



3 Land Use

Creating a Complete Community

The Land Use Chapter will guide North Salt Lake toward a complete community of safe and well-designed neighborhoods; a city with quality parks and recreational facilities; a vibrant economic hub with thriving business and employment opportunities; a collection of identifiable districts with unique roles and identities; and a place to call home that inspires pride.

The Land Use Element's goals are:

- *Enhance livability and property values in existing neighborhoods.*
- *Develop a center or focal point for the City.*
- *Compatibility between residential, commercial, and industrial development.*
- *Provide a complete community by creating a balance of land uses.*
- *Enable a supply of housing appropriate for the City's anticipated demographic composition.*
- *Maximize positive land use outcomes by using sites wisely.*

These goals will help the City provide a broad mix of complementary land uses, create an identifiable and distinct place, revitalize and reinvest in the community, and improve the walkability of the City.



Purpose of the Chapter

The Land Use Plan is the most visible component of the General Plan. The Land Use Element is intended to capture, communicate, and further North Salt Lake's vision for the community by determining the location and form of housing, commercial, mixed-use and industrial development throughout the community.

The City's vision for land use is one of balance and quality. A balanced community is evidenced by stable and beautiful neighborhoods, and served by ample parks and recreation opportunities. Quality is evidenced in well-designed housing, commercial, mixed-use and industrial areas, landscaping, urban design, and civic uses. A balanced community supports a strong economy and job base that provide ample revenues to finance a higher quality of services.

Utah State law has a focus on land use. Utah Code Ann. §10-9a-401 states that a general plan is for:

- (a) present and future needs of the municipality; and
- (b) growth and development of all or any part of the land within the municipality.

The Land Use Chapter is closely related to all other chapters of the General Plan it affects and is affected by transportation, parks / recreation, and economic development considerations (among other things). The land use element identifies land use designations and their associated development intensities, locations, and distribution throughout the community with two major exceptions. In North Salt Lake, the two major areas of anticipated and desired change over the coming decades are:

The Town Center, oriented generally between I-15 and Orchard Drive around the Center Street neighborhoods; and

The Redwood District oriented generally around Redwood Road between I-215 and 100 North.

Because of the focus on these two areas, and the need to understand and convey the close relationship between land use and other strategies, these two areas each have a dedicated chapter that



incorporates components that would otherwise fall within each topic-oriented element.

Related Plans and Programs

The North Salt Lake General Plan is implemented through a variety of regulatory documents. Described below, these implementation documents are the City Code, Land Use Ordinance, and Community Development project areas.

CITY CODE AND LAND USE ORDINANCE

The City Code and Land Use Ordinance are the primary tools used to implement the goals and policies of the General Plan. The City Code provides a broad variety of regulations necessary to promote the health, safety, and welfare of residents and businesses. It is comprehensive in scope, covering issues such as City administration, public safety, finance, business regulations, building and safety standards, and other municipal regulations.

The Land Use Ordinance provides detailed direction related to land uses. Specifically, the Land Use Ordinance specifies:

- Development standards;
- Permitted, conditionally permitted, and prohibited uses;
- Administrative processes related to land development;
- Parking and sign standards; and
- Other miscellaneous zoning powers.

It is important to note that the General Plan provides broad guidance as to the use of land. The Land Use Ordinance provides a detailed listing of specific allowable uses within the general designations set forth in the General Plan.

NORTH SALT LAKE SPEAKS

The City's vision for land use is one of balance. A balanced community is evidenced by stable and beautiful neighborhoods, and served by ample parks and recreation opportunities. Quality is evidenced in well-designed housing, commercial and industrial uses,



landscaping, urban design, and civic uses. A balanced community supports a strong economy and job base that provide ample revenues to finance a higher quality of services.

City outreach programs, community workshops, interviews with elected officials, and discussions with stakeholders identified the key ways to achieve these goals. The Land Use Element addresses:

- **Balanced Land Uses.** Ensure a complementary mix of land uses—commercial and industrial businesses, strong neighborhoods and quality housing, parks and recreational amenities, employment centers, and other land uses that create a sustainable community.
- **Town Center.** Create a town center as a mixed-use, cultural heart that epitomizes pride and opportunity. Its historical role is augmented by new housing, retail, office, plazas, and cultural facilities.
- **Corridors.** Direct the construction of new mixed/multiuse housing along major corridors to protect and preserve single-family neighborhoods, reduce automobile dependence, improve air quality, and revitalize and transition underutilized uses.

Land Use Context

This section describes each category of land use, summarizes the proposed land uses on the Land Use Plan, and then calculates the City's build-out for housing in order to assist in appropriate planning for future infrastructure and services.

LAND USE DESIGNATIONS

Land use designations refer to the allowable amount, type, and nature of development in North Salt Lake. Major land use designations include residential (housing), commercial, industrial, and public facilities (including parks). Each of these land use designations may be divided into further subcategories. Each designation allows for different types, intensities, and densities of development.

Each residential land use designation includes a range of allowable **densities**, calculated as the number of dwelling units allowed per gross acre. The lower threshold figure for each of these categories represents a guaranteed minimum density, expressed as housing units per acre, provided all other required development conditions



can be met. The higher figure represents a potential maximum density that could be achieved if the proposed development demonstrates high quality design or meets other required standards.

Each commercial, office and industrial category has a range of allowable *intensities* of development. Building intensities for nonresidential uses are measured by floor area ratio (FAR). FAR is the ratio of the total net floor area of a building to the total lot area and describes the intensity of the use on a site. FAR calculations do not include areas within parking structures or outdoor open storage areas. The same FAR can be achieved through a variety of building coverage, orientations, and height configurations.

Site considerations, such as topography or location, and City policies and regulations, such as development standards in the Land Use Ordinance, may place additional requirements on a property that could prevent the site from achieving the maximum density established within this General Plan. Actual density and FAR ranges are determined on a parcel-specific basis. Density and FAR are based on adjusted gross acreage, which subtracts acres associated with right-of-way.

RESIDENTIAL LAND USE DESIGNATIONS

North Salt Lake offers a wide range of housing densities and types to meet the needs of current and future residents. In addition to the housing types and densities shown below, compatible non-residential land uses are also allowed in neighborhoods, such as schools, recreation centers, churches, parks, child care facilities, and public and institutional uses. Centers, such as the Town Center and the Regional Activity Center, may also be the location of future housing mixed with a broad variety of commercial and civic uses.

This includes:

Low Density Residential

The low density residential designation is the most prevalent land use and represents typical single-family detached homes on >1/4 of an acre lots. The majority of these single-family homes are one- or two-story residences set back from the street and separated by yards. This land use designation is implemented by two zoning districts (R1-12, R1-10) that allow from 0.1 to 3.0 residential dwelling units per acre.



Low Density Residential

Single-family detached homes are the most common form of low density residential uses.

Medium Density Residential

Townhomes and planned residential developments are medium density residences.

High Density Residential

Condominiums and apartments are high density residential uses.

Medium Density Residential

Medium density residential is defined as attached and detached single-family homes, attached products (e.g., townhomes) with four or fewer units, and planned developments. This land use designation is implemented by a medium-low density classification and R1-10, R1-7, RM-7 zones, which allow 0.3 to 8.0 housing units per acre.

High Density Residential

This land use designation is reserved for town homes, apartments, planned residential developments, and senior housing near a mix of transportation, shopping, business, public services, and public facilities. High density residential should incorporate adequate open space, landscaping, and parking. This land use designation is implemented by the RM-20 zone, which allows a residential density of 8 dwelling units and above.

COMMERCIAL AND INDUSTRIAL DESIGNATIONS

Commercial, office, and industrial land uses reflect a wide range of densities and intensities of non-residential and mixed-use developments. Some commercial/industrial land use categories preclude residential uses while others contemplate a mix of uses.

This includes:

General Commercial

Areas designated for general commercial allow a wide range of uses to serve the community and the region. Specific uses in this future land use category include a wide range of retail businesses, personal services, food and beverage establishments, hotel and other tourist uses, automotive sales and repair, professional offices, and housing. General commercial uses are primarily located along major corridors. The CG zone implements this designation.

Heavy Industrial

The Heavy Industrial designation allows for a mix of industrial, manufacturing, and processing uses that generate employment, and support the City’s tax base. Heavy Industrial uses may have environmental effects such as noises and odors that should be separated from many commercial uses and all residential uses. Heavy Industrial uses are implemented through the MG zone.



Light Industrial

The Manufacturing Distribution designation allows for light industrial and manufacturing, industrial processes, warehousing, and distribution activities that do not produce objectionable environmental effects on adjacent areas. Acceptable uses are implemented through the MD zone.

Village Center

The Village Center designation provides nodes of activity where a combination of businesses, retail commerce and entertainment may be established, maintained and protected to enhance quality of life for nearby neighborhoods while also providing shopping opportunities for patrons outside the vicinity. The CS and VC (Village Center) zones implement this designation.

Town Center

The Town Center allows a range of land uses and development types that create a vibrant mixed-income and multi-use environment. Retail, civic facilities, office, entertainment, transit, hotels, high density residential uses, and public and cultural facilities are allowable uses. The Town Center allows residential densities ranging from 8 to 25 units per acre and commercial intensities ranging from 0.3 to 1.5 Net Floor-To-Area-Ratio.

PUBLIC AND INSTITUTIONAL DESIGNATIONS

The Public and Institutional category covers a wide variety of open space, institutional, governmental, educational, and transportation-related land uses in North Salt Lake that serve residents, visitors, and the business community. Included is public facilities, parks and recreation, and open space.

This includes:

Public & Civic

The Public & Civic classification pertains to lands and facilities owned and maintained by governmental agencies (federal, state, and local), non-profit organizations such as organized religions, and public utilities. Public schools, police and fire-related facilities, and City Hall are all public facilities defined by this land use designation.

Parks and Recreation

The Parks and Recreation land use designation refers to areas designated for parks, linear parks and other similar active



recreational uses. It includes areas as diverse as Eaglewood Golf Course, Hatch Park, and Foxboro North Regional Park, pocket parks, plazas, and other gathering places. Recreational facilities are also contemplated within this land use designation.

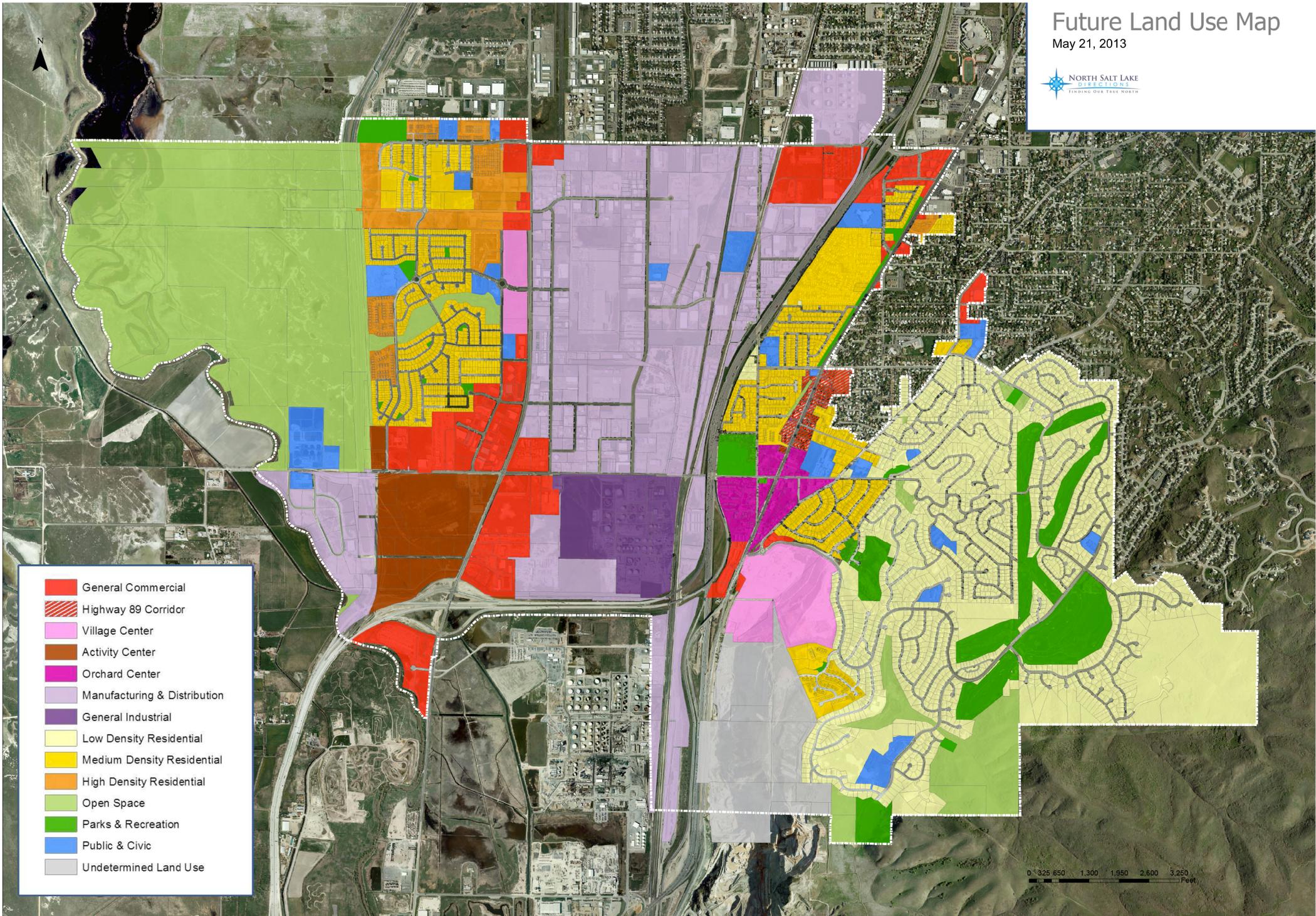
Open Space

The Open Space designation differs from Parks and Recreation in that it refers to areas where passive recreation, habitat, sensitive or critical land protection, are desired in perpetuity.

Fig LU.1: Future Land Use Map

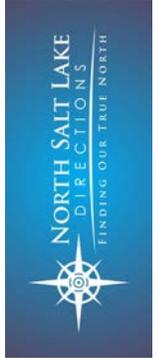
Future Land Use Map

May 21, 2013



- General Commercial
- Highway 89 Corridor
- Village Center
- Activity Center
- Orchard Center
- Manufacturing & Distribution
- General Industrial
- Low Density Residential
- Medium Density Residential
- High Density Residential
- Open Space
- Parks & Recreation
- Public & Civic
- Undetermined Land Use

0 325 650 1,300 1,950 2,600 3,250 Feet



Goals and Policies

This section of the Land Use Chapter describes land use goals and objectives that guide development within North Salt Lake consistent with the City’s vision.

LIVABILITY

Livability is a buzzword, but the concept has immense importance. The neighborhood one lives in can have a big impact on many aspects of life; the variety of homes one can choose from, access to parks or retail, beauty, walkability, bike-ability, return on your mortgage investment, and energy costs associated with residential living to name a few. For residents and prospective residents, North Salt Lake must have livable neighborhoods to be a great place to live.

Goal LU-1

Enhance livability and property values in existing neighborhoods

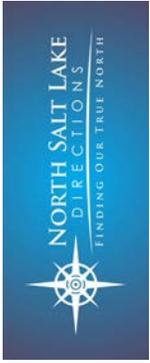
Policies:

LU-1.1 **Housing.** Provide a range of housing options for residents.

A mix of housing aids in neighborhood livability by helping enable residents to stay in their same community even as they move to a different life-stage and experience corresponding changes in their housing wants and needs. A recent AARP poll of seniors found that 86% prefer to stay in their same community even as they downsize.¹ Providing a mix of homes in each community of the City can help residents have this choice.

North Salt Lake is largely built out. The primary means to accomplish this Policy is through the introduction of ‘downsized’ housing types on key corridors near existing neighborhoods; streets such as Highway 89, Redwood Road, and areas like the northwest quadrant of I-215 and Redwood Road.

¹ AARP “Understanding Senior Housing for the 1990s” (Washington, D.C.: AARP, 1990),



Trees cut pollution, cool the air, prevent erosion, muffle sound, and produce oxygen. Then, after all that, they look good.

- Dr. Richard Leakev

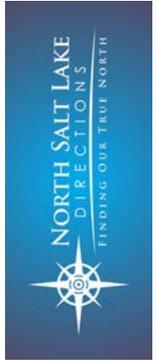
LU-1.2 ***Neighborhood greenery and street trees.*** Increase natural vegetation and quantity of greenery in neighborhoods by adopting a city-wide street tree program.

The visual experience along most of North Salt Lake's residential streets is normal and pleasant, but the experience along larger streets does not reflect positively on the City. Through keypad polling, residents have overwhelmingly expressed a primary desire for significant improvements in the visual experience of prominent streets (encompassing adjacent land uses and the street itself). To many people in the greater region, the refinery is the most visible feature within the entire City. The industrial space between Foxboro and areas east of I-15 divides the City. Though it will be a challenge, North Salt Lake is committed to connect both residential halves of the City together as a unified city that is attractive to live, work, and play.

Around a hundred years ago, early residents of many communities along the Wasatch Front planted large, uniform, stately trees along key thoroughfares such as State Street and Main Street. Today, these trees shade the entire roadway, helping pavement last longer and anchoring an environment regarded as among the most beautiful in the state. It is not easy to remove or rejuvenate blighted businesses, homes, and industrial space and it is expensive to reconfigure roadways for Complete Streets that are appealing for all modes. By comparison, it is extremely affordable to embark on a tree planting program that could act as a buffer in industrial areas, provide a more walkable environment, add to property values and would make a huge difference in the overall attractiveness of the City.

Benefits of large street trees include:

- *Sequester CO2.* Trees pull CO2 from the air, a gas that many residents would like to reduce out of concern for the environment. The larger the tree, the more CO2 it sequesters.
- *Reduce urban heat island effect.* Trees large enough to shade the street result in cooler neighborhoods and reduced energy use for residents on the street.
- *Add character and identity.* A city-wide street tree program would unify and beautify all areas of the City

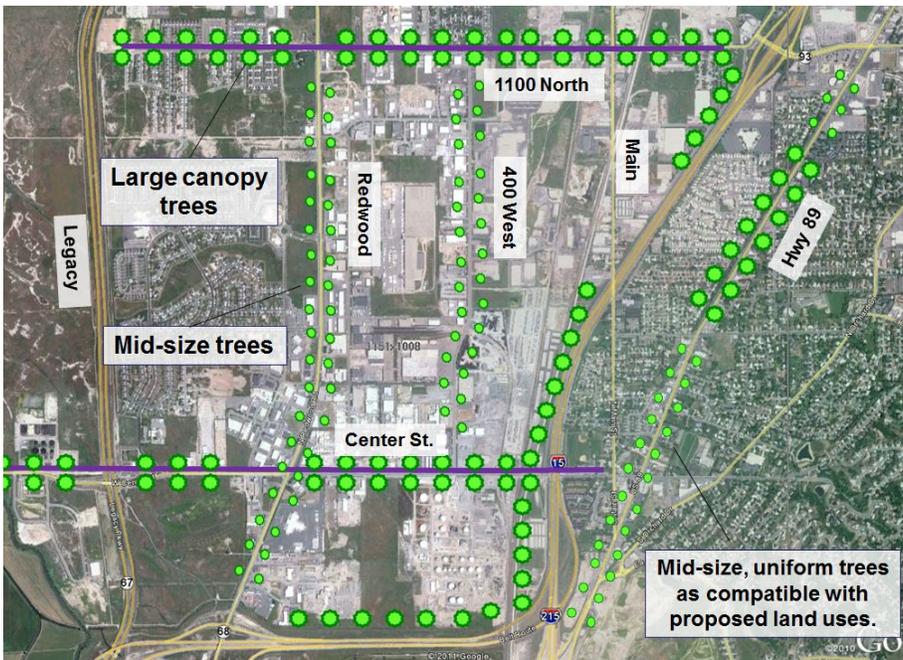


providing an intangible connection as well as improving the physical connection between different areas.

- *Improve pedestrian and bicycle environment.* Pedestrians and bicyclists greatly benefit from the shade provided by large shade trees. Trees in a planting strip also provide a buffer between pedestrians and moving traffic.

Figure LU.2

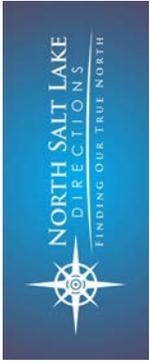
This conceptual diagram delineates where a street tree program should be implemented, along with typical tree sizes in each corridor.



Implementation Strategies:

1.2.1 **Street trees.** Develop a Street Tree Program to improve identity, aesthetics, and to improve property values.

- a. *Study.* Conduct a study to determine the feasibility of a street tree program. Identify appropriate species considering tree height, overhead wires, water needs, and maintenance. Consider species with low water needs to reduce costs and drought concerns. Estimate program costs and identify



funding source for initial planting and ongoing maintenance.

- b. *Phases.* Implement program in two phases starting with areas that require little expense and only minor street modifications to accommodate street trees.

First phase candidates include:

- Center Street
- Highway 89

- c. *Acquire necessary right-of-way or private land* necessary for tree-lawns, sidewalk improvements or street modifications; any actions that will necessitate additional space to accommodate full grown trees or to accommodate a Town Center transit project.

- d. Additional Tree Planning Considerations:

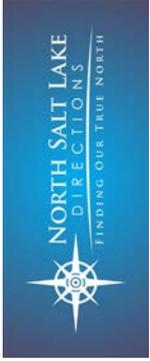
- 1) *Space to expand.* Large trees need space to expand, and a typical 4-foot park strip will not work well even for small trees. On major corridors provide a park strip with a width of 8-12 feet, with variance exceptions on a case-by-case basis. Where space will not allow a uniform pedestrian realm of such widths, try to carve out “notches” for trees, by purchasing just what is needed for each individual tree, or by negotiating a city-maintained easement for the trees on private property.
- 2) *Protect trunks.* All trunks should be wrapped in their early years to protect them from “weed whackers” and other base-level incidents that can damage their bark.
- 3) *Irrigation plan.* Where the water table is high, irrigation may only be required in the first year or two and could be accomplished using a fire engine or water truck during the hottest weeks, thus eliminating the need for automated irrigation.



- 4) **Tree replacement.** Some trees will simply die, so designate a place to grow a few extras in tandem that you can transplant in the spring or fall, so that uniform ages are not broken.
- 5) **Overhead wires.** If trees are selected that will grow to about the same height as overhead wires, then the wires should be masked. Trees that grow higher than the wires run the risk of being disfigured by power maintenance crews. In these circumstances special care should be given to maintain safety and protect trees.
- 6) **Town Center and Redwood Road.** Consider enlisting a landscape architect for assistance on choosing the best trees to fit the character of the district.
- 7) **Fill in gaps.** Consider a program to find areas in established neighborhoods where there is a gap in existing street tree patterns. Consider a program to split the cost of purchasing trees with home owners.
- 8) **New development.** For new development seek to obtain 6-8 foot park strips to accommodate trees. Offset the impact on developers by reducing minimum building setbacks by a similar amount. This will allow those neighborhoods to support slightly larger trees that can shade virtually the entire roadway, resulting in a cooler, more walkable environment and more stable long-term property values.

LU-1.3 Neighborhood walkability. Improve and maintain the safety and desirability of walking and bicycling within neighborhoods.

“Walkability” simply means, “how desirable, viable, convenient, and safe is it to travel about by foot.” Part of what makes walking convenient and viable is that it isn’t just for recreation: it enables a person to fulfill real day-to-day needs like getting to the park, the school, the bus stop, the church, or even the store. A neighborhood that is a good place to walk benefits everyone, not just those that choose to walk. A walkable neighborhood is a safer place to play on or near



the street, tends to be more attractive and pleasing, and enjoys higher property values.²

Implementation Strategies:

1.3.1 Sidewalk completeness

Where there is lack of continuity in sidewalks, push to see that sidewalks are complete. Identify and improve walk/ bike connectivity where it will cost effectively improve the viability of walking.

- a. Map sidewalk gaps.
- b. Prioritize gaps to be improved based on existing and potential pedestrian activity using the following criteria:
 - Priority routes
 - Bus routes
 - Streets with close proximity to schools
 - Streets with close proximity to parks
 - Higher density / small lot residential areas

1.3.2 Street connectivity

North Salt Lake is largely built out. Nonetheless, there are some strategic locations available where planning can ensure a good level of street connectivity that acts to reduce walking distances (travel more as the crow flies), reduces the individual traffic load on trunk-line streets, and also eases traffic movements in the case of an accident.

² On a 100 point scale, a 10 point increase in walkability increases property values by 5 to 8 percent, depending on property type. Effects Of Walkability On Property Values And Investment Returns, Gary Pivo¹ And Jeffrey D. Fisher², Responsible Property Investing Center, Boston College And University Of Arizona Benecki Center For Real Estate Studies, Indiana University, 8/4/2009



Refer to the Transportation Element for a map and additional details on street connectivity.

1.3.3 Mix uses.

Mixing uses (as in residential origins and common destinations such as schools, retail, parks), naturally increases the viability of walking by bringing origins and destinations close enough that walking becomes a real option. Mixing uses is typically not enough to create a high quality walking environment: walking routes must be safe and attractive as well.

1.3.4 Pedestrian friendly, in addition to auto-friendly, building design

For residential development, the recipe for walkability is threefold:

- a. Ensure the pedestrian experiences soft landscaping more than a hardscape environment of off-street asphalt or cement.
- b. Human-scaled design: Does the building have elements scaled to human beings clearly visible to the passing pedestrian: windows, doors, awnings. If garage doors or parking bays are the predominant visual component from primary pedestrian routes, the human scaled design elements will be lost and the pedestrian will feel like they are in a predominantly auto-oriented area. To accomplish this, reduce the visual dominance of garages and parking areas for passing pedestrians. Hide parking areas to the side of, or behind multi-unit buildings, keep single-family home garages behind the primary façade or facing sideways.
- c. Pedestrian Safety. Street width can affect the speed drivers naturally travel, which affects pedestrian safety. A street can be perceived as more safe if the street is narrow relative to the height and setback of adjacent structures. To feel safe and slow traffic, a street needs a sense of enclosure. Enclosure is a function of having a



significant percentage of the vertical view (45% or more) encompassed by buildings or trees. Thus a wider street can slow traffic if buildings are correspondingly taller and/or closer to the street. For this reason, design and development standards call for build-to lines to ensure buildings are close to the street.

A CENTER FOR THE CITY

North Salt Lake is a city without a clear center or heart. Residents and leaders want a focal point or town center for the City. Fortunately, the location is obvious since the ingredients for a highly successful center can be found in the vicinity of the Center Street and Highway 89 intersection. Those ingredients include:

1. Civic uses, including city hall and potential for a library;
2. An outstanding park, Hatch Park, that has potential to become even better;
3. Some sense of history in the Bamberger railroad oriented buildings west of Highway 89;
4. Parcels with the potential to change;
5. The mid-term potential for high quality public transportation;
6. Quick and convenient vehicular access to downtown Salt Lake City.

The following goal and policies promote development of a center for the City of North Salt Lake. Additional details, including goals and policies beyond land use, can be found in the Town Center chapter of the general plan.

Goal LU-2

Develop a center or focal point for the City

Policies and Actions for the Town Center are detailed in Chapter 7: Town Center & Highway 89 Corridor.



LAND USE COMPATIBILITY

North Salt Lake is a diverse community containing a broad mix of residential, industrial, entertainment, office, and commercial land uses. In addition, the community is crossed by major infrastructure systems: freeways, railroad lines, and major arterials. A number of land uses, including industrial, commercial, and transportation facilities, can have potentially adverse effects on residential neighborhoods, schools, and other sensitive land uses. Thus a key goal of the Land Use Element is to ensure the compatibility of land uses.

Achieving land use compatibility in the North Salt Lake community is a delicate process. Due to historical patterns of development and built-out nature, residential land uses are interspersed adjacent to less compatible uses. This is particularly the case for the City’s Industrial District west of I-15, and how it relates to the Foxboro neighborhoods and commercial and potential future residential uses along Redwood Road. Commercial, industrial, and transportation uses vital to North Salt Lake’s economy must be encouraged, yet the impacts of such uses cannot detract from the quality of residential neighborhoods.

Land use compatibility will be more critical as areas transition over time. Certain transportation corridors will begin to transition to mixed/multiuse housing and commercial uses. These uses must be designed to address noise and air quality impacts along corridors and adjacent to industrial uses. In other areas, auto-related uses along Redwood Road and 1100 North will require buffering. Changes in fundamental land uses along Highway 89 and Redwood Road will also require attention to compatibility issues.

The following goal and policies further land use compatibility in North Salt Lake.

Goal LU-3

Improve compatibility between residential, commercial, and industrial development

Policies:

LU-3.1 **Code compliance.** Ensure land use compatibility through adherence to the policies, standards, and regulations in the



City Code, Land Use Ordinance, and other regulations or administrative procedures.

- LU-3.2 **Mitigation.** Require new uses to provide buffers between existing uses where potential adverse impacts could occur, such as decorative walls, setbacks and landscaping, restricted vehicular access, parking enclosures, and lighting control.
- LU-3.3 **Heavy industry.** Within proximity to sensitive land uses, limit development or expansion of industrial, manufacturing, and distribution uses that create toxics, air pollutants, vehicular and truck traffic, or present other public health and safety hazards.
- LU-3.4 **Police safety review.** Require, through the conditional use permit, police department review of uses that may be associated with high levels of noise, nighttime patronage, criminal activity, loitering, or other activities to prevent adverse impacts.
- LU-3.5 **Quality of life.** Prioritize protection of quality of life so that it takes precedence during the review of new projects. Accordingly, the City shall use its available discretion to deny or require mitigation of projects that result in impacts that outweigh public benefits.

A COMPLEMENTARY BALANCE OF LAND USES

The City's vision is underpinned by the guiding principle of developing a complete community, and a balance of land uses is critical to achieving that goal. Quality neighborhoods provide housing for residents of all ages. Commercial and industrial land uses generate tax revenue to support services and infrastructure, provide jobs, and sustain the economy. Open space, parks, and trees provide not only recreational opportunities, but also areas for water recharge, filtering of air pollutants, and beautification.

North Salt Lake does not benefit from a broad mix of balanced land uses. Sit down restaurants, offices, and entertainment uses are some of the types of destinations that are under-represented in the City.

The following goal and policies, supplemented by strategies for focus areas found in the Redwood Road and Town Center Chapters (Chapters 7 and 8), are intended to ensure a complementary balance of land uses that provide adequate opportunities for housing,



economic activity, transportation, parks, and recreation to support an exemplary quality of life and a complete community.

Goal LU-4

Provide a complete community by creating a balance of land uses

Policies:

LU-4.1 ***Economic Development.*** Support the development of office, commercial, and industrial uses, both citywide and in strategic areas, that is consistent with the Economic Development Element and strengthens the economy.

LU-4.2 ***Enhance buying power.*** Retail demand is not sufficient for the land area planned or zoned for retail in the City. Housing and office uses should generally be enabled and encouraged in currently zoned retail areas that are not prime retail locations. This includes areas away from high visibility intersections, away from focused retail nodes such as the town center, and away from freeway interchanges. By adding buying power in these locations, additional desired retail will be enabled to grow in the City.

LU-4.3 ***Create a strong Town Center***

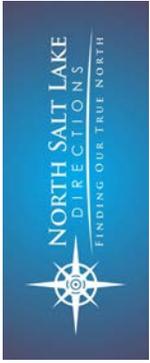
North Salt Lake lacks a strong commercial and civic heart. An appropriate location to develop the center of NSL is near city hall in the vicinity of Highway 89 and Center Street.

Refer to the Town Center Element for Goals, Policies and Strategies to help create a strong Town Center.

LU-4.4 ***Maximize the opportunity of the site at I-215 and Redwood Road***

The northwest quadrant of Redwood Road and I-215 represents the last highly accessible, large, vacant site in the City. Care must be taken to ensure that the development that happens on it is an efficient use of land, provides a strong economic benefit to the City, and overall enhances the quality of life of residents.

Refer to the Redwood Road and Economic Development Chapters for Goals, Policies and Strategies to help shape the future of the site at I-215 and Redwood Road.



LU-4.5 ***Public services and facilities.***

Support community growth and change through the provision and maintenance of quality public services and facilities, including infrastructure and appropriate funding mechanisms to maintain it in good working order.

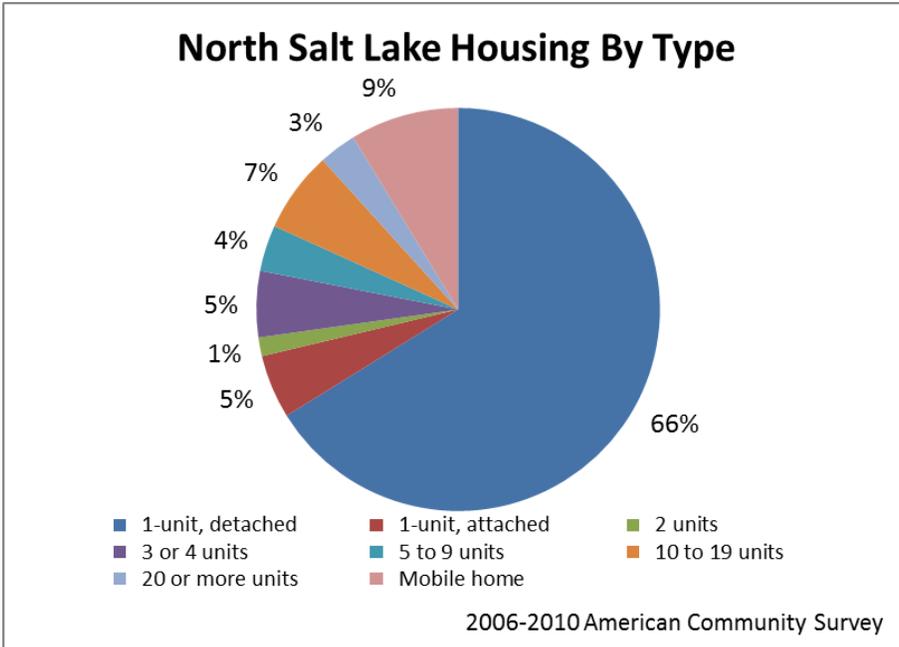
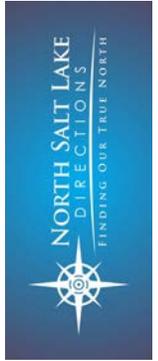
LU-4.6 ***Annexation.***

The City will pursue annexation of locations that are unincorporated in order to provide continuity and efficiency in the delivery of public services. Such areas may include unincorporated neighborhoods east of US89 north of the Town Center or locations in the south part of the City.

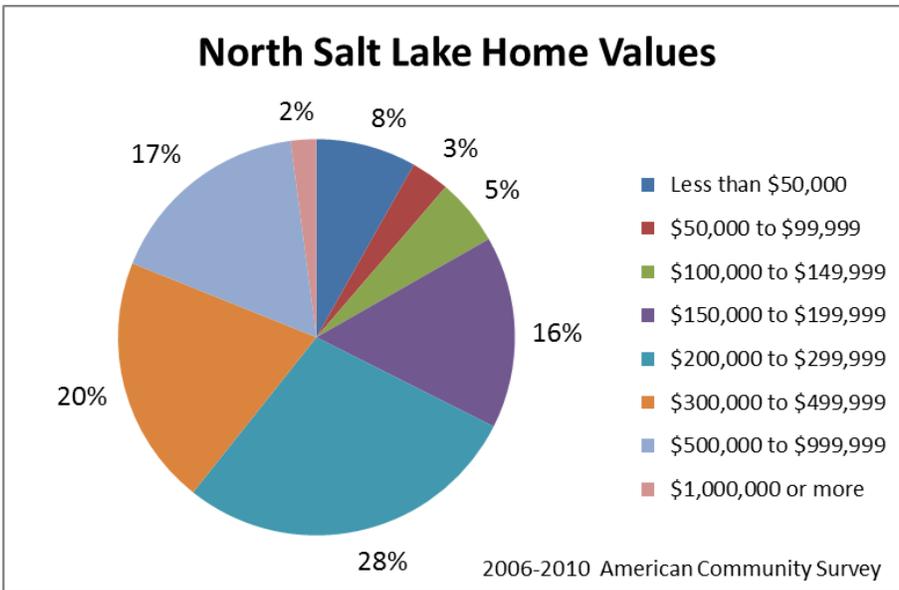
HOUSING

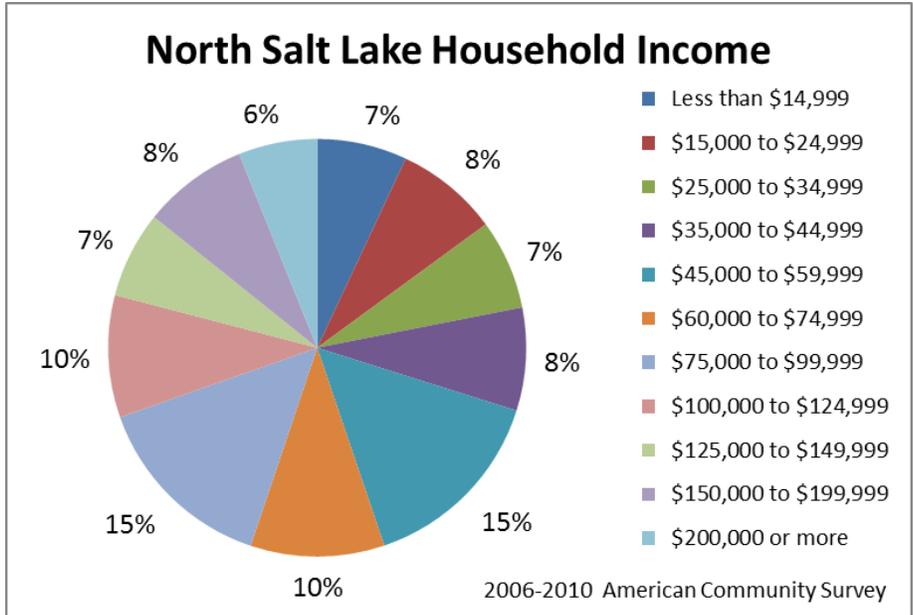
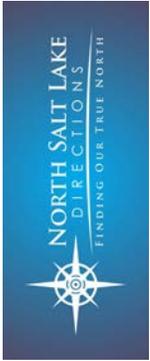
North Salt Lake is a city with a range of housing types and options available to residents. According to the 2006-2010 American Community Survey conducted by the US Census, the City is composed of approximately 66% single-family homes, 5% townhome or duplex, 20% multi-unit homes and 9% mobile homes.

The remaining vacant land, as zoned prior to this general plan update and exclusive of PD parcels, would yield approximately 930 additional single family homes and 50 townhouse or multi-unit homes.



The median house value in North Salt Lake is \$249,300.





The median household income for North Salt Lake is \$66,992.

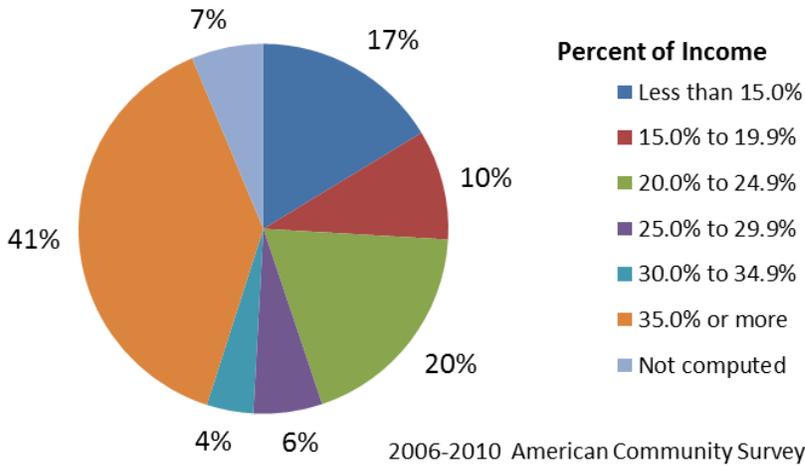
HOUSING AFFORDABILITY IN NORTH SALT LAKE

The following analysis examines how many current residents in NSL pay more or less than a reasonable 30% of their household income on housing.

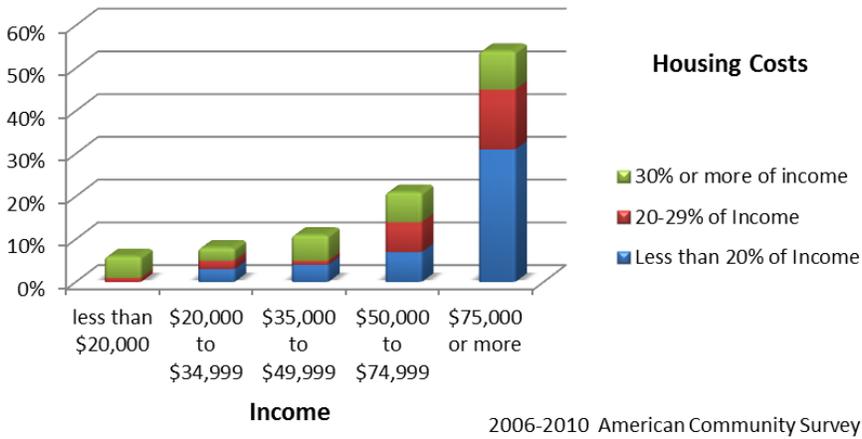
For those residents who own their homes, 30% are paying 30% or more of their income for housing costs. For those who rent, 45% are paying 30% or more of their income for housing costs.

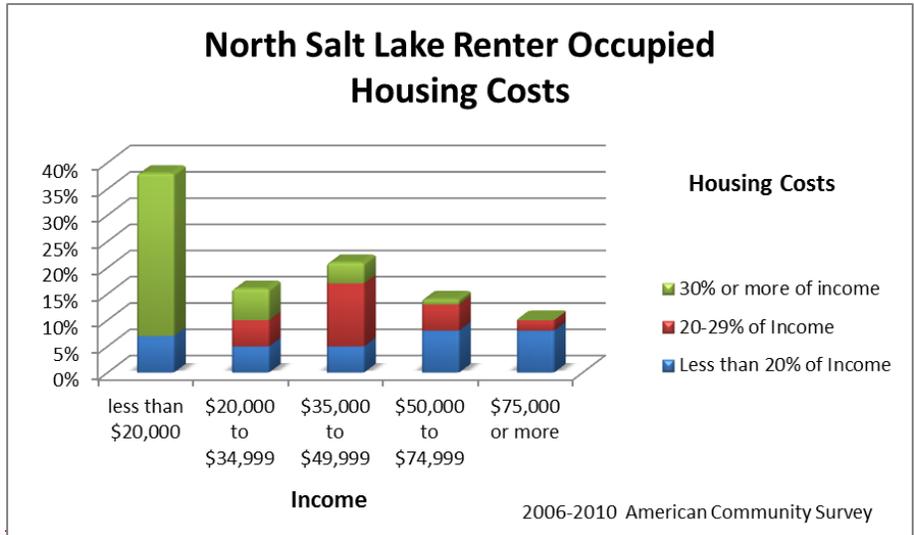


North Salt Lake Gross Rent as a Percentage of Household Income



North Salt Lake Owner Occupied Housing Costs





Those residents that pay above 30% may be doing so because the type of housing they want is simply not available in NSL.

The number of housing expense-burdened households, by Income Category is as follows:

Owner Occupied	Households	Households paying 30% or more of income on housing	
less than \$20,000	229	83%	191
\$20,000 to \$34,999	265	38%	99
\$35,000 to \$49,999	431	55%	235
\$50,000 to \$74,999	807	33%	269
\$75,000 or more	2042	17%	340

Renter Occupied	Households	Households paying 30% or more of income on housing	
less than \$20,000	319	82%	260
\$20,000 to \$34,999	168	38%	63
\$35,000 to \$49,999	216	19%	41
\$50,000 to \$74,999	153	7%	11
\$75,000 or more	109	0%	0

Demographers know that major demographic shifts are expected in the City, the region and the United States -- stemming from the retirement of the baby boom generation.



As the general plan considers housing market shifts and demands for the next 20 years, there are a few key considerations.

- 1) Our population is aging. In 2010 15% of households in the Wasatch Front region are headed by a senior. By 2040, that will grow to 28% of all households led by a senior.
- 2) While this total percentage represents a significant difference: 28% up from 15%, the numerical increase in the size of key demographic characteristics in the Wasatch Front will be substantially more dramatic. Between 2000 and 2040, 78% of the growth in households will be from households without children. Much of this represents households where children will leave the house, coinciding with the aging of our population (projections prepared by Chris Nelson, University of Utah and supported by WFRC).
- 3) Because 78% of the increase in households will be from those without children, and from older households largely looking to downsize, this will have very significant impacts on the housing market.
 - a. Significant growth in demand for ‘downsized’ properties: single-family homes where the yard is very small or the yard space is maintained by an HOA, townhouses, apartments, and condos.
 - b. Growth in demand for housing near services and public transportation. Older households prefer to be closer to services and near transit (old age reduces the viability of driving yourself around town).

Goal LU-5

Enable a supply of housing appropriate for the City’s anticipated demographic composition

Policies:

LU-5.1 ***Reduce, mitigate or eliminate local regulatory barriers to moderately-priced housing.*** Relative to peer communities in South Davis County, North Salt Lake has fewer regulatory barriers to moderately priced housing. Barriers to keep low or remove if necessary include:



Implementation Strategies:

5.1.1 **Ensure proportionate open space requirements.** Multi-unit areas should have more open space or park requirements than single family areas because there is less private land for play. It is recommended that multi-unit developments not contain more than 20% open space.

5.1.2 **Reduce the risk associated with multi-unit entitlements.** Heavy reliance on uncertain approval processes (e.g., conditional approvals). The NSL Code as of 2012 lists Four-family units and multi-unit developments as conditional for the RM-7 and RM-20 districts, the only two zone districts where these building types are not prohibited.

1) Modify the RM-7 zone to make four-family units a by-right or permitted use. Accompany this zone change with appropriate design standards to ensure quality development for the City, but predictability for landowners.

2) Modify the RM-20 district to make multi-unit buildings a by-right or permitted use. Accompany this zone change with appropriate design standards to ensure quality development for the City, but predictability for landowners.

LU-5.2 *Evaluate actions taken by the City to encourage development of new moderately priced housing.*

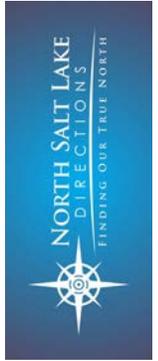
LU-5.3 *Evaluate progress made within the City to provide moderately priced housing, as measured by permits issued for townhouses, duplexes, apartments, and condominiums.*

Implementation Strategies:

5.3.1 **Track and report moderately priced housing permits.**

LU-5.4 *Evaluate efforts made by the City to coordinate moderately priced housing plans and actions with neighboring municipalities.*

Implementation Strategies:



- 5.4.1 **Coordinate with cities upon adoption of the general plan.** Send a copy of the report to the Department of Community and Culture and Wasatch Front Regional Council.

LU-5.5 ***Ensure that high-density residential is high quality.***

Implementation Strategies:

- 5.5.1 **Pedestrian-friendly building design.** Require street orientation of buildings; front doors facing the street; a “street” may be an interior private street.
- 5.5.2 **Inconspicuous parking lot location.** Buildings and plazas should generally front streets and pedestrian circulation should be safe and convenient. Parking (unless configured as on-street parking) should be to the rear or side of multi-unit buildings and not between a building’s front façade and the closest public or complete private street.
- 5.5.3 **Attractive colors and materials.** Design standards should establish a color palette and materials designed to enhance the broader neighborhood within which the proposed multi-unit building will be built. Material standards should not add more than minor additional costs to construction.

PARKING

North Salt Lake is largely planned out. The remaining pieces of vacant land are an important resource for the City. NSL should use these spaces wisely by ensuring sites appropriately balance the competing space needs of building footprints, parking, landscaping, and open space in order to optimize economic, environmental, recreational, and quality of life outcomes.

Parking Standard Recalibration

In an effort to calibrate parking standards to anticipated demand, Table LU-7 compares existing NSL parking standards (2011) to observed usage as noted in the Institute of Transportation Engineers (ITE) Parking Generation manual (the 4th edition recently released in 2010). ITE’s Parking Generation is the industry standard document for surveying parking demand as a function of land use.



This analysis does not contrast all land uses delineated in the 2012 Land Use Ordinance. Rather, it compares more common land uses to get a sense of how standards relate to observed demand.

Table LU-7: Parking Requirements Analysis					
Land Use Designation	Current NSL Parking Requirement Text	Current NSL Parking Requirement, Spaces per 1,000 sf	ITE Parking Generation, 4th Edition, Land Use Designation	Average Peak Period Parking Demand (ITE)	Recommended NSL Parking Requirement
On-site Warehouse Storage	2 stalls per 1,000 sf of gross floor area for the first 10,000 sf plus 1 stall per 2,000 sf for the remaining space. Office area parking requirements shall be calculated separately based on office parking ratios.	2	warehousing	0.51	1
Convenience Store	1 stall per 200 sf of floor space plus 3 stacking spaces for drive-up windows	5	convenience market with gasoline pumps	8.38	6
Financial Establishment	3 stalls for every 1,000 sf of floor area	3	drive-in bank, suburban	4	4
Grocery Store	1 stall per every 200 sf of floor area	5	supermarket, suburban, weekday	3.78	4
			supermarket, suburban, Saturday	3.92	
General Office	1 stall per 250 sf for the first 20,000 sf, 1 per 300 sf thereafter, plus 1 stall per company owned vehicle	4	office building, suburban, weekday	2.84	3
Fast Food Restaurant	1 stall per 75 sf of floor area but not less than 5 stalls plus stacked parking for drive-in	13.3	fast-food restaurant with drive-through window, weekday	9.98	10
			fast-food restaurant with drive-through window, Saturday	8.7	
Sit Down Restaurant	1 stall per 100 sf of floor space, plus 5 stalls per employee during highest employment shift	20 (assuming 2 peak employees per 1,000 sf)	high-turnover (sit-down) restaurant (no bar or lounge), suburban, weekday	10.6	12
			high-turnover (sit-down) restaurant (no bar or lounge), suburban, Saturday	13.5	
Apartment/Condo: More than 4 Units/Building	2 stalls per unit, plus .25 stalls per unit for guest parking 2/minimum of 1 covered per unit	2.25 per unit	suburban	1.23	*1.5
			low/mid-rise apartment	per unit	per unit

**This parking recommendation is applicable only to areas of the City that are within 1/2 mile of U.S.-89.*



Goal LU-6

Maximize positive land use outcomes by using sites wisely

Policies:

LU-6.1 ***Just-enough parking.*** Ensure that there is enough, but not too much parking at strategic sites. Too much parking wastes the opportunity for tax-generating development.

Parking occupies a lot of space. We all want a parking space when we get somewhere, but if there are many parking spots sitting vacant a very large percentage of the time it represents a waste of land resources. Parking should be available for a strong majority of patrons during typical peak periods, but having enough parking for the biggest peak of *an entire year* (or even more than that) is wasteful, akin to buying a huge home because you occasionally host a family reunion.

Based on the contrast of 2012 parking requirements for typical land uses compared to ITE surveys of parking demand (see Table LU-7), parking recommendations include the following:

Implementation Strategies:

6.1.1 **Reduce retail parking standards by 25%**

There are some key exception to this reduction including convenience stores, which should have parking requirements increased.

6.1.2 **Reduce required restaurant parking when located in mixed-use areas**

NSL regulations as of 2012 require parking for patrons and for employees. Based on rough calculations in table LU-7, this can lead to parking supply up to 100% greater than likely peak demand. Remove the employee parking requirement and standardize the parking requirement as a function of square footage.

In a walkable area where nearby office or residential patrons are willing to walk to restaurants, many fewer parking spaces are needed. Cities like Ventura, CA have seen restaurant demand multiply when parking requirements are reduced.

The Pros and Cons of Reduced Parking Standards

A reduction in parking standards does not force a developer to provide less parking; a developer can still provide more parking for whatever reason. The public policy question for NSL is this: do the public benefits of artificially high parking standards outweigh the public disadvantages?

Lowering parking standards to be consistent with industry observations may lead to a few occasions where parking occurs on-street, but will simultaneously increase the ratio of either economy-generating building activity or landscaping. The general plan recommends reduced parking standards on the basis that either additional buildings or landscaping are preferable to parking that sits vacant the vast majority of the year.



Given the fledgling state of the Town Center, a reduction in restaurant parking requirements could ignite interest in restaurants which, in turn, will stimulate community interest in the Town Center.

6.1.3 Incentivize carpooling

For larger office developments, e.g. 25,000 square feet or more, preferred parking should be provided for carpools/vanpools serving building occupants.

6.1.4 Provide bicycle parking

To facilitate bicycle commuting, secure bicycle storage should be provided at all commercial and multi-unit residential buildings for at least 15% of building occupants.