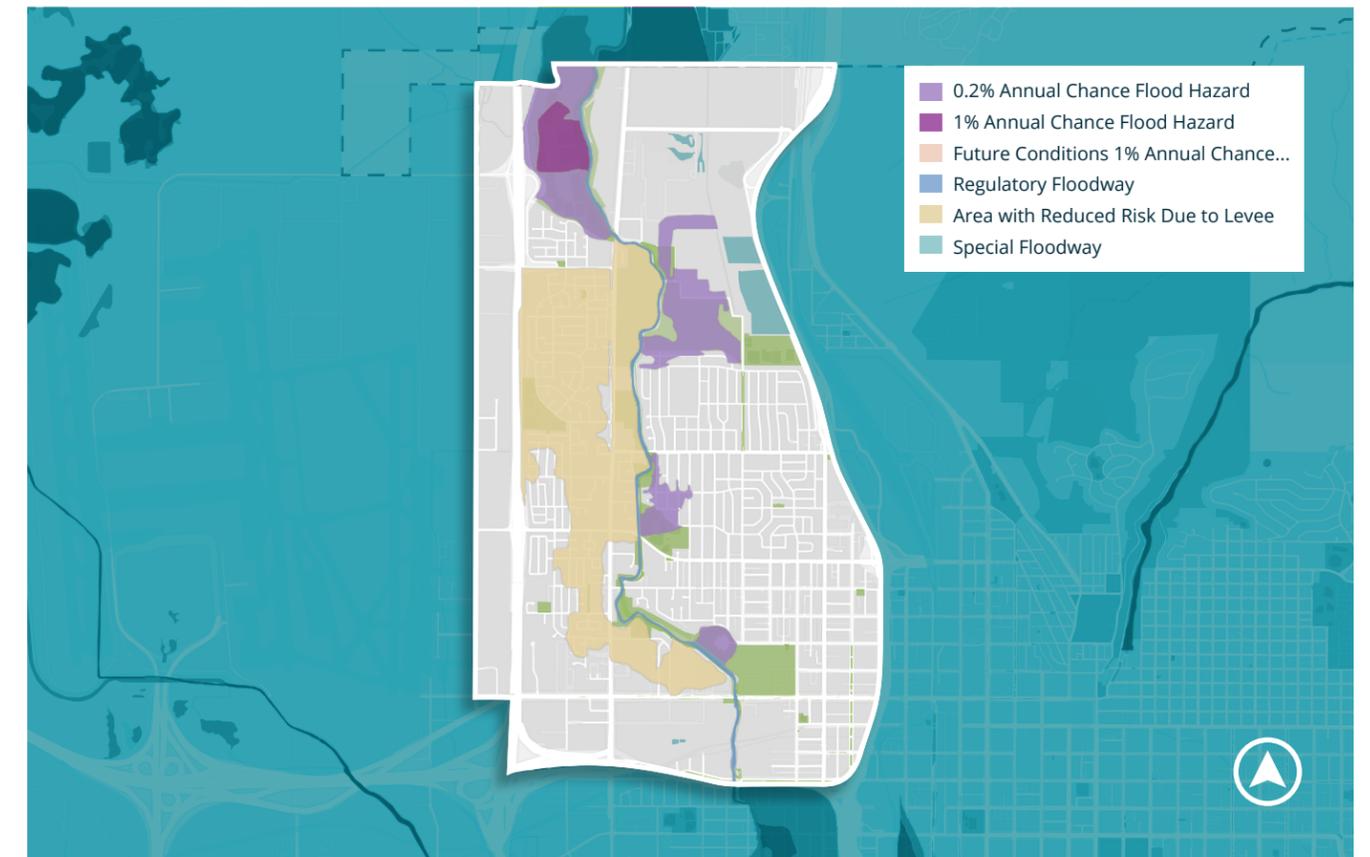


Liquefaction & Fault Lines



FLOOD MAPS AND RIPARIAN CORRIDORS

The FEMA Flood Map shows this area as generally low chance of flooding for the majority of the neighborhood. The highest risk shown, 1% chance of annual flood, is over the Regional Athletic Complex soccer fields. Much of the neighborhood has a reduced chance of flooding due to the levee located near the fairgrounds.



FEMA Flood Maps



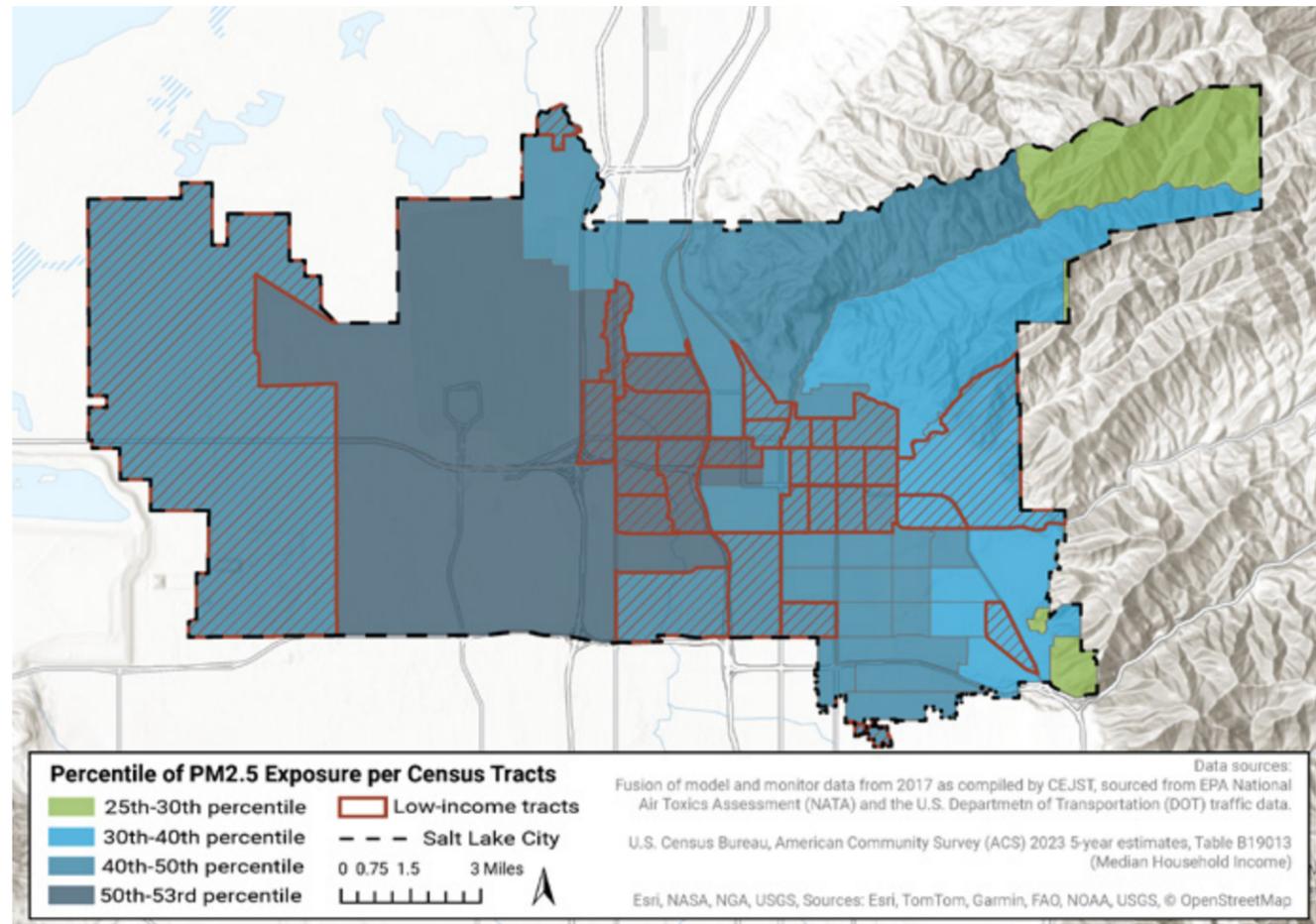
AIR QUALITY

In 2023, the Environmental Protection Agency provided funding for an Environmental Justice Assessment to study air pollution on the Westside of Salt Lake City.

The study looked at the neighborhoods of Jordan Meadows, Westpointe, Poplar Grove, Glendale, Fairpark, and Rose Park. With the exception of Glendale, these neighborhoods are the same as those within the Northwest Community boundaries.

The study found that the Westside does face greater asthma and cancer risks due to the air pollution concentration on the Westside compared to the East Side.

This may not be surprising, given the amount of industrial uses that surround these neighborhoods. Two refineries, and international airport, two railyards, and a wastewater treatment plant are all within or adjacent to these neighborhoods, which are high levels of point-source air pollution.



Percentile of PM2.5 Exposure per Census Tracts





09

PLAN AUDITS

The Northwest Community Plan predates several important shifts in Salt Lake City policy and goals. The existing plan was analyzed against recently adopted general plans to indicate what should occur to further compliance and implementation of city goals and policies.

PLAN SALT LAKE

ADOPTED IN 2015



The Northwest Community Plan, adopted in 1992, predates several important citywide planning initiatives, including Plan Salt (2015), Thriving in Place (2023), and Housing SLC (2023).

Since 1992, significant shifts have occurred in Salt Lake City's policies related to land use, housing, growth, transportation, and affordability. As part of this existing conditions analysis, an audit was conducted of three key adopted citywide plans – Plan Salt Lake, Housing SLC and Thriving in Place to assess alignment with the goals outlined in the Northwest Community Plan.

Plan Salt Lake (2015), Salt Lake City's citywide general plan, establishes a clear vision for sustainable growth, equity, and housing, aiming to accommodate population changes and infrastructure needs through 2040.

The plan identifies 11 guiding principles, which align with overarching urban planning principles adopted by city officials. In contrast, the Northwest Community Plan outlines approximately 44 policy goals that cover neighborhood development, growth, housing, transportation, parks, urban design and energy conservation.

Following is a summary of how the Northwest Community Plan's policy goals align with Plan Salt Lake's guiding principles.

GUIDING PRINCIPLES

Neighborhoods that provide a safe environment, opportunity for social interaction, and services needed for the wellbeing of the community therein.

TARGETS

COMMUNITY AMENITIES (PARKS, NATURAL LANDS, LIBRARIES, SCHOOLS, RECREATION CENTERS) LOCATED WITHIN ¼ MILE WALKING DISTANCE OF EVERY HOUSEHOLD.

SAFE NEIGHBORHOODS – REDUCTION IN CRIME

Note: The Northwest Plan includes specific goals for neighborhood beautification and safety, such as developing buffers, improving landscaping, and revitalizing commercial corridors like 600N/1200 West and 1000 N/900 West.

Growth / Growing responsibly, while providing people with choices about where they live, how they live, and how they get around.

TARGET

INCREASE SALT LAKE CITY'S SHARE OF THE POPULATION ALONG THE WASATCH FRONT.

Note: The Northwest Plan aligns with Plan Salt Lake's goal to promote responsible growth, supporting open space along the Jordan River and the future Great Salt Lake Parkway, as well as preserving sensitive environmental areas.

Housing / Access to a wide variety of housing types for all income levels throughout the city, providing the basic human need for safety and responding to changing demographics.

TARGETS

INCREASE DIVERSITY OF HOUSING TYPES FOR ALL INCOME LEVELS THROUGHOUT THE CITY.

DECREASE PERCENT OF INCOME SPENT ON HOUSING FOR COST-BURDENED HOUSEHOLDS.

Note: The Northwest Plan supports the creation of diverse housing options through rezoning and redevelopment, though it lacks a comprehensive approach to address affordability for all income levels, as emphasized in Housing SLC (2023).

Transportation & Mobility / A transportation and mobility network that is safe, accessible, reliable, affordable, and sustainable, providing real choices and connecting people with places.

TARGETS

PUBLIC TRANSIT WITHIN ¼ MILE OF ALL HOMES

REDUCE SINGLE OCCUPANCY AUTO TRIPS

DECREASE PEDESTRIAN, BIKE AND AUTO ACCIDENTS

Note: Northwest Plan includes goals to enhance transportation infrastructure, such as bike paths and improved access to transit, in alignment with Plan Salt Lake's target of providing public transit within a ¼ mile of all homes.

Air Quality / Air that is healthy and clean.

TARGETS

REDUCE EMISSIONS

REDUCE CITYWIDE CONSUMPTION OF ENERGY

Note: Both plans emphasize sustainability, with the Northwest Plan advocating for the preservation of the Jordan River and Great Salt Lake Delta and the development of wetlands parks, aligning with goals to reduce emissions and protect natural spaces.

Natural Environment/Minimize our impact on the natural environment

TARGETS

EXPAND NATURAL LANDS AND WATERSHED PROTECTION ACREAGE

REDUCE WATER CONSUMPTION

INCREASE RECYCLING AND REDUCE WASTE

Note: Similar to the statement above, the Northwest Plan encourages creative ways to reduce emissions and protect natural spaces.

Parks & Recreation/Protecting the natural environment while providing access and opportunities to recreate and enjoy nature.

TARGETS

INCREASE PARK SPACE

PARKS OR OPEN SPACE WITHIN WALKING DISTANCE OF EVERY HOUSEHOLD

INCREASE MILES OF TRAILS

Note: The Northwest Plan's emphasis on parks and open space development, including new parks in Westpointe and along the Jordan River Parkway, aligns with Plan Salt Lake's goal to provide parks within walking distance of every household.

Beautiful City/A beautiful city that is people focused.

TARGETS

PEDESTRIAN ORIENTED DESIGN STANDARDS INCORPORATED INTO ALL ZONING DISTRICTS THAT ALLOW RESIDENTIAL USES.

ACTIVE AND VIBRANT PARKS AND PLAZAS

Note: As mentioned above, the plan does emphasize parks and open space. However, there is a lack of integrated and accessible public open space to all neighborhoods within the northwest community.

Preservation/Maintaining places that provide a foundation for the City to affirm our past.

TARGETS

INCREASE NUMBER OF PROTECTED STRUCTURES

Note: None of the Northwest Plan policy goals relate to the preservation policy initiatives.

Arts & Culture/Vibrant, diverse, and accessible artistic and cultural resources that showcase the community's long standing commitment to a strong creative culture.

TARGETS

INCREASE OVERALL PARTICIPATION IN ARTS AND CULTURAL ACTIVITIES

EMBEDDED ART IN ALL CITY INFRASTRUCTURE PROJECTS

Note: None of the Northwest Plan policy goals relate to the arts and culture policy initiatives.

Equity/ Ensure access to all City amenities for all citizens while treating everyone equitably with fairness, justice and respect.

TARGETS

DECREASE COMBINED COST OF HOUSING AND TRANSPORTATION

IMPROVE OUR OPPORTUNITY INDEX SCORE IN ALL AREAS OF THE CITY

Note: While the Northwest Plan includes several goals aimed at improving access to amenities and services for underrepresented communities, there is a lack of detailed strategies to address broader equity challenges, particularly in housing affordability and transportation costs.

Economy/A balanced economy that produces quality jobs and fosters an innovative environment for commerce, entrepreneurial local business, and industry to thrive.

TARGETS

INCREASE HOUSEHOLD INCOME

PERCENTAGE OF HOUSEHOLDS WITHIN ½ MILE OF NEIGHBORHOOD, COMMUNITY OR REGIONAL BUSINESS NODE.

Note: The Northwest Plan supports economic development with goals for commercial revitalization, including the development of an aerospace-related park near the International Airport, which aligns with Plan Salt Lake's vision for a balanced economy. With that said, there are some conflicting

policies related to commercial uses near residential neighborhoods which limits new commercial uses and encourages their eventual turnover.

Government/A local government that is collaborative, responsive and transparent.

TARGET

INCREASE PUBLIC PARTICIPATION

Note: The Northwest Plan includes goals to improve community engagement and transparency, such as enhancing public participation in development decisions, which aligns with Plan Salt Lake's emphasis on responsive governance.

IN SUMMARY

While the Northwest Community Plan shares some common ground with Plan Salt Lake and other citywide initiatives, it does not fully address broader city goals or reflect the updated priorities outlined in recent planning efforts.

The plan includes some ambitious goals that are outside the scope of a land use document and fails to incorporate the comprehensive strategies needed to meet the evolving needs of Salt Lake City.

An update to the Northwest Community plan is needed to ensure alignment with current city policies and priorities, particularly in areas of housing affordability, transportation and sustainability.

GROWING WATER SMART



Currently, the Plan does not meet Utah State Code requirements found in section 10-9a-403, outside of listing water conservation plans. Additionally, the plan does not include any strategies for additional water demand reduction listed in 10-9a-403.

The plan does not have goals or actions to take to conserve water. The plan does mention open space and mixed-use development as beneficial to the zone but does not focus on these from a water conservation standpoint.

The Northwest Community Master Plan was adopted 31 years ago, so many of the goals and objectives established by the plan are not aligned with more contemporary policies and regulations. The plan was adopted at a time when City priorities were very different from what they are today. It does not propose any conservation policies for new development and promotes water-hungry single-family development. The plan meets only one of the requirements established by State Code 10-9a-403, recommending that the City explore opportunities to use wastewater for industrial uses and landscaping. It does not include any of the additional recommended policies from that section of the State Code.

The plan contains some elements that align with the best practices. The plan identifies sources for future development. However, because the plan was adopted so long ago, the water sources identified for future growth (the Central Utah Project and Dell Creek Reservoirs) have now been in place for many years.

These sources should not be considered for future growth. While the plan recommends some additional density and mixed uses, it emphasizes that it should only be located at commercial nodes. The most promising area for water conservation plans is the discussion about the Water Treatment Facility's wetlands park. Based on the recommendations, this seemed like a newer concept at the time. The wetlands are a great opportunity to replenish aquifers with water that has been naturally treated by the plants in the park.

THRIVING IN PLACE

ADOPTED IN 2023



GUIDING PRINCIPLES

Prioritize tenant protections / partner with those most impacted / increase housing everywhere / focus on affordability / build an Eco-system for action

RELATED LAND USE POLICIES AND GOALS

Develop and Adopted a Community Benefit Policy

In 2023, Salt Lake City adopted a community benefit policy associated with any requested zoning or text amendment.

Adopt the Affordable Housing Incentives Policy

The AHI was adopted in 2024 and allows affordable housing development in every zoning district.

Make ADUs Easier and Less Expensive to Build

Regulations for accessory dwelling units were amended in 2023. These amendments ease the process for receiving approval for the construction of an ADU.

Create More Diverse Housing Choices in All Areas

Salt Lake City is currently in the process of consolidating all commercial, form-based, and mixed-use zoning districts to enable more housing and mixed-use construction.

HOUSING SLC 2023-2027

ADOPTED IN 2023



PLAN GOALS

GOAL 1

Make progress toward closing the housing gap of 5,500 units of deeply affordable housing and increase the supply of housing at all levels of affordability.

10,000 new housing units throughout the city.

MINIMUM 2,000 UNITS DEEPLY AFFORDABLE

- **0** deeply affordable units built so far (30% AMI or less)

MINIMUM 2,000 UNITS AFFORDABLE

- **1429** affordable units added in the Northwest Master Plan Area since 2023 (40-80% AMI)
- **113** additional units in progress (60-80% AMI)

GOAL 2

Increasing housing stability throughout the city.

Track, analyze, and monitor factors that impact housing stability in the city.

Assist 10,000 low-income individuals annually through programs funded.

Dedicate targeted funding to:

MITIGATE DISPLACEMENT

- *The Relocation Assistance Fund for Tenants was created in 2024, and had \$180,000 allocated to this fund.*

SERVE RENTER HOUSEHOLDS

- *Tenant Resource Center was created in 2024, with \$92,000 allocated to the center.*

SERVE FAMILY HOUSEHOLDS

- *15 households were helped with Utility Assistance, Foreclosure Prevention, and Home buyer Assistance from 2023-2024*
- *Salt Lake City provided \$1.93 million in funding for Utility Assistance, Foreclosure Prevention, and Home buyer Assistance from 2023-2024.*

INCREASE GEOGRAPHIC EQUITY

INCREASE PHYSICAL ACCESSIBILITY

GOAL 3

Increase opportunities for homeownership and other wealth and equity building opportunities.

Provide affordable homeownership and wealth and equity building opportunities to a minimum of 1,000 low-income households.

AFFORDABLE HOUSING DASHBOARD INDICATES THAT NO WEALTH-BUILDING UNITS (FOR-SALE) ARE INCLUDED IN THE TOTAL AFFORDABLE UNITS BUILT IN THE NW PLAN AREA FROM 2023-2024.

HOUSING STABILITY DASHBOARD SHOWS THAT 22 INDIVIDUALS WERE GIVEN HOME OWNERSHIP ASSISTANCE FROM THE CITY, BUT THIS IS NOT SPECIFIC TO THE NW AREA.

EXISTING POLICIES



1992 MASTER PLAN

The Northwest Community Master Plan, 1992, was an update of the 1980 Northwest Community Master Plan. The updated plan boundaries included I-15, northern boundary of the city, I-80 and North Temple to the South and just west of the International Airport as the western boundary. The two documents were intended to function together as a comprehensive program to guide future growth and development of the Northwest Community. The updated plan expanded policy guidance to include assisted housing, energy conservation, capital improvements and commercial redevelopment.

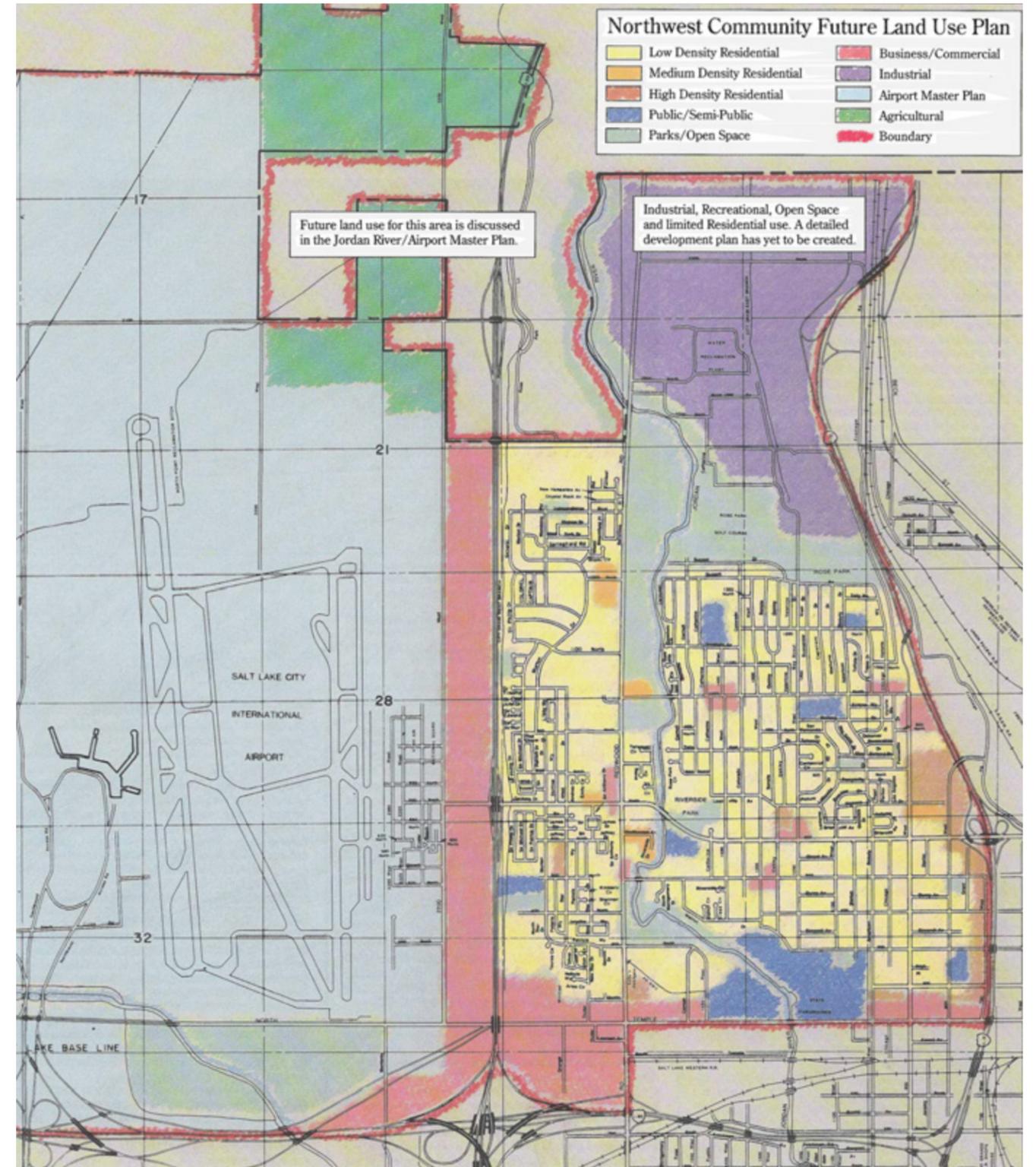


EXISTING POLICIES AND STRATEGIES

Most existing land use patterns were expected to remain the same. Established policies and programs were designed to eliminate land use conflicts in developed areas and direct new growth in areas of anticipated development. The goals of the Northwest Plan was to improve the living and working environment in the community.

The following is a summary of the goals, policies and strategies from the 1992 Northwest Community Master Plan. This is a summary only. The Northwest community Plan document should be referred to for background information related to each summary point.

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.



Future Land Use Map



LAND USE CONFLICTS

STATE FAIRPARK & OFFICE COMPLEX

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

STRATEGIES

- Plans by the state should meet zoning and building code requirements.
- Rezone vacant areas to R-7.
- Conditional use approvals should consider the following:
 - Campus element with large amounts of open space.
 - Building height should be 3 stories in height.
 - Private development should be responsive to the plans outlined by the State Administration Campus Development Plan.
 - Off-street parking should be centralized and screened.
- Fully developed residential areas should remain residential in zoning classification.
- Any expansion of the Fairpark should trigger a zoning amendment.
- Relocate the two mobile home parks into a more residential area.

RESIDENTIAL & BUSINESS LAND USE

- Multi-family properties within low density residential areas should be rezoned to low density single-family.
- Neighborhood commercial uses along local residential streets should be rezoned to residential to support the conversation.
- Prohibit the intrusion on commercial and multi-family uses into low density residential areas.

UNINCORPORATED LAND & AREA NORTH OF THE AIRPORT

- Road Improvements
- Sewer and utility improvements
- Agricultural use is assumed because of the constraints and environmental impacts caused by the airport.



TRANSPORTATION

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.

- Redwood Road north of 1000 North Street requires improvement to service new housing development.
- Establish right-of-way landscaping along I-80, I-15 and I-215 and all residential areas.
- Establish the identified bike way system in the 1980 Master Plan.



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.

- Allow residential additions and ensure that they meet zoning and building codes.
- The City should educate the public on appropriate and legal ways to construct additions.
- Hoyt Place block redesign project should be added to the City Capital Improvement Plan.
- A needs analysis of the Jackson Target Area should occur to designate the community development target area.
- Assisted living facilities should not be located in neighborhoods that are predominantly single-family in character.



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 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:

- Renovation of Riverside and Northwest community parks,
- A new park west of Redwood Road, and
- Improvements to Rosewood Parks.
- Construct additional golf courses in the project area.
- Limit development along the Jordan River to preserve the contours and for the success of the Parkway.
- Support the creation of a wetlands park to facilitate an educational and scientific demonstration facility.



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.

RESIDENTIAL

- 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.

COMMERCIAL

- Remove excessive curb cuts that do not meet traffic engineering safety standards
- Implement signage guidelines
- Provide landscape buffers between commercial and residential uses.
- 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 surrounding residential streetscapes.
- Building height limitations should step-back starting with two stories and going higher in locations when a higher base zone is allowed.



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.

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



ENERGY CONSERVATION

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

- The city should investigate strategies supporting increased use of energy conservation techniques on a citywide basis.
- Employment opportunities, commercial facilities and/or proposed developments should be located closer to higher density residential areas to implement energy reduction.
- Use landscaping to shade buildings, parking lots, streets and other paved areas.
- Use windbreaks (trees, hedges, fences and berms) to protect buildings from winter weather.
- 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.

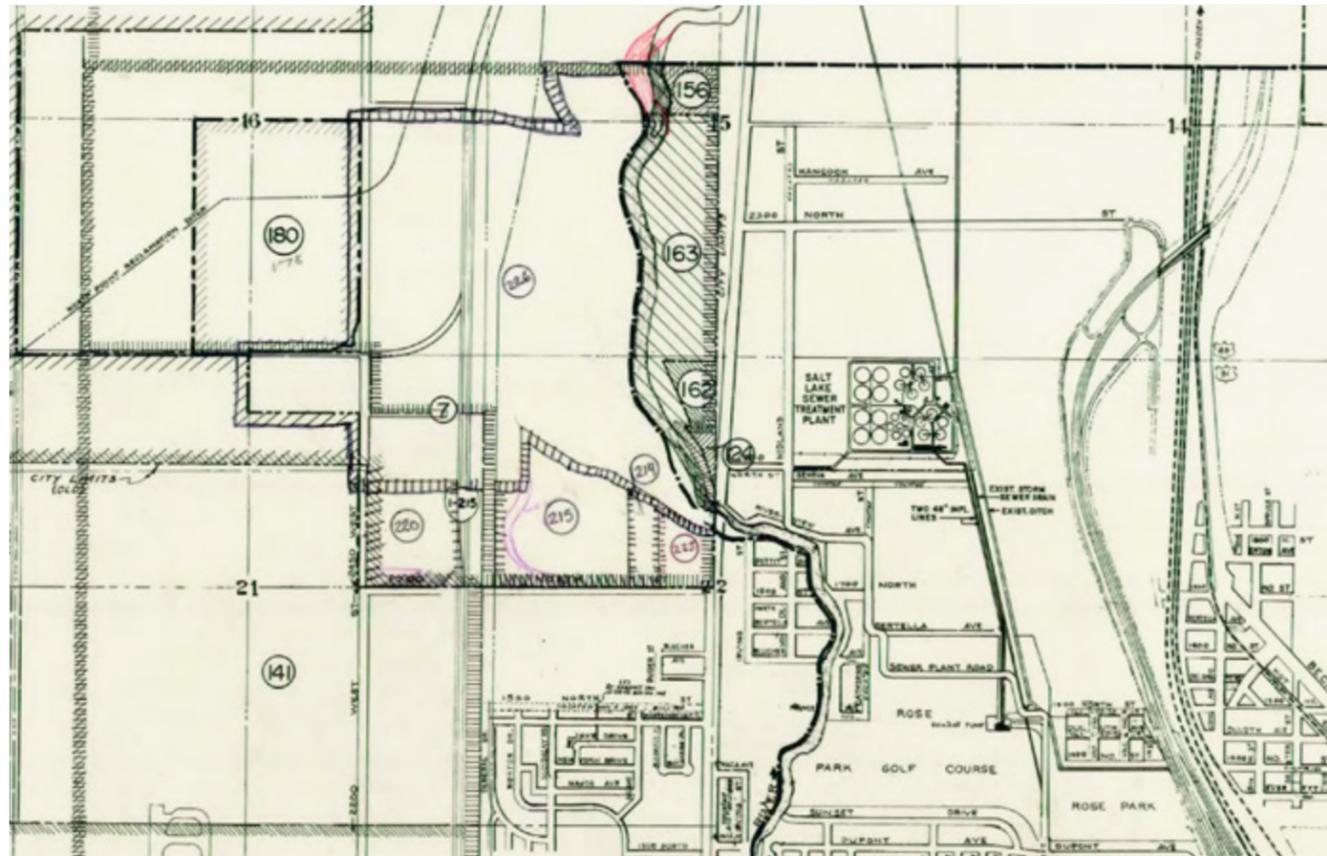


CAPITAL IMPROVEMENTS ELEMENT

The 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.

- 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.



Annexation Map



JORDAN RIVER AIRPORT AREA

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.

The plan identified 11,000 acres/17 square miles for future annexation. Approximately, 442 acres have been annexed in the Northwest Community since 1992.

ANNEXATIONS

Identified annexations are no longer located within a community plan but rather in the Salt Lake City Annexation Policy Plan.

Additionally, the Northpoint Small Area Plan was adopted in 2024 and addresses the majority of the land in this subject area.

ANNEXATIONS

No.	Name of Annexation	Date Annexed	Area Added (acres)	Area Added (sq mi)
214	Archmore Estates	March 7, 1997	8.6222	0.0135
215	Lumbsoman Investment Parcel	Oct 20, 1998	52.2	0.0816
220	Cottonwood Realty Parcel	Jun 15, 2000	39.11	0.0611
225	SLC School District Annexation	Apr 12, 2004	12.284	0.0192
226	BNA Realty – Jordan River State Park	Jul 9, 2008	330	0.515

ROSE PARK SMALL AREA PLAN

ADOPTED IN 2001



The purpose of the Rose Park Small Area Plan is to evaluate impacts to the neighborhood resulting from the proposed freeway interchange modifications; provide policies to help revitalize the Neighborhood Commercial area and encourage commercial uses to service the needs of the residents; improve the appearance of the area; improve the gateway into the area and provide land use policy guidelines for future development.



COMMERCIAL LAND USES

The majority of the commercial land uses in the study area were built beginning in the late 1950s with several constructed in the mid-1970s. As access to larger commercial areas has improved and the demographics of Rose Park have changed, many of the commercial land uses have changed. Some of the most successful businesses in this area cater to specialty or niche markets rather than to area residents.

AREA APPEARANCE

POLICIES

- Ensure negative impacts from utilities such as cellular towers and mechanical equipment are mitigated.
- Limit pole signs to shopping centers on a minimum of one acre of property.
- Gradually replace existing pole and roof signs with more appropriate neighborhood scale signage.
- Encourage monument and awning signs.
- Provide a community bulletin board or kiosk for the placement of community flyers and notices.

- Ensure signage is compatible in scale type and materials with the surrounding neighborhood.
- Encourage property owners to fully landscape and maintain the park strip.
- Require parking lot landscaping for new development.
- Use landscaping to screen unsightly and offensive uses such as parking lots, garbage containers, cellular towers and utility equipment.
- Use landscaping along walkways to provide a buffer for pedestrians through parking lot areas.
- Require new development to provide a landscape buffer between residential and non-residential land uses.
- Incorporate crime prevention through environment design methods in the placement of sound attenuation walls.
- Require lighting fixtures and light intensities to be compatible with abutting residential land uses.
- Develop lighting fixture standards that complement the area and the neighborhood through ornamental lights and underground power.
- Increase the illumination standard in the area to provide additional safety and to create safe walking and bicycling routes.

ARCHITECTURAL COMPATIBILITY

POLICIES

- Building design, color, shape and size should be compatible with the color, shape and size of buildings in the surrounding area including the use of traditional "Rose Park Brick" as part of the façade of new structures.
- Encourage building designs that are human in scale, promote pedestrian circulation and facilitate pleasant interaction along the street.
- Design and orient buildings to be pedestrian friendly.

- Provide public amenities such as seating, plazas, outdoor dining, and bicycle parking.

PERCEPTION OF CRIME

According to the survey information, many respondents stated they do not frequent businesses near 900 West and 1000 North because they perceive the area as a high crime area. Although business owners have worked with the Police Department over the last several years to lessen crime, the types of changes made by owners have not created a feeling of safety for area residents.

POLICIES

- Encourage property owners to incorporate CPTED techniques in the physical layout of their businesses.
- Support programs such as Mobile Neighborhood Watch in the Rose Park Neighborhood.

COMMUNITY BUILDING

Although original residents of Rose Park were a homogeneous group, there has been an increase in the diversity of residents over the past several years. Where veterans of World War II and their families once made up the majority of the population, today the population of Rose Park includes residents from many income levels, cultures and religious backgrounds.

Area schools strive to teach students whose primary language is not English and many different religious denominations are represented in the neighborhood.

POLICY:

- Support community activities which educate individuals about cultural differences and teach acceptance.



PUBLIC PROPERTY

The park and ride lot on 900 West just south of 1000 North was developed in 1990. The thirty-one-stall lot mainly serves employees of Hill Air Force Base and is rarely full. The property is currently owned by UDOT although they have agreed to transfer the property to Salt Lake City. The negotiated agreement states the City can obtain the property if it agrees to keep it for public use.

Because the location of the park and ride lot was based on the location of the adjacent partial interchange, relocation of the lot may be appropriate when the new interchange is built. If this occurs, the park and ride property, along with property where the existing southbound on-ramp is located, should be developed as a small public park.

POLICIES

- If it is determined that the Park and Ride lot is no longer necessary at this location, the property should be combined with the southbound on-ramp property and developed for usable public open space.
- If the Park and Ride lot is retained, the access points should be redesigned to be compatible with the new intersection layout.
- If it is found that public use for the park and ride property is not appropriate, the property should be used for mixed-use development.



RESIDENTIAL LAND USE

Most of the residential land uses located on Victoria Way and 1100 North were built in the 1960s. Residential reinvestment has occurred on a small scale with a new single family home on 1100 North in 1997 and the renovation of a single-family home and the construction of a new duplex on Victoria Way in 1998.

There are five single-family homes, one duplex, two triplexes and three fourplexes in the Neighborhood Commercial study area. Overall, the residentially zoned property includes approximately 2.12 acres with thirty-one dwelling units. This equates to a density of approximately 14.5 dwelling units per acre.

The existing zoning is RMF-35 on the east side of Victoria Way and R-1/5000 on the west side of Victoria Way. All of the single-family dwellings and the duplex are complying in terms of lot size and width to existing zoning regulations. However, the triplexes and fourplexes do not comply with existing RMF-35 lot requirements. This has resulted in residential land uses that do not comply with minimum setback regulations and have limited amounts of open space and off-street parking. This has resulted in a less than desirable residential environment.

POLICIES

- Ensure new commercial or mixed-use development on the block located at the northwest corner of 900 West and 1000 North is designed in a comprehensive manner taking into consideration the entire block and is designed as small scale, neighborhood and pedestrian oriented, is oriented to 900 West or 1000 North and provides an appropriate interface with Victoria Way and the low-density residential land uses to the west and north.

- Support the installation of sound attenuation walls along Interstate-15 adjacent to residential land uses.
- Encourage the relocation of Utah Machine and Mill Supply business and development of new low-density residential land uses in its place.



CIRCULATION

POLICIES

- Design new construction to be pedestrian oriented, including encouraging the location of new structures near the public sidewalk.
- Require new developments to be designed with pedestrian oriented amenities and safety features.
- Support the use of traffic calming methods to encourage slower traffic in the area.
- Ensure adequate interior parking lot circulation for the overall neighborhood commercial area when new development is proposed.



NORTHERN STUDY AREA

The Northern study area includes the land between I-15 and I-215 and from the Rose Park Golf Course/Rose-wood Park to the north city limits excluding the portion of the Westpointe Residential Neighborhood located between 1300 and 1700 North. The Northern study area contains approximately 1,230 acres of land.

RECREATION AND OPEN SPACE

POLICY

- Retain existing public recreation and open space lands.

INDUSTRIAL

POLICIES

- Ensure new development is compatible with the existing Public Utilities and Amoco property industrial uses.
- Encourage the continuation of light industrial land uses along the east side of Redwood Road and along 2300 North.
- Encourage aesthetic improvements of existing land uses when expansion or new construction is requested to enhance these important gateways into the neighborhood.

AGRICULTURAL

POLICY

- Retain existing agricultural land uses along Rose Park Lane.

RESIDENTIAL

POLICY:

- Limit new residential development to the area between Redwood Road and Rose Park Lane and between 1700 North and the existing levee.

CIRCULATION

POLICY

- Encourage heavy truck traffic from the proposed 1800 North interchange to use Warm Springs frontage road to access 2300 North and Redwood Road.
- At this time, do not support developing a connection road between the proposed 1800 North interchange and Redwood Road.

WETLANDS

POLICIES

- Protect existing wetlands from development.
- Use reclaimed water to irrigate freeway landscaping and enhance wetlands.
- Encourage landscaping that is compatible with wetland and riparian habitats.



IMPLEMENTATION

ANNEXATION

POLICY

- Support annexation of properties currently in the jurisdiction boundaries of Salt Lake County into Salt Lake City.

ZONING

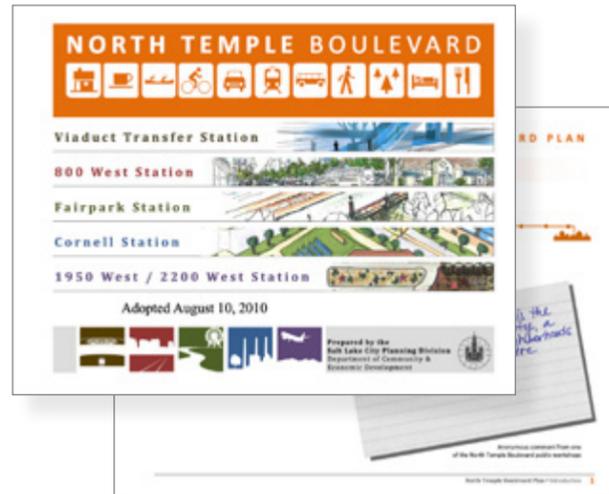
POLICY

- If properties in the County are annexed into the City, retain the existing land use development by zoning the properties either Agricultural or Open Space.



NORTH TEMPLE BOULEVARD SMALL AREA PLAN

ADOPTED IN 2010



Study Area included 2.5 miles along NT from 600 West to 2200 West – breaks into 5 smaller study areas called station areas:

- Viaduct
- 800 West
- Fairpark (1100 West)
- Cornell (1520 West)
- 1950 West
- 2200 West (Future Station)

POLICY A.1

NTB will have a cross section consisting of a ten foot wide multi use path, eight foot park strip, bicycle land, two vehicle lanes and the airport light rail line. This cross section applies to both sides of the street and extends from 600 West to 2400 West. In areas where this cross section does not currently exist, it shall be added as properties redevelop.

Purpose of the plan:

- Turn North Temple into a boulevard street that is the main street that connects neighborhoods to one another;
- Create compact, walkable, transit-oriented neighborhoods around each station;
- Increase transit ridership;
- Improve the overall safety of the community;
- Establish guidelines for street design and connectivity that will accommodate all users;
- Create opportunities for affordable and accessible living options while increasing the residential densities near the stations by providing a mix of housing types;
- Provide for a diverse mix of uses and building types around the transit stations; and
- Create long term economic stability to the station areas.

NORTH TEMPLE DEVELOPMENT PRINCIPLES

- Placemaking
- Diverse Mix of Uses
- Connectivity and Circulation
- Location Efficiency/Compactness
- Compatibility
- Value Capture
- Parking

VIADUCT TRANSFER STATION AREA POLICIES

- 1. Development:** Use innovative zoning techniques to create high quality projects that build on the stations area's assets.
- 2. Connectivity:** Improve the pedestrian environment to create a safe and walkable transit-oriented neighborhood.
- 3. Mix of Uses:** Intensify the mix of uses.
- 4. Placemaking:** Create safe, vibrant and useful public spaces and urban infrastructure.
- 5. Destinations:** Enhance the area as a regional destination and transfer location.

POLICY #1 DEVELOPMENT

Use proactive zoning tools and design guidelines to create a built environment that creates high quality projects that build on and enhance the station area assets.

Strategy 1-A: Develop design standards and guidelines that focus on creating a pedestrian-friendly environment while still accommodating automobiles.

Strategy 1-B: Create standards that produce compact, dense and intense development closer to the station and less intense, compatible development adjacent to stable low-density neighborhoods.

POLICY #2: CONNECTIVITY

Improve the pedestrian environment to create a walkable transit-oriented urban center while also accommodating various modes of transportation.

Strategy 2-A: Ensure pedestrian connectivity between the four quadrants of the station area, the Front Runner Station and the TRAX Station on top of the Viaduct.

Strategy 2-B: Ensure that the Viaduct Transfer Station and commuter rail station are well connected to each other and nearby development.

POLICY #3: MIX OF USES

Intensify the mix of uses around the Viaduct Transfer Station

Strategy 3-A: Identify transit-friendly land uses that are appropriate in the station area.

POLICY #4: PLACEMAKING

Create safe, vibrant and useful public spaces.

The public spaces within the station area help create a sense of place are important to the creation of urban "living rooms." The Viaduct Transfer Station Area contains a number of regional destination points. The public spaces that connect the station platforms to these destinations are important in creating a unique and special place in Salt Lake City. Public spaces occur at various elevations and are mixed throughout the station area.

Strategy 4-A: Recognize the Viaduct and the open space underneath as important public spaces.

Strategy 4-B: Identify key elements of desirable public spaces that can contribute to the unique character of the area and enhance the connections between the transit stations and nearby developments.

Strategy 4-C: Recognize the uniqueness of the location, and complexity of the various functional and urban design elements of the North Temple Viaduct and transit stations.

Strategy 4-D: Use landscaping to integrate the various linear connections into the station area.

POLICY #5: DESTINATIONS

Enhance the station area as a regional destination, transit activity center and major entry point to the City.

Strategy 5-A: Use the existing destinations in the station area to encourage future development.

Strategy 5-B: Create development regulations that enhance the area as a regional destination, but also has a dense, urban place where people live, work, shop and play.

Audit: In response to the plan, the TSA (Transit Station Area) Zoning and guidelines were created and implemented throughout this viaduct plan area. The TSA zoning significantly changed the context of this transit station, by allowing for higher density housing and encouraging mixed use development. The viaduct transfer station lacks success in creating placemaking and connectivity to the broader community. The viaduct station is still segmented from the remainder of the community with limited pedestrian access.

800 WEST STATION AREA PLAN

The following policies are intended to make the vision a reality:

- 1. Mobility:** Improve the pedestrian environment to create a walkable transit-oriented neighborhood.
- 2. Mix of Uses:** Intensify the mix of uses around the 800 West Station.
- 3. Placemaking:** Create safe, vibrant and useful public spaces.
- 4. Residential Density:** Increase the residential density around the 800 West Station.

POLICY #1: MOBILITY

Improve the pedestrian environment to create a walkable transit-oriented neighborhood while also accommodating other modes of transportation.

Strategy 1-A: Develop design guidelines that focus on creating a pedestrian-friendly environment while still accommodating automobiles.

Strategy 1-B: Effectively manage parking around the station.

Strategy 1-C: Design and build complete streets throughout the station area to accommodate all users, with emphasis placed on safety and security of pedestrians and bicyclists.

POLICY #2: MIX OF USES

Intensify the mix of uses around the 800 West Station

Strategy 2-A: Create standards that produce compact, dense and intense development closer to the station and less intense, compatible development adjacent to stable single-family neighborhoods.

Strategy 2-B: Identify transit-friendly land uses that are appropriate in the station area.

Strategy 2-C: Allow for intense mix of uses in the Euclid neighborhood.

Strategy 2-D: Create a neighborhood commercial district along 900 West.

POLICY #3: PLACEMAKING

Create safe, vibrant and useful public spaces.

Strategy 3-A: Recognize streets as being important public spaces.

Strategy 3-B: Identify key elements of desirable public spaces.

Strategy 3-C: Bring City Creek to the surface along the abandoned rail corridor on Folsom Ave.

Strategy 3-D: Re-imagine Madsen Park to increase park quality and use, and to reflect the unique history and culture of the surrounding neighborhoods.

POLICY #4: RESIDENTIAL DENSITY

Increase the residential density around the 800 West Station Area.

Strategy 4-A: Allow residential uses on the ground floors of buildings.

Strategy 4-B: Establish a minimum residential density for new development located within the station area.

Strategy 4-C: Establish clear guidelines for residential development and redevelopment around 800 West.

Strategy 4-D: Allow for greater residential densities where appropriate.

Strategy 4-E: Provide a range of housing options within the Core, Transitional and Stable areas.

Audit: The implemented TSA zoning around the 800 West station area increased the residential density. With that said, the existing strip malls, fast food and low-scale commercial uses are still in place. Development has not successfully created a compact environment or brought in a mix of uses that benefit the broader community.

FAIRPARK STATION AREA PLAN

The following policies are intended to make the vision a reality:

- 1. Mobility:** Improve the pedestrian environment to create a walkable transit-oriented neighborhood.
- 2. Mix of Uses:** Intensify the mix of uses around the Fairpark Station and the Jordan River.
- 3. Placemaking:** Create safe, vibrant and useful public spaces.

4. The Jordan River: Transform the Jordan River into a centerpiece of the corridor.

POLICY #1: MOBILITY

Improve the pedestrian environment to create a walkable transit-oriented neighborhood while also accommodating other modes of transportation.

Strategy 1-A: Develop design guidelines that focus on creating a pedestrian-friendly environment while still accommodating automobiles.

Strategy 1-B: Design and build complete streets throughout the station area to accommodate all users, with emphasis placed on the safety and security of the pedestrian and bicyclist.

Strategy 1-C: Establish more direct pedestrian routes from the residential neighborhoods to the Fairpark Station.

POLICY #2: MIX OF USES

Intensify the mix of uses around the Fairpark Station and the Jordan River.

Strategy 2-A: Create standards that produce compact, dense and intense development closer to the station and less intense, compatible development adjacent to stable single-family neighborhoods.

Strategy 2-B: Identify transit-friendly land uses that are appropriate in the station area.

Strategy 2-C: Encourage the intensification of the state-owned properties on North Temple at the Jordan River.

POLICY #3 PLACEMAKING

Create safe, vibrant and useful public safes.

Strategy 3-A: Recognize streets as being important public spaces.

Strategy 3-B: Identify key elements of desirable public spaces.

Strategy 3-C: Activate the Jordan River with a variety of public spaces to complement the existing trailhead.

POLICY #4: THE JORDAN RIVER

Transform the Jordan River into a centerpiece of the corridor.

Strategy 4-A: Complete and maintain the Jordan River Parkway.

Strategy 4-B: increase the visibility and awareness of the Jordan River on North Temple.

Audit: The Fairpark transit area has many remaining challenges with pedestrian connection to the State Fairgrounds. There has been an increase in density and larger multi-family housing projects in this station area. However, many new developments do not provide retail or commercial services.

CORNELL STATION AREA POLICIES

The following policies are intended to help make the vision a reality:

- 1. Mobility:** Improve the pedestrian environment to create a walkable transit-oriented neighborhood.
- 2. Compact Mix of Uses:** Allow for a more intense, compact mix of uses around Cornell and 1460 West Streets.
- 3. Placemaking:** Create safe, vibrant and useful public spaces.

POLICY #1: MOBILITY

Improve the overall mobility within the station area, with a focus on the pedestrian environment to create a walkable transit-oriented neighborhood with improved connections.

Strategy 1-A: Develop design guidelines that focus on creating a pedestrian-friendly environment while accommodating automobiles.

Strategy 1-B: Improve connections for all modes of transportation.

Strategy 1-C: Design, build and improve streets throughout the station area to accommodate all users, with emphasis placed on the safety and security of the pedestrian and bicyclist.

Strategy 1-D: Enhance the North Temple/Redwood Road Intersection.

POLICY #2: COMPACT MIX OF USES

Allow for a more intense, compact mix of uses around Cornell Street and 1460 West.

Strategy 2-A: Create standards that produce compact, dense and intense development closer to the station.

Strategy 2-B: Identify transit-friendly land uses that are appropriate in the station area.

Strategy 2-C: Increase the residential density within the station area.

POLICY #3: PLACEMAKING

Improving the connections between the Cornell Station and the nearby open spaces.

Strategy 3-A: Recognize streets as being important public spaces.

Strategy 3-B: Identify key elements of desirable public spaces.

Strategy 3-C: Create a series of pathways throughout the station area.

Strategy 3-D: Identify the station area by using unique markers and monuments at the east and west boundaries of the station area.

Audit: This station area has experienced new multi-family housing developments. Like other station areas, there has been a lack of established commercial or retail uses associated with higher density housing.

1950 WEST & 2200 WEST STATION AREA

The following policies will help implement the vision:

- 1. Mobility:** Improve the overall connectivity around the station area.
- 2. Compact Mix of Uses:** Intensify the mix of uses around the 1950 West Station and the future 2200 West Station.
- 3. Placemaking:** Create safe, vibrant and useful public spaces.
- 4. Integrating Redwood Road:** Improve the area between Redwood Road and the 1950 West Station.

POLICY #1: MOBILITY

Improve the pedestrian environment to create a walkable transit-oriented neighborhood with improved connections for other types of vehicles that are required to serve the area.

Strategy 1-A: Develop design guidelines that focus on creating a pedestrian-friendly environment while accommodating automobiles.

Strategy 1-B: Improve connections for all modes of transportation.

Strategy 1-C: Design and build streets throughout the station area to accommodate all users, with emphasis on the safety and security of the pedestrian and bicyclist.

Strategy 1-D: Improve the connections under the I-215 viaduct.

Strategy 1-E: Build the 2200 West Station.

POLICY #2: COMPACT MIX OF USES

Develop a more intense, compact mix of uses around both the 1950 West and 2200 West Stations.

Strategy 2-A: Create standards that produce compact, dense and intense development closer to the station.

Strategy 2-B: Identify transit-friendly land uses that are appropriate in the station area.

POLICY #3: PLACEMAKING

Create safe, vibrant and useful public spaces.

Strategy 3-A: Recognize streets as being important public spaces.

Strategy 3-B: Identify key elements of desirable public spaces.

Strategy 3-C: Create a public space between “old” North Temple and the “new” North Temple.

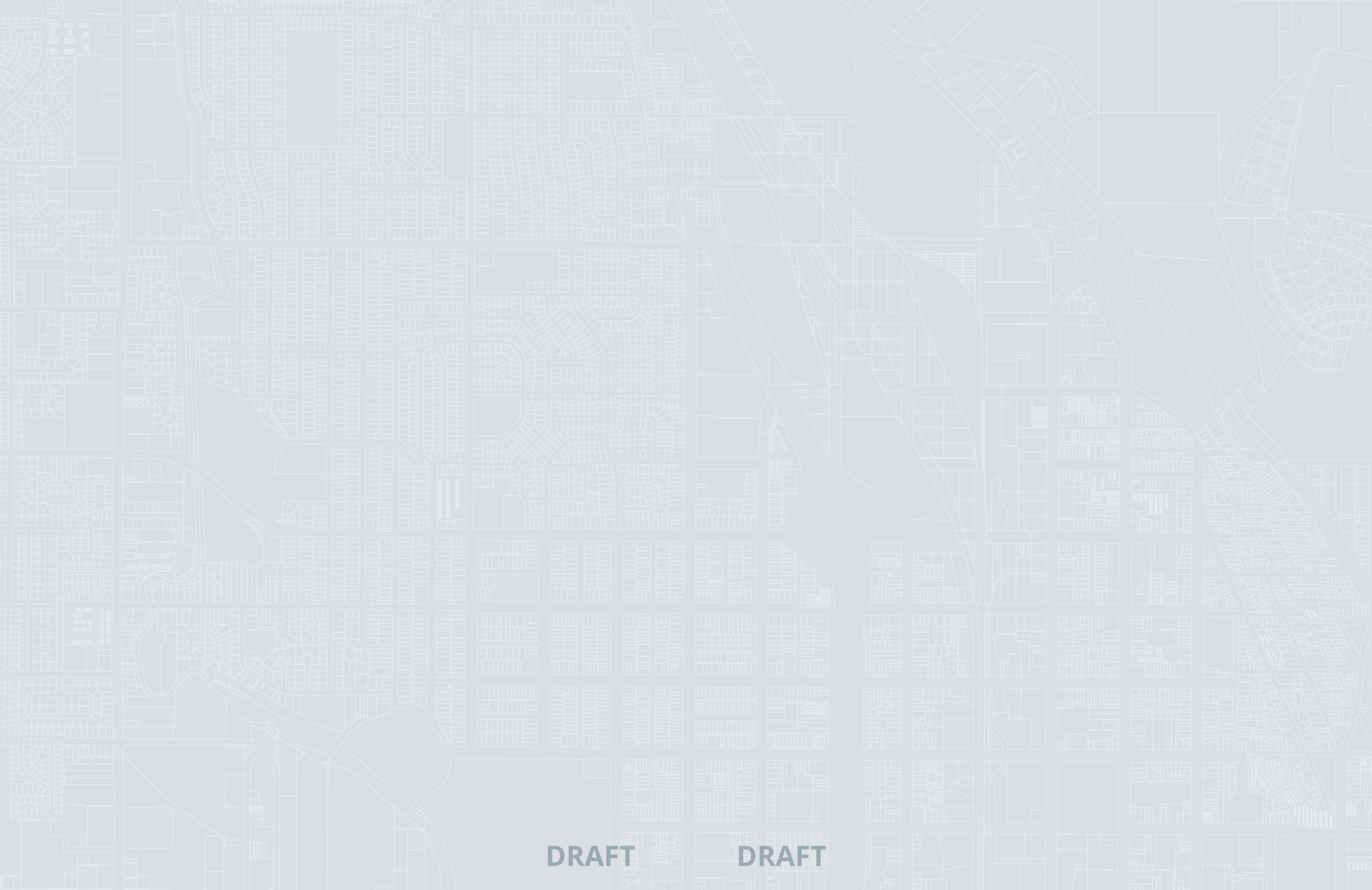
POLICY #4: INTEGRATING REDWOOD ROAD

Integrate and connect Redwood Road and the 1950 West Station.

Strategy 4-A: Improve the connections through existing and future development.

Strategy 4-B: Zone the property around North Temple and Redwood Road intersection to a mixed use zoning district.

Audit: The station area for 1950 West was constructed with a continuation to the Salt Lake City International Airport. The planned station for 2200 West was never constructed. Similar to other stations, the desire for compact mixed-use development wasn't achieved around this station area.



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ATTACHMENT D: General Plan Amendment Standards

19.06.070 Factors to Consider for Amendments to the General Plan: The intent of this section is to establish a list of factors that the planning commission and city council should consider when evaluating a proposed plan or plan amendment. Each factor should be considered with the understanding that not all factors will be applicable to all petitions.

1. Whether the proposal is consistent with citywide policies.

The Northwest Community Plan is structured to support the overarching vision in Plan Salt Lake by utilizing the plan's 14 adopted guiding principles. The plan utilizes the same structure, including measurable targets, achievable initiatives, and identified existing and supported city policies. While the Northwest Community Plan is unique to the area, the framework reflects citywide policies related to housing, growth, transportation, economic development, the environment, and water usage. The plan reflects both established policy and on-the-ground development changes within the Northwest community and throughout Salt Lake City.

2. Whether the proposal is consistent with the goals, policies, or implementation actions of the general plan, including applicable element plans.

The Northwest Community Plan update aligns with the framework adopted in Plan Salt Lake and is consistent with other citywide general plans such as Thriving in Place, Connect SLC, Reimagine Nature, and the Northpointe Small Area Plan. The plan also includes the North Temple Station Area Plan, which has been updated to reflect current citywide goals and guide future growth around four TRAX stations within the Northwest community.

3. Whether significant change has occurred that warrants the creation of a new plan or an update to an adopted plan.

The original *Northwest Community Plan* was adopted in 1992 and doesn't reflect current citywide goals and priorities for the area. The community has experienced significant growth and development, especially along North Temple. One of the primary purposes of updating this community plan is to align the plan with current citywide goals and policies. Since 2010, when the first North Temple station area plan was adopted, the population within the Northwest community has grown by 9%. The population growth is expected to continue through natural births, migration, and the development of the Power District, which is anticipated to add between 5,000 to 10,000 housing units to the community.

Since the adoption of the original Northwest Community Plan, 442 acres of land has been annexed into the Northwest boundaries of Salt Lake City. Most of the annexed land consisted of agricultural or vacant land that the existing plan does not adequately address. This expansion is beneficial, but only with a plan update that addresses ongoing concerns such as land use conflicts, development along the Jordan River, the need for community investment, and public safety.

4. Whether the goals, policies, or implementation actions of the plan to be amended have been achieved, are no longer relevant to or capable of addressing the current issues or needs of the neighborhood or the city, or are no longer aligned with policies in citywide plans.

Many of the initiatives within the current Northwest Community Plan have been met or are no longer relevant due to widespread changes in the community. Page 9 of the current plan lists 13 actions necessary to carry out the goals and objectives of the existing plan. Of the 13 proposed actions, 9 have been completed or are ongoing.

- *Develop State Office Complex*
 - State offices are located within the Fairpark District, at approximately 1900 W North Temple.
- *Develop detailed land use plan north of the golf course*
 - The update to the Northwest Community Plan accomplishes this strategy
- *Develop bike paths/lanes*
 - Many bike lanes, including the completion of the Jordan River Parkway Trail, have been built in the community
- *Develop detailed land use plan north of the airport*
 - Land north of the airport is included in the Northpointe Small Area Plan, adopted in 2023
- *Develop neighborhood commercial revitalization strategy*
- *Develop community level commercial services*
- *Develop specific plan for North Temple commercial strip*
 - The North Temple Boulevard Plan (2010) and the update included in this plan accomplish this strategy
- *Install fire hydrants*
- *Develop Hoyt Place block redesign*
 - Hoyt Place was rezoned to allow more diverse housing types, and the block is currently being redeveloped by different owners. Several projects are in progress and the block is not yet fully built out.
- *Develop Parks in Westpointe*

5. For petitions submitted by a property owner, the extent, effectiveness, and proportionality of the public benefit proposed by the petitioner to the increase in development potential if the proposal were to be adopted by the city council.

N/A - The Northwest Community Plan update is a city-initiated project.

6. The potential for displacement of people who reside in any housing that is within the boundary of the proposed amendment and the plan offered by the petitioner to mitigate displacement.

N/A – The Northwest Community Plan update does not change the zoning of any property within the plan area.

7. The potential for displacement of any business that is located within the boundary of the proposed amendment and the plan offered by the petitioner to mitigate displacement.

N/A – The Northwest Community Plan update does not change the zoning of any property within the plan area.

8. The potential impacts to properties in the immediate vicinity of the proposal.

N/A – The Northwest Community Plan will not inherently impact the plan boundary. Any zoning amendments to implement the Future Land Use Map (FLUM) will go through a public engagement process and a separate analysis of impacts will be considered.

9. The potential impacts on the city to provide safe drinking water, storm water, and sewer to the property based on the additional development potential of future development.

The Northwest Community Plan will not inherently impact public utilities. That said, any requested zoning amendment to implement the FLUM may be required to improve utility capacity due to an increase of development potential.

10. The potential impacts to public safety resources created by the increase in development potential that may result from the proposed amendment.

While no immediate impacts are anticipated, additional police and public safety services may be necessary in the future to support the community's growth. With the development of the Power District, there is the possibility of needing an additional fire station within the area, along with other resources needed to ensure safety in the area.

11. The potential impacts to any other city service, infrastructure, or resource that may be impacted by the increase in development potential that may result from the proposed amendment.

The Northwest Community Plan will not inherently impact city services or infrastructure. That said, any requested zoning amendment to implement the FLUM will take any impact to city service and infrastructure into consideration.

ATTACHMENT E: Public Process & Comments

Public Notice, Meetings & Comments

The following is a list of public meetings that have been held, and other public input opportunities, related to the proposed project since the applications were submitted:

Existing Conditions Presentations

- March 13, 2025, Existing Conditions Presentation at the Day-Riverside Library
- March 19, 2025, Existing Conditions Presentation at the Northwest Community Center
- April 2, 2025, Existing Conditions Presentation at Rose Park Community Council
- April 16, 2025, Back Elementary Event with Transportation
- April 22, 2025, Westside Coalition Annual Event
- May 8, 2025, River District Business Alliance Presentation
- May 17, 2025, Rose Park Street Festival
- May 22, 2025, Career Fair at Backman Elementary School
- May 31, 2025, Culture Coffee Pop-up Event

Draft Plan Engagement

- October 25, 2025, Monster Block Party
- October 28, 2025, Westside Coalition Presentation
- November 1, 2025, Pop-up Event at Culture Coffee
- December 3, 2025, Northwest Recreation Center
- December 4, 2025, Fairpark Community Council

Online Survey

- Opened March 10, 2025, and closed on August 5, 2025.
- 147 responses received.

Letter of Intent to regional entities as required by state code

- Emailed on February 27, 2025

Online Open House

- Published on February 26, 2025

Signs Posted in Community

- October 6, 2025
- January 16, 2026

State Website Publication

- February 27, 2025

From: [Younger, Cassie](#)
To: [REDACTED]
Cc: [North West Plan](#)
Subject: RE: (EXTERNAL) Re: Draft Northwest Community Plan, Case Number PLNPCM2025-00773
Date: Thursday, February 5, 2026 12:13:27 PM
Attachments: [image001.png](#)

Hi Kurt,

Please see my answers below.

Thank you,



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-----Original Message-----

From: [REDACTED]
To: Younger, Cassie <cassie.younger@slc.gov>
Cc: Planning Public Comments <planning.comments@slc.gov>
Subject: (EXTERNAL) Re: Draft Northwest Community Plan, Case Number PLNPCM2025-00773

[Some people who received this message don't often get email from [REDACTED]
<https://aka.ms/LearnAboutSenderIdentification>]

Caution: This is an external email. Please be cautious when clicking links or opening attachments.

cassie.younger@slc.gov

January 28, 2026

Via Email: cassie.younger@slc.gov

Cassie Younger
Planning and Zoning Department
SALT LAKE CITY CORPORATION
451 South State Street, Room 406
Salt Lake City, UT 84414-5480
Telephone: 801-535-6211

cc:

Via Email: planning.comments@slc.gov

Brian Scott, Chairperson
SALT LAKE CITY PLANNING COMMISSION

Re: Draft Northwest Community Plan, Case Number PLNPCM2025-00773
Information Requests

Planner Younger,

I was the older gentleman who posed, at tonight's Planning Commission meeting, questions regarding existing and developable residential high-density multi-family units and population. You represented to the Commission that you would respond to my inquiries separate from the meeting. After your presentation at the meeting, I provided you my email address for providing that information.

My question with respect to Fairpark, Popular Grove and Rose Park high density zoning and housing went to the lack of definitive estimates of the number of high density apartments that are and could be accommodated under existing zoning and under revised land use of the Draft Northwest Community Plan, i.e.,

1) What is the current number of acres of zoned high density housing?

The Salt Lake Planning Division considers "high density" residential at approximately 60 units/ acre. RMF-75 is our only high-density residential zone, and it is not present within the Northwest Area. Instead, we have Mixed Use Districts (some previously zoned TSA) that allow both commercial and residential uses. The MU districts located within this community plan area include the following: MU-3, 5, 6 and 8. The Mixed Use zones are Form-Based, where the form of the building is dictated as opposed to the number of units or a density calculation. There are development standards for buildings (height, setbacks, open space, landscaping, off-street parking and design standards) that regulate the bulk of the building, but they don't regulate density.

For purposes of this question, we've considered anything MU-5 (five story mixed used) and above to be "high density". I have highlighted the zoning categories that are considered appropriate for "high density " development. The totally acreage for "high density " development is ~ 370.3 acres.

Zoning	Acres	Vacant Acres
M-1	1001.8	219.0
OS	489.1	11.7
R-1-7000	886.7	3.7
PL	77.0	0.1
M-2	10.6	0.99
RMF-30	39.2	1.1

R-1-5000	377.9	0.7
I	7.0	0
MU-2	9.5	0.5
RMF-35	44.0	0.1
MU-3	30.9	3.8
MU-6	105.1	17.3
MU-8	112.9	5.4
R-2	6.8	0.2
SR-3	3.6	0.8
BP	11.4	0
MH	38.9	2.4
JRF	96.4	24.8
RMF-45	1.2	0
SR-1	6.4	0
MU-5	55.9	6.9
Total High Density Acreage	370.3	54.4

2) What is the current number of undeveloped acres with those zoned for high density housing?

The above table uses county tax acreage and property type codes. Vacant Land Use Codes include 901, 902, 903, 904, 905, 906, 908, 911, 918. The total vacant acreage of that same group is 54.4; this data is from the county and may not be reliable, or guarantee that the land is developable.

3) What is the number of persons estimated to be housed in existing high-density zones (as opposed to the developed acres within those zones)?

The Northwest Area does not have any exclusively residential high-density zones (RMF-75).

For the number of residential units in our Mixed Use zones, please refer to the [Existing Conditions Report](#), page 35. We cannot determine the number of persons within these zones, as Census Tracts do not align with our zoning boundaries.

Find population by Census Tract here
<https://maps.geo.census.gov/ddmv/map.html>

To get a rough estimate, we could multiple the number of residential units in MU zones (4632) by the average family household size in the Northwest (3) = 13,896.

4) What is the number of acres of zoned high density housing that could be permitted under the new plan?

The Future Land Use Map DOES NOT change any existing zoning. The Future Land Use map is a guiding tool for decision makers, identifying areas that are most appropriate for growth.

The table below shows the acreage calculations if ALL of the land we've identified as Community/Regional/ Urban Mixed Use in this area is eventually rezoned. This is an unlikely scenario, as many property owners have no desire to rezone or redevelop their property.

FLUM designation	Acres
Industrial/Manufacturing	882.7
Parks and Open Space	519.9
Institutional and Public Lands	77.5
Low-Medium Density Residential	1162.3
Moderate Density Residential	69.2
Neighborhood Mixed Use - Low Scale	32.4
Moderate-High Density Residential	48.9
Community Mixed Use	272.5
Regional Mixed Use	181.4
Urban Core Mixed Use	74.0
Special Purpose Designations	2.2
Neighborhood Mixed Use - Medium Scale	43.0
Total high density acreage identified in FLUM	527.9

5) What is the number of persons estimated that could be housed in high density numbers under the new expanded zoning?

Because our zoning districts intended for high density housing development are Form Based, there are no limits on density. This, along with changing market conditions (size of development, mix of unit types, etc), makes it difficult to answer this question. Also because our zones are mixed use, some development may not have any residential uses in them.

Additionally -

6) Please confirm that the Existing Conditions report anticipates a natural population increase with the plan boundaries of approximately 1,500 persons, as indicated in Conditions Report, Chart entitled "Population Projections." Accelerated growth deviations from that natural population increase occur after the 2040 time horizon of the draft plan. (Presumably, this is the induced population growth from high-density land-use changes suggested in the Plan.)

The existing Northwest Community Plan includes future land use designations that are not defined in the plan which results in the plan not being able to provide clear guidance on future growth in the community. The 1995 citywide zoning code updated all community plans that existed at the time to match the 1995 zoning map. This has resulted in issues with the plan being insufficient to properly manage growth and change in the area.

Since the adoption of the current Northwest Community Plan, the community has experienced significant growth and transformation. This is in part due to the development of TRAX, the establishment of the Jordan River Parkway Trail, and the significant population growth Salt Lake has experienced over the past few decades. In 2013, the TRAX Green Line to the Airport was completed and subsequent transit-oriented development took place along North Temple, from I-15 to the Salt Lake International Airport to the west. The Jordan River Parkway Trail was officially connected in 2017. Biking and recreating along the trail have become popular and contributes to the quality of life in the area. Additionally, Salt Lake City has experienced a significant population boom in recent years. The population growth throughout the city has increased by 12.3% between 2010 and 2023. The Northwest Community grew by 9%, which is slightly less than the city average. The population is anticipated to continue growing through both natural additions and migration. Additionally, the newly established Power District is anticipated to add between 5,000 to 10,000 housing units to the community.

State Code requires cities with fixed rail transit to adopt station area plans for each station within the city. The city adopted the North Temple Boulevard Plan about 15 years ago. After 15 years of development along the corridor, as well as the changes expected to occur at the Rocky Mountain Power facility, the North Temple Boulevard Plan is outdated and in need of updating to align with changing city policies and needs. The update to the Northwest Plan will include addressing the station area plan requirements and will replace the North Temple Boulevard plan.

Please advise as to your timeline for responding to this request.

This email is written in my capacity as an individual and does not reflect the opinions of neighborhood groups operating with Plan boundaries.

As always, your cooperation and attention to these requests is appreciated. Please feel free to contact me via email at fisherka@ipns.com with respect to any questions that you may have.

Very Truly Yours,

Kurt A. Fisher
Fairpark neighborhood resident
145 South 600 West, Apt. 306
Salt Lake City, Utah 84101



SHARE YOUR FEEDBACK!



PLANNING
DIVISION

Project Title // Northwest Community Plan Update

Name // Karen Potts

Email // pglady413@gmail.com

Address // 415 S 1000 W

Comments // SLC needs a "real" dog park like the one in Park City "Run-A-Muck". If the city had a real dog park I believe that folks would pay a reasonable fee to use it. The dog parks we have now are too small!



Stay Informed // Please provide your contact information to be notified of future information and other meetings on this project. You can submit this sheet before the end of the Open House.

SHARE YOUR FEEDBACK!



PLANNING
DIVISION

Project Title // Northwest Community Plan Update

Name // Jonathan Krausert

Email // CARBON-EARTH-WORKS

Address // 1494 Dupont AVE
SIC

→ @ Hotmail.com

Comments //

BETTER PLANE OR WATER USE ASK



Stay Informed // Please provide your contact information to be notified of future information and other meetings on this project. You can submit this sheet before the end of the Open House.

SHARE YOUR FEEDBACK!



PLANNING
DIVISION

Project Title // Northwest Community Plan Update

Name // Kelly

Email // ~~kt@kt.com~~ kelli.mccia@gmail.com

Address //

Comments //

• Want better transit from the east to west side



Stay Informed // Please provide your contact information to be notified of future information and other meetings on this project. You can submit this sheet before the end of the Open House.

SHARE YOUR FEEDBACK!



PLANNING
DIVISION

Project Title // Northwest Community Plan Update

801-505-3089

Name // Polina Konuchkova

Email // polina.konuchkova@gmail.com

Address // 1423 W Sunset D. SLC UT 84116

Comments //

I would love to see more commercial zoning in the Northwest Community. It is always a fine balance of economic activity vs peaceful neighborhoods, but NW can benefit from additional wellness spaces, such as fitness studios and non-chain restaurants...and having more businesses that we can walk to!



Stay Informed // Please provide your contact information to be notified of future information and other meetings on this project. You can submit this sheet before the end of the Open House.

SHARE YOUR FEEDBACK!



PLANNING DIVISION

Project Title // Northwest Community Plan Update

Name // Mike McAlush Email // mjmcalush@gmail.com

Address // 2333 W North Temple Apt 304 B4116

Comments // We need the ~~infant~~ infrastructure improvements - especially roads - before allowing any more large apartment complexes to be built.

Stay Informed // Please provide your contact information to be notified of future information and other meetings on this project. You can submit this sheet before the end of the Open House.

Stay Informed // Please provide your contact information to be notified of future information and other meetings on this project. You can submit this sheet before the end of the Open House.

Mike
Kitt@ntf@gmail.com

Comments //

Address //

Name //

Email //

Project Title // Northwest Community Plan Update

PLANNING DIVISION



SHARE YOUR FEEDBACK!

SHARE YOUR FEEDBACK!



PLANNING
DIVISION

Project Title // Northwest Community Plan Update

Name // Jill H.

Email //

Address // 625 N. Amer Bty

Comments //

make the fair park tennis
courts into pickleball.



Stay Informed // Please provide your contact information to be notified of future information and other meetings on this project. You can submit this sheet before the end of the Open House.

SHARE YOUR FEEDBACK!



PLANNING
DIVISION

Project Title // Northwest Community Plan Update

Name // Gustavo Carrillo

Email // gustavo.Carrillo@utah.edu

Address // 1652 W. 800. S.

Comments //

restaurant are keep
you

Keep local businesses



Stay Informed // Please provide your contact information to be notified of future information and other meetings on this project. You can submit this sheet before the end of the Open House.

SHARE YOUR FEEDBACK!



PLANNING
DIVISION

Project Title //

Name // Alexiz Ortega

Email // ortegalexiz104@gmail.com

Address //

Comments // I agree with the ~~to~~ Better Public Transportation.
It's a great idea money wise.



Stay Informed // Please provide your contact information to be notified of future information and other meetings on this project. You can submit this sheet before the end of the Open House.

SHARE YOUR FEEDBACK!



PLANNING
DIVISION

Project Title // Jordan River

Name // Ryan Murphy

Email //

Address // 1263 N 1500 W

Comments // Mainly just keeping the Jordan river
free of crime and clean



Stay Informed // Please provide your contact information to be notified of future information and other meetings on this project. You can submit this sheet before the end of the Open House.

SHARE YOUR FEEDBACK!



PLANNING
DIVISION

Project Title //

Name // Summer Bammes

Email // summerbammes@gmail.com

Address // 528 N Oakley St, Salt Lake City, UT 84116

Comments // ~~Rehabilitate~~ Rehabilitate existing housing

- Provide an alternative to FHA loans for owner-occupied homes that need repair
- If single family homes can't be rehabilitated, consider demolishing & building duplexes/4-plexes for deeply affordable housing



Stay Informed // Please provide your contact information to be notified of future information and other meetings on this project. You can submit this sheet before the end of the Open House.

SHARE YOUR FEEDBACK!



PLANNING
DIVISION

Project Title //

Name // Lucas

Email // jvmlucas@gmail.com

Address // 888 W March Brn Dr

Comments // local businesses rock!



Stay Informed // Please provide your contact information to be notified of future information and other meetings on this project. You can submit this sheet before the end of the Open House.

SHARE YOUR FEEDBACK!



PLANNING
DIVISION

Project Title //

Name //

Email //

Address //

Comments //

1200 West - can't turn anymore
Hate bike lanes
Need more striping



Stay Informed // Please provide your contact information to be notified of future information and other meetings on this project. You can submit this sheet before the end of the Open House.

SHARE YOUR FEEDBACK!



PLANNING
DIVISION

Project Title // Northwest Plan project

Name // Chelsey & Sam Jeet Email // chelseymjohnson7@gmail.com

Address // 1424 W. Dupont Ave. SLC UT, 84116

Comments // we are interested in the mixed use properties.

We'd like more frequent transit corridors.
Glad to see protection of Jordan River area.
Concerned this area is a food desert.



Stay Informed // Please provide your contact information to be notified of future information and other meetings on this project. You can submit this sheet before the end of the Open House.

SHARE YOUR FEEDBACK!



PLANNING
DIVISION

Project Title //

Name // Tatum St. James

Email // tatumstjames@gmail.com

Address // 630 W Hedges LN 84116

Comments //

things I value in my community are water-efficient lawns & covered street lamps to reduce light pollution

(385) 955-9278



Stay Informed // Please provide your contact information to be notified of future information and other meetings on this project. You can submit this sheet before the end of the Open House.

SHARE YOUR FEEDBACK!



PLANNING
DIVISION

Project Title //

Name // Jacky Baca

Email // Jbacamartinez23@gmail.com

Address //

Comments // I live super close to the Jordan River, and I never feel safe heading south on the trail. It would be great if there could be a way to make it feel safer and more inviting. The west side has so much potential. We would love to see more local businesses, more things to do!



Stay Informed // Please provide your contact information to be notified of future information and other meetings on this project. You can submit this sheet before the end of the Open House.



SHARE YOUR FEEDBACK!



PLANNING DIVISION

Project Title //

Name // Chris Mead

Email //

Address // 1000 E 2005

Comments //

Love the work you're doing with the robust bike lanes! Keep up the great contact w/ the community



Stay Informed // Please provide your contact information to be notified of future information and other meetings on this project. You can submit this sheet before the end of the Open House.



SHARE YOUR FEEDBACK!



PLANNING DIVISION

Project Title //

Name // Jimmy

Email //

Tanjing86@gmail.com

Address // 940 West 200 North.

Comments //

- Rejuvenation of Jordan river trail
- More trees.
- More bike friendly roads.
- More stop signs



Stay Informed // Please provide your contact information to be notified of future information and other meetings on this project. You can submit this sheet before the end of the Open House.



SHARE YOUR FEEDBACK!



PLANNING
DIVISION

Project Title //

Name // FERNANDO RIVERO

Email // medicfernando98@yahoo.com

Address // 1003 E. fairway NSL 84054

Comments //

develop & improve! but... don't price
people out of the neighborhood.
businesses, walking area & parks are great.



Stay Informed // Please provide your contact information to be notified of future information and other meetings on this project. You can submit this sheet before the end of the Open House.

SHARE YOUR FEEDBACK!



PLANNING
DIVISION

Project Title //

Name // Zach Woolley

Email // zwoolley00@gmail.com

Address //

Comments // Love to see more small business!



Stay Informed // Please provide your contact information to be notified of future information and other meetings on this project. You can submit this sheet before the end of the Open House.

SHARE YOUR FEEDBACK!



PLANNING
DIVISION

Project Title // Northwest Community Plan Update

Name // Gerson Graza Email // e1a20gerson70@gmail.com

Address // 756 N 900 West apt. 309 Salt Lake City, 84116

Comments // I would like to see more parks



Stay Informed // Please provide your contact information to be notified of future information and other meetings on this project. You can submit this sheet before the end of the Open House.

SHARE YOUR FEEDBACK!



PLANNING
DIVISION

Project Title // Northwest Community Plan Update

Name // Email //

Address //

Comments // 5th N + 10th W intersection is
confusing



Stay Informed // Please provide your contact information to be notified of future information and other meetings on this project. You can submit this sheet before the end of the Open House.

SHARE YOUR FEEDBACK!



PLANNING
DIVISION

Project Title //

Name // Zach Taylor

Email // photobandzach@gmail.com

Address // 436 N. 900w.

Comments //

Please please plant trees limit 1 by 5 apts and build an underpass or overpass to avoid being ~~clipped~~ by the train. I've been late to too many things and the residents of the Avenues would never put up with an inconvenience like this.



Stay Informed // Please provide your contact information to be notified of future information and other meetings on this project. You can submit this sheet before the end of the Open House.

SHARE YOUR FEEDBACK!



PLANNING
DIVISION

Project Title // Northwest Community Plan Update

Name // Jimmy Singh

Email // Tainingh86@gmail.com

Address // 946 West 200 North

Comments // Immediate concerns:

1. Pedestrian walk sign on 900 west and 200 North, as well as 1000 west and 200 North (~~the~~ crossing has become really difficult these days).
2. More trees (lot more).
3. More businesses (Breweries, Bars, Cafe's etc.).



Stay Informed // Please provide your contact information to be notified of future information and other meetings on this project. You can submit this sheet before the end of the Open House.

SHARE YOUR FEEDBACK!



PLANNING
DIVISION

Project Title // Northwest Community Plan Update

Name // Ardie Maldonado

Email // Luna_maldonado@yahoo.com

Address //

Comments //

- want to see street improvement
- more parks/trails/community garden
- neighborhood coffee shops wanted
- > keep historical homes
- > keep greenery



Stay Informed // Please provide your contact information to be notified of future information and other meetings on this project. You can submit this sheet before the end of the Open House.

SHARE YOUR FEEDBACK!



PLANNING
DIVISION

Project Title // Northwest Community Plan Update

Name // Brynn Astle

Email // ~~459 N Chicago~~ Brynn.g.astle@gmail.com

Address // 459 N Chicago St Apt A Salt Lake city UT 84116

Comments //

- It would be great to have more walkable businesses.
- mixed used zoning.
- Gardening club.



Stay Informed // Please provide your contact information to be notified of future information and other meetings on this project. You can submit this sheet before the end of the Open House.

SHARE YOUR FEEDBACK!



PLANNING
DIVISION

Project Title // Northwest Community Plan Update

Name // Ruthy Grayales Email // mkg.familyfirst@gmail.com

Address // 635 N 1200 W A-305 (Rose Park) SLC 84116

Comments // We need speed cushions/bumps on 1200W to slow down fast traffic - we have too many dangerously fast drivers, not to mention loud mufflers!



Stay Informed // Please provide your contact information to be notified of future information and other meetings on this project. You can submit this sheet before the end of the Open House.

SHARE YOUR FEEDBACK!



PLANNING
DIVISION

Project Title // Northwest Community Plan Update

Name // TINA CERLING Email // tina_cerling@comcast.net

Address // 767 N 1200 W 84116

Comments // We need traffic slowing on 1200W between 600 N & 1000 N. Speed bumps, stop signs, something!



Stay Informed // Please provide your contact information to be notified of future information and other meetings on this project. You can submit this sheet before the end of the Open House.

SHARE YOUR FEEDBACK!



PLANNING
DIVISION

Project Title //

Name // Wagner

Email // austin.seman@ gmail.com

Address // 630 w. Hodges Ln 84116

Comments // The neighborhoods do feel very safe, but one of my main issues is how little signage exists around my roundabouts



Stay Informed // Please provide your contact information to be notified of future information and other meetings on this project. You can submit this sheet before the end of the Open House.

SHARE YOUR FEEDBACK!



PLANNING
DIVISION

Project Title // Northwest plan updates

Name // Shaina Floyd

Email // Floyd.Shaina@gmail.com

Address // 642 N 1300 W SLC, UT 84116

Comments //

- More covered bus stops for weather protection for riders
- more bike trails that branch off Jordan River Trail into neighbor hoods.
- more community gardens
- inventive uses for grassy parkstrips, maybe not grass, instead flowers to pick or herbs



Stay Informed // Please provide your contact information to be notified of future information and other meetings on this project. You can submit this sheet before the end of the Open House.

SHARE YOUR FEEDBACK!



PLANNING
DIVISION

Project Title // Northwest Community Plan Update

Name // Denise Jensen Email // djensen13@msn.com

Address // 308 w. North Temple

Comments //
I want to see continued community
clean-up and accessibility for local
businesses.



Stay Informed // Please provide your contact information to be notified of future information and other meetings on this project. You can submit this sheet before the end of the Open House.

SHARE YOUR FEEDBACK!



PLANNING
DIVISION

Project Title // Northwest Plan Update

Name // Daja Fenner Email // dajalilo@gmail.com

Address //

Comments //
- small businesses
- farmers markets
- green spaces



Stay Informed // Please provide your contact information to be notified of future information and other meetings on this project. You can submit this sheet before the end of the Open House.

SHARE YOUR FEEDBACK!



PLANNING
DIVISION

Project Title //

Name // Natalie Blanton

Email // natblant@gmail.com

Address // 436 S 900 W

Comments // affordable housing. reroute trains / more overpasses / bridges. more green space. more 3rd spaces. bad planning w/ construction & train stops = people entirely cut off. stop gentrification. no more shitty 1x5 buildings ew. keep communities intact. center black & brown & poor folks.



Stay Informed // Please provide your contact information to be notified of future information and other meetings on this project. You can submit this sheet before the end of the Open House.

ATTACHMENT F: Public Engagement Report

NORTHWEST COMMUNITY PLAN

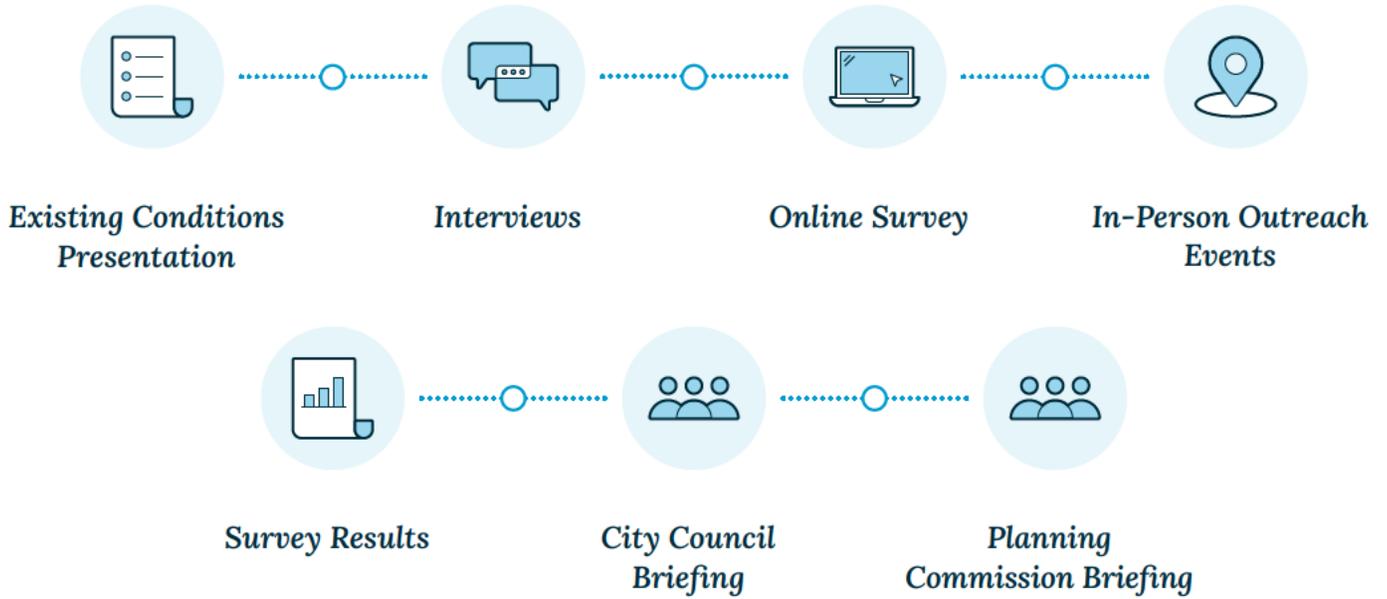
COMMUNITY ENGAGEMENT REPORT



ENGAGEMENT OVERVIEW

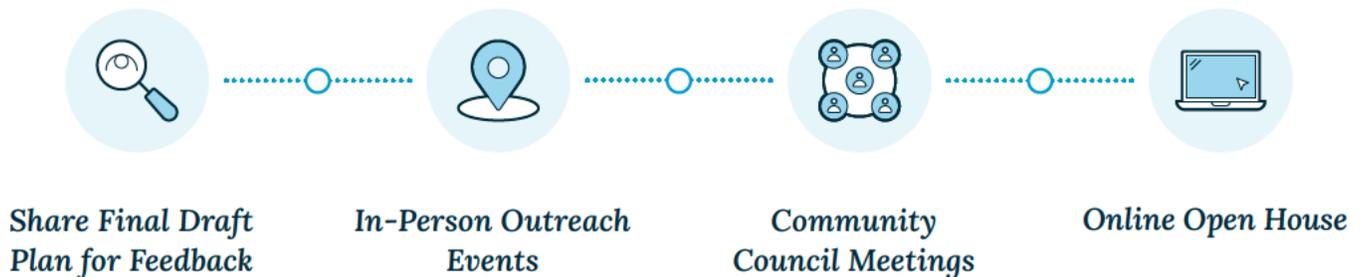
ENGAGEMENT PHASE 1

SPRING - SUMMER 2025



ENGAGEMENT PHASE 2

FALL 2025 - ONGOING





ENGAGEMENT PHASE 1

OPPORTUNITIES, ISSUES AND BIG IDEAS

The project team conducted multiple public engagement opportunities over a three-month period, using both in-person and online methods. These efforts were designed to gather broad community input and encourage participation from residents, business owners, and stakeholders throughout the Northwest Community.

Engagement opportunities included in-person events, an online survey, an online open house, and stakeholder interviews.

IN-PERSON EVENTS

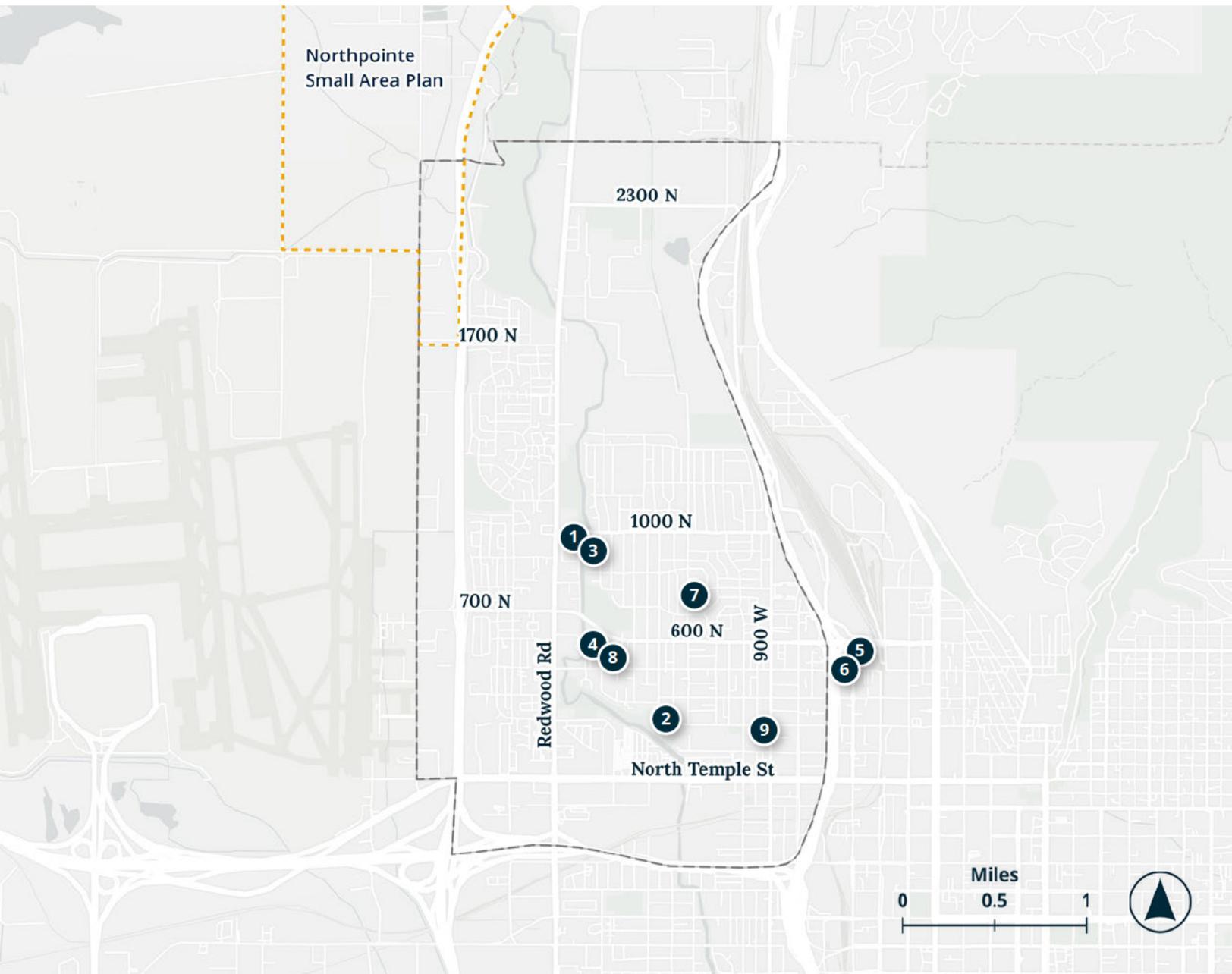
Nine outreach events were held at various locations throughout the Northwest Community. At each event, staff provided interactive boards to collect public input on key topics, including Housing, Transportation, Parks and the Local Economy. Participants were also invited to contribute to a SWOT analysis (Strengths, Weaknesses, Opportunities, and Threats).

Two events of the nine events included a formal presentation, while the remaining seven focused on informal, open dialogue, allowing community members to interact directly with each other and staff and share feedback.

LOCATIONS

The in-person events were held on the following dates and at the following locations:

- 1. Day-Riverside Library**
Thursday, March 16, 2025
- 2. Northwest Community Center**
Wednesday, March 19, 2025
- 3. Rose Park Community Council**
Wednesday, April 2, 2025
- 4. 600/700 North Outreach Event at Backman Elementary**
Wednesday, April 16, 2025
- 5. Westside Coalition**
Tuesday, April 22, 2025
- 6. River District Business Alliance**
Thursday, May 8, 2025
- 7. Rose Park Street Festival**
Saturday, May 17, 2025
- 8. Backman Elementary Career Day**
Thursday, May 22, 2025
- 9. Culture Coffee**
Saturday, May 31, 2025



ONLINE SURVEY

An online survey was created to gather feedback from residents and community members who were unable to attend in-person events. The survey was distributed through social media, the project website, and at each in-person outreach event. **The survey was open from March 10 to August 19, 2025, and received a total of 145 responses.**

ONLINE OPEN HOUSE

The project page on the City website served as the online open house. It provided information about the purpose of the plan update, ways to engage in the planning process, and an opportunity for the public to submit comments.

STAKEHOLDER INTERVIEWS

As part of the public engagement process, Planning staff conducted **six stakeholder interviews** with various community members, including a current City Councilwoman, business owners, educators, and residents.

Interview questions were designed to better understand the perceptions of the area, challenges associated with operating a business, public improvement priorities, and future plans related to living, recreating, or doing business in the community. While interviews were guided by a set list of questions, participants were encouraged to engage in open dialogue and share candid perspectives about their neighborhood.

KEY INTERVIEW TAKEAWAYS

- Limited east-west connections create physical and perceived barriers within the community
- Transportation infrastructure improvements are needed throughout the area
- Parking concerns should be addressed community wide
- Placemaking efforts and stronger community branding are desired
- Additional local businesses and neighborhood-serving amenities are needed
- The community lacks family-friendly amenities
- There is a need for more family-sized housing options
- Increasing the tree canopy is important for air quality and shade
- Opportunities exist to capitalize on the Power District through new mixed-use development
- Rose Park contains significant historic preservation opportunities
- Cultural districts could be a successful addition to the community
- Expansion of the Jordan River Parkway Trail north of Cudahy Lane is desired
- The Folsom Trail should be extended and activated
- Bus lines are critical investments, and additional routes extending north from North Temple are needed
- The Regional Athletic Complex (RAC) should continue to be built out
- Redwood Road and adjacent M-1 zoning present ongoing challenges

NEIGHBORHOODS

Residents shared both pride in their community's diversity and concern about negative perceptions, safety, and identity. While most feel positively about their quality of life, there is a strong desire to strengthen placemaking and community cohesion.

- Perception that the Northwest Community is the “wrong side of town”
- General lack of a sense of community
- Public safety concerns
- Most residents feel good about their overall quality of life
- Appreciation for the community's cultural diversity, but desire to better highlight and celebrate the diversity
- Support for placemaking that embraces cultural identity
- Community's proximity to Downtown is valued, but should feel distinct
- Increase opportunities for mixed-use development
- Increase opportunities for local businesses within existing neighborhoods
- Broader capital improvement efforts to increase the urban tree canopy

GROWTH

Residents support growth that benefits existing communities while avoiding displacement. There is a clear desire for balanced development that includes housing, amenities, and commercial services.

- Importance of mitigating displacement and gentrification
- Need for mixed-income neighborhoods
- Desire for more family-sized housing
- Increased housing creates greater need for commercial spaces, particularly neighborhood-serving amenities
- TSA zoning has not successfully delivered active ground-floor commercial spaces
- Interest in leveraging potential “overflow” from the Power District



HOUSING

Housing discussions focused on affordability, scale, and family needs. Residents support diverse housing types while expressing concern that neighborhoods may be nearing capacity.

- Concentration of low-income households along the North Temple corridor
- Support for additional affordable housing
- Single-family homes are increasingly unaffordable
- Perception that neighborhoods are nearing capacity
- Support for low-scale housing development and townhome style developments that are low- to medium-density
- Desire for more family-sized units and homeownership opportunities
- Need for child-friendly amenities near housing
- Support easing regulations for small multifamily developments

TRANSPORTATION

Transportation and mobility challenges affect access, safety, and economic activity. Residents emphasize the need for better transit, walkability, and bike infrastructure.

- Insufficient parking, particularly related to TSA developments, impacting local businesses
- Limited bike infrastructure, especially west of 900 West
- Lack of public transportation north of North Temple, including no bus routes north of 1000 North and no transit access in the northern community
- Community does not feel walkable due to limited destinations, poor sidewalk conditions, and safety concerns
- North Temple lacks permeability and creates barriers between neighborhoods
- Public safety concerns limit walking, biking, and use of TRAX
- No direct access from TRAX to the Fairpark neighborhood and limited crosswalks connecting TRAX to neighborhoods
- Need for mid-block crossings and additional pedestrian and bicycle safety measures along Redwood
- Need for additional east-west pedestrian and bicycle connections
- Support for improved road conditions, arterial roadway improvements, and traffic calming in residential areas
- Desire to widen and improve pedestrian bridges over the Jordan River
- More transit stops and improved schedules would increase public transit use

AIR QUALITY

Residents are concerned about environmental health and industrial impacts. There is strong support for strategies that reduce pollution and improve overall air quality.

- Desire to mitigate impacts from nearby industrial uses
- Interest in limiting industrial uses east of 2200 West
- Support for transportation investments to reduce vehicle use
- Support for increasing the urban tree canopy and vegetation
- Need to acknowledge impacts from the Airport and development within Northpoint

NATURAL ENVIRONMENT

The natural environment is seen as an underutilized asset that needs investment. Residents want cleaner, safer, and more accessible natural spaces.

- Tree coverage is lacking throughout the community
- The Jordan River is a valued community asset
- Desire to prioritize investment in the Jordan River and improve cleanliness and safety along the river and in public spaces
- Improved access to trails
- Interest in incentivizing turf removal



PARKS & RECREATION

Parks and recreation spaces are viewed as inequitable and under-maintained. Residents want safer, cleaner, and more inclusive spaces with amenities for all ages.

- Interest in utilizing the Fairgrounds as a community asset
- Inequities in park investment, maintenance levels, and amenities when compared to the rest of the City
- Parks, trails, and green spaces do not feel safe due to lighting, maintenance, and impacts from homelessness
- Jordan River Parkway Trail (JRT) is seen as a major asset but is not reaching its full potential
- Need for increased lighting, security, and ongoing maintenance in parks and along the JRT
- Lack of public bathrooms and shaded seating areas
- Desire for more dog parks, pickleball courts, and amenities comparable to those on the east side
- Need for age-diverse amenities, including toddler-safe equipment, baby swings, and family-friendly features
- Desire for splash pads, public pools, and affordable recreation options for families
- Need to address on-street parking impacts associated with parks

BEAUTIFUL CITY

Residents want a more cohesive and attractive urban environment. There is strong interest in coordinated placemaking and river-oriented investment.

- Desire for fewer industrial uses in the southern portion of the community
- Interest in cohesive neighborhood scale urban design and support for comprehensive placemaking initiatives
- Desire to capitalize on river reinvestment near the Power District

ARTS & CULTURE

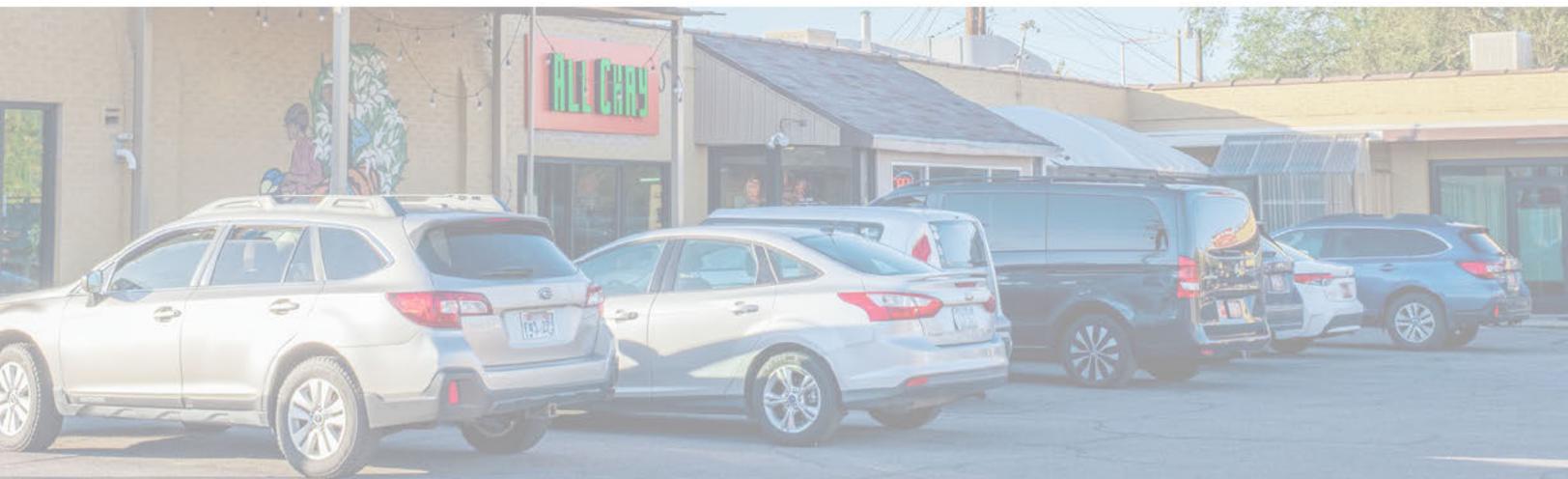
Arts and culture are seen as essential to community identity. Residents want more opportunities to celebrate and showcase the area's cultural diversity.

- More support for cultural events and festivals
- Desire for additional public art
- Need for consistent placemaking throughout the community
- Interest in a public market
- Create more opportunities to celebrate the community's cultural diversity

EQUITY

Equity concerns are central to community feedback and span access to services, housing, and health. Residents emphasize protecting diversity while addressing systemic disparities.

- Strong concerns about gentrification and displacement, with a strong desire to protect existing neighborhood diversity
- Affordable housing disproportionately concentrated in the community
- Food desert with limited access to fresh groceries
- Fewer public transportation options than other areas of the city with the highest proportion of households without access to a car
- Higher rates of poor air quality
- Low rates of health insurance coverage and lack of healthcare facilities
- Language access challenges due to demographics
- Higher rates of resettled refugees
- Backman Elementary leadership identified youth and student challenges



ECONOMY

Economic feedback focuses on supporting local businesses and improving access to jobs and services. Residents want vibrant, walkable commercial areas that serve daily needs.

- North Temple should function as an attractive gateway to the city
- Need for economic development analysis focused on the North Temple corridor
- Desire for a diverse mix of commercial uses in walkable locations and increased investment and reinvestment in commercial areas
- Vacant and struggling businesses along North Temple, with impacts from higher concentration of people experiencing homelessness
- Lack of neighborhood serving retail, particularly near apartments and for families and children
- Concern about displacement of small, locally owned businesses by chain retailers
- Support for subsidies, incentives, and technical assistance for local businesses
- Limited access to gyms and recreational uses
- Most residents leave the community for employment and retail opportunities

GOVERNMENT

Residents express frustration with inconsistent enforcement and limited responsiveness. There is a strong desire for government action aligned with community priorities.

- Need for stronger government support of community priorities
- Zoning enforcement is perceived as inequitable
- Traffic and parking enforcement is inconsistent and there is a desire for improved parking infrastructure
- Improve Call-to-Haul services to address cleanliness
- Need for increased housing funding for the unsheltered population

PRESENTATIONS & BRIEFINGS

PLANNING COMMISSION

JUNE 11, 2025

Staff provided a presentation to **Planning Commission on June 11, 2025**, to gain preliminary feedback on the Existing Conditions Report and public engagement efforts. **The following were the key takeaways:**

- Ensure that the Northpoint Plan is enforceable upon adoption
- Importance of engaging community organizations that reflect diverse representation
- Clarification needed on which plan addresses newly annexed areas of the City, and how the Northwest Plan aligns with the Northpoint Plan
- The Plan should address development pressures between the City and the Power District
- Explore incorporating visionary elements for the Power District that support the adopted zoning and overall community vision and desires
- Recognition that improving North Temple walkability requires addressing physical barriers in addition to expanding the urban tree canopy
- The Plan needs to better address the importance of pedestrian connections from North Temple into surrounding neighborhoods

CITY COUNCIL

JULY 1, 2025

Staff presented to **City Council on July 1, 2025**, to receive preliminary feedback on the Existing Conditions Report and public engagement efforts. Council feedback emphasized public safety, displacement risk, and the need for a clear long-term vision. **The following were the key takeaways:**

- Need to better highlight community strengths while developing a clear blueprint for the future
- Public safety concerns are shaping future land use decisions and community outcomes
- Potential for increased gentrification and displacement associated with 10,000 new housing units in the Power District
- Concerns that Northpoint may not fully address transportation and trail connectivity
- Ongoing conflicts between the community and Fairpark need to be resolved
- The current landscape illustrates a high level of risk



ENGAGEMENT PHASE 2

FINAL VISION



DRAFT PLAN PUBLICATION

- Northwest Community Plan draft published on October 24, 2025



IN-PERSON EVENTS

- Monster Block Party – October 25, 2025
- Culture Coffee Pop-Up – November 1, 2025



DRAFT PLAN PRESENTATIONS

- Westside Coalition – October 28, 2025
- Fairpark Community Council – December 4, 2025



PLANNING COMMISSION PUBLIC HEARING

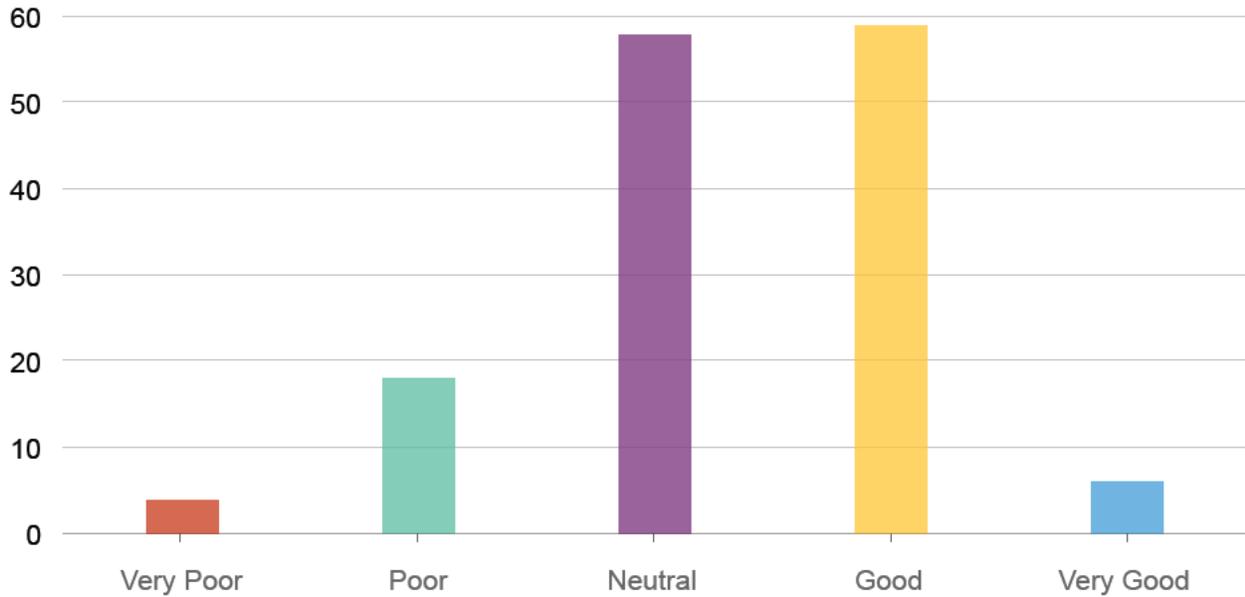
- Scheduled for January 28, 2025



Northwest Plan Update Survey #1

Feedback for the Northwest Community

○ How would you rate the overall quality of life in the Northwest Community?



Answers	Count	Percentage
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Very Poor	4	2.72%
Poor	18	12.24%
Neutral	58	39.46%
Good	59	40.14%
Very Good	6	4.08%

Answered: 145 Skipped: 2

○ What do you enjoy most about living in the Northwest Community?

The proximity to everything. I feel like I live a short 5-10 minute drive from nearly anywhere I want to go.	1
the people, the feeling that the neighborhood is alive and not sterile.	1
The people, the diversity	1
The people and the community	1
The outdoors and walk paths	1
The NW rec center, good neighbors, growing and diversifying food scene (of non-chain restaurants)	1
The Jordan River!	1
The Jordan River trail, Cottonwood dog park, Cottonwood park, and Riverside Park are huge assets to the community that I love.	1
The Jordan River Parkway	1
the houses are cute	1
The green spaces and the river.	1
The family aspect of the neighborhood	1
The diversity, the people, the multi-generational families, the history. I love the green space, however, it is often inaccessible due to crime and homeless folks using it as living space.	1
The diversity, the Jordan river trail, being close to downtown.	1
The diversity of the community and how we take care of our own.	1
The cultures and communities	1
the community, the proximity to downtown, the increase of bike-ability	1
the community feeling	1
The community and bodegas!	1
The community and affordable housing	1
the community	1
The commity	1

The bike ability to down town	1
The area and community	1
Strong access to trails and parks, quick access to downtown, quiet residential areas with streets lined with mature trees.	1
Small, sleepy, not crowded	1
sidewalks, neighbors, events, trees	1
Sidewalks	1
Sense of community and close to nature	1
Safe neighborhood, nice neighbors, lots of parks, close to downtown	1
Quiet community close to the city and good freeway access.	1
Quiet and kid friendly	1
Quiet	1
Proximity to university	1
Proximity to parks, running trails, and local businesses and restaurants.	1
Proximity to downtown, wide streets, quiet neighborhoods	1
proximity to downtown, culture/feel of the community.	1
Proximity to downtown and the airport, lower cost of living, less congested	1
Proximity to activities and public transit	1
Our quiet neighborhood	1
Our diversity	1
Not as uptight neighbors, close to airport and downtown	1
Not a resident	1
Nice, down to earth people, new local coffee shops	1
N/A	1

My neighbors, the community of people	1
My neighbors, community and location	1
My neighbors and the convience of our location	1
My neighbors and community	1
My neighbors :). But also how walkable it is.	1
multicultural	1
Location to freeways/ airports/ north and south/ cottonwood canyons.	1
Location to downtown, the airport and highway access	1
Location and diversity	1
Locally owned businesses	1
Local spots which aren't too busy!	1
Lived here most of my life	1
It's uniqueness, history, and the people that live in area	1
It's quieter and had more nature areas than the rest of Salt Lake. I also love the racial diversity and the small town feel.	1
It's proximity to the airport, downtown, & mountains.	1
It's not sugarhouse! Take pride in the area.	1
It seems like it's becoming more cultural	1
It is very cute	1
It is calm	1
It feel like a small town	1
I really enjoy the people	1
I moved away for safety	1
I love the parks and trails.	1

I love the opportunity to engage with local businesses and the community projects like the garden	1
I live near it not in it	1
I have lovely neighbors.	1
I enjoy the sense of community with others in my neighborhood.	1
I don't live there, just visit. Love the cute neighborhood streets and green space the most.	1
I don't. This is a test response	1
How close it is to my jobs	1
Happy I have a car ro avoid the hoarde living here	1
Grew up here and have family connections	1
Green space and historic neighborhoods, sense of culture	1
Great walks, close to downtown	1
Good neighbors and close to everywhere.	1
Good neighbors	1
Good neighbors, wide streets	1
Family neighborhood	1
Easy of access	1
Easy access to the highway and businesses	1
Easy access to park	1
Doesn't feel uptight, diverse community	1
Diversity, greenery (mature trees), people, quiet, near downtown	1
Diversity and location	1
Diverse community groups	1
diverse & safe neighborhoods	1

Culture coffee	1
Convenient to downtown	1
Convenient location to downtown and airport.	1
convenience to freeways and downtown	1
Convenience of access to downtown	1
Convenience and neighbors	1
Community that has lived here for many years and care about our community	1
Community	1
Close to the city; close to freeways; good Mexican food	1
Close to the city, relatively quiet. Close to community things	1
Close to the city but still quiet	1
Close to downtown.	1
Close to downtown, but quieter	1
Close to downtown- can bike or take train quickly to a basketball game. Walk to fairgrounds. Nice neighbors. Diverse population.	1
Close to downtown but quiet and relatively affordable	1
Close to downtown and major transportation routes.	1
Close to amenities	1
Close proximity to downtown	1
Close community, multiple generations living here, multicultural communitires	1
Bike lanes	1
Bike and proximity to bike paths	1
Being able to walk and skate around and having neighbors that talk to each other.	1
Away from the city and also close to the city. Affordable. Neighbors are	1

Traffic calming, more green space	1
Traffic calming features in Rose Park	1
too new to answer	1
Third spaces	1
There is a stark difference in areas north/south of 600 North. Rose Park is generally quieter and safer, Fairpark experiences a lot of negatives including trespassing, vandalism, theft, open drug use, unhoused encampments, etc.	1
The third spaces- more places to convene in the community like bars and restaurants (I love the Mexican restaurants, but would love more variety)	1
The roads are terrible. The homeless situation has become unmanageable. I used to feel safe here, now that's not always true.	1
The roads	1
The people	1
The Northwest communities bear a disproportionate amount of Salt Lake City's burdens (airport, inland port, refineries, railyards, etc.), and yet we receive far fewer resources. We need greater resources and attention paid to this area.	1
The Jordan River Trail is so understated and neglected but it could be such a centerpiece to the valley.	1
The housing and business population in the area being drawn to a central core business area, which would be North Temple.	1
The homelessness	1
The clean up of the area	1
Some of the roads and trash everywhere	1
Small commercial areas need RDA assistance to generate growth and quality services	1
Sidewalks and more green areas	1
Services for the homeless	1
SAFETY. SAFETY. SAFETY	1

Safety, homelessness	1
Safety on the Jordan River, safety around areas like the 711 on North Temple/Redwood. I own a house near Sutherland's and work at DNR and my walk to/from work can be really scary.	1
Safety on Jordan river and more bike lanes	1
Safety of the Jordan River Trail. Better pedestrian infrastructure on all streets. Homeless people should be safely off our streets and in treatment programs.	1
Safety and walk ability	1
Safety along the jordan river	1
Safer walk ability and addressing the east west divide	1
Safer streets	1
Safe family access to jordan river trail, more local restaurants / bars, local grocery store (WINCO Foods/ Harmons)	1
Roads need investment. Code enforcement on blighted property.	1
Roads infrastructure	1
Roads and the homeless issue	1
Roads & turn lanes	1
retail diversity instead of pawn and smokeshops.	1
Remove the refinery, add more restaurant/cafe/bar commercial establishments.	1
Remove homeless from the Jordan river trail and surrounding areas	1
reducing light pollution	1
Reducing crime along the Jordan River Parkway, speeding traffic, negative perception from others in the City	1
Railroad crossings can be disruptive to commutes.	1
Public transit	1
Public safety, homelessness	1

Pride in ownership. Clean up the neighborhood	1
Parks, cleanliness and amenities.	1
Parks, 9 trail, trees, dog parks, park gym	1
Newer housing options, especially houses, condos, townhomes for purchase	1
Neighborhood sandwich shop and neighborhood bar. And covered bus stops.	1
Need more Restaurants, gyms, less homelessness, drugs	1
Most roads need to be scraped, repaved. Park strips and alleys are full of weeds. Need baby swings and toddler friendly equipment at parks.	1
More walking paths	1
More walkable stores restaurants and bars	1
More walkability. More small businesses (emphasis on Small, we do not need more fast food.) Less drug use and paying homeless people back and forth between North Temple and the Jordan River Trail. Real solutions.	1
More trees, less trains blocking traffic, less speeding on 900 west	1
More trees please!	1
more trees and public transportation	1
More trees	1
More third spaces! Coffee shops, bars. Etc	1
More small/local business development	1
More small businesses, especially food, drinks, and fitness	1
More shopping and restaurant options. Walkable neighborhoods.	1
More retail and better upkeep of parks and trails	1
More pocket green spaces for ease of access and public shady areas to keep cool.	1
More play grounds,Arcade	1

More parks! More cafes! A bar! More cultural opportunities (movie theater, art exhibits, leisure opportunities)	1
More mixed use zoning, better trax access, more local businesses, better handling of fair ground traffic	1
More local shops, cleaner parks/trails	1
More ice cream	1
More healthier options to eat	1
More grocery stores, quality shopping, recreation that is not sports minded	1
More food options, jobs, better help with the homeless	1
More community. More local restaurants, better grocery stores, splash pad and other kid areas	1
More community spaces.	1
More commercial establishments	1
More busses	1
More businesses, less homelessness, better mass transit	1
More bars/breweries within walking distance	1
More attention to homeless issues, drug issues	1
Maybe just a bit cleaner on some streets; after events at the fairpark people leave a lot of food trash	1
Local businesses like All Chay and Culture Coffee. There are so few cool businesses and it brings a lot of culture to have that.	1
litter, drug paraphernalia, homeless camps, speeding cars, air quality	1
Lighting, more welcoming businesses, safer walking areas.	1
Less gentrification, more support for homeless individuals, harm reduction education, safer roads, less construction	1
Less drugs, less encampments.	1

Less drug use and trash along the Jordan river trail, parks, and public space. I would like to take my family to the trail between 1000n and north temple, without seeing drugs, trash, and other things.	1
Larger rec center	1
Landscaping and beautification	1
lack of commercial space, Jordan River pathway	1
Keep low income housing	1
Just the amount of people on the streets	1
Jordan River trail; homelessness; roads	1
Jordan River trail, open air drug use and trafficking	1
Jordan River	1
Jordan parkway trail	1
It's boring as hell. Stop putting in mexican restaurants, get more shopping opportunities in, some topless titty bars, get rid of the green spaces, need more rental properties, a movie theatre	1
Issues with drug sales, and those experiencing homelessness.	1
Improved shared areas. Support for our unsheltered.	1
Improved roads, no more speed bumps. Don't rip up our roads and just leave them. If you rip up the road finish the job	1
Improved parks for families.	1
improved community spaces like park upgrades, safety along jordan river trail, improved public landscaping	1
If I did not have a car, getting around easily would prove very difficult. Commuting via the JR Trail does not feel safe in the evening hours. Bus routes do not run frequently enough. etc.	1
I would like more free third spaces such as parks and gardens.	1
I would like better restrooms and remain open during day hours.	1
I haven't lived here long enough to have an opinion on this	1

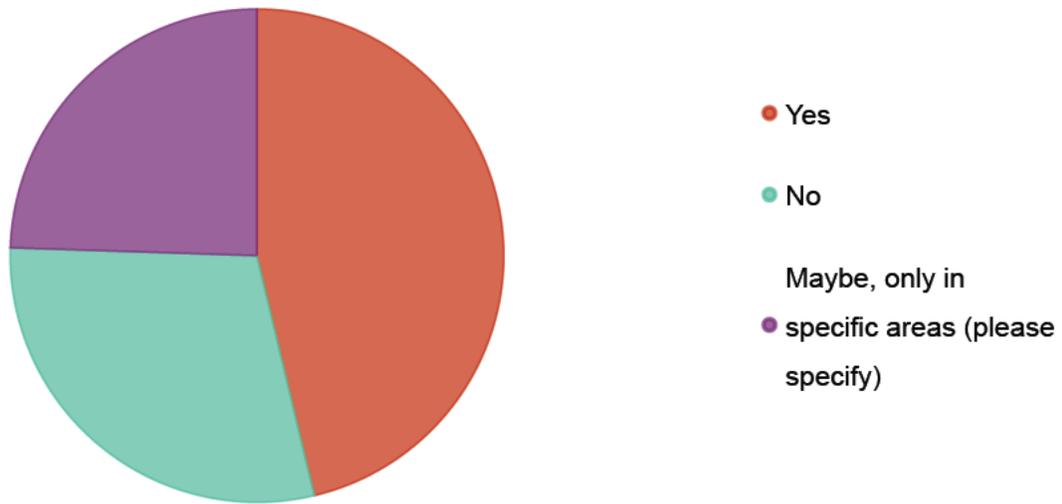
Hurry with construction sites	1
Housing and improving the daily lives of the unsheltered. Even with shelter they steal to pay for other needs, so it needs to be more than shelter.	1
Housing and cleaner parks/community spaces	1
Housing	1
Homelessness in parks, trails. Dangerous intoxicated drivers	1
Homelessness and air quality	1
Homeless, dogs, crime, lots of loud neighbors who play their bass all day everyday can be mitigated.	1
Homeless, drug use, crime,	1
Homeless issue	1
High amounts of drug use homelessness along trails and parks	1
Get rid of the bums, drug addicts and prostitutes	1
Garbage pick up day rather than call to haul.	1
Fixing drug and homeless problem along JRT and cottonwood Park	1
Find a place for the homeless people to go that is not in our front yard.	1
Fewer homeless living in our parks	1
Everything	1
Ease of non-car transportation. It can be frustrating to get around without a car because there's little public transit.	1
drug issues in public places	1
Double down on the culture. More stuff for kids	1
Crime, homelessness, drug use, cleanliness of our parks, gang activity	1
Crime	1
Community space, roads, beautification, commercial space	1

Community clean up and reconstruct roads	1
Commercial Redevelopment in existing Commercial zones.	1
Cleanliness	1
Cleaner yards and less garbage. Better lighting	1
Clean up river trail and parks. Invest more into RP golf course.	1
Calmer streets	1
Business	1
Bike lanes, improved park facilities, walkability	1
better parking	1
better food options, and better care of our public and green spaces, investment in the Jordan river trail and parks	1
Better bus transportation or a trax line. There are still lots of pot holes. Better bike lanes, and a more pedestrian friendly overpass on 600 north	1
Being able to access trails. Homeless population makes a quick walk to the library or the rec center unsafe for a solo person. Granted most times they mind their own. But I don't want to be the 1 accident that happens.	1
Arterial roadway improvements, slowing the flow of traffic through the residential areas. Homeless/ drug use improvements, with no current resource for the unhoused community there should not be as many of them in our community.	1
Air quality, more green	1
Air quality and helping homeless	1
affordable housing and not just boxed apartments; better restaurants, theater, bowling or entertainment and activities for children/ families	1
Add some trees, better street lighting, air quality, more local businesses, help control speeding on 900 west	1

Answered: 146 Skipped: 1

Housing and Development

○ **Would you support increasing the density of housing (e.g., more apartme...**



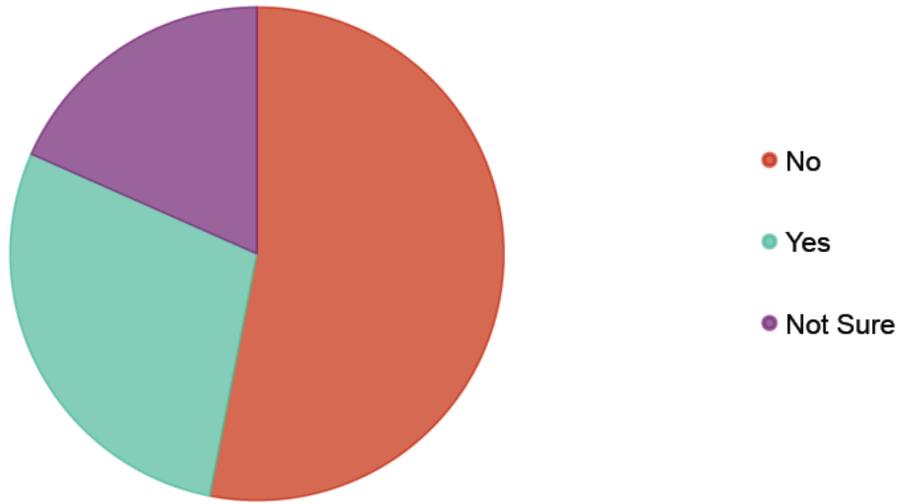
Response **Count**

Along North Temple	2
This is already happening so idk why you're asking anyone's opinion.	1
They need to be near mass transit or major roads. The neighborhood roads are already at capacity.	1
There a few empty lots & parking lots that could use some cottage type builds or townhomes. NO MORE APARTMENTS NO MORE TSA!	1
So long as it's truly affordable. Section 42/8.	1
Small multi unit infill 2-4 units. No large apartments.	1
Ownership opportunities	1
Only in areas where multi-family dwellings make sense. And definitely not at the expense of existing businesses, etc.	1
not specific areas, but more AFFORDABLE housing	1
Not in the middle of neighborhoods. In undeveloped areas but make it walkable and include business development and have it fit the character of the area	1

Not in single family residential neighborhoods. Okay in more industrial areas with mixed use already going on.	1
More townhomes less apartments	1
I'd like to see denser uses directed to multi-family/commercial nodes, similar to the Westside Plan.	1
I think more houses would be great, but only a few apartments. Apartment thick areas ruin the original look of places.	1
I feel the use of open space or rundown businesses would be a great place for this.	1
Home ownership, yes. But apartments no. They're also needs to be a balance across all neighborhoods in Salt Lake city.	1
Don't ruin the nature or gentrify local businesses to do so.	1
Don't want to take away from community things, wish there was more ways to support the homeless population rather than push them out	1
Close to transit areas only	1
Close to train I suppose	1
Close to the major throughways	1
As long as it's affordable for residents that currently live in the area and it doesn't take away from the stores and businesses that are here	1
Along transit lines	1
along redwood road, not displacing single family homes	1
along redwood road	1
Along North Temple and RedWood Road.	1
ADU in R7 zoned areas. Nothing more	1

Answered: 147 Skipped: 0

o Do you think there is enough affordable housing in the Northwest...

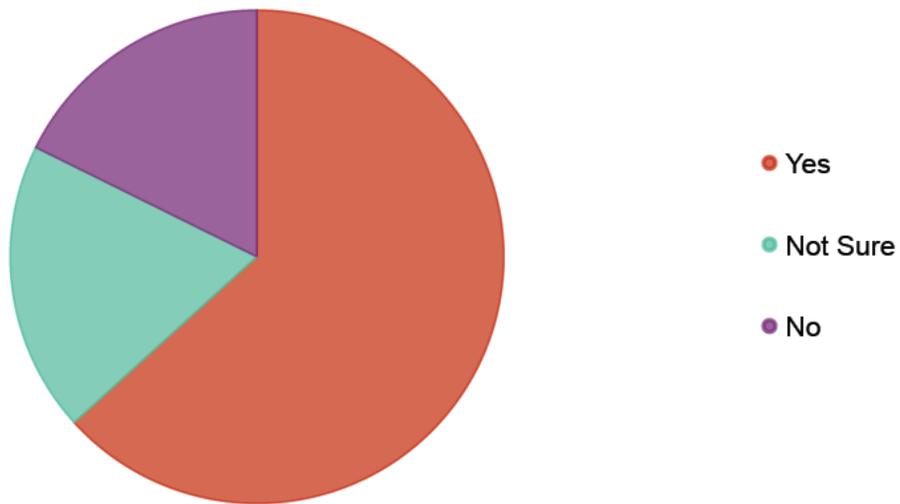


Answers **Count** **Percentage**

No	78	53.06%
Yes	42	28.57%
Not Sure	27	18.37%

Answered: 147 Skipped: 0

Would you support more housing development in the Northwest...

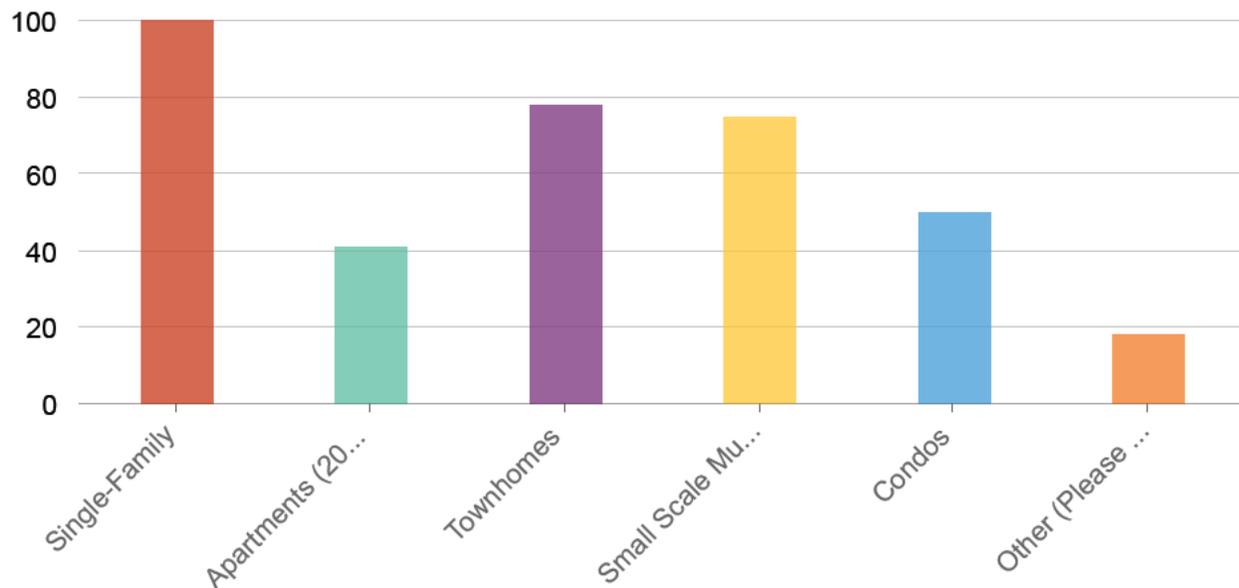


Answers **Count** **Percentage**

Yes	93	63.27%
Not Sure	28	19.05%
No	26	17.69%

Answered: 147 Skipped: 0

What types of new housing options would you like to see?



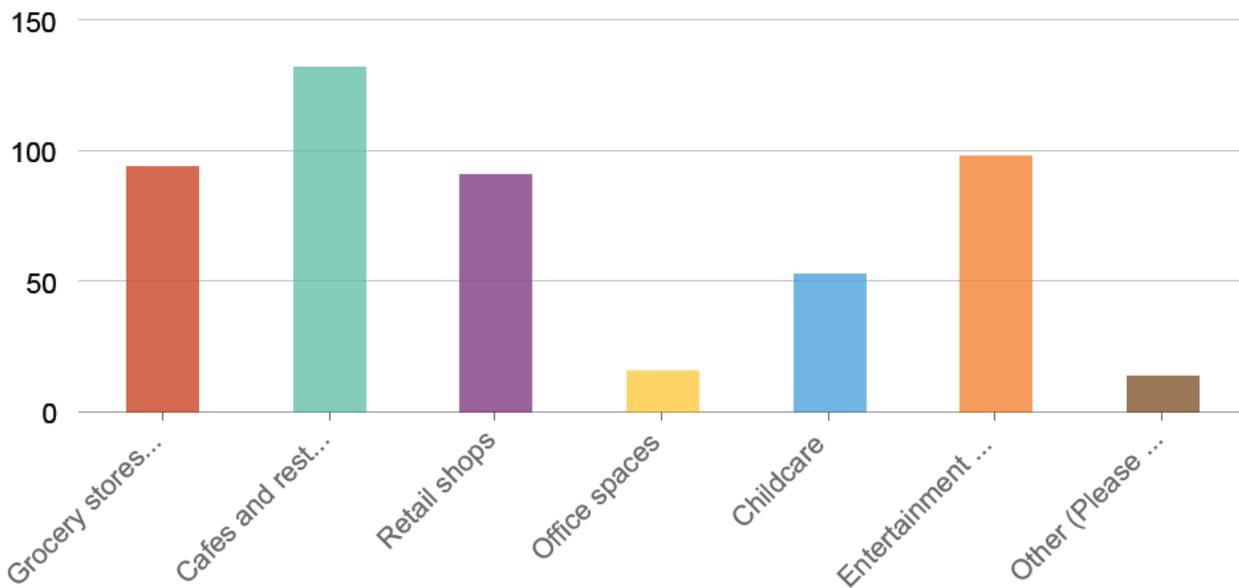
Response **Count**

This is not really other, but housing with 3 or 4 bedrooms and more places for sale	1
None	1
Multiuse buildings and green spaces	1
More owners occupied opportunities.	1
More low income affordable housing for various families	1
Mixed use apartment complexes with businesses integrated. Opportunities to own an apartment not just rent it.	1
First time homebuyers programs and housing put up through the city	1

duplexes or four plexes	1
Definitely like the idea of small apartment options. The large buildings are ugly and not pleasant to live in generally.	1
Basement accessory apartments	1
Apartments of 20 or more units up to 3 stories high. No skyscrapers! But we'd love to see ADA-friendly townhomes with functional floorplans. Single family homes are fine in a cottage court format.	1
all of the above?	1
Affordable apartments youn adults working there first full time jobs less than 50k each a year	1
ADUs	1
ADU at Single family homes	1
ADU	1
A few apartments, but not a lot like around the complex. That looks dumb.	1

Answered: 141 Skipped: 6

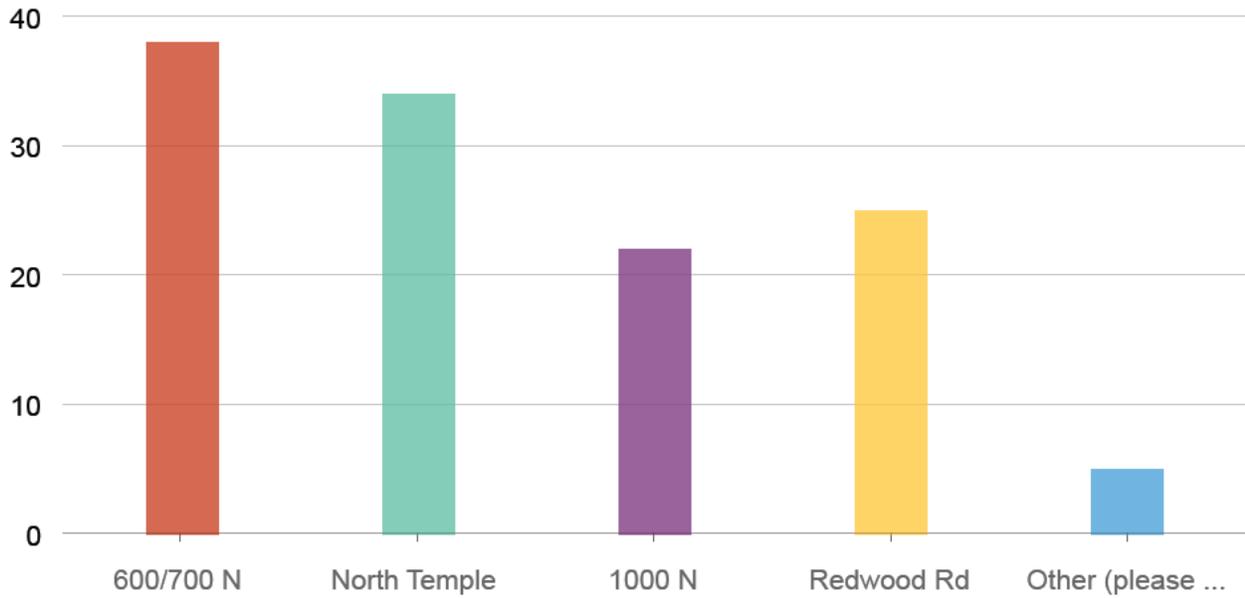
o What types of commercial developments would you like to see more of in the...



Response	Count
Splash pad	2
Small parks scattered everywhere	1
Rose Park needs a neighborhood bar!	1
More options at our parks. Outdoor skating or Water features for families.	1
More Community Events and local Food Trucks at the Utah State Fairpark, Movie Nights/ Outdoor concerts at the Utah State Fairpark during weekdays.	1
Light warehousing/flex space with a residential component (call it light industrial live/work)	1
Help Guadalupe Center fund and build a secondary campus for grades 7-12!	1
Fitness studios	1
Coffee shops, bars, concert venues, galleries, local businesses--not chain bullshit	1
Bars/breweries	1
BARS! We are finally getting our first and ONLY bar in this area.	1
A gym. We only have the Northwest recreation center	1
A catholic church	1

Answered: 144 Skipped: 3

o Where would you like to see more commercial development in this area?



Response

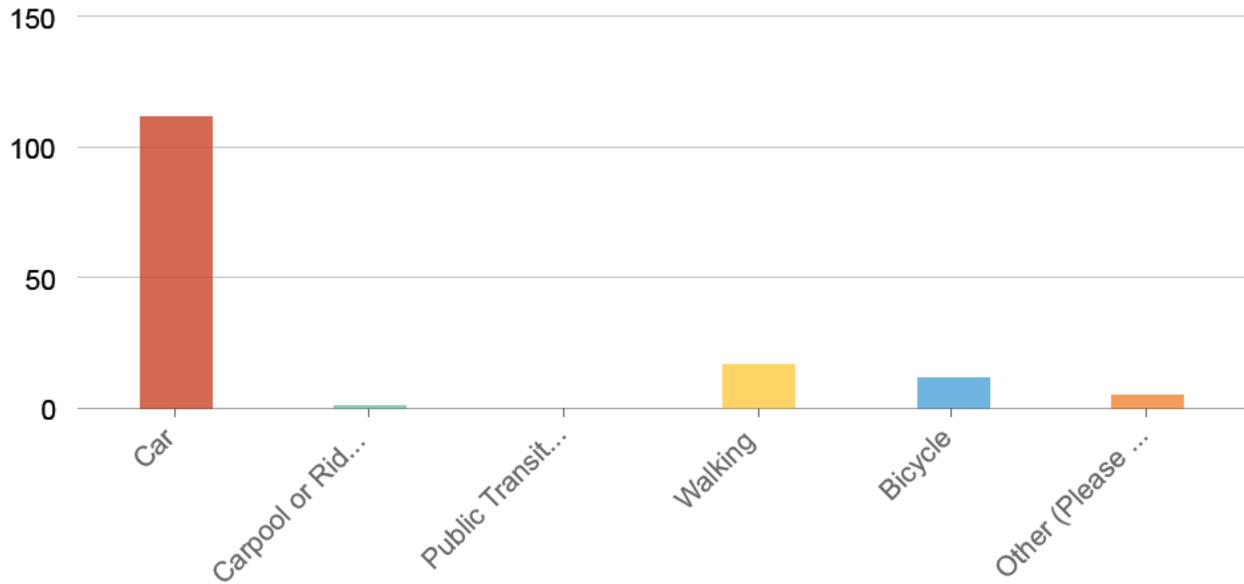
Count

Scattered through neighborhood, like culture coffee! Near the fairgrounds	1
Rose Park, Fair Park	1
Not sure	1
900 west	1
300 W	1

Answered: 60 Skipped: 87

Transportation and Mobility

○ How do you typically get around within the Northwest Community?



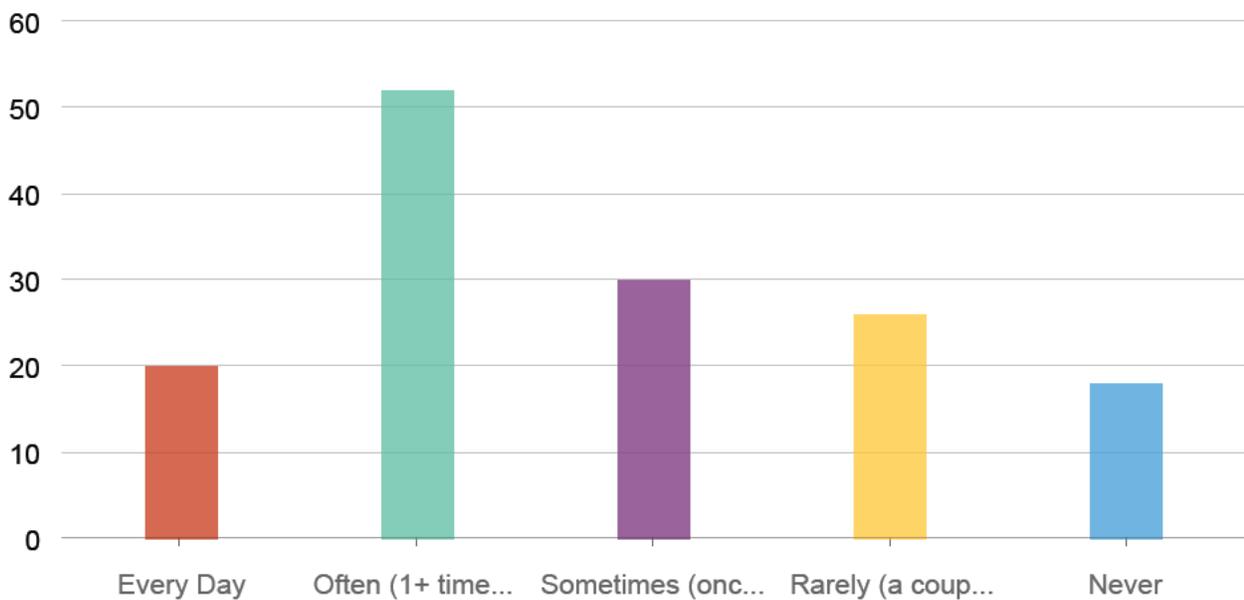
Response

Count

Motorcycle	2
Public transit, walking, biking	1
Hoverboard	1
Bike, walk & then car	1

Answered: 147 Skipped: 0

How often do you use alternative methods of travel (e.g., walk, bike, publi...

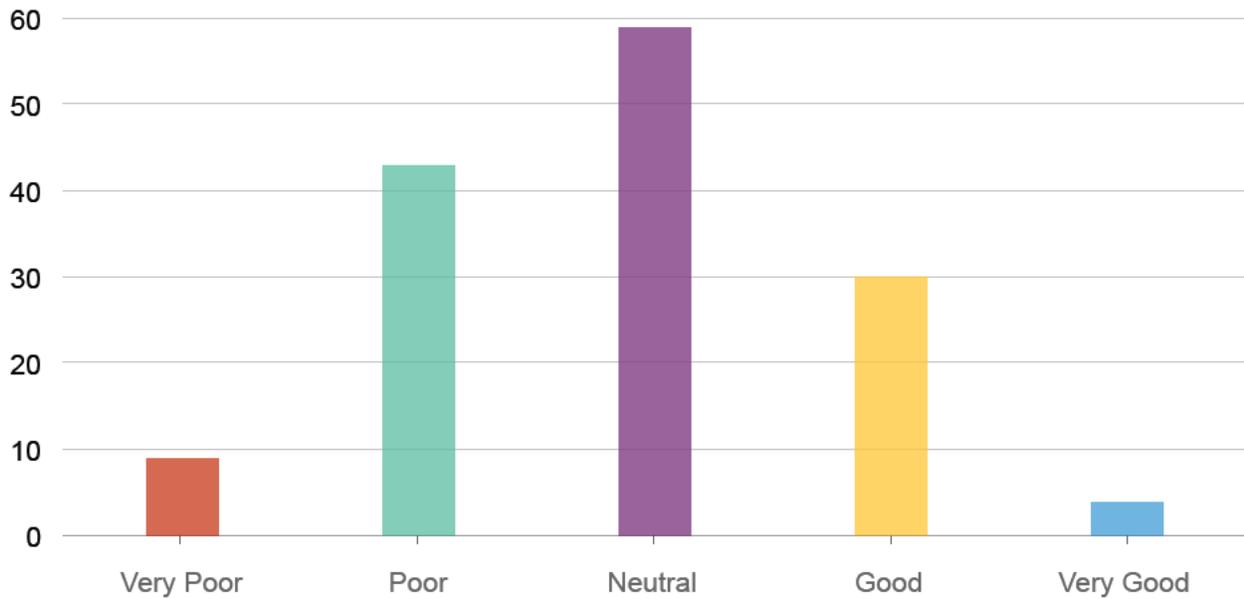


Answers **Count** **Percentage**

Every Day	20	13.61%
Often (1+ times per week)	52	35.37%
Sometimes (once per month)	30	20.41%
Rarely (a couple times per year)	26	17.69%
Never	18	12.24%

Answered: 146 Skipped: 1

How would you rate the Northwest Community's transportation options...



Answers **Count** **Percentage**

Very Poor	9	6.12%
Poor	43	29.25%
Neutral	59	40.14%
Good	30	20.41%
Very Good	4	2.72%

Would love to see the Jordan River bridges (both street- and trail-level bridges) widened and made safer for peds	1
Wherever there are roads	1
We could use traffic slowing measures on 1000 North	1
walking from the Fairpark Trax stop north along the Jordan River Trail to houses in the neighborhood	1
Trees for walking pleasure & street lamps. Our street, 400 N between 900 & 800 has like 2 street lamps (highway style) for the whole block.	1
Transient on Jordan trail and 600 N. Build a bridge please!	1
The roads are terrible. The homeless are a problem	1
The roads are terrible and make driving and walking dangerous.	1
The reduced speed limit on 1000N is causing cars to pass one another and observable road rage. Twenty-five mph is too slow for a major route	1
the potholes are insane on some roads. Besides the on demand car pool, there isn't any public transport above 10th north on redwood road	1
The corner of 10th North and 9th West	1
The bike lane on 1200 west north of 600 north. On sundays cars are allowed to park in the bike lane which defeats the purpose of the bike lane and makes biking in that area very unsafe. Also the church has a large parking lot that does not fill up	1
The 800 W 200 N should be a four way stop	1
The 600/700 north corridor, which is already in place to improve	1
Streets are too wide across the board, need medians, painted lines & angle parking to narrow them.	1
Speedy road Fixing	1
Slow traffic along 1000 north, Redwood road. Improve ped crossings, because vehicles don't wait for pedestrians. Many sidewalks need to be rebuilt, pushing a stroller is complicated along the sidewalk. Jordan river trail is unsafe due to drug abuse issues	1
Sidewalk quality	1
Roseparks small roads need speed bumps fo speeders and rolling stop signs	1

Roads are neglected, specifically 1000N. Also speed is a huge issue for pedestrian safety. 1000 N and 600 N need traffic calming. It's no unusual for cars to be going 50+ mph on both roads.	1
Road conditions in the Northwest neighborhoods are poor. The proposed plan for redoing the 600N/700N corridor will be great when completed. Re-do more roadways. Also, potholes are rarely fixed, just filled and left to show up again in worse shape.	1
Reopen the Jordan river trail.	1
Redwood road is insane for bicycles. 900 west and south temple crossing the tracks is hard	1
Probably north temple. Not in regards to our unsheltered neighbors. Just in general. I've almost gotten hit by cars when I have had the walk signal going to Trax station from rancho lot.	1
Poor	1
Parks.	1
Our streets are too wide and invite too much reckless driving and speeding ((600 N). The Jordan River Trail often feels pretty dangerous to walk through and it's filthy. This could be over of the best places in SLC if the city would invest in it.	1
Only areas currently under construction	1
Not very many identified crosswalks	1
Not to my knowledge	1
Not that I know of	1
Not at this time	1
North Temple, Redwood Road, JRT	1
North Temple just has a lot of drug dealers.	1
North Temple and Redwood road	1
Needs more crosswalk improvements on Redwood, 600 North , 1000 North and 900 West	1
Need more speed enforcement on main east/west steets. 600N and 1000N	1
near railroads	1

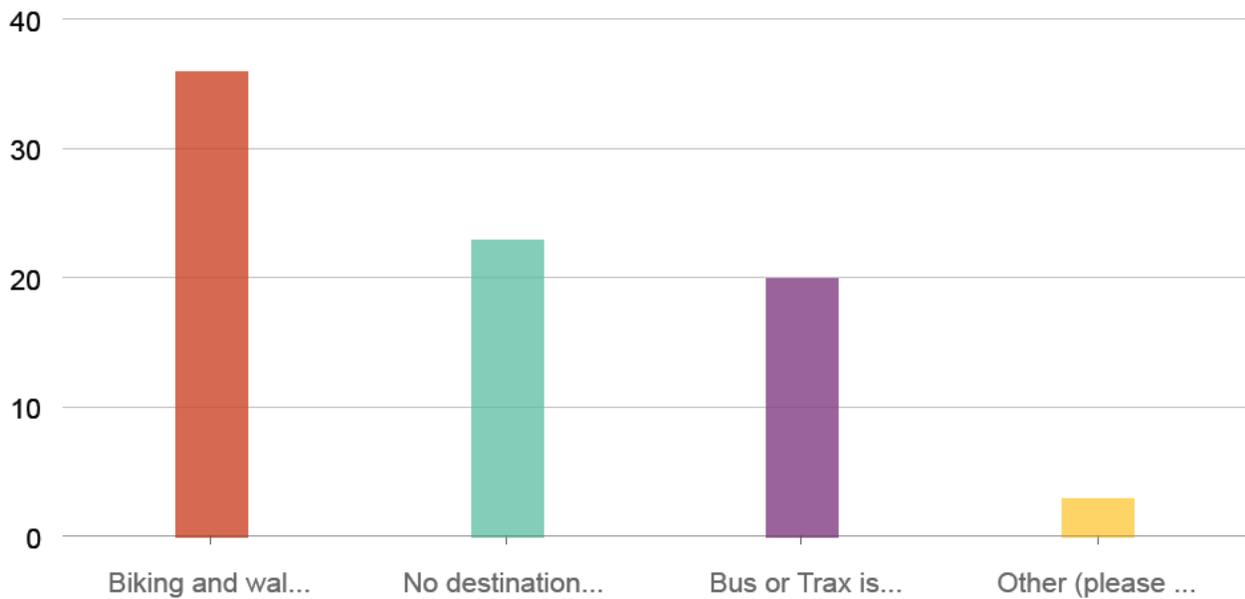
Most of Redwood could use mid-block ped crossings. The Jordan River needs so much work for safety. I live walking-distance to Cottonwood Park but drive to Day-Riverside TH because of so many scary or harassing situations (thanks for efforts w/ closing)	1
More street lights in neighborhoods near northwest rec center	1
more pedestrian crossings on redwood road.	1
More bike lanes in general to connect to public transportation and parks. Connecting Westpointe Park and Rosewood Park to Jordan River Trail. Westpointe Park to Trax	1
Many roads need to be redesigned. Specially 1000 N. Diving is anything but intuitive in this neighborhood.	1
Jordan trail, west temple	1
Jordan river trail, and crosswalks. I was just hit on my bike while in a crosswalk	1
Jordan River Trail in this area has long been under maintained in this area, even before the homeless and criminal element aggressively took over in the last couple of years.	1
Jordan River Trail	1
Jordan River Parkway Trail	1
Jordan river	1
It does seem to be a culture in SLC generally that cars do not yield to pedestrians. I've almost been hit multiple times, even when using well-marked intersections during daylight. Unfortunatley increased police enforcement might be necessary.	1
In the parks and on the Jordan trail	1
If we improve public transportation in all areas, people will begin using it more. It's currently not convenient to take public transportation because of long wait times and far walks between stops.	1
I would say everywhere	1
Heavy traffic areas	1
Fairpark intersections	1
Everywhere, but especially Redwood Road! I live withing walking distance of Lucky's, but have to drive because Redwood is unsafe for pedestrians. We desperately need traffic calming measures on Redwood.	1

Everywhere for pedestrian safety	1
Everywhere	1
Every street that is one lane traffic	1
Every intersection is too big and no one, I mean no one stops for you and if you get across the street they try to kill you. No joke! We need some road diets and better planning for bike lanes.	1
East west pedestrian and bike crossings. Especially 600 north!	1
Due to high crime and homelessness in these neighborhoods, existing bike/pedestrian options are inaccessible. We need greater lighting and resources to treat homelessness.	1
Crossing 900 west is kinda scary between north temple and 600 north	1
By the schools	1
Along 600/700 N and The entirety of Redwood Rd	1
Along 600 West & North Temple	1
All stops in residential should be consistently 4 way stops. Too much variation means sometimes people roll through stop signs or fail to assess	1
All of 600 North.	1
900w trains	1
900 West is too loud and busy	1
900 west	1
600N 800W	1
600N (getting to downtown), I have a bike, like the idea of riding downtown, but the traffic & lack of trees/shade make me less likely to try it.	1
600/700 north is unsafe to cross	1
600/700 N, crossing that on bike or foot is scary	1
600 N. In process	1
600 N, Redwood RD	1

600 N, 1000 N and Redwood	1
600 n and 900 w - also need speed bumps within the neighborhood to slow down speeders	1
500 N	1
300N and 400 N	1
200 n and 900 w crossing- need pedestrian crosswalk with lights	1
1300 South	1
1200 W and 1200 N need traffic calming. 1000 N as well. People drive 30+ regularly	1
1100 North (Coronel Drive) we need speed bumps. They have them up in the avenues we should have them here	1
1000N and 1200 W	1
1000 N and 900 W are both past due for repairs	1

Answered: 110 Skipped: 37

o What barriers exist to walking, biking, or using public transit more in this area?



Response

Count

Need more trains and bus stops.	1
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My job is too

1

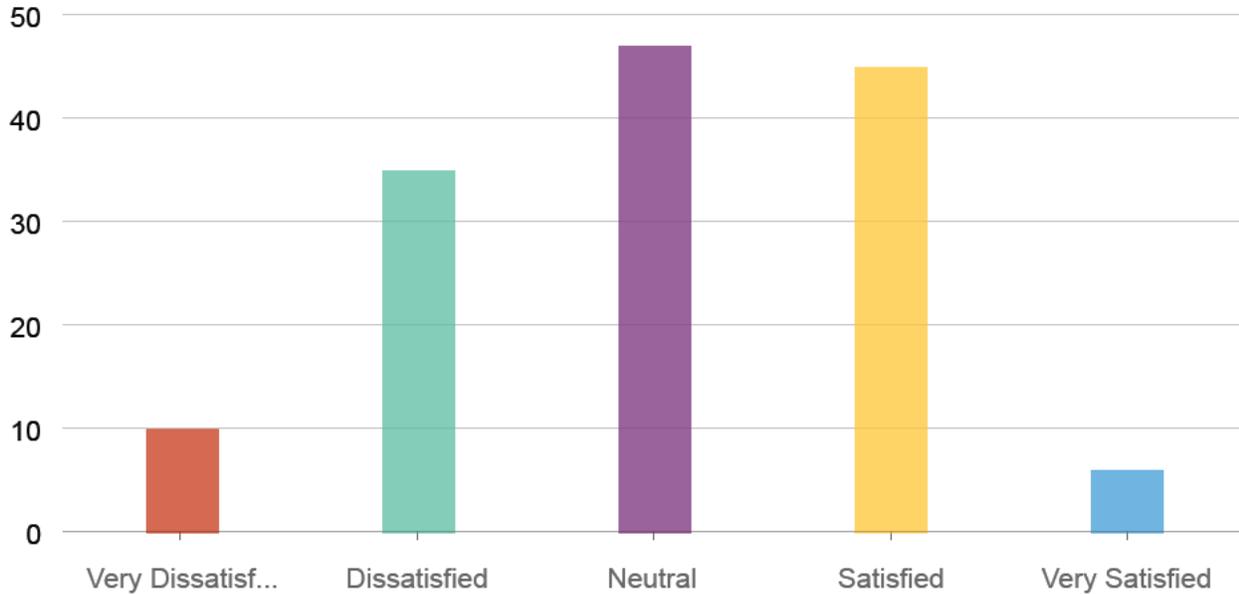
Bus schedule is abysmal and far from everything

1

Answered: 57 Skipped: 90

Parks, Green Space, and Public Amenities

How satisfied are you with the current access to parks and green spaces i...



Answers

Count

Percentage

Very Dissatisfied

10

6.8%

Dissatisfied

35

23.81%

Neutral

47

31.97%

Satisfied

45

30.61%

Very Satisfied

6

4.08%

Answered: 143 Skipped: 4

What improvements do the existing parks or accessible green spaces need?

Upgrades on/additional dog parks	1
Unsafe with homelessness and open drug market on the JRT	1
To be clean	1
This is the greatest opportunity in the community but the homeless issue and lack of support for the city to maintain parks diminishes parks.	1
They need to be clearly safe and without abandoned needles and other objects. There also need to be ones closer to the new apartments. They need to be beautified, especially the Folsom Trail.	1
They need to be better cared for.	1
They are unsafe because of the drug use	1
They are not distributed to communities evenly enough.	1
There is access but they don't feel safe	1
There are lots of parks but some we can't use due to homelessness and crime. More gathering spaces not overridden by homeless, pavilions etc.	1
The only dog park in the area is a little tricky to get to	1
The homeless are taking over our parks	1
The fields at Rosewood are full of gopher holes. The bathrooms are never open.	1
Take better care of them. The east side gets better care and it's ridiculous.	1
Take better care of sporting fields	1
Some spaces still have sketchy drugs prevalent	1
some need help with drug problems	1
Security.	1
Safety. Safety. Safety	1
Safety. People dealing and using in the open, threats to steal my bike, ecological harm esp to the river	1
Safety on the Jordan River Trail	1
Safety from drug users and mentally unhoused	1

Safety , trash pick up, homeless mitigation	1
Safer Jordan River Trail	1
Riverside Park amenities need updating, the basketball court is crap and the tennis courts are all run down and falling apart. Dog poop bags should be provided. Cottonwood Park is often overrun by drug deals.	1
regular clean up (drugs and needles), repaved	1
Patrolled bathrooms. Bathrooms are always locked, and for good reason. But it would be better to hire security guards so we can pee safely. Also, updated bathrooms.	1
Obviously the Jordan River has been a hotbed for public health/safety issues. It's very important that I be able to use that corridor. It has been improving in the last few weeks.	1
Nice playgrounds	1
new equipment, built in exercise equipment, water features like a splash pad	1
More trees, maintenance on grounds, dog poo bag stations	1
More trees, dog waste stations	1
More trees	1
More stuff along jr trail. Maybe some food trucks or a outdoor exercise park. And lots more wildflowers.	1
More space and plants	1
More slides,more spiny things and zip lines	1
More shade, clean playground equipment	1
More shade	1
More seating/areas for gathering	1
More programming	1
More police presence	1
More police patrols and arrests for drug use and sales. Regular clean up of parks with wall through of grounds	1

More parks not accessible	1
More parks and green areas more trees along streets and roads	1
More parks	1
More options other than just big fields.	1
More open fields	1
More of them. Make them safer.	1
More of them, smaller corner parks!	1
More of them!	1
More of them and crack down on encampments that take these away from residents	1
More kids parks	1
More kid friendly parks and playgrounds - more greenery. The wide streets and sidewalks make walking very hot	1
More kid friendly areas	1
more green spaces, less unhoused in the parks.	1
more green spaces	1
More for kids	1
More features like water & seating options	1
More community gardens, more green spaces, and a clean Jordan river	1
More Community Gardens in Green Spaces	1
More cleaner	1
More clean up	1
More care in general. I feel like the parks in the neighborhood are sometimes neglected with even weeds, etc, plus trash collection, etc	1
More bike racks	1

More attention to crime reduction.	1
more	1
Maintenance a	1
maintenance	1
Love the JRT need some love & we need Madsen park and the Folsom to get a make over.	1
litter cleanup, no drug trash, no people living there,	1
Lighting, more people enjoying the open spaces, no crime or loitering.	1
Less homeless/open drug deals	1
Less homeless people, garbage, drug use	1
Less drugs	1
Leash law enforcement, free needle disposable at Cottonwood Park	1
Larger parks with more amenities	1
Keeping it nice and safe	1
Keep them safe and clear of drugs, crime element	1
Keep restrooms open during day.	1
Keep drug users and trafficking out of there - can't safely walk with kids	1
Invasive species and goat head clearance	1
Improved attention for cleanliness and improved police patrols for safety	1
I was just looking at images of playground located throughout the valley and saw they offer shade directly over the play area. Riverside Park doesn't really have that. I would also like to see better care of Jordan River Trail. Entire sections are avoided	1
I think they're pretty good replacing nets on basketball hoops in gaudaluoe park would be nice	1
I take my dog to SL center for science education after hours and it's a great green space that he loves running around in. But the mosquitos there in the summer are intense!	1
I never see anyone at them	1

Homelessness and drug use in parks	1
Homeless/drug use that comes with it.	1
Homeless	1
Helping homeless find a place to live other than parks or streets	1
Go away. Have too many	1
Get the homeless out	1
Get rid of the bums, drug addicts and prostitutes	1
Get rid of drug dealers. Too scared to send the children to the park.	1
General upkeep and landscaping is tired	1
Feeling more safe, more general clean up	1
Ensure safety / liter clean up on the Jordan river	1
Easier access to public transportation	1
Cottonwood dog park and Cottonwood Park need to be refurbished they don't even have night time lighting which is dangerous during the winter given the current homeless shenanigans happening around this area.	1
Continuous upkeep to feel safe	1
Cleanliness. Homeless removal. Dog park at Riverside.	1
Cleanliness	1
Cleaning, drug enforce	1
Cleaner bathrooms	1
Cleaner and safer- Jordan River trail	1
Clean up the Jordan River Trail. I used to bike and walk my dogs there almost daily. Now I don't feel safe there. You have allowed it to be over run with drug users.	1
Children friendly playgrounds and splashpads	1
Better upkeep, splash pad for kids, fewer homeless so it's safe for kids	1

Would love more variety of food shops mixed around	1
Would like the Jordan river to be swimable and open to the community, not privatized	1
Welcoming open space, new restaurants and bars, and more community gathering spaces	1
Water features for kids. More kid friendly stuff. Pickle ball courts!	1
unsure, I enjoy the amenities of the NW Rec Center & community feel of it. The green spaces around it are great too.	1
Toddler play areas	1
Toddler age playgrounds, shade structures, functioning water fountains, more benches, crosswalks	1
There need to be smaller very safe parks closer to the many apartment buildings. The Northwest Recreation Center needs to be freed from people who have nowhere else to satisfy their bodily needs and have mental health issues who create sanitation issues	1
The closest park to us is fine. Could be cool to have a larger, more equipped park that draws people from around the area. Something like liberty park (hard to recreate such a cool major landmark of course)	1
Splash pad/water play area	1
Splash pad, outdoor community pool	1
Splash pad! Bike lanes, improving the Jordan river trail to spend time as a family	1
Splash pad for kids, shaded playgrounds	1
Spaces for families	1
Separated walk/bike infrastructure, corner "micro parks"	1
Running track	1
Retail shops, groceries	1
Restore the Jordan River. Make watchable wildlife stations.	1
pump track for kids	1
Public bathrooms	1

Public arts spaces/Green spaces, more public restrooms and garbage disposal options	1
Pools,concerts, events	1
pools, ball parks, skate parks, community gathering areas.	1
Pools	1
Police sub station	1
Police at every park until the hardest leave	1
Pavilion ar rosewood park. Splash park	1
Parks/playgrounds	1
Park improvements, empty lands for lake and parks	1
Outdoor swimming pool.	1
Outdoor recreation Pool	1
Outdoor Pool or splash pads would be great.	1
Out door pool! Horses for kiddos to learn on at the Fairgrounds. Basketball court at Madsen park.	1
Out door community pool, outdoor basketball court	1
Open plazas for community events	1
Not sure	1
Northwest Rec Center needs an outdoor pool!	1
NONE! We have so many amenities that we cannot currently use. Please don't waste resources on building new facilities or amenities, but rather clean up the ones we already have.	1
None	1
Non Hispanic restaurants	1
No unsafe persons loitering	1
nature center, upgraded walking trail on jordan river,	1
More trees!	1

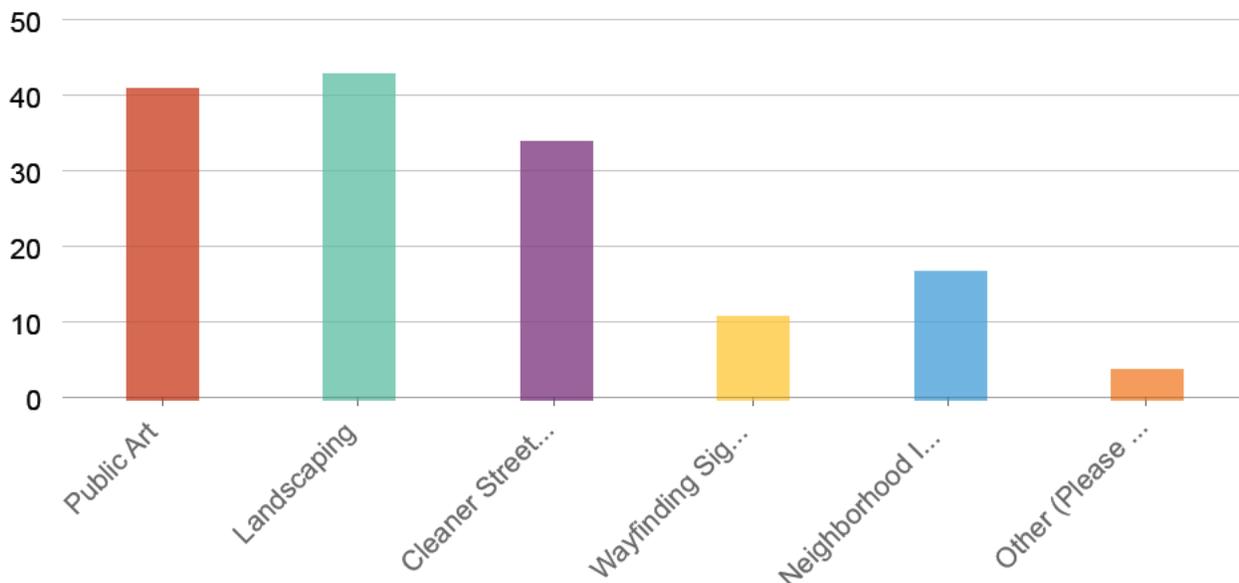
More small parks	1
More rocks	1
More recreation centers for health benefits	1
More parks, more free spaces, improved Jordan River as a recreation zone	1
More local business	1
More gyms/climbing gyms would be awesome. (Love Northwest Rec Center!)	1
More fun things for kids	1
More dog friendly parks, and clean up the JR Trail please. Make it safe and welcoming for all.	1
More bike lanes. More walking paths. More green spaces.	1
More bike lanes, swing sets, open space. Less apartment buildings and congestion	1
More 3rd spaces	1
Maker space	1
M8vie theater, indoor skating , bowling alley.	1
Longer pool hours a the rec center. Start offering times between noon and 4.	1
Jordan river trail businesses like they have in other cities	1
It's pretty good here with skate parks and soccer players.	1
Improve existed parks and facilities before building more	1
I would love to see an expansion of the gym at the Northwest recreation center to offer more equipment. It can get pretty crowded at times.	1
I would like to have more community festivals (Hispanic tradition celebrations/festivities)	1
Homeless shelters	1
Gym	1
Golf	1
Garbage receptacles at all bus stops, no trash.	1

food kitchens	1
Food bank	1
Fitness studios, like yoga and kickboxing	1
Fitness centers	1
Farmers' Market & Food Hubs, Outdoor Learning Spaces, Improved Public Transit Infrastructure, Outdoor Sports Complex, Public Art & Cultural Spaces	1
Farmers market	1
Dog parks	1
Do we have a rec center with a pool? A place to cool off? I'm not sure I've seen one.	1
Develop the warm springs, daylight the city creek on Folsom trail, shade shade shade	1
Community centers, youth centers	1
Bowling alley	1
Bmx parks	1
Bikes/ scooters	1
Bicycle repair stations and bike lanes	1
between the rec center, parks and Jordan river trail we have plenty, they just need to be cared for and invested in.	1
Better connection of parks to JRT. More play sets in existing parks.	1
Being able to use the Jordan River Trail with my family, being able to take my dog to Cottonwood Dog Park	1
Basketball courts	1
bars	1
Another Raging Waters! I miss it	1
An outdoor community swimming pool.	1

Amphitheater. Splash pads. Additional police station in Rose Park. Hospital. Residential treatment facility for the homeless.	1
Affordable facilities for families. Outdoor pool, outdoor skating rink	1
A rec center in rose park	1
A public market space, like at Mill Creek Common.	1
A pool	1
A nice gathering place for food trucks and live entertainment would be nice.	1
A neighborhood garden	1
A majority of public amenities are already present, golf course, parks, library, community center, schools and business, they are just not tied together with a safe daylighted river.	1
A gym	1
A bigger gym and pool	1

Answered: 111 Skipped: 36

o What placemaking/ beautification elements would you like to see in this area?



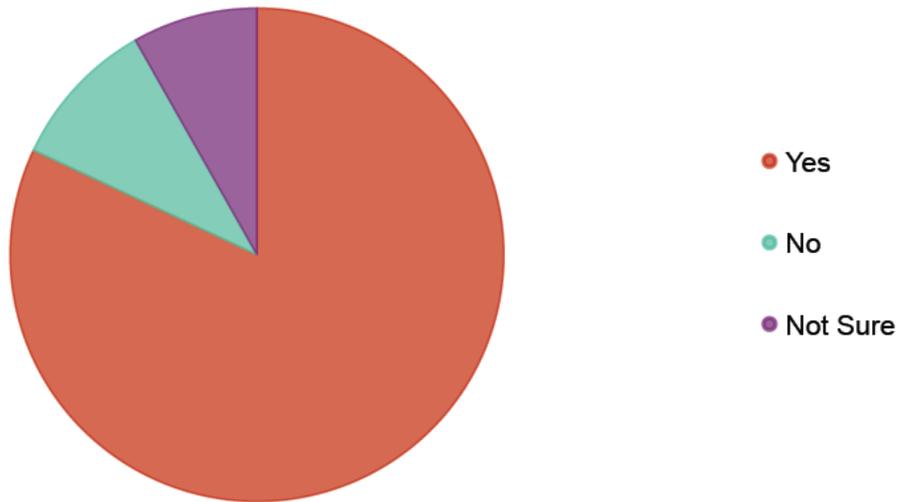
Response

Count

Wide roads could include medians with trees to cool down public spaces and make them more visually appealing	1
Trees and irrigation for the trees	1
Planted medians, bulb-outs to narrow the too-wide streets.	1
Native species	1

Answered: 61 Skipped: 86

Would you support preservation of historic homes in this area (through a...



Answers

Count

Percentage

Yes	50	34.01%
No	6	4.08%
Not Sure	5	3.4%

Answered: 61 Skipped: 86

Future Vision

What changes would make the Northwest community BETTER as it continues to gr...

Third spaces and community bonding	1
The Jordan River Trail, a vast and underappreciated community asset, suffers from neglect despite its immense potential for recreation and environmental benefits. Investing in its revitalization is crucial for unlocking its full value and enhancing our community's well-being. A surge in rental-focused housing development neglects the crucial benefits of homeownership. Prioritizing condominiums and townhomes fosters vested community members, deeply invested in local civic life and growth. Unlike transient renters, homeowners are rooted, driving long-term stability and engagement. Current housing strategies, heavily skewed towards subsidized apartments, undermine this vital aspect of community building. We must shift focus to encourage ownership, strengthening our neighborhoods from the ground up. The lack of varied ownership options raises questions about potential conflicts of interest, demanding transparent and equitable housing policies.	1
The commercial development	1
Supporting the businesses that exist already, providing more grants and opportunities to locals who already live here. I'd like to see more attention placed on green spaces and city design made to reduce car noise and pollution.	1
Support local establishments, especially the older hispanic businesses, but also to encourage other small businesses	1
Staying true to the community and our diversity. More walkable and bikeable streets, more trees, cleaning up the Jordan River Parkway and keeping it a safe space for the entire community to enjoy. More restaurants in our immediate area - we have a lot of fast food and could use more dine-in restaurants.	1
Smart development. Making communities walkable centers of social interaction in commerce. Not just apartment building next to each other. Biggest issue with salt lake valley is it is all roads and no community centers besides like millcreek commons which I still have to drive too.	1
See above	1
Sandwich shop and bar. More bus stops.	1
SAFETY! I used to use the entire Jordan River Trail and now I avoid sections completely because I've had too many scary encounters. The Jordan River/Trail is such an asset and the westside is lucky to have it!	1
Safety	1
Safer streets, better transportation	1

Safer parks and additional new homes	1
Remove homeless issue. Add more useful things like pickleball courts and tc.	1
Remain Affordable	1
Reduction in the amount of homeless that have been pushed into our communities and reduction in drug use. We need more commercial and retail options. We need slower traffic to incentivize more people to walk. We need less apartments and more condos. More affordable pricing options for home ownership. Walkable commercial nodes.	1
public transportation, a trax line would be great (farther north than N Temple). More uses for the Jordan River/Trail. Like being able to kayak/get in it! Focus on affordable housing to keep the diversity of the area as time goes on.	1
Provide housing for homelessness	1
Please notify when streets will be swept and ask that people get cars off street. In general, our neighborhood feels run down and unkempt.	1
Play areas of parks need an upgrade, Cornell water conservation needs to be actually finished and nice enough that people will want to visit it, Jordan River needs cleaned of garbage, parking strips around retail areas could look a lot nicer, we have some wide streets with wimpy lighting that doesn't function well for that type of space, improve the bike area	1
Plans to deal with homeless community members. We need needle exchange programs, warming centers, I wouldn't be opposed to a new shelter,	1
Parking availability	1
Organic growth inclusive of our neighbors. Local west side business > a chain	1
Not sure	1
No more open drug use	1
no gentrification and no displacements of communities of color	1
More walkable spaces with greenery. Smaller roads. More architecture	1
More walkable spaces and retail/grocery options.	1
More walkable cafes and restaurants	1
More walkability, local shops, cafes, restaurants, cleaner parks	1

More trees!! Upgraded grocery stores, improved walkability	1
More trees	1
More tax breaks to people that have been in the neighborhood for over 20 years.	1
More stores, restaurants, walkable areas.	1
More small businesses, trees, shelter at bus stops	1
More small businesses, more attention from the city in terms of neighborhood beautification, parks/green space care, and I know the city can't entirely control this, but we need so much better public transportations options. I would love to take public transportation rather than my car, but it often triples or quadruples travel time.	1
More single family housing.	1
More shops restaurants	1
More retail; restaurant variety; grocery store variety	1
More retail and better public spaces. Density is going to happen no matter what but it should be thoughtful and not apartments. Townhomes preferred.	1
More retail	1
More restaurants/cafes/coffee/bars. Less refineries and industrial businesses.	1
More public transportation and walkable areas.	1
More policing, better lighting along JRT. Restaurants that are NOT Mexican Get rid of bike lanes, they are rarely used, and return to two lanes on 900 West	1
More places to eat that are healthier and better grocery stores like Winco and traders joes	1
More pedestrian and bike access	1
more parks	1
More of this kind of feedback. Events. Public awareness and \$\$\$ invested into the area	1
More local restaurants/cafes etc Cleaner and safer- no crack heads on the Jordan River trail	1
more housing. more affordable housing. buses. parks.	1

More homeless resources , affordable living ect	1
More green spaces. More hiking and biking trails. More access to community gardens. Fewer drugs and encampments.	1
More gathering spaces More support for unsheltered	1
More diversity in restaurants, more entertainment options.	1
More density = more cool stuff, services. Also, need the parks and the JRT to be loved.	1
More community retail nodes	1
More commercial zoning for small businesses, better maintained parks	1
More cleaner streets better parking around the areas	1
More affordable housing. More single family homes.	1
More affordable homes to handle growth and prevent home prices from getting too high, mixed use zoning allows more jobs to serve those communities and for people in those communities to benefit from. Beautification will further attract more people to fill the large numbers of apartments. By making apartments not purely rent based but available for purchase we can encourage people to lay down roots and help engage and care for their community to keep the benefits and capital in the community rather than being siphoned out by big apartment complex organizations.	1
More (non-chain) restaurants in walking distance	1
Mixed-use zoning, rent control, more trees	1
Making it a more walkable community by increasing retail/ commercial spaces so that we do not need to leave the community to access places	1
Make sure to not gentrify it to where it does not feel personable anymore.	1
Make sure gentrification is not pushing out long-term residents. Making sure it is affordable for everyone. Encouraging new residents to send their kids to the local public schools.	1
Major investment in the Jordan River trail thru the area so all neighborhoods can use it to get to the key business areas on North Temple and 600 N.	1
Less apartments, there is barely enough parking and too much crime. Would love to see the crime rate drop.	1

Keep it POC and invest not because white people are moving in but because communities of color deserve care and green/clean spaces	1
Keep all green spaces	1
Increased and improved access to amenities like parks, grocery stores, transit without needing a car. Improve safety around big nasty roads (900 W, Redwood) for people walking/biking.	1
Incentives toward removing lawns; dark-sky friendly lighting; more walking bridges near railroads and freeways	1
Improved services for the homeless so people can get help and get off the street. More community activities, like outdoor street fairs. More small business. Better walkability.	1
Improved and updated roads. More bike share stations (greenbike). More diverse grocery and restaurant options.	1
I'm big into culture, music and art. More of that.	1
I would want changes that encourage and support the beautiful diversity of this neighborhood, I don't want minorities to feel pushed out due to rising prices or gentrification	1
Homeless shelters built. Tougher enforcement of noise ordinances after 10 pm, etc	1
Higher police presence and patrolling. Push the homeless out.	1
Help the homeless, better jobs in the area, more retail and grocery options	1
Get rid of the bums, drug addicts and prostitutes that plague this area. It's absolutely abhorrent we have to deal with this, especially when I pay taxes. I can't even go to the store with out being bombarded with the homeless bums, druggies and whores	1
Get housing throughout the Valley for the unsheltered- not just in our neighborhood	1
Food Co-ops and affordable single family houses.	1
Fix the roads, get the homeless into housing and the drug users out of our neighborhoods. Secondarily, give us better retail options and restaurants.	1

<p>First and foremost, the City needs to do more to protect this area from gentrification. One of our greatest assets is our diversity, and with the amount of money being poured into these neighborhoods by developers, people that have enriched this community for decades are being pushed out. Protect those that already live here and incentivize them to open businesses and stay in this area to preserve what makes it unique and rich. Second, the city needs to address the high crime and homelessness in these communities. It is no coincidence that these problems are not found on the East Side--it's because those neighborhoods are whiter and richer. We on the West Side have been the rug under which the City sweeps its problems for decades and we're sick of it. Show up for the people that have made these neighborhoods great by providing them the resources they've been denied for years, and incentivize them to stay.</p>	1
<p>Expanded Public Transit: Improve bus frequency, add more protected bike lanes, and create better connections to downtown and Trax. Traffic Calming Measures, Better Street Lighting Affordable Housing Initiatives: Encourage mixed-income developments to prevent displacement and maintain affordability. Infill Development & Mixed-Use Spaces: Convert underutilized areas into live/work/play spaces, ensuring responsible growth without excessive sprawl. Small Business Grants & Incubators: Support entrepreneurs and minority-owned businesses with funding and mentorship. More access to locally grown produce and artisanal goods Community Co-Working Spaces Jordan River Parkway Enhancements: Expand trails, improve water quality, and add more recreational facilities along the river. New Parks & Playgrounds: Create more community green spaces, particularly in underserved areas. More Community Policing & Outreach</p>	1
<p>Establishment of nodes where multi-family and commercial are appropriate. There are not enough commercial/retail options within the single-family zones.</p>	1
<p>Ensuring current homeowners and residents have the necessary amenities and resources to want to stay long term. Grocery, entertainment green spaces etc.</p>	1
<p>Drug dealers and homeless. Not safe for kids</p>	1
<p>Definitely more things to go and do</p>	1
<p>Culture. There are so few things going on and so many people who would like to see more businesses (but not chains, please)</p>	1
<p>Creat Community gathering center that has commercial potential(ie like 9th and 9th or Holladay village) . Improving the existing Commercial areas curb appeal with RDA funds. Public safety on trails and Parks. Add outdoor pool and splash pads to existing park(s). Bring families to the area!!!</p>	1
<p>Commercial redevelopment funding for existing commercial zones.</p>	1

Commercial opportunities. Safety. Beautify. The city needs to question why no one wants to invest in this area and address it.	1
Coffee shop and more restaurants. Cleaner streets and trails	1
Cleaning up the Jordan River Trail	1
Cleaner streets, speed bumps/speeding control in neighborhoods. Help with the homelessness population.	1
Cleaner streets and more fun places to go	1
Clean up the neighborhood	1
Clean it up a bit	1
Changes that would make the Northwest community better as it continues to grow over the next 5-10 years would be to hear and listen to the needs of people to what they would like to see in the Northwest Community. Supporting them with their needs. It is hopeful that changes in the next few years will be to better support the people currently living in the area.	1
Better the homelessness around here.	1
Better roads and turn lanes, more landscape and greenery	1
Better public Transportation, more connection between East and West.	1
Better places to walk	1
Better lighting, trash receptacles, clean sidewalks, no loitering, better small businesses such as a florist, dry cleaners, coffee shops, restaurants, art.	1
Better landscaping, cleaner parks, more friendly	1
Better east west transit, more trees and landscaping, more businesses, just needs to look nicer and be less run down looking	1
Better east / west access for bikers and pedestrians	1
Better diversity of retail and less low income multifamily. The concentration of low income housing does not contribute to housing diversity.	1
Better community, more art, better schools, bike lanes, more homeless shelter	1

Better active transportation with safety central to the designs. More pedestrian crossings like the one with an island and lights at 1000 N and Rose Park Elementary. More traffic calming. Safer intersection at 700 N and Redwood. No turn on blinking yellow; better infrastructure for pedestrians. Help people experience homelessness find resources they need so they don't have to live on street. We need housing for the homeless so folks are not living in the Jordan River.	1
Better access to grocery stores and leisure, more trees and shade	1
beautification of area in general, more community spaces and opportunities to gather, jordan river clean up, redwood road beautification, 700 north exit off I-215 beautified, more art, more video security in public areas	1
Bars and breweries- fitness locations. Nice outdoor places to meet friends	1
As the city grows ensuring that there is affordable housing for POC communities. Also further investing in first time home buyer programs that benefit long time renters in the area, like down payment assistance programs or other ways to keep the community in the community and easing access to homeownership.	1
Apartments with better ammenties	1
Affordable housing better public transportation	1
Affordable houses, work programs to help the unsheltered who want to work get into a home, community garden and co-op	1
Addressing homelessness and reducing air pollutants	1
Adding street lights, adding trees and irrigation for the trees, improving air quality, traffic calming, more support for local businesses, don't allow anymore huge condo complexes	1
Actually listen to the community and not developers.	1
access to natural space, like more around the jordan river	1
A lot changes	1
1) Homelessness must be addressed, not just where they sleep but how they meet their needs during the day. They need the help and the community needs them to be helped. Nothing else will work without this. 2) Building real neighborhoods, especially in the apartment areas, places with mixed income and mixed size housing, shops, restaurants, green spaces and churches to which families can walk, clean and more than safe.	1

Unsheltered community. Over development	1
Ugly high density residential buildings that don't age well and don't create community.	1
Traffic/cars speeding in neighborhoods	1
Traffic, homeless issues, crime increasing, gangs	1
Traffic becomes a concern if there is growth in the area. The current roads would struggle with more cars and the city seems to want to remove lanes, forcing more cars into fewer lanes of traffic.	1
Top priority would be unhoused people and drug users making our community feel less safe. Also traffic is a concern on major roads in and out of the area. Pedestrian and cycling safety needs to be prioritized.	1
Too much of the new housing here is designed with singles & childless couples in mind. The Northwest Community has a ton of families with kids. We need more housing designed with families in mind. Also, too much of the new housing is designed exclusively with able-bodied people in mind. We need more ADA-accessible housing as well.	1
Too much focus on cheap or ugly development projects.	1
Too many people	1
too many cars. not enough water	1
Too many cars	1
Too many apartments- no control of unsheltered drug use and sales	1
To much housing	1
The unhoused population continues to grow.	1
The survey collection strategy is questionable, who comes to culture coffee? Yes Latinos but not all specially not working class, go outside Joaquinas and offer free mesquites for a survey and see how the response changes. Everyone here for now is white so account for that in the responses.	1
The state and use-ability of the Jordan River trail	1
The space	1
The Olympics and how that will affect the area	1
The new residences.	1

The new ballpark rumors and increased traffic, luxury-priced real estate development, displacement of current community member	1
The Miller Group. They will destroy Rose Park, property developers are making life difficult for living.	1
The Jordan River Trail has devolved into a hazardous zone, plagued by unchecked crime and rampant drug use, directly impacting surrounding neighborhoods. This lawlessness, driven by the displacement of illicit activity, has brought vandalism, trespassing, and near-violent encounters to our doorsteps. The blatant disregard for recreational drug-free ordinances demands immediate action, yet current policing efforts are ineffectual, merely a superficial deterrent. We cannot tolerate this prolonged deterioration; either enforce existing laws with unwavering resolve, criminalize recreational camping to protect residential areas, or urgently address the severe shelter crisis. The safety and sanctity of our community, eroded over five years of inaction, must be restored now.	1
The housing crisis	1
The homeless have all been pushed here	1
The homeless	1
The concentration of low income housing and lack of services to support this population.	1
The biggest concerns for Northwest SLC's growth over the next 5-10 years include rising housing costs and displacement, as development may push out long-term residents. Infrastructure, already struggling for decades, could fall further behind, leading to more traffic, limited public transit, and inadequate roads. Industrial expansion threatens to worsen the area's already poor air quality and environmental risks, further impacting public health. Green spaces and community resources may not keep pace with population growth, reducing overall livability. Without balanced development and thoughtful/intentional planning, the Northwest neighborhood risks overcrowding, deepening economic inequality and losing its unique community identity.	1
That we will continue to have much of the city's homeless services moved to our area. That we will continue to see the concentration of affordable apartments in the Northwest quadrant.	1
That more apartments will be built that does not create a strong long term residential community. Also, drug use and homelessness along the trail will get worse as the power district redevelops and pushes the issues further north and south.	1
That homes will continue to be purchased up by investment firms and turned into rentals with rapidly climbing rent prices. This makes the residents poorer, and reduces their ability to care for the neighborhoods, and will encourage people to leave to find cheaper prices elsewhere leading to the degradation and collapse of neighborhoods. Especially given the travel and amenity concerns	1

That all of the unique people who make this neighborhood great will be forced out as it gentrifies	1
Some concerns about the growth or changes in the community over the next 5-10 years is that Northwest Community will be changed and more traffic congestion and housing and with plans of an MLB stadium coming to the area there is more concerns about this. With the growth and changes in area how can the air quality be improved in the area, rather than made worse. Will there be an increase in public transportation to help out with this concern?	1
Safety, security, cleanliness	1
Road conditions, don't want to see major businesses come in and displace people.	1
Rise in cost of housing	1
Public Safety	1
Pricing out historic families. Attainable housing.	1
Prices of homes increasing for first time home buyers	1
Police securing the open drug use and dealing	1
People being priced out (or straight up kicked out) due to i15 expansion and/or mlb stadium. The open drug market continuing to grow.	1
Over concentration of large scale multifamily apartment buildings that oversupply the market, and the huge concentration of low income housing units leads to and unbalanced undesirable area.	1
our homeless population is forced to stay here, if we invested more in giving them housing, clinics and resources then the park would be available for it's original purpose and our city would be better.	1
Nothing I'm ready	1
Not enough trees	1
Not Cleaning up the Jordan River Trail	1
North Temple is the roughest part of our city and the Fairpark neighborhood experiences the negatives from that. It seems like development standards/expectations are low in that area because of its reputation. The corridor has a lot of potential to be transit oriented, walkable, with a lot of mixed uses, but current conditions don't foster that environment. The first step is addressing crime/safety/challenges with the unhoused.	1
No concerns	1

New apartment complexes are being built too close to streets. More green space and trees would be friendlier, but trees keep disappearing with few reassurances of new trees, homeless people have taken over parks with bathrooms, so that it isn't safe for kids to play there anymore, the bottlenecks that are being put in off 600 N and lack of places for the buses to pull off are going to cause accidents	1
Neighborhood affordability/housing prices, esp with the Power District	1
Need balance for affordable housing	1
More public gathering spaces	1
More open drug use and increase in homeless population	1
Mindless building of ugly modern apartments. Gentrification without any plan other than collecting rent	1
lower to middle class families will have to leave due to affordability	1
Losing the cultures	1
Less sidewalks and more cars	1
Less housing	1
Large influx of residents and higher density housing could dilute the small community feel	1
Lack of third spaces and affordability.	1
Lack of public transportation making traffic even worse, the GSL dying and poisonous dust consuming the neighborhoods, city neglect making it a safer area for criminals/drug trafficking than for neighbors/community.	1
Lack of funding for this historically orphaned/neglected area.	1
It'll lose its character. Will price out existing residents.	1
It becoming too cool and expensive	1
Is that real estate developers are going to keep buying up land and making expensive housing not affordable that keeps communities together.	1
Increased property taxes to pay for sporting events, potholes that don't get filled properly, traffic congestion especially parking from all these apartments being built around North Temple and Redwood Road.	1
Increase in homeless	1

Increase in homeless population	1
I'm worried this neighborhood won't be prioritized as other improvements/public safety priorities play out elsewhere.	1
I'm worried about gentrification and would not like this.	1
I'm afraid if we get the MLB stadium my neighborhood and community will get whitewashed and will be priced out of our community and we won't be included in the prosperity.	1
I've heard this area has gotten better or safer over the years, so I'm worried it will decline again if precautions aren't taken	1
I most concern about the homelessness increasing every year.	1
I hope they don't make it look like blocky apartment look or a haven for developers to build million dollar homes that Airbnb hustlers will buy up. Don't become Nashville. And I think there needs to be some move to make houses affordable to all levels of income.	1
I am concerned for non homeowners in the community. In the next 5-10 years they will be forced out due to gentrification. Our community will not just be new faces but a new culture who does not possess the same values as the community that built it.	1
I 15 expansion and traffic increases could contribute to more homelessness and poor air quality	1
Housing costs	1
Housing affordability, pollution and litter.	1
Homelessness, drug users and the crime that comes with it on the Jordan River Trail. It's ruining the best thing in our area	1
Homelessness and public safety.	1
Homelessness and open drug use is out of control with no hope in sight.	1
Homelessness and crime, housing changes that disrupt the community feel	1
Homeless will increase and more casualties will happen.	1
Homeless people	1
Homeless growing, housing going up in cost	1
Homeless encampments, drug trafficking.	1

Higher population density in existing single family homes.	1
Growing too fast without the right type regulation and it turning into a slum. More density before it being cleaned up would be a disaster.	1
Getting too big! The TSA has ruined every corner and predatory developers are pitting neighbor against neighbor. We are losing historic single family homes for junk apartments. North Temple looks and feels like 400 S now and we couldn't have had a cute 9th & 9th vibe. Urban farming is back and we have the lots for it-- we don't need to take every yard away. WE have way to much affordable housing coming our way and not a good mix of high / low. No one has walked Euclid or Emeril Ave and BOOM they are TSA and now a mess! When they were the most magical little streets and neighbors.	1
Get rid of the dealers and addicts	1
Get rid of the bums, drug addicts and prostitutes that plague this area. It's absolutely abhorrent we have to deal with this, especially when I pay taxes. I can't even go to the store with out being bombarded with the homeless bums, druggies and whores	1
Gentrification. Pushing out the people who make this the community it is.	1
Gentrification. Greedy developers and the City officials who enable & empower them do not care about the traditionally poorer and browner people who have made these neighborhoods their home for generations. The City needs to show up for its citizens--ALL of its citizens. Protect those vulnerable who already live here from being pushed out, incentivize them to be the economic catalysts to uplift these neighborhoods.	1
Gentrification, as a lower income area and as person looking to own a home this is a great area to have a starter home	1
GENTRIFICATION!! keep predatory developers outta here	1
Gentrification is in full swing; developers keep buying homes in the area and flipping them to sell for half a millions dollars. The rising cost is going to push out the people that make this community beautiful	1
Gentrification and what it usually does to communities.	1
Gentrification and removal of the communities personality.	1
Gentrification and displacement of communities of color specifically those where GENERATIONS have been present. affordable housing and multicultural development is essential for this.	1

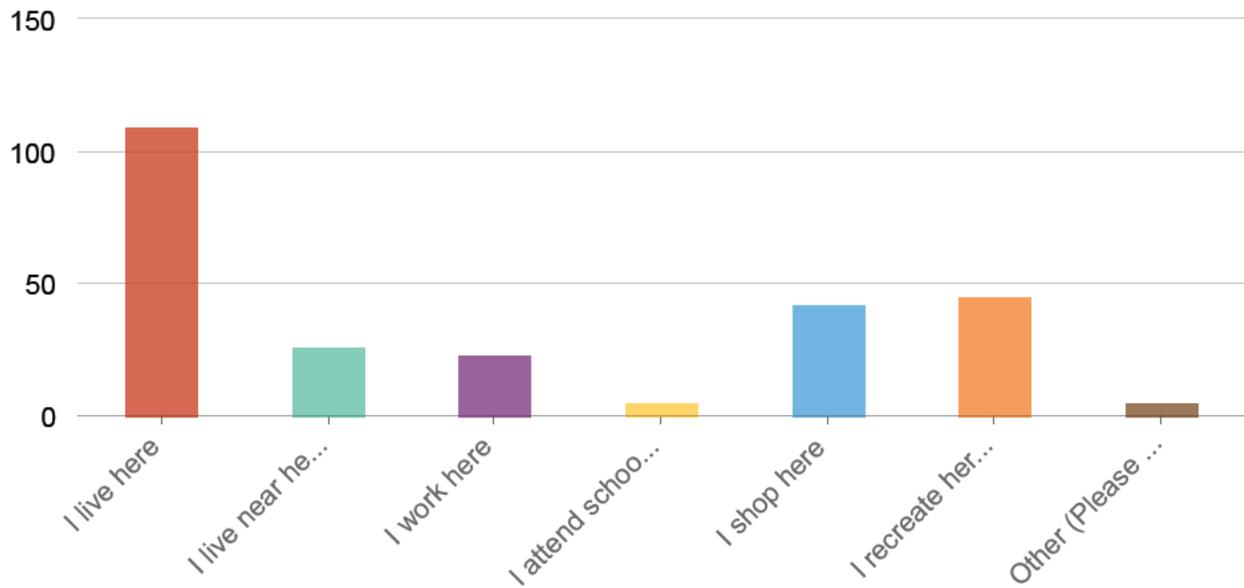
gentrification & housing prices continue to climb. There needs to be more affordable housing, and more mixed housing, not just single family homes.	1
Gentrification & Displacement Overdevelopment & Loss of Green Space Strain on Infrastructure & Public Services Changes to Community Identity & Culture Environmental Impact Equity in Development & Public Investment Public Safety & Crime Prevention	1
Gentrification	1
Expensive townhomes and apartment building.	1
Drugs and homelessness	1
Displacement due to increased cost of living	1
Depends if we get get ballpark stadium. Traffic would be an issue. Homeless and drug dealers. The problem is inexcusable. It should not be tolerated. Our children can't be children. They're becoming a community of shut ins. Not safe.	1
Definitely more luxury housing we need apartments people can afford, not new expensive housing for non local rich people to live in part of the year	1
Crowding due to too much development	1
Crime.	1
Crime and lack of parking space / living space. Concerned about towers and big apartment buildings being built. Scared there will be no ability to see the sky with all the apartments around	1
Continued homelessness	1
Construction traffic	1
Cleaning up and updating roads. Updating river trail to be safe.	1
being forgotten as a west side community and not getting more retail and nice spaces to draw people here. housing getting so expensive that people can't afford to stay here. increased crime.	1
An updated zoning code with grey areas/loopholes, allowing for the general plan to be more or less skipped over by developers. Unusable retail spaces that end up sitting vacant for many years should be avoided.	1
An increased issues with homelessness and addiction in our public spaces and trails.	1

All low income housing, apartments etc will not help the growth of my equity of my home. Build single family and townhomes not apartments buildings and multi family low income.	1
Afraid that the people who have lived here for a long time will be displaced as it gentrifies	1
Affordable living	1
Affordable housing	1
Affordability, enough housing	1
1) That homeless people will remain unsheltered or only have shelter and will continue to satisfy their unmet needs through theft, harboring drug dealing and other crime, and fouling parks, recreation centers, and other community spaces. They need help and the community needs them to be helped in more than housing. 2) That the city, county, state, and private partners will invest \$10 billion dollars between the Entertainment District, the Rio Grande Plan, the private housing developments, the State Fairpark, the Power District, the additional private housing developments, the Inland Port Authority, and the Airport without a shared larger vision of what would make a dramatic entrance to Salt Lake City for people arriving at the airport from throughout the world and beautiful neighborhoods across the whole development. We need a genius or team of geniuses to bring together voluntarily these actors and help them develop something magnificent, instead of a mix of nice and bland.	1
- Increased traffic on Redwood Road - Large apartment complexes and condos ruining neighborhood feel	1

Answered: 128 Skipped: 19

Demographic

o What is your relation to the Northwest Plan Area?



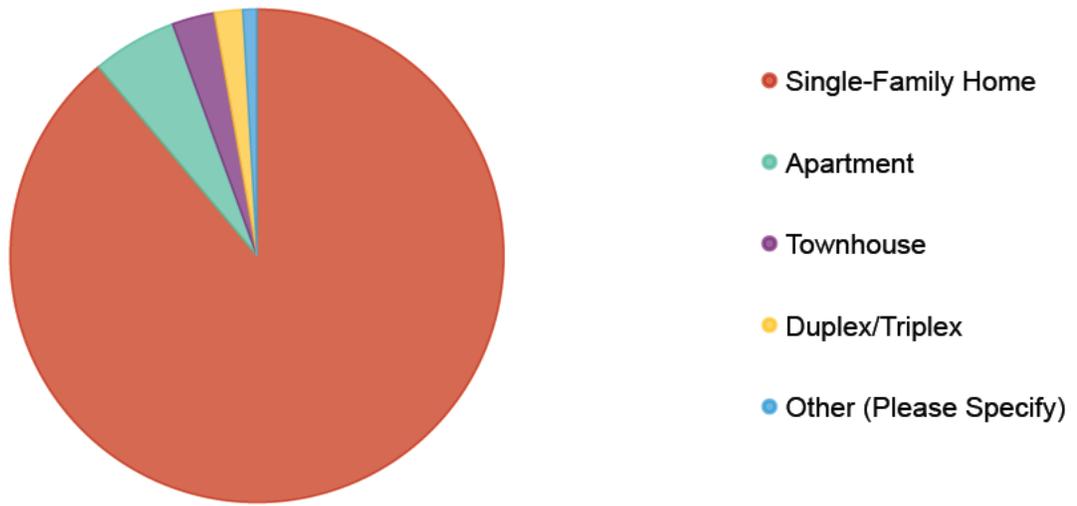
Response

Count

Used to live here	1
I'm a city planner	1
I visit here often because my friend lives here	1
I have construction projects in the neighborhood	1
From the area originally, coming back to visit family often, maybe returning in the near future	1

Answered: 146 Skipped: 1

o **What type of housing do you currently live in?**



Response

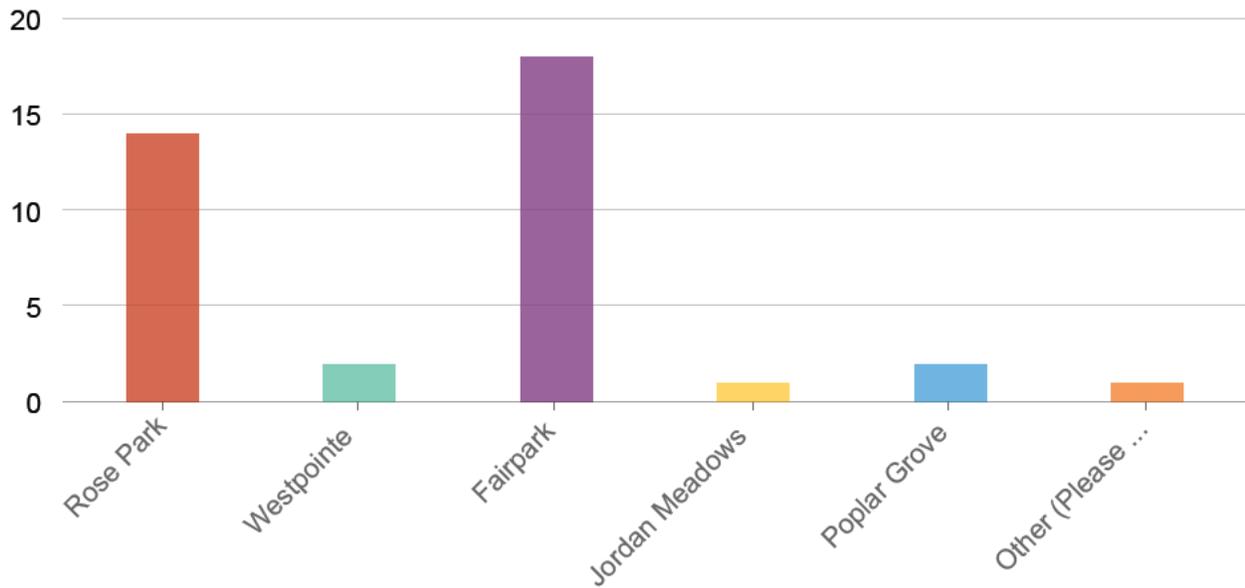
Count

House

1

Answered: 109 Skipped: 38

What neighborhood do you live in?

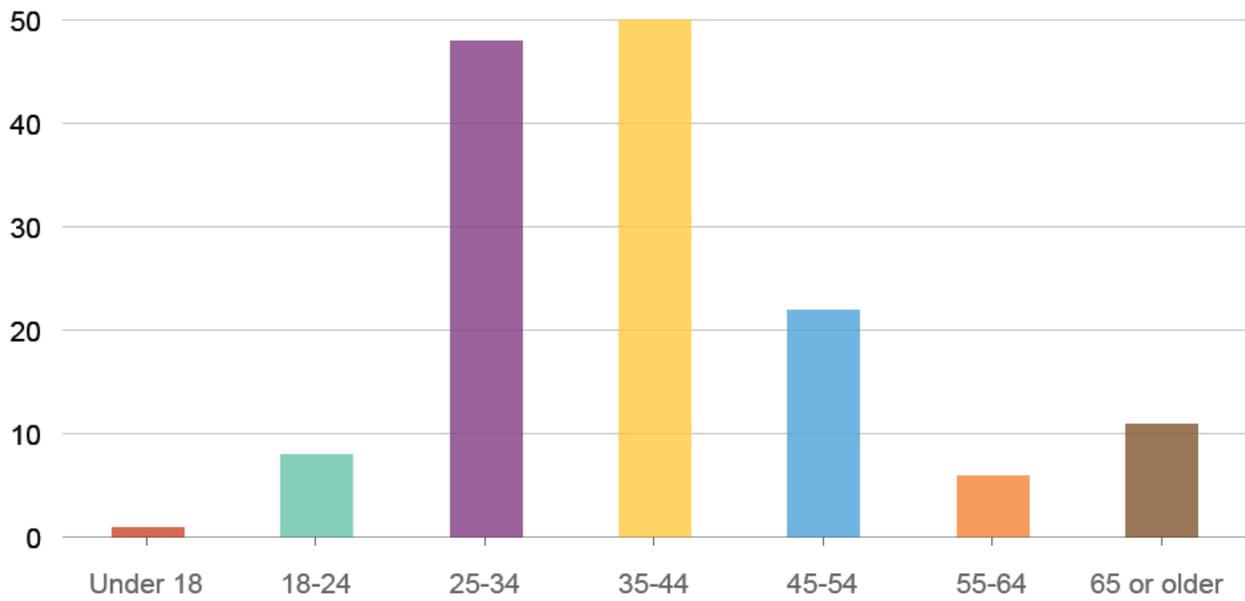


Response

Count

Answered: 38 Skipped: 109

○ What is your age group?

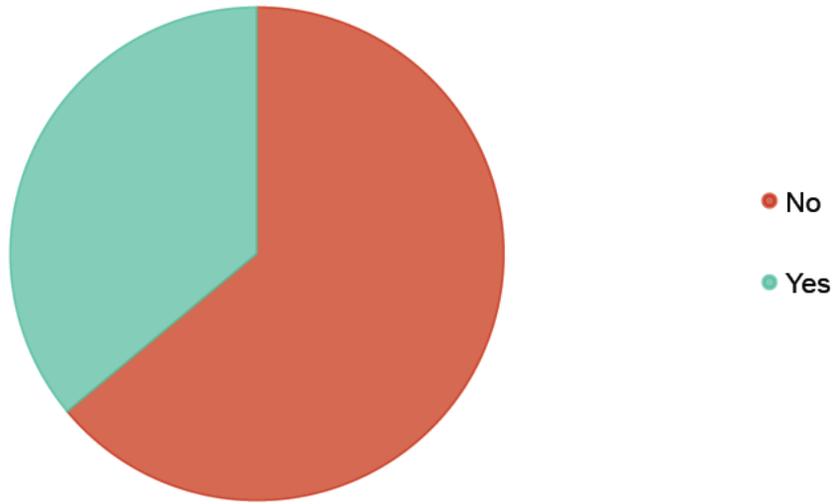


Answers **Count** **Percentage**

Under 18	1	0.68%
18-24	8	5.44%
25-34	48	32.65%
35-44	50	34.01%
45-54	22	14.97%
55-64	6	4.08%
65 or older	11	7.48%

Answered: 146 Skipped: 1

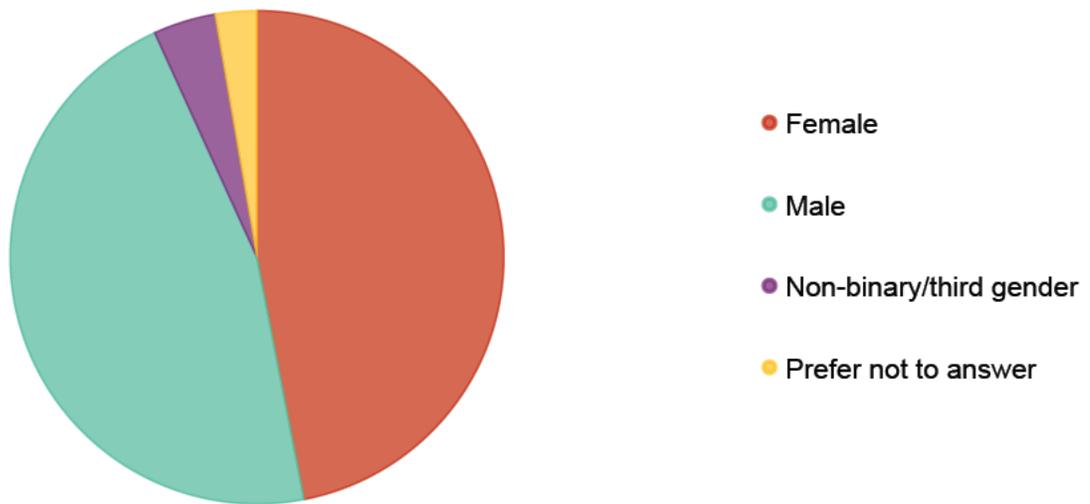
○ Do you have children under the age of 18 living in your household?



Answers	Count	Percentage
No	94	63.95%
Yes	53	36.05%

Answered: 147 Skipped: 0

o What is your gender?



Answers	Count	Percentage
Female	69	46.94%
Male	68	46.26%
Non-binary/third gender	6	4.08%
Prefer not to answer	4	2.72%

Answered: 147 Skipped: 0

THANK YOU!

ATTACHMENT G: Department Review Comments

The Draft Northpoint Small Area Plan was reviewed in consultation with various city divisions, including the Transportation Division, Public Utilities, Parks and Public Lands, Sustainability, Economic Development, Salt Lake City Arts Council, and Building Services. The final draft plan incorporates all of the received input from city departments. In some instances, the input received resulted in the division collaborating with various departments to make appropriate edits to address the input.