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MAYOR

CITY COUNCIL TRANSMITTAL


TO: Lyn Creswell, ~~Chief Administrative Officer~~ **DATE:** August 14, 2007
FROM: Louis Zunguze, Community Development Director 
RE: Visioning Document for Northwest Quadrant Community Master Plan

STAFF CONTACTS: Everett Joyce, Senior Planner, Planning Division, 535-7930

RECOMMENDATION: That the City Council hold a briefing to discuss the visioning document for the Northwest Quadrant Community Master Plan

DOCUMENT TYPE: Briefing

BUDGET IMPACT: None

DISCUSSION:

Issue Origin: As previously communicated to the City Council, the Department of Community Development's Planning Division has contracted with EDAW to assist the City in developing a Master Plan for the Northwest Quadrant area. The process to develop this Master Plan was structured into a four phase approach: Assessment, Visioning, Plan Development, and Plan Adoption. Attachment A depicts the four phases of the Master Plan process.

At the present time, the work in the Assessment phase of the process has largely been completed. The Assessment phase included the development of a baseline-planning summary with identification of opportunities and constraints within the study area. This phase involved stakeholder interviews with key property owners, business owners, and special interest groups to identify issues, opportunities, constraints, and components of vision and goals for the Master Plan study area. Attachment F provides summaries and maps of development factors identified during the Assessment phase.

While concluding the bulk of the Assessment work in January, the project moved into the Visioning phase. In this phase of the project, the City and the consultants sought to develop a vision statement and goals to serve as a guide for further development of the Master Plan. A visioning document has now been created. The Northwest Quadrant Visioning Document is critical to providing a guiding framework that will shape the subsequent phases of the community planning process. To that end, we are now seeking to obtain endorsement of the Visioning Document at this stage of the Master Plan development to encourage interest and support for the overall planning effort. As the Plan Development phase begins, some additional

assessment work will occur through discussions with property owners and developers about development opportunities.

Analysis: The steps taken in the Visioning phase have included a key public workshop focused on visioning and goal setting as well as on developing guiding principles for the Master Plan. The workshop included a presentation on the project to educate the public on the importance of tools utilized for sustainable development and case study examples of successes and failures in managing growth. Part of the workshop incorporated vision preference exercises to determine stakeholder support for different development patterns. Over 100 people participated in the public visioning workshop held on January 30, 2007, at the Salt Lake City Main Library. Individuals completing a Visioning Workbook for the Northwest Quadrant provided additional public participation. Attachment B contains a summary of the Visioning Workshop input received.

A draft of the Northwest Quadrant Visioning Document was prepared by the consultants to reflect the vision and ideas raised during the workshop and during meetings of both the Master Plan Technical and the Master Plan Advisory Committee meetings. The Master Plan Advisory Committee met on April 12, 2007, to review and discuss the draft Visioning Document. The Advisory Committee submitted comments to the Planning Staff on April 25, 2007. Attachment C contains the Advisory Committee meeting notes of April 12, 2007, and notes from the Technical Resource Committee and subsequent Advisory Committee meetings held in June and July where the document was again discussed. The Visioning Document was also discussed with representatives of the area's property owners on July 10, 2007. No changes to the Visioning Document resulted from the June and July meetings.

The Planning Commission discussed the Visioning Document on May 9, 2007, and unanimously voted to send a positive recommendation to the City Council regarding the contents of the document. Minor revisions were made to the Visioning Document to address comments made by members of the Planning Commission. Attachment D contains the Planning Commission's recommended Visioning Document for the Northwest Quadrant. Attachment E contains the Planning Commission minutes for May 9, 2007.

The Visioning Document recommended by the Planning Commission is now being forwarded to the City Council for review, comment, and support. As part of this master plan process, the Administration is requesting that the City Council adopt the Visioning Document as the guiding framework for Northwest Quadrant Master Plan development process.

PUBLIC PROCESS:

As discussed above, a public workshop was held on January 30, 2007, to focus on visioning and goal setting. Over 100 people participated in the workshop. The Master Plan Advisory Committee met on April 12, 2007, to discuss and provide input for the Northwest Quadrant Visioning Document.

The Planning Commission discussed the Visioning Document on May 9, 2007. The Planning Commission voted to send a positive recommendation to the City Council regarding the Visioning Document. The motion passed unanimously.

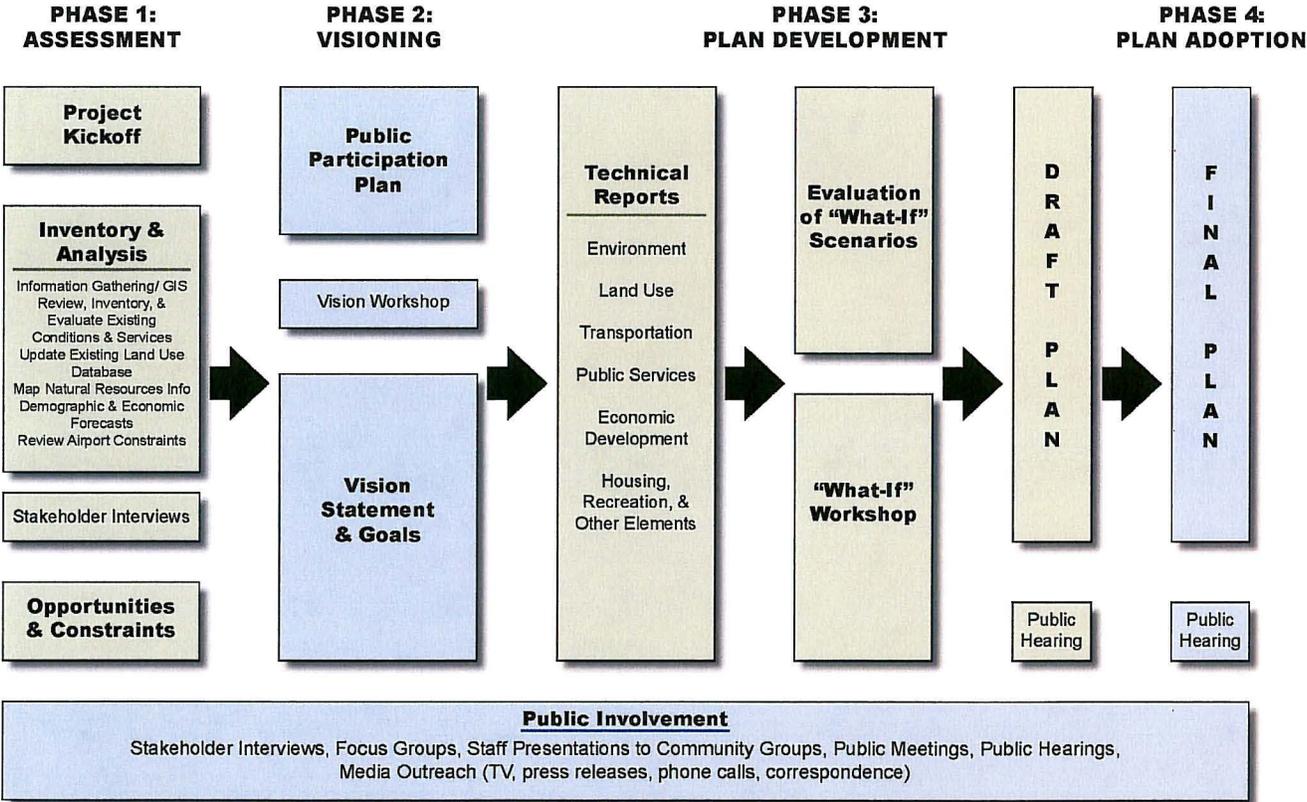
This Master Plan Advisory Committee also met on June 13 and July 11, 2007, and discussed the Visioning Document but generated no additional changes to add. The Master Plan Technical Resource Committee met on July 11, 2007, to review the Visioning Document and had no requested changes or additional comments.

Attachment A
Northwest Quadrant Community Master Plan

Planning Process Phases

Northwest Quadrant Community Master Plan

Master Plan Development Phases

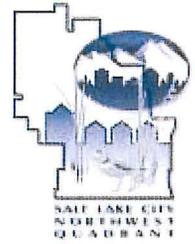


Attachment B
Northwest Quadrant Community Master Plan

Visioning Workshop Summary

SLC NORTHWEST QUADRANT COMMUNITY PLAN PUBLIC VISIONING WORKSHOP SUMMARY

January 30, 2007

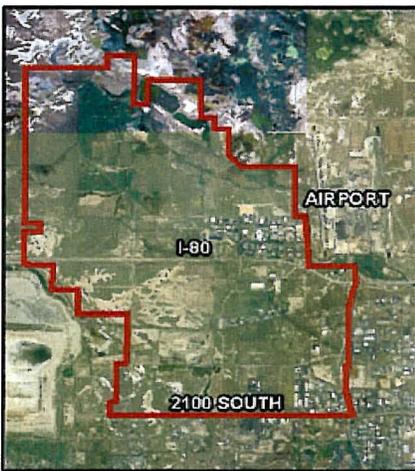


Context

A public Visioning Workshop was held on January 30th, 2007, from 6:00 – 9:00 pm at the Salt Lake City Library. The public was notified of this meeting by the Salt Lake City Planning website, utility billings, City Council mailing, Planning Department email list, and through the Technical Resource Committee, Master Plan Advisory Committee, television ads, and newspaper articles.



City Library



Northwest Quadrant Boundary



Purpose

The purpose of the Visioning Workshop was to define the vision of the Northwest Quadrant by recommending the components of a sustainable community. Attendees were asked to review numerous boards regarding the components of a sustainable community, components of smart growth, the process, key issues, development factors, opportunities, existing conditions (regional context, land use, natural resources, transportation, development factors, and future land use) and proposed vision statements. An understanding of these issues and factors influencing development in the area allowed each attendee to engage in the Visioning Workshop.

News Release

As part of the process to develop a master plan for Salt Lake City's Northwest Quadrant area, the City will be holding a Visioning Workshop to develop ideas and obtain input on types of land uses and where development should occur in the area. Salt Lake City is in the early phases of developing a master plan for this region, which is the last major area of undeveloped land within City limits.

The master plan for the Northwest Quadrant Community will provide a foundation to shape the area's future by guiding land use activities and new development and zoning decisions. The community leaders of Salt Lake City are looking at the Northwest Quadrant area to meet the future needs of the citizens of Salt Lake, from open space and environmental protection to a new community of mixed-use neighborhoods. The City Council and Administration consider the Northwest Quadrant area to provide a unique opportunity to create one of the greatest sustainable areas within the Salt Lake Valley.

The plan, when completed, will reflect the values of the community. The Northwest Quadrant Master Plan will be based on the concept of sustainability, leading to livable neighborhoods, economic sustainability, integrated transportation systems, and environmental conservation.

Bruce Meighen of EDAW presented a summary of the process and objectives of the workshop. Attendees were divided into nine groups of eight to ten people. Numbers were handed out at the door so that each table did not consist of one specific interest group. Each attendee received a workshop packet including the proposed vision statements and the questions that would be covered during the workshop. After each question in the workbook space was provided for participants to record their notes, comments or ideas which they were asked to leave at the workshop or return to the City later. At each table was an overall map of the area, and character boards with images relating to the following topics: Neighborhoods, Economic Development, Multi-modal Transportation, Parks, Recreation, Arts, & Culture, Environmental Attributes, and Sustainability. These image boards were used to begin conversations about the components that the attendees would like to see in the area.

Next Steps

The Master Plan Advisory Committee, City staff, and consultant team will use the community input and technical data to develop policy statements and create future land use alternatives. A second public workshop will be held in June/July 2007 to present the alternatives, and focus on creating a preferred land use plan.

Questions

The following questions were provided in a workbook for participants as discussion points for workshop groups as well as for individual attendee's comments

- *What do you think are the positive attributes of a good neighborhood?*
- *What type of housing do you think is appropriate for this area?*
- *What types of considerations should influence where housing is located? Not located?*
- *What employment types (industrial/office/institutional/mixed-use centers) should be located in our area?*
- *What character and amenities should they have?*
- *What types of considerations should influence where employment is located? Not located?*
- *What are the elements of an effective transportation system?*
- *How will your land use choices make use of these transportation opportunities?*
- *What types of parks, trails, and recreational amenities are needed in our area?*
- *What types of considerations should influence their locations?*
- *What types of environmental resources are important to preserve?*
- *How can we develop in a way that ensures the protection of these resources?*
- *What concepts should we apply to ensure this will be a sustainable community?*

WHAT IS A SUSTAINABLE COMMUNITY?

Sustainable communities embody the principles of sustainable development. They:

- *balance and integrate the social, economic and environmental components of their community*
- *meet the needs of existing and future generations*
- *respect the needs of other communities in the wider region or internationally*
- *preserve and enhance natural ecological functions*

Sustainable communities are diverse, reflecting their local circumstances. There is no standard template to fit them all.

But they should be:

- *Active, inclusive and safe – fair, tolerant and cohesive with a strong local culture and other shared community activities*
- *Environmentally sensitive – providing places for people to live while protecting natural resources*
- *Well designed and built – featuring a quality built and natural environment*
- *Well connected – with good transportation and communication linking people to jobs, schools, health and other services*
- *Thriving – with a flourishing and diverse local economy*
- *Well served – with public, private, community and voluntary services that are appropriate to people's needs and accessible to all*



Proposed Vision Statements

Common themes for the vision of the Northwest Quadrant are found throughout City and County guiding adopted and draft policy documents. Potential vision statements for the Northwest Quadrant's master plan elements are based on these documents and recommendations by the Plan's Advisory Committee. The Vision Workshop provided opportunity to refine the master plan vision statements through public input.

Public Comment Summary

(Partial list of comments)

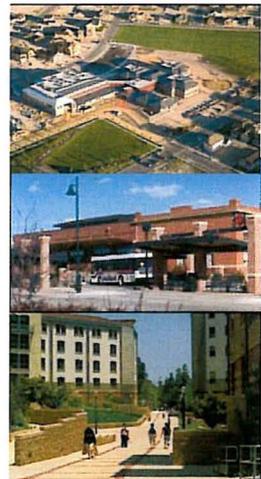
Neighborhoods

- Housing is necessary for people that already work in and around the area
- Need a diverse product type to suit different ages, income, lifestyles, etc.
- Create communities that can house people through a lifetime, with related amenities and services



Economic Development

- New industrial uses should be incorporated into existing industrial areas south of I-80
- Work/ job balance
- Not all jobs should be located downtown, this could be an opportunity to create a satellite campus, such as the Denver Tech Center
- No heavy industrial should be incorporated on site, only light industrial
- Mixed -use development should be included, especially on the old landfill site, due to its proximity to I-80
- Focus commercial uses along I-80
- Heavy industrial should be oriented along rail lines and along 2100 South corridor



Multi-modal Transportation

- Development should be directed where transit and transit hubs already exist
- Transit systems should be circuitous routes throughout the area
- The Northwest Community, at approx. 30,000 people, cannot support a TRAX line
- Transit line should be planned first, and develop around transit line and centers



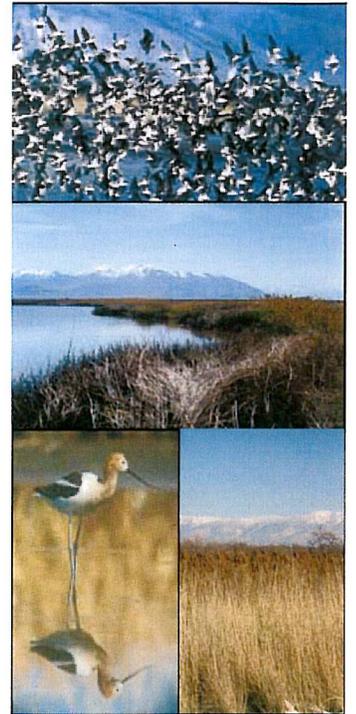
Parks, Recreation, Arts, & Culture

- Small park areas should be integrated through entire area
- Trails should connect all neighborhoods, and related services
- Civic spaces need to be included
- Parks should only be designed at a community scale, no large, regional parks



Environmental Attributes

- The City should not annex additional wetlands area to the north
- Additional study is necessary to assess groundwater issues
- Introduce dikes for protection against high water
- Possibility to view wildlife without actual access to sensitive areas, such as overlooks, viewing towers, etc.
- Much of the area is not appropriate for housing due to flood issues, soil stability
- Need to consider the impact of development on Farmington Bay
- Opportunity to continue to use this land for agriculture
- No foot traffic should be allowed through sensitive environmental areas
- Existing laws protect wildlife habitat and wetland areas, but there is not legislation to protect against liquefaction
- Need to include a tertiary water treatment system to clean water before it enters sensitive wetlands and wildlife areas
- Opportunity to trade low-quality areas for high quality mitigation areas
- Residential could be harmful in close proximity to environmentally sensitive areas
- Minimize trail connections through sensitive areas



Sustainability

- Encourage use of solar energy, increased ethanol use
- Discourage the use of bluegrass lawns



Public Services

- Plan schools and churches in advance

General Comments

- Not necessarily economical to develop in the area due to high infrastructure costs
- May not be safe or reasonable to develop due to many natural factors, such as liquefaction, flooding, and poor soils
- Stewardship, not sustainability
- This area requires a non-typical approach to development due to numerous factors
- This same workshop exercise should be done for each sub-area

NOTE: A detailed summary of the Visioning Workshop group comments is available online in the "Visioning Workshop Meeting Minutes" document located in the Northwest Quadrant Master Plan website at <http://www.slcgov.com/ced/planning/pages/NWQMasterPlan.htm>

Attachment C

Northwest Quadrant Community Master Plan

Visioning Document Committee Meeting Notes

Advisory Committee - April 12, 2007

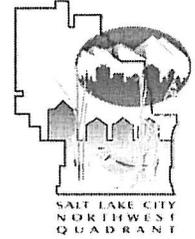
June 13, 2007

July 11, 2007

Technical Resource Committee – July 16, 2007

SLC NORTHWEST QUADRANT COMMUNITY PLAN

MPAC MEETING #3 NOTES



Master Plan Advisory Committee

Date: Thursday, April 12, 2007

Time: 2pm -4pm

Location: Salt Lake City Offices

Introductions

Scope/ Process

Overview of Phase III and IV tasks and products

Scope Changes

- EDAW would like to facilitate a small group charette to bring together stakeholders to determine areas of further investigation and design
- Additional studies are proposed to determine:
 - What is sensitive and must be protected
 - Mitigation areas
 - Fringe development areas
- Corps of Engineers should be involved with additional studies

Updated Schedule

- Meetings to determine areas of wildlife studies (mid-May)
- Wildlife studies field work (late May – prime bird season)

Visioning

Review Visioning Workshop Summary

- Handout: Workshop Summary

Review Visioning Document

- Handout: Visioning Document
- Everett to forward digital files of the Visioning Document and the LEED-ND Pilot to the MPAC for review and reference
- MPAC to review text within document and forward any comments or changes to Everett by April 25th

Initial MPAC Comments on Visioning Document

- Neighborhoods:
 - Cluster development should be concentrated in appropriate locations, not scattered throughout edge of development
 - Community commercial may be too large, possibly incorporate 4-5 smaller neighborhood centers
 - Insert a better representation of low-density housing
 - Estate residential should be added
- Economic Development
 - Reduce size of community commercial area
 - Preserve industrial land
 - Show industrial/commercial land adjacent to natural resources
 - International Center could be a precedent for landscaping ideas

- Multi-modal Transportation
 - Show buses more clearly
 - Schools, churches, and public services locations should be shown
 - Included detached on-street bike paths
- Parks, Trails, and Recreation
 - Multi-use trails should be non-motorized
 - Equestrian trails could be incorporated
- Environmental Attributes
 - Refugia areas may not be feasible within developed areas
 - Consistency between barrier vs. buffer; barrier is a physical element (fence, water corridor), the most effective buffer is space
 - Berms for barriers may have hydrological consequences on wetlands
- MPAC to review Green Infrastructure and Public Services and provide additional comments
- MPAC generally approves of document layout, concepts and illustrations

Visioning Approval Process

- Council and Planning Commission to later approve Visioning Document

Next Steps

Brainstorming of Opportunities/ Development Options
Prepare for Small Group Charettes

SLC NORTHWEST QUADRANT COMMUNITY PLAN

MPAC MEETING #4 MINUTES



Master Plan Advisory Committee

Date: June 13th, 2007

Time: 2:30 – 4:30pm

Location: Room 126, City and County Building

Attendees

Bruce Meighen, EDAW
 Megan Moore, EDAW
 Tom Keith, EDAW
 Sharen Hauri, MGB+A
 Spencer Martin, SWCA
 Everett Joyce, Salt Lake City Planning
 Cheri Coffey, Salt Lake City Planning
 Carlton Christensen, SLC Council
 Janice Jardine, SLC Council Staff
 Sarah Church, SLC Council Staff
 Jennifer Seelig, Utah House of Representatives
 Babs DeLay, Planning & Zoning Commission
 Pam Kramer, UDWR
 Jack Ray, Utah Waterfowl Assoc.
 Betsy Herrmann, US Fish & Wildlife Service
 Leslie Reynolds-Bennis, Westpointe Community Council

Process Update

Process Review

- Looked at constraints
- Looked at what people would like to see – a vision – and agreed on concept of a sustainable community
- Developed a vision document from these two things. This was approved by Planning Commission, and is on its way to the City Council for approval. The vision does not debate growth vs. no growth, it explains good growth principles. Sets a higher standard than “quality growth” – has a strong ecological component.

Updated Schedule

- Have proposed a change of scope to do more work with property owners and to look more closely at the fringe/interface areas. Council approved funding for this work last night. Project team will be conducting field visits in July to study resources. MPAC is invited to go on a field visit.
- Property owners are conducting more intensive studies of the area. Studies include:
 - Social / economic market study by PRI, looking at the viability of development.
 - Ecological study by PRI

- Envision Utah values study update
- Hydrology study by PRI
- Dates have shifted to allow these studies to be completed and reviewed.
 - Workshop #2 date was moved back to September

Visioning Document

Review of Visioning Document

- Make sure you have read it – this is the final version
- Are now looking for opportunities (action items) to meet this vision. This is committee's homework – to suggest opportunities for each of the vision categories (green design, economic development, etc.)

Environmental Group Considerations

Advisory Committee report on discussions between environmental groups and property owners
(by Pam Kramer and Betsy Herrmann)

- Several representatives of environmentally-focused organizations and agencies met to develop suggestions for what are the most critical things/areas to protect. Pooled the knowledge of these groups/people. Army Corps did not participate, so we shouldn't assume they would sign off on this. These are some great ideas that meet the vision, and we hope there are more to come
- Drafted a very rough plan (map and text) of what should be protected – the most critical habitat and wetlands. Includes:
 - Buffer (approximately ½ mile) from the best habitat, roughly following the line of Goggin Drain and Inland Sea Shorebird Reserve. Includes Bailey's Lake, outflow of Goggin, buffer area east of ISSR. Distance (1/2 mile) determined from the Functional Assessment.
 - Line happens to line up in most places with the edge of the "conservation area" from the Functional Assessment.
 - Did not look at areas south of I-80 yet because much of the area of concern is below 4215', which would be protected by the current lowland conservancy ordinance. Also, a property owner has started a delineation there, which they would like a closer look at. These wetlands were not in the highest quality category in the Functional Assessment and may not be considered jurisdictional by the Army Corps because they are disconnected. However, in years of high lake water, this is refuge and might be good to mitigate/protect.
- PRI presented a proposal for an intensive wetlands restoration project if they develop in this area. They propose redesigning/restoring the Bailey's Lake area by using stormwater and water from the Goggin Drain to create and enhance wetlands. They could remove berms, redirect water, remove invasive species, and create new wetland and habitat areas. Idea was well-supported by the environmental representatives.
- Need to have similar discussions with other property owners.

Fringe Area Analysis

- Can we do a design that doesn't draw a hard line between environmental areas and development? A fringe area that adapts to its specific conditions? Are there ways to protect these areas (such as ordinances)?
- See illustrations (handout) showing concept of how a fringe area might look – extending open space into built areas and vice versa

Finalize four to five potential sensitive areas for field investigation and design concept development

- Group looked at map showing five areas, shifted them slightly – these will get further study
- Committee would like an appendix explaining how these suggestions are justified – the science/planning behind each decision

Review field visit schedule and opportunities for attendance

- Will offer a tour of these sites for the committee
- Rulon Dutson (Kennecott Land) offered to give committee a tour of Daybreak to show off design concepts similar to what is proposed here.

Opportunities Homework

Identify at least one opportunity per element that meets the Vision, and send to Megan (megan.moore@edaw.com) by June 22nd

- Read vision and guiding principles for each element to come up with an opportunity to meet the vision
 - Example: Economic development opportunity = preserve existing industrial area

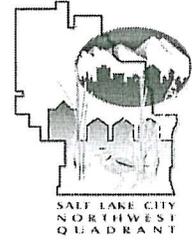
Next Steps

Property Owner Charettes – July 10th

Next Master Plan Advisory Committee Meeting – July 11th

SLC NORTHWEST QUADRANT COMMUNITY PLAN

MPAC MEETING #5 MINUTES



Master Plan Advisory Committee

Date: Wednesday, July 11, 2007

Time: 2:30pm – 4:30pm

Location: Room 126, City and County Building

Attendees

Bruce Meighen, EDAW
 Megan Moore, EDAW
 Sharen Hauri, MGB+A
 Everett Joyce, Salt Lake City Planning
 Cheri Coffey, Salt Lake City Planning
 Carlton Christensen, SLC Council
 Janice Jardine, SLC Council Staff
 Pam Kramer, UDWR
 Jack Ray, Utah Waterfowl Assoc.
 Leslie Reynolds-Bennis, Westpointe City Council Chair
 Karen Hale, former Utah Senate
 Babs DeLay, Planning & Zoning Commission

Handout: Power point presentation slides of today's discussion

Process Update

Process Review

- Got comments from only a couple of people on the opportunities – need to get more from this group, please submit to Megan.
- Received comments on vision document
 - Scope Changes
 - DNR and USFW have been meeting with Don White of PRI, to determine areas of importance
 - Include Corps of Engineers in Small Group Charettes
 - Call Pam Kramer to schedule Wildlife Evaluation

Updated Schedule

- TRC meeting next Monday, July 16th
- Site visit to three major properties on July 17th – MPAC invited to attend

Visioning Document

City Council comments on Visioning Document

- Received planning commission comments on vision document – only minor changes
- Will go to council Aug 21st
 - Review Visioning Workshop Summary
 - Send digital file of Vision Document and LEED-ND document to MPAC

Property Owner Meetings

Review Property Owner Meetings

- Met with the three major property owners, shared ideas for how the vision might be implemented
- Created maps to reflect the vision in three steps:
 - First, internal EDAW charette to look at potential for development. Drew a map that used the transportation system as the basic framework for development
 - Second, consultant team charette with MGB+A, SWCA for environmental, Bonneville Research for economics and Fehr & Peers for transportation. Came up with maps that reflected three different frameworks as basis for development: environmental, transit, and city centers
 - Third, charette with SLC planning staff
- Reviewed these ideas with property owners and had them draw own ideas for development and preservation
- Have built a vision map with three layers: environmental, transit, and development

Environmental Opportunities

- Started with Level 1 factors as minimal essential framework.
- Used “greenprint” to create a framework, using both the Level 1 factors and other important features, like canals
- Could also add parts of the buffer area recommended by environmental groups suggested (1/2 mile south of Goggin and east of ISSR). This area is just slightly more than the Level 1 Factors in most places, but it is mostly upland and buildable. Reason for ½ mile – 80% of species are not disturbed at this distance according to one rough study of these wildlife. The ½ mile makes less sense along political boundary lines (ISSR) that don’t reflect the resource
- Question: What can a buffer contain? Need to decide. Golf? Park? These uses would have an impact that wouldn’t protect wildlife completely. May need to exclude people in some areas. Some uses have less impact than others (such as business park). People also need to be protected from some existing uses, like shooting during duck hunting season – what makes a good neighbor to these?
- Question: What does protect mean? Need to define. Does it include parks? Cemetery? People?
- These options may be discovered in the fringe area analysis or in the additional study done when development is proposed for a specific area.
- Fragmentation – preserving isolated areas fragments wildlife habitat and isn’t beneficial in many cases. Core areas are more valuable than edge areas because of the “edge effect” where invasive plant and animal species penetrate and reduce the quality of habitat and vegetation there. There will be tradeoff of areas to protect. In some places, may make more sense to add extra land to the buffer and give up an island or peninsula of critical land that will become primarily “edge” anyway after development abuts it.
- Greenshaping – concept of using open space to shape the urban form. Could create a green edge all around this area to build a ring of open space around SLC. Could go north and south of I-80, creating a corridor for wildlife and recreation/trails for people.
- Question: Can we connect to the Jordan River Parkway somehow? Is several miles to the east.

Transit Opportunities

- Fehr & Peers suggested starting with transit, not roads to shape the area. Transit drives development in ways that roads don't – development reacts more to this investment
- Two transit lines proposed here – Mtn. View and West Bench and Airport Trax plus extension. Financial reality – can you afford to build the line? How many people are needed to support it?
- Need to think about development and transportation pressure from the west – Tooele Valley still building out
- Two approaches to laying out the Trax line – frayed rope vs. grid. Frayed rope would bring transit and higher densities deeper into the site. Grid connects more with the west/south of the valley
- Road network – could be angled to “flow” with the landscape and views to the lake or stay north-south to reflect historic SLC
- Need for a new interchange or overpass/underpass – Mtn. View does not have an interchange at I-80 – first chance to exit is California Ave. UDOT didn't know of our plans, so didn't consider it. May still be possible to have Mtn View become an arterial as it heads north of I-80.
- 7200 West interchange could move west to improve interchange spacing
- I-80 may need to expand in future for West Bench and Tooele growth – leave room for this. Tooele Valley transit/commuter rail?
- Add other modes of transportation – trails and bike lanes. Connect cyclists to beaches west of Saltaire.

Centers

- How many centers? What could be supported? If you were on a train heading west from the airport, what would you see? Can do this analysis number of ways – is a chicken and egg question of which you assume first:
 - Start with a population number and then base number and size of centers on this
 - Choose number of high school to find population number
 - Choose number of grocery stores to find population number
- We showed different centers and their ¼ mile, ½ mile and 1 mile radius. ¼ to ½ mile is walking distance. Don't want centers too close together because they compete and become big strips. Would there be a center way out into the site? Would be smaller
- Center at 7200 South – could support a center on both north and south side of interchange. Would be a regional center – could capture West Bench and Tooele
- What about schools? How do we decide where they should be? Want them close to transit and student population. Should also include higher education – SL Comm. College or university branches
- International Center could be nicer – create a transition into higher value office space, hotel heading west
- South of I-80, what goes beside Mtn. View corridor?
- Industrial is important to the city. How much do we need? 20 yr supply? 40 yrs?

Other Concepts

- Can a road be a barrier/buffer to development? Could put development on one side and nothing on the other. Roads aren't always bad for wildlife - they can recognize it as a hazard/barrier and it can keep the other impacts out. Could occasionally have a small, dense community center clustered at several nodes, straddling the road to make up the density. Like the demarcation line on Legacy Highway between development and preserve. It also has a trail on the natural side in places.
- Use the natural system to create community separators between neighborhoods using open space
- Create a bike and trail system with commuters along road and recreation users meandering along open space.
- Riverbend property area between industrial and proposed residential has always been an unknown. Does it make sense as industrial, residential, or commercial? Can create a TOD office park at the interchange to create a gateway.
- Question: Have fog and other climate factors been considered? Windrows have been discussed, fog hasn't, but it has a big impact at the airport. Mosquitoes? Might want to change it out of Magna abatement district. Upland buffer might help with mosquitoes.

Opportunities Homework

Identify at least one opportunity per element that meets the Vision

- A couple MPAC members have contributed their ideas – need everyone, and property owners, too.
- Come up with an opportunity to meet the vision, send to Megan (megan.moore@edaw.com)
 - Example: Economic development opportunity = preserve existing industrial area

Fringe Area Analysis

Review areas for investigation

Review field visit schedule and opportunities for attendance

- Site visit of three major properties next Tues, July 17th. MPAC is invited. See schedule handed out.
- Fringe area field visits are being scheduled for late July or early August. Welcome to participate at certain points of this, too.

Next Steps

Field Visits – July 17th – van tour of three major properties (Bothwell/Swaner, PRI, Kennecott)

Site Investigation/Fringe Area Analysis – late July to early August

Next Master Plan Advisory Committee Meeting – August 20th

Public workshop to comment on the big ideas and big choices – September 25th

SLC Northwest Quadrant Community Plan TRC Meeting

July 17, 2007
2:00 pm – 4:00 pm
Salt Lake City/County Building Room 126

Attendees:

Bruce Meighan (EDAW)	John McDonald (Riverbend)
Megan Moore (EDAW)	Steve Woods (SLC Schools)
Sharen Hauri (MGB+A)	Edie Trimmer (UT State Parks)
Everett Joyce (SLC Planning staff)	Ray Whitchurch (IBI-Bothwell/Swaner)
Cheri Coffey (SLC Planning staff)	Rulon Dutson (Kennecott Land)
Janice Jardine (SLC City Council staff)	Wayne Martinson (Ntl. Audubon Society)
Sarah Church (SLC City Council staff)	Brian Carrington (PRI)
Kris Naser (SLC Airport Planning)	Carl Duke (Suburban Land Reserve)
Carlton Christensen (SLC City Council)	Craig Hinckley (Salt Lake County Planning)

Introductions

Process Update

Process Review – We have so far:

- 1) Collected data, identified issues and constraints
- 2) Held visioning workshop to talk about what should be here – agreed on concept of a sustainable community and the need to preserve and enhance ecological functions
- 3) Developed a vision document from these two things. This was approved by Planning Commission and is on its way to the City Council for approval.

Updated Schedule

- 1) Have received permission to extend scope of work to include fringe area studies and to work with landowners more. Dates have shifted to allow these studies to be completed and reviewed - Workshop #2 date was moved back to September

Visioning Document

Review of Visioning document

- 1) Took the ideas from the workshop to create this. Got input from MPAC, Planning Commission and it is now going to council. We want your comments, too (submit to Megan (megan.moore@edaw.com) in one week – July 23)
- 2) Ideas are illustrated in sketches and photos and also described in the guiding principles. Vision includes:
 - a) Neighborhoods – create centers; live and work in same neighborhood; walkability
 - b) Economic development – diversify employment base; oversupply of jobs now makes this a key employment zone – should balance with some employees; need to preserve land for future airport needs and future industrial
 - c) Multi-modal transportation – need adequate density to support; need to build features that support transit
 - d) Parks, Trails and Recreation – should have local and regional facility; have detached trail system for commuting as well as mid-block recreational trails; don't recommend putting many trails or active recreation in natural preserve areas
 - e) Green Design – sustainable design for stormwater; resource efficiency; put utilities in the buffers
 - f) Public Services – suggestion to stress education more in this section – it is a major priority
- 3) *Question:* How many people would this support? Vision document does not discuss population specifics, but the final plan would. The previous Shorelands plan suggested up to 30,000 with average suburban densities. This area could easily support 2 to 3 times that number at medium to high densities the developable land here. We can show the average densities needed to get to different scenarios in the final document. Prefer to discuss

what the development will be like (a sustainable community), instead of how many people it will take to get there.

- 4) *Question:* Where is water quality and sewage discussed in the vision (only see water quality)? This will be discussed in the final plan.

Opportunities Homework

Identify at least one opportunity per element that meets the Vision

- 1) After agreeing on the vision, need to decide how to get to that vision. Have asked everyone involved to propose opportunities (action items) to meet this vision. Want the TRC to suggest opportunities for each of the vision categories (green design, economic development, etc.) This is committee's homework - send to Megan (megan.moore@edaw.com) in the next month.
 - a) Read vision and guiding principles for each element to come up with an opportunity to meet the vision.
Example: Economic development opportunity = preserve existing industrial area

Big Ideas

Review Big Ideas

- 1) These are some of the ideas discussed, but are not the final ones yet. We still need your suggestions (opportunities homework). Developed three frameworks to explore land use patterns and see where each would take us:
 - a) Environmental Framework – aka “greenprinting.” Start with what we should leave alone.
 - b) Transit Framework – let transit (not the roads) drive the development. It will shape growth
 - c) Centers Framework – figure out where centers make sense, how far they should be spaced, and what they would include.

Environmental Framework Big Ideas:

- 1) Environmental group suggestion - Protect and buffer the primary resources – ISSR, Goggin Drain/Bailey's lake. Restore Bailey's Lake
- 2) Protect the Lee Kay center as a preserve area south of the 80
- 3) Have some passive recreation north of I-80, active rec south of I-80
- 4) Use some environmental features in center area as parks, and places that allow people

Transit Framework Big Ideas:

- 1) Start with what we know – show Mtn View corridor, airport TRAX and extension out to this area
- 2) support future transit – large corridor north-south to Daybreak
- 3) Transit lines will drive development
- 4) Grid network or frayed rope network
- 5) Rail or bus? Doesn't matter really. Rail would take a long time to get here, but if development is dense and helps finance transit, it could be here sooner. Traffic demands may make transit more feasible.
- 6) Need for a new interchange – Mtn. View does not have an interchange at I-80 – first chance to exit is California Ave. UDOT didn't know of our plans, so didn't consider it. May still be possible to have Mtn View become an arterial as it heads north of I-80.
- 7) 7200 West interchange could move west to improve interchange spacing
- 8) I-80 may need to expand in future for West Bench and Tooele growth – leave room for this.

Center Framework Big Ideas:

- 1) What could be supported? If you were on a train heading west from the airport, what would you see?
 - a. 1-2 centers @ 2 mile spacing.
 - b. 1 to 2 high schools (SLC has 1 HS per 60,000, school district has said 1 HS per 30,000)
- 2) International Center could be nicer – create a transition into higher value office space heading west
- 3) South of I-80, continue industrial, using Mtn. View as a buffer/transition to the west

- 4) 7200 South center – could support a center on both north and south side of interchange. Will they be different uses, character?
- 5) A major center at 7200 West could draw people west instead of toward downtown

Other Concepts

- 1) Can the road be a barrier/buffer to development? Could put development on one side and nothing on the other because homes may be more harmful to wildlife than high density, even if clustered. Can you economically afford to only serve one side of frontage? Would be like ocean front drives, or like Legacy Parkway
- 2) Can the development pattern resemble downtown SLC? – similar density, mix of uses, walkability – to be at least as sustainable as existing neighborhoods
- 3) Can we create community separators between neighborhoods using open space?
- 4) Could also look at corridors, not just centers. Mixed-use commercial along 7200 West, Industrial corridor between 5600 West and Mtn View.

Pipeline Discussion

Proposed Holley gas pipeline from North Salt Lake to Las Vegas will cross through this area and cross I-80 at 5600 West. This may seriously impact the duck clubs and other sensitive lands as well as development potential. Can we get them to TRC to discuss plans? How do they get approvals? Can we suggest a preferred alignment?

Airport Discussion

Airport has 3rd runway in their future master plan (20 years) that may or may not be built, but we should be aware of it. It would cut out buildings on east end of International Center and impact the airport's wetland mitigation area and cause power line to move again. Should we accommodate this in this plan?

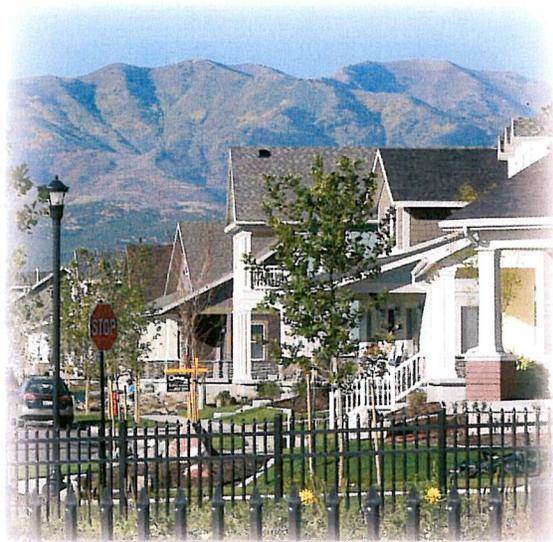
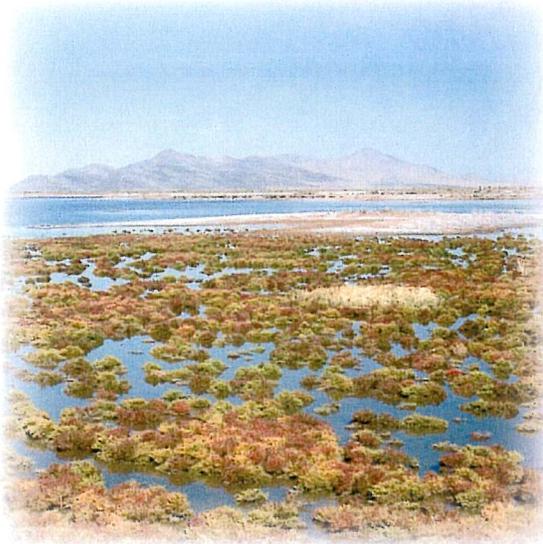
Next Steps

- 1) Property owners are conducting more intensive studies of the area. Studies include:
 - a) Fringe area analysis (by EDAW)
 - b) Social / economic market study looking at the viability of development by PRI.
 - c) Wildlife and hydrology studies by property owners
 - d) Values study update by Envision Utah for PRI
 - e) Centers study by Envision Utah and Charles Lesser Jones for by PRI
 - f) And others
- 2) Field Visits – July 17th – van tour of three major properties (Bothwell/Swaner, PRI, Kennecott)
- 3) Site Investigation/Fringe Area Analysis – late July
- 4) Next Technical Review Committee Meeting – August 20th
- 5) Public workshop to comment on the big ideas and big choices – September 25th
- 6) Formulate as a draft plan and work on getting approvals

Attachment D
Northwest Quadrant Community Master Plan

Visioning Document

NORTHWEST QUADRANT



VISIONING DOCUMENT

June 2007

CREATION OF A SUSTAINABLE COMMUNITY

BACKGROUND

Salt Lake City is currently planning one of its last great undeveloped areas within the metropolitan area. Located adjacent to the Salt Lake City International Airport and International Center, and bisected by Interstate 80, the area is strategically sited to accommodate additional growth. However, this critical 19,000 acres means different things to different people. For some it is a haven for wildlife as part of a larger global flyway, for many, prime development land; for most of the community, it is simply a long-forgotten area.

The community leaders of Salt Lake City are looking to this area to meet the needs of the citizens of Salt Lake, from open space to new family-oriented, mixed-use neighborhoods. Many feel this is the chance to do it correctly and create one of the greatest new areas of Salt Lake City. If done properly, this area will connect the proposed West Bench communities to Salt Lake City and provide a hub for three proposed regional transit lines, while permanently protecting critical areas of the larger Great Salt Lake ecosystem.

Community leaders are embodying these goals in a new Community Plan. The purpose of the Community Plan is to apply our community's values and goals, and to establish planning policies to guide Salt Lake City's decision-makers. It is clear that the Plan must:

- help the City create an environment that fosters an enhanced quality of life for Salt Lake City residents,
- ensure the City responds effectively to citizens' social, environmental, and development concerns,
- achieve rational and logical patterns of growth, and
- maintain a desirable level of environmental quality.

The Plan must be based on the following assumptions:

- growth will occur,
- growth can be beneficial,
- judicious management of critical resources is necessary,
- the unique environmental and cultural qualities of the City need to be preserved,
- the supply of essential services will have to be coordinated with other cities and agencies in the region, and
- costs associated with growth can be minimized by guiding land use and development to areas best able to accommodate that growth.

However, this is not any ordinary area of the City. It is the place where the biggest development, transportation, housing and employment opportunities coincide with some of our nation's most environmentally sensitive lands. City leaders, advisory committees, stakeholders, and the public have given clear, early direction: *whatever occurs in this area must be based on the concepts of sustainability; social, economic, and environmental*. In order to further refine the vision of a sustainable community, input was gathered from the best source of information - the public.

REFINING COMPONENTS OF A SUSTAINABLE COMMUNITY



A public Visioning Workshop was held on January 30th, 2007 from 6:00 – 9:00 pm at the Salt Lake City Main Library to refine the components of a new sustainable community. The public was notified of this meeting by the Salt Lake City Planning website, utility billings, City Council mailing, Planning Department email list, and through the Technical Resource Committee, Master Plan Advisory Committee, television ads, and newspaper articles.

The purpose of the Visioning Workshop was to define the vision for the Northwest Quadrant by recommending components of a sustainable community. Attendees were asked to review numerous display boards regarding components of a sustainable community and components of smart growth, the project process, key issues, development factors, opportunities, existing conditions (regional context, existing land use, natural resources, transportation, development factors, and future land use), and proposed vision statements.

CREATION OF A SUSTAINABLE COMMUNITY



An understanding of the issues and factors influencing development in the area allowed each attendee to engage in the Visioning Workshop. Over 100 attendees were divided into nine groups of eight to ten people. EDAW presented a summary of the process and objectives. Each attendee received a materials packet including the proposed vision statements and the questions that would be covered during the session. After each question, space was provided for participants to record their notes, comments, or ideas, which they were asked to leave at the workshop or return to the City later.

VISION & GUIDING PRINCIPLES FOR COMPONENTS OF A SUSTAINABLE COMMUNITY

A Vision and Guiding Principles for each component arose from direction given throughout City and County policy documents and input by the planning team, advisory committee, stakeholders, and the public.

The result was a vision for a new sustainable community that is comprised of:

- Environmental Attributes,
- Neighborhoods,
- Economic Development,
- Multi-Modal Transportation,
- Parks, Trails, and Recreation,
- Green Design, and
- Public Services.

Based on comments received, guiding principles, locational considerations, and character considerations were outlined to define the vision. Each of these is described in the following pages.

THE NORTHWEST QUADRANT VISION

The Northwest Quadrant has the potential to be a new sustainable community that embodies the principles of sustainable development in order to:

- balance and integrate the social, economic and environmental components of the community,
- meet the needs of existing and future generations,
- respect the needs of other communities in the region and globally, and
- preserve and enhance natural ecological functions.

This diverse community should be:

- active, inclusive and safe – fair, tolerant and cohesive with a strong local culture and other shared community activities,
- environmentally sensitive – providing places for people to live while protecting natural resources and systems,
- well-designed and built – featuring a quality built and natural environment,
- well-connected – with good transportation and communication linking people to jobs, schools, health and other services,
- economically thriving – with a flourishing and diverse local economy,
- well-served – with public, private, community and voluntary services that are appropriate to people's needs and accessible to all, and
- self sustaining - supporting a new population without jeopardizing the City center.

It is this vision for a new sustainable community that informs the following vision statements and guiding principles. These will provide the building blocks for the area's future.

ENVIRONMENTAL ATTRIBUTES



"Protect ecological systems."

GUIDING PRINCIPLES

- Preserve and enhance natural ecological functions.
- Conserve and manage open space for the continued health of the natural environment and enjoyment of the region's residents.
- Conserve and manage native plant and animal communities to maintain biodiversity and ecosystem functions.
- Restrict development within the 100-year floodplain as defined and mapped by the Federal Emergency Management Agency or state and local floodplain management.
- Conserve water quality, natural hydrology, and habitat and preserve biodiversity through conservation and management of water bodies and wetlands.
- Minimize hazards related to geology, soils, groundwater, flooding, industrial activities, and hazardous materials.
- Identify high-quality wetlands suitable for additional protection, and other wetlands that have the potential for enhancement, restoration, or mitigation elsewhere in the study area.
- Protect and enhance the quality of surface and underground water resources.
- Manage public access to the ecosystem.
- Protect high quality nesting areas used by species sensitive to human intrusion.
- Encourage the cleanup of contaminated sites.
- Determine areas of significant habitat, and incorporate appropriate buffers between habitat and development areas.

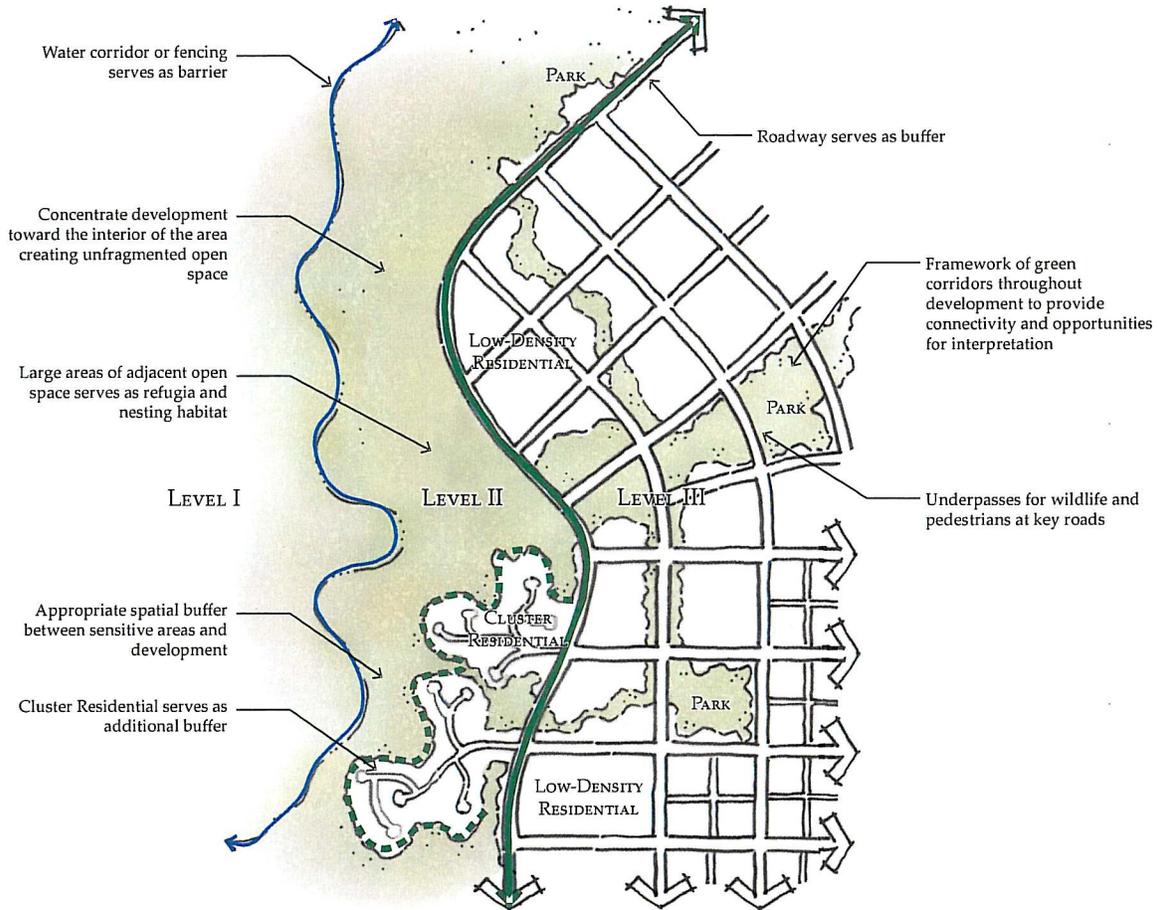
DESIGN CONSIDERATIONS

- Create habitat corridors through the community
- Use native vegetation for landscaping
- Incorporate opportunities to view wildlife and habitat areas without disturbing sensitive areas, such as overlooks, viewing towers, etc.
- Create nesting areas on islands within water bodies

BENEFITS:

- Preserves natural ecological functions
- Protects life and property from flooding
- Conserves native wildlife habitat, wetlands, and water bodies
- Shapes urban form
- Buffers incompatible uses
- Protects water quality
- Provides a framework for growth by identifying places that should not be built on
- Creates a sense of place
- Protects global flyways
- Fosters public understanding and stewardship of the natural environment

ENVIRONMENTAL ATTRIBUTES



Level I Buffer:

- No access
- Highest degree of naturalness and resource protection
- No development

Level II Buffer:

- Limited access with low to moderate use
- Moderate to high degree of naturalness and resource conservation
- Cluster residential development
- Focused interpretive area

Level III Buffer:

- Unrestricted access
- Natural areas integrated with manicured landscape
- Greenway protects critical resources and wildlife corridors
- Low-density residential development at edge
- High level of interpretation and facility development

This conceptual image represents one of many ways to physically represent the guiding principles. Although this concept will evolve in location, size and composition, it provides a starting point for the discussion about the future of the Northwest Quadrant.

LOCATION CONSIDERATIONS



- Access should be at designated locations and managed in a manner compatible with wildlife habitat values
- Serves as a buffer to Lake and other conservation lands
- Creates a system of open space based on the sensitivity of the resources
- Appropriate buffer zones between wetlands and water bodies and development
- Locate complementary land uses, such as conservation-oriented development, light industrial and office uses at edges of open space to minimize impact to wildlife habitat

NEIGHBORHOODS



“Create residential communities that allow residents to live, work, and play in their neighborhoods, and foster a sense of community.”

GUIDING PRINCIPLES

- Design communities to encourage social interaction and support family and community relationships.
- Create vibrant, safe, integrated, and walkable neighborhoods.
- Provide housing densities that support use of alternative and public transportation.
- Encourage community participation in the design and planning process.
- Include a variety of housing types and opportunities to enable a wide range of economic levels, age groups, and lifestyles to live within a community.
- Design communities to create life-sustaining environments, providing residents with recreational and healthy living opportunities.
- Create neighborhood areas that provide attractive public spaces, such as civic spaces, community centers, parks, plazas, community gardens, and natural open space.
- Incorporate housing densities to support the existing economic base in the adjacent area.
- Cluster residential development to minimize land consumption and create quality environmental conservation areas.
- Increase walkability by creating compact communities, attractive destinations, and convenient, direct routes.

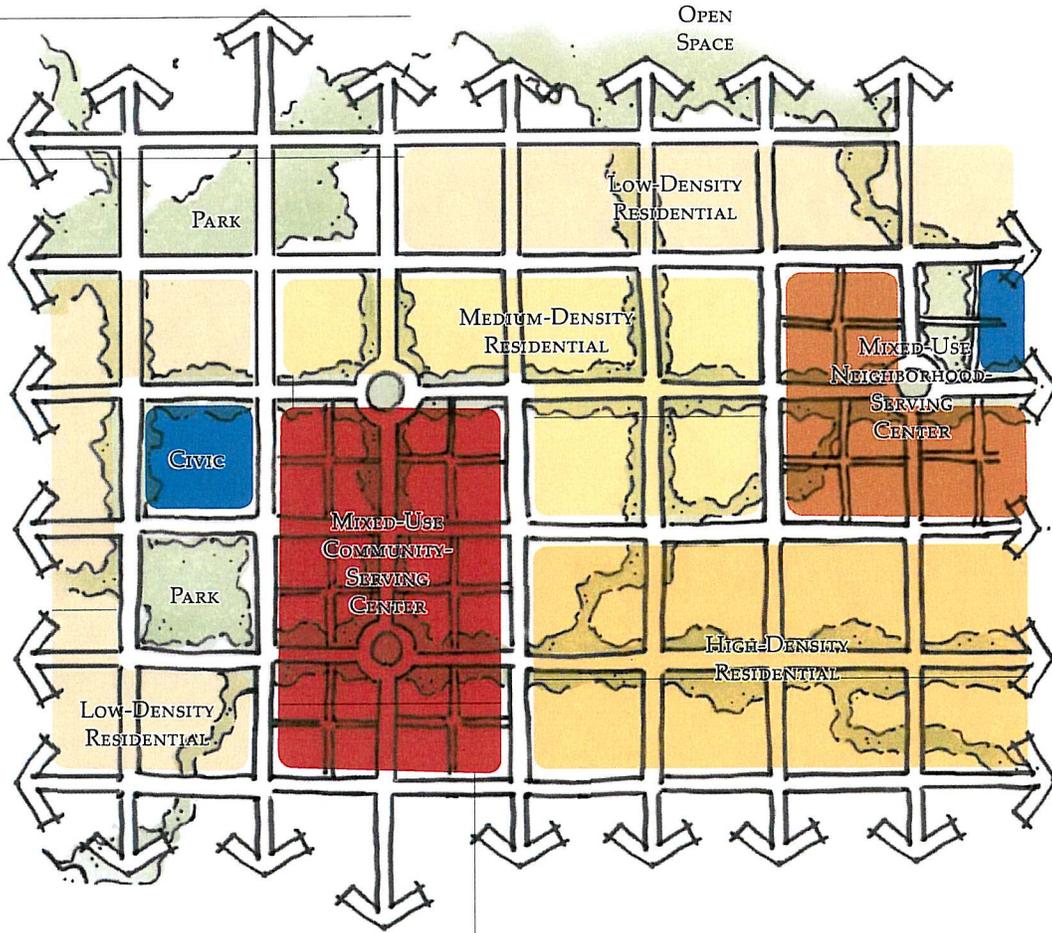
DESIGN CONSIDERATIONS

- Transition typical low-density development to cluster or conservation-oriented development at edges of natural resources
- Buffer between residential areas and natural resources through use of roads, open space, water features, fences, and other amenities
- Include a mix of district uses and housing types
- Incorporate a variety of architectural styles and details

BENEFITS

- Shapes the character, image and identity of the community
- Allows wide-range of diversity of residents
- Fosters community interaction
- Supports local commercial
- Provides housing near work areas
- Provides a range of housing types and affordability
- Provides pedestrian access to services
- Reduces crime due to a more active area
- Reduces water usage due to smaller lot sizes
- Promotes low-water usage landscaping
- Reduces land consumption
- Provides easy access to schools, parks, and other amenities
- Promotes transit ridership, and reduces reliance on the car
- Promotes public health through physical activity by facilitating walking to school, employment, shopping, and other destinations
- Encourages interaction with and appreciation of the natural environment

NEIGHBORHOODS



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LOCATION CONSIDERATIONS



Cluster Residential

- At edges of development to buffer open space and critical natural resources
- Transition cluster residential to typical low-density development



Low Density Residential

- Walking distance to centers
- Walking distance to transit systems



Medium Density

- Walking distance to centers
- Adjacent to transit systems
- Adjacent to connectors



High Density Residential

- Within and adjacent to centers
- Adjacent to transit systems
- Adjacent to major roadways

ECONOMIC DEVELOPMENT



“Encourage a balanced community with a diversity of employment opportunities.”

GUIDING PRINCIPLES

- Create a hierarchy of pedestrian oriented, mixed-use neighborhood and community-serving centers with a diversity of commercial, office, employment and housing opportunities.
- Preserve areas for future industrial, manufacturing, research or distribution.
- Preserve areas for future airport expansion and airport related industry.
- Create economic opportunities by linking the location of jobs with transportation and housing options.
- Develop neighborhoods within walking distance of mixed-use centers.
- Concentrate commercial and industrial development near major transportation corridors.
- Encourage industrial and manufacturing uses adjacent to I-80 and around the intermodal rail facility.
- Maintain the high level of compatible land uses that exist around the airport today.
- Plan for strong residential base to support mixed-use centers.

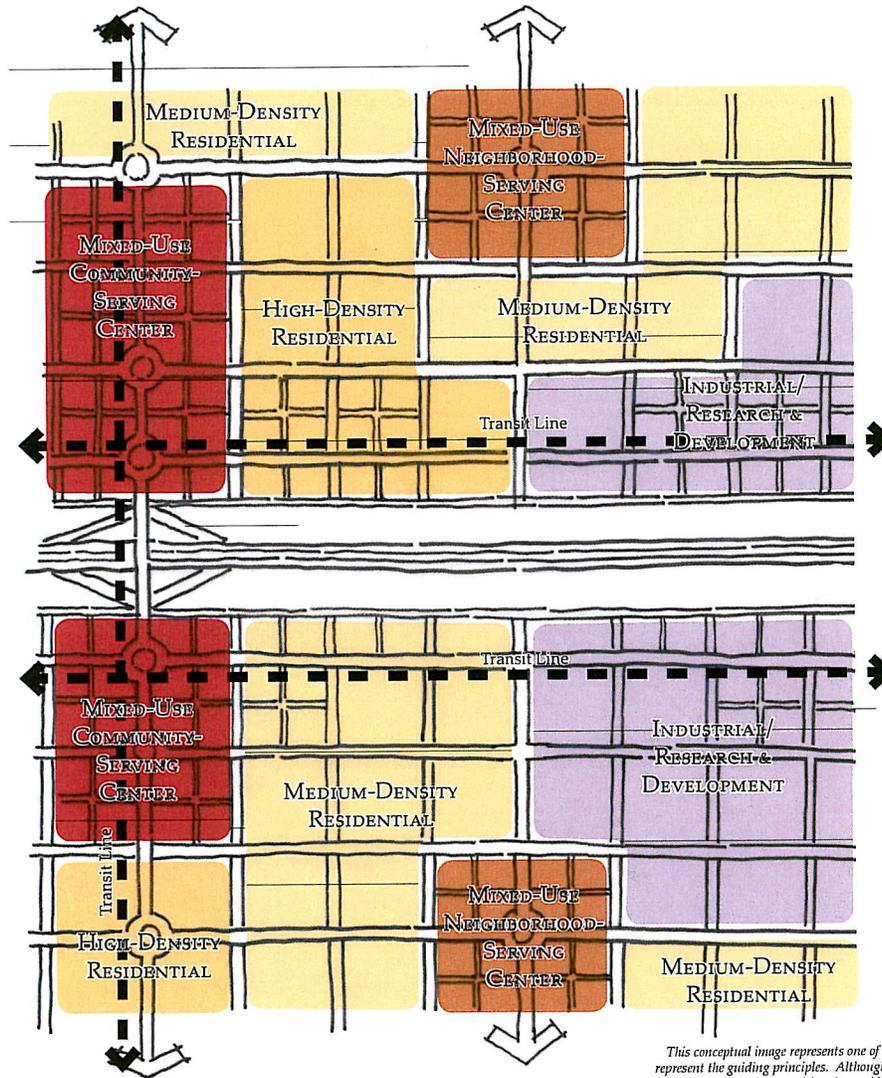
DESIGN CONSIDERATIONS

- Create pedestrian-friendly commercial environments through the use of planting, coordinated site furnishings, pedestrian-scale lighting and building facades, and awnings for shade and protection from weather
- Provide opportunities for gathering places, like plazas, sidewalk seating areas, and courtyards
- Use appropriate industrial and office uses to buffer natural resources
- Encourage architectural diversity along commercial street frontage to create a more diverse and vibrant environment
- Encourage signage that identifies businesses without dominating the setting
- Within large business parks, incorporate prominent gateway features at high visibility locations and along roadways, and screen maintenance, service and parking areas with landscaping and materials consistent with the building's design elements to create an attractive environment
- Design shared parking within large developments and divide large parking lots into several smaller lots with landscaping
- Design commercial buildings, public facilities, and multifamily residential developments with architectural character that complements the natural surroundings
- Locate off-street parking facilities at the side or rear of buildings to create pedestrian-friendly streetscapes

BENEFITS

- Reduces energy consumption and pollution from motor vehicles
- Protects needed land for industrial expansion, ensuring the City's economic sustainability
- Creates more vibrant, active areas by mixing together different types of activities, benefiting from each other's proximity
- Improves quality of life and livability
- Reduces travel time, transit ridership and congestion

ECONOMIC DEVELOPMENT



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LOCATION CONSIDERATIONS



Mixed-Use Centers (Commercial, Housing, and Office)

- Close proximity to I-80
- Adjacent to major roadways
- Adjacent to transit systems
- Adjacent to higher density neighborhoods

Industrial/ Research & Development

- Adjacent to existing industrial uses
- In close proximity to the airport
- Near railroads
- Serve as a buffer to adjacent sensitive areas
- Near intermodal facility
- Near landfill

MULTI-MODAL TRANSPORTATION



*"Establish and maintain a balanced multi-modal transportation system
that provides effective, efficient, and safe mobility for residents."*

GUIDING PRINCIPLES

- Encourage growth along existing and planned transportation corridors and transit nodes.
- Increase land use densities at major bus and rail transit nodes along transit corridors.
- Connect new residential areas with the West Bench Community and other areas of the City.
- Purposefully integrate urban form and the transportation network.
- Promote development that is transit, pedestrian, and bicycle friendly.
- Provide appealing and comfortable pedestrian street environments in order to promote pedestrian activity and transit ridership.

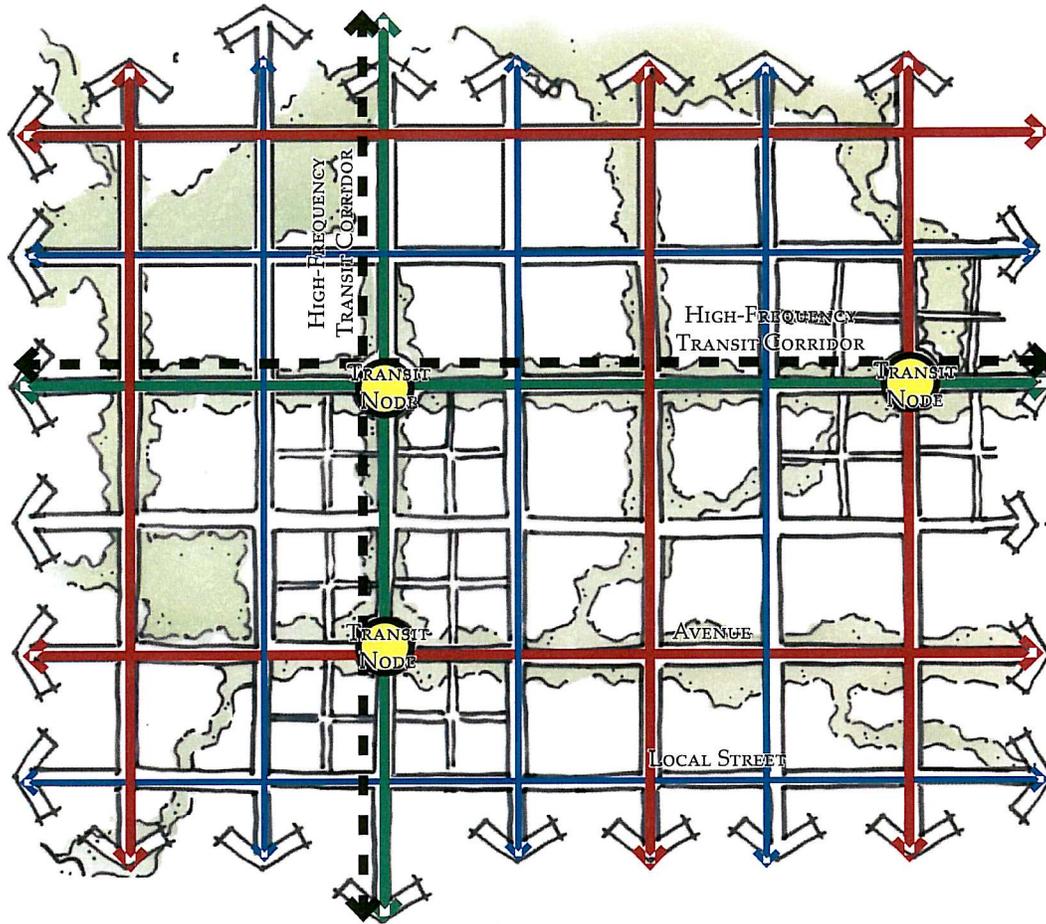
DESIGN CONSIDERATIONS

- Scale roadways with the density of surrounding development
- Incorporate landscaped medians to divide travel lanes in high-capacity corridors
- Include detached bike lanes and detached sidewalks along corridors
- Provide highly visible, safe pedestrian crossings
- Include attractive, standardized street lighting and furnishings
- Provide covered and partially enclosed shelters with seating at each transit stop
- Plan transit lines first and develop around transit lines and nodes
- Use appropriate levels of lighting to keep sites darker near natural areas

BENEFITS

- Reduces vehicle trips, overall miles traveled, and traffic congestion
- Reduces energy consumption and pollution from motor vehicles
- Improves public health through increased physical activity
- Ensures connectivity within the development as well as to the Great Salt Lake, Salt Lake City International Airport, Downtown and new West Bench Communities
- Develops locations that exhibit superior performance in providing transportation choices
- Offers more transportation choices

MULTI-MODAL TRANSPORTATION



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LOCATION CONSIDERATIONS



Transit Nodes & Lines

- Adjacent to higher density centers
- In close proximity to major roadways and other transportation systems
- Capitalize on planned TRAX routes, such as the Airport, West Valley, and West Bench lines
- Capitalize on the WFRC's Long-Range Transportation Plan to ensure connections to the regional system



Street Network

- High-frequency transit corridors are high-capacity routes connecting major centers, and incorporating multiple transit options
- Avenues are connectors between high-frequency transit corridors and local streets
- Local streets are neighborhood roads and roads at edges of development to buffer sensitive areas



PARKS, TRAILS, AND RECREATION



"Provide a diverse system of parks, trails, and recreational facilities."

GUIDING PRINCIPLES

- Provide and maintain a diverse, high-quality, safe, and affordable system of parks and recreational facilities that provide for all age groups.
- Provide a system of interconnected trails that connects to neighborhoods and services, and adjacent regional trails.
- Promote bicycling and walking as ways to enhance personal health and improve the community environment.

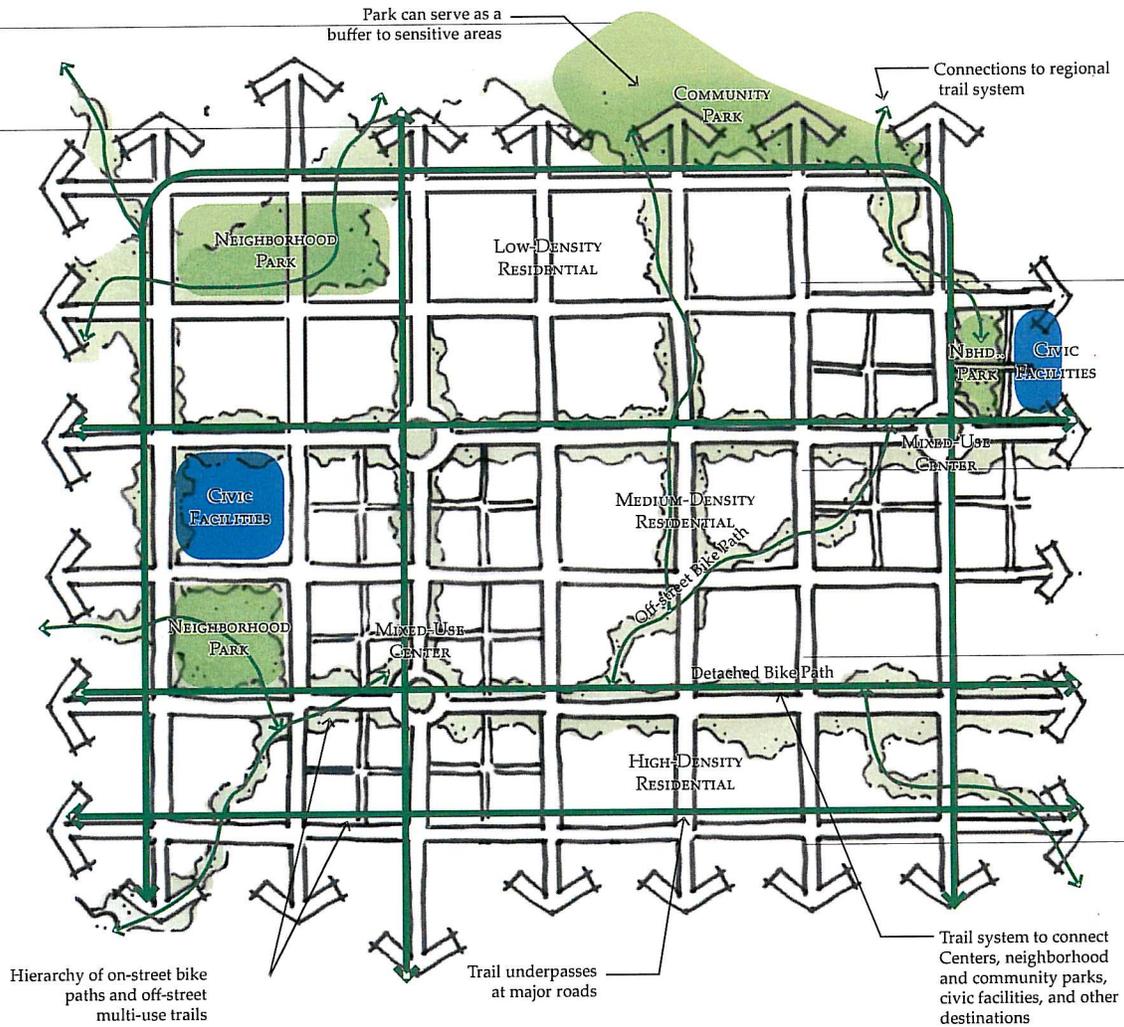
DESIGN CONSIDERATIONS

- Design trails at an adequate width for use, and allow uses appropriate to location
- Design trails with appropriate surfaces for use
- Use native vegetation in open space and natural areas, and incorporate maintained landscapes in park areas
- Provide regional attractions for the Great Salt Lake, incorporating enjoyment, education and interpretation and promoting stewardship
- Support local needs for active recreation
- Locate active recreation fields on higher elevations, and incorporate open space areas and greenways at lower elevations
- Locate sports fields to also serve as detention areas and refugia
- Co-locate schools and recreation facilities to utilize shared resources and parking
- Control recreation as needed to protect wildlife - seasonally and by usage
- Strengthen land use connections to open space corridors and amenities through building orientation

BENEFITS

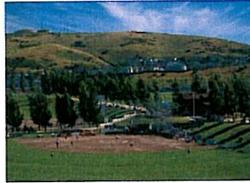
- Improves public health through increased physical activity
- Links neighborhoods, Centers, and downtown
- Meets a community's need for parkland and outdoor recreation space
- Reduces public costs for stormwater management, flood control, and other forms of built infrastructure
- Improves air quality
- Offers more transportation choices

PARKS, TRAILS, AND RECREATION



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LOCATION CONSIDERATIONS



- Strategically locate greenways and trails to create a managed network of habitat, parks, and working lands
- Locate parks and recreation facilities in or adjacent to centers
- Co-locate parks and recreation facilities with schools and other civic facilities
- Use trails to connect centers and other destinations
- Locate less intensive recreation uses adjacent to sensitive areas

GREEN DESIGN



*"Conserve water and energy resources, enhance air and water quality,
and protect natural environments."*

GUIDING PRINCIPLES

- Encourage construction that utilizes green building technologies and practices.
- Encourage use of energy efficient infrastructure, such as energy efficient street lights, traffic light, waste and wastewater pumps, and treatment systems.
- Recycle and/or salvage non-hazardous waste and debris.
- Enhance energy efficiency by using passive and active solar strategies and natural cooling.
- Reduce heat islands by shading hardscape, and using light colored roofing and paving materials, to minimize impact on microclimate and human and wildlife habitat.
- Implement a stormwater management plan that infiltrates, reuses, or evapotranspirates runoff to prevent flooding and promote aquifer recharge.
- Create compact land use patterns to support transit and pedestrian circulation.
- Encourage brownfield cleanup methods to reduce contaminant volume and toxicity.
- Locate greenways to provide an infrastructure for green technologies, and to provide a connection between residents and the natural environment.

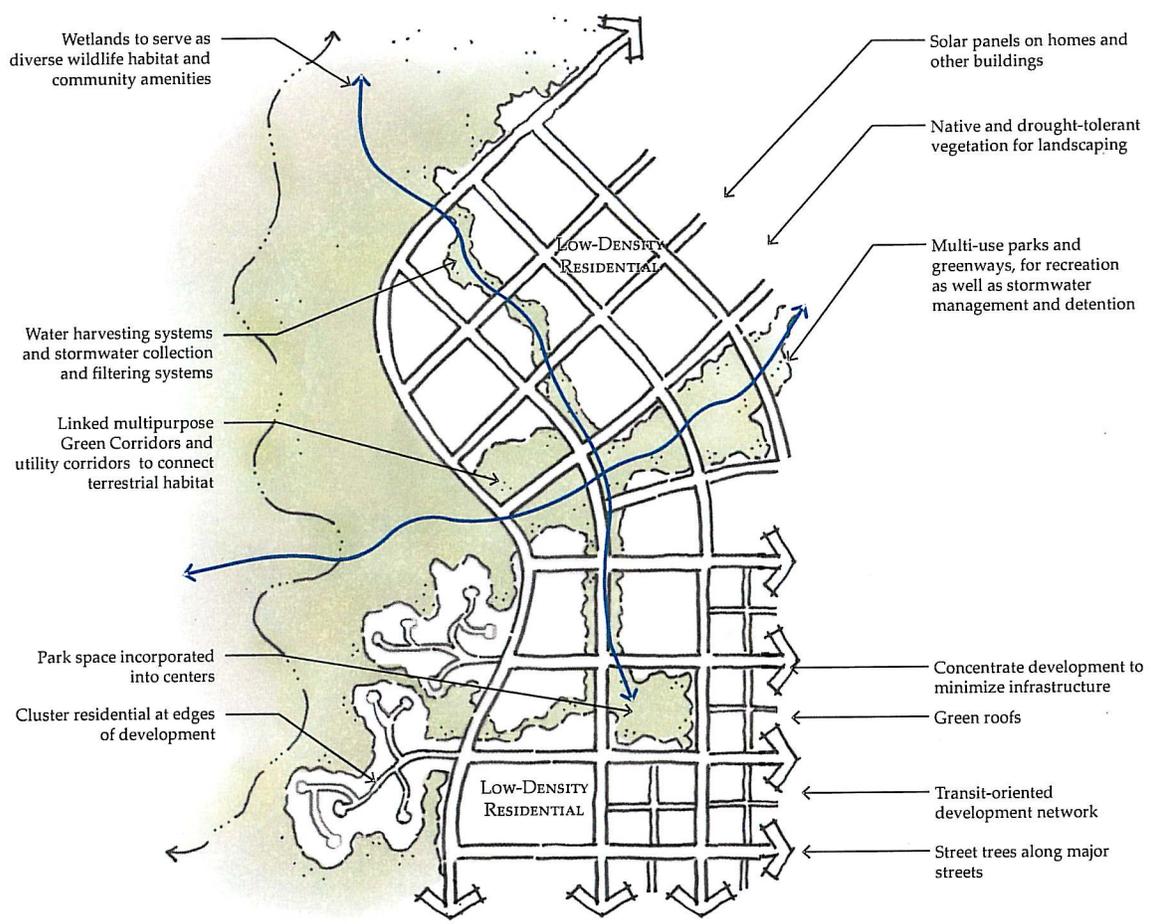
DESIGN CONSIDERATIONS

- Orient blocks and buildings parallel to or within 15 degrees of the east/west axis
- Use solar panels on homes and other buildings
- Use native and drought-tolerant vegetation for landscaping
- Use light-colored roofing and paving materials
- Use planted roofs
- Use water harvesting and reuse systems and gray water systems
- Use recycled materials
- Use porous paving materials
- Reduce size of parking lots
- Reduce size of irrigated landscape areas
- Use multi-use parks and greenways for recreation as well as stormwater management and detention
- Encourage LEED Certified building and neighborhood design
- Use organic pest management
- Use detention and drainage areas to intercept and filter stormwater
- Develop covenants or policies to restrict and manage user access to sensitive areas

BENEFITS:

- Reduces air, water, and land pollution
- Reduces energy consumption and cost
- Reduces environmental impacts from energy production and consumption
- Reduces use of nonrenewable resources
- Reduces waste
- Creates more comfortable, healthy environments
- Reduces carbon footprint

GREEN DESIGN



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LOCATION CONSIDERATIONS



- Located throughout the community

PUBLIC SERVICES



"Provide coordinated and efficient public services within the area"

GUIDING PRINCIPLES

- Create reliable, cost-effective, environmentally sustainable systems of utilities, public facilities, and services.
- Collaborate with adjacent townships and cities, various Federal, State, and County agencies, and appropriate service providers to provide coordinated and sustainable development of the region.
- Minimize public service costs by encouraging compact, clustered development.
- Require that private development pay its own way, except for developments with exceptional public benefit.
- Encourage the integrated establishment of education facilities.
- Determine the appropriate size and location of educational facilities in proximity to homes, rapid transit routes, and/or civic amenities.
- Plan for police, fire, and emergency services that are staffed at appropriate levels.
- Develop a public safety plan to set standards for emergency access and travel.

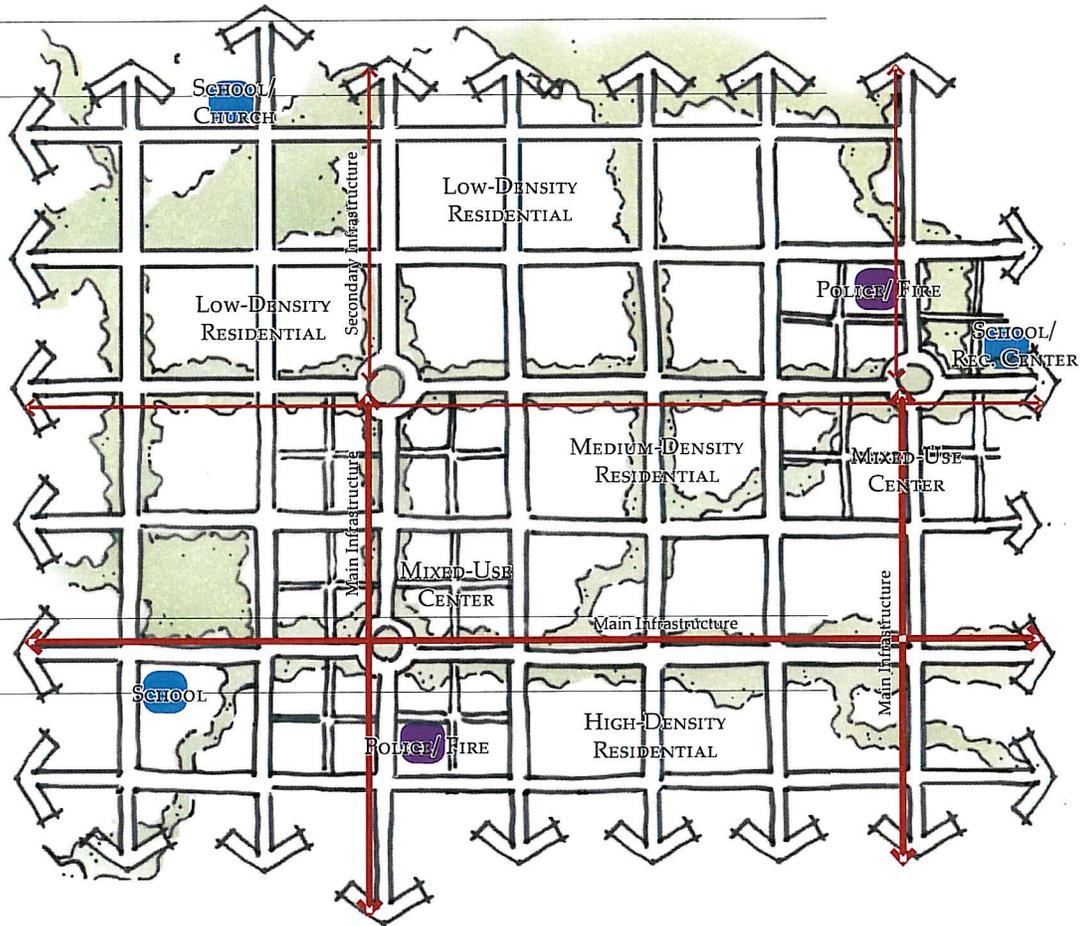
DESIGN CONSIDERATIONS

- Encourage use of native landscaping in public facilities and service corridors
- Design public service facilities with shared public access and use when appropriate
- Provide a common Northwest Quadrant design theme for public infrastructure such as native landscaping, lighting, bridge design, signage, etc.

BENEFITS

- Uses infrastructure and resources efficiently
- Creates a sense of security and a high level of protection
- Minimizes infrastructure cost

PUBLIC SERVICES



This conceptual image represents one of many ways to physically represent the guiding principles. Although this concept will evolve in location, size and composition, it provides a starting point for the discussion about the future of the Northwest Quadrant.

LOCATION CONSIDERATIONS



- Locate most intense development in close proximity to infrastructure
- Locate similar employment use close to others that provide support services
- Locate utilities in pre-identified corridors adjacent to natural drainage features or transportation corridors
- Locate police and fire services within or adjacent to centers
- Locate schools and churches within neighborhoods
- Co-locate schools, recreation centers and churches to utilize shared facilities

Attachment E
Northwest Quadrant Community Master Plan

Planning Commission Minutes

May 9, 2007

**SALT LAKE CITY
PLANNING COMMISSION MEETING
In Room 326 of the City & County Building
451 South State Street, Salt Lake City, Utah
Wednesday, May 9, 2007**

Present for the Planning Commission meeting were Chairperson Peggy McDonough and Vice Chairperson Matthew Wirthlin; Commissioners Frank Algarin, Babs De Lay, Robert Forbis, Susie McHugh, Kathy Scott and Mary Woodhead.

Present from the Planning Division were George Shaw, Planning Director, Cheri Coffey, Deputy Planning Director, Doug Wheelwright, Deputy Planning Director, Everett Joyce, Senior Planner, Ray McCandless, Senior Planner and Cecily Zuck, Senior Secretary.

A roll is being kept of all who attended the Planning Commission Meeting. Chairperson McDonough called the meeting to order at 5:46 p.m. Audio recordings of Planning Commission meetings are retained in the Planning Office for an indefinite period of time.

A field trip was held prior to the meeting. Planning Commissioners present were: Frank Algarin, Kathy Scott, Susie McHugh and Mathew Wirthlin. Planning Staff present were: Cheri Coffey, Doug Wheelwright, Everett Joyce and Ray McCandless.

DISCUSSION

(This item was heard at 5:51 p.m.)

The Commission discussed the draft Visioning Principles of the Northwest Quadrant Master Plan.

Chairperson McDonough recognized Everett Joyce as Staff representative for this item.

Mr. Joyce reviewed some slides outlining the area of the City identified as the Northwest Quadrant. He then noted that the Commission had received, in the form of this visionary document, the result of information compiled from several meetings with the technical and advisory committees for the Northwest Quadrant Master Plan; stakeholders, environmental experts, the public, and the collection of data from City agencies, including the adopted policies of Master Plans and existing environmental factors. Mr. Joyce stated that this conceptual document was being developed near the culmination of Phases One and Two of the Northwest Quadrant Master Plan development process. He then stated that at this point, the Commission's role was to review the document before them, identify any changes they felt necessary, and forward their recommendation to the City Council.

Commissioner De Lay noted that there was an enormous amount of community support at the open house meeting which had been held at the Salt Lake Public Library, and that the document seemed to reflect the concerns of the community in an exemplary manner.

Commissioner Scott inquired of Mr. Joyce why there were no specific design considerations included for Public Services, which was currently a dominant feature within the Northwest Quadrant.

Mr. Joyce noted that this could be addressed in the future.

Chairperson McDonough noted that the Sustainability and Green Design Principles included in the Visioning Document were wonderful, and she wondered how they could be implemented into the Zoning Ordinance.

Mr. Joyce stated that the principles would be adopted as part of the final policies of the Northwest Quadrant Master Plan and that the next step would be to create alternative Land Use Plans, as well as to find ways to implement these changes within the Ordinance. Mr. Joyce noted that this process would include more discussions with community environmental leaders, the U.S. Corps of Engineers and the plan's consultants.

Commissioner Forbis inquired why the Visioning Principles did not include design considerations for the orientation of building towards natural resources, citing the example of the Jordan River Parkway, where nothing faces the Jordan River itself. Commissioner Forbis noted that he felt this principle would lend itself towards a sense of ownership of natural resources and responsibility, and should be a guiding environmental principle of such developments.

Mr. Joyce noted that this was an excellent point and stated that Staff would look into adding standards for such developments.

Commissioner Scott made a motion to forward a position recommendation to the City Council regarding the Northwest Quadrant Visioning Principles. Vice Chairperson Wirthlin seconded the motion. All voted 'Aye'. The motion passed unanimously.

Attachment F

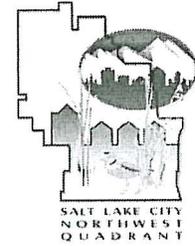
Northwest Quadrant Community Master Plan

Key Assessment Map and Table Summaries

1. Development Factors Map
2. Development Factors Defined - Table
3. Development Factors by Level Map
4. Elevations Map
5. Natural Resources Map
6. Transportation Map

**SLC NORTHWEST QUADRANT COMMUNITY PLAN
DEVELOPMENT FACTORS**

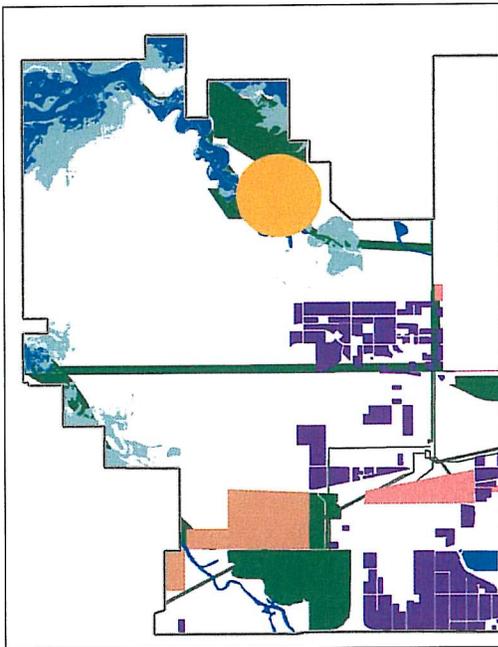
January 2007



LEVEL I FACTORS (Areas where existing conditions, risks to development or restrictions by other governmental entities are likely to preclude development)	
100-Year Floodplain	<p>A 100-year flood is the flood that statistically has a 1% chance of occurring each year. For land use planning purposes, the regulatory floodplain is usually viewed as all lands within reach of a 100-year flood. The Federal Emergency Management Agency (FEMA) produces floodplain maps, defining what's in and out of the 100-year (or "regulatory") floodplain in order to implement the National Flood Insurance Program. In addition, Salt Lake County Floodplain Hazard Regulations (Chapter 19.74) "prohibits building in flood ways but allows building in the floodplain with adherence to protection standards." Standards include anchoring, flood resistant construction materials, design of utilities to minimize infiltration of floodwaters, residential construction with lowest floor elevated to a minimum of one foot above the base flood elevation, and flood-proofing for non-residential development below one foot above the base flood level. The 100-year floodplain is shown to occur along much of the northern portion of the SLC Northwest Quadrant study area as well as extending into the northern portion of Goggin Drain.</p>
Below 4215' Elevation	<p>The water surface elevation of 4,212' above sea level represents the recorded historic high water elevation for Salt Lake, which occurred in 1986 and 1987. During this period, pumping occurred to lower the lake's surface water elevation. Water levels also reached this elevation in 1866 and 1867. The historic low water elevation for the period of record (1845-present) was recorded in 1965 at an elevation nearly 20 feet lower at 4,191' above sea level. The current water surface elevation is approximately 4,196.5'. Wave and ice action poses a hazard risk up to five feet above the historic high water elevation making the hazard risk elevation 4,217'. Salt Lake City does not permit development below 4,215'.</p>
Federally Endangered Species	<p>Several Federally listed and Utah State sensitive species are known to occur in the study area. The Federally endangered bald eagle is known to nest and roost in proximity to or within the study area (SWCA 2006).</p>
Developed Parcels	<p>Existing development (commercial and industrial uses) are located primarily in the eastern portion of the study area.</p>
Protected Lands	<p>Protected lands include:</p> <ul style="list-style-type: none"> • Bailey's Meadow Mitigation Bank north of Diversified Habitat parcel. • Airport Wetland Mitigation Site
Major Transportation Facilities	<p>Major transportation facilities in the study area include:</p> <ul style="list-style-type: none"> • A six mile section of Interstate 80 that runs east-west through the center of the study area. • Two railway lines (Western Pacific and Union Pacific Railways) that run east-west across the lower third of the study area. • Salt Lake International Airport is located immediate adjacent to the study area.

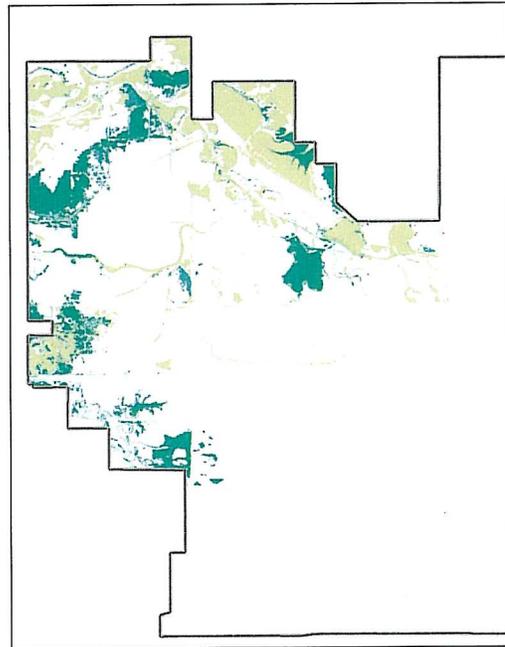
LEVEL II FACTORS (Areas in which development is likely to be regulated or where development activity may require mitigation)	
High Functional Wetlands Systems	These areas include the highest functioning wetlands identified through the 2006 functional assessment process. In addition, these include wetlands found inside the conservation area. These wetland areas tend to be below the 4,217' elevation, within the SAMP conservation area, near other sensitive wildlife habitat and in closest proximity to the Great Salt Lake. Wetland types found in the study area include: open water, emergent marsh, wet meadow, transitional wet meadow, and playas. Various water birds, wading birds, shore birds, and several raptor species use these habitats for foraging. Much of the northern boundary of the study area is located in an area identified by the Utah Division of Wildlife Resources as wetlands of state importance for a number of different animal and plant species. Additional study may be used to refine this information.
Between 4215-4217' Elevation	Wave and ice action poses a hazard risk up to the elevation 4,217' (based on historic high lake level of 4,212'). These elevations are used by Salt Lake City as limits to development, although there is an allowance to add fill on land above 4,215' to bring the elevation up to 4,217'. The Sacramento District Corps of Engineers (Corps) reviews and requires a permit for all activities which would affect waters of the U.S. below elevation 4,217' adjacent to the Great Salt Lake.
LEVEL III FACTORS (Areas in which additional study or special development conditions may be necessary, or factors exist that may affect the feasibility, appropriateness, and type of development)	
Sensitive Wildlife Habitats	These areas include key wildlife habitats identified during the 2006 functional assessment process and by Division of Wildlife surveys. Key habitats in the study include: <ul style="list-style-type: none"> • Nesting colonial wading and water birds, which include western grebe, black-crowned night-heron, white-faced ibis, Forster's tern, and black tern. These species are found in the area of the Airport Wetland Mitigation Site, Goggin Drain and Bailey's Lake. • Nesting colonial shore birds include nesting black-necked stilts and American avocets. These species are found in areas of mudflats, inundated playas, wet meadow and partially vegetated playas in the Goggin Drain and Bailey's Lake area. • Concentrations of migrating shorebirds, which can be found in the area of Bailey's Lake, Goggin Drain, and the Airport Wetland Mitigation Site. • Concentrations of migratory waterfowl, including geese, ducks, grebes, and coots can be found in the area of the inundated playa complex near the KSL radio towers, open-water areas in the area of the Airport Wetland Mitigation Site, Goggin Drain, Bailey's Lake, and in the Lee Creek drainage area. • Concentrations of migratory wading birds, including egrets and white-faced ibis which occur in playas, wet meadows, mudflats and intermittent open water in the area of Goggin Drain and Bailey's Lake • Other regionally important and unique species which include: snowy plover in the playas adjacent to Lee Creek; migrating swallows on mudflats in the northeast portion of the study area; and peregrine falcon, a species known to be in the area. • Lee Creek is also likely to be used as a wildlife corridor for a variety of terrestrial animals.

	<ul style="list-style-type: none"> Sensitive habitats include portions of playas that have been difficult to recreate and as such agencies often strongly advised that these resources be avoided.
Other Wetlands Systems	These areas include wetlands outside of the SAMP conservation area and not classified as high functioning according to the functional wetland assessment. These areas also include Playas found outside of the conservation area.
Channels and Canals	Channels and canals in the study area carry irrigation, storm, artesian well, and treated waste water toward Great Salt Lake. Channels and canals include the Surplus Canal, North Point Consolidated Canal, Bailey's Lake, Goggin Drain, West Branch, Brighton Drain, and Lee Creek. A series of connected paleo channels are present in the central portion of the study area north of Interstate 80. These channels appear to have been connected to the Jordan River. Channels and canals are often associated with wetlands which occur along their margins.
Open Space Zoning	The purpose of the OS open space district is to preserve and protect areas of public and private open space and exert a greater level of control over any potential redevelopment of existing open space areas.
Airport Zoning A & B	Salt Lake International Airport is located immediately east of the study area. The eastern half of the study area is mapped as a moderate/high noise impact zone.
Lowland Conservancy Overlay District	<p>A lowland conservancy district was established by Salt Lake City to provide for the protection, preservation, proper maintenance, and use of Salt Lake City's watercourses, lakes, ponds, floodplain and wetland areas. Areas under this designation require a residential no-build setback of 25 feet, a nonresidential set back of 50 feet for water bodies such as streams, lakes, ponds and wetlands and require a natural vegetation strip of 25 feet. The setback is from the boundary line or from the banks of the river.</p> <p>Wetlands and other water features mapped under this Salt Lake City regulation are found at several locations across the northern half of the study area. These areas are associated with margins of wetlands associated with Salt Lake, in the locations of paleo channels, and as isolated wetland areas. Overlay District areas can be found as either emergent wetlands or as playas.</p>
Landfills	Closed landfills are located north of Interstate 80 at its intersect with 7200 West, north of California Ave between 4800-5600 West and a portion of the Lee Kay Center property adjacent to California Ave. The West Branch Canal flows through the closed landfill area north of Interstate 80. The Salt Lake City/County landfill located north of the Lee Kay Center is an active landfill.
LEVEL IV FACTORS (no affect to proposed development)	



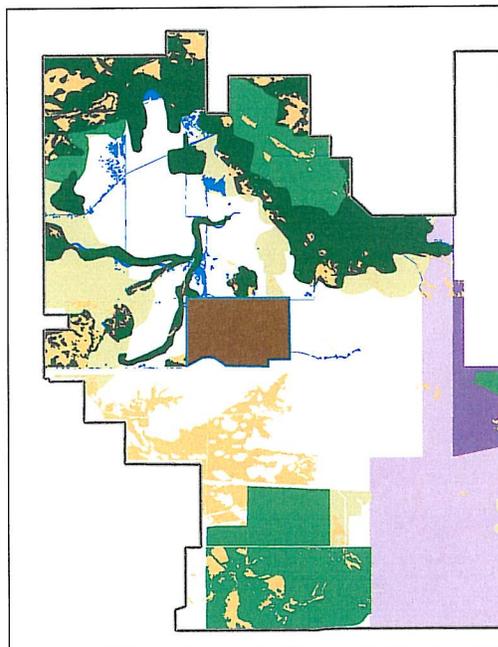
LEVEL 1 FACTORS

- | | |
|----------------------------|------------------|
| Bald Eagle 1/4 mile Buffer | FEMA Floodplain |
| Protected Land | Active Landfills |
| Airport | Developed Areas |
| < 4215 ft elevation | |



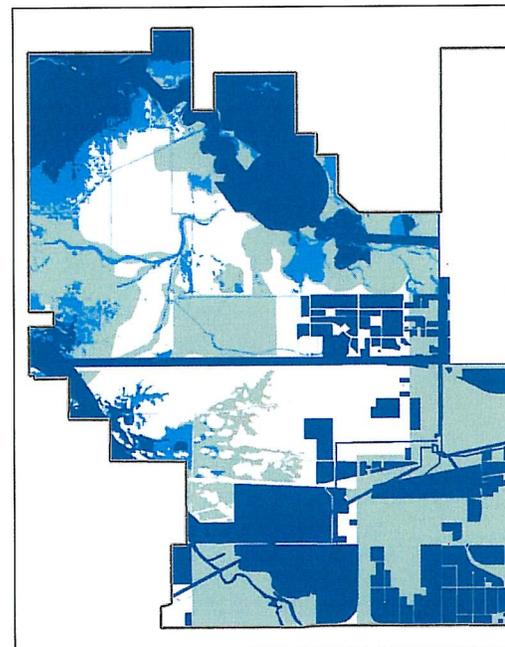
LEVEL 2 FACTORS

- | |
|---|
| All Wetlands w/in Conservation Areas |
| High Functioning Wetlands Outside of Conservation Areas |
| 4215 - 4217 ft elevation |



LEVEL 3 FACTORS

- | | |
|--------------------------|--------------------------------------|
| Airport Noise Zone A | Other Wetland Systems |
| Airport Noise Zone B | SLC Open Space |
| Sensitive Wildlife Areas | Closed Landfills |
| Playas-SWCA | Lowland Conservancy Overlay District |



ALL FACTORS

- | |
|-----------------|
| LEVEL 1 FACTORS |
| LEVEL 2 FACTORS |
| LEVEL 3 FACTORS |

NORTHWEST QUADRANT DEVELOPMENT FACTORS

June 2007

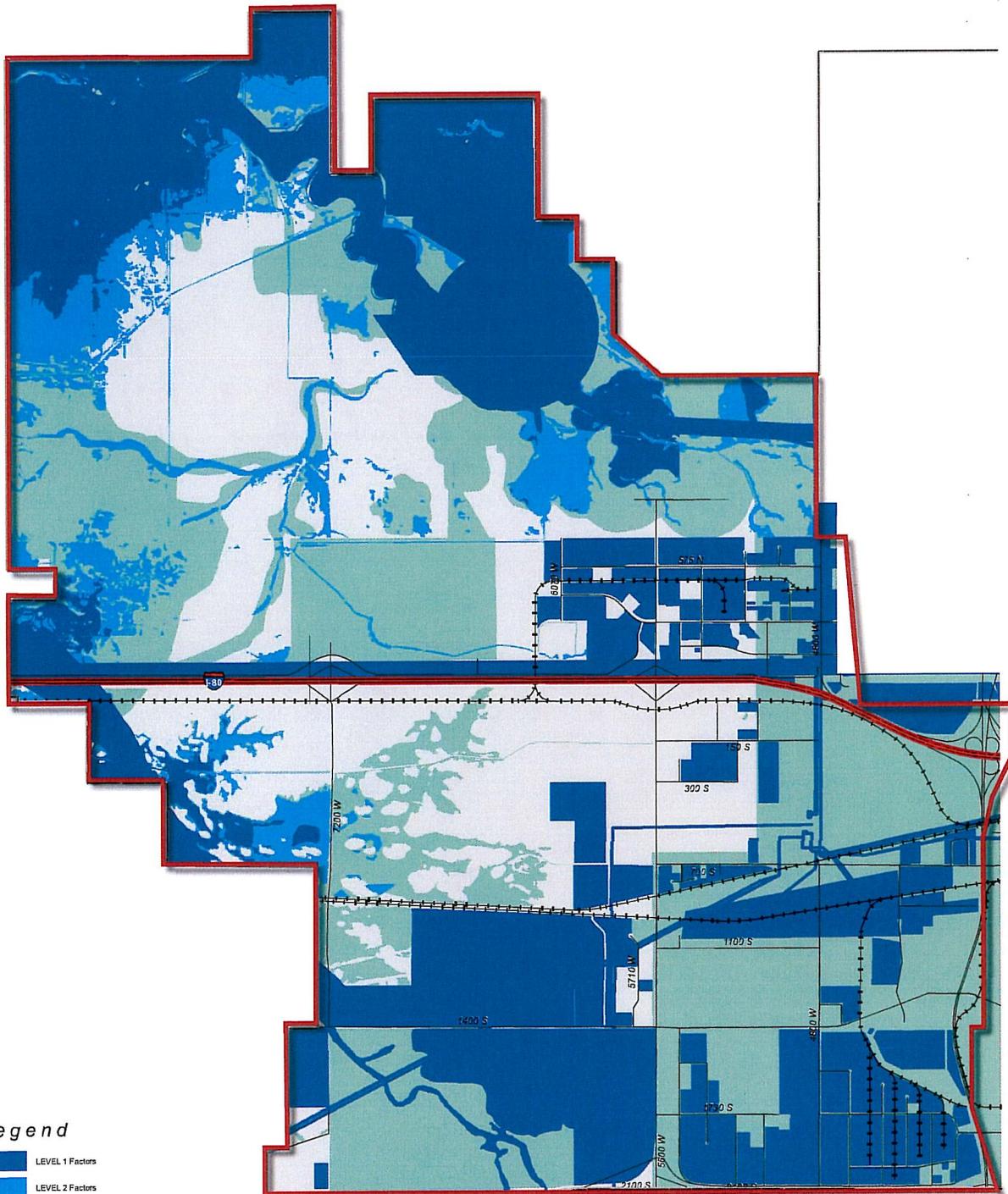


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MGB+A, Fehr & Peers, SWCA, Bonneville Research

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Legend

- LEVEL 1 Factors
- LEVEL 2 Factors
- LEVEL 3 Factors
- LEVEL 4 Factors

0 0.25 0.5 1 Miles



*This data was prepared from publicly available information and should be used for reference purposes only. Any other use or recompilation of this information is the sole responsibility of the user. It will not be accepted as a substitute for ground site survey information during the planning/engineering process of the project development. Please note these maps are works in progress and will evolve throughout the 12-month project timeline.

NORTHWEST QUADRANT DEVELOPMENT FACTORS

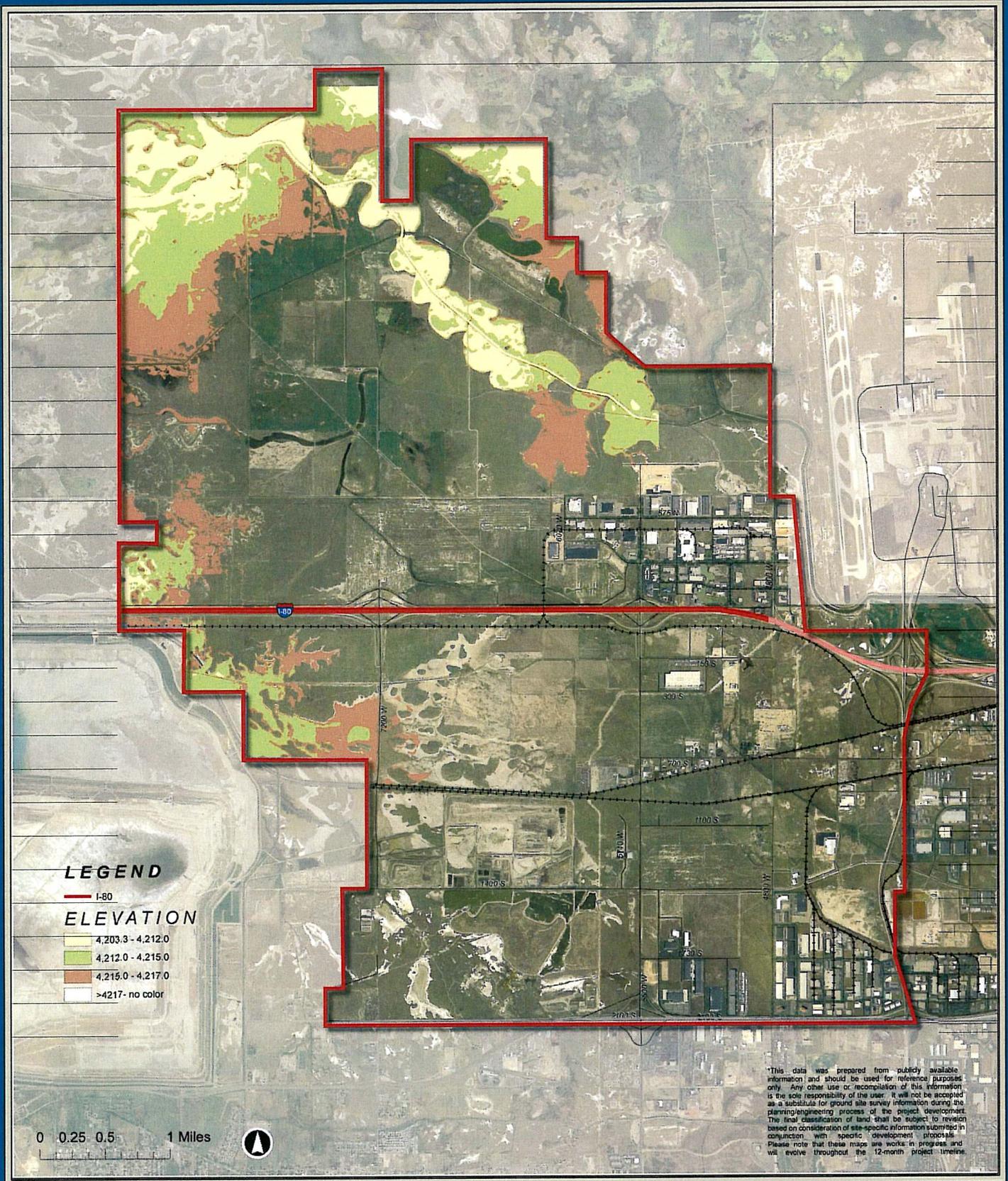
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June 2007

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NORTHWEST QUADRANT ELEVATION

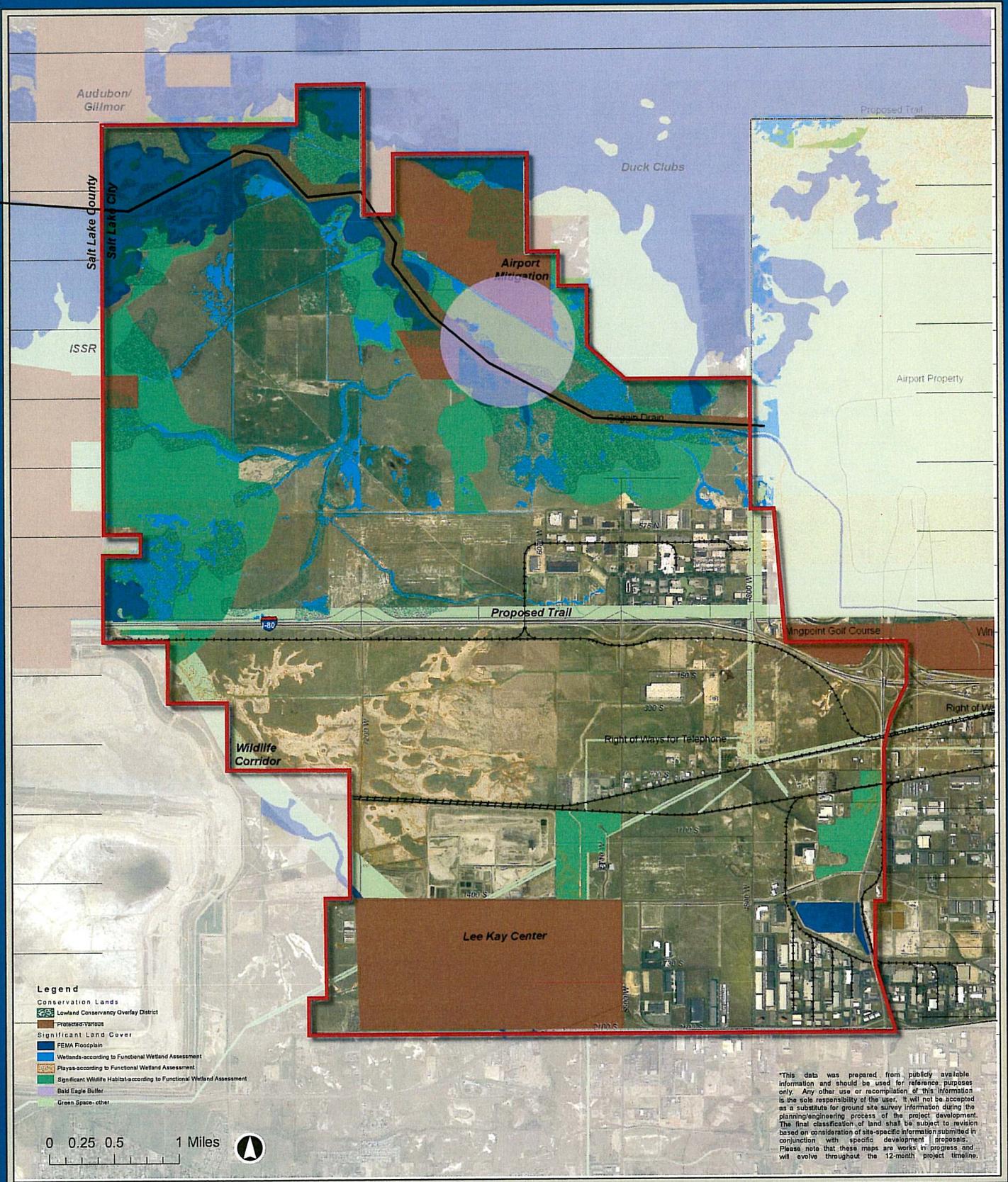
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NORTHWEST QUADRANT NATURAL RESOURCES

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