


Communication to the City Council



Planning and Zoning Division
Department of Community Development

To: David Everitt, Chief of Staff 

From: George Shaw, Planning Director 

Date: January 31, 2008

CC: Cheri Coffey, Deputy Planning Director
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Re: Salt Lake City Northwest Quadrant Master Plan - Response to City Council staff
land use and development questions from City Council Visioning Document
briefing

Staff Contact: Everett L. Joyce, 535-7930, Senior Planner, Planning Division



Enclosed is the Planning Division's response to questions from the City Council staff regarding the Northwest Quadrant Master Plan. In response to a City Council briefing on the Northwest Quadrant Vision Document held on August 21, 2007, the City Council staff requested additional information.

The next City Council briefing date for the Northwest Quadrant Master Plan Vision Document is February 12, 2008. The response document should be forwarded to the City Council Office by February 5, 2008.

Northwest Quadrant – Land use and development questions

- 1) What are the percentages of the NW Quadrant that could be developed, that are buffer areas, and that have sensitive environmental concerns (Level 1, Level 2, Level 3 within the Vision Document)?**

Level 1 buffer areas relate to the areas designated Natural Areas within the Framework Map. Level 2 areas relate to areas designated as Conservation Development Zone in the Framework Map. Level 3 areas are the areas designated Open Space. Exhibit A depicts the Framework Map, Option A.

Level 1 buffer areas or the Natural Areas within the Framework Map consist of approximately 2,300 acres or 12 percent of the Northwest Quadrant area. Level 2 or the Conservation Development Zone area within the Framework Map consists of approximately 1,300 acres or 7 percent of the Northwest Quadrant area. Level 3 would relate to the amount of Open Space zoned areas which is approximately 2,100 acres or 11 percent of the Northwest Quadrant area. The majority of land designated open space is located in the southern portion of the Northwest Quadrant and consists of State lands zoned Open Space and the City/County landfill area. The remainder of Open Space designation is for corridors throughout the developable areas that are used to connect high activity centers to each other and to the conservation zone areas. The remaining 70 percent of the Northwest Quadrant area would be for residential, mixed –use, commercial and industrial land uses.

- 2) How much of the NW Quadrant area is below the current elevation of 4215' that prohibits development?**

The historic peak lake elevation is understood to be 4212. This elevation has been measured three times, 1873, 1986, and 1987. Water movement and wave action of the lake adds another 5 feet. Adding the wave action to 4212 gives an elevation of 4217 the elevation which one would expect to experience lake flooding at a re-occurring interval. Property at 4215 elevation would require review and approval of at least two feet of fill prior to development of habitable structures.

There are approximately 2,300 acres of land below the 4215 foot elevation within the Northwest Quadrant. However, the minimum development elevation is 4217 foot USGS. There are 1,300 acres of land between the elevations 4215-4217. The total acreage below the 4217 foot elevation within the Northwest Quadrant planning area is approximately 3,600 acres.

- 3) When is it acceptable to use fill to reach on elevation above 4215'?**

The City Public Utilities Department identifies that there should be no habitable or mechanical spaces built below the elevation 4217. This relates to the historic high water level of the Great Salt Lake and related wind/wave actions that can push water elevations up to the 4217 foot level.

City site development regulations allow for two foot of fill which could allow for lands located between the elevation of 4215 and 4217 to be developed if approved for site development fill of at least two feet. The fill of lands between 4215 and 4217 may be allowed, however, numerous factors have to be addressed before this could be approved. One key factor is the presence of wetlands. The Army Corps of Engineers would need to identify that any land area below the elevation of 4217 or designated as potential wetlands is either not a wetland or approval has been obtained for wetland mitigation prior to any development in these areas.

It is imperative that the minimum floor elevation, garage elevation, or mechanical space elevation is 4217 foot USGS, not 4215 feet. Potentially any development below elevation 4217 foot USGS may require levees to hold back the Great Salt Lake. A levee and pump system would need to be designed and additional ongoing pump and maintenance costs would need to be added if habitable space is below the 4217 foot level. To allow floor elevations below the 4217 foot level will have very significant impacts on flood control and overall drainage design.

4) What tools are currently in place or could be put into place to protect buffers, uplands, and wetlands?

Current: The Open Space Zoning District and Lowlands Conservancy Overlay Zoning District limit types of development and where development can be located near these sensitive lands. The Open Space Zoning District limits types of development, but does not restrict development. The Lowland Conservancy Overlay District protects areas such as waterbodies, streams, lakes, ponds and wetlands west of Interstate 215 through required building and construction activity setbacks and limitations on uses.

Designation of wetlands by the US Army Corps of Engineers is also a tool that can be used to protect wetlands. Unless such lands are approved for mitigation they would not be permitted to be disturbed.

Potential: Environmental Framework approach proposed in the Northwest Quadrant Plan identifies the following Environmental Framework concepts that support protection of uplands and wetlands.

- Protect sensitive wetland areas
- Protect the community health, safety and welfare with no development below the 4215' elevation
- Buffer Inland Sea Shorebird Reserve and restoration of Bailey's Lake area

- Create a hierarchy of protected areas: Natural Area, Conservation Development Zone, and Open Space
- Incorporate a toolbox to determine appropriate buffers and barriers between specific sensitive resources and development

The following potential tools could be put into place to protect buffers, uplands, and wetlands.

- Planned Community Development Zone. The Northwest Quadrant Master Plan will provide general development policy for the community. These policies would guide future implementation actions. One concept being considered is the development of a Planned Community Development (PC) zoning classification. The creation and mapping of the PC zoning classification would be subject to detailed analysis that will require identification of wetlands, appropriate and adequate buffering of environmental sensitive lands including the identification of jurisdictional wetlands prior to the PC Zone being placed on any area designated for potential Planned Community zoning classification. The application of traditional zoning districts within the Northwest Quadrant will also require specific analysis of smaller areas prior to the rezoning of properties from Agricultural and Open Space to other zoning classifications.
- Designation of Natural and Conservation Areas. The different levels of the environmental framework (Natural and Conservation Areas) relate to elevation and functional wetlands. The identified wetland areas are areas with high potential for jurisdictional wetlands, but the plan does not classify any specific area as wetlands. Specific wetlands classification is an action of the Army Corps of Engineers, only. The framework concepts are the general guiding concepts related to environmental and developmental land use issues. When the Northwest Quadrant Master Plan is adopted, through the master plan implementation process more refined land use planning analysis would occur.
- Resource Protection Toolbox. Development of a Resource Protection Toolbox for buffer and barriers between desired protected resources and development is being considered. The toolbox concept would be an adaptive approach that supports preservation of ecological functions identified in the vision of sustainability for the Northwest Quadrant. The toolbox concept evaluates land use intensity and resources sensitivity to determine appropriate scale of buffering and mitigation impacts.

The toolbox approach provides for a predetermined set of factors to evaluate more detailed and specific analysis during the implementation stage of the Northwest Quadrant Master Plan. Whether the evaluation is used for rezoning of properties, the application of a Planned Community Zone process or specific development proposals will be an aspect of the implementation of the adopted master plan. The establishment of a generalized approach that reflects the overall key land use planning concepts of the Northwest Quadrant Master Plan is a most appropriate

and responsible approach for the City's general policy plan for this area of the City.

5) What provisions are in place to allow for schools to be developed in the NW Quadrant?

None at this time, although the need for such uses has been discussed through the planning process. This issue will be addressed through the development process of the master plan. Through the potential Planned Community Zone approach, required public and quasi public needs could be identified and addressed through the Planned Community Zone approval process. Setting aside specific areas for schools, parks, fire stations, etc would be required at that time. Use of impact fees is an additional option that could be used for providing areas for public infrastructure.

6) What kind of development would be allowed in the NW Quadrant under current zoning?

The Northwest Quadrant Zoning Map is attached as Exhibit B. The specific zoning district and overlay districts are discussed below.

Industrial Zoning: The M-1 Light Manufacturing District provides an environment for light industrial uses that produce no appreciable impact on adjacent properties. Permitted uses include light manufacturing, assembly, offices, warehousing etc.

Agricultural Zoning: The purpose of the AG Agricultural District is to preserve and protect agricultural uses in suitable portions of Salt Lake City until these lands can be developed for the most appropriate use. These regulations are also designed to minimize conflicts between agricultural and nonagricultural uses. Permitted uses are small group homes, single family residences, agricultural uses, seasonal farm stands, kennels. Agricultural uses do not include stockyards, feed yards, slaughterhouses, rendering plants and commercial operations involving retail sales to the general public, except for seasonal farm stands.

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. Permitted uses are cemeteries, community recreation centers, natural open space, parks etc.

Landfill Overlay: The LO landfill Overlay District provides greater control over the locations of both public and private landfills and their design, use, reuse and reclamation, and provides transitional zones adjacent to landfills facilitating the transition from landfills and landfill related uses to other types of land uses. Permitted uses are both public and private landfills, recycling or processing centers, and accessory sorting, recycling and composting of landfill materials, and the deposit or storage of sludge.

Lowland Conservancy Overlay: The purpose of the Lowland Conservancy Overlay District is to promote the public health, safety and general welfare of the present and future residents of the City and downstream drainage areas by providing for the protection, preservation, proper maintenance, and use of the City's watercourses, lakes, ponds, floodplain and wetland areas. The LC Lowland Conservancy Overlay District encompass areas consisting of waterbodies such as streams, lakes, ponds and wetlands west of Interstate 215. Permitted uses are agricultural uses, open space and recreational uses, provided such uses are permitted in the underlying district and do not involve any grading, earthmoving, modification of site hydrology, removal of wetland vegetation or construction of permanent buildings/structures.

Airport Noise Overlay: The Airport Influence Zones address incompatible land uses based on airport related noise. The Airport Influence Zone "A" prohibits residential and institutional uses. The Airport Influence Zone "B" requires air-circulation systems and sound attenuation for residential, institutional, hotel and motel uses. The Airport Influence Zone "C" requires air-circulation systems and sound attenuation for residential and institutional uses.

7) What is the process for potential development in the NW Quadrant under current zoning?

Potential development under the current zoning would need to be contiguous to existing infrastructure services (water, sewer, electrical, gas, streets) and meet the subdivision and zoning standards applicable to the subject property. Subdivision approval would be the mechanism for undeveloped land and building permit approval would be needed for land already subdivided into lots.

8) What is the process and approximate cost for installing infrastructure and water/sewer service to the NW Quadrant under current zoning?

Subdivision approvals would require infrastructure improvements. These costs would be borne by the property developer. The responsibility for constructing major arterial streets would be shared by both the property owner and the City.

Water – Development in this area would require elevated storage for water pressure and fire needs. Large water transmission lines have been installed that can direct water services to the Northwest Quadrant area. Additional transmission and distribution pipes are also required. The water system will need redundancy (gridding) to provide a more stable system. There is potential to create a secondary water system for this area for irrigation. This would take some of the demand off of the culinary water system.

Development that would require de-watering should not be allowed. The groundwater is very close to the surface throughout the area. Some of the wetland areas are at the

elevation of the natural groundwater surface. De-water would take away storm water capacity. Sizing channels to carry run-off and pass-through water will already be a challenge. De-watering also adds power demands for pumping and flood risk if pumps ever fail. These risks can be avoided by requiring designs that are above the natural grade.

Sewer – A new treatment facility is needed. A mid-sized sewer collection pipe has been installed to take a portion of the Northwest Quadrant generated sewage. Public Utilities owns property for a new sewer treatment facility that will be required to service the area. A possibility in the Northwest Quadrant is to build a “stripping plant” that would remove and treat water that would be used in a secondary irrigation water system. The higher strength remaining waste would be sent to the Rose Park plant for final treatment. There will need to be out-of-the-area improvement to convey this waste water. Because of the flatness of the terrain of the Northwest Quadrant there will need to be a number of sewage lift stations (one about every 5,000 ft). Some existing sewage lift stations will have to be upgraded for additional capacity.

Storm water – Storm water will not leave the Northwest Quadrant area, but there is significant pass-through run-off that runs through the area to the Great Salt Lake. Existing drainage channels will need to be increased in size and perhaps relocated. Additional channels will be needed. Regional storm water detention will be required. Best management practices (BMP’s) for storm water quality will be a required part of the design. Even with development being required to stay above 4217 there will need to be storm water lift stations to keep water flowing to the Great Salt Lake.

Streets - Arterial street construction needs within the south portion of the Northwest Quadrant exceeds \$21,000,000. The cost sharing for these improvements would be through impact fees, special improvement districts and Class C general fund monies. The street infrastructure needs for the north portion of the Northwest Quadrant need to be determined through the development process of the master plan and through the implementation of the plan. As a more refined land use policy is developed, the arterial streets needs can be more readily determined as well as the associated costs calculated.

9) What is the City’s policy on extending infrastructure to undeveloped areas of the City?

Extension of infrastructure is subject to design approval and placement as part of the subdivision approval process. The long-standing policy has been that proposed development pays for the cost of infrastructure. The wet utility (water, sewer, and storm drainage) infrastructure has been expanded like the rings of an onion – each layer builds on the previous layer. The developer pays for the cost of the extension to service the new development. The City has extended pipes to the far edge of existing development to accommodate the next level of expansion. Creating islands of development is problematic for utilities because of long transmission lines going through undeveloped property.

10) What is the approximate number of houses that could be built under existing City ordinances, with current zoning?

Under the current zoning only the AG – Agriculture Zoning District allows for residential development. There are approximately 5,100 acres of agricultural zoned land within the Northwest Quadrant. The Lowland Conservancy Overlay District affects 1,500 acres of agricultural land leaving approximately 3,600 acres of land for development. Based on the City’s existing land use pattern shown below, approximately 39 percent of undeveloped land would be consumed for streets, schools, parks, institutional and commercial uses. Of the 3,600 acres, a net acreage of 2,200 acres could be developed with single family homes on 10,000 square foot lots. This would allow for 9,600 dwelling units within the existing agriculture zoned land.

Salt Lake City Land Use Development Pattern	
Transportation	23%
Schools and Parks	6%
Institutional	6%
Residential	61%
Neighborhood Commercial	1%
General Commercial	3%

11) What is the approximate number of acres that could be developed under existing City ordinances, with current zoning?

AG – Agriculture	5100 acres
OS – Open Space	4700 acres
M-1 - Industrial	8300 acres
CG – General Commercial	300 acres

12) Can the City prevent development in this area?

Within areas zoned for development particularly the M-1 zoning district it would be difficult to prevent development. Within the AG Zoning District, with its purpose to function as a holding zone, development may be limited, however, it allows certain land uses such single family dwellings on 10,000 square foot lots.

The City can deny water and sewer connections to areas that would be considered sprawl development. This would be for areas isolated from current infrastructure services. However, it would be more difficult to deny services to areas contiguous to existing development. There would be more opportunity to deny development in areas below the elevation 4217 feet with habitable spaces due to life safety issues related to the Great Salt Lake water level and floodplain levels. Denial of approval for development when the

property owner is willing to pay for all infrastructure costs could lead to a taking of property claim and /or consideration by the property owners to initiate de-annexation procedures.

13) What is the City's policy on preserving agricultural land for the purpose of producing food or grazing cattle?

Salt Lake City has three Agricultural Zoning Districts that support the production of food and grazing of cattle. These are the AG-2, AG-5 and AG-20 Zoning Districts. The agricultural zoning districts that specifically support ongoing agricultural uses are not located within the Northwest Quadrant. They are in the Northpointe neighborhood of the Northwest Community located northeast of the airport.

The agricultural zoning within the Northwest Quadrant is the AG Zoning District. The AG Zoning District does allow for agricultural uses, however, its purpose statement recognizes the zone as a holding zone. Therefore, through its purpose statement it is clear that the City's policy is not to preserve land within the Northwest Quadrant for food production or cattle grazing.

14) What is the City's policy on "holding zones" such as the land zoned for Agriculture in the NW Quadrant?

The only zone known to the Planning Division that is identified as a holding zone is the AG Agriculture Zoning District. The purpose of the Agricultural Zoning District is to preserve and protect agricultural uses in suitable portions of Salt Lake City until these lands can be developed for the most appropriate use. These regulations are also designed to minimize conflicts between agricultural and nonagricultural uses.

The AG Zoning District was established as a holding district with the adoption of the 1995 Citywide Zoning Rewrite project. The adoption of the 1995 Zoning Ordinance also effectively became the land use policy plan for the Northwest Quadrant, since there has been no specific master plan adopted for this community.

15) Has the City considered conducting an inventory of agricultural land to determine how much, and of what quality, agricultural land is left in the local area, including the feasibility of using the land for local food production and what yields would be possible from that land?

Salt Lake City, itself, has not conducted any farmland inventory or analysis. However, the Utah Agricultural Experiment Station at Utah State University produced an Important Farmlands research report for Salt Lake County. This report identified Prime Farmlands and Additional Farmlands of Statewide Importance based on soil classifications.

Salt Lake County has approximately 35,000 acres of Prime Farmland. There are approximately 39,000 acres of Additional Farmlands with Salt Lake County. None of the Prime Farmland acreages identified in the report are located within the Northwest Quadrant Planning Community. There are approximately 800 acres of land within the Northwest Quadrant identified as Additional Farmlands. The acreage of Additional Farmlands within the Northwest Quadrant is two percent (2%) of the Salt Lake County total. The Additional Farmlands within the Northwest Quadrant do not qualify as Prime Farmland due to the high water table and the salt and alkali soil problems. These lands have the potential to support small grain and alfalfa production. Over 70 percent (70%) of the Northwest Quadrant farmlands identified in the Salt Lake County Farmland Research Report are located within the Natural and Conservation Development areas identified in the Overall Framework concepts. These areas are not designated for significant development. Some of the identified farmlands currently produce alfalfa crops that support seasonal cattle grazing in the area.

16) Has the City considered incorporating agricultural land into the land use plans of the Northwest Quadrant?

This issue was brought forward in the November public workshop and it will be considered and addressed in the development process of the master plan. There is a potential of modifying existing Open Space zoned areas to an Agricultural Open Space zoning concept. These could relate to areas identified as Important Farmlands at the northern portion of the community.

17) Studies have shown that as fuel prices rise, people and businesses locate closer to each other with a shift of population to city centers. Has the City taken these trends into account when considering the development of the Northwest Quadrant?

The City has considered this issue through the application of sustainable development concepts such as compact land use, transit oriented development and mixed use development patterns within the Northwest Quadrant. Residential development within this area can place housing close to an existing employment base located to the east (International Center and Airport) and to the existing West Salt Lake Industrial District.

Through the master plan development process, the City will analyze development of green infrastructure policies for the Northwest Quadrant that will function as a framework for both conservation and development. This analysis will consider open space connectivity, storm water management and compact development patterns.

18) Has the City addressed potential development issues surrounding the Legacy Highway and the potential impact on the development of the Northwest Quadrant?

Through the development process of this plan, appropriate land use and zoning patterns will be identified in response to the impacts of major transportation corridors serving the region.

Salt Lake City has amended its Official Street map to reflect the Legacy Highway's environmental impact analysis identifying the location and design an arterial north and west of the airport would significantly impact wetlands. The official street map no longer recognizes the potential for a major arterial connection to Legacy Highway through the Northwest Quadrant.

Mountain View Corridor ends at Interstate 80 and will not extend north into the undeveloped area of the community. The City's Transportation Master Plan provides a mechanism for protecting both automobile and transit rights-of-way for 5600 West, 5800 West and 7200 West major arterials. Additional transit and arterial street rights-of-way will be further addressed through the development of the master plan.

19) What is the potential of continuing infill within the existing infrastructure of the City outside of the Northwest Quadrant area?

The regional future growth demands exceed the availability of undeveloped lands so the potential for infill development within the existing infrastructure of the City would not be affected by the development of the Northwest Quadrant. The recent Envision Utah regional analysis provided by the Robert Charles Lesser Company for the Wasatch Front, identified primary growth patterns for the Salt Lake area. The Salt Lake area historic growth pattern has been towards the east of downtown Salt Lake City. Due to the Wasatch Range creating a development growth barrier the growth pattern has rotated towards the southeast and will continue to rotate towards the southwest and eventually towards the Northwest Quadrant. The Northwest Quadrant is the least favored development area within the Salt Lake County area. Even so, the market demands of future growth exceed the undeveloped land capacities within the county and market demand for the Northwest Quadrant will occur.

Infill development areas within the City are mostly limited to the Downtown and Gateway areas and along the North Temple and 400 South transit and commercial corridors. These are areas that can support and transition into mixed-use communities. Infill housing within the City consist of redevelopment opportunity areas rather than greenfield development areas. The infill type of development in the City is a different market than the greenfield development of the Northwest Quadrant s and these different markets do not strongly compete with each other.

Envision Utah Wasatch Development Trends Study Conclusions

- The Wasatch Front is projected to experience steady employment and household growth over the next 30+ years.
- Looking at growth in similar sized cities over the last 30 years suggests that there could be an opportunity to outperform demographers' projections.

- There are opportunities to strengthen existing cores in the Salt Lake City metro area, by addressing their specific deficiencies.
- There will be ample demand to support additional cores in the Salt Lake City metro area, even as existing cores, specifically Downtown Salt Lake City, densify and thrive.
- The Northwest Quadrant is an example of an area that is already attached to an existing core with favorable characteristics and a dramatic lack of housing and services, suggesting potential “pent-up demand”.
- Significant landholdings controlled by a limited number of entities with similar goals in a constrained market creates a powerful opportunity for Salt Lake City to positively influence regional growth.
- Bringing areas such as the Northwest Quadrant into balance with adequate jobs and housing, while promoting mixed-use, transit-oriented development, meets the objective of sustainability laid out in the Wasatch Choices 2040 Report.

20) Has the City considered conducting an inventory of the existing infrastructure and land availability for consideration of infill development within the City, including projections of the number of people the land can support now and into the future?

The City has never conducted a comprehensive study related to infrastructure and land availability for infill development. The City has evaluated smaller geographic areas within community and small area master plans identifying infill opportunities, as well some specific studies such as B-3 Neighborhood Commercial properties that could provide housing and the Westside report on infill and redevelopment of underutilized non-residential areas.

21) Has the City considered implementing conditions at which point development of the Northwest Quadrant Master Plan would be initiated (i.e. existing infrastructure and infill opportunities are tapped out)?

The question of if development in the Northwest Quadrant should occur and if so, when, has been the big question since adoption of the City’s Master Annexation Declaration Policy in 1979 that set the stage for annexation of the Northwest Quadrant. In 1985, when the City annexed the north half of the Northwest Quadrant, the City only annexed the land that was considered to have potential for development.

Timing for development in the Northwest quadrant has been informally discussed for several years. The City has previously identified that development within the Northwest Quadrant areas zoned agricultural should not occur until the adoption of a master plan. This action has only been effective due to the lack of demand for development within the area. We are unable to prohibit any contiguous development allowed through zoning, if the developer is willing to pay the costs of infrastructure expansion.

Phasing and timing of future development is dependent upon the rate of development and extension of infrastructure. Development phasing will be addressed in the development process of the master plan and will be part of the implementation strategies developed for the master plan.

Residential: Market analysis provided by Robert Charles Lesser Company for Envision Utah regarding the Northwest Quadrant projects housing development would initially have housing starts first appear in the year 2018. Market demand would continue until 2050, exceeding 27,000 residential dwelling units.

Industrial: Industrial development will continue as the planning process develops due to the amount of currently zoned industrial lands with or adjacent to existing infrastructure. Potential market demand for industrial development in the Northwest Quadrant could absorb 12,476,568 sq. ft. of industrial space by 2050.

22) How are transit options prioritized between existing development and those to be developed in the future?

Transit options identified within the Northwest Quadrant are conceptual. The critical elements are to provide appropriate linkage to the regional system, to recognize desired locations and to protect future transportation corridors. Development of transit lines, stations etc. would be future actions and would not compete with currently identified transit improvements within the City and region.

23) What is the City's policy on commuter impact on air quality?

The Salt Lake City Transportation Plan contains the following policy directions related to air quality.

- The City will implement transportation related policies that are aimed at improving air quality.
- Salt Lake City will cooperate and work with other government agencies in the urbanized area to eliminate the non-attainment status for all pollutants in a reasonable timeframe and maintain attainment status.
- Salt Lake City will consider the impact of various transportation modes on the environment and the community.
- The Transportation Division will work with other agencies to develop transportation strategies that improve transportation service and air quality.

The City regionally supports multi-modal transportation systems, mixed use development and transit oriented development.

24) Has the City considered developing the Northwest Quadrant as an intermodal connection (rail, truck, air) for freight transportation and warehousing of goods?

The Northwest Quadrant already performs as an inter-modal connection via the existing transportation network and regional facilities such as the Airport and the railroad transfer facility. This is happening now with the major street system and several large areas zoned for industrial uses. (Some of these areas are located in the adjacent West Salt Lake Community between Redwood Road and 4000 West) Several industrial parks are dual served by rail and highway. The proximity of the airport also strengthens the efficient movement of freight.

25) Has the City considered a holistic look at infrastructure and transportation options specific to the facilitation of efficient movement of freight given increased fuel shortages and higher fuel prices (within the Northwest Quadrant)?

The Northwest Quadrant Visioning concepts take a sustainable development approach with transit, mixed use, economic development and protection of sensitive lands. These sustainable concepts are to be further developed within the master plan process.

The development of the master plan will consider linking proposed land use development patterns within the Northwest Community and with the surrounding regional transportation system.

26) Has the City considered developing and integrating the Northwest Quadrant into existing and planned transportation and trail systems?

Yes. Through the ongoing process to develop the master plan the City has conceptually considered integration of the Northwest Quadrant with the regional transportation systems. More detail, along with identifying implementation strategies to accomplish such integration, is anticipated as the plan is developed. The Northwest Quadrant Framework land use structure recognizes Interstate 80, the Mountain View Corridor and the Salt Lake County West Bench planning area.

There is great potential to integrate multiple use open space areas, combining wetlands, drainage channels, riparian areas, trails, bike paths, etc. There is also opportunity to cluster development around open-space / multi-use areas. The Northwest quadrant planning process would incorporate the Bailey's Lake and Transvalley Wetlands Corridors of the Salt Lake City Open Space Master Plan. The master plan process will also incorporate and connect bicycle paths identified within the Salt Lake City Bicycle and Pedestrian Master Plan.

27) Has the City considered developing a transfer-of-development rights program to ensure protection of critical habitat and farmland within the Northwest Quadrant?

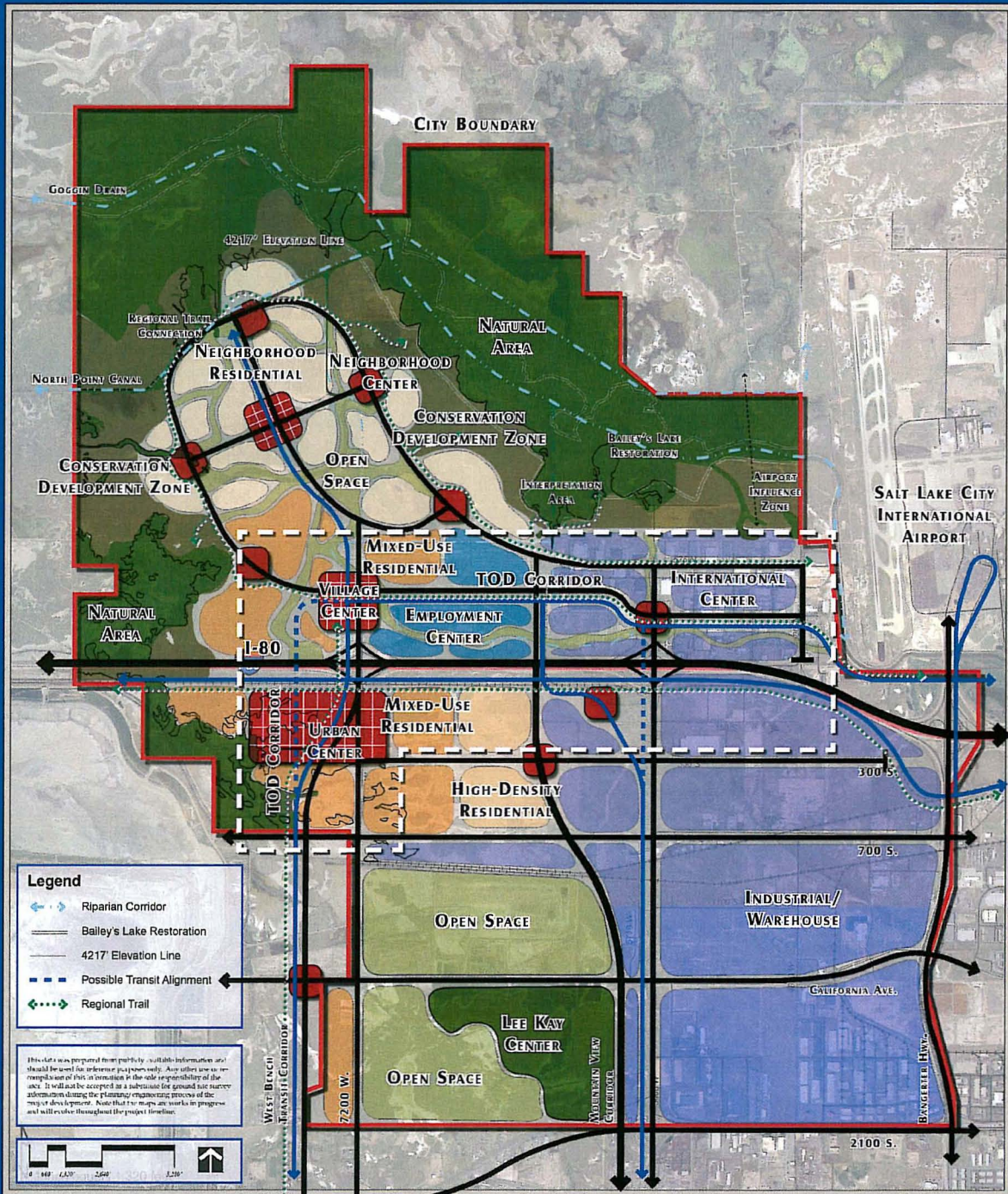
Transfer-of-development rights is one option that will be considered through the master plan development process. Another concept being looked at is the use of a toolbox that

provides a structure to evaluate the size and type of buffer between protected areas and proposed development.

28) Has the City considered local food processing within the industrial areas in the Northwest Quadrant as a potential economic development opportunity which ties into local food production and farming?

No. Some types of food production may create unusually high demands on water distribution and sewer collection and treatment systems. If these types of uses are to be encouraged they should be clustered and higher capacity infrastructure would need to be designed and provided for such development.

Exhibit A
Overall Framework Map – Option A



NORTHWEST QUADRANT OVERALL FRAMEWORK, OPTION A

DRAFT



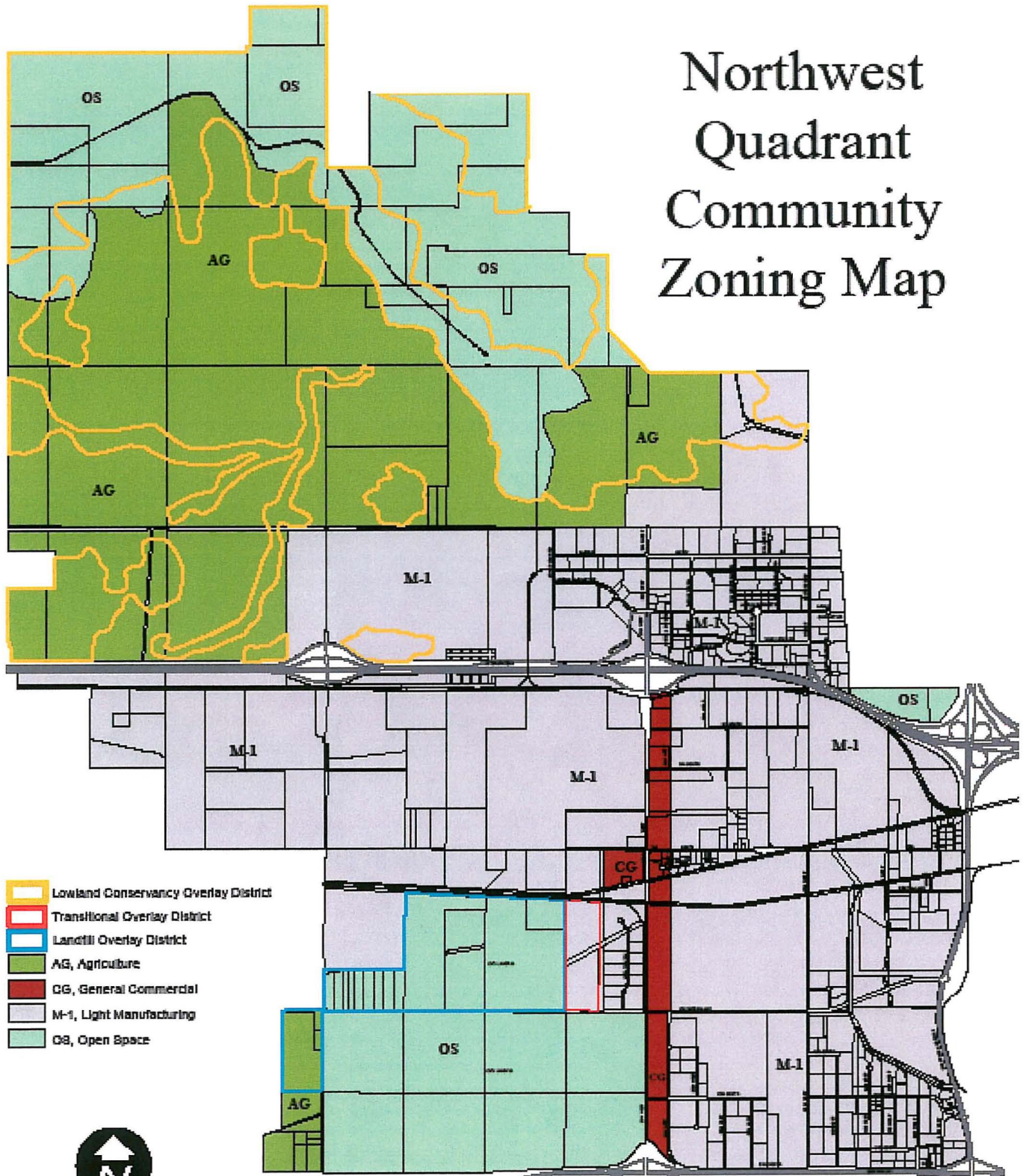
November 26, 2007

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



Exhibit B
Northwest Quadrant Zoning Map

Northwest Quadrant Community Zoning Map



Salt Lake City Planning Division
Geographic Information System
July 2002