

SALT LAKE CITY CORPORATION
DEPARTMENT OF COMMUNITY & ECONOMIC DEVELOPMENT
OFFICE OF THE DIRECTOR



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CITY COUNCIL TRANSMITTAL

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TO: Salt Lake City Council
Charlie Luke, Chair

DATE: July 13, 2015

FROM: Jill Love
CED Director

SUBJECT: Northwest Quadrant Master Plan

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COUNCIL SPONSOR: NA

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RECOMMENDATION: No action necessary

BACKGROUND/DISCUSSION: Salt Lake City Mayor Ralph Becker and the City Council have requested that the Planning Division revise and complete a draft master plan for the Northwest Quadrant. Master Plans provide policy guidelines for development, guidance on where the City should expend funds and what regulations should apply to an area. Plans are used by the City, property owners and the general public to help them understand the future vision for development and growth of an area.

The purpose of this memo is to provide general information to the City Council to begin the discussion of ideas, interests, comments and questions that the Council may have relating to the Northwest Quadrant. This project has a condensed time frame from a typical master plan process, primarily due to the potential for development pressure to increase in the area north of I-80 if the area is suddenly served by new roads and utilities if the area is the chosen site for the relocation of the State Prison. While this issue adds some urgency, the benefits of adopting a plan for the Northwest Quadrant are bigger than the possibility of immediate development pressure. These benefits include:

- Protecting a large amount of open space that provides critical ecological functions, such as preservation of the Great Salt Lake shore lands and protecting critical habitats of the international flyway that is part of the lake.
- Setting aside a large amount of land for economic development opportunities that do not exist anywhere else in the state and only in major cities in the intermountain region. This area is the only area in Utah that is served by an international airport, major freight rail, three interstates, and a short line rail line.

Study Area: The Northwest Quadrant is generally located west of the Salt Lake City International Airport and Interstate 215 and to the west City limits (approximately 8800 West) between the north city limits (approximately 2300 North) and south city limits (approximately 2100 South). It includes industrial land uses south of I-80, the International Center north of I-80. Most of the area north of I-80 is undeveloped and used for agricultural purposes, wildlife preserves and hunting clubs. (see attached map)

History: The land in the Northwest Quadrant was annexed into the City in the 1980s. Although there have been a few attempts, no land use policy plan has ever been adopted for this area. The zoning regulations put in place in 1995 have provided the development policy.

In 2005, the City Council allocated funds and consultants were hired to develop a draft plan for the area. At the time, the draft plan envisioned industrial development mainly south of I-80 and a new mixed use type of residential community north of I-80. After a lengthy public engagement process and input from various City Boards and Commissions the Planning Commission recommended approval of the 2009 draft plan.

Because of the environmentally sensitive lands in the Northwest Quadrant, especially north of I-80, the idea of a residential community so far away from the rest of the City and other similar issues, City Council members questioned whether the proposed plan was the correct land use policy for the area. Around this same time, major land owners changed from the LDS Church to Kennecott Copper. Kennecott was not interested in having residents close to its mining operations which will continue for several decades. Due to these factors, the plan did not get adopted as proposed.

There has not been a strong demand by the private sector to develop the area north of I-80 because of the lack of infrastructure and the high cost to build it. Most of the “developable” land north of I-80 is zoned agriculture which has been seen as a holding zone, until a formal plan and consistent zoning regulations could be adopted for the area.

Timing: The timing of this project is different than other master plans due to the possibility that the area may be chosen as the final site for the Utah State Prison. Ideally, the site will not be chosen. If this happens, the timing becomes less sensitive. Some property owners in the area have indicated that they would like to see a master plan developed sooner rather than later.

General draft policies of the plan:

- Focus on this area being the City’s major employment center. This area is a major employment center for the City and region. It is located close to transportation networks: the Airport, Heavy Freight Rail and Interstate. The City should protect this area as an economic development asset of the City while ensuring protection of the environmentally sensitive areas. The City has a

unique opportunity to establish a new model for industrial development. It could be developed as an eco-industrial park, or as an eco district. This concept would include both the encouragement of green uses, but also requiring the development to use green and efficient practices in the uses that are allowed. Future land uses may include light industrial types of uses, office, etc.

- Residential in this area is not appropriate for various reasons: environmental sensitive lands, ground water, high liquefaction, impacts to wildlife, land use conflicts between residential uses and existing and future industrial areas.
- Opportunity for sustainable development: serving the area by mass transit, clustering of buildings to allow development where appropriate and protecting environmentally sensitive areas and wildlife habitats, orienting buildings to take advantage of solar energy opportunities, etc.
- Opportunity for passive recreation use (trails, wildlife viewing, etc) along the edges of protected natural areas. (The Great Salt Lake Alliance has expressed a concern that no trails encroach into the area that is to be preserved as open space.)
- Protection of the Investment in the Airport. The Airport is extremely important to the City, State and Region. The plan takes into account current and future needs of the Airport (including expansion).
- Support the continuation of landfill operations at 5600 West and California Avenue.

Stakeholder's process

The Planning Division has hired a consultant (Langdon Group) to help with outreach activities. The goal of the outreach activities is to capitalize on the work that was done as part of the previous draft and determine how stakeholders view that work, plus the new direction to eliminate residential land uses from the plan. These activities will be conducted through July and into August. Key stakeholders include members of the Great Salt Lake Alliance, nearby property owners, community members, the general public and any other people or entities who are interested in the Northwest Quadrant.

Several of the stakeholders, including some property owners and the Great Salt Lake Alliance, have met to discuss where development is appropriate and what lands should be protected from development. Public outreach and stakeholder involvement would capitalize on these efforts instead of starting from scratch.

Process to date

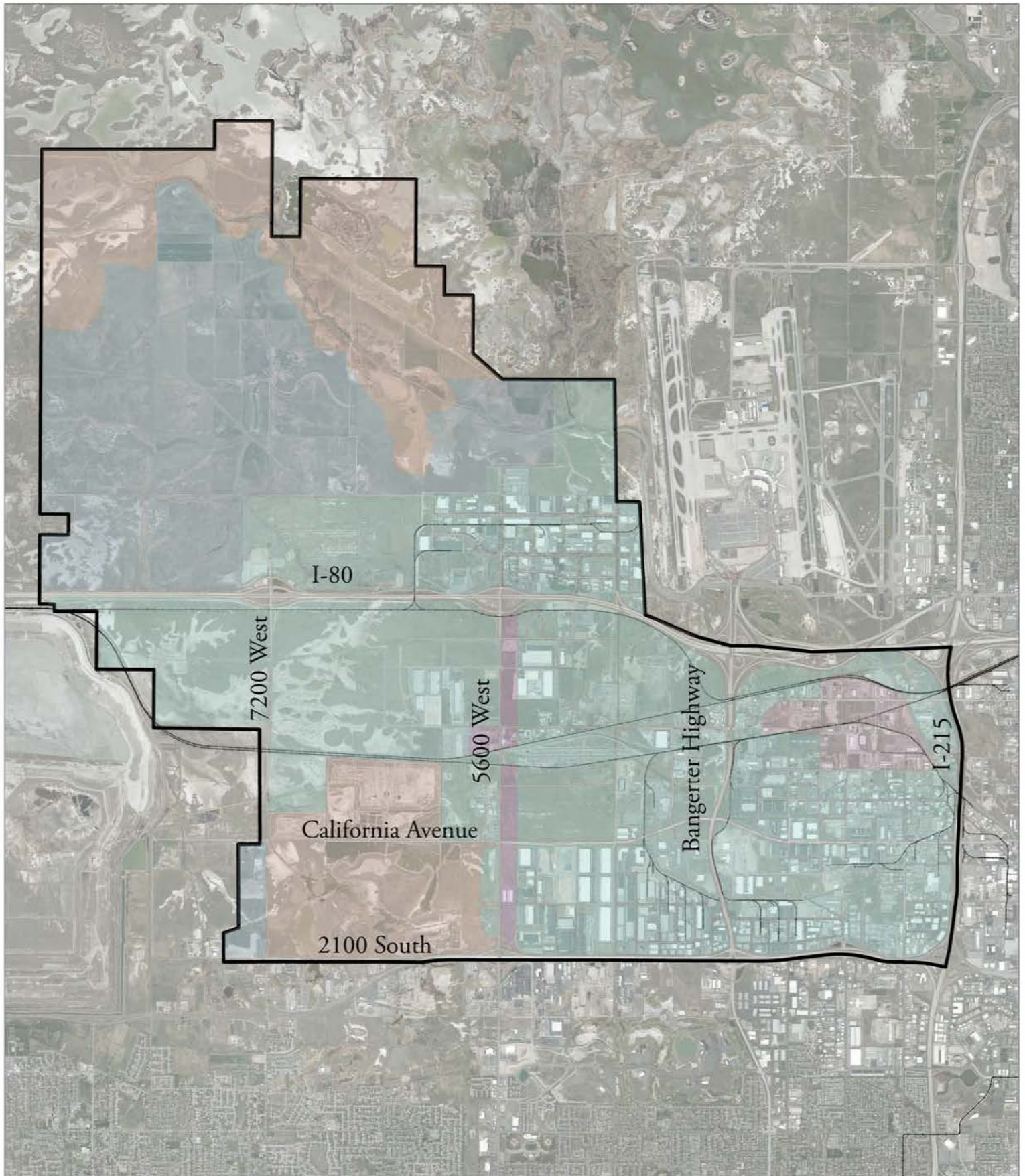
The Planning Division has modified the 2009 draft plan by removing sections of the plan that deal with residential land use policies. That draft was reformatted and has been routed to City Departments for initial review and comment.

The Planning Division is also working with property owners and stakeholders to review the 2009 draft and determine what should be carried over to the new plan, what should be discarded and if anything needs to be added. These discussions will inform the final draft of the plan.

Timeframe and Steps for Project

1. Input from City Advisory Boards: June and July
2. Public Engagement (stakeholders, property owners, interest groups, general public): June, July and August
3. Planning Commission Public Hearing and Recommendation: End of August/early September
4. Transmittal to City Council: Fall of 2015.
5. Regulations and Design policies: Develop regulations based on draft plan in September 2015. Adopt after plan adopted.

Northwest Quadrant Boundary



Legend

Existing Zoning

AG
CG

M-1
M-2
OS

