

# NORTHWEST PLAN



EXISTING CONDITIONS REPORT | 2025

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DRAFT

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01

# 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.



## 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 where 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

### 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. There have been X number of completed units since the TSA zoning was implemented and as of 2025, over 2,000 federal low-income housing tax credit (LIHTC) units are planned for the 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.

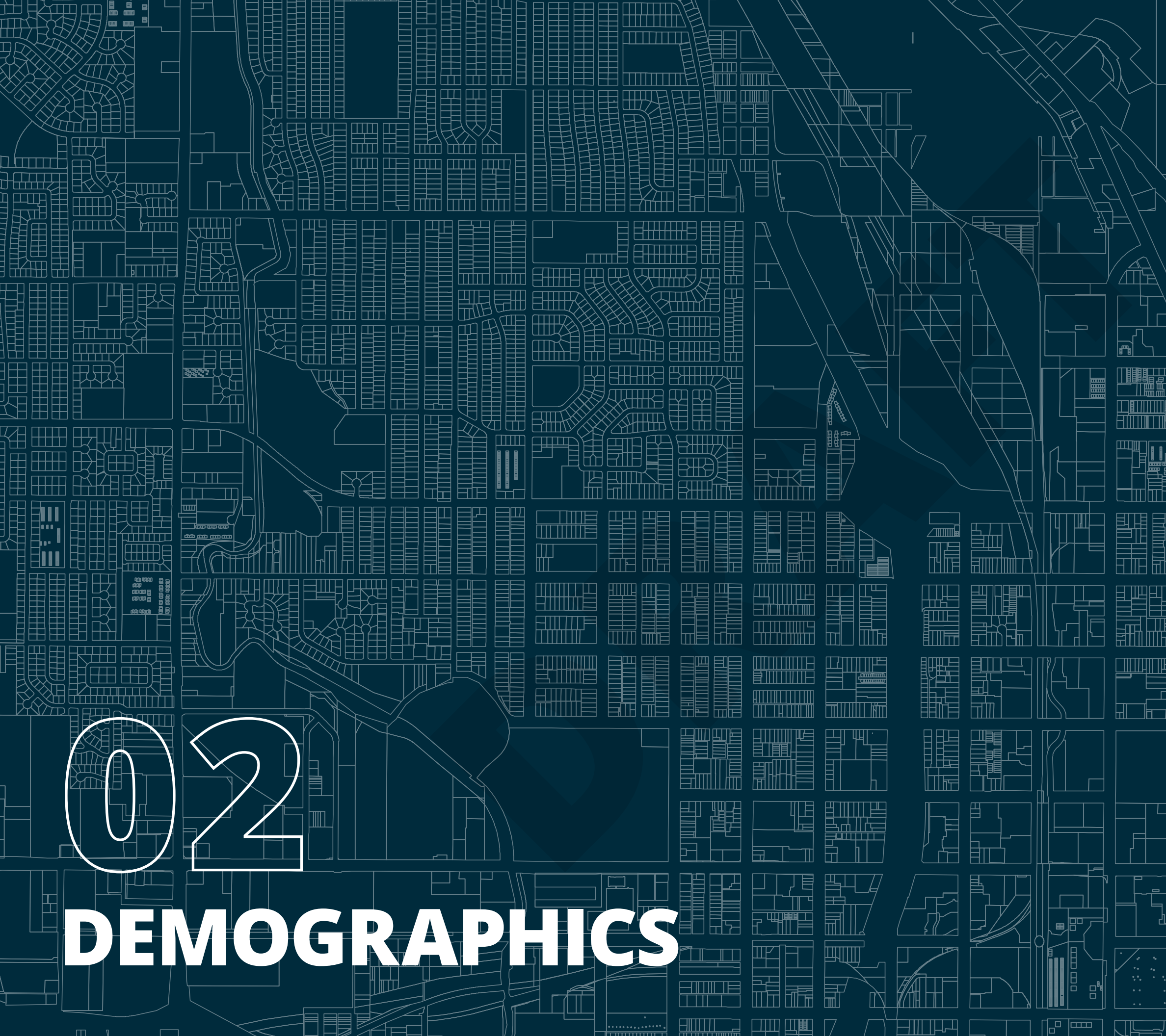
**This district has unique zoning that promotes mixed-use redevelopment and the revitalization of the Jordan River corridor. Between Redwood Road and I-215, the land uses are a mix of multi-family residential, industrial, and commercial properties.**

### 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

THIS SECTION OF  
THE REPORT WILL BE  
COMING SOON

# 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.



## 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
- DABS
- DMV
- Utah Department of Health & Human Services
- Water Reclamation Plant
- Various industrial

Based on commute times, most residents likely leave the neighborhood to travel to work.

## 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

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



**35%**  
**RESIDENTIAL ZONES**

**35%** 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 35% of land dedicated to residential zoning is made up of the following zones:**

- **30.6%** 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.
- **0.1%** 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).
- **0.2%** is zoned for single and two-family residential (R-2) This district is intended to preserve the character of single-family neighborhoods while allowing for two-family developments.



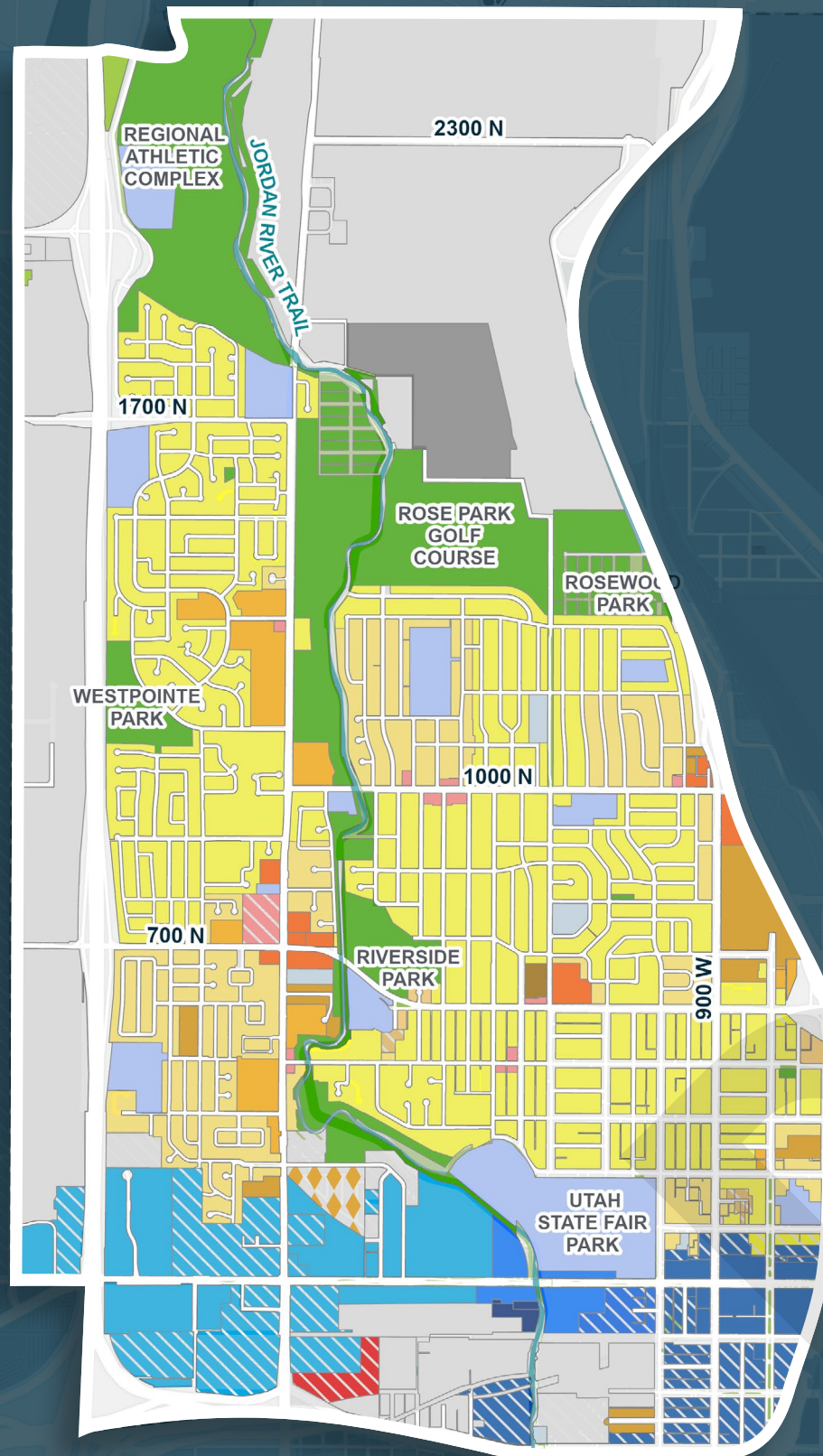
**12%**  
**TRANSIT STATION AREA (TSA)**

**12%** of the Northwest Community is zoned **Transit Station Area (TSA)**. This designation encourages higher-density development by allowing for multifamily housing, such as apartment complexes, mixed with employment and retail opportunities.

TSA zoning is strategically located near transit hubs or major transportation corridors, mainly concentrated along North Temple Boulevard, ensuring that residents have easy access to public transit.

**The TSA districts are broken into:**

- TSA Urban Center Core (TSA-UC-C)
- TSA Urban Center Transition (TSA-UC-T)
- TSA-Urban Neighborhood Core (TSA-UN-C)
- TSA Urban Neighborhood Transition (TSA-UN-T)
- TSA Mixed Use Employment Center Core (TSA-MUEC-C)
- TSA Mixed Use Employment Center Transition (TSA-MUEC-T)
- TSA Special Purpose Core (TSA-SP-C)
- TSA Special Purpose Transition (TSA-SP-T)



### ZONING

AG-2
OS
M-1
M-2
BP
SNB
CN
CB
CS
CC
MH
SR-1
SR-3
R-1/7,000
R-1/5,000
R-2
RMF-30
RMF-35
RMF-45
TSA-MUEC-C
TSA-MUEC-T
TSA-SP-C
TSA-SP-T
TSA-UC-C
TSA-UN-C
TSA-UN-T
I
PL





## 1% COMMERCIAL ZONES

**1%** of the Northwest Community is zoned for **commercial uses**. The commercial uses are generally located at the edges of existing residential neighborhoods, offering convenient local retail opportunities for residents. These areas are designed to support a range of services, such as offices, restaurants, retail, and professional services, ensuring that daily necessities and amenities are within easy reach for nearby homeowners.

The zone designations include the following:

- Neighborhood Commercial (CN)
- Community Shopping (CS)
- Community Business (CB)



## 33% INDUSTRIAL & BUSINESS PARK

**33%** of the land area is designated for **industrial and business park uses**, including M-1, M-2, and BP zones.

- **28.2%** 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.
- **2.2%** 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.
- **2.6%** 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.



## 18% OPEN SPACE & PUBLIC LAND

**Open Space (OS)** and **Public Land (PL)** zoning cover about **18%** of the land in the plan area. These zones are designated for parks, recreational areas, government and community facilities, schools, and natural green spaces.

- **13.1%** 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.
- **1.3%** of the community is zoned for Public Land, which is often home to community centers and schools.

### 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	7.6%	274	4.7%	2,484
R-1-7000	23.0%	833	5.6%	2,927
RMF-30	1.8%	64	0.5%	275
RMF-35	1.5%	53	0.8%	441
RMF-45	0.1%	4	0.3%	167
MH	0.4%	16	0.1%	49
SR-1	0.1%	5	0.1%	69
SR-3	0.1%	3	0.1%	69
R-2	0.2%	6	0.5%	280

Zone	% of Land in NW	Acres in NW	% of Land Citywide	Acres Citywide
TSA-MUEC-C	4.1%	147	0.4%	209
TSA-MUEC-T	3.7%	133	0.3%	133
TSA-SP-C	0.7%	27	0.1%	27
TSA-UN-T	1.9%	70	0.2%	83
TSA-UN-C	1.0%	35	0.2%	85
TSA-UC-C	0.1%	4	0.1%	64
TSA-SP-T	0.4%	13	0.0%	13

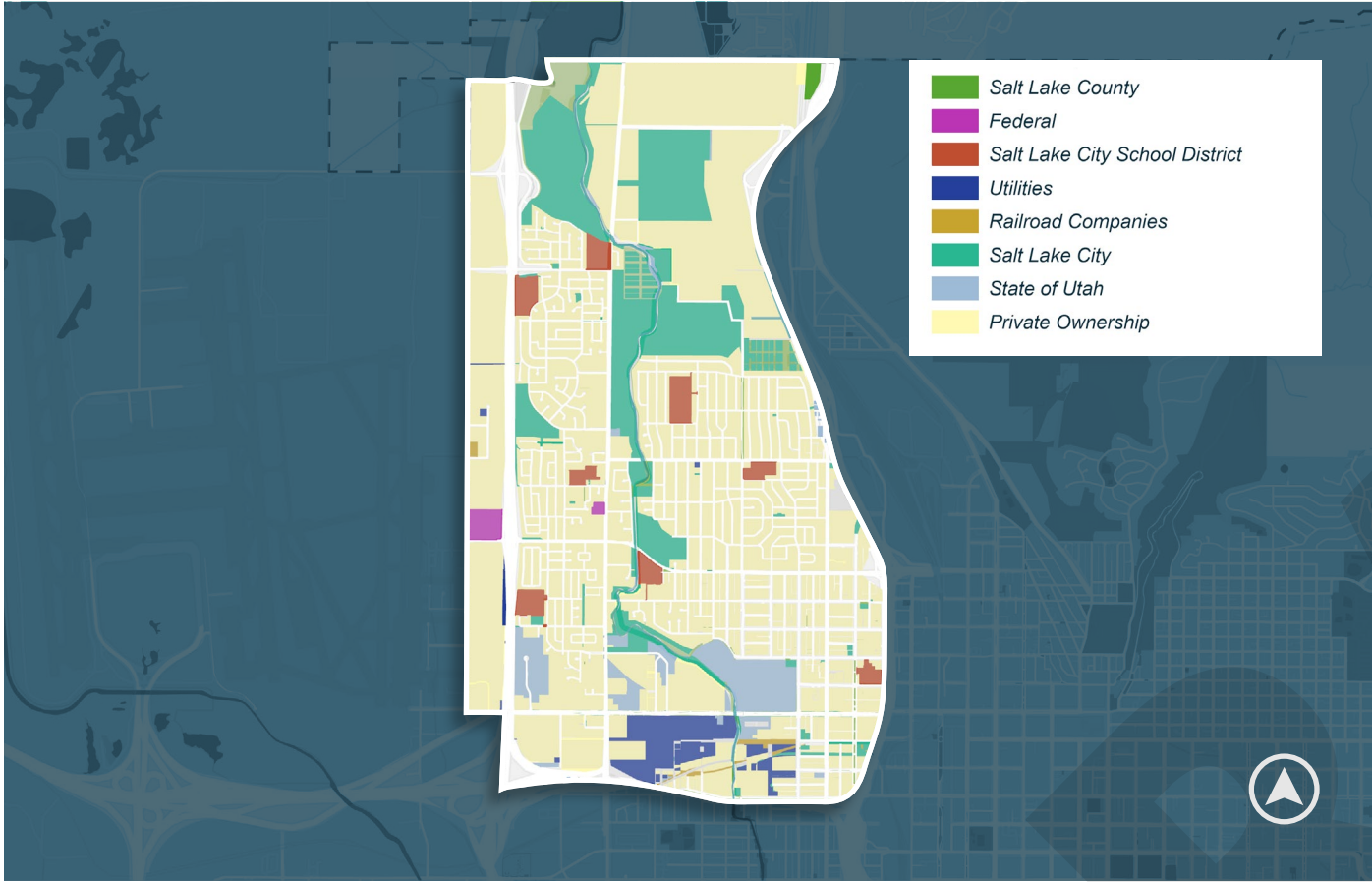
Zone	% of Land in NW	Acres in NW	% of Land Citywide	Acres Citywide
CB	0.7%	25	0.3%	172
CN	0.2%	8	0.1%	51
CS	0.2%	9	0.1%	64

Zone	% of Land in NW	Acres in NW	% of Land Citywide	Acres Citywide
M-1	28.2%	1,022	32.5%	17,014
M-2	2.2%	81	1.6%	834
BP	2.6%	95	1.4%	708

Zone	% of Land in NW	Acres in NW	% of Land Citywide	Acres Citywide
OS	13.1%	476	19.6%	10,256
PL	5.3%	191	1.3%	662

# 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.



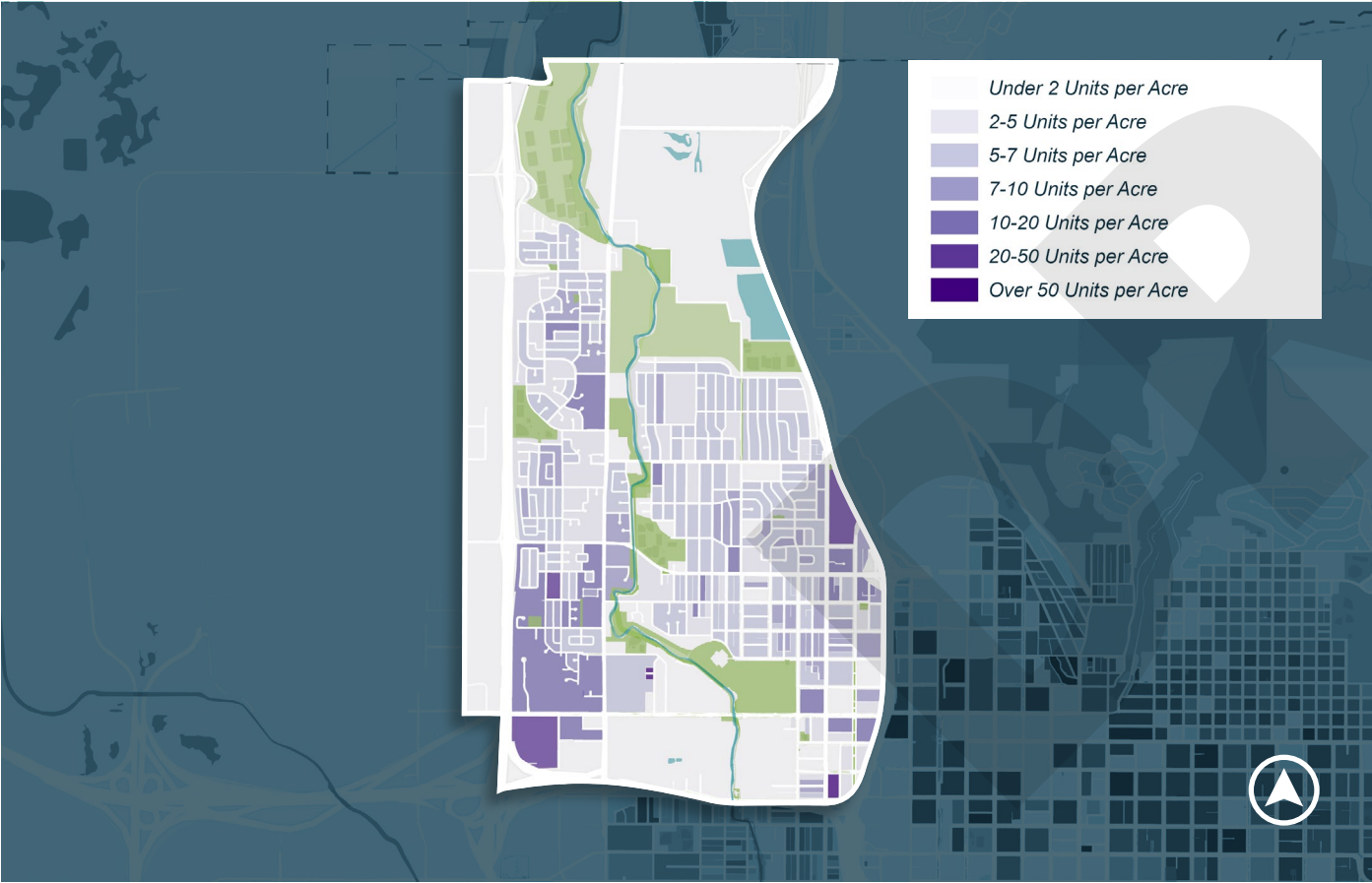
# RESIDENTIAL DENSITY



## 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.

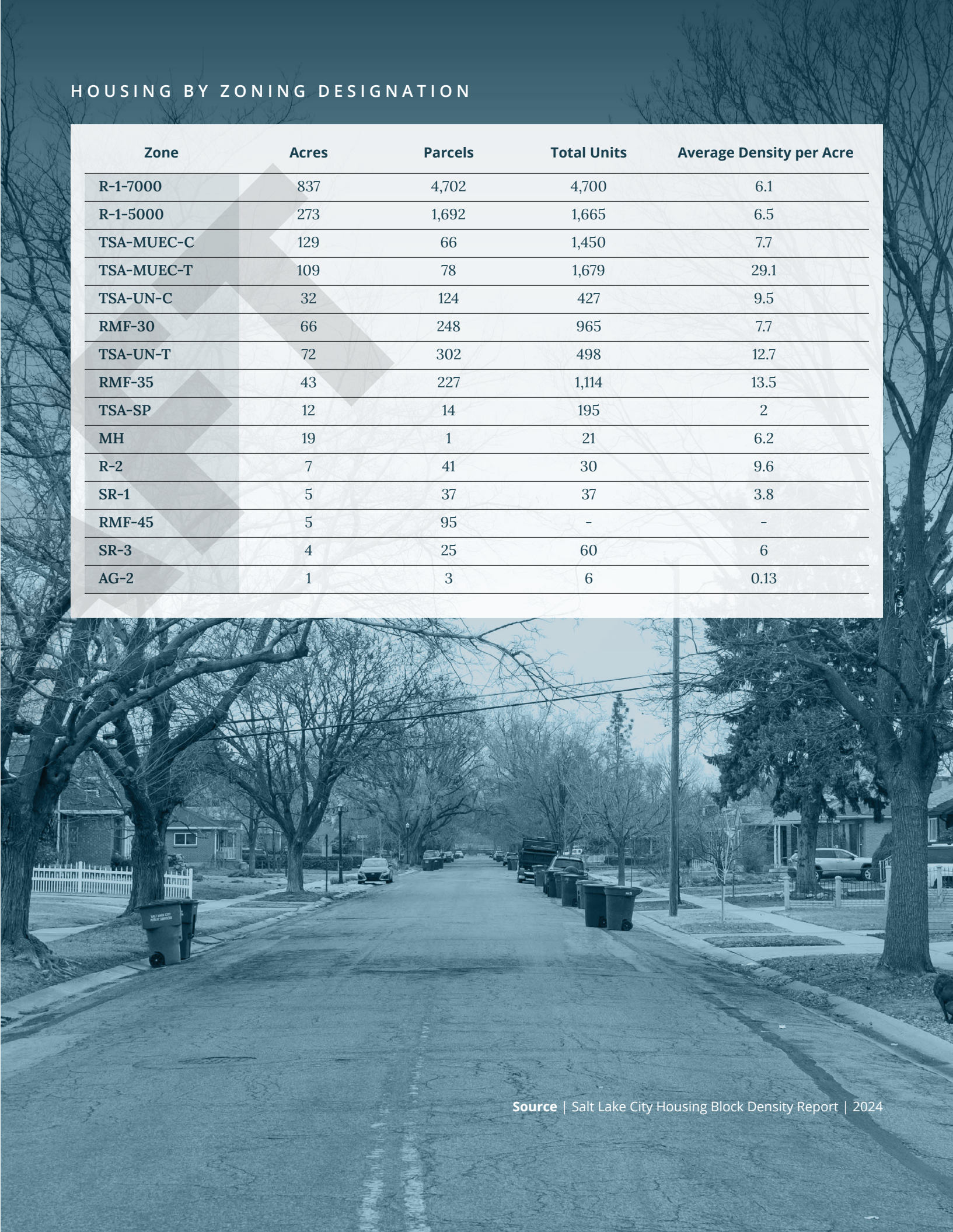
Notable exceptions to this include the areas surrounding North Temple Blvd and Redwood Road where Transit-Oriented Zoning allows for greater densities. TSA zones see housing densities closer to 20-30 units per acre with several properties achieving around 80 units per acre. Many TSA Zoned properties in the Northwest Plan Area have been developed at much lower densities than permitted.



Housing Block Density

## HOUSING BY ZONING DESIGNATION

Zone	Acres	Parcels	Total Units	Average Density per Acre
R-1-7000	837	4,702	4,700	6.1
R-1-5000	273	1,692	1,665	6.5
TSA-MUEC-C	129	66	1,450	7.7
TSA-MUEC-T	109	78	1,679	29.1
TSA-UN-C	32	124	427	9.5
RMF-30	66	248	965	7.7
TSA-UN-T	72	302	498	12.7
RMF-35	43	227	1,114	13.5
TSA-SP	12	14	195	2
MH	19	1	21	6.2
R-2	7	41	30	9.6
SR-1	5	37	37	3.8
RMF-45	5	95	-	-
SR-3	4	25	60	6
AG-2	1	3	6	0.13



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.




42%

SINGLE-FAMILY HOMES

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.



49%

APARTMENT COMPLEXES


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.



2%

CONDOMINIUMS (CONDOS)

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.




2%

SINGLE-FAMILY ADUS + DUPLEXES

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.



2%

MOBILE HOME PARKS

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			



1%

TOWNHOMES

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

■ Mobile Home Park

■ Supportive Housing

■ Single Family

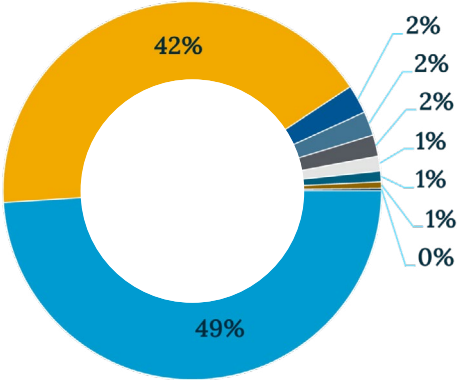
■ Duplex

■ Assisted Living

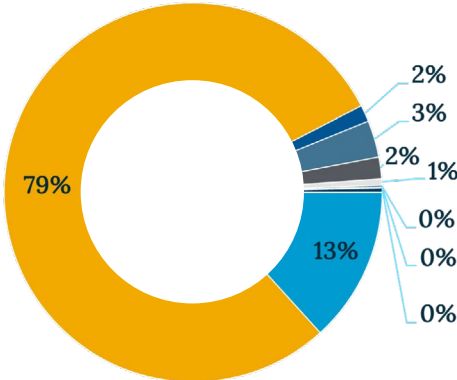
■ Res. Condo

■ Townhome

■ 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

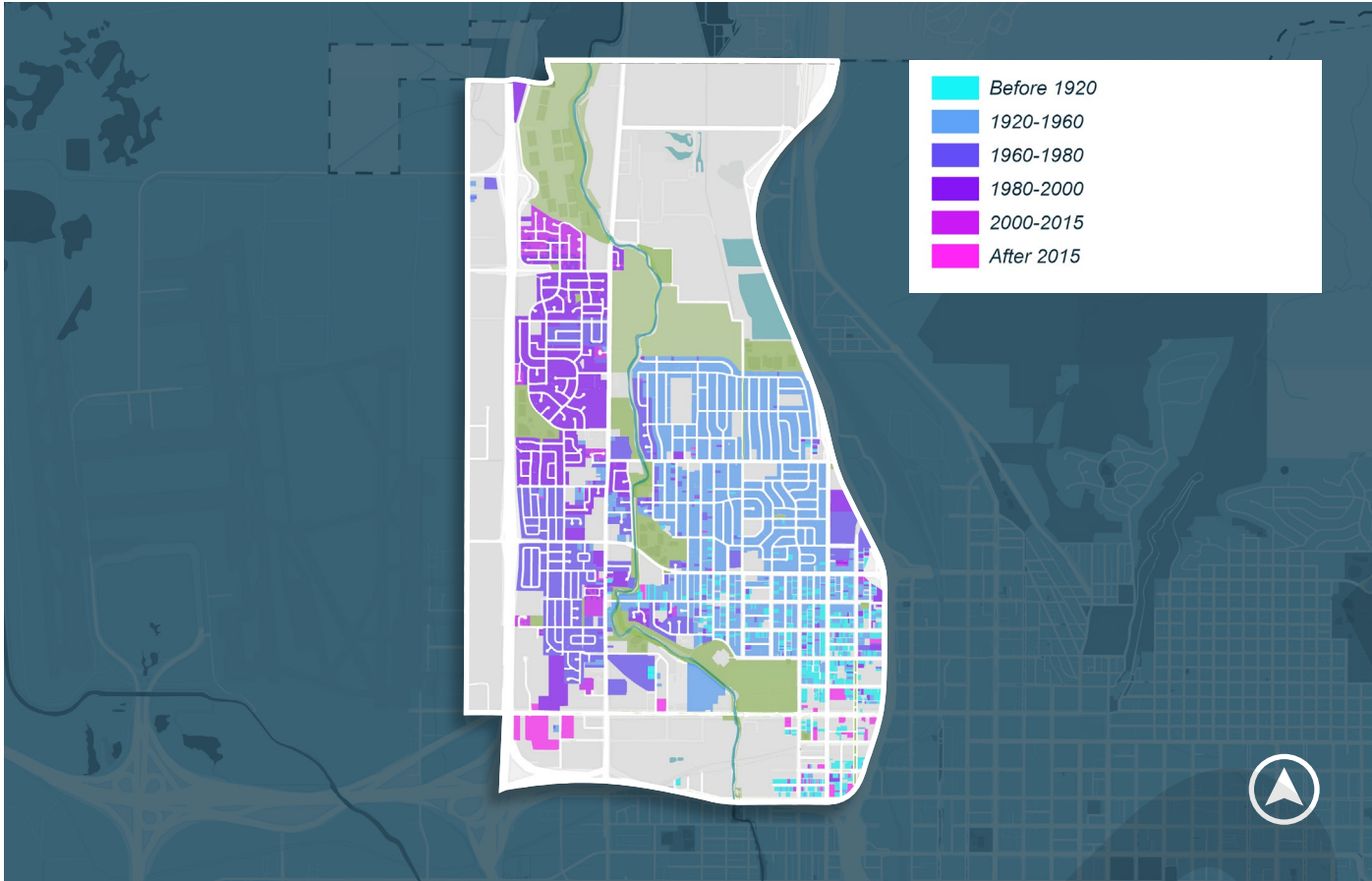
20% AMI	30% AMI
5	84

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

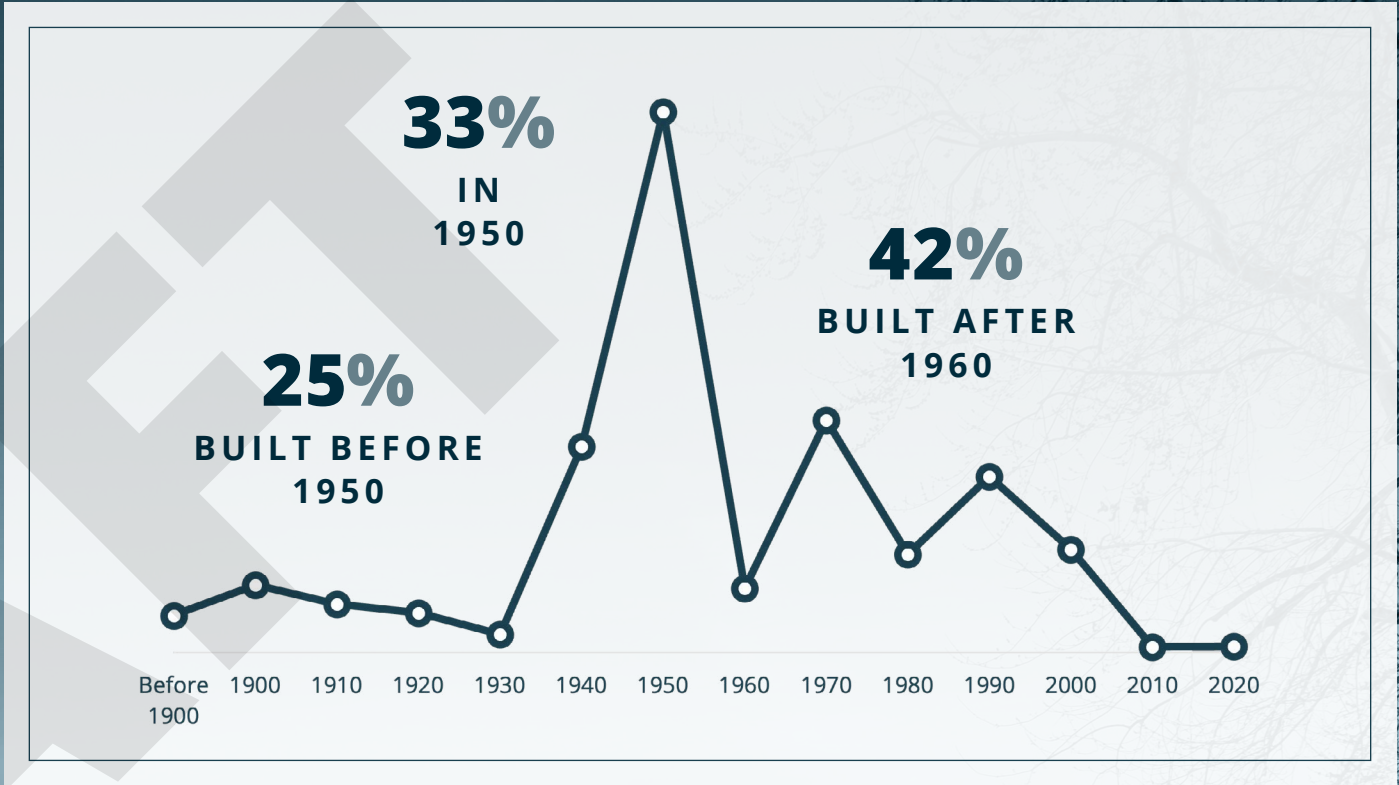


Age of Structure

## 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

*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

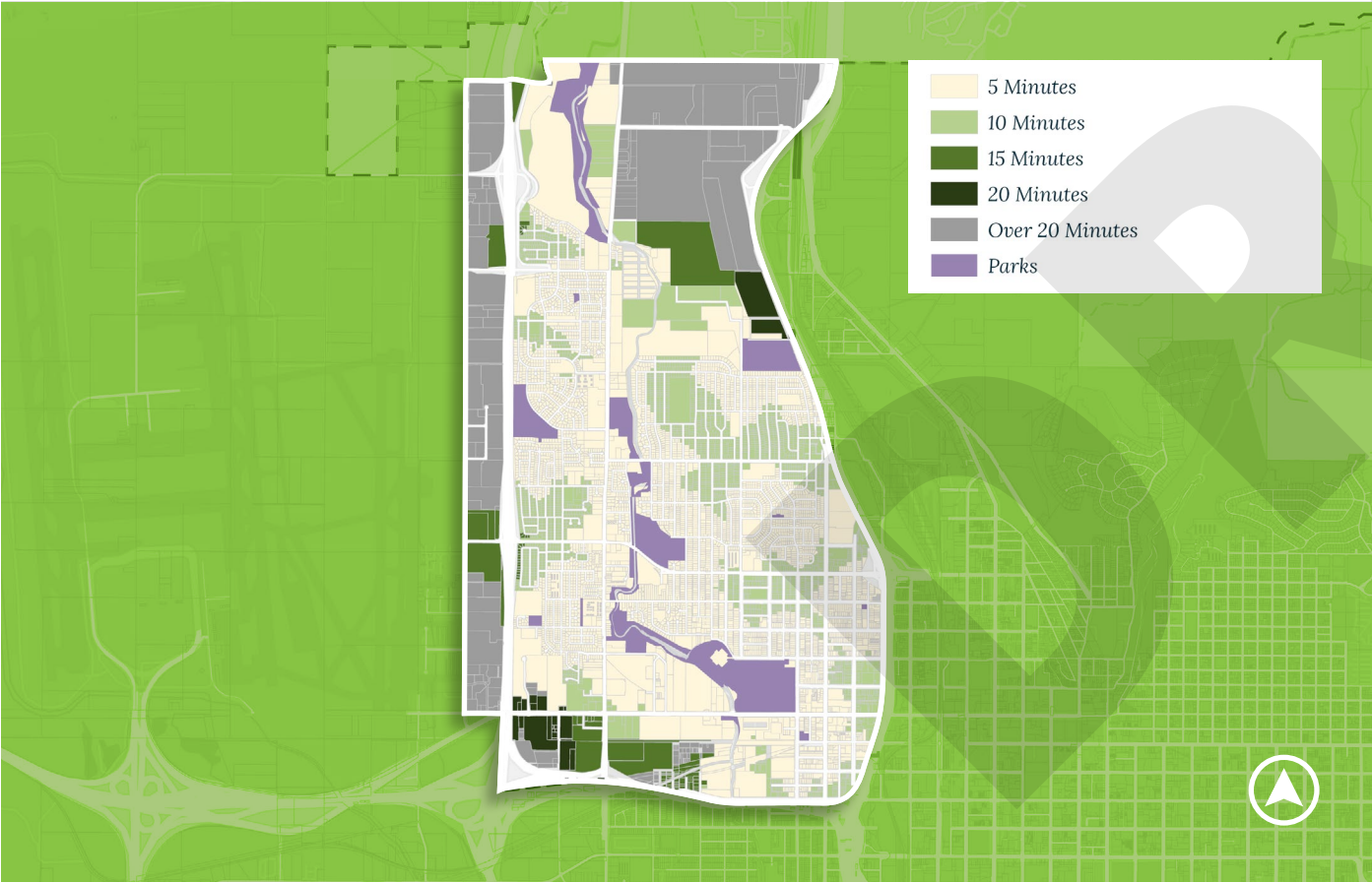


Public parks, open space, and recreation land uses occupy approximately 16% of the Northwest plan area and encompass 744 acres of land.

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.

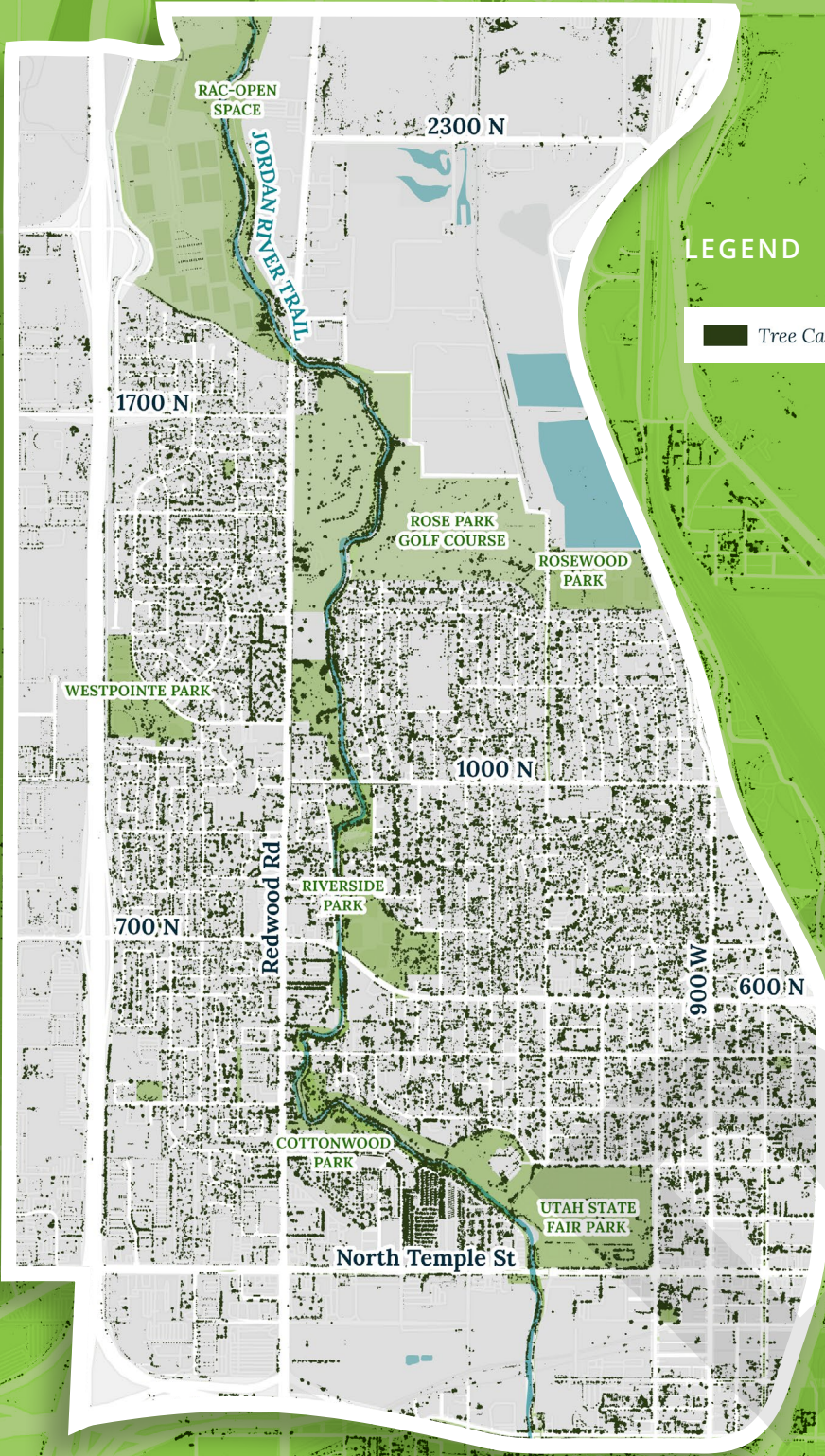
As discussed, the Fairgrounds are part of the Utah Fairpark Area Investment and Restoration (U-FAIR) District, which was created by the Utah State legislature in 2024 to revitalize the neighborhood and rehabilitate the Jordan River.

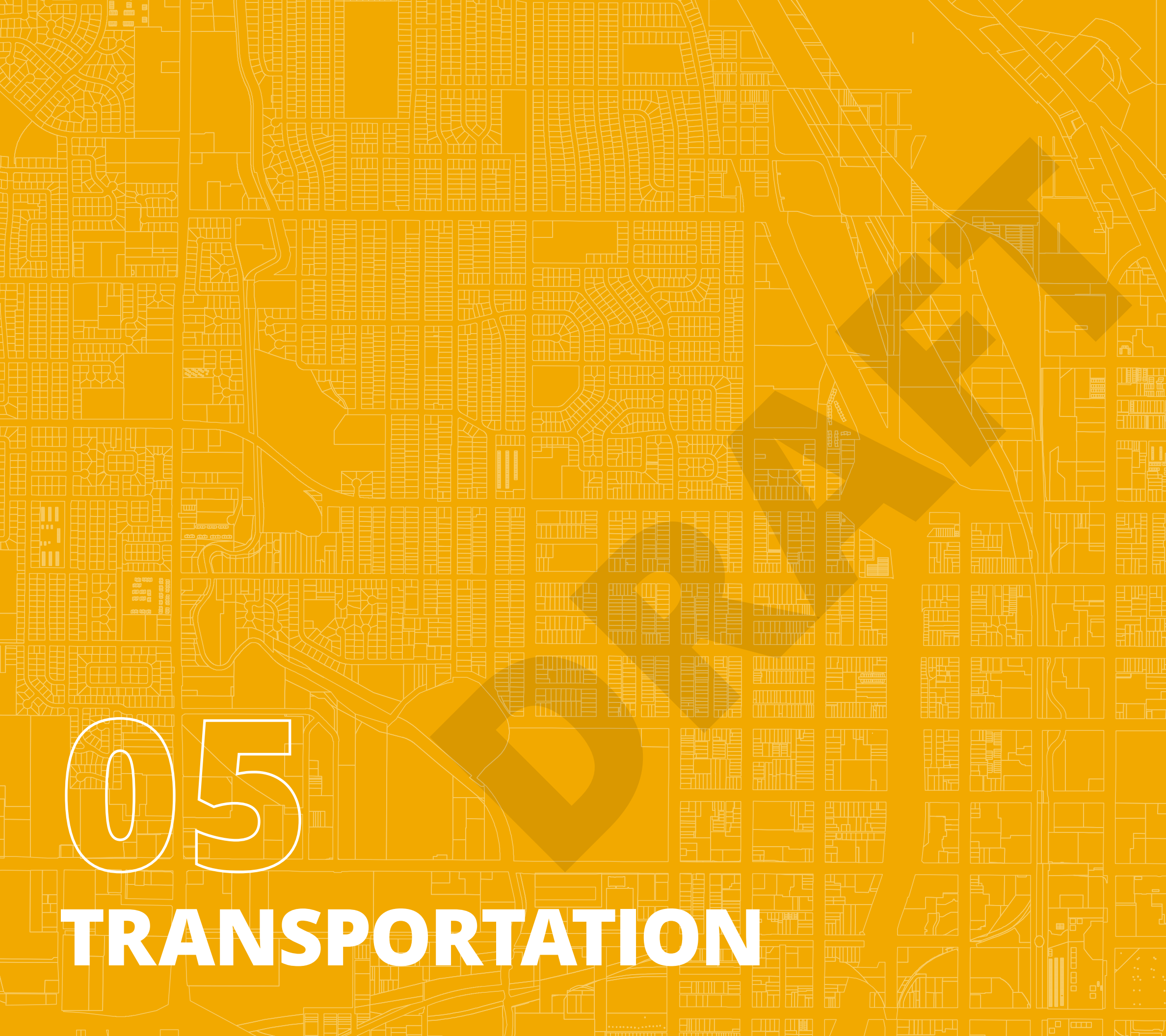
# URBAN TREE COVERAGE



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%



The background of the page is a detailed, light-colored line map of a city street grid. Overlaid on this map is a large, semi-transparent orange shape that resembles a stylized letter 'D' or a large arrow pointing towards the bottom right. In the bottom left corner, the number '05' is displayed in a large, white, outlined font.

05

# TRANSPORTATION

*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.

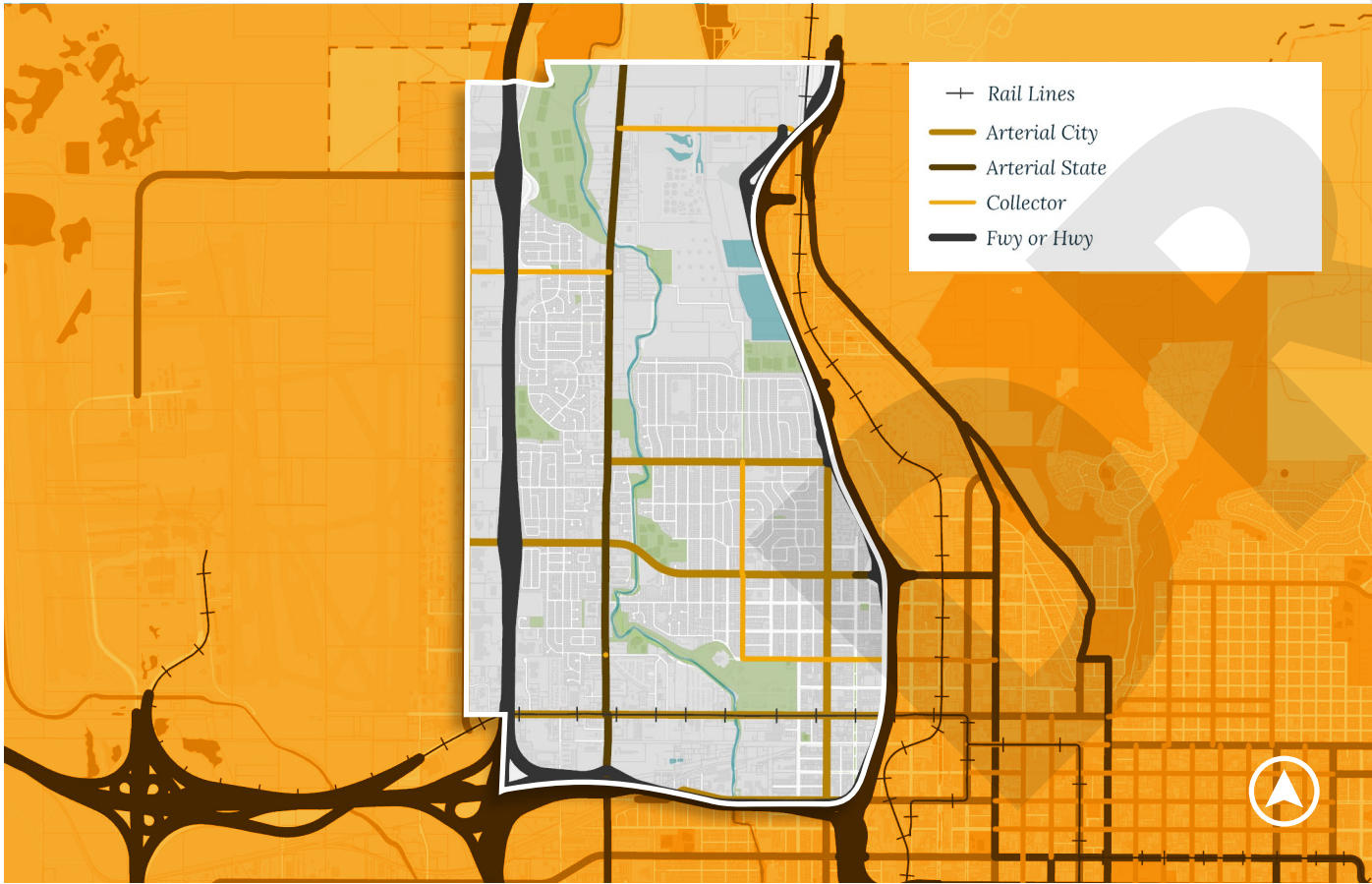
Overall, while the Northwest Plan Area benefits from a strong transportation network and unique amenities like the Jordan River Parkway, there are opportunities to enhance its connectivity and accessibility, particularly for pedestrians and cyclists, to better serve its diverse mix of uses.

# 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 Types | Road Classification

## 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



## 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 TSA and commercial zones are concentrated along the North Temple corridor. 600 W and 700 W provides additional access to the interstates.

Higher classified streets like North Temple and Redwood Road support mixed uses of businesses and residences. Both Redwood Road and North Temple have poor pedestrian infrastructure, which prioritizes the efficiency of vehicle traffic.



## 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.

# ROADWAY CONDITIONS

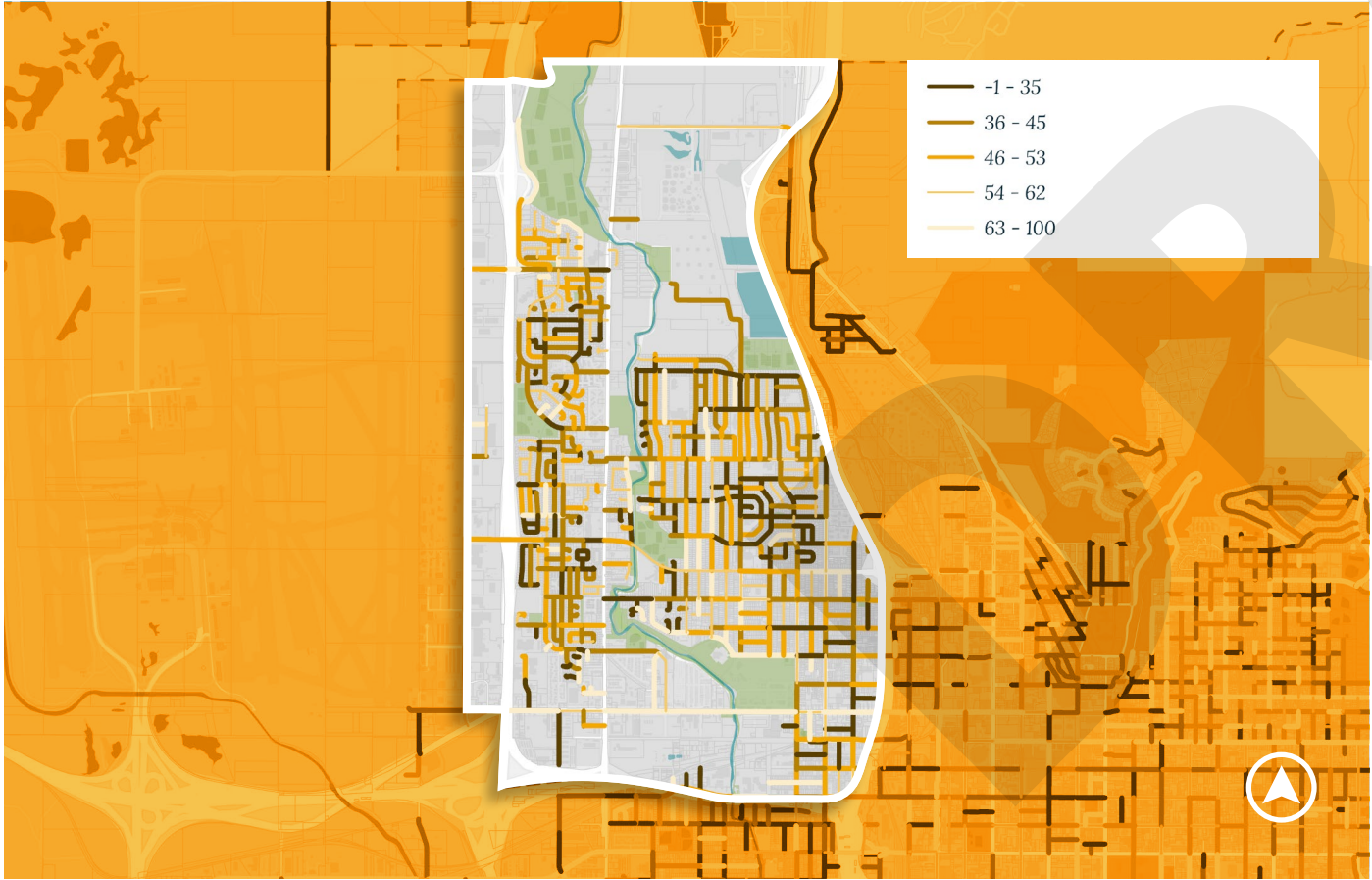


## SURFACE QUALITY

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

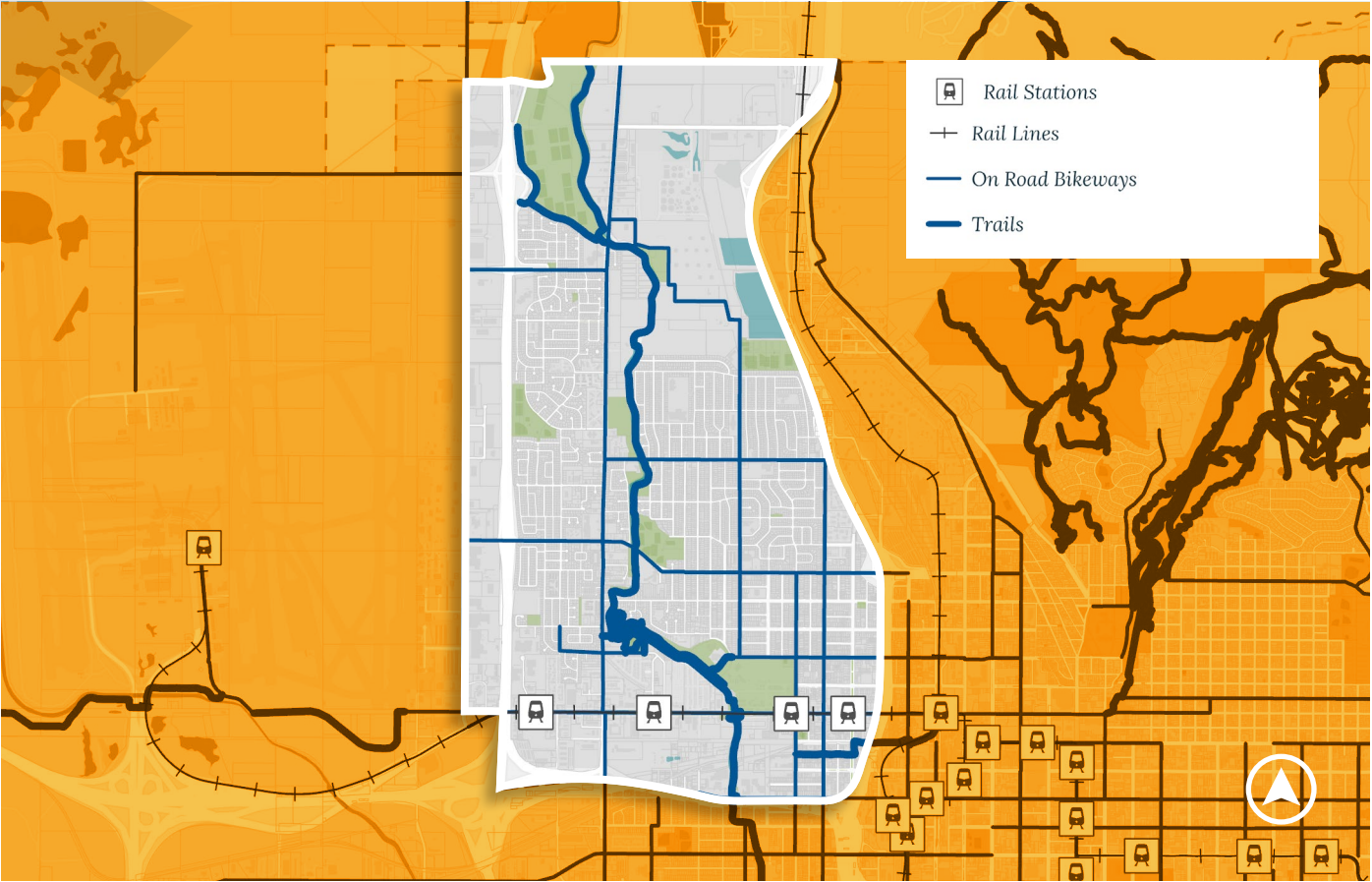
# BICYCLE NETWORK



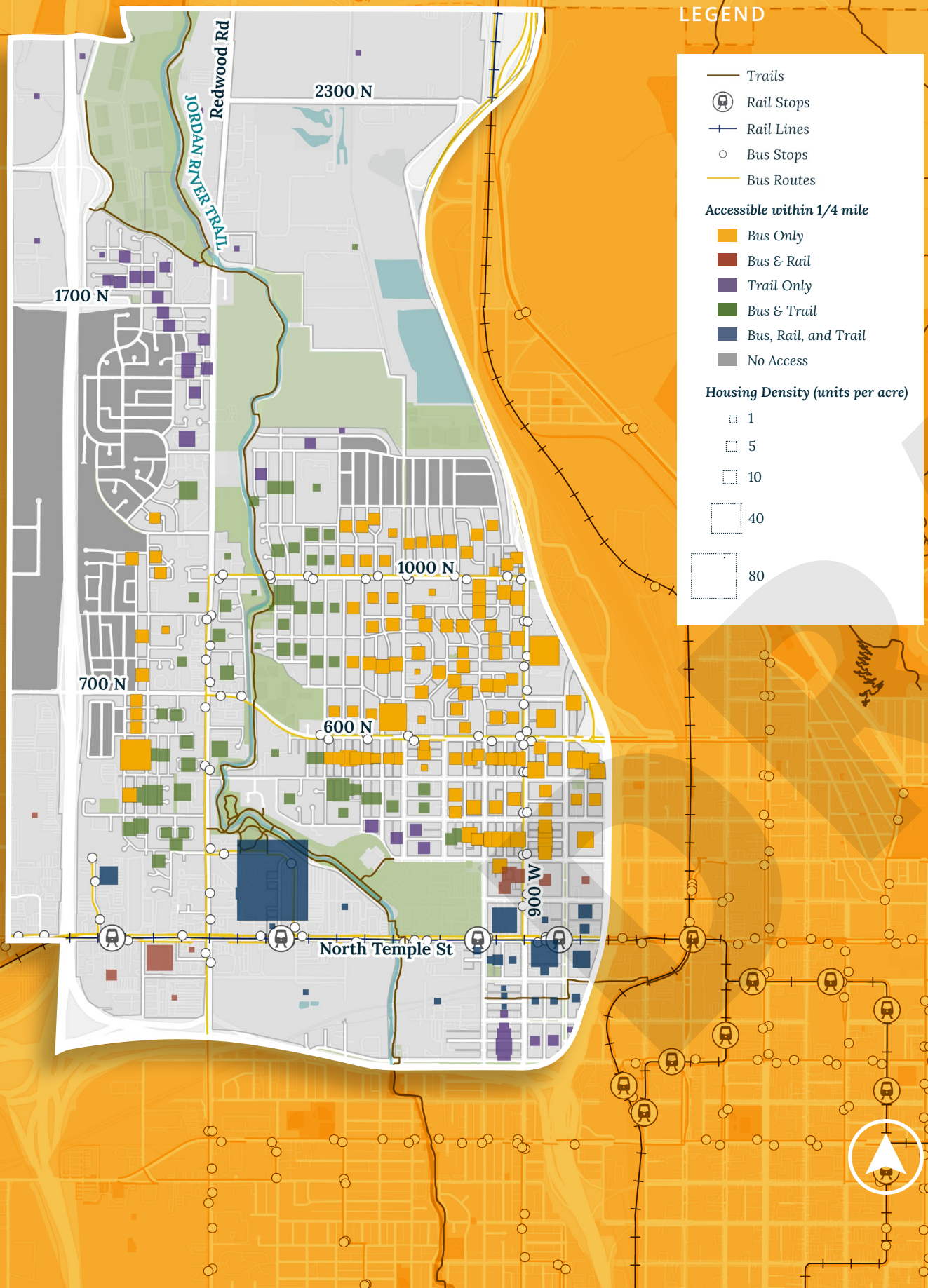
## MULTI-USE RECREATIONAL PAVED TRAIL

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



## 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 ¼ 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

There are no protected bike lanes along streets in the area.



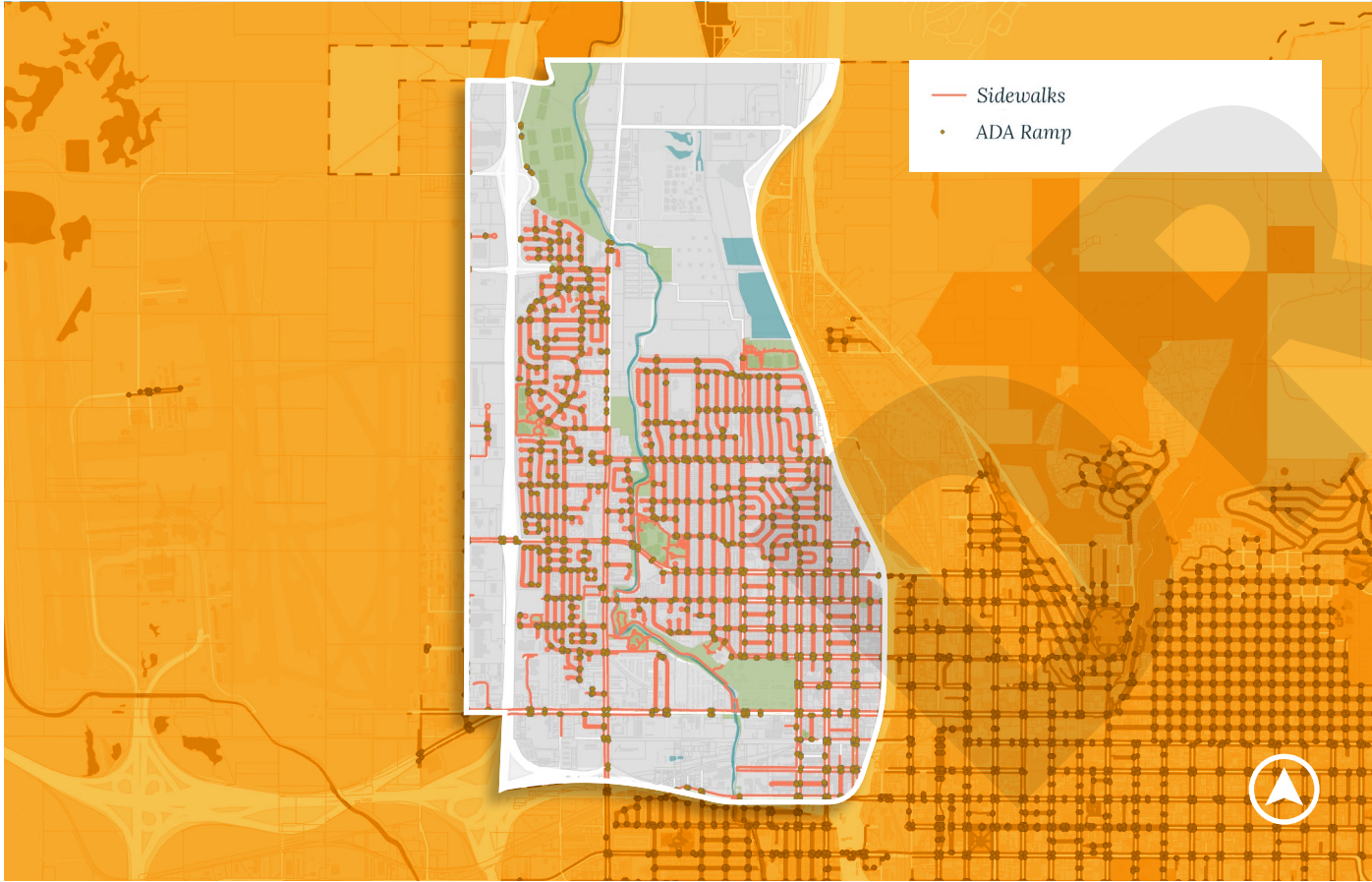
## STRIPED BIKE LANES

94.8% of housing units have access to designated bike lanes with painted lines within a ¼ 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. None of these bike lanes offer physical separation from vehicle traffic.

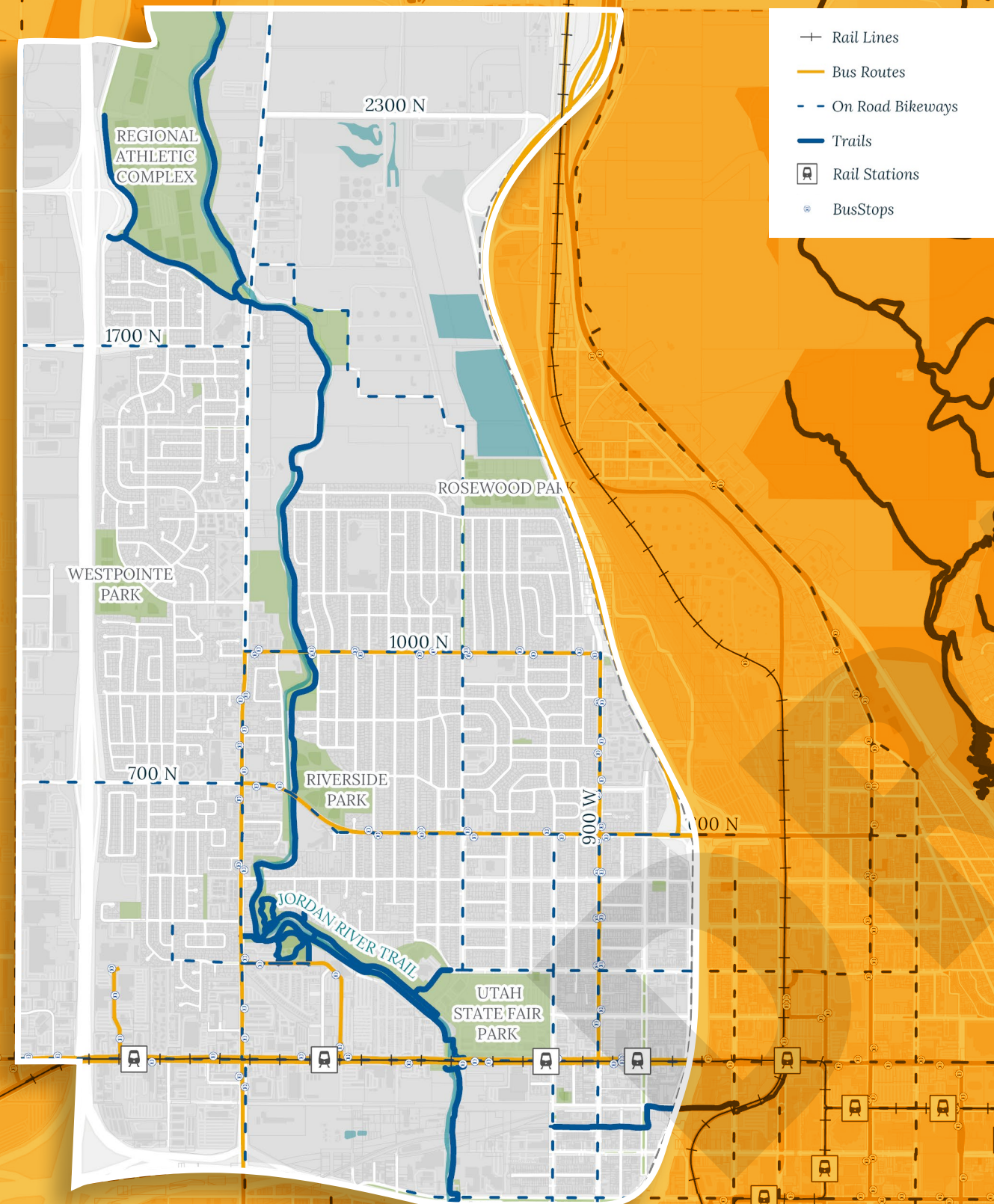
# SIDEWALKS + ADA RAMPS

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

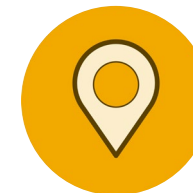
Up Redwood, along 1000 N, down 900 W with access to the U.

#### 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.



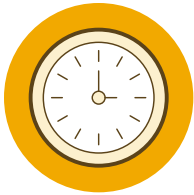
## COMMUTE MODES

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
Commute by Car	76%	69%
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%

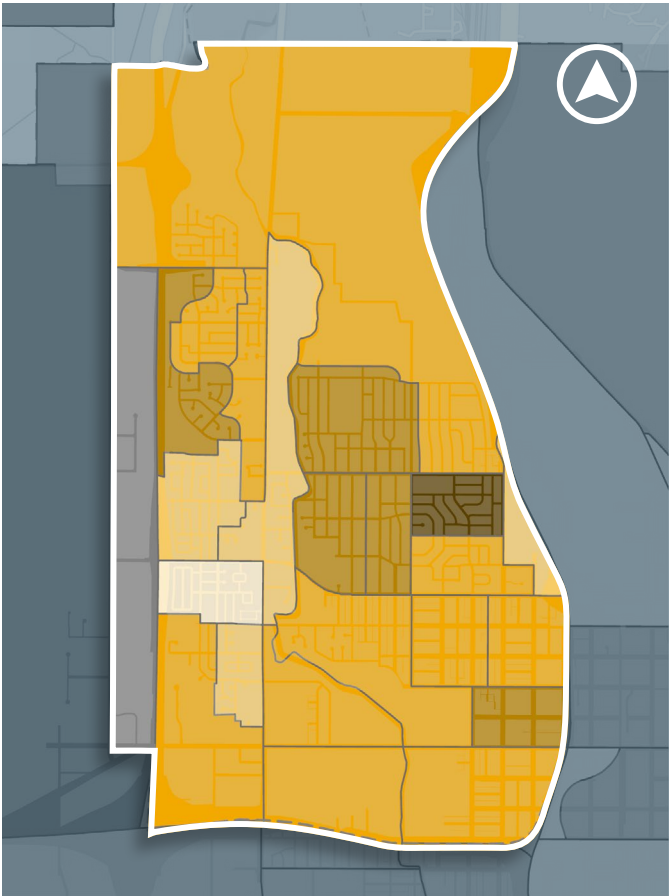


## COMMUTE TIMES

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%



Commute Times

- 15 minutes or less
- 16 to 20 minutes
- 21 to 25 minutes
- 26 to 30 minutes
- More than 30 minutes
- No Data



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.

# 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

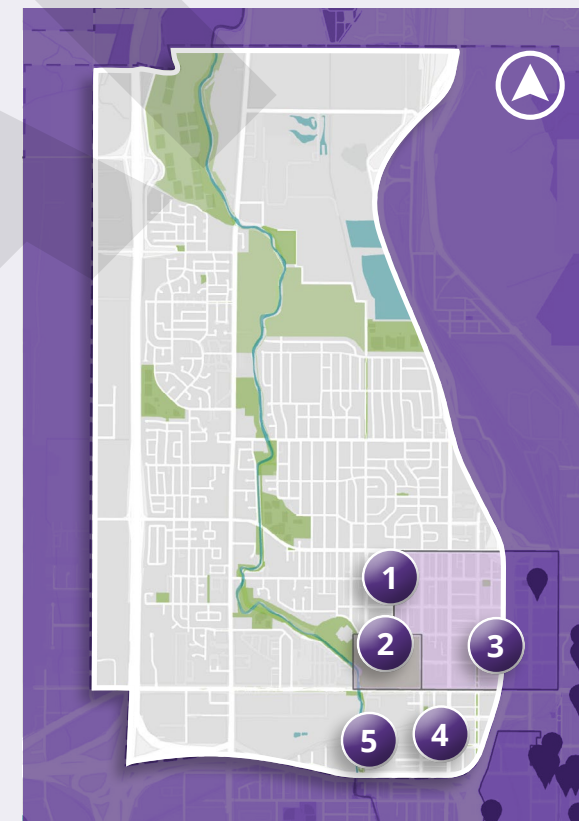
Parts of the Fairpark neighborhood were listed on the National Register of Historic Places in 2001 as part of the Salt Lake City Northwest Historic District. The Northwest Historic District is bounded by 1100 West to 500 West and 600 North to North Temple.

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

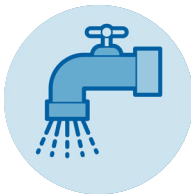
*Public utilities are essential to the functioning of a city, as they provide the basic services that support daily life. Water, sewer, and stormwater services, all provided by the City, ensure that residents have access to clean drinking water and a safe environment.*

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

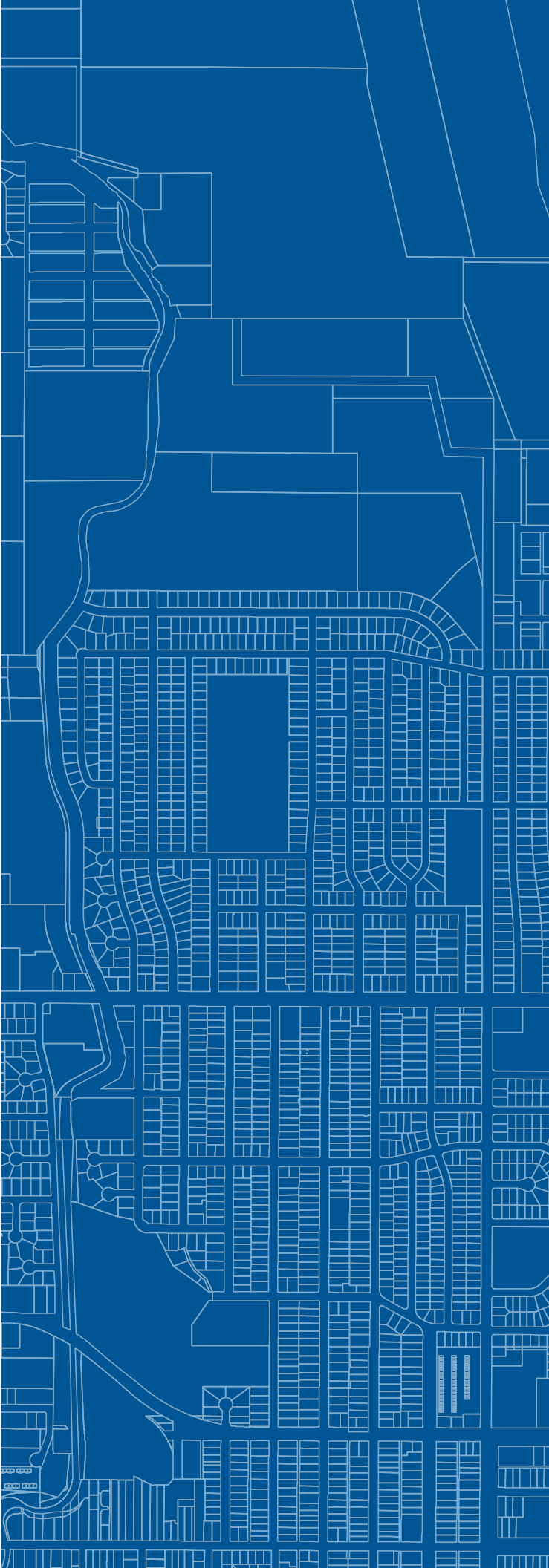
There are currently large-scale public utility projects underway under way in this community.

## 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.



# POWER GRID

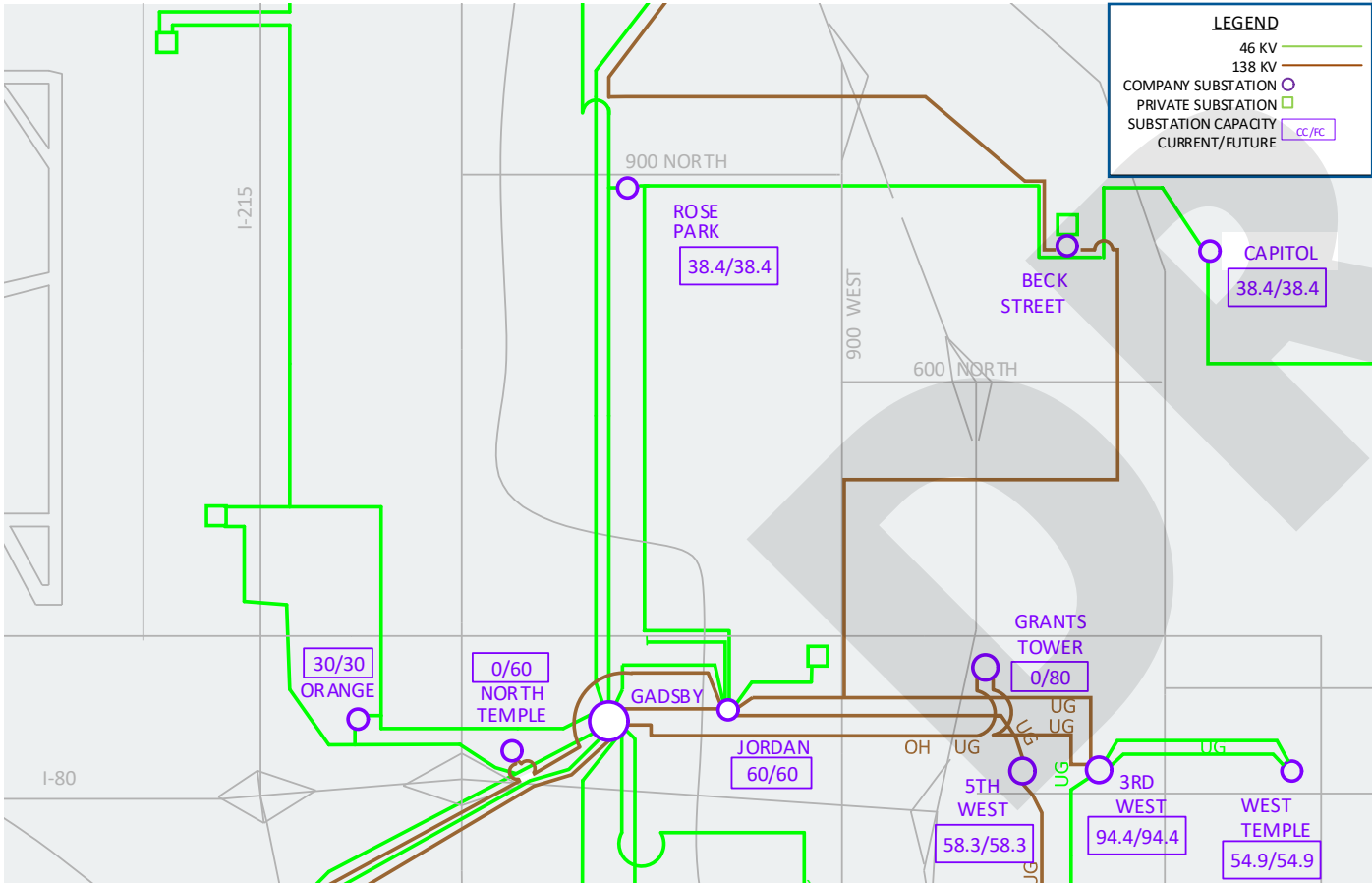


## ROCKY MOUNTAIN POWER

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 & Submission Plan





# 08 GEOLOGY

*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.



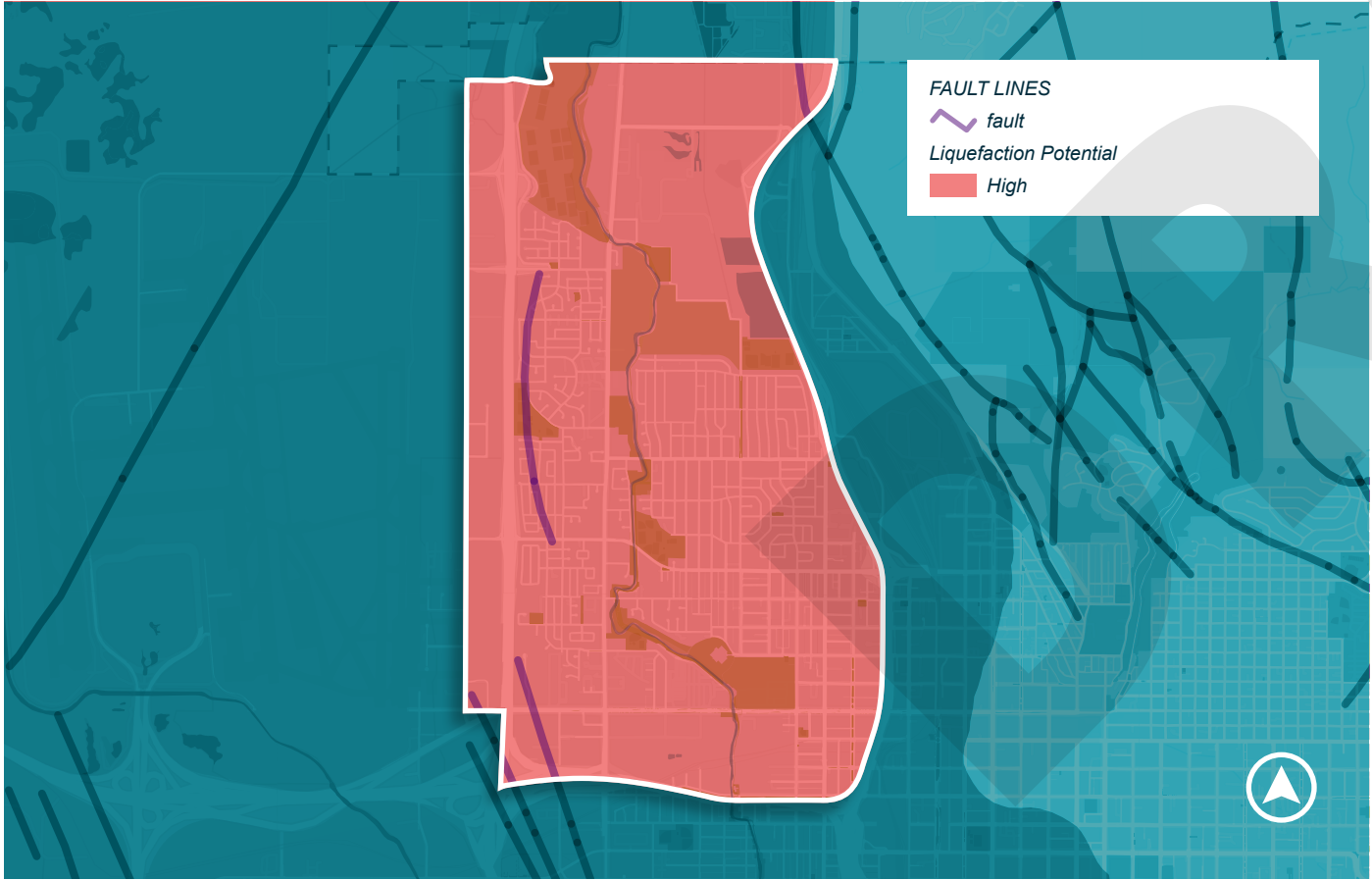
## FAULT LINES AND LIQUEFACTION

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 County are high or very high is the most populous parts of the County.

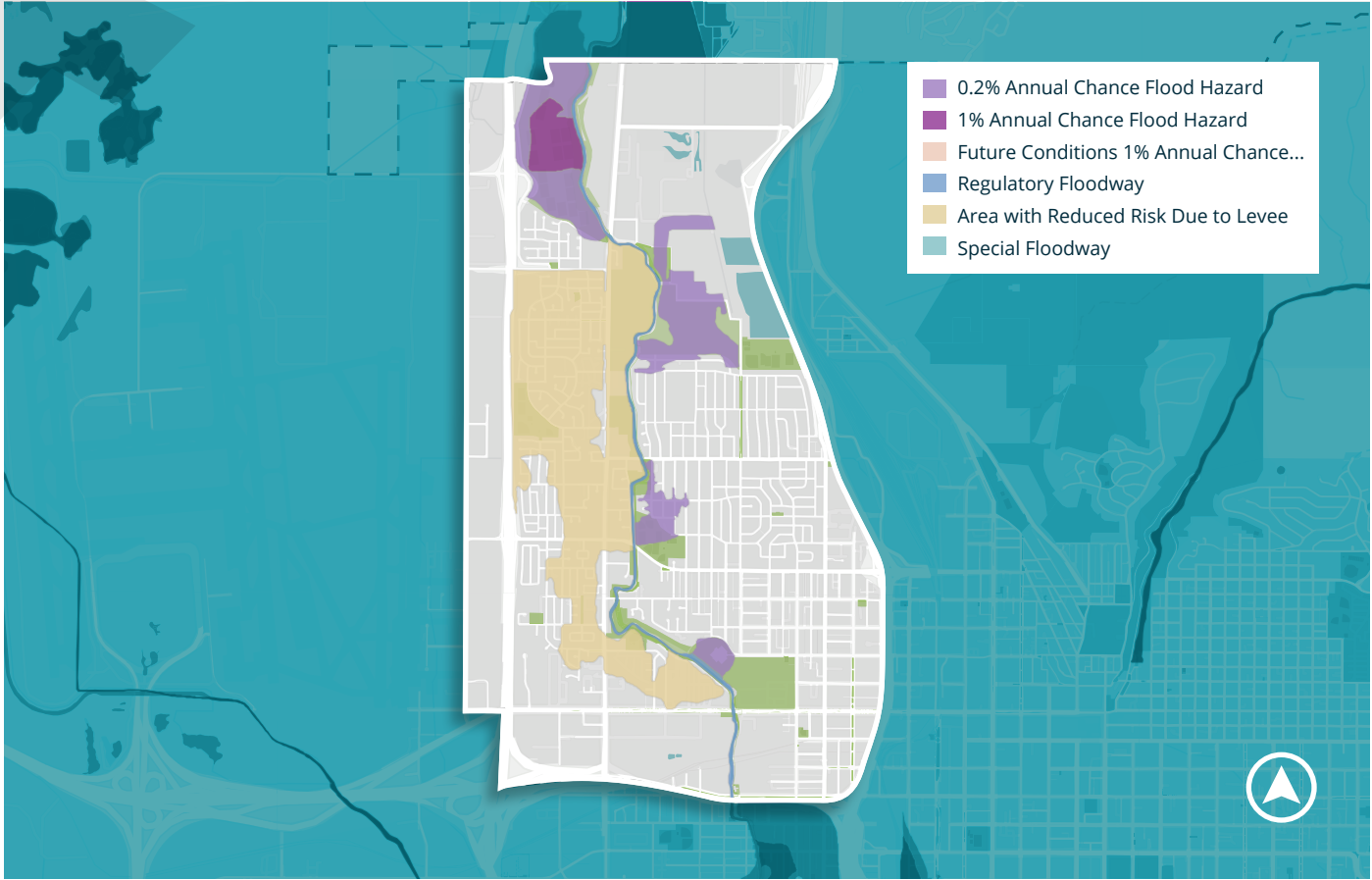


Liquefaction & Fault Lines



## 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



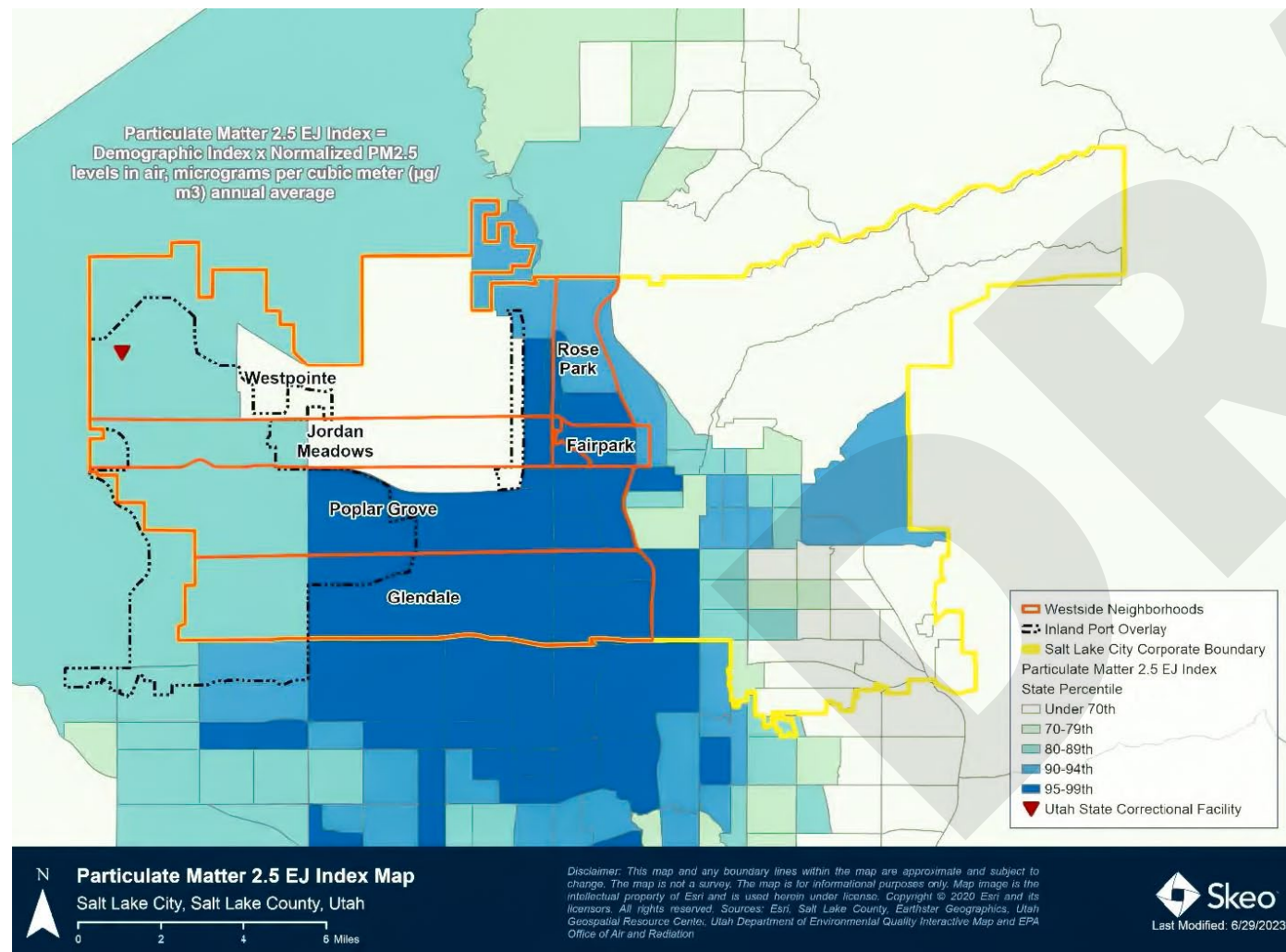
## AIR QUALITY

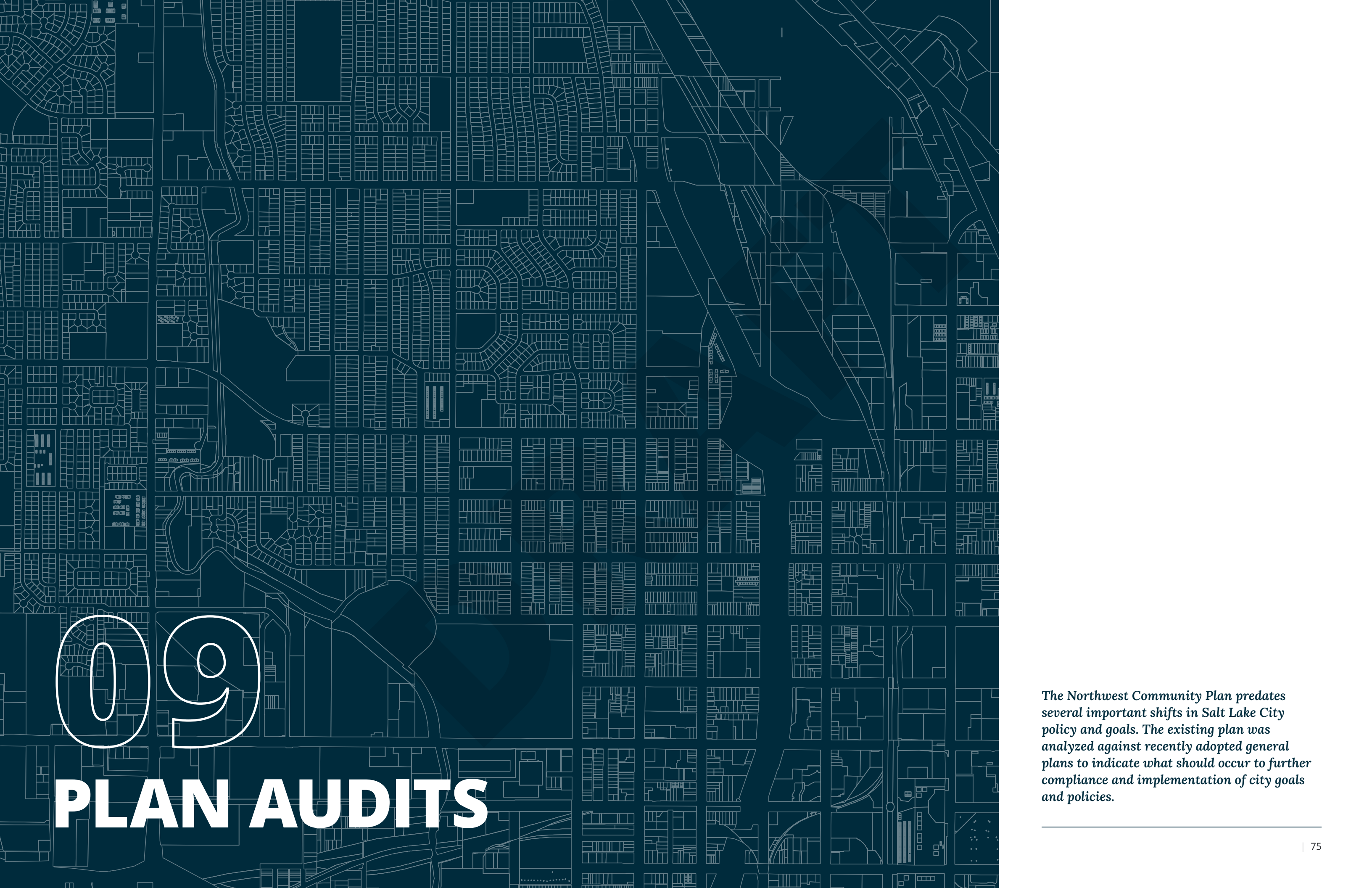
In 2023, the Environmental Protection Agency provided funding for an Environmental Justice Assessment to study air pollution on the Westside of Salt Lake City.

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.





# 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, TSA 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.

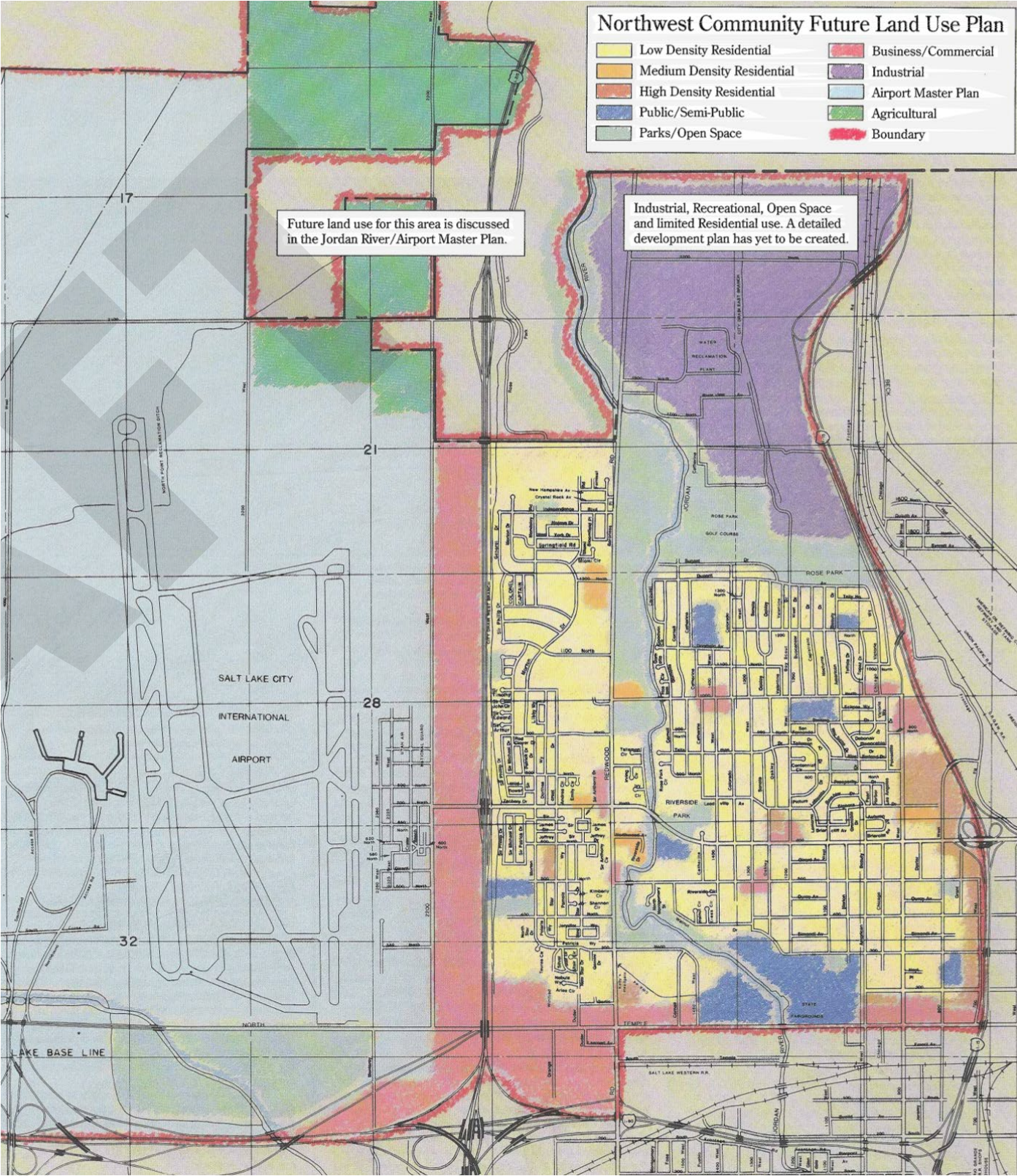


EXISTING POLICIES AND STRATEGIES

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 plan 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.

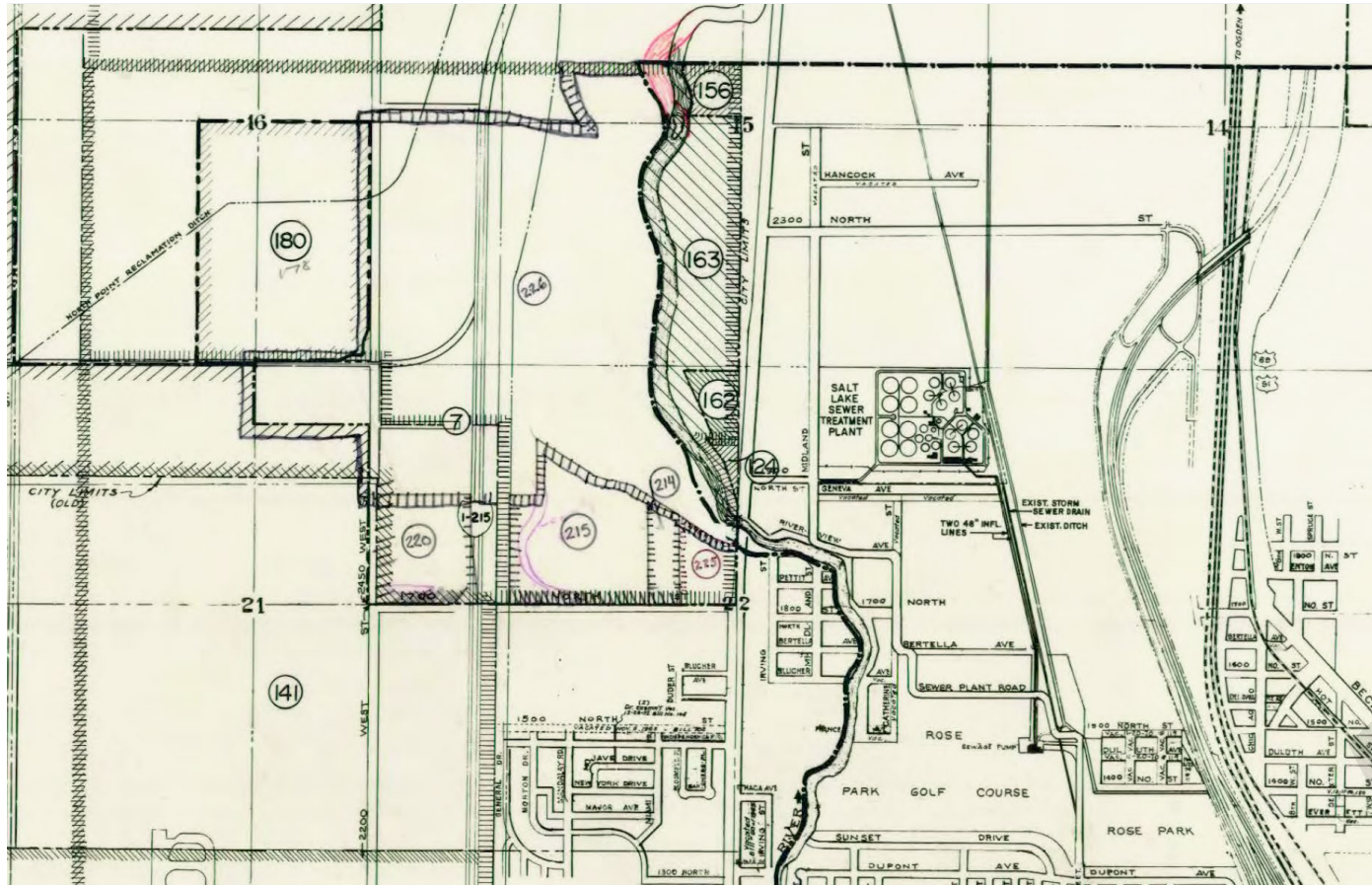


## CAPITAL IMPROVEMENTS ELEMENT

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

