



CITY OF NORTH SALT LAKE

CITY COUNCIL MEETING NOTICE & AGENDA OCTOBER 18, 2022

Posted October 17, 2022

Notice is given that the City Council of the City of North Salt Lake will hold a regular meeting on **October 18, 2022** at City Hall, 10 East Center Street, North Salt Lake, Utah. A work session will be held at 6:00 pm followed by the regular session at 7:00 pm in the Council Chambers. Some members may participate electronically via Zoom. The public may attend in person or via Zoom; however, the electronic meeting option does not allow for participation during public hearings or comment periods. Please see instructions attached to this agenda to attend and view the meeting via Zoom.

The following items of business will be discussed; the order of business may be changed as time permits.

WORK SESSION – 6:00 p.m.

1. Update from Horrocks Engineering on the Railroad Grade Separation Project at 1100 North
2. Adjourn

REGULAR SESSION – 7:00 p.m.

1. Introduction by Mayor Brian Horrocks
2. Thought or Prayer and Pledge of Allegiance ~ Councilmember Knowlton
3. Citizen Comment
4. Police Recognition Awards
5. Community Development Update – Status Report on Goals and Implementation of General Plan, Town Center Master Plan & Active Transportation Plan
6. Approval of City Council Minutes of October 4, 2022 and October 5, 2022
7. Action Items
8. Council Reports
9. City Attorney Report
10. Mayor's Report
11. City Manager Report
12. Adjourn

CLOSED SESSION

1. Possible closed session for the purpose of discussing the character professional competence, or physical or mental health of an individual; to discuss pending or reasonably imminent litigation; to discuss the purchase, exchange, sale, or lease of real property; or to discuss the deployment of security personnel, devices, or systems. *Utah Code 52-4-205*

This meeting has an option to attend electronically via Zoom, with joining information below:

Topic: October 18, 2022 City Council Meeting

Time: October 18, 2022, 06:00 PM Mountain Time (US and Canada)

Join Zoom Meeting

<https://us02web.zoom.us/j/89627230361>

Webinar ID: 896 2723 0361

The public is invited to attend all City Council meetings. If you need special accommodations to participate in the City Council meeting, please call the City office at 801-335-8709. Please provide at least 24 hours notice for adequate arrangements to be made.

Notice of Posting:

I, the duly appointed City Recorder for the City of North Salt Lake, hereby certify that the foregoing agenda was posted on the Utah Public Notice website, at city hall, and sent to the required newspapers this 17th day of October, 2022.

Dated this 13th day of October, 2022.

Wendy Page





CITY OF NORTH SALT LAKE

10 East Center Street
North Salt Lake, Utah 84054
(801) 335-8700
(801) 335-8719 Fax

Brian J. Horrocks
Mayor

Ken Leetham
City Manager

MEMORANDUM

TO: Honorable Mayor and City Council

FROM: Craig Black, Chief of Police

DATE: October 18, 2022

SUBJECT: Recognition Of Outstanding Work And Presentation Of Awards To Officers

Dear Mayor Horrocks, Honorable City Council Members, and City Manager Ken Leetham:

Every day, our officers are responding to calls or conducting follow-up investigations to crimes and critical incidents that threaten not only the peace of our community, but actually threaten the lives and property of individuals. Most of these cases are reported on, and probably too often treated as the routine work of a North Salt Lake Police Officer. Two very exceptional cases have come to my attention this last month that have particularly highlighted to me how fortunate we are to be served by some very unique people: unique not just in their willingness to serve as police officers, but to accept an even higher calling or role to make exceptional efforts for healing and protective resolutions to these cases.

Not every call or case will have such favorable outcomes, but I am confident that “favorable” is subjective to dangerous and dynamic situations. These are examples of the heart and mind and training and commitment of our officers to do what they can to see the very best outcomes.

Attached is a copy of our NSLPD Policy 1030, outlining the commendations and awards standards for police officers in this city. Tonight, I would like to publicly present the following recognitions and awards:

FORMAL COMMENDATION

Officer Josh Ellery
Officer Steve Marble

MERITORIOUS SERVICE AWARD

Officer Austin Lewis
Officer Coty Hansen
Officer Scott Bradley
Officer Mike Boyle

DISTINGUISHED SERVICE AWARD

Corporal Trevor Halls

Most often, these commendations and awards are not made in a council meeting, but in a less formal department setting. However, considering how many legitimate questions our community- and society in general- have asked or expressed in the past months about who our officers are, what are they doing, how are they handling calls of crime, and particularly with persons in crisis, I thought it would be appropriate to present their actions and awards in front of this important representative body.

I appreciate the ability to present this information in front of you during your meeting.

Commendations and Awards

1030.1 PURPOSE AND SCOPE

This policy provides general guidelines for recognizing commendable or meritorious acts of members of the North Salt Lake Police Department and individuals from the community.

1030.2 POLICY

It is the policy of the North Salt Lake Police Department to recognize and acknowledge exceptional individual or group achievements, performance, proficiency, heroism and service of its members and individuals from the community through commendations and awards.

1030.3 COMMENDATIONS

Commendations for members of the Department or for individuals from the community may be initiated by any department member or by any person from the community.

1030.3.1 AWARDS

The following awards have been established as part of the Departmental Recognition Program:

Officer of the Year: This is determined by department supervisors submitting nominations.

Medal of Valor: Awarded to employees who distinguish themselves by performing courageous acts above and beyond the call of duty, and involve risk or imminent danger to their lives. Such acts must have been performed for the purpose of saving or protecting human life. Employees must perform acts so outstanding that it clearly distinguishes their courage from other forms of recognized bravery. There must be no doubt or possibility of error in awarding this honor.

Police Medal: This medal may be awarded to employees who, in the line of police duty, distinguish themselves by performing courageous acts involving risk or imminent serious personal injury for the purpose of saving or protecting human life; or, in the course of an extended investigation demanding continuous exposure to grave personal hazard, and willingly accept such risk in the service of the Department; or, for extraordinary credible and unusual accomplishments.

Police Star: This medal may be awarded to employees who, in the line of police duty, distinguish themselves by performing courageous acts involving personal hazard in protecting or saving human life; or similar acts which are necessary to effect an arrest or prevent the escape of a person(s) who committed an act which seriously exposed any person to death or serious physical injury. Furthermore, the Police Star may be awarded to employees of the Department for performing highly credible and unusual police accomplishments.

Individual Distinguished Service Awards. These awards are based on exceptional performance of duty, clearly above that normally expected, which has contributed materially to the success of a major project or field operation.

North Salt Lake Police Department

North Salt Lake PD Policy Manual

Commendations and Awards

Distinguished Service: The Department's highest award for service and may be awarded to employees who distinguish themselves by performing exceptional service in a duty of great responsibility or of critical importance to law enforcement.

Meritorious Service: May be awarded to employees who perform meritorious service similar to, but to a lesser degree than that required for distinguished service.

Lifesaving: May be awarded to recognize the actions of employees that result in the saving or preservation of human life that otherwise would have been lost without direct involvement.

Assignment/Award Ribbons

- (a) These ribbons will be presented to members of the department for assignments and achievements.
- (b) These ribbons may be worn on the Class A Dress Uniform. No more than 9 ribbons will be worn on the Class A Dress Uniform.
- (c) For each additional award a single "silver star" will be added to the award ribbon.
- (d) Award ribbons are for: Officer of the Year, Medal of Valor, Police Medal, Police Star, Distinguished Service, Meritorious Service, Lifesaving.
- (e) Assignment ribbons are for: patrol, traffic, metro narcotics, metro gang enforcement, SWAT, K-9, Community Liaison Officer, department instructor, DARE, DRE, Advanced Officer, FTO, FBI Command College, FBI National Academy, EMS/ Paramedic and Honor Guard.

1030.4 CRITERIA

A meritorious or commendable act may include, but is not limited to:

- Superior handling of a difficult situation.
- Conspicuous bravery or outstanding performance.
- Any action or performance that is above and beyond typical duties.

1030.4.1 DEPARTMENT MEMBER DOCUMENTATION

Members of the Department should document meritorious or commendable acts. The documentation should contain:

- (a) Identifying information:
 1. For members of the Department - name, division and assignment at the date and time of the meritorious or commendable act
 2. For individuals from the community - name, address, telephone number
- (b) A brief account of the meritorious or commendable act with report numbers, as appropriate.
- (c) The signature of the member submitting the documentation.

North Salt Lake Police Department

North Salt Lake PD Policy Manual

Commendations and Awards

1030.4.2 COMMUNITY MEMBER DOCUMENTATION

Documentation of a meritorious or commendable act submitted by a person from the community should be accepted in any form. However, written documentation is preferred. Department members accepting the documentation should attempt to obtain detailed information regarding the matter, including:

- (a) Identifying information:
 1. For members of the Department - name, division and assignment at the date and time of the meritorious or commendable act
 2. For individuals from the community - name, address, telephone number
- (b) A brief account of the meritorious or commendable act with report numbers, as appropriate.
- (c) The signature of the person submitting the documentation.

1030.4.3 PROCESSING DOCUMENTATION

Documentation regarding the meritorious or commendable act of a member of the Department should be forwarded to the appropriate Assistant Chief for his/her review. The Assistant Chief should sign and forward the documentation to the Chief of Police for his/her review.

The Chief of Police or the authorized designee will present the commendation to the department member for his/her signature. The documentation will then be returned to the Administration secretary for entry into the member's personnel file.

Documentation regarding the meritorious or commendable act of an individual from the community should be forwarded to the Administration Assistant Chief. The documentation will be signed by the Assistant Chief and forwarded to the Chief of Police for his/her review. An appropriate venue or ceremony to acknowledge the individual's actions should be arranged. Documentation of the commendation shall be maintained in a file designated for such records.

1030.5 AWARDS

Awards may be bestowed upon members of the Department and individuals from the community. These awards include:

- Award of Merit.
- Award of Valor.
- Lifesaving Award.
- Meritorious Conduct.

Criteria for each award and the selection, presentation and display of any award are determined by the Chief of Police.



CITY OF NORTH SALT LAKE

10 East Center Street
North Salt Lake, Utah 84054
(801) 335-8700
(801) 335-8719 Fax

Brian J. Horrocks
Mayor

Ken Leetham
City Manager

MEMORANDUM

TO: Honorable Mayor and City Council

FROM: Ken Leetham, City Manager

DATE: October 18, 2022

SUBJECT: Status Report on Goals and Implementation of General Plan, Town Center Master Plan & Active Transportation Plan.

This item is a follow-up report from the Council's direction to City staff to evaluate the City's progress on our adopted General Plan. There is not a detailed report included in the packet materials; rather, this follow-up will be presented during the meeting by our Community Development staff.

This is not an action item, but following the presentation, the Council may wish to discuss priorities and potential changes or amendments to the City's adopted goals and policies. This feedback will be important to City staff as we determine how to best use our limited planning resources and staff time.

1 CITY OF NORTH SALT LAKE
2 CITY COUNCIL MEETING-WORK SESSION
3 ANCHOR LOCATION: CITY HALL
4 10 EAST CENTER STREET, NORTH SALT LAKE
5 OCTOBER 4, 2022

6
7 **DRAFT**
8

9 Mayor Horrocks welcomed those present at 6:03 p.m.

10
11 PRESENT: Mayor Brian Horrocks
12 Councilmember Lisa Watts Baskin
13 Councilmember Natalie Gordon
14 Councilmember Ted Knowlton
15 Councilmember Stan Porter
16 Councilmember Alisa Van Langeveld
17

18 STAFF PRESENT: Ken Leetham, City Manager; Karyn Baxter, City Engineer; David Frandsen,
19 Assistant City Manager; Jon Rueckert, Assistant Public Works Director; Heidi Voordeckers,
20 Finance Director; Craig Black, Police Chief; Todd Godfrey, City Attorney; Sherrie Pace,
21 Community Development Director; Wendy Page, City Recorder; Jodi Adamson, Court Clerk.
22

23 OTHERS PRESENT: Dee Lalliss, Ryan Holbrook, residents; Taylor Spendlove, Brighton
24 Homes Utah LLC; David Miller, Court Judge.
25

26 1. PRESENTATION-MONTHLY FINANCIAL REPORT FOR PERIOD ENDING
27 AUGUST 31, 2022
28

29 Heidi Voordeckers reported on the financials for the period ending on August 31, 2022. She said
30 the expenditures were tracking appropriately and sales tax and other tax revenues had not yet
31 been received. She highlighted things to note during this period included due to collection timing
32 the tax revenues appeared low compared to the budget and the Citywide interest revenues were
33 up almost \$80,000 compared to last year due to higher interest rates. Ms. Voordeckers explained
34 utility revenues were reflecting and tracking as projected from the June 1st rate increase. She said
35 impact fees were down almost 35% from prior year collections so staff would observe and recast
36 these revenue figures if necessary.
37

38 2. PRESENTATION RELATED TO MUNICIPAL COURT BY JODI ADAMSON,
39 COURT CLERK
40

41 Mayor Horrocks acknowledged that Judge David Miller was in attendance at the meeting.
42

43 Jodi Adamson reported the motto of the justice court was to improve the quality of life in the
44 communities which was by providing a neutral location for both the defendants and the
45 prosecution. She introduced the court employees including Judge David Miller. She mentioned
46 David Miller had been a judge since 1996 and worked in the City for 14 years. She said she was
47 the Court Supervisor and had worked for the City for 17 years and had 22 years of court
48 experience. She added Suzie Combe-Van Komen was the Court Clerk II and had worked for the
49 City for 16 years. Ms. Adamson stated Suzie was currently a part time employee at 29 hours a
50 week. She continued Kathy Ruggiero was a Court Clerk I and had worked for the City for five
51 years. She noted Kathy currently worked part time at 20 hours a week.

52
53 Jodi Adamson said the court contracted with four different prosecuting attorneys from the Davis
54 County Attorney's Office. She mentioned other employees included the public defenders and the
55 Spanish interpreter. She provided an overview of the court as a Class II Court which meant they
56 had an average of 201-500 cases per month. She reported the Justice Court had jurisdiction over
57 traffic, criminal, and small claims including infractions, Misdemeanor C and B cases as well as
58 West Bountiful City ordinances. She explained the court handled cases for the City and West
59 Bountiful jurisdictions with West Bountiful covering their own costs for prosecution and public
60 defender. Ms. Adamson stated the City and West Bountiful split the retained revenue for West
61 Bountiful cases at fifty percent each. She explained within the State of Utah the courts were
62 divided into eight judicial districts. She mentioned in each of these districts were a District
63 Court, Juvenile Court, and Justice Court or the trial courts. She added the Appellate Courts
64 consisted of the Utah Supreme Court and the Utah Court of Appeals.

65
66 Jodi Adamson said this was the second largest justice court in the County. She noted Layton and
67 Bountiful did not have a justice court but contracted through the district court. She explained
68 there were two administrative bodies which included the Administrative Office of the Courts
69 (AOC) and the Judicial Council. She reported the AOC served as staff to the Judicial Council,
70 ruled the committees, boards of judges, standing and ad hoc committees and nominating
71 commissions. She mentioned the AOC also provided judicial education such as new judge
72 orientation, annual conferences, and various workshops. She acknowledged the AOC provided
73 administrative support to the Justice Court Administrator and staff to the Board of Justice Court
74 Judges as well as handling the internal audits of the court such as financial and performance of
75 the courts.

76
77 Ms. Adamson stated the Judicial Council was the governing body of the judiciary for the entire
78 State and consisted of sixteen members. She indicated the Judicial Council held constitutional
79 authority to adopt uniform rules for the administration of all the courts in Utah as well as set the
80 standards for judicial performance, court facilities, support services, and judicial and non-judicial
81 staff levels. She noted the Judicial Council certified judges following their appointments by the
82 governing body and enacted rules to ensure the administration of justice was uniform throughout
83 the State. She added the Judicial Council also ensured that judges and courts, including specialty
84 courts, complied with minimum standards on an ongoing basis.

85 Ms. Adamson shared the court resources, which could also be utilized by the public, including
86 the court website which had forms, information for expunging minor cases, Utah Department of
87 Motor Vehicles website, Utah Drive License Division, Office of State Debt Collections, and
88 Bureau of Criminal Identification (BCI).

89
90 Ms. Adamson spoke on the City and West Bountiful's traffic cases and shared graphs of traffic
91 cases and DUI cases. She mentioned the traffic cases were divided into driver license, moving
92 and non-moving violations, and DUIs for the years 2019-2022 through September 30th. She then
93 shared data for criminal cases from 2019 to 2022 which included domestic violence, assault,
94 alcohol related, controlled substance, theft, and other for the City and West Bountiful all with an
95 overall upward trend. She noted the total number of cases filed for the City and West Bountiful
96 in 2022 through September was 2,333.

97
98 Jodi Adamson reported on the court schedule for 2019 compared to 2022 through the present.
99 She said there had been significant changes since 2019 including all court held virtually via
100 WebEx, court was held three Tuesdays per month from 10 am to noon and 1 p.m. to 5 p.m., all
101 cases were prescheduled, small claims were held one Wednesday per month, bench trials were
102 set on Fridays, and jury trials were scheduled on Friday and were required to be held in person.

103
104 Councilmember Van Langeveld asked if residents could attend court in person or if it was only
105 held via WebEx. Jodi Adamson replied residents could come before the judge in person. She
106 explained how in person and WebEx meetings were both open to the public as a public hearing.

107
108 Mayor Horrocks asked if there was more capacity for other cities to use the facility. Jodi
109 Adamson replied affirmatively.

110
111 Ken Leetham commented he could speak with other city managers about this possibility.

112
113 Councilmember Knowlton said the court provided an important service to the community. He
114 asked where the revenue came from and the budgetary process. Jodi Adamson replied it
115 depended on the type of case and gave the example of a DUI case. She explained the City would
116 receive a certain amount of the fine, the surcharges would go to the State for jails, training,
117 security, etc. and a portion of each fine including traffic tickets would go to the State. She said
118 the revenues/fines for no driver license or insurance stayed within the City.

119
120 Councilmember Gordon asked for clarification on the fine. Jodi Adamson explained a speeding
121 citation would be \$130 and the City would retain \$85 and the rest would be sent to the State.

122
123 Ken Leetham commented the City budgeted \$351,000 in expenses for the Court and \$300,000 in
124 revenue. He said with the addition of West Bountiful this allowed the City to get closer in
125 covering court costs.

126

127 Councilmember Baskin asked about the term “governing council” in the budget. She also asked
128 how often the Judge Pro Tem was used. Jodi Adamson replied the Judge Pro Tem Albert Pranno,
129 a criminal defense attorney, provided free services in return for experience in the small claims
130 cases.

131
132 Ken Leetham said the governing council in the budget was referencing the City Council.
133

134 Councilmember Van Langeveld asked if it was possible for youth groups to tour the court or for
135 the students to use the room for mock trials. Jodi Adamson said it may be difficult during in
136 person court as the room needed to be as secure as possible. She said this would require a bailiff
137 through the police department.

138
139 Judge David Miller said one of the downsides of virtual court was the loss of public attendance.
140 He said he would be a happy to make an appointment for in person visits but there would not be
141 live court. He thanked the Council for their support and the courts clerks who were now known
142 as judicial assistants. Judge Miller clarified that the prosecutor/public defender was not within
143 the court but associated with the court through the Davis County Attorney’s Office. He spoke on
144 the efficiency of the court with technology now and said they had 85 cases today.

145
146 Judge Miller mentioned the mission of the court to improve the quality of life in the community.
147 He shared a letter from a citizen who had been able to turn his life around after court and an
148 inpatient rehabilitation program. He explained that he gave the option of jail time and a fine or
149 probation and a fine. He noted the terms of probation would be no new violations of the law,
150 counseling, education, or treatment.

151
152 The City Council then toured the court facility.

153
154 3. ADJOURN

155
156 Mayor Horrocks adjourned the meeting at 6:55 p.m. to begin the regular session.
157

CITY OF NORTH SALT LAKE
CITY COUNCIL MEETING-REGULAR SESSION
ANCHOR LOCATION: CITY HALL
10 EAST CENTER STREET, NORTH SALT LAKE
OCTOBER 4, 2022

DRAFT

Mayor Horrocks welcomed those present at 7:07 p.m. Natalie Gordon offered the thought and led those present in the Pledge of Allegiance.

PRESENT: Mayor Brian Horrocks
Councilmember Lisa Watts Baskin
Councilmember Natalie Gordon
Councilmember Ted Knowlton
Councilmember Stan Porter
Councilmember Alisa Van Langeveld

STAFF PRESENT: Ken Leetham, City Manager; Karyn Baxter, City Engineer; David Frandsen, Assistant City Manager; Jon Rueckert, Assistant Public Works Director; Heidi Voordeckers, Finance Director; Craig Black, Police Chief; Todd Godfrey, City Attorney; Sherrie Pace, Community Development Director; Wendy Page, City Recorder.

OTHERS PRESENT: Dee Lalliss, Ryan Holbrook, Carolyn Jacobson, Conrad Jacobson, residents; Taylor Spendlove, Brighton Homes Utah LLC; Regan Mott, My Utah Agents; Wilford Cannon, Eaglewood Development; Liz Sears, Layton resident; Carson Cronk, Legend Partners.

1. CITIZEN COMMENT

Liz Sears, 2532 Pinewood Lane, commented she had been in the real estate industry for 22 years and was on the Board of Directors for Northern Wasatch Board of Realtors. She shared that many residents considered high density housing detrimental but that builders had been incentivized to build second and third homes and not starter homes. Ms. Sears said that many residents were not able to afford starter homes because they no longer existed. She presented ideas to keep housing affordable including disincentivizing giant corporations from building high density rentals and incentivizing owner occupant properties by waiving impact fees. She stated owner occupant properties resulted in more stable communities through pride in ownership, etc.

Conrad Jacobson, 10 South Oakwood Drive, said Oakwood connected to Lacey Way which was under construction. He said while it was an arduous process, he commended the City and the builder for keeping access routes open.

200 Wilford Cannon, 6236 South Shenandoah Park, reported the fence on Eaglewood Drive adjacent
201 to the Wood Museum would be replaced again this year and should be completed by October
202 31st.

203
204 2. CONSIDERATION OF RESOLUTION 2022-37R: A RESOLUTION DECLARING
205 THE CITY OF NORTH SALT LAKE'S INTENT TO CONSIDER ANNEXATION OF
206 THE VAL VERDA AREA, ALSO KNOWN AS AREA B ON THE CITY'S ADOPTED
207 ANNEXATION POLICY PLAN

208
209 Sherrie Pace reported that the City was considering an annexation under State statute 10-2-418
210 which allowed the City to annex an island of unincorporated area, was in the annexation policy
211 plan, was not part of another city's annexation plan, and was an island or peninsula. She pointed
212 out one requirement to use the Statute without a petition of annexation was if the County made a
213 favorable recommendation. She reported the County held a public hearing on September 27th and
214 passed a resolution making a recommendation to the City to consider annexation. She explained
215 the next step would be for the City Council to consider this resolution to start the public input
216 process. Ms. Pace stated the public hearing date would be scheduled for November 15th. She said
217 staff would complete an analysis of the fiscal and operational impacts of an annexation and had
218 scheduled a public open house on October 5th at Adelaide Elementary. She mentioned residents
219 could meet with City staff to discuss various items related to the potential annexation such as
220 public safety. She added following the public hearing proposed for November 15, 2022, the City
221 Council could then consider an ordinance to annex the property with an effective date of January
222 1, 2023.

223
224 Councilmember Van Langeveld asked about an area on the map that was north of the proposed
225 annexation area. Sherrie Pace replied that it was part of the unincorporated area but not part of
226 the City's annexation policy plan.

227
228 Councilmembers Knowlton and Gordon commented that they would not be able to attend the
229 open house on October 5th.

230
231 **Councilmember Porter moved that the City Council approve Resolution 2022-37R**
232 **declaring the City Council's intent to consider annexation of the Val Verda area**
233 **(Annexation Area B) and directing staff to advertise a public hearing for November 15,**
234 **2022. Councilmember Baskin seconded the motion.**

235
236 Councilmember Van Langeveld commented that she did not support this resolution as the only
237 compelling reason for annexation was for government efficiency. She said the County was not in
238 the business of municipalities and as a resident of the county there was a benefit for government
239 efficiency. However, she said her responsibility was to the City's residents and did not feel that
240 the annexation was a benefit. She explained this was due to aging infrastructure and a tax benefit
241 that would not be offset by the public works or public safety cost. She then said the residents in

242 that area were against annexation into the City. She felt there was no urgency to annex the area
243 right now.

244

245 Councilmember Van Langeveld suggested a public opinion poll to see what residents wanted, or
246 to have the County place this on a ballot, or if there was a County imbalance in the services to
247 that area that the tax burden to those residents should match the cost.

248

249 Councilmember Porter said the biggest concern was City police services to the area. He
250 explained how the South Davis Metro Fire Service Area solved the problem of equitable fire
251 services and the prior push to form a similar police district which did not work. He said the City
252 previously offered to take over police services for the unincorporated area from the County but
253 was denied. Councilmember Porter said the City continued to provide police services to the area
254 when necessary but were not compensated. He said County services were slower to respond to
255 emergencies due to the distance. Councilmember Porter said there was only a small portion of
256 the residents in the annexation area that attended the County meeting. He expressed his biggest
257 concern was emergency services in the annexation area. Councilmember Porter also spoke on the
258 Foxboro area and the original opposition to that development and what a great part of the City it
259 was now.

260

261 Councilmember Van Langeveld agreed with Councilmember Porter in that the annexation would
262 be more efficient, the desire for public safety, and the City could provide better services but felt
263 this was all an inefficiency at the County level. She said the residents in the annexation area did
264 not want to be part of the City and felt that this was a drain on staff due to the public outcry and
265 opposition that had already occurred.

266

267 Councilmember Porter spoke on the drain to City and County staff to this point. He said that the
268 City would continue to be drained even if the annexation failed.

269

270 Mayor Horrocks said there was a commitment from City staff for analysis prior to any final vote.
271 He clarified the City would not make money on the annexation but did not want to sacrifice too
272 much either. He mentioned the County was tired of providing services and the increased cost
273 these residents would pay if they were not annexed into the City. He spoke on the small number
274 of residents who attended the County meeting in opposition to the annexation and the larger
275 number of those residents that did not attend.

276

277 Ken Leetham said the timeline could be adjusted to allow staff more time to analyze costs and
278 revenues and to better determine the feelings of residents in the annexation area. He said this was
279 a weighty decision to expand the territory of the City and advised the Council not to feel
280 pressured by the proposed dates.

281

282 Councilmember Gordon commented that she felt the County was throwing the City under the bus
283 by making it look like the City requested the annexation. She said it would be better for those

284 residents to be annexed but spoke on how those in attendance at the meeting did not want to be
285 part of the City. Councilmember Gordon spoke on how the County made every other resident
286 subsidize the cost of services and once that stopped those residents in the annexation area would
287 beg to be part of the City. She suggested revisiting this item in the future.

288
289 Councilmember Porter stated he did not think the County would do anything and the residents in
290 the annexation would continue to rely on the City's police services.

291
292 Councilmember Knowlton said anytime there was a big change, such as the annexation, residents
293 could be emotional. He spoke on how this was not an indication of how they may feel in a year.
294 He said the Council was not voting to annex tonight but voting to be deliberate and follow a
295 process to make a decision. Councilmember Knowlton mentioned the annexation would never be
296 an easy process and would not get easier so it was important to look at what made sense.

297
298 Councilmember Van Langeveld stated she felt there was not any urgency to annex the area. She
299 said if the annexation never became easier that the City should not go against the wishes of those
300 residents. She felt this was an inefficiency of County government that could be remedied through
301 taxation or surcharges for services.

302
303 Councilmember Baskin mentioned again aging infrastructure, tax benefits not offsetting the cost,
304 overwhelming public outcry, and no urgency for annexation. She suggested voting on the intent
305 to consider annexation and then asking the County to fund a poll to ask residents for their
306 opinion. She said her constituents were City residents but the process should be fair to everyone
307 as those residents in the annexation area could become constituents. She said to cut off the
308 process tonight would be premature and should be seriously discussed.

309
310 Mayor Horrocks commented that he felt comfortable saying that none of those residents would
311 want to annex into the City at this point and were fine with the status quo.

312
313 Councilmember Knowlton asked how long the current annexation law been in place whereby the
314 County could recommend annexation by a city. Todd Godfrey replied it had been approximately
315 20 years.

316
317 **The motion was approved by Councilmembers Baskin, Knowlton, and Porter.**
318 **Councilmembers Van Langeveld and Gordon voted in opposition to the motion.**

319
320 3. CONSIDERATION OF PLAT AMENDMENT TO LOTS 28B AND 28C OF THE
321 NORTH SALT LAKE INDUSTRIAL PARK PLAT C, LOCATED AT 450 AND 470
322 WEST 100 NORTH, VRM PROPERTIES LLC, TYLER MCNEIL, APPLICANT

323
324 Sherrie Pace reported this was a minor plat amendment to the North Salt Lake Industrial Park
325 Plat C Lots 28B and 28C subdivision. She explained this subdivision encompassed multiple lots

326 including Lots 28B (450 West 100 North) and 28C (470 West 100 North) which were each 1.974
327 acres in size with 215 feet of frontage on 100 North. She noted at some point Lot 28C was
328 illegally subdivided in half and incorporated into Lot 28B. She acknowledged Davis County
329 records indicate that this change has been recognized since at least December 1981. She stated
330 the applicant, owner of Lot 28B, would like to sell the portion of 28C that was combined into
331 their property. She explained to sell that portion of the property separately a plat amendment
332 would be necessary to reconfigure the lot lines and make the lots legal. She showed an aerial
333 view of the property and said the jogs in the lot line were due to an existing gate as well as curb
334 and gutter. She mentioned this lot line would also ensure that Lot 28E would be one acre in size.
335 She reported the Planning Commission reviewed this item and made a favorable
336 recommendation of approval with the conditional use approval of the minimum lot size
337 reduction.

338
339 **Councilmember Knowlton moved that the City Council approve the plat amendment to**
340 **subdivide Lots 28B and 28C of the North Salt Lake Industrial Park Plat C Subdivision**
341 **located at 450 and 470 West 100 North with the following condition:**

342
343 **1) Correction of the remaining redline pertaining to the title of the plat.**

344
345 **Councilmember Van Langeveld seconded the motion. The motion was approved by**
346 **Council Members Baskin, Gordon, Knowlton, Porter, and Van Langeveld.**

347
348 **4. CONSIDERATION OF FINAL PLAT APPROVAL FOR EAGLEWOOD COVE**
349 **SUBDIVISION PHASE 15, PLAT 1, A 2-LOT RESIDENTIAL SUBDIVISION**
350 **LOCATED AT 1380 EAST AND 616 SOUTH WOOD OAKS LOOP, EWC 15**
351 **DEVELOPMENT LLC, WILFORD CANNON, APPLICANT**

352
353 Sherrie Pace reported preliminary plat approval was granted for Phases 13, 14, and 15. She
354 shared an aerial view of the property. She noted final plat approval had been granted to Phase 13
355 which was currently under construction. She mentioned the developer requested platting two lots
356 in Phase 15 as they already had frontage on the portion of the road that was being constructed in
357 Phase 13. She indicated all the minimum standards have been met including approval of the
358 geotechnical report by the City consultant. She stated the Planning Commission recommended
359 approval with three conditions.

360
361 Mayor Horrocks asked how the project was doing overall. Wilford Cannon, Eaglewood
362 Development, replied the project was going well and the asphalt had been installed for all of
363 Phase 13. He spoke on lot sales and said investors had purchased 14 of the 39 lots and were now
364 selling to buyers on their waiting list.

365
366 Councilmember Baskin questioned why these two lots in Phase 15 would need to proceed now.
367 Sherrie Pace responded that there was a buyer for those two lots now.

368
369 Wilford Cannon commented there was buyer for a lot in Phase 13 that had a relative who wanted
370 to live next door and that lot adjacent lot was in Phase 15. He clarified if they were finishing the
371 road between 1501 they may as well complete lot 1520 as well.

372
373 **Councilmember Baskin moved that the City Council approve the final plat for Eaglewood**
374 **Cove Subdivision, Phase 15, Plat 1 located at approximately 616 South and 1380 East**
375 **Wood Oaks Loop, subject to the following findings and conditions:**

376
377 **Findings:**

- 378
379 **1) The proposed final plat meets the minimum standards of the land use code for final**
380 **plat approval;**
381 **2) The geotechnical report has been approved by the City consultant and the plat has**
382 **been designed to meet the specific standards and recommendations contained**
383 **therein;**
384 **3) The plat contains the appropriate notes regarding the individual lots and**
385 **requirements of the geotechnical report.**

386
387 **Conditions:**

- 388
389 **1) Any remaining engineering redline corrections be completed prior to recordation of**
390 **final plat.**

391
392 **Councilmember Van Langeveld seconded the motion. The motion was approved by**
393 **Council Members Baskin, Gordon, Knowlton, Porter, and Van Langeveld.**

394
395 5. CONSIDERATION OF ORDINANCE 2022-07: AN ORDINANCE REZONING
396 PROPERTY LOCATED AT APPROXIMATELY 2596 SOUTH AND 1095 NORTH
397 REDWOOD ROAD, FROM GENERAL COMMERCIAL (CG) TO P DISTRICT AND
398 APPROVING A DEVELOPMENT AGREEMENT (2022-25A) FOR CLIFTON
399 PLACE, BRIGHTON HOMES UTAH LLC, APPLICANT

400
401 Sherrie Pace reported the General Development Plan for Clifton Place was approved on July 19,
402 2022. She stated the applicant has returned for a zone change to a Planned (P) District and
403 development agreement approval. She explained the South Davis Metro Fire has requested an
404 additional buffer between their property and the proposed location of Unit 18. She showed the
405 current location of Unit 18 and the proposed relocation on the site plan.

406
407 Ms. Pace spoke on parking and said additional parking was added to the plan for a total number
408 of 568 parking stalls and 185 total residential units. She said there was a question on the
409 development agreement related to individual ownership and the ability for the developer to rent

410 several units in the event that they were unable to sell them given the current economy and
411 interest rates. She indicated the developer requested that they could rent units in Phase 1 and 2 no
412 longer than three years after the certificate of occupancy was issued for each building.

413
414 Councilmember Gordon asked if the tot lot on the northern parcel was located off Cutler Drive.
415 She asked if there would be a walkway to the commercial area with a gate. Sherrie Pace showed
416 the location of the tot lot. She said the walkway shown on the site plan was a designated ADA
417 route.

418
419 Councilmember Van Langeveld questioned if it was possible to specify the curbs be striped no
420 parking. She said if cars were allowed to park on both sides of the street that there would be no
421 access. Sherrie Pace replied this would not be part of the P District but a directive given to staff
422 once the development was built.

423
424 Councilmember Knowlton suggested a pedestrian connection to the Redwood Trail between lots
425 50 and 51 on the southside. He suggested a pedestrian connection into future commercial on the
426 northern side. Sherrie Pace responded there were some pedestrian connections between lots 50
427 and 54 as well as a connection to the commercial. She said a connection on the northern side
428 could be specified in the development agreement.

429
430 Councilmember Porter asked if the development agreement required continuation of the trail.
431 Sherrie Pace replied the agreement specified that the trail be relocated to the appropriate
432 location.

433
434 Councilmember Baskin asked for clarification on how the exception stated in the development
435 agreement related to unit rentals by the developer would work. She noted the exception stated
436 that “given the current market conditions related to interest rates and inflation, the Developer
437 may temporarily retain sole ownership and rent any number of units, until such time that market
438 conditions improve and sales of said units is viable, but in no case shall such temporary
439 ownership period exceed three years from the time of issuance of a certificate of occupancy. Said
440 rental units may not be transferred in whole to any single entity, nor transferred to any successor
441 of this agreement and must be sold individually as initially intended.” Sherrie Pace responded
442 this could be reworded that they would retain units on the north half and that each unit could
443 only be rented for a period of three years from certificate of occupancy.

444
445 Taylor Spendlove, Brighton Development, commented that in any rental project they generally
446 had one year leases and they were staggered so that there were not multiple vacant units. He
447 stated they would not allow any three year leases but would have one year, nine month, and six
448 month leases. He said they were requesting this as an option and said this project did not work as
449 a rental project. He reported they would have units occupiable next year and hoped that in a year
450 interest rates would stabilize and they could see where inflation was at. Mr. Spendlove clarified

451 that they had not had a sale in any of their projects in three weeks and had heard the same thing
452 from other builders.

453
454 **Councilmember Van Langeveld moved that the City Council approve ORD2022-07**
455 **rezoning property located at approximately 2596 South and 1095 North Redwood Road,**
456 **from General Commercial (CG) to P-District and approving a development agreement**
457 **(2022-26A) for Clifton Place with Brighton Homes Utah LLC with the following conditions:**
458

- 459 **1) The development agreement be corrected to reflect that Brighton Homes may retain**
460 **any units on the north half of the development for rental for no longer than three**
461 **years for any individual unit;**
462 **2) Brighton Homes will include at least one pedestrian connection in both the north**
463 **and south portions of the development;**
464 **3) Correction of planning and engineering redlines prior to final plat review; and**
465 **4) Council recommendation to staff that curbs are painted red for no parking on 1100**
466 **North from Redwood Road to Cutler Drive on the southside of the development on**
467 **one side of the road.**
468

469 Sherrie Pace clarified that the pedestrian walkway on the north side would be from the
470 townhomes to the Redwood Road Trail.

471
472 **Councilmember Van Langeveld amended her motion to include that the pedestrian**
473 **connection on the north side would be from the townhomes to the Redwood Road Trail.**
474

475 Taylor Spendlove asked if “no parking” signage could be installed instead of painting the curbs
476 red for aesthetic reasons. Councilmember Van Langeveld was in favor of the red curbs.

477
478 **Councilmember Knowlton seconded the motion.**
479

480 Councilmember Gordon wanted to ensure that the commercial would be located in the front of
481 the lot with the parking between the commercial and the residential units. Taylor Spendlove
482 clarified this was specified in the development agreement.

483
484 Councilmember Porter asked that the request for red curb was reviewed by the City’s Safety
485 Committee.

486
487 **Councilmember Van Langeveld amended her motion to recommend the City’s Safety**
488 **Committee that the curbs be painted red for no parking at their discretion.**
489

490 Sherrie Pace clarified that on page 13 of the development agreement the commercial buildings
491 would be oriented to the intersection corners and streets with direct pedestrian entrances and

492 connections to the Redwood Road Trail and 1100 North with a maximum setback that would
493 require the parking to be in the rear.

494

495 **Councilmember Porter seconded the amended motion.**

496

497 Councilmember Baskin spoke on the three year rental unit request and asked about a shorter
498 period of time. Taylor Spendlove responded this was just an avenue to deal with inflation issues
499 and any potential future issues. He said they wanted to sell the units but was unsure where
500 interest rates were going.

501

502 Councilmember Baskin was in favor of a shorter rental period for the units.

503

504 **Councilmember Van Langeveld amended her motion that the development agreement be**
505 **corrected to reflect that Brighton Homes may retain any units on the north half of the**
506 **development for rental for no longer than two years for any individual unit.**

507

508 **Councilmember Porter seconded the amended motion. The motion was approved by**
509 **Council Members Baskin, Gordon, Knowlton, Porter, and Van Langeveld.**

510

511 6. CONSIDERATION OF PRELIMINARY PLAN APPROVAL FOR CLIFTON
512 LOCATED AT APPROXIMATELY 2596 SOUTH AND 1095 NORTH REDWOOD
513 ROAD, PROPOSING 185 FOR SALE TOWNHOMES AND TWO COMMERCIAL
514 LOTS, TAYLOR SPENDLOVE, BRIGHTON HOMES UTAH LLC, APPLICANT

515

516 Sherrie Pace reported the Planning Commission made a favorable recommendation for
517 preliminary plat with correction of planning and engineering redlines as well as finalization of
518 the Development Agreement.

519

520 **Councilmember Knowlton moved that the City Council approve the preliminary plan for**
521 **Clifton Place located at approximately 2596 South and 1095 North Redwood Road with the**
522 **following condition:**

523

524 **1) Correction of planning and engineering redlines prior to final plat review.**

525

526 **Councilmember Van Langeveld seconded the motion. The motion was approved by**
527 **Council Members Baskin, Gordon, Knowlton, Porter, and Van Langeveld.**

528

529 7. CONSIDERATION OF RESOLUTION 2022-38R: A RESOLUTION AUTHORIZING
530 THE MAYOR TO SIGN THE OSTLER SUBDIVISION FINAL PLAT LOCATED AT
531 APPROXIMATELY 1950 SOUTH 1100 WEST IN WOODS CROSS

532

533 Sherrie Pace reported Woods Cross City contacted the City regarding a two lot subdivision
534 which required the City's consent to record and dedicate a public right-of-way. She stated this
535 two lot subdivision would be located across the street from a City owned property. She
536 mentioned as part of the plat approval the owner of the subdivision was dedicating right of way
537 to Woods Cross for the portion of their parcel which extended to the center line of 1100 West.
538 She explained the County Recorder's office discovered that the NSL City property has a legal
539 description that also extends into the right-of-way and overlaps the developer's property being
540 dedicated. She indicated the County has required that the City sign the consent to record and
541 dedicate the plat, thus dedicating that overlapped portion of City property for the existing right-
542 of-way as well.

543
544 Ms. Pace acknowledged it was determined that the City Council authorize the dedication by
545 resolution and authorize the mayor to execute the dedication. She stated the property was already
546 part of the right of way and would have no impact on the City improvements on our property.
547

548 Sherrie Pace said the two lots were approximately one acre total at 11,000 and 10,000 square feet
549 respectively.
550

551 **Councilmember Knowlton moved that the City Council approve Resolution 2022-38R**
552 **authorizing the mayor to sign the right of way dedication for the Ostler Subdivision plat**
553 **located at 1950 South 1100 West Woods Cross, UT. Councilmember Van Langeveld**
554 **seconded the motion. The motion was approved by Council Members Baskin, Gordon,**
555 **Knowlton, Porter, and Van Langeveld.**

556
557 8. DISCUSSION RELATED TO THE CITY'S PARTICIPATION IN THE SENIOR
558 LUNCH BUNCH
559

560 Councilmember Baskin said the Senior Lunch Bunch was a group of citizens that met once a
561 month to have lunch, activities, and a presentation. She requested the City increase its financial
562 participation and other assistance to the group of seniors. She shared that Woods Cross provides
563 lunch one a month for 90 residents at the cost of \$6,000 per year. She reported the Woods Cross
564 senior group also had a birthday celebration, a calling tree list, nametags, and Bingo.
565

566 Conrad Jacobson spoke on the original organization of the senior lunch bunch and the offerings
567 for the Woods Cross seniors. He said they would appreciate any support from the City including
568 a financial increase.
569

570 Dee Lalliss said it would be approximately \$15 per person per month. He acknowledged this
571 could cost the City up to \$10,800 annually. He commented that overall, he wanted to see more
572 seniors participate and this included nametags and recognizing birthdays.
573

574 Councilmembers Porter and Baskin were in favor of providing additional funds.

575
576 Carolyn Jacobson thanked the City for being available to meet with the seniors including Chief
577 Black.

578
579 The consensus of the Council was for staff to prepare a budget amendment to provide additional
580 funding for the Senior Lunch Bunch.

581
582 Councilmember Van Langeveld suggested that in the future the Senior Lunch Bunch coordinator
583 could receive a stipend similar to the Planning Commission position.

584
585 9. CONSIDERATION OF HIRING RECOMMENDATION FOR THE CITY'S PUBLIC
586 WORKS DIRECTOR

587
588 Ken Leetham reported the hiring committee for the Public Works Director position included
589 Mayor Horrocks, Councilmembers Van Langeveld and Gordon, David Frandsen, and himself.
590 He said there were fewer applicants than normal but they had four finalists for the position
591 including Jon Rueckert and another Public Works employee. He indicated the decision was made
592 to recommend Jon Rueckert for the position.

593
594 **Councilmember Porter moved that the City Council approve the proposed appointment of**
595 **Jon Rueckert as the Public Works Director. Councilmember Gordon seconded the motion.**
596 **The motion was approved by Council Members Baskin, Gordon, Knowlton, Porter, and**
597 **Van Langeveld.**

598
599 10. APPROVAL OF CITY COUNCIL MINUTES

600
601 The City Council minutes of September 20, 2022 were reviewed and approved.

602
603 **Councilmember Van Langeveld moved that the City Council approve meeting minutes**
604 **from September 20, 2022 with stated corrections. Councilmember Porter seconded the**
605 **motion. The motion was approved by Council Members Baskin, Gordon, Knowlton,**
606 **Porter, and Van Langeveld.**

607
608 11. ACTION ITEMS

609
610 The action items list was reviewed. Completed items were removed from the list.

611
612 12. CITY ATTORNEY'S REPORT

613
614 Todd Godfrey had nothing to report.

615
616 13. COUNCIL REPORTS

617

618 Councilmember Van Langeveld stated how grateful she was to live in the City and how it
619 functioned administratively and in the political process.

620

621 Councilmember Knowlton spoke on the bike ride in conjunction with Councilmembers from
622 Bountiful and Centerville, Commissioner Elliot, and Senator Weiler. He said UDOT Region 1
623 picked the City's Town Center as the place they would do an internal walk to experience life as a
624 pedestrian.

625

626 Councilmember Knowlton also reported on a Utah State University survey that included 20 cities
627 on resident wellbeing. He said he would share Bountiful's survey data with the Council.

628

629 Councilmember Porter spoke on the trail ride and said he met an engineer who was working on
630 the 1100 North bridge. He said one of the comments was the need for mayors, councilmembers,
631 etc. needed to share their comments with UDOT. He also invited Dan Cottam, a former member
632 of the Parks and Trails Committee, to attend the trail ride. He mentioned at some point he and
633 Dan Cottam were both appointed to the Bonneville Shoreline Trail subcommittee, but Dan was
634 unsure what his current status was on the committee. Councilmember Porter had recommended
635 he attend a meeting to either be reappointed or confirm if he was still the City's representative
636 for the Bonneville Shoreline Trail.

637

638 14. MAYOR'S REPORT

639

640 Mayor Horrocks reported the South Davis Recreation Center had the largest aquatic program and
641 the largest Junior Jazz program in the State. He spoke on budget shortfalls and raising taxes and
642 said the Rec Center was collecting about one third of the tax revenue of the Cottonwood
643 Recreation Center but had twice as many people in the district.

644

645 Mayor Horrocks spoke on available funding sources including Wasatch Front Regional Council,
646 the NFRA, the County, etc. and said the City should be applying for these funds.

647

648 15. CITY MANAGER'S REPORT

649

650 Ken Leetham reported on the 1100 North project and said it was at a point where Union Pacific
651 had denied or withheld approval of the project. He said there would be a presentation at the next
652 City Council meeting to discuss options.

653

654 Ken Leetham commented that Davis County Commissioner Lorene Kamalu would be in
655 attendance at the annexation open house tomorrow night.

656

657 Ken Leetham spoke on a GRAMA request for all communications related to the annexation. He
658 indicated this included emails, letters, etc. sent to the Mayor, City Council and staff. He stated
659 staff would determine if text messages were also required.

660

661 16. ADJOURN

662

663 Mayor Horrocks adjourned the meeting at 9:23 p.m.

664

665 *The foregoing was approved by the City Council of the City of North Salt Lake on Tuesday*
666 *October 18, 2022 by unanimous vote of all members present.*

667

668

669

670 _____
Brian J. Horrocks, Mayor

_____ *Wendy Page, City Recorder*

1 CITY OF NORTH SALT LAKE
2 CITY COUNCIL MEETING-OPEN HOUSE
3 ANCHOR LOCATION: ATELAIDE ELEMENTARY
4 731 WEST 3600 SOUTH, BOUNTIFUL
5 OCTOBER 5, 2022
6

7 **DRAFT**
8

9 PRESENT: Mayor Brian Horrocks
10 Councilmember Lisa Watts Baskin
11 Councilmember Ted Knowlton
12 Councilmember Stan Porter
13 Councilmember Alisa Van Langeveld
14

15 EXCUSED: Councilmember Natalie Gordon
16

17 STAFF PRESENT: Ken Leetham, City Manager; David Frandsen, Assistant City Manager; Jon
18 Rueckert, Public Works Director; Heidi Voordeckers, Finance Director; Mitch Gwilliam,
19 Assistant Police Chief; Sherrie Pace, Community Development Director; Mackenzie Johnson,
20 City Planner, Wendy Page, City Recorder.
21

22 OTHERS PRESENT: Dave Powers, South Davis Metro Fire Deputy Fire Chief; Commissioner
23 Lorene Kamalu, Davis County; Rick Bork, Fox 13; JoEllen Ashworth, Don Nish, Peggy Nish,
24 Thomas A. Call, Steve Deppe, Mike Johnson, Brandi Wendel, Hyrum Kruger, Randy Mansfield,
25 Brett Caldwell, Cindy Powell, Steve Broderick, Julie Broderick, Casey Hendricks, Bianca
26 Gardner, Tonya Passey, Edward R. Lin, Nevin Pratt, Denise Pratt, Janice Twede, Richard Miller,
27 Brandon Tucker, Jeff Andersen, Marleen Skabeload, Rodney Dallin, Robyn Dallin, Paul Tooke,
28 Eileen Tooke, Bob Petroff, Sandra Petroff, Sandra Zwanlu, Dee Lalliss, Carrie Marsh, Jenille
29 Fairbanks, Megan Avery, Janene Wirthlin, Mary Kay Porter, Michelle Fairbanks, Jon Kramer,
30 Trevor Beck, Kirk Stratton, Penny Stratton, Danny Wight, Joe Escobar, Patricia B. Nayeli,
31 Margo Hodgson, Alejandro Gamez, Scott French, Carol Ferguson, Lela Christensen, Chris
32 Nloss, Elaine Christensen, Dwane Sjoberg, Martin K. Campbell, Waine Ivie, Amanda Colbert,
33 Valerie Francis, Peter Wirthlin, Louie Amodt, Janet Amodt, Elma Leta McBride, Amy Amblek,
34 Ben Amblek, Shay Larsen, Jim Brown, Nick Nelson, Emilie Nelson, Diane Deluca, Caryn
35 Larrinaga, Kelly Burt, Brad Frandsen, Rosann Miller, Frank Coon, Raquel Davis, Lorna Ivie,
36 Katy Bingham, Sabrina Harman.
37

38 1. INFORMATION OPEN HOUSE REGARDING THE ANNEXATION OF
39 UNINCORPORATED DAVIS COUNTY AREA KNOWN AS THE VAL VERDA
40 AREA
41

42 Mayor Horrocks, the City Council, and staff welcomed residents to the open house highlighting
43 different City services and information about the annexation process regarding the

44 unincorporated Davis County area known as the Val Verda area which is included on the City's
45 Annexation Policy Plan as Area B. The public was able to visit with staff and ask questions and
46 learn more about the proposed annexation of the area into the City of North Salt Lake. A
47 questions and answers sheet was available along with information about the upcoming public
48 hearing scheduled for Tuesday, November 15, 2022, and a QR Code where comments could be
49 submitted.

50

51 2. ADJOURN

52

53 The meeting adjourned at 8:30 p.m.

54

55 *The foregoing was approved by the City Council of the City of North Salt Lake on Tuesday*
56 *October 18, 2022 by unanimous vote of all members present.*

57

58

59

60 _____
Brian J. Horrocks, Mayor

_____ *Wendy Page, City Recorder*

Action Items for October 18, 2022

Item	Staff	Description
New		
1	Heidi	(10/4/22) Staff to prepare a budget amendment for Senior Lunch Bunch monthly lunch. <i>Public hearing to amend the FY 2023 budget is planned for City Council meeting November 1, 2022. (10/11/22)</i>
Current		
1	David/Craig and PS Committee	(9/6/22) Inventory of public safety weaknesses around the City's elementary schools. Identification of problem areas and recommendations for resolving pedestrian and other active transportation issues. <i>Safety Committee will work on this project and report back to CC in November.</i>
2	David	(9/6/22) Prepare cost estimate for circuit trail around Legacy Park and pathway on north side of Foxboro Elementary School. <i>We have estimates for Legacy Park at \$408,560 and Fox Hollow Park at \$181,718. (9/27/22)</i>
3	Sherrie & PW/Parks Dept.	Combined Action Items: (Various Dates) Park strips & City owned property Review city code for park strip landscape requirements, propose alternatives for vegetation requirements (trees) & evaluate city owned park strips and properties for recommendation on conversion to water wise landscape & review compliance notifications and processes <i>Comm. Dev. will work with Parks Dept. over the winter months to present proposal to Council in early 2023 (9/29/22)</i>
4	Sherrie	Combined Action Items: (9/6/22) Long Range Planning update: 1. Report on goals/strategies/implementation for General Plan, Town Center Plan, Active Transportation, Trails Master Plan, Affordable Housing Plan, Master Parks Plan 2. Report on Form Based Code progress 3. Bonneville Shoreline Trail construction/connection to Tunnel Springs/Wild Rose <i>Ali is preparing grant application to fund a comprehensive General Plan Update that will address: General Plan all plan elements including trails, parks, housing, etc. Work session Oct. 18 to report on all items noted above (9/29/22)</i>
5	Ken	(5-17-22) Staff to review alternatives for uses of City-owned properties at City Hall parcels and Hatch Park; develop process for making decisions.
6	Sherrie	(9/6/22) Report back to Cross E Ranch and City Council on possibilities to annex property into NSL. <i>Update to be provided at an upcoming work session (10/12/22)</i>
7	Sherrie	(8/16/22) Staff to review the ten-day courtesy notice to see if the language could be softened. <i>Code enforcement is preparing response and suggested process (9/27/22)</i>
8	Sherrie/Karyn/Craig	(8/16/22) Staff to review ordinances related to truck deliveries. (Eaglewood, Eagleridge)
9	Craig	(4-19-22) Staff to review truck restricted route on Center Street including whether tickets should be issued. <i>Staff will prepare a recommendation for the City Council on use of Center Street as a truck route. (5/12/22)</i>
10	Ken/David	(5-17-22) Staff will look into alternatives for the fishing pond such as a stationary dock or a trail. <i>City Council conducted their work meeting on August 16 at the site and discussed alternatives to the current concept plans. Staff will prepare options that cost between \$100-\$200k. (8/17/22)</i>
11	Ken	(4-19-22) Staff to follow-up with Woods Cross on the dog park and then report back to the Council. <i>NSL and Woods Cross staffs have met on this project and are creating an action plan for the project. (8/25/22)</i>
12	Sherrie	(4-5-22) Research resolutions to the parking issues on Buckingham Drive including speaking with Coventry HOA on garage parking requirements <i>Sherrie is contacting HOA (4/11/2022)</i>

13	Sherrie/Ken	(3/15/22) Review cemetery possibilities including land in (or outside of) the City. <i>Sherrie, Ken, and Ali met to discuss possible sites-Ali will review property deed restrictions on city owned properties and provide to Council. (9/29/2022)</i>
14	Sherrie	(3-1-22) Staff to review disproportionate and other fees related to businesses like gas stations (cost of local consent licenses and State liquor sales license). <i>Staff to prepare memo (5/10/22)</i>
15	Ken	(1-4-22) Options for emergency preparedness training for staff including windstorms, landslides, etc. <i>Staff is exploring solutions with Davis County (4/12/22)</i>
16	Tyler, Ken	(9-7-21) Council Member Porter asked about golf course damage that occurs at Gary Way near the golf course and adopting official policy related to this. <i>The City's insurance company will not cover this type of damage. City staff have been working to pay long-term residents for automobile and window damage (9/15/22)</i>
17	Karyn/David	(5-18-21) Staff to research solutions for maintaining commuter trail along the frontage road to SLC. <i>Staff feels the best solution is to require Lakeview Rock Products to meet all SWPPP regulations, so no dirt is deposited along the Frontage Road. (5/10/22)</i>
18	Ken	(2-16-21) Staff to prepare policy (or review current policy) related to tree removal particularly when related to sidewalk damage. <i>Staff is working on a follow-up report to the City Council.</i>
19	David, Ken	Long range monitoring item: (3-1-22) Review the park reservation cleaning deposit next year to see if it was effective in relation to damage/cleaning-Staff to provide a study by the end of 2022. <i>Staff to report back to Council in November following the 2022 season. (4/12/22)</i>
20	Sherrie	Long range monitoring item: (8/3/22) Inventory and evaluation of safe and unsafe locations for bikes, scooters, pedestrians within one year or August 1, 2023. <i>Ali is reviewing active transportation plan and will monitor scooter conflicts and make recommendations on safety improvements. (8/3/2022)</i>

Long Range Plan Implementation Progress

- General Plan
 - Adopted in 2013
- Town Center Master Plan
 - Adopted in 2016
- Active Transportation Plan
 - Adopted in 2020
- Moderate Income Housing Plan
 - Revised in 2022



EXAMPLES

- Completed: Project based-start/finish
- Partially Completed: Project based-start/finish
- In Progress: Project based-start/finish
- Ongoing: Development Based/Ongoing Policy Implementation
- Not Completed: Has not begun
- Update Needed: Needs review to determine feasibility/address changing conditions
- Not Applicable: No longer applicable

■ Completed

■ Partially Completed

■ In Progress

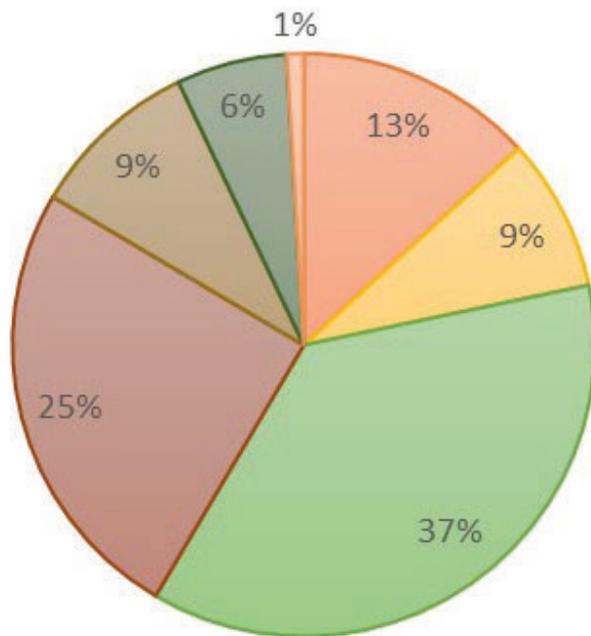
■ Ongoing

■ Not Completed

■ Update Needed

■ Not Applicable

GENERAL PLAN 2013



- Completed
- Partially Completed
- In Progress
- Ongoing
- Not Completed
- Update Needed
- Not Applicable

General Plan - Land Use Element

Completed Projects:

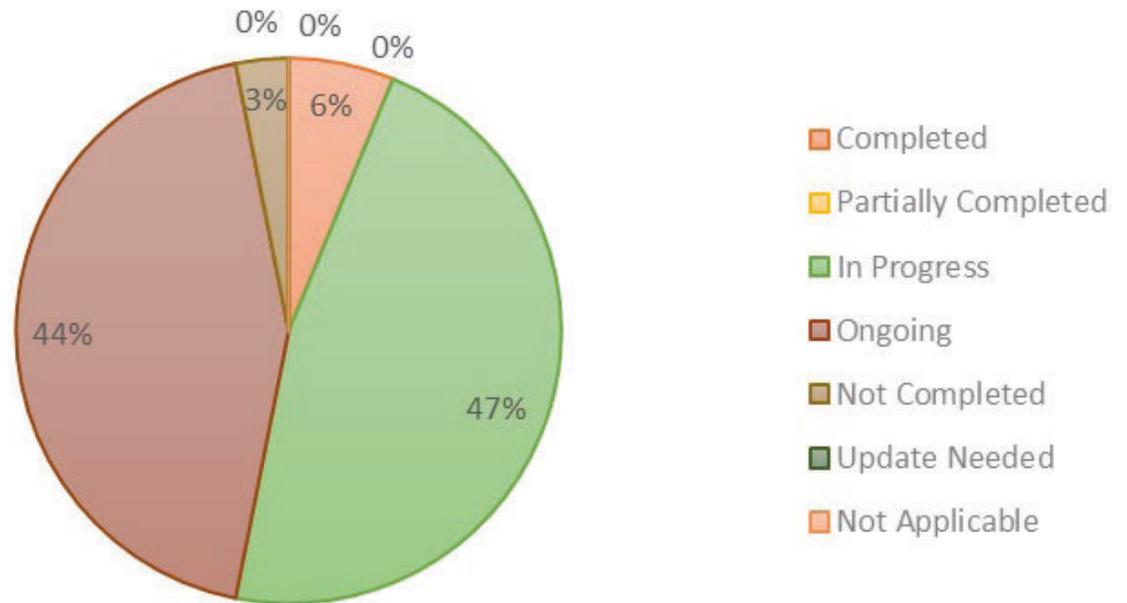
- Street Tree Ordinance
- Make multi-unit buildings a permitted use in RM-20
- Code enforcement reorganization

In Progress:

- Pursue annexation of unincorporated areas
- Reduce retail parking standards by 25%

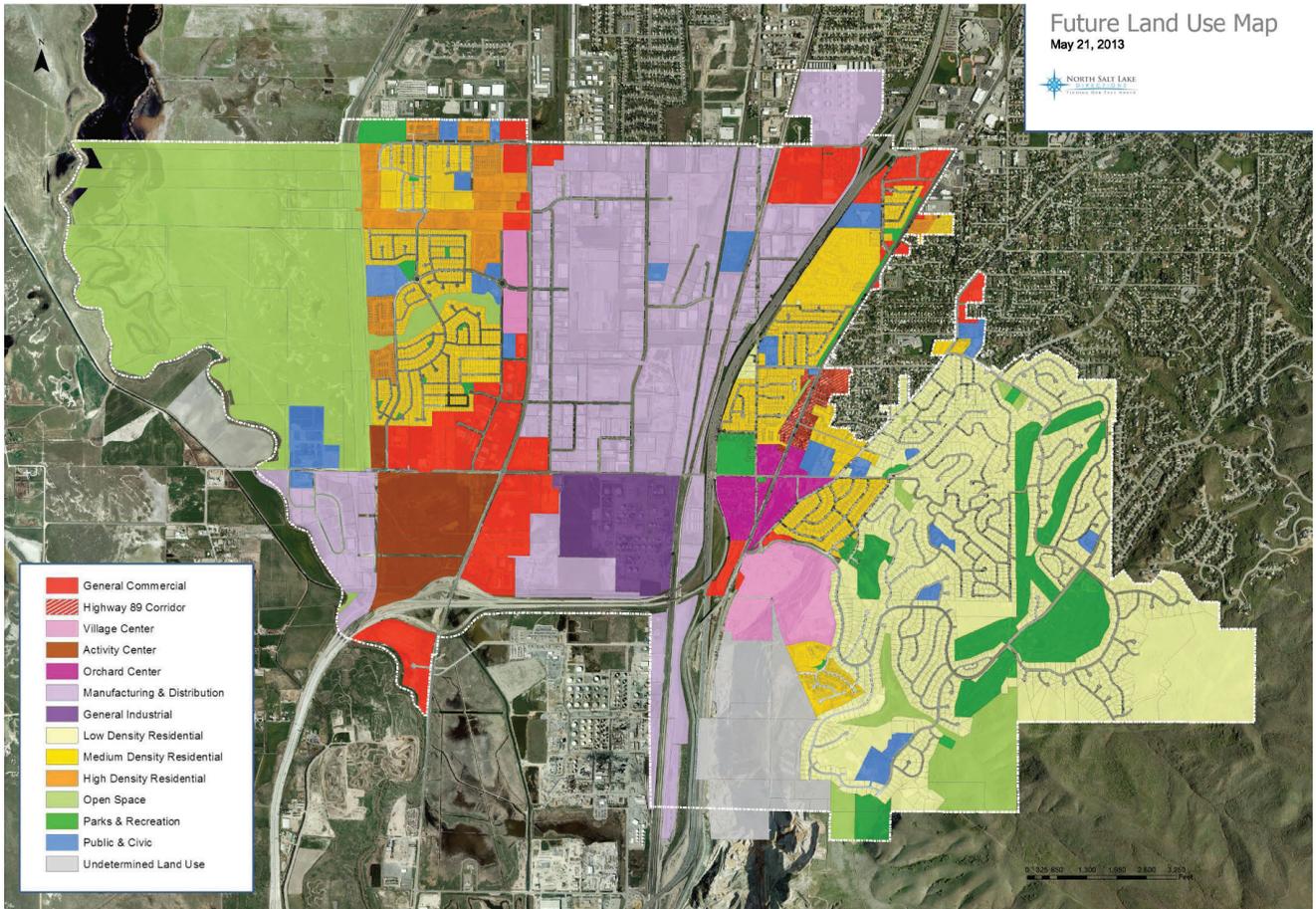
Ongoing:

- Track and report moderately priced housing permits
- Police department review of uses



Future Land Use Map

May 21, 2013



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

0 1,600 3,200 Feet

General Plan - Transportation Element

Completed Projects:

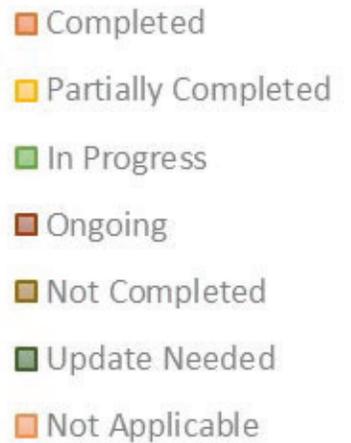
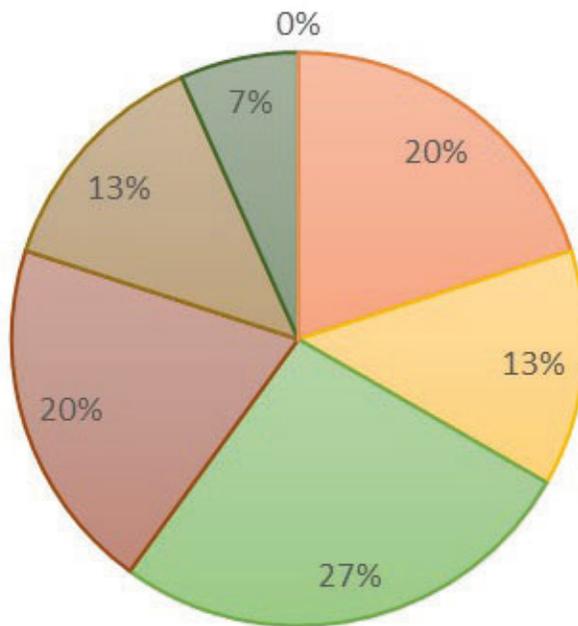
- Engineering study for 1100 North bridge
- Redevelopment of freeway interchange at I-215 and Redwood Rd.

In Progress:

- Transit stations on Highway 89
- Work with UDOT to get freeway access for Town Center

Ongoing:

- Coordinate with UDOT, WFRC and State to meet transportation objectives
- Support infill and redevelopment on US89 and Redwood



General Plan - Economic Development Element

Completed Projects:

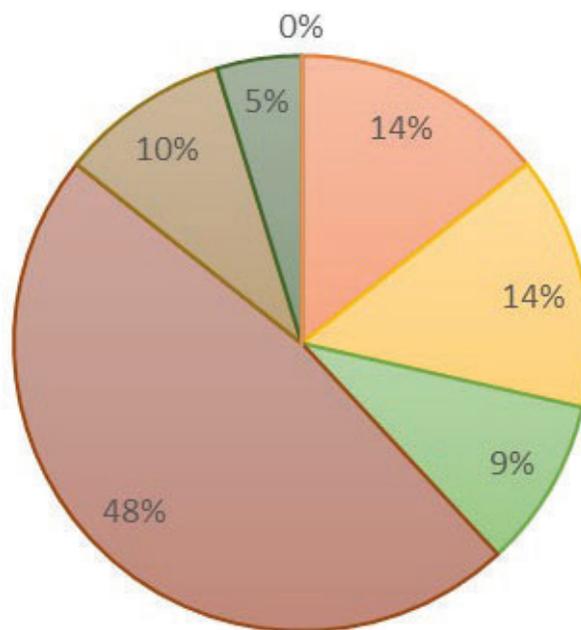
- Redwood Road CDA
- US89 CDA

In Progress:

- Encourage small retail and outdoor cafes in Town Center
- Market Study

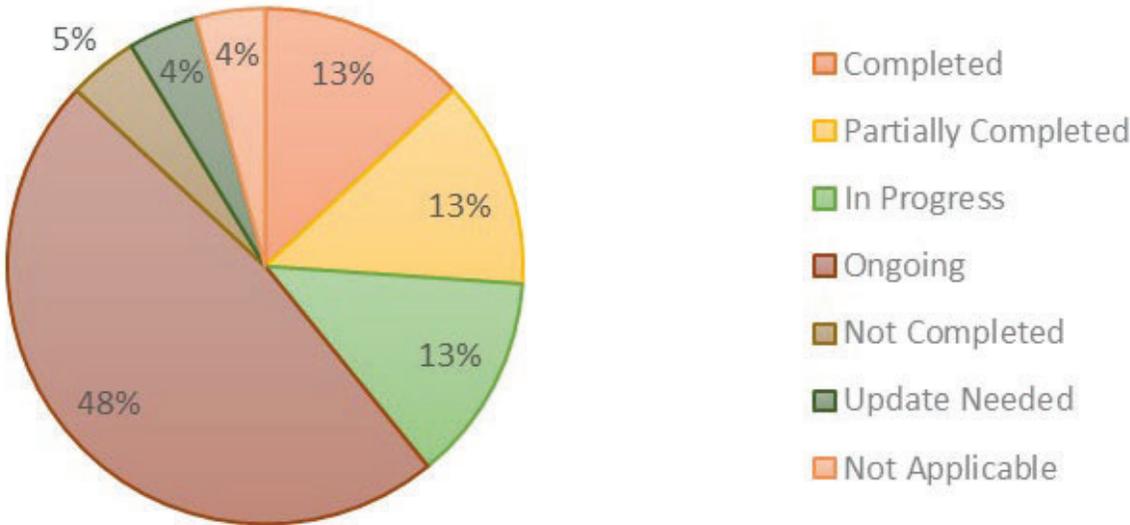
Ongoing:

- Alternative funding sources
- Regional and State coordination



- Completed
- Partially Completed
- In Progress
- Ongoing
- Not Completed
- Update Needed
- Not Applicable

General Plan - Parks, Trails, and Recreation Element



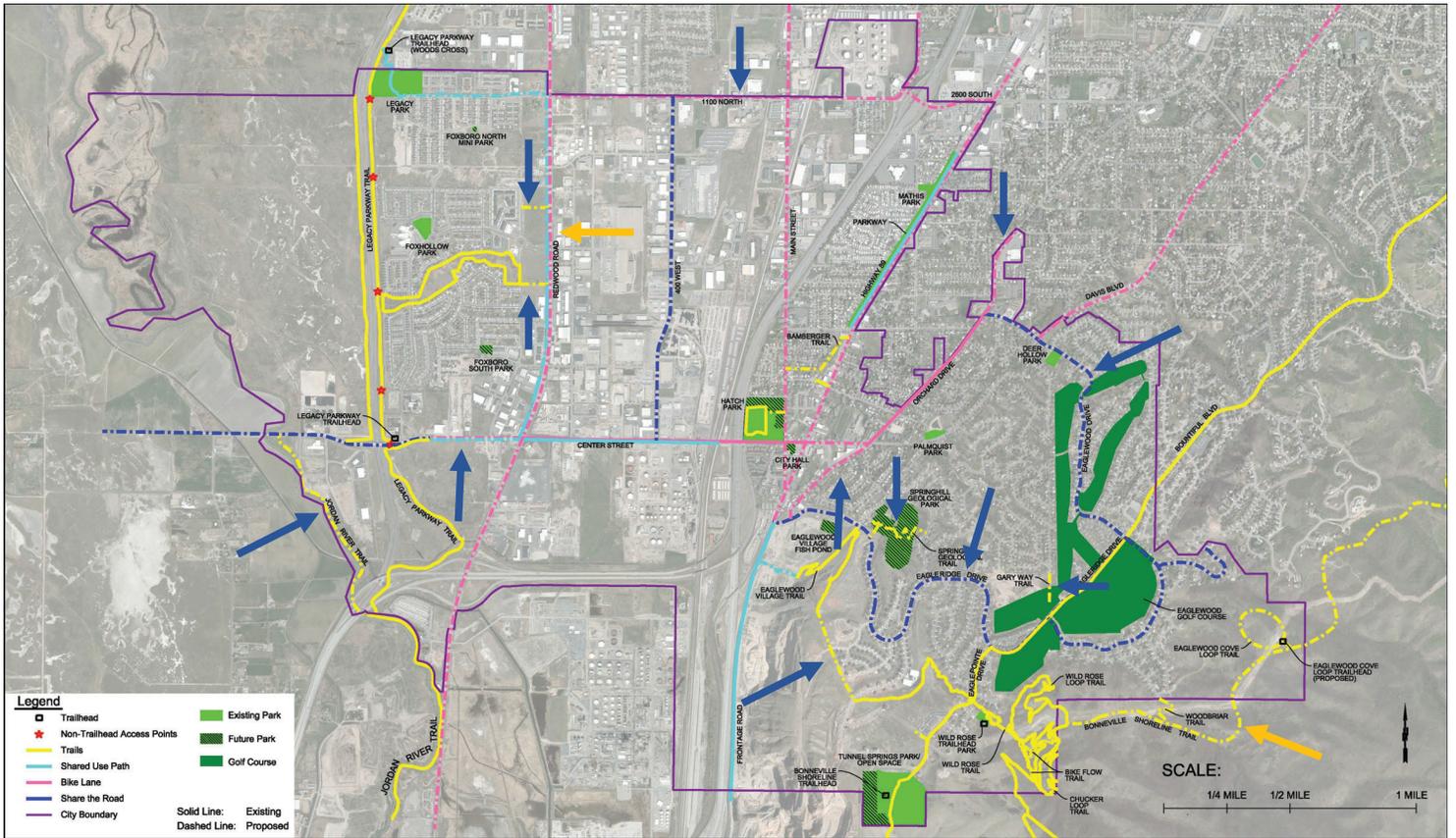
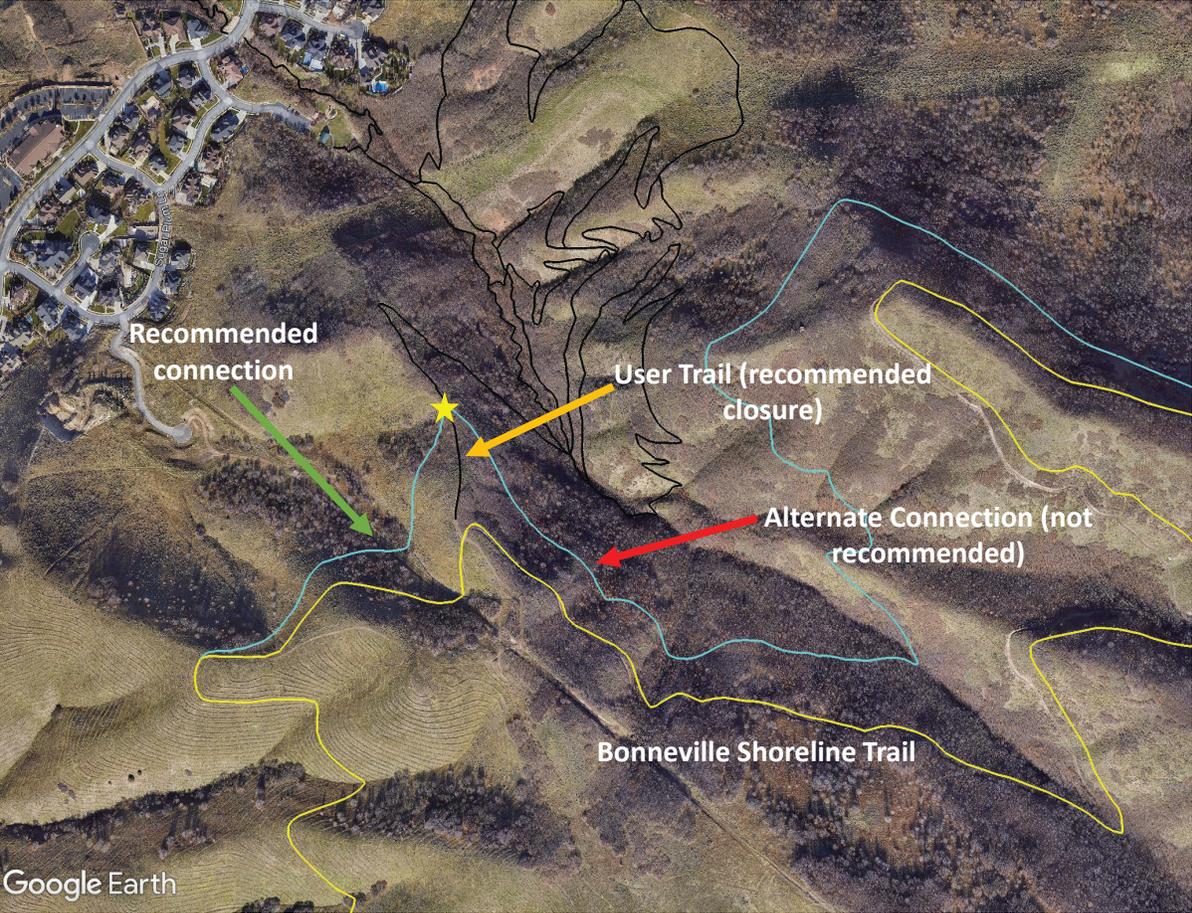


FIGURE PR.5: RECOMMENDED BIKE & PEDESTRIAN TRAILS
MAY 2013



Recommended parks (2013):

- Foxboro South Park
- Foxboro North Mini Park (Plat 11)
- City Hall Park
- Hatch Park Expansion
- Complete Tunnel Springs Park/open space
- Springhill Geologic Park
- 232 North Main linear park

Recommended trails (2013):

- Hwy 89 Trail
- Center Street Trail
- Bonneville Shoreline Trail
- Redwood Road Trail (infill)
- Springhill Geologic Trail
- 1100 North Trail
- Commuter Rail Trail
- Eaglewood Village Trail
- Bamberger rail trail
- Eagleridge to Odell Trail

Completed

In Progress

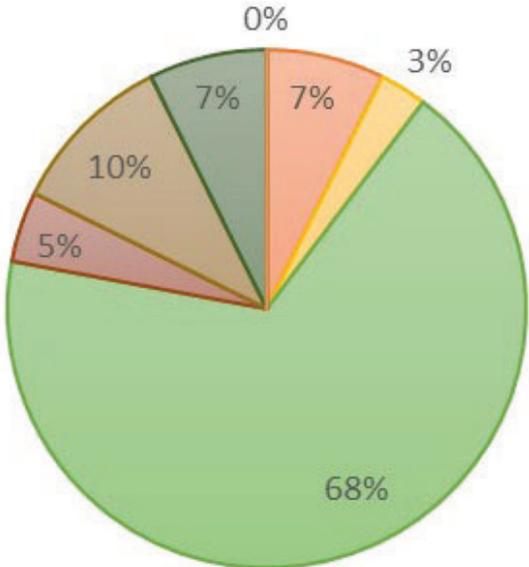
Update Needed

General Plan - Town Center & Hwy 89 Corridor Element

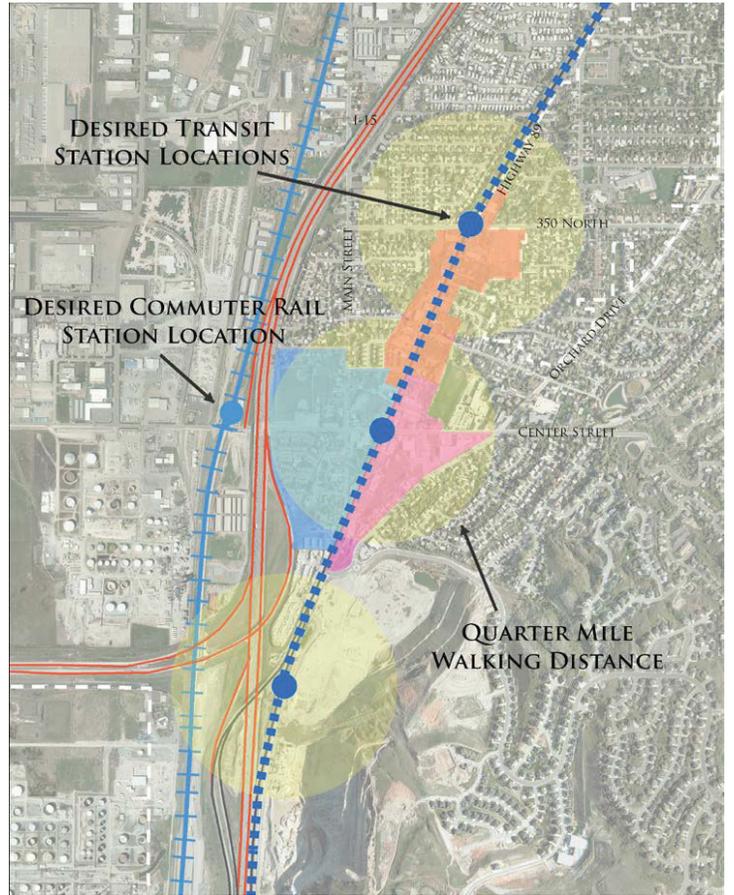
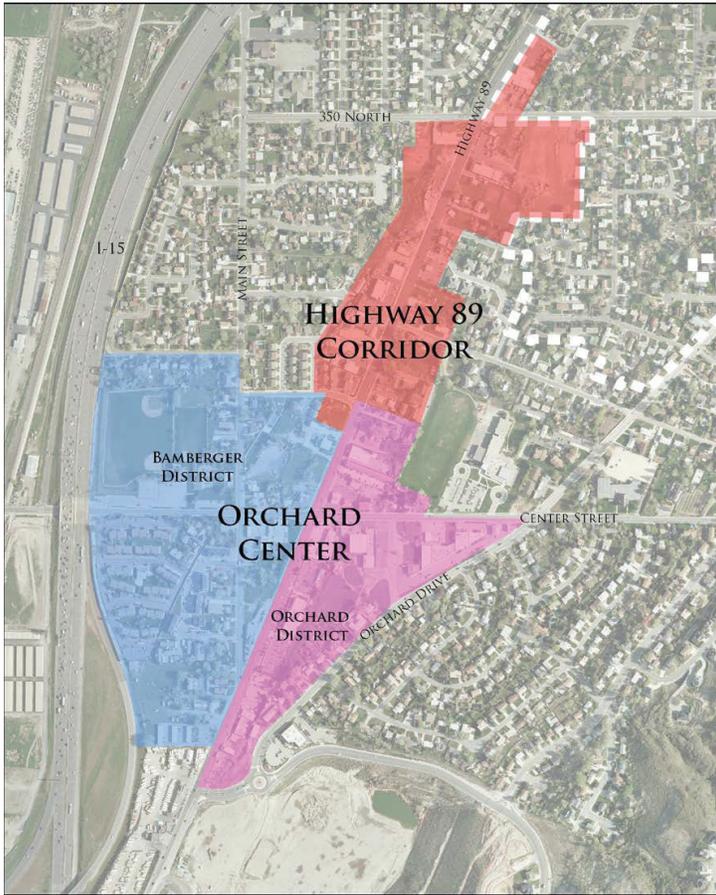
- Completed Projects:
- Town Center specific signage
 - Town Center Master Plan

- In Progress:
- Design guidelines
 - Expand Hatch Park

- Ongoing:
- Encourage redevelopment of properties on north side of 150 North
 - Increase events at Hatch Park



- Completed
- Partially Completed
- In Progress
- Ongoing
- Not Completed
- Update Needed
- Not Applicable



General Plan - Redwood Road District Element

Completed Projects:

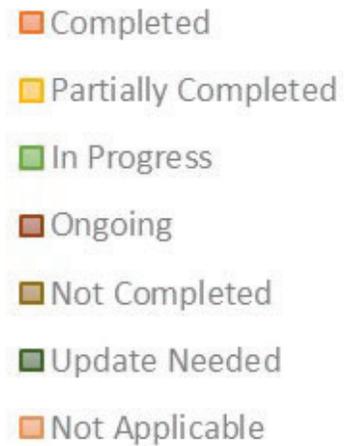
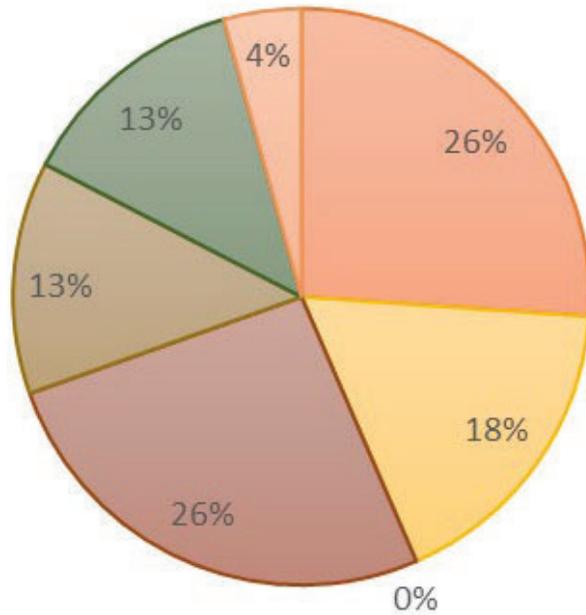
- Expand S-2 sign district boundaries
- Street tree program

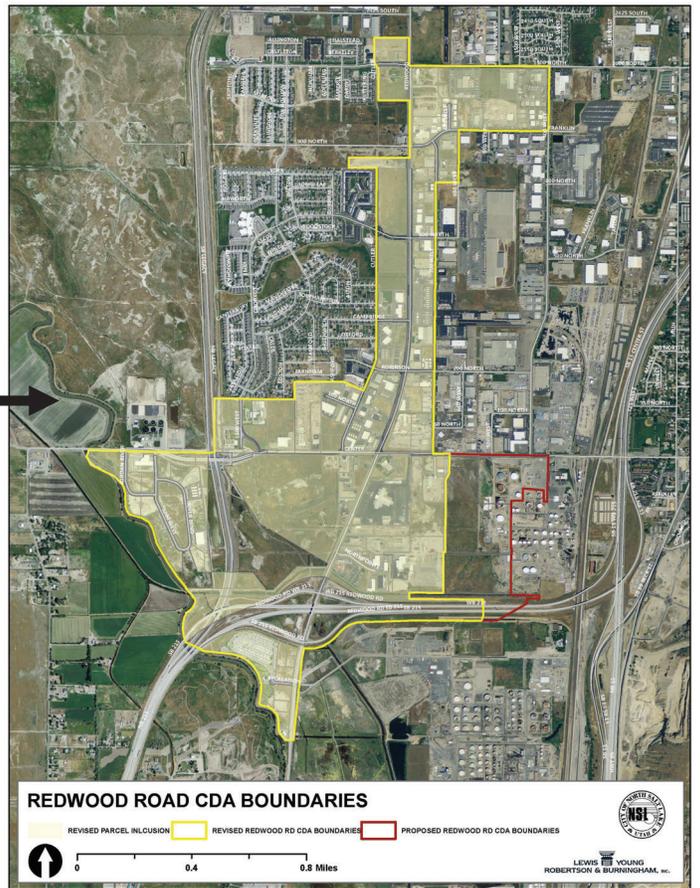
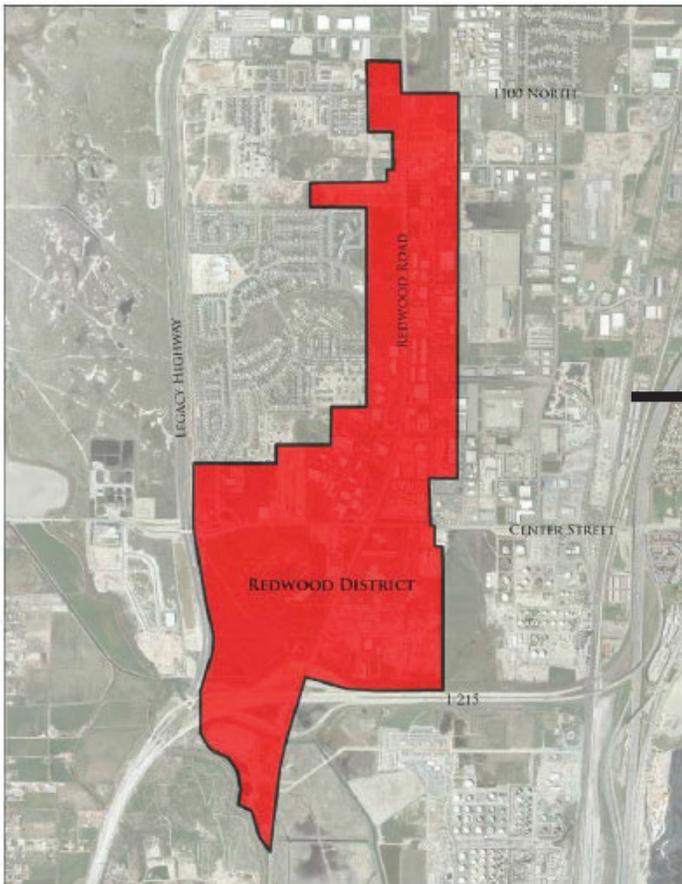
In Progress:

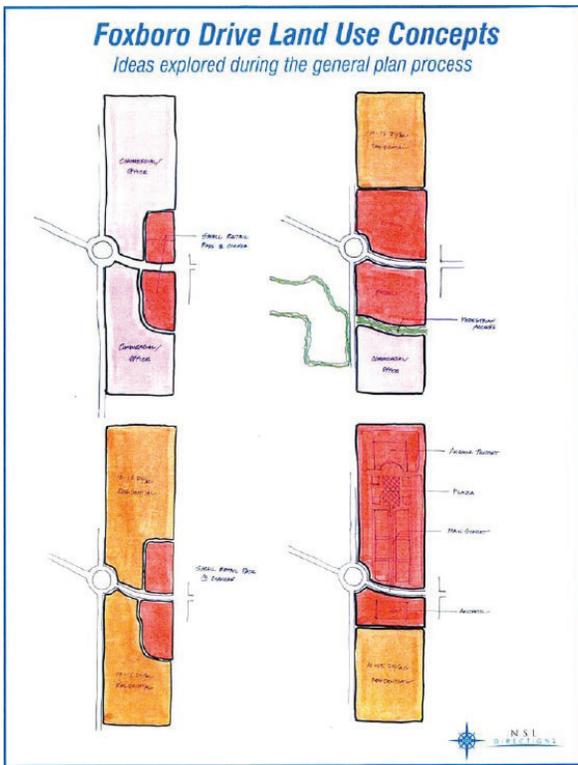
- Restrict pole signs in the PAZD & Foxboro Village Overlay

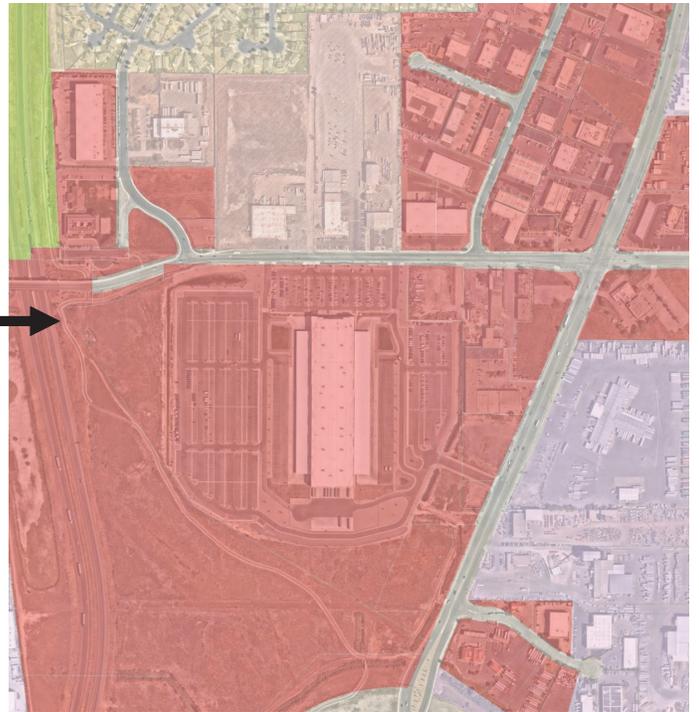
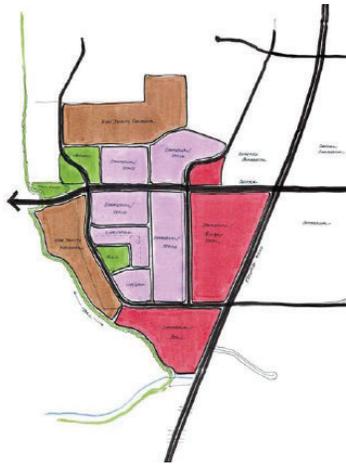
Ongoing:

- Address outdoor storage non-conformance
- Conduct intersection studies when development occurs









Town Center Master Plan 2016

Completed Projects:

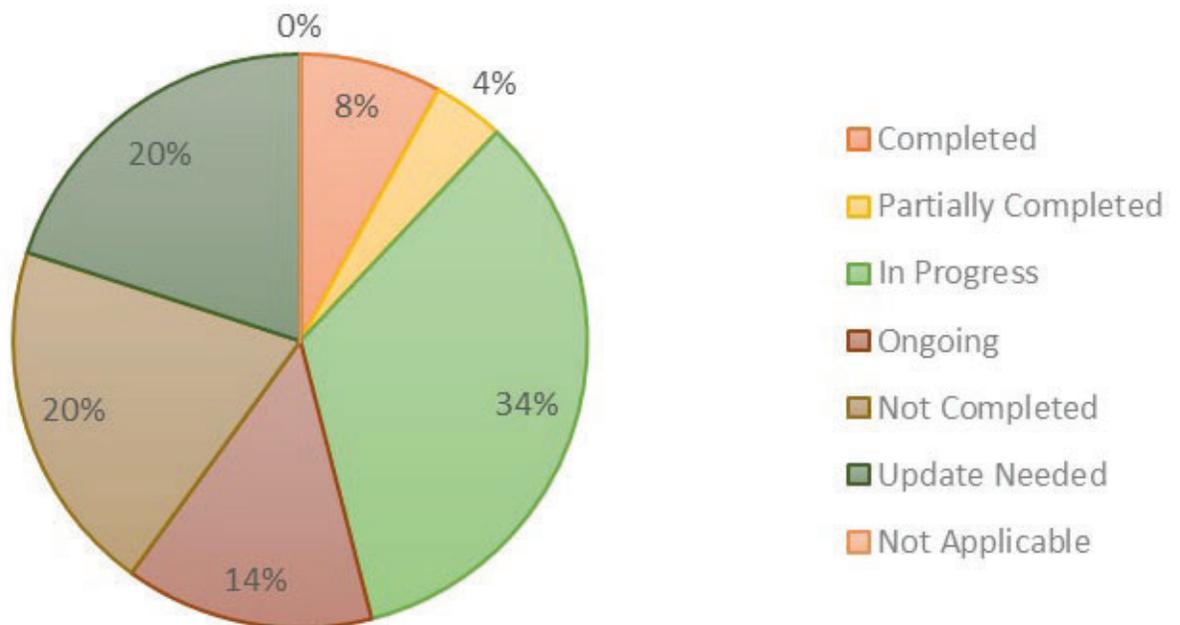
- Bike lanes added to Orchard Drive
- Branding study
- Parking analysis

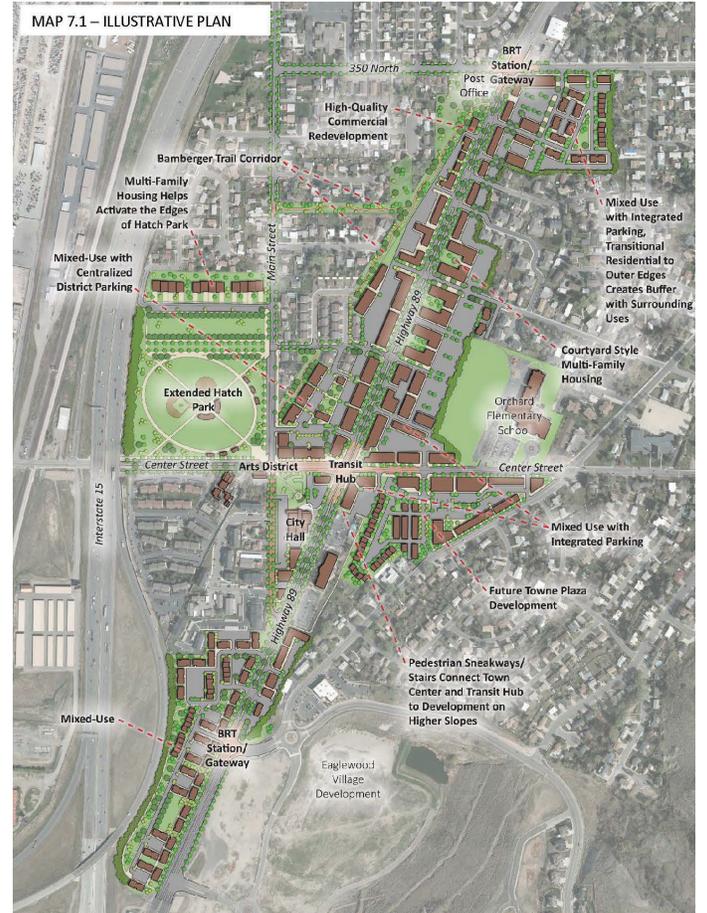
In Progress:

- Town Center specific zoning district
- Town Center Market Study

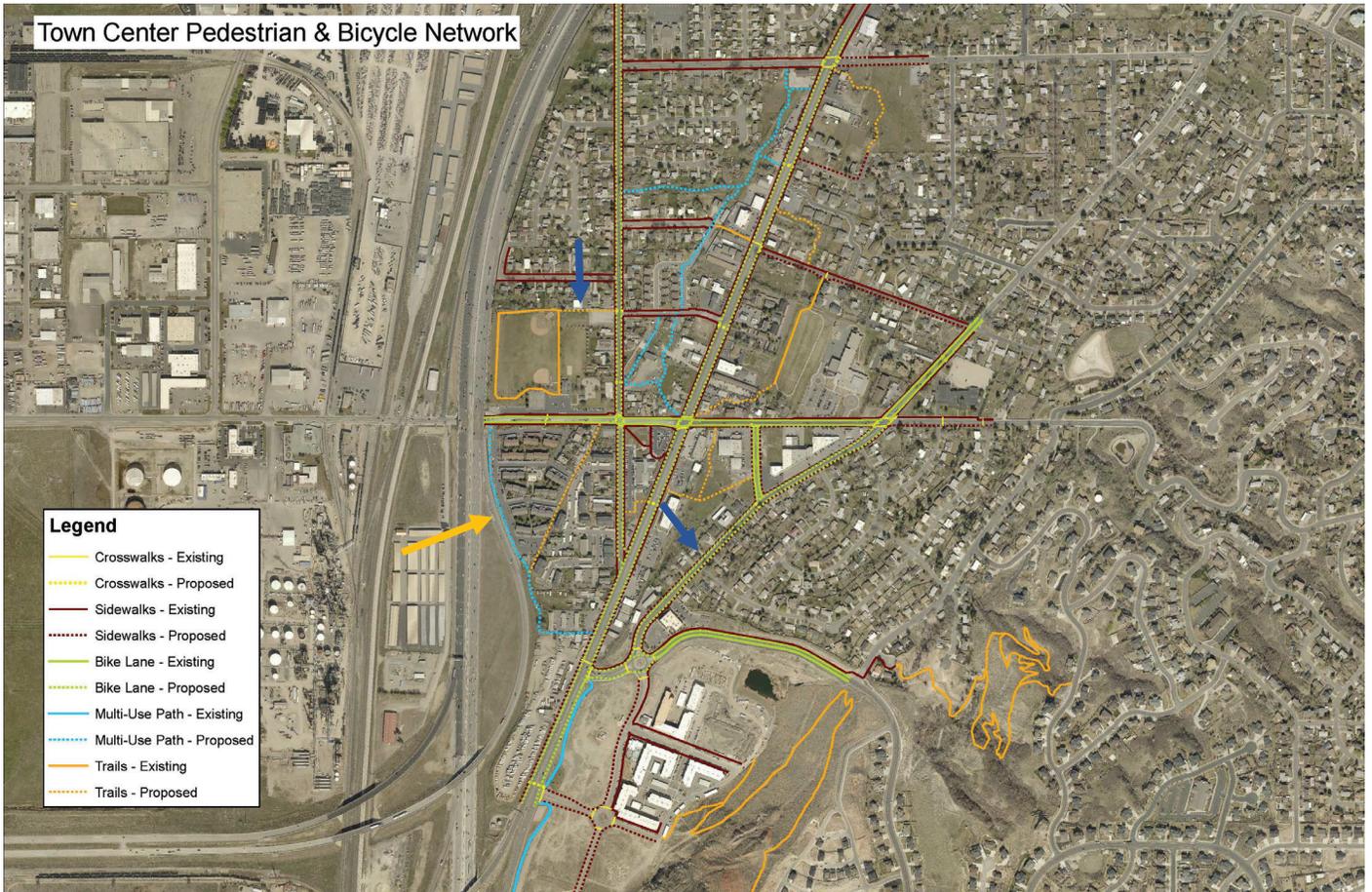
Ongoing:

- Consolidate driveways with redevelopment
- Increased on-street parking

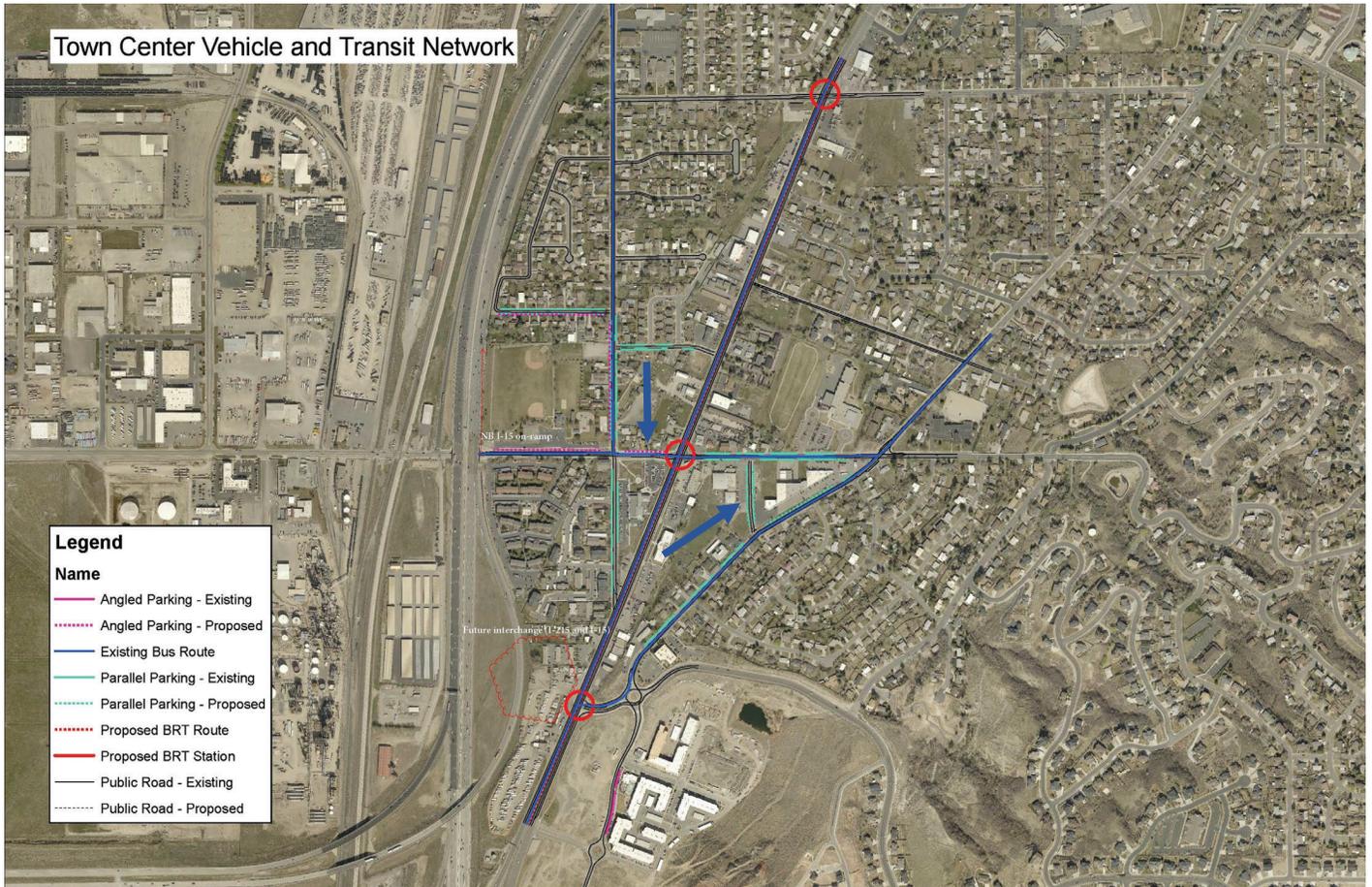




Town Center Pedestrian & Bicycle Network



Town Center Vehicle and Transit Network

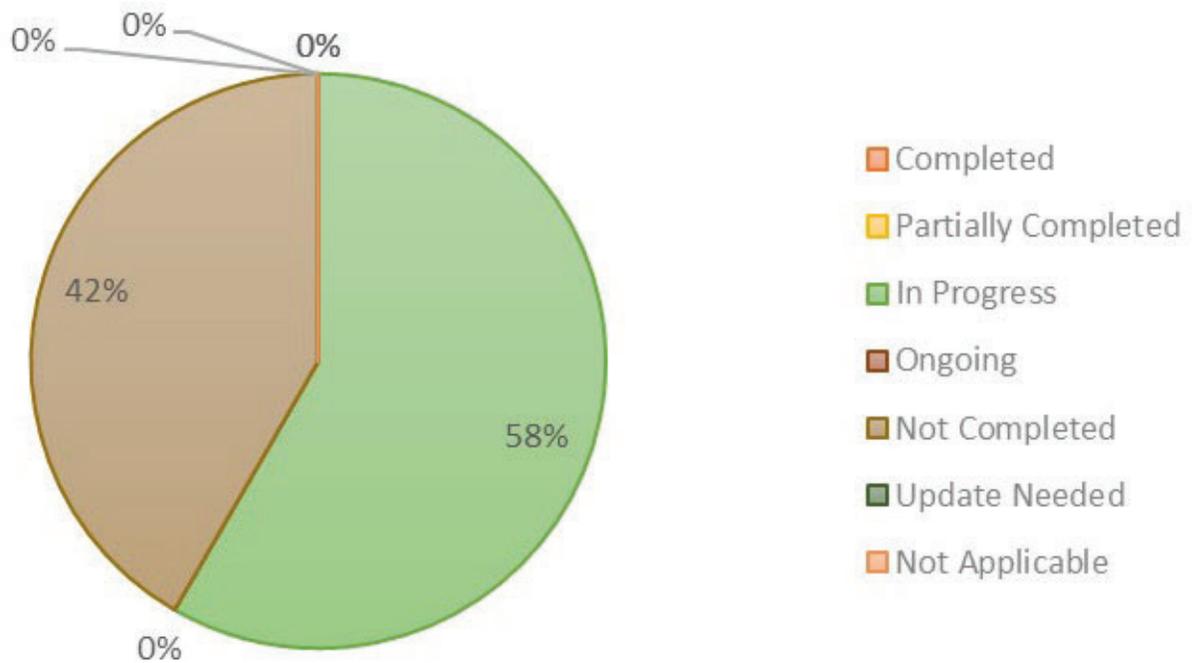


Town Center Parks and Open Space



Legend	
Name	
	Existing Park/Open Space
	Proposed Park/Open Space

Active Transportation Plan 2020



In Progress:

- Bicycle amenity requirements in developments
- Shared Mobility (scooters, green bikes, etc.)

Not Completed:

- Complete Streets policy
- Programs such as Bike to Work/School Days, Open Streets events, etc.

In Progress:

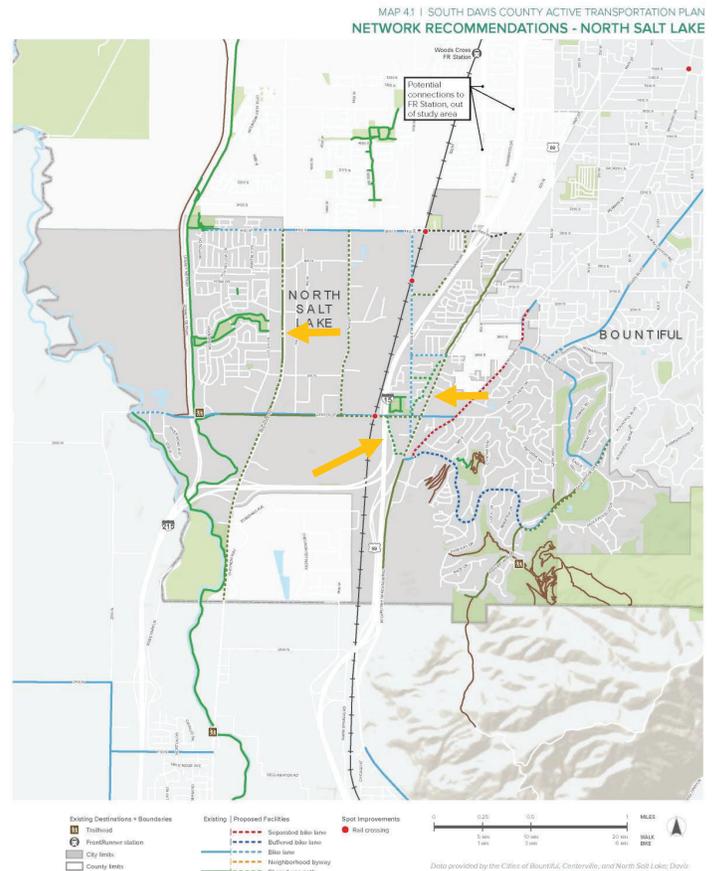
- Redwood Road (west side – north of Center) Sidepath
- Town Center I-15 Trail Shared Use Path
- Highway 89 Sidepath
- 2600 South Interchange Future Study

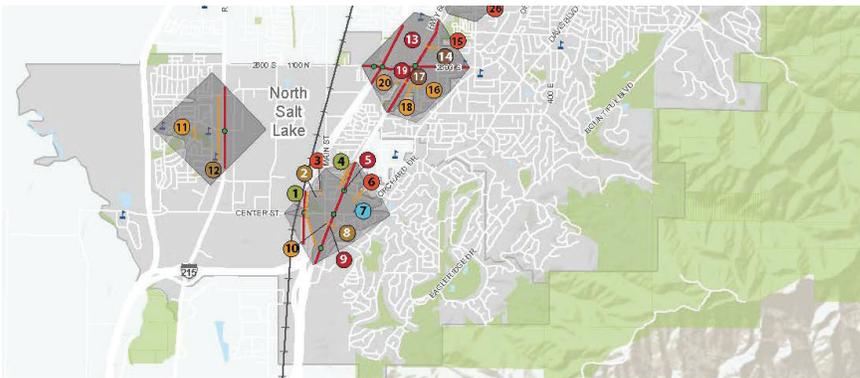
To Be Completed:

- 1100 North (west of Redwood) Bike Lane
- Center Street (west of Foxboro Dr) Bike Lane
- Redwood Road (west side – south of Center) Sidepath
- 400 West Sidepath
- Center Street (east of 400 West) Sidepath
- Overland/Pacific Sidepath
- 350 North Bike Lane
- Bamberger Trail/232 North Main Multi-Use Path
- Davis Blvd Bike Lane
- Eagleridge Drive (@ golf course) Sidepath

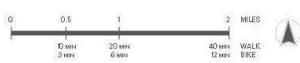
Additional Consideration Needed:

- Main Street Bike Lane
- Orchard Drive Separated Bike Lane
- Eagleridge Drive (to Eaglepointe) Buffered Bike Lane





- Existing Destinations + Boundaries**
- FrontRunner station
 - School
 - Library
 - Water
 - Park
 - Study area
- Walkshed Analysis**
- Poten(tial) walkshed (half mile)
 - Actual Walkshed (half mile)
 - Barrier street
 - Barrier street crossing
- Near-term street or pathway connections
 - Long-term street or pathway connections
 - New pedestrian crossings
 - Connections to include in future development
 - Pathways through commercial superblocks
 - School connection, including preserving/enhancing existing links
 - Connection as part of a planned trail corridor or trail opportunity



Data provided by the Cities of Bountiful, Centerville, and North Salt Lake, Davis County; the Utah AGRC, UDOT, UTA; and WPRC. Map produced August 2019 by Alta Planning + Design.

RECOMMENDED CONNECTIONS

NORTH SALT LAKE TOWN CENTER

- 1 A new pathway linking neighborhoods north and south of Hatch Park to Hatch Park and Center Street via a trail alongside I-15 - extension of planned path shown in Town Center Pedestrian/Bicycle Network.
- 2 Connection between 150 North and Hatch Park through extension of the park to 150 North.
- 3 Additional street and/or pathway connections in the neighborhood north of Hatch Park.
- 4 Street or pathway connection(s) from 300 North and/or 250 North to US 89, and improvement of the connection between US 89 and 200 North, as part of the development of the Bamberger Trail.
- 5 Exploration of improvement of the marked crosswalk at Odell Lane with a pedestrian-activated signal such as a rectangular rapid flashing beacon or HAWK.
- 6 Enhance pathway connection from 4100 South to 100 North to create a more inviting and safe experience.
- 7 Preservation of pathway connection from 100 North to Orchard Elementary School; make new connection through school to Center Street.
- 8 Pathway connection between Orchard Drive and US 89 to better link neighborhoods to the Town Center - planned for between Walker Lane and ULGT property.
- 9 New crossing of US 89 signal or pedestrian-activated signal, especially if this is the location of the Town Center bus rapid transit (BRT) station - link with Connections 7 and 8.
- 10 Pathway connection between Main Street and US 89, likely in the form of stairs - align if possible with Connections 7 and 8.

FOXBORO/CUTLER

- 11 A pathway connection between Alton Drive and Foxboro Drive across the wetland - ideally equidistant from Cutler Drive and Fox Hollow Drive, connecting to existing trail.
- 12 Ensure a continuous north-south active transportation connection in new development between 900 North and Robinson Drive.

2600 SOUTH

- 13 New pedestrian street crossing of US 89 - ideally aligned with Connection 9.
- 14 Pedestrian connection through commercial superblock as an extension of 2400 South or 2350 South - ideally aligned with Connection 8.
- 15 Future connection of 2300 South to 500 West if the opportunity arises.
- 16 Public street connection between 500 West and 625 West - preferably at 2800 South or further south but could also use existing 2600 South connection - ideally aligned with Connection 17.
- 17 Pedestrian or street connection through the commercial superblock between 625 West and US 89 - ideally aligned with Connection 16.
- 18 Seek to leverage future redevelopment for a pathway connection of Eastpointe Drive north to US 89, preferably via the connection established in Connection 17.
- 19 New pedestrian street crossing of US 89 - ideally aligned with Connection 17.
- 20 Street or pathway connection between 500 East and US 89 or 1000 North - through the wall that separates these two streets.



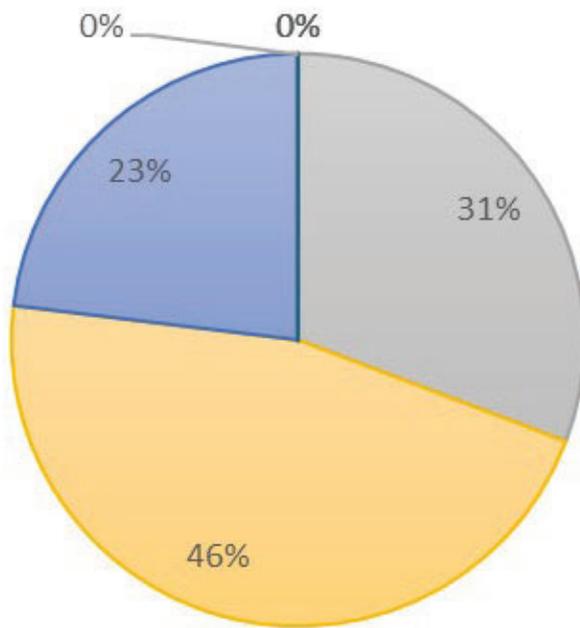
Moderate Income Housing Plan 2022

In Progress:

- Allow for single room occupancy developments
- Reduce parking requirements for housing in the Town Center

Ongoing:

- Refer residents to Davis Community Housing Authority
- Use CDA funds to incentivize moderate income housing developments in the Town Center



- Completed
- Partially Completed
- In Progress
- Ongoing
- Not Completed
- Update Needed
- Not Applicable

LONG RANGE PLAN IMPLEMENTATION PROGRESS

Plan	Year	Chapter	Page	Goal	Policy	Strategy	Strategy Steps	Completed	In Progress	Ongoing	Partially Completed	Not Completed	Update Needed	Not Applicable
General Plan	2013	3. Land Use	59	LU-1 Enhance livability and property values in existing neighborhoods	LU-1.1 <i>Housing</i> . Provide a range of housing options for residents				1					
General Plan	2013	3. Land Use	62	LU-1 Enhance livability and property values in existing neighborhoods	LU-1.2 <i>Neighborhood greenery and street trees</i> . Increase natural vegetation and quantity of greenery in neighborhoods by adopting a city-wide street tree program.	1.2.1 <i>Street trees</i> . Develop a Street Tree Program to improve identity, aesthetics, and to improve property values.	a. <i>Study</i> . Conduct a study to determine the feasibility of a street tree program. Identify appropriate species considering tree height, overhead wires, water needs, and maintenance. Consider species with low water needs to reduce costs and drought concerns. Estimate program costs and identify funding source for initial planting and ongoing maintenance.	1						
General Plan	2013	3. Land Use	63	LU-1 Enhance livability and property values in existing neighborhoods	LU-1.2 <i>Neighborhood greenery and street trees</i> . Increase natural vegetation and quantity of greenery in neighborhoods by adopting a city-wide street tree program.	1.2.1 <i>Street trees</i> . Develop a Street Tree Program to improve identity, aesthetics, and to improve property values.	b. <i>Phases</i> . Implement program in two phases starting with areas that require little expense and only minor street modifications to accommodate street trees. First phase candidates include: <ul style="list-style-type: none"> • Center Street • Highway 89 				1			
General Plan	2013	3. Land Use	63	LU-1 Enhance livability and property values in existing neighborhoods	LU-1.2 <i>Neighborhood greenery and street trees</i> . Increase natural vegetation and quantity of greenery in neighborhoods by adopting a city-wide street tree program.	1.2.1 <i>Street trees</i> . Develop a Street Tree Program to improve identity, aesthetics, and to improve property values.	c. <i>Acquire necessary right-of-way or private land</i> necessary for tree-lawns, sidewalk improvements or street modifications; any actions that will necessitate additional space to accommodate full grown trees or to accommodate a Town Center transit project.			1				
General Plan	2013	3. Land Use	63-64	LU-1 Enhance livability and property values in existing neighborhoods	LU-1.2 <i>Neighborhood greenery and street trees</i> . Increase natural vegetation and quantity of greenery in neighborhoods by adopting a city-wide street tree program.	1.2.1 <i>Street trees</i> . Develop a Street Tree Program to improve identity, aesthetics, and to improve property values.	d. <i>Additional Tree Planning Considerations</i> . 1) <i>Space to expand</i> . Large trees need space to expand, and a typical 4-foot park strip will not work well even for small trees. On major corridors provide a park strip with a width of 8-12 feet, with variance exceptions on a case-by-case basis. Where space will not allow a uniform pedestrian width of such widths, try to carve out "notches" for trees, by purchasing just what is needed for each individual tree, or by negotiating a city-maintained easement for the trees on private property. 2) <i>Protect trunks</i> . All trunks should be wrapped in their early years to protect them from "weed whackers" and other base-level incidents that can damage their bark. 3) <i>Irrigation plan</i> . Where the water table is high, irrigation may only be required in the first year or two and could be accomplished using a fire engine or water truck during the hottest weeks, thus eliminating the need for automated irrigation. 4) <i>Tree replacement</i> . Some trees will simply die, so designate a place to grow a few extras in tandem that you can transplant in the spring or fall, so that uniform ages are not broken. 5) <i>Overhead wires</i> . If trees are selected that will grow to about the same height as overhead wires, then the wires should be masked. Trees that grow higher than the wires run the risk of being disfigured by power maintenance crews. In these circumstances special care should be given to maintain safety and protect trees. 6) <i>Town Center and Redwood Road</i> . Consider enlisting a landscape architect for assistance on choosing the best trees to fit the character of the district. 7) <i>Fill in gaps</i> . Consider a program to find areas in established neighborhoods where there is a gap in existing street tree patterns. Consider a program to split the cost of purchasing trees with home owners. 8) <i>New development</i> . For new development seek to obtain 6-8 foot park strips to accommodate trees. Offset the impact on developers by reducing minimum building setbacks by a similar amount. This will allow those neighborhoods to support slightly larger trees that can shade virtually the entire roadway, resulting in a cooler, more walkable environment and more stable long-term property values.			1				

LONG RANGE PLAN IMPLEMENTATION PROGRESS

Plan	Year	Chapter	Page	Goal	Policy	Strategy	Strategy Steps	Completed	In Progress	Ongoing	Partially Completed	Not Completed	Update Needed	Not Applicable
General Plan	2013	3. Land Use	65	LU-1 Enhance livability and property values in existing neighborhoods	LU-1.3 Neighborhood walkability. Improve and maintain the safety and desirability of walking and bicycling within neighborhoods.	<p>1.3.1 Sidewalk completeness Where there is lack of continuity in sidewalks, push to see that sidewalks are complete. Identify and improve walk/bike connectivity where it will cost effectively improve the viability of walking.</p> <p>a. Map sidewalk gaps. b. Prioritize gaps to be improved based on existing and potential pedestrian activity using the following criteria:</p> <ul style="list-style-type: none"> ▪ Priority routes ▪ Bus routes ▪ Streets with close proximity to schools ▪ Streets with close proximity to parks ▪ Higher density / small lot residential areas 				1				
General Plan	2013	3. Land Use	65-66	LU-1 Enhance livability and property values in existing neighborhoods	LU-1.3 Neighborhood walkability. Improve and maintain the safety and desirability of walking and bicycling within neighborhoods.	<p>1.3.2 Street connectivity North Salt Lake is largely built out. Nonetheless, there are some strategic locations available where planning can ensure a good level of street connectivity that acts to reduce walking distances (travel more as the crow flies), reduces the individual traffic load on trunk-line streets, and also eases traffic movements in the case of an accident. Refer to the Transportation Element for a map and additional details on street connectivity.</p>								
General Plan	2013	3. Land Use	66	LU-1 Enhance livability and property values in existing neighborhoods	LU-1.3 Neighborhood walkability. Improve and maintain the safety and desirability of walking and bicycling within neighborhoods.	<p>1.3.3 Mix uses. Mixing uses (as in residential origins and common destinations such as schools, retail, parks), naturally increases the viability of walking by bringing origins and destinations close enough that walking becomes a real option. Mixing uses is typically not enough to create a high quality walking environment: walking routes must be safe and attractive as well.</p>				1				

LONG RANGE PLAN IMPLEMENTATION PROGRESS

Plan	Year	Chapter	Page	Goal	Policy	Strategy	Strategy Steps	Completed	In Progress	Ongoing	Partially Completed	Not Completed	Update Needed	Not Applicable
General Plan	2013	3. Land Use	66-67	LU-1 Enhance livability and property values in existing neighborhoods	LU-1.3 Neighborhood walkability. Improve and maintain the safety and desirability of walking and bicycling within neighborhoods.	1.3.4 Pedestrian friendly, in addition to auto-friendly, building design For residential development, the recipe for walkability is threefold: a. Ensure the pedestrian experiences soft landscaping more than a hardscape environment of off-street asphalt or cement. b. Human-scaled design: Does the building have elements scaled to human beings clearly visible to the passing pedestrian: windows, doors, awnings. If garage doors or parking bays are the predominant visual component from primary pedestrian routes, the human scaled design elements will be lost and the pedestrian will feel like they are in a predominantly auto-oriented area. To accomplish this, reduce the visual dominance of garages and parking areas for passing pedestrians. Hide parking areas to the side of, or behind multi-unit buildings, keep single-family home garages behind the primary façade or facing sideways. c. Pedestrian Safety. Street width can affect the speed drivers naturally travel, which affects pedestrian safety. A street can be perceived as more safe if the street is narrow relative to the height and setback of adjacent structures. To feel safe and slow traffic, a street needs a sense of enclosure. Enclosure is a function of having a significant percentage of the vertical view (45% or more) encompassed by buildings or trees. Thus a wider street can slow traffic if buildings are correspondingly taller and/or closer to the street. For this reason, design and development standards call for build-to lines to ensure buildings are close to the street.		1						
General Plan	2013	3. Land Use	67	LU-2 Develop a center or focal point for the City				1						
General Plan	2013	3. Land Use	68-69	LU-3 Improve compatibility between residential, commercial, and industrial development	LU-3.1 Code compliance. Ensure land use compatibility through adherence to the policies, standards, and regulations in the City Code, Land Use Ordinance, and other regulations or administrative procedures.				1					
General Plan	2013	3. Land Use	69	LU-3 Improve compatibility between residential, commercial, and industrial development	LU-3.2 Mitigation. Require new uses to provide buffers between existing uses where potential adverse impacts could occur, such as decorative walls, setbacks and landscaping, restricted vehicular access, parking enclosures, and lighting control.				1					
General Plan	2013	3. Land Use	69	LU-3 Improve compatibility between residential, commercial, and industrial development	LU-3.3 Heavy industry. Within proximity to sensitive land uses, limit development or expansion of industrial, manufacturing, and distribution uses that create toxics, air pollutants, vehicular and truck traffic, or present other public health and safety hazards.				1					
General Plan	2013	3. Land Use	69	LU-3 Improve compatibility between residential, commercial, and industrial development	LU-3.4 Police safety review. Require, through the conditional use permit, police department review of uses that may be associated with high levels of noise, nighttime patronage, criminal activity, loitering, or other activities to prevent adverse impacts.				1					

LONG RANGE PLAN IMPLEMENTATION PROGRESS

Plan	Year	Chapter	Page	Goal	Policy	Strategy	Strategy Steps	Completed	In Progress	Ongoing	Partially Completed	Not Completed	Update Needed	Not Applicable
General Plan	2013	3. Land Use	69	LU-3 Improve compatibility between residential, commercial, and industrial development	LU-3.5 <i>Quality of life</i> . Prioritize protection of quality of life so that it takes precedence during the review of new projects. Accordingly, the City shall use its available discretion to deny or require mitigation of projects that result in impacts that outweigh public benefits.						1			
General Plan	2013	3. Land Use	70	LU-4 Provide a complete community by creating a balance of land uses	LU-4.1 <i>Economic Development</i> . Support the development of office, commercial, and industrial uses, both citywide and in strategic areas, that is consistent with the Economic Development Element and strengthens the economy.						1			
General Plan	2013	3. Land Use	70	LU-4 Provide a complete community by creating a balance of land uses	LU-4.2 <i>Enhance buying power</i> . Retail demand is not sufficient for the land area planned or zoned for retail in the City. Housing and office uses should generally be enabled and encouraged in currently zoned retail areas that are not prime retail locations. This includes areas away from high visibility intersections, away from focused retail nodes such as the town center, and away from freeway interchanges. By adding buying power in these locations, additional desired retail will be enabled to grow in the City.					1				
General Plan	2013	3. Land Use	70	LU-4 Provide a complete community by creating a balance of land uses	LU-4.3 <i>Create a strong Town Center</i> North Salt Lake lacks a strong commercial and civic heart. An appropriate location to develop the center of NSL is near city hall in the vicinity of Highway 89 and Center Street. Refer to the Town Center Element for Goals, Policies and Strategies to help create a strong Town Center.					1				
General Plan	2013	3. Land Use	70	LU-4 Provide a complete community by creating a balance of land uses	LU-4.4 <i>Maximize the opportunity of the site at I-215 and Redwood Road</i> The northwest quadrant of Redwood Road and I-215 represents the last highly accessible, large, vacant site in the City. Care must be taken to ensure that the development that happens on it is an efficient use of land, provides a strong economic benefit to the City, and overall enhances the quality of life of residents. Refer to the Redwood Road and Economic Development Chapters for Goals, Policies and Strategies to help shape the future of the site at I-215 and Redwood Road.					1				

LONG RANGE PLAN IMPLEMENTATION PROGRESS

Plan	Year	Chapter	Page	Goal	Policy	Strategy	Strategy Steps	Completed	In Progress	Ongoing	Partially Completed	Not Completed	Update Needed	Not Applicable
General Plan	2013	3. Land Use	71	LU-4 Provide a complete community by creating a balance of land uses	LU-4.5 <i>Public services and facilities.</i> Support community growth and change through the provision and maintenance of quality public services and facilities, including infrastructure and appropriate funding mechanisms to maintain it in good working order.					1				
General Plan	2013	3. Land Use	71	LU-4 Provide a complete community by creating a balance of land uses	LU-4.6 <i>Annexation.</i> The City will pursue annexation of locations that are unincorporated in order to provide continuity and efficiency in the delivery of public services. Such areas may include unincorporated neighborhoods east of US89 north of the Town Center or locations in the south part of the City.				1					
General Plan	2013	3. Land Use	76-77	LU-5 Enable a supply of housing appropriate for the City's anticipated demographic composition	LU-5.1 <i>Reduce, mitigate or eliminate local regulatory barriers to moderately-priced housing.</i> Relative to peer communities in South Davis County, North Salt Lake has fewer regulatory barriers to moderately priced housing. Barriers to keep low or remove if necessary include:	5.1.1 <i>Ensure proportionate open space requirements.</i> Multiunit areas should have more open space or park requirements than single family areas because there is less private land for play. It is recommended that multi-unit developments not contain more than 20% open space.			1					
General Plan	2013	3. Land Use	77	LU-5 Enable a supply of housing appropriate for the City's anticipated demographic composition		5.1.2 <i>Reduce the risk associated with multi-unit entitlements.</i> Heavy reliance on uncertain approval processes (e.g., conditional approvals). The NSL Code as of 2012 lists Four-family units and multi-unit developments as conditional for the RM-7 and RM-20 districts, the only two zone districts where these building types are not prohibited. 1) Modify the RM-7 zone to make four-family units a by-right or permitted use. Accompany this zone change with appropriate design standards to ensure quality development for the City, but predictability for landowners. 2) Modify the RM-20 district to make multi-unit buildings a by-right or permitted use. Accompany this zone change with appropriate design standards to ensure quality development for the City, but predictability for landowners.			1					
General Plan	2013	3. Land Use	77	LU-5 Enable a supply of housing appropriate for the City's anticipated demographic composition	LU-5.2 <i>Evaluate actions taken by the City to encourage development of new moderately priced housing.</i>					1				
General Plan	2013	3. Land Use	77	LU-5 Enable a supply of housing appropriate for the City's anticipated demographic composition	LU-5.3 <i>Evaluate progress made within the City to provide moderately priced housing, as measured by permits issued for townhouses, duplexes, apartments, and condominiums.</i>	5.3.1 <i>Track and report moderately priced housing permits.</i>				1				
General Plan	2013	3. Land Use	77-78	LU-5 Enable a supply of housing appropriate for the City's anticipated demographic composition	LU-5.4 <i>Evaluate efforts made by the City to coordinate moderately priced housing plans and actions with neighboring municipalities.</i>	5.4.1 <i>Coordinate with cities upon adoption of the general plan.</i> Send a copy of the report to the Department of Community and Culture and Wasatch Front Regional Council.				1				
General Plan	2013	3. Land Use	78	LU-5 Enable a supply of housing appropriate for the City's anticipated demographic composition	LU-5.5 <i>Ensure that high-density residential is high quality.</i>	5.5.1 <i>Pedestrian-friendly building design.</i> Require street orientation of buildings; front doors facing the street; a "street" may be an interior private street.			1					

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Plan	Year	Chapter	Page	Goal	Policy	Strategy	Strategy Steps	Completed	In Progress	Ongoing	Partially Completed	Not Completed	Update Needed	Not Applicable
General Plan	2013	3. Land Use	78	LU-5 Enable a supply of housing appropriate for the City's anticipated demographic composition	LU-5.5 <i>Ensure that high-density residential is high quality.</i>	5.5.2 Inconspicuous parking lot location. Buildings and plazas should generally front streets and pedestrian circulation should be safe and convenient. Parking (unless configured as on-street parking) should be to the rear or side of multi-unit buildings and not between a building's front façade and the closest public or complete private street.			1					
General Plan	2013	3. Land Use	78	LU-5 Enable a supply of housing appropriate for the City's anticipated demographic composition	LU-5.5 <i>Ensure that high-density residential is high quality.</i>	5.5.3 Attractive colors and materials. Design standards should establish a color palette and materials designed to enhance the broader neighborhood within which the proposed multi-unit building will be built. Material standards should not add more than minor additional costs to construction.			1					
General Plan	2013	3. Land Use	80	LU-6 Maximize positive land use outcomes by using sites wisely	LU-6.1 Just-enough parking. Ensure that there is enough, but not too much parking at strategic sites. Too much parking wastes the opportunity for tax-generating development. Parking occupies a lot of space. We all want a parking space when we get somewhere, but if there are many parking spots sitting vacant a very large percentage of the time it represents a waste of land resources. Parking should be available for a strong majority of patrons during typical peak periods, but having enough parking for the biggest peak of an entire year (or even more than that) is wasteful, akin to buying a huge home because you occasionally host a family reunion. Based on the contrast of 2012 parking requirements for typical land uses compared to ITE surveys of parking demand (see Table LU-7), parking recommendations include the following:	6.1.1 Reduce retail parking standards by 25%. There are some key exception to this reduction including convenience stores, which should have parking requirements increased.			1					

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Plan	Year	Chapter	Page	Goal	Policy	Strategy	Strategy Steps	Completed	In Progress	Ongoing	Partially Completed	Not Completed	Update Needed	Not Applicable
General Plan	2013	3. Land Use	80-81	LU-6 Maximize positive land use outcomes by using sites wisely	<p>LU-6.1 <i>Just-enough parking</i>. Ensure that there is enough, but not too much parking at strategic sites. Too much parking wastes the opportunity for tax-generating development. Parking occupies a lot of space. We all want a parking space when we get somewhere, but if there are many parking spots sitting vacant a very large percentage of the time it represents a waste of land resources. Parking should be available for a strong majority of patrons during typical peak periods, but having enough parking for the biggest peak of an entire year (or even more than that) is wasteful, akin to buying a huge home because you occasionally host a family reunion. Based on the contrast of 2012 parking requirements for typical land uses compared to ITE surveys of parking demand (see Table LU-7), parking recommendations include the following:</p>	6.1.2 Reduce required restaurant parking when located in mixed-use areas.		1						
General Plan	2013	3. Land Use	81	LU-6 Maximize positive land use outcomes by using sites wisely	<p>LU-6.1 <i>Just-enough parking</i>. Ensure that there is enough, but not too much parking at strategic sites. Too much parking wastes the opportunity for tax-generating development. Parking occupies a lot of space. We all want a parking space when we get somewhere, but if there are many parking spots sitting vacant a very large percentage of the time it represents a waste of land resources. Parking should be available for a strong majority of patrons during typical peak periods, but having enough parking for the biggest peak of an entire year (or even more than that) is wasteful, akin to buying a huge home because you occasionally host a family reunion. Based on the contrast of 2012 parking requirements for typical land uses compared to ITE surveys of parking demand (see Table LU-7), parking recommendations include the following:</p>	6.1.3 Incentivize carpooling. For larger office developments, e.g. 25,000 square feet or more, preferred parking should be provided for carpools/vanpools serving building occupants		1						

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Plan	Year	Chapter	Page	Goal	Policy	Strategy	Strategy Steps	Completed	In Progress	Ongoing	Partially Completed	Not Completed	Update Needed	Not Applicable
General Plan	2013	3. Land Use	81	LU-6 Maximize positive land use outcomes by using sites wisely	LU-6.1 <i>Just-enough parking.</i> Ensure that there is enough, but not too much parking at strategic sites. Too much parking wastes the opportunity for tax-generating development. Parking occupies a lot of space. We all want a parking space when we get somewhere, but if there are many parking spots sitting vacant a very large percentage of the time it represents a waste of land resources. Parking should be available for a strong majority of patrons during typical peak periods, but having enough parking for the biggest peak of an entire year (or even more than that) is wasteful, akin to buying a huge home because you occasionally host a family reunion. Based on the contrast of 2012 parking requirements for typical land uses compared to ITE surveys of parking demand (see Table LU-7), parking recommendations include the following:	6.1.4 Provide bicycle parking. To facilitate bicycle commuting, secure bicycle storage should be provided at all commercial and multi-unit residential buildings for at least 15% of building occupants.			1					
Tally-General Plan - Land Use Element								2	15	14	0	1	0	0
General Plan	2013	4. Transportation	86	T-1 Establish and maintain a land use pattern and street system that moves traffic efficiently, reduces the need for vehicular trips, maintains good levels of service and contributes positively to the economic health and reputation of the City.	T-1.1 <i>Create concentrated, mixed use development within the Town Center. Refer to Chapters 7 & 8. (future land uses)</i>					1				
General Plan	2013	4. Transportation	86	T-1 Establish and maintain a land use pattern and street system that moves traffic efficiently, reduces the need for vehicular trips, maintains good levels of service and contributes positively to the economic health and reputation of the City.	T-1.2 <i>Support infill and re-development opportunities along the Highway 89 and Redwood Road corridors. (future land uses)</i>					1				
General Plan	2013	4. Transportation	87	T-1 Establish and maintain a land use pattern and street system that moves traffic efficiently, reduces the need for vehicular trips, maintains good levels of service and contributes positively to the economic health and reputation of the City.	T-1.3 <i>Center Street, Orchard Drive to I-15 - Reduce travel lane width where possible. (Arterial lane widths)</i>							1		

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Plan	Year	Chapter	Page	Goal	Policy	Strategy	Strategy Steps	Completed	In Progress	Ongoing	Partially Completed	Not Completed	Update Needed	Not Applicable
General Plan	2013	4. Transportation	87	T-1 Establish and maintain a land use pattern and street system that moves traffic efficiently, reduces the need for vehicular trips, maintains good levels of service and contributes positively to the economic health and reputation of the City.	T-1.4 Redwood Road - Maintain 12-foot lane widths throughout entire length. (<i>Arterial lane widths</i>)			1						
General Plan	2013	4. Transportation	87	T-1 Establish and maintain a land use pattern and street system that moves traffic efficiently, reduces the need for vehicular trips, maintains good levels of service and contributes positively to the economic health and reputation of the City.	T-1.5 Highway 89 - Reduce lane widths from 12-feet to 11-feet between 3800 South/350 North and the Beck Street entrance and maintain 2 lanes each direction (see Figure T.1: Highway 89 Cross-sections). (<i>Arterial lane widths</i>)			1						
General Plan	2013	4. Transportation	87	T-1 Establish and maintain a land use pattern and street system that moves traffic efficiently, reduces the need for vehicular trips, maintains good levels of service and contributes positively to the economic health and reputation of the City.	T-1.6 Highway 89 - Coordinate with UDOT and UTA frequently regarding the ultimate cross-section and point out key benefits of reducing lane widths. (<i>Arterial lane widths</i>)				1					
General Plan	2013	4. Transportation	87	T-1 Establish and maintain a land use pattern and street system that moves traffic efficiently, reduces the need for vehicular trips, maintains good levels of service and contributes positively to the economic health and reputation of the City.	T-1.7 Off-Street Parking - Encourage contributions to public parking in lieu of private parking (<i>Parking within the Town Center and along Highway 89</i>)								1	
General Plan	2013	4. Transportation	87	T-1 Establish and maintain a land use pattern and street system that moves traffic efficiently, reduces the need for vehicular trips, maintains good levels of service and contributes positively to the economic health and reputation of the City.	T-1.8 Side and Back Configuration - When parking needs cannot fully be met with nearby public lots, encourage parking to the side of or behind buildings. (<i>Parking within the Town Center and along Highway 89</i>)			1						
General Plan	2013	4. Transportation	88	T-1 Establish and maintain a land use pattern and street system that moves traffic efficiently, reduces the need for vehicular trips, maintains good levels of service and contributes positively to the economic health and reputation of the City.	T-1.9 Perform a right-of-way analysis and needs study so that future development and re-development approvals along the corridor include needed adjustments that are in conformance with the City's long-term objectives related to this corridor. (<i>Highway 89</i>)			1						

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Plan	Year	Chapter	Page	Goal	Policy	Strategy	Strategy Steps	Completed	In Progress	Ongoing	Partially Completed	Not Completed	Update Needed	Not Applicable
General Plan	2013	4. Transportation	93	T-1 Establish and maintain a land use pattern and street system that moves traffic efficiently, reduces the need for vehicular trips, maintains good levels of service and contributes positively to the economic health and reputation of the City.	T-1.10 <i>Cross-section on 1100 North</i> – The right-of-way for the area of 1100 North, south of the north curb and gutter for this roadway should be 61.5 feet and includes the following*: - A 6-foot pedestrian trail - An 8-foot landscaped park strip with large trees - 2.5 feet of curb and gutter - 2.5-foot striped bicycle lanes - 2 12-foot vehicular travel lanes - An 11-foot center median *Sidewalk on the north side of 1100 North is not included in this cross-section since it is located in the corporate limits of Woods Cross City.						1			
General Plan	2013	4. Transportation	93	T-1 Establish and maintain a land use pattern and street system that moves traffic efficiently, reduces the need for vehicular trips, maintains good levels of service and contributes positively to the economic health and reputation of the City.	T-1.11 <i>Grade Separation</i> – The City will initiate an engineering study to evaluate the technical merits and alternatives to separate 1100 North from the UTA Frontrunner rail corridor.			1						
General Plan	2013	4. Transportation	94	T-1 Establish and maintain a land use pattern and street system that moves traffic efficiently, reduces the need for vehicular trips, maintains good levels of service and contributes positively to the economic health and reputation of the City.	T-1.13 <i>Pavement on Center Street</i> – The City should maintain a 40-foot standard of pavement in order to continue the 10 foot wide asphalt trail and widen the south side park strip in areas west of the rail corridors (approximately 300 West). The City should stripe for turn pockets as necessary at intersections and driveways. Maintain shared parking and bike lane where possible.						1			
General Plan	2013	4. Transportation	96	T-1 Establish and maintain a land use pattern and street system that moves traffic efficiently, reduces the need for vehicular trips, maintains good levels of service and contributes positively to the economic health and reputation of the City.	T-1.14 <i>Perform an intersection need and subsequent facility design study to improve storage capacities and turning movements at the intersection of Redwood Road and Center Street. (Intersection of Center Street and Redwood Road)</i>			1						

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Plan	Year	Chapter	Page	Goal	Policy	Strategy	Strategy Steps	Completed	In Progress	Ongoing	Partially Completed	Not Completed	Update Needed	Not Applicable
General Plan	2013	4. Transportation	96	T-1 Establish and maintain a land use pattern and street system that moves traffic efficiently, reduces the need for vehicular trips, maintains good levels of service and contributes positively to the economic health and reputation of the City.	T-1.15 <i>Coordinate with UDOT to determine how best to accommodate a large number of left-turning movements so that the intersection can serve both autos and trucks relatively quickly.</i> This study should also include the feasibility of a new collector road system located south of Center Street and east of Redwood Road that could have the effect of providing an alternative way to move from Redwood Road to Center Street and vice-versa. <i>(intersection of Center Street and Redwood Road)</i>						1			
General Plan	2013	4. Transportation	100	T-2 Establish, improve, increase, and promote vehicular access opportunities to South Davis County corridor connections on Regional and State transportation facilities.	T-2.1 <i>Pursue a feasibility study to better develop the best ideas in this plan and to more fully understand the feasibility and potential construction costs of access options. (freeway access for the Town Center)</i>			1						
General Plan	2013	4. Transportation	100	T-2 Establish, improve, increase, and promote vehicular access opportunities to South Davis County corridor connections on Regional and State transportation facilities.	T-2.2 <i>Improve regional access to the Town Center by working with UDOT to advance access ramp options for the Town Center. (freeway access for the Town Center)</i>			1						
General Plan	2013	4. Transportation	100	T-2 Establish, improve, increase, and promote vehicular access opportunities to South Davis County corridor connections on Regional and State transportation facilities.	T-2.3 <i>Coordinate regularly with UDOT, WFRC and State legislators to meet its objectives related to improvements to and access to freeways and other major transportation facilities. (freeway access for the Town Center)</i>				1					
General Plan	2013	4. Transportation	101	T-2 Establish, improve, increase, and promote vehicular access opportunities to South Davis County corridor connections on Regional and State transportation facilities.	T-2.4 <i>North Salt Lake should promote ideas and proposals in this Plan as solutions for larger regional transportation-related issues. (freeway access for the Town Center)</i>			1						
General Plan	2013	4. Transportation	104	T-2 Establish, improve, increase, and promote vehicular access opportunities to South Davis County corridor connections on Regional and State transportation facilities.	T-2.4 <i>Pursue on and off ramps at Center Street and Legacy Parkway as described in this Plan. (Center Street access to Legacy Parkway)</i>								1	
General Plan	2013	4. Transportation	105	T-2 Establish, improve, increase, and promote vehicular access opportunities to South Davis County corridor connections on Regional and State transportation facilities.	T-2.5 <i>Remove I-215/Legacy Parkway flyovers from regional plans – The City should work with UDOT and WFRC to remove all intent to construct these flyovers, pointing out that they will have low usage, high costs, and are unnecessary even during major I-15 shutdowns since Legacy Parkway can be accessed from I-215. (flyover ramps at I-215 and Legacy Parkway)</i>			1						

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Plan	Year	Chapter	Page	Goal	Policy	Strategy	Strategy Steps	Completed	In Progress	Ongoing	Partially Completed	Not Completed	Update Needed	Not Applicable
General Plan	2013	4. Transportation	107	T-2 Establish, improve, increase, and promote vehicular access opportunities to South Davis County corridor connections on Regional and State transportation facilities.	T-2.5 <i>Work with property owners adjacent to Redwood Road between Center Street and I-215 to establish 5 lanes of travel by either temporary striping or more permanent widening where possible and feasible. (Redwood Road and I-215)</i>			1						
General Plan	2013	4. Transportation	107	T-2 Establish, improve, increase, and promote vehicular access opportunities to South Davis County corridor connections on Regional and State transportation facilities.	T-2.6 <i>Pursue the redevelopment of the freeway interchange at I-215 and Redwood Road. (Redwood Road and I-215)</i>			1						
General Plan	2013	4. Transportation	109-11	T-3 Pursue and maximize transit opportunities.	T-3.1 <i>Transit on Highway 89</i> - The City desires to establish a quality pedestrian environment, new bike lanes on Highway 89, ellipses that aid in general circulation and also serve as transit stops, and potential landscaped medians made possible by the ellipses. The City supports Queue Jumpers, transit stops in the median of ellipses, and other general enhancements that would be compatible with both high-quality BRT and Streetcar. The City plans to work with UTA to find an ideal transit solution for both UTA and the City. <i>(Bus Rapid Transit)</i>			1						
General Plan	2013	4. Transportation	110	T-3 Pursue and maximize transit opportunities.	T-3.2 <i>Transit Stations</i> - The City will pursue implementation of three transit stations along Highway 89: Eaglewood Village, the Center Street area, and the 3800 S./350 N. area. <i>(Bus Rapid Transit)</i>			1						
General Plan	2013	4. Transportation	110	T-3 Pursue and maximize transit opportunities.	T-3.3 <i>Exclusive Transit Lanes on Highway 89</i> - If funding or space limitations require prioritization, focus transit funding on station-area design and connectivity, queue jumper opportunities, enhancements to the pedestrian realm, and high-quality BRT vehicles that will attract higher-income patrons. <i>(Bus Rapid Transit)</i>			1						
General Plan	2013	4. Transportation	110	T-3 Pursue and maximize transit opportunities.	T-3.4 <i>Feasibility Study</i> - The City will perform a feasibility analysis, as needed, of the technical specifications needed for transit stations and queue jumper lanes, the best locations for such improvements and the potential right-of-way needs for these facilities. <i>(Bus Rapid Transit)</i>			1						
General Plan	2013	4. Transportation	110	T-3 Pursue and maximize transit opportunities.	T-3.5 <i>Coordination with UTA</i> - The City will share its transit objectives as often as possible with the UTA and other affected agencies and will continue to pursue transit plans in cooperation with all impacted public organizations. <i>(Bus Rapid Transit)</i>					1				

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Plan	Year	Chapter	Page	Goal	Policy	Strategy	Strategy Steps	Completed	In Progress	Ongoing	Partially Completed	Not Completed	Update Needed	Not Applicable
General Plan	2013	4. Transportation	112	T-4 Incorporate techniques and development standards that provide for and encourage transportation opportunities for pedestrians and cyclists in the City's trail and street systems and in its approval of future developments.	T-4.1 <i>Prioritize remaining sidewalk gaps in the City based on demand for pedestrian usage using the following general criteria:</i> <ul style="list-style-type: none"> • Priority routes • Bus routes • Streets with close proximity to schools • Streets with close proximity to parks • Higher density / small lot residential areas 					1				
General Plan	2013	4. Transportation	112	T-4 Incorporate techniques and development standards that provide for and encourage transportation opportunities for pedestrians and cyclists in the City's trail and street systems and in its approval of future developments.	T-4.2 <i>Develop a City bicycle plan for Class 1 multi-use trails.</i>			1						
General Plan	2013	4. Transportation	112	T-4 Incorporate techniques and development standards that provide for and encourage transportation opportunities for pedestrians and cyclists in the City's trail and street systems and in its approval of future developments.	T-4.3 <i>Establish, as much as possible, an 8-foot minimum separation between trails and traffic.</i>					1				
General Plan	2013	4. Transportation	113	T-4 Incorporate techniques and development standards that provide for and encourage transportation opportunities for pedestrians and cyclists in the City's trail and street systems and in its approval of future developments.	T-4.4 <i>Improve pedestrian/bike connections at Foxboro.</i> Additional pedestrian/bike-only connections should be planned to further connect Foxboro to Redwood Road. Ideally, these connections would line up with existing perpendicular local streets. Here are two locations, and the City should investigate options for more: <ul style="list-style-type: none"> • Between 900 West and Foxboro Drive, tying into the Terrace Apartment Drive. • Between Foxboro Drive and Cambridge, tying into Somerset Drive. 					1				
General Plan	2013	4. Transportation	113	T-4 Incorporate techniques and development standards that provide for and encourage transportation opportunities for pedestrians and cyclists in the City's trail and street systems and in its approval of future developments.	T-4.5 <i>Maintain pedestrian standards for Redwood Road.</i> The multi-use trail on the west side of Redwood Road should be continued. Further, the trail should be 8-10 feet wide and occupy a space that is typically 25 feet wide. There should always be at least 8-ft of landscaping between the trail and the curb. On the east side of Redwood Road, grass and uniform trees should typify park strips, and a regular 5-ft sidewalk should be provided. On both sides, break up the view occasionally with artwork, water features, trees, berms, rock or monuments, building faces that touch the right-of-way, and other features.					1				

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Plan	Year	Chapter	Page	Goal	Policy	Strategy	Strategy Steps	Completed	In Progress	Ongoing	Partially Completed	Not Completed	Update Needed	Not Applicable
General Plan	2013	4. Transportation	115	T-4 Incorporate techniques and development standards that provide for and encourage transportation opportunities for pedestrians and cyclists in the City's trail and street systems and in its approval of future developments.	T-4.6 <i>Expand Bamberger Trail, Short-Term (red).</i> It is critical that the "Linear Park" that exists in the old Bamberger rail bed north of 3800 South, continue south with a multi-use trail to connect to Main Street and "Bamberger Station" (just south of Center). Landscaping could be similar to the linear park on 500 West in SLC, just west of Gateway Plaza (minus the cars), with monuments and historic information.						1			
General Plan	2013	4. Transportation	115	T-4 Incorporate techniques and development standards that provide for and encourage transportation opportunities for pedestrians and cyclists in the City's trail and street systems and in its approval of future developments.	T-4.7 <i>Develop a multi-use trail on Center Street east of Main Street, Mid-Term, (orange).</i> Extend a trail or bike lane on Center Street, into the foothills as far as is practical. Connect the trail to the future Springhill Geologic Park at 350 east.						1			
General Plan	2013	4. Transportation	116	T-4 Incorporate techniques and development standards that provide for and encourage transportation opportunities for pedestrians and cyclists in the City's trail and street systems and in its approval of future developments.	T-4.8 <i>Improve connectivity with a tighter grid of streets east of Highway 89 (pink).</i> For development that occurs on the east side of Highway 89, a tighter grid of local streets should be created. This will make it easier to remove driveways and parking lots from directly facing 89. As these streets are built, include a multi-use trail on one side, perhaps in lieu of a traditional sidewalk. This will create connectivity to transit stops, and general non-motorized circulation opportunities throughout the Town Center.					1				
General Plan	2013	4. Transportation	116-117	T-4 Incorporate techniques and development standards that provide for and encourage transportation opportunities for pedestrians and cyclists in the City's trail and street systems and in its approval of future developments.	T-4.9 <i>Provide trails through the Town Center south of Center Street.</i> Of the trails shown on Figure T.11, Main to Beck Street is the most important. Besides this, it is not easy to see how to interconnect other paths. This shows one concept, but the City should work to find the most practical connections, considering existing development.			1						

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Plan	Year	Chapter	Page	Goal	Policy	Strategy	Strategy Steps	Completed	In Progress	Ongoing	Partially Completed	Not Completed	Update Needed	Not Applicable
General Plan	2013	4. Transportation	117	T-4 Incorporate techniques and development standards that provide for and encourage transportation opportunities for pedestrians and cyclists in the City's trail and street systems and in its approval of future developments.	T-4.10 <i>Improve trails on Center Street between Legacy Parkway and Highway-89, Short-Term, (red).</i> There is an existing asphalt trail along much of the south side of Center Street, west of the railroad tracks. Where it ends, a sidewalk continues, and then there is nothing across the tracks. Sidewalks are not attractive to either cyclists or joggers, so remove the concrete and continue an asphalt trail through to the east side of I-15. Create a landscaped buffer of at least 10 feet between the curb and the trail, and plant large canopy trees in the buffer, to ensure enough shade for pleasant summer-time rides, and to direct eyes away from adjacent industrial uses.						1			
General Plan	2013	4. Transportation	117	T-4 Incorporate techniques and development standards that provide for and encourage transportation opportunities for pedestrians and cyclists in the City's trail and street systems and in its approval of future developments.	T-4.11 <i>Establish Town Center street standards for pedestrians.</i> The primary walkway itself should be no less than 6-ft, and should be separated from the curb (excluding gutter) by typically 8-feet for a streetscape zone, and from building faces by at least 4-feet, but more should be allowable depending on the property owner's proposals for the space.			1						
General Plan	2013	4. Transportation	117	T-4 Incorporate techniques and development standards that provide for and encourage transportation opportunities for pedestrians and cyclists in the City's trail and street systems and in its approval of future developments.	T-4.12 <i>Allow Town Center street standard exceptions when necessary.</i> Where an 8-ft streetscape zone will be excessively challenging, a narrower zone can be used provided the quality of the realm is improved through sidewalk overhangs, greenery, bollards, or other creative strategies to better separate pedestrian space from traffic space.			1						
General Plan	2013	4. Transportation	117-118	T-4 Incorporate techniques and development standards that provide for and encourage transportation opportunities for pedestrians and cyclists in the City's trail and street systems and in its approval of future developments.	T-4.13 <i>Encourage property owner creativity in pedestrian streetscape.</i>					1				
General Plan	2013	4. Transportation	118	T-4 Incorporate techniques and development standards that provide for and encourage transportation opportunities for pedestrians and cyclists in the City's trail and street systems and in its approval of future developments.	T-4.14 <i>Bike lanes on Highway 89</i> - Include a 5-6 foot shoulder on Highway 89 to be used as a bike lane.								1	

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Plan	Year	Chapter	Page	Goal	Policy	Strategy	Strategy Steps	Completed	In Progress	Ongoing	Partially Completed	Not Completed	Update Needed	Not Applicable
General Plan	2013	4. Transportation	118	T-5 Incorporate landscaping into the City's streets and path designs in an effort to improve the visual quality and overall aesthetics of the City and its travel corridors.	T-5.1 <i>Corridor Vision</i> - In conjunction with UDOT, UTA, and other stakeholders, the City will develop an overall corridor vision that identifies and prioritizes landscaping opportunities.			1						
General Plan	2013	4. Transportation	118	T-5 Incorporate landscaping into the City's streets and path designs in an effort to improve the visual quality and overall aesthetics of the City and its travel corridors.	T-5.2 <i>Median planter boxes</i> - Where center-left medians are necessary on major arterials, the City will use planter boxes in the medians as often as possible.								1	
General Plan	2013	4. Transportation	119	T-5 Incorporate landscaping into the City's streets and path designs in an effort to improve the visual quality and overall aesthetics of the City and its travel corridors.	T-5.3 <i>South Side</i> - The City will initiate a tree planting program of large canopy trees along the south side of Center Street in a 10-12 foot park strip between the curb and the multi-use trail.						1			
General Plan	2013	4. Transportation	119	T-5 Incorporate landscaping into the City's streets and path designs in an effort to improve the visual quality and overall aesthetics of the City and its travel corridors.	T-5.4 <i>North Side</i> - The north side of Center Street should have quality landscaping in a park strip that is not less than 9 feet wide. No trail will be provided or required on the north side of Center Street.						1			
Tally-General Plan - Transportation Element								9	12	9	6	5	4	0
General Plan	2013	5. Economic Development	124-125	ED-1 Promote quality employment by expanding and attracting business establishments that pay higher wages and offer more career ladder opportunities for local residents.	ED-1.1 <i>"High yield" targets</i> . Focus attraction and growth encouragement marketing and recruitment efforts on a few targets that will make the most significant difference to the local economy.	1.1.1 <i>Focus marketing, promotion, recruitment and expansion efforts on a few "high yield" business establishments that pay higher wages, offer career ladder opportunities for local residents, and add to the tax base.</i>					1			
General Plan	2013	5. Economic Development	125	ED-1 Promote quality employment by expanding and attracting business establishments that pay higher wages and offer more career ladder opportunities for local residents.	ED-1.1 <i>"High yield" targets</i> . Focus attraction and growth encouragement marketing and recruitment efforts on a few targets that will make the most significant difference to the local economy.	1.1.2 North Salt Lake can retain and grow Redwood Road area employers using several potential tools, including: <ul style="list-style-type: none"> Improved roads and streets Incentives for expanding businesses instead of moving Technical assistance, planning/zoning incentives and expedited business licenses 				1				
General Plan	2013	5. Economic Development	125	ED-1 Promote quality employment by expanding and attracting business establishments that pay higher wages and offer more career ladder opportunities for local residents.	ED-1.2 <i>Existing firms</i> . Focus business attraction efforts on established firms within the region that may need larger facilities or a new location within the region.					1				
General Plan	2013	5. Economic Development	125	ED-1 Promote quality employment by expanding and attracting business establishments that pay higher wages and offer more career ladder opportunities for local residents.	ED-1.3 <i>Biotech and medical device firms</i> . Expend resources to attract more biotechnology firms engaged in research and development, medical device manufacturing, and warehouse and distribution firms attracted by central location, easy freeway access and proximity to the Salt Lake Airport.					1				

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General Plan	2013	5. Economic Development	125	ED-1 Promote quality employment by expanding and attracting business establishments that pay higher wages and offer more career ladder opportunities for local residents.	ED-1.4 <i>Regional and State Economic Development coordination.</i> Continue to fund and support GOED, EDCUtah, Davis County Chamber of Commerce and Davis County Community & Economic Development for cooperative business attraction efforts which provide North Salt Lake with an opportunity to attract firms that are normally beyond the City's reach.					1				
General Plan	2013	5. Economic Development	126	ED-1 Promote quality employment by expanding and attracting business establishments that pay higher wages and offer more career ladder opportunities for local residents.	ED-1.5 <i>Shovel ready sites.</i> North Salt Lake should have available promotional materials that clearly identify sites that are ready to be developed with proper zoning and with the backbone infrastructure systems needed to support new business growth.								1	
General Plan	2013	5. Economic Development	126	ED-1 Promote quality employment by expanding and attracting business establishments that pay higher wages and offer more career ladder opportunities for local residents.	ED-1.6 <i>Make info available.</i> Modify and update North Salt Lake's economic development information available on the web.							1		
General Plan	2013	5. Economic Development	126	ED-1 Promote quality employment by expanding and attracting business establishments that pay higher wages and offer more career ladder opportunities for local residents.	ED-1.7 <i>Marketplace newsletter.</i> North Salt Lake should produce and distribute the North Salt Lake Marketplace Newsletter.							1		
General Plan	2013	5. Economic Development	126	ED-1 Promote quality employment by expanding and attracting business establishments that pay higher wages and offer more career ladder opportunities for local residents.	ED-1.8 <i>Funding.</i> Explore, develop, and use alternative funding sources to pay for and provide incentives for economic development activities for which the City lacks sufficient resources.					1				
General Plan	2013	5. Economic Development	126	ED-1 Promote quality employment by expanding and attracting business establishments that pay higher wages and offer more career ladder opportunities for local residents.	ED-1.9 <i>Performance measures.</i> Establish objective measures of economic development, identify performance benchmarks and targets, constantly measure performance, and adjust programs where needed to improve performance.					1				

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General Plan	2013	5. Economic Development	127-128	ED-2 Improve North Salt Lake's fiscal revenues by expanding and attracting businesses that make positive contributions to the tax base.	ED-2.1 Revitalization. The City should consider establishing revitalization areas in strategic locations as needed. These districts should eliminate the barriers that often keep investors and small business owners away: unnecessary red tape, unrealistic expectations and unexpected costs. Typical redevelopment strategies involving tax increment financing can include Urban Renewal Areas (URA), Economic Development Areas (EDA) and/or a Community Development Area (CDA).	2.2.1 Create a Redwood Road revitalization area.		1						
General Plan	2013	5. Economic Development	129	ED-2 Improve North Salt Lake's fiscal revenues by expanding and attracting businesses that make positive contributions to the tax base.	ED-2.1 Revitalization. The City should consider establishing revitalization areas in strategic locations as needed. These districts should eliminate the barriers that often keep investors and small business owners away: unnecessary red tape, unrealistic expectations and unexpected costs. Typical redevelopment strategies involving tax increment financing can include Urban Renewal Areas (URA), Economic Development Areas (EDA) and/or a Community Development Area (CDA).	2.2.2 Create a Town Center revitalization area.		1						
General Plan	2013	5. Economic Development	130	ED-2 Improve North Salt Lake's fiscal revenues by expanding and attracting businesses that make positive contributions to the tax base.	ED-2.3 Auto dealerships. Focus on auto-dealerships and other "high yield" retail targets. Focus attraction and growth encouragement marketing and recruitment efforts on a few "high yield" retail targets that are significant sales tax generators. Facilitate the creation of an Auto-Dealership area at 2600 South and I-15.					1				
General Plan	2013	5. Economic Development	131	ED-3 Establish an environment where public and private investment in the City is feasible and realistic due to North Salt Lake's redevelopment opportunities, location and easy access to transportation.	ED-3.1 Inventory of existing conditions. The City should conduct an inventory of existing property conditions within the central core of the City for the purpose of evaluating and understanding infill and redevelopment opportunities. This study should include a database with property sizes, existing land uses, general locations, zoning and any other relevant factors that would allow the City to draw conclusions about redevelopment and investment possibilities.			1						
General Plan	2013	5. Economic Development	131	ED-3 Establish an environment where public and private investment in the City is feasible and realistic due to North Salt Lake's redevelopment opportunities, location and easy access to transportation.	ED-3.2 Private Redevelopment. Encourage private redevelopment or infill of blighted or significantly underutilized properties.	3.2.1 The City should analyze the combined effect of size, land use, parking and any other regulations that affect overall size and use of a building on the potential return on investment of a landowner and adjust its land use ordinances to allow and encourage development and re-development in both the Town Center and Redwood Road neighborhoods.		1						

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General Plan	2013	5. Economic Development	132-133	ED-3 Establish an environment where public and private investment in the City is feasible and realistic due to North Salt Lake's redevelopment opportunities, location and easy access to transportation.	ED-3.3 Complete City . Develop a complete city, offering a wide range of sustainable work opportunities, shopping, housing and entertainment options including additional retail services to the residential areas West of I-15.		3.3.1 Encourage small retail and outdoor cafes, etc. in the Town Center. (matching grants for façade improvements, etc. and policies and technical assistance programs to encourage outdoor cafes, etc.)		1					
General Plan	2013	5. Economic Development	134	ED-4 Enhance the identity of North Salt Lake as it is perceived by residents, employees and visitors.	ED-4.1 District character . Promote districts with distinctive characters in high visibility locations. This applies in particular to the Town Center area, but district identity may also be nurtured in the Redwood Road area reflecting differences between the land areas along I-215, Center Street, the Foxboro Village Center, and other commercial nodes along Redwood Road.					1				
General Plan	2013	5. Economic Development	134	ED-4 Enhance the identity of North Salt Lake as it is perceived by residents, employees and visitors.	ED-4.2 Street trees . Develop a street tree/ boulevard urban design strategy that includes entry monumentation. Street tree implementation strategies should coordinate with Objective ED-4.1 - Distinctive Character actions to reinforce the identity of districts. This may mean tree selection that coincides with districts and monumentation or signage that reflects different parts of the city.						1			
General Plan	2013	5. Economic Development	134-135	ED-4 Enhance the identity of North Salt Lake as it is perceived by residents, employees and visitors.	ED-4.3 Geographic unity . Improve unity and connection between geographic factions of the City through the following activities: <ul style="list-style-type: none"> • Hold citywide events in each part of the city. For example, racing events could be designed to traverse both east/ west. At least one marquee/ major citywide event should be scheduled in Foxboro each year. • Highlight each valued quadrant of the city in the city Newsletter. • Improve connections between the western and eastern parts of the City. Promote bicycling connections. Highlight Center Street with a boulevard identity. 					1				
General Plan	2013	5. Economic Development	135	ED-4 Enhance the identity of North Salt Lake as it is perceived by residents, employees and visitors.	ED-4.4 Emphasize trail nexus <ul style="list-style-type: none"> • The ability to travel on bike from the Jordan River to the Bonneville Shoreline is a unique feature to North Salt Lake. This trail nexus should be promoted as a component of what makes the city unique and desirable. 						1			

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General Plan	2013	5. Economic Development	135	ED-4 Enhance the identity of North Salt Lake as it is perceived by residents, employees and visitors.	ED-4.5 <i>Promote City Location</i> . Promote North Salt Lake as a prime location: • North Salt Lake's prime location close to the Salt Lake International Airport, proximity to downtown Salt Lake (time wise as good as any other city in the region outside of Salt Lake City), and yet distinct and apart from the region's urban center should be celebrated and become a key component of a marketing campaign.					1				
Tally-General Plan - Economic Development Element								3	2	10	3	2	1	0
General Plan	2013	6. Parks Trails and Recreation	144	PR-1 Protect existing parks, trails and recreation facilities, and improve future recreational opportunities for all citizens.	PR-1.1 <i>Build parks, recreational facilities to implement the Parks, Trails and Recreation Master Plan and support City recreation programs</i> . The following parks should be planned and constructed to meet the recreational needs of North Salt Lake's current and future residents: Foxboro South Park 1.1 acres Foxboro North Mini Park (Plat 11) 0.44 acres City Hall Park 0.69 acres Hatch Park Expansion 4.66 acres Tunnel Springs Park/open space 24.0 acres Springhill Geological Park 19.0 acres						1			
General Plan	2013	6. Parks Trails and Recreation	144-145	PR-1 Protect existing parks, trails and recreation facilities, and improve future recreational opportunities for all citizens.	PR-1.2 <i>Build trails to implement the Parks, Trails and Recreation Master Plan</i> . The following trails should be planned and constructed in order to meet the trail needs of North Salt Lake's current and future residents: Redwood Road Trail 2.0 miles Bicycle Flow Trails as needed Additional foothill loop trails 3.0 miles Town Center Trails and Paths 1.6 miles Completion of Center Street Trail 1.5 miles Springhill Geologic Trail 1.0 miles 1100 North Trail 1.2 miles						1			
General Plan	2013	6. Parks Trails and Recreation	145	PR-1 Protect existing parks, trails and recreation facilities, and improve future recreational opportunities for all citizens.	PR-1.3 <i>Protect/enhance existing recreation facilities</i> . Continue to maintain existing recreation facilities at a high level and apply resources to enhance/improve facilities that are gentrifying and/or falling into disrepair. Whenever possible, upgrade existing recreational resources to ensure that facilities remain relevant with user demand and changes in demographics.					1				

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General Plan	2013	6. Parks Trails and Recreation	145	PR-1 Protect existing parks, trails and recreation facilities, and improve future recreational opportunities for all citizens.	PR-1.4 <i>Expand Hatch Park</i> . Perform a detailed planning study for the area around Hatch Park. The study should include a feasibility analysis of expanding Hatch Park's boundaries to Main Street and 150 North, a comprehensive pedestrian circulation and pathway system, and possible land use scenarios for the re-use of properties around Hatch Park and the Town Center neighborhoods. This study should also explore the creative use of transfer of development rights (TDR) systems in order to incentivize redevelopment of properties near and adjacent to the Park.			1						
General Plan	2013	6. Parks Trails and Recreation	145	PR-1 Protect existing parks, trails and recreation facilities, and improve future recreational opportunities for all citizens.	PR-1.5 <i>Identify a suitable location for a civic plaza</i> . Explore an ideal location for a civic plaza. City officials have discussed the concept of designing a plaza or civic gathering area in conjunction with the expansion of Hatch Park or perhaps on the vacant parcel on the corner near City Hall. A formal outdoor civic space does not currently exist in North Salt Lake. This type of civic facility would be a fine addition to the recreational amenities available to citizens.			1						
General Plan	2013	6. Parks Trails and Recreation	145-146	PR-1 Protect existing parks, trails and recreation facilities, and improve future recreational opportunities for all citizens.	PR-1.6 <i>Vacant lots or under-utilized parcels in residential areas</i> . Discuss opportunities with landowners for the City to purchase strategically located vacant and under-utilized parcels for passive recreation parks and trails. When making purchase decisions priority should be given to parcels that would provide increased connectivity to trail systems and/or expand contiguous use of existing city recreation facilities. Vacant parcels are also good candidates for neighborhood pocket parks if the size of the parcel is large enough to ensure efficient maintenance over time (see Figure PR.3).				1					
General Plan	2013	6. Parks Trails and Recreation	146	PR-1 Protect existing parks, trails and recreation facilities, and improve future recreational opportunities for all citizens.	PR-1.7 <i>The City will endeavor to create more trail connections between upper trails and urban neighborhoods</i> .				1					

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General Plan	2013	6. Parks Trails and Recreation	146	PR-1 Protect existing parks, trails and recreation facilities, and improve future recreational opportunities for all citizens.	PR-1.8 <i>Equal geographic distribution of recreation areas within the City.</i> Analyze the City for geographic voids in recreational coverage. Distribution of facilities should reflect proximity to residences. Future recreational amenities should be scaled and located to maximize use by the highest number of residents. North Salt Lake should strive to establish balanced distribution across the City. See Figure PR.4.						1			
General Plan	2013	6. Parks Trails and Recreation	146	PR-2 Promote a walkable and bike-able community.	PR-2.1 <i>Expand the city-wide bicycle/pedestrian system.</i> Analyze sidewalks, trails and bicycle connections throughout the City to ensure that pedestrian mobility and bicycle access to strategic destinations is maximized. Identified voids and obstacles in the system should become a high priority to be addressed by the City. In the Town Center, pedestrian connectivity should meet the highest design considerations as this will likely become a critical pedestrian destination. (See Figure PR.5).			1						
General Plan	2013	6. Parks Trails and Recreation	150	PR-2 Promote a walkable and bike-able community.	PR-2.2 <i>Maximize connectivity to regional trail facilities.</i> North Salt Lake has done a good job in providing access to the Jordan River Parkway regional trail. The City should create and maintain a Bonneville Shoreline Trail that meets the standards set by the regional BST committee. North Salt Lake should also participate in regional trail committees and projects to tie the regional projects together (Davis County Trails group, Bonneville Shoreline Trail group, Jordan River Parkway foundation, and Salt Lake County trails groups).				1					
General Plan	2013	6. Parks Trails and Recreation	150	PR-2 Promote a walkable and bike-able community.	PR-2.3 <i>Re-establish historic connections.</i> Growth has disrupted pedestrian opportunities that were historically available to the citizens of North Salt Lake. After the Bamberger rail corridor was abandoned, several sections were sold or claimed by occupancy. The strategic relationship of this historic rail alignment with the Town Center offers a unique opportunity to provide pedestrian access in this area. North Salt Lake should investigate the ability to purchase sections of the corridor that are not currently occupied by structures and those that have a high probability of providing significant pedestrian access to the Town Center.							1		

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General Plan	2013	6. Parks Trails and Recreation	150	PR-2 Promote a walkable and bike-able community.	PR-2.4 Improve streetscapes to enhance the pedestrian experience. The existing condition of many streets in the city does not encourage high level of pedestrian use. Focus should be paid to the public realm of City streets to provide an adequate pedestrian habitat. Streetscapes along busy streets should be configured to shield pedestrians from traffic by a landscaped park strip with street trees. Sidewalks in predominantly non-residential areas should be wide enough to accommodate side-by-side walking. Refer to the Transportation chapter for additional recommendations related to enhanced pedestrian facilities.					1				
General Plan	2013	6. Parks Trails and Recreation	150	PR-2 Promote a walkable and bike-able community.	PR-2.5 Promote trail safety and awareness. Mark trails uniformly to help pedestrians know where they are in relation to their destination. Trail and sidewalk use should be segregated by speed. Slow modes should not be required to share the same facility with faster modes (Bikes on streets or in separately designated areas within the facility only). Focus on pedestrian safety at road crossings.					1				
General Plan	2013	6. Parks Trails and Recreation	150-151	PR-2 Promote a walkable and bike-able community.	PR-2.6 Encourage diverse modes to use appropriate facilities. Support motorized trail use and training at the OHV Park southwest of the City's boundaries. Discourage motorized vehicle access and use in the foothills within the City boundary due to the lack of space and compatibility challenges with residences. This can be accomplished by strategic placement of large boulders and signage prohibiting vehicular use. Equestrian use should be discouraged in the foothills due to compatibility issues. Encourage use of the Jordan River as a "water trail" for water craft and fishing enthusiasts.					1				
General Plan	2013	6. Parks Trails and Recreation	151	PR-3 Encourage sustainable practices within the North Salt Lake parks, trails and recreation system.	PR-3.1 Water-wise landscaping ordinances. Prepare landscape guidelines and ordinance language that requires drought tolerant plant material that is well adapted to the unique climate and soil conditions that exists in Utah. Establish area percentage maximums for turf grass and other water-loving plant species. Encourage use of native plant species and the responsible use of diverse types of inorganic groundcover.			1						

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General Plan	2013	6. Parks Trails and Recreation	151	PR-3 Encourage sustainable practices within the North Salt Lake parks, trails and recreation system.	PR-3.2 <i>Non-auto transportation opportunities.</i> Increasing mobility options in North Salt Lake will encourage residents to reduce their automobile dependence. Particular emphasis has been placed on improving pedestrian connectivity to the Town Center and other key community amenities by enhancing streetscapes and creating new urban trails. Bicycle lanes along US-89, Center Street, and Redwood Road will support the growing cyclist demand. Extension of bus-rapid transit along US-89 will provide residents with additional mode options. Exploring non-auto transportation opportunities will improve quality of life for residents of North Salt Lake City.			1						
General Plan	2013	6. Parks Trails and Recreation	153	PR-4 Develop strategies to diversify parks, trails and recreation funding sources.	PR-4.1 <i>Parks and recreation land requirements from developers.</i> Continue to require developers to include park/recreation land in their development or contribute to their construction through impact fees.				1					
General Plan	2013	6. Parks Trails and Recreation	153	PR-4 Develop strategies to diversify parks, trails and recreation funding sources.	PR-4.2 <i>Impact fees.</i> Adjust park impact fees as needed to build projects in growing area of the City					1				
General Plan	2013	6. Parks Trails and Recreation	153	PR-4 Develop strategies to diversify parks, trails and recreation funding sources.	PR-4.3 <i>Explore additional funding mechanisms.</i> Seek additional municipal funding sources through bonding or taxation of existing residences and businesses to upgrade recreation facilities for citizens. Seek additional funding from alternative sources – grants, matching funds, private donations, etc.					1				
General Plan	2013	6. Parks Trails and Recreation	153	PR-4 Develop strategies to diversify parks, trails and recreation funding sources.	PR-4.4 <i>Nexus to economic development.</i> Look for opportunities to take advantage of the synergistic relationship between recreational demand of citizens and private enterprise.					1				
General Plan	2013	6. Parks Trails and Recreation	153-154	PR-5 Improve the level of service for recreational amenities that are beneath existing demand.	PR-5.1 <i>Improve and/or provide facilities to improve the level of service for the following recreational activities.</i> Walking/jogging (paved paths, trails), dog parks, football, baseball, softball, basketball (outdoor, indoor), volleyball (outdoor, indoor), swimming (lap, play pool, diving), wrestling, tennis, rollerblading (paths), bicycling (road), cross-country skiing, snowshoeing, camping, archery, amphitheater.					1				

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General Plan	2013	6. Parks Trails and Recreation	154	PR-5 Improve the level of service for recreational amenities that are beneath existing demand.	PR-5.2 <i>The City will perform an inventory and analysis of its existing parks, trails and open spaces</i> with the objective of identifying and enhancing opportunities for increased levels of service. For example, the City will examine the possibilities of dual use of storm water detention areas for parks or other passive recreation opportunities.									1
General Plan	2013	6. Parks Trails and Recreation	154	PR-5 Improve the level of service for recreational amenities that are beneath existing demand.	PR-5.3 <i>The City will commit to a program of identifying and maintaining an acceptable level of maintenance for the Legacy Highway trails systems</i> (east and west trails) so that these trail systems may remain viable, useful and safe regional facilities.									1
Tally-General Plan - Parks, Trails, and Recreation Element								3	3	11	3	1	1	1
General Plan	2013	7. Town Center & Hwy 89 Corridor	158	TC-1 Create a distinct and positive identity for the Town Center	TC-1.1 <i>Establish clear entry signals.</i> This will help patrons recognize the Town Center district even when other changes are in early stages.		1.1.1 Create entry/welcome signs or monuments at the north and south entrances to the Town Center.		1					
General Plan	2013	7. Town Center & Hwy 89 Corridor	158	TC-1 Create a distinct and positive identity for the Town Center	TC-1.1 <i>Establish clear entry signals.</i> This will help patrons recognize the Town Center district even when other changes are in early stages.		1.1.2 Establish district specific signage, such as wayfinding, parking, parks, and landmark signs that are consistent and help establish a Town Center brand. a) Implement a Town Center promotional campaign to coincide with a ground-breaking, or park improvement. b) Install uniform lighting along major corridors and throughout the Town Center.		1					
General Plan	2013	7. Town Center & Hwy 89 Corridor	158-9	TC-1 Create a distinct and positive identity for the Town Center	TC-1.2 <i>Nurture a distinctive sense of place through design of the built and natural environment.</i>		1.2.1 Adopt design guidelines. Establish design guidelines that provide continuity of materials and/or colors while allowing a broad diversity of architectural styles and ornamentation.		1					
General Plan	2013	7. Town Center & Hwy 89 Corridor	159	TC-1 Create a distinct and positive identity for the Town Center	TC-1.2 <i>Nurture a distinctive sense of place through design of the built and natural environment.</i>		1.2.2 Create consistent or complementary landscaping. Implement a consistent or complementary landscaping program throughout the Town Center in parks, plazas, and civic buildings.		1					
General Plan	2013	7. Town Center & Hwy 89 Corridor	159	TC-1 Create a distinct and positive identity for the Town Center	TC-1.2 <i>Nurture a distinctive sense of place through design of the built and natural environment.</i>		1.2.3 Use street trees to reinforce the overall Town Center and sub-districts. Require street trees and establish a street-tree program that selects tree varieties as a function of district, adjacent land use (retail, residential, office/civic), and public safety considerations.		1					
General Plan	2013	7. Town Center & Hwy 89 Corridor	159	TC-1 Create a distinct and positive identity for the Town Center	TC-1.3 <i>Create public gathering spaces</i>		1.3.1 Develop small new public spaces to become civic gathering points.		1					
General Plan	2013	7. Town Center & Hwy 89 Corridor	159	TC-1 Create a distinct and positive identity for the Town Center	TC-1.3 <i>Create public gathering spaces</i>		1.3.2 Expand Hatch Park to Main Street and 150 North to enhance its role as the central park space for the City.		1					
General Plan	2013	7. Town Center & Hwy 89 Corridor	159	TC-1 Create a distinct and positive identity for the Town Center	TC-1.3 <i>Create public gathering spaces</i>		1.3.3 Encourage redevelopment of properties on the north side of 150 North and the east side of Main Street adjacent to Hatch Park through the possible use of TDR programs that will result in high quality multiunit development in the Town Center.			1				

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General Plan	2013	7. Town Center & Hwy 89 Corridor	159	TC-1 Create a distinct and positive identity for the Town Center	TC-1.4 <i>Establish identity within the Town Center</i>	1.4.1 Establish building design and uses compatible with the heart of the Town Center. While a broad array of land uses are appropriate in the Highway 89 Corridor, buildings and land uses that are not human-scaled or support pedestrian activity do not support the establishment of a distinctive Town Center sense of place.			1					
General Plan	2013	7. Town Center & Hwy 89 Corridor	159-160	TC-1 Create a distinct and positive identity for the Town Center	TC-1.4 <i>Establish identity within the Town Center</i>	1.4.2 Locate a Central Focal Point. Establish the Hatch Park neighborhood as the clear focal point/gathering space in the Town Center. a) Encourage Entertainment Uses. Revitalize the historic Town Center area into an entertainment district to fulfill more of the entertainment needs of area residents. Entertainment uses enhance the market for retail and residential uses and complement the role of the Town Center as the central gathering place for the City. b) Use Hatch Park as often as possible and appropriate for public and private civic events and City-sponsored celebrations and activities.			1					
General Plan	2013	7. Town Center & Hwy 89 Corridor	160	TC-1 Create a distinct and positive identity for the Town Center	TC-1.5 <i>Preserve and promote a historic Bamberger District.</i> The Bamberger district includes original buildings utilized when the Bamberger Train was in operation. Historic buildings are relatively scarce in North Salt Lake. Protecting them provides a way to establish some of the distinctiveness needed for a successful Town Center.	1.5.1 Promote the name for the area and the history of the district. (Bamberger Crossing, Bamberger Square, etc.)						1		
General Plan	2013	7. Town Center & Hwy 89 Corridor	160	TC-1 Create a distinct and positive identity for the Town Center	TC-1.5 <i>Preserve and promote a historic Bamberger District.</i> The Bamberger district includes original buildings utilized when the Bamberger Train was in operation. Historic buildings are relatively scarce in North Salt Lake. Protecting them provides a way to establish some of the distinctiveness needed for a successful Town Center.	1.5.2 Provide signage identifying historic Bamberger buildings.						1		
General Plan	2013	7. Town Center & Hwy 89 Corridor	160	TC-1 Create a distinct and positive identity for the Town Center	TC-1.5 <i>Preserve and promote a historic Bamberger District.</i> The Bamberger district includes original buildings utilized when the Bamberger Train was in operation. Historic buildings are relatively scarce in North Salt Lake. Protecting them provides a way to establish some of the distinctiveness needed for a successful Town Center.	1.5.3 Explore erection of a commemorative monument. Monuments such as a train-related sculpture on the Boulevard, or somewhere in the Town Center, should be considered.						1		
General Plan	2013	7. Town Center & Hwy 89 Corridor	160	TC-1 Create a distinct and positive identity for the Town Center	TC-1.5 <i>Preserve and promote a historic Bamberger District.</i> The Bamberger district includes original buildings utilized when the Bamberger Train was in operation. Historic buildings are relatively scarce in North Salt Lake. Protecting them provides a way to establish some of the distinctiveness needed for a successful Town Center.	1.5.4 Increase events at Hatch Park (farmer's market, historic themed events, concerts, etc.)				1				

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Plan	Year	Chapter	Page	Goal	Policy	Strategy	Strategy Steps	Completed	In Progress	Ongoing	Partially Completed	Not Completed	Update Needed	Not Applicable
General Plan	2013	7. Town Center & Hwy 89 Corridor	160	TC-1 Create a distinct and positive identity for the Town Center	TC-1.5 <i>Preserve and promote a historic Bamberger District.</i> The Bamberger district includes original buildings utilized when the Bamberger Train was in operation. Historic buildings are relatively scarce in North Salt Lake. Protecting them provides a way to establish some of the distinctiveness needed for a successful Town Center.		1.5.5 Consider using a part time event coordinator.					1		
General Plan	2013	7. Town Center & Hwy 89 Corridor	160	TC-1 Create a distinct and positive identity for the Town Center	TC-1.6 <i>Rebrand Highway 89:</i> including consideration of a name change. "Highway" conveys "traveling-through," and "autos only." Given proximity of the Highway 89 Corridor to the Town Center, explore terms that convey "destination," "walking," "community."		1.6.1 Convene a focus group to generate ideas for a name change and branding and test reaction to existing concepts.						1	
General Plan	2013	7. Town Center & Hwy 89 Corridor	161	TC-1 Create a distinct and positive identity for the Town Center	TC-1.6 <i>Rebrand Highway 89:</i> including consideration of a name change. "Highway" conveys "traveling-through," and "autos only." Given proximity of the Highway 89 Corridor to the Town Center, explore terms that convey "destination," "walking," "community."		1.6.2 Coincide renaming with a major groundbreaking or opening to generate interest and awareness of the name change						1	
General Plan	2013	7. Town Center & Hwy 89 Corridor	161	TC-1 Create a distinct and positive identity for the Town Center	TC-1.6 <i>Rebrand Highway 89:</i> including consideration of a name change. "Highway" conveys "traveling-through," and "autos only." Given proximity of the Highway 89 Corridor to the Town Center, explore terms that convey "destination," "walking," "community."		1.6.3 Coordinate with UDOT and Davis County regarding a prospective name change.						1	
General Plan	2013	7. Town Center & Hwy 89 Corridor	161	TC-1 Create a distinct and positive identity for the Town Center	TC-1.6 <i>Rebrand Highway 89:</i> including consideration of a name change. "Highway" conveys "traveling-through," and "autos only." Given proximity of the Highway 89 Corridor to the Town Center, explore terms that convey "destination," "walking," "community."		1.6.4 Construct an entry feature to the Town Center on Highway 89.		1					
General Plan	2013	7. Town Center & Hwy 89 Corridor	161	TC-2 Encourage intensity of activity in the Town Center	TC-2.1 <i>Integrate planning.</i> Invest in land use, circulation, parks, parking and infrastructure, and integrate these investments. A successful Town Center requires all the pieces to work well together. This is difficult to do if private investments and developments are not coordinated based on a specific plan.		2.1.1 <i>Specific plan.</i> Develop a specific plan for the Town Center, identifying specific land uses, location of new plazas, street and right-of-way modifications, amenity improvements, the location of shared parking facilities, etc.		1					
General Plan	2013	7. Town Center & Hwy 89 Corridor	162	TC-2 Encourage intensity of activity in the Town Center	TC-2.2 <i>Create market-flexible regulations.</i> Create regulations that fit with anticipated market conditions.				1					
General Plan	2013	7. Town Center & Hwy 89 Corridor	162	TC-2 Encourage intensity of activity in the Town Center	TC-2.3 <i>Allow housing by right.</i> Modify the zoning ordinance to allow housing outright in appropriate areas in the Town Center.				1					

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General Plan	2013	7. Town Center & Hwy 89 Corridor	162	TC-2 Encourage intensity of activity in the Town Center	TC-2.4 <i>Encourage buildings that work for multiple uses.</i> Encourage buildings that can accommodate a range of land uses, such as housing, office and retail. Buildings such as loft buildings with generous ceiling heights and open floor plans enable buildings to adapt to changing market conditions over time.	2.4.1 Allow a mix of uses. The first step is to ensure ordinances allow the desired mix of uses by right.		1						
General Plan	2013	7. Town Center & Hwy 89 Corridor	162	TC-2 Encourage intensity of activity in the Town Center	TC-2.4 <i>Encourage buildings that work for multiple uses.</i> Encourage buildings that can accommodate a range of land uses, such as housing, office and retail. Buildings such as loft buildings with generous ceiling heights and open floor plans enable buildings to adapt to changing market conditions over time.	2.4.2 Incentivize mixed use development. If the market is one dimensional, i.e., a strong demand for residential and a relatively small demand for retail, the ordinance can provide a density bonus in exchange for retail space.		1						
General Plan	2013	7. Town Center & Hwy 89 Corridor	162	TC-2 Encourage intensity of activity in the Town Center	TC-2.4 <i>Encourage buildings that work for multiple uses.</i> Encourage buildings that can accommodate a range of land uses, such as housing, office and retail. Buildings such as loft buildings with generous ceiling heights and open floor plans enable buildings to adapt to changing market conditions over time.	2.4.3 Require a mix of uses. Conversely, provision of the desired low demand use, i.e., retail, may be a requirement to achieve the existing stated maximum density or FAR of a proposed development. For example, residential square footage may be allowed at a 3 to 1 ratio, for each square foot of retail provided, three square feet of residential will be allowed.		1						
General Plan	2013	7. Town Center & Hwy 89 Corridor	162	TC-2 Encourage intensity of activity in the Town Center	TC-2.4 <i>Encourage buildings that work for multiple uses.</i> Encourage buildings that can accommodate a range of land uses, such as housing, office and retail. Buildings such as loft buildings with generous ceiling heights and open floor plans enable buildings to adapt to changing market conditions over time.	2.4.4 Create a specific plan. A specific plan can be used to gauge an appropriate range for the total retail square footage that is envisioned based on current market demand and buildout of the remainder of the specific plan. By doing so, the specific plan can identify appropriate required or incentivized linkages to ensure the desired, yet pragmatic, amount of retail square footage.		1						
General Plan	2013	7. Town Center & Hwy 89 Corridor	162-163	TC-2 Encourage intensity of activity in the Town Center	TC-2.5 <i>Encourage pedestrian-friendly uses in the Town Center.</i> Additional auto-oriented uses such as drive-through restaurants, gas stations, and auto service uses, may sometimes be in conflict with the place-making, development type, and design goals of the Town Center. Fundamentally, the Town Center will compete most effectively with other commercial districts in South Davis County if it differentiates itself, by becoming a destination district. Discourage additional auto-oriented uses inside the Town Center and Bamberger districts, through modifications to the zoning ordinance.			1						
General Plan	2013	7. Town Center & Hwy 89 Corridor	163	TC-2 Encourage intensity of activity in the Town Center	TC-2.6 <i>Encourage pedestrian-friendly design along the Highway 89 Corridor.</i>			1						
General Plan	2013	7. Town Center & Hwy 89 Corridor	163	TC-2 Encourage intensity of activity in the Town Center	TC-2.7 <i>Modify the land uses within the Zoning Ordinance.</i>			1						

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General Plan	2013	7. Town Center & Hwy 89 Corridor	163-4	TC-2 Encourage intensity of activity in the Town Center	TC-2.8 <i>Fill the Town Center with people.</i> Nothing attracts patrons to a district like other people. Create a safe, friendly place where people have reasons to congregate and walk.	2.8.1 Encourage residential development.			1					
General Plan	2013	7. Town Center & Hwy 89 Corridor	164	TC-2 Encourage intensity of activity in the Town Center	TC-2.8 <i>Fill the Town Center with people.</i> Nothing attracts patrons to a district like other people. Create a safe, friendly place where people have reasons to congregate and walk.	2.8.2 Implement / augment events programming for all existing and future parks, plazas and public spaces in the Town Center.						1		
General Plan	2013	7. Town Center & Hwy 89 Corridor	164	TC-2 Encourage intensity of activity in the Town Center	TC-2.8 <i>Fill the Town Center with people.</i> Nothing attracts patrons to a district like other people. Create a safe, friendly place where people have reasons to congregate and walk.	2.8.3 Allow medium and high density residential around Hatch Park.			1					
General Plan	2013	7. Town Center & Hwy 89 Corridor	164-5	TC-2 Encourage intensity of activity in the Town Center	TC-2.9 <i>Enable more building intensity balanced with appropriate scale.</i> High building intensity will help the Town Center be a true center of activity.	2.9.1 Efficient parking strategies, providing just enough supply for demand			1					
General Plan	2013	7. Town Center & Hwy 89 Corridor	165	TC-2 Encourage intensity of activity in the Town Center	TC-2.9 <i>Enable more building intensity balanced with appropriate scale.</i> High building intensity will help the Town Center be a true center of activity.	2.9.2 Urban yard setbacks, that bring buildings near streets and sidewalks			1					
General Plan	2013	7. Town Center & Hwy 89 Corridor	165	TC-2 Encourage intensity of activity in the Town Center	TC-2.9 <i>Enable more building intensity balanced with appropriate scale.</i> High building intensity will help the Town Center be a true center of activity.	2.9.3 Town Center landscaping strategies, that efficiently cluster usable landscaping into small parks or plazas.			1					
General Plan	2013	7. Town Center & Hwy 89 Corridor	165	TC-2 Encourage intensity of activity in the Town Center	TC-2.10 <i>Allow additional reductions in parking supply in the Town Center.</i>				1					
General Plan	2013	7. Town Center & Hwy 89 Corridor	165	TC-2 Encourage intensity of activity in the Town Center	TC-2.11 <i>Utilize public parking to serve parking demand in the Town Center.</i>								1	
General Plan	2013	7. Town Center & Hwy 89 Corridor	166	TC-2 Encourage intensity of activity in the Town Center	TC-2.12 <i>Allow developers to provide in-lieu fees in exchange for providing required parking spaces.</i> In-lieu fees can then be utilized by the City to purchase publicly shared surface parking lots and, over time, potentially fund structured parking improvements to these public parking lots.									1
General Plan	2013	7. Town Center & Hwy 89 Corridor	166	TC-2 Encourage intensity of activity in the Town Center	TC-2.13 <i>Allow district parking strategies.</i> To enable more efficient use and management of parking, allow district parking strategies. This means that required non-residential parking does not necessarily need to be located on the same individual parcel or block as the parking demand-generating building(s), so long as it is within a short walking distance (e.g., approximately ¼ mile).				1					
General Plan	2013	7. Town Center & Hwy 89 Corridor	166	TC-2 Encourage intensity of activity in the Town Center	TC-2.14 <i>Establish building heights that balance desired intensity and appropriateness of scale</i>	2.14.1 Building heights should increase as the distance from Orchard Drive increases moving from East to West.			1					

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General Plan	2013	7. Town Center & Hwy 89 Corridor	166	TC-2 Encourage intensity of activity in the Town Center	TC-2.14 <i>Establish building heights that balance desired intensity and appropriateness of scale</i>		2.14.2 Allow 4-story development.		1					
General Plan	2013	7. Town Center & Hwy 89 Corridor	167	TC-2 Encourage intensity of activity in the Town Center	TC-2.15 <i>Encourage clustering of future retail to enable development of additional buying power and ensure high-value retail.</i>		2.15.1 Encourage housing and office development and discourage new retail except in the Town Center and Bamberger District, and near the 350 North cross street.		1					
General Plan	2013	7. Town Center & Hwy 89 Corridor	167	TC-3 Improve appearance of the Town Center	TC-3.1 <i>Improve maintenance and upkeep.</i> Adopt maintenance standards on new and existing property. As a minimum, address weeds, rust, paint and siding, parking lot condition, parking lot striping, etc.						1			
General Plan	2013	7. Town Center & Hwy 89 Corridor	167	TC-3 Improve appearance of the Town Center	TC-3.2 <i>Reduce visual clutter by standardizing signs within each District.</i>		3.2.1 Town Center: Revise sign code to allow only wall, window, blade, or monument signs.		1					
General Plan	2013	7. Town Center & Hwy 89 Corridor	167	TC-3 Improve appearance of the Town Center	TC-3.2 <i>Reduce visual clutter by standardizing signs within each District.</i>		3.2.2 Highway 89 Corridor: Transition to monument signs for mid block areas using incentives such as Electronic Message Centers (EMCs) as a permitted use but only allowed on monument signs.		1					
General Plan	2013	7. Town Center & Hwy 89 Corridor	167	TC-3 Improve appearance of the Town Center	TC-3.2 <i>Reduce visual clutter by standardizing signs within each District.</i>		3.2.3 Control temporary signs in terms of number, size, placement, and allowable duration		1					
General Plan	2013	7. Town Center & Hwy 89 Corridor	167	TC-3 Improve appearance of the Town Center	TC-3.2 <i>Reduce visual clutter by standardizing signs within each District.</i>		3.2.4 Address window signs as a percent of window coverage		1					
General Plan	2013	7. Town Center & Hwy 89 Corridor	168	TC-3 Improve appearance of the Town Center	TC-3.2 <i>Reduce visual clutter by standardizing signs within each District.</i>		3.2.5 Create signage and development standards for EMCs.		1					
General Plan	2013	7. Town Center & Hwy 89 Corridor	168	TC-3 Improve appearance of the Town Center	TC-3.2 <i>Reduce visual clutter by standardizing signs within each District.</i>		3.2.6 Do not allow pole or monument signs at intersections.		1					
General Plan	2013	7. Town Center & Hwy 89 Corridor	168	TC-3 Improve appearance of the Town Center	TC-3.3 <i>Ensure attractive new developments and buildings that line sidewalks with windows and other features of interest.</i>				1					
General Plan	2013	7. Town Center & Hwy 89 Corridor	170	TC-4 Establish streets that work for multiple modes of transportation	TC-4.1 <i>Improve the pedestrian friendliness of the district.</i> See TC-3.3 and associated tables and implement the specific pedestrian path, trail and access plans identified in Goal 4 of the Transportation Chapter.				1					
General Plan	2013	7. Town Center & Hwy 89 Corridor	170	TC-4 Establish streets that work for multiple modes of transportation	TC-4.2 <i>Manage curb cuts and access</i>		4.2.1 Control access to avoid pedestrian/ auto conflicts balanced with traffic flow goals. The primary access points to parking lots and facilities shall be from streets other than the primary designated pedestrian route (typically one side of a standard development).		1					
General Plan	2013	7. Town Center & Hwy 89 Corridor	170	TC-4 Establish streets that work for multiple modes of transportation	TC-4.2 <i>Manage curb cuts and access</i>		4.2.2 Discourage curb cuts across the primary sidewalk.		1					
General Plan	2013	7. Town Center & Hwy 89 Corridor	170	TC-4 Establish streets that work for multiple modes of transportation	TC-4.3 <i>Modify streetscape for multiple modes.</i>		4.3.1. Establish new streetscape standards with a bike and pedestrian emphasis		1					
General Plan	2013	7. Town Center & Hwy 89 Corridor	170	TC-4 Establish streets that work for multiple modes of transportation	TC-4.3 <i>Modify streetscape for multiple modes.</i>		4.3.2 Establish bike lanes on Highway 89, Redwood Road, Orchard Drive, and Center Street in consideration with transit, median, parking and other desired features of the streetscape		1					

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General Plan	2013	7. Town Center & Hwy 89 Corridor	170	TC-4 Establish streets that work for multiple modes of transportation	TC-4.3 <i>Modify streetscape for multiple modes.</i>	4.3.3 Address areas where sidewalks are lacking or insufficient for pedestrian access and safety.	4.3.3.1 Reduce poles when practical (restrict pole signs in sign code, minimize light poles on private property, and poles/signs in the public ROW) on Hwy 89.	1						
General Plan	2013	7. Town Center & Hwy 89 Corridor	171	TC-4 Establish streets that work for multiple modes of transportation	TC-4.3 <i>Modify streetscape for multiple modes.</i>	4.3.3 Address areas where sidewalks are lacking or insufficient for pedestrian access and safety.	4.3.3.2 Develop an agreement with UDOT and UTA regarding future streetscape improvements on Highway 89.	1						
General Plan	2013	7. Town Center & Hwy 89 Corridor	171	TC-4 Establish streets that work for multiple modes of transportation	TC-4.3 <i>Modify streetscape for multiple modes.</i>	4.3.3 Address areas where sidewalks are lacking or insufficient for pedestrian access and safety.	4.3.3.3 Create median landscape plan as applicable to integrate with future transit and traffic operations. <ul style="list-style-type: none"> Coordinate with UTA and UDOT to avoid conflicts with long-term changes in transit service and any right-of-way modifications. Take care to avoid wasting public investments. For example, a median plan may simply enhance the beauty and landscaping associated with future BRT design. Consider low maintenance requirements but include trees as practicable; e.g., median design will create left turn barrier issues. Address median improvements with Transit in CIP when appropriate. 	1						
General Plan	2013	7. Town Center & Hwy 89 Corridor	171	TC-4 Establish streets that work for multiple modes of transportation	TC-4.3 <i>Modify streetscape for multiple modes.</i>	4.3.3 Address areas where sidewalks are lacking or insufficient for pedestrian access and safety.	4.3.3.4 Lower the speed limit, if possible.	1						
General Plan	2013	7. Town Center & Hwy 89 Corridor	171	TC-4 Establish streets that work for multiple modes of transportation	TC-4.3 <i>Modify streetscape for multiple modes.</i>	4.3.3 Address areas where sidewalks are lacking or insufficient for pedestrian access and safety.	4.3.3.5 Create a Special Assessment Area (SAA). Work with property owners and businesses to create an SAA – consider City participation, identify potential grant sources					1		
General Plan	2013	7. Town Center & Hwy 89 Corridor	171	TC-4 Establish streets that work for multiple modes of transportation	TC-4.3 <i>Modify streetscape for multiple modes.</i>	4.3.3 Address areas where sidewalks are lacking or insufficient for pedestrian access and safety.	4.3.3.6 Bamberger District: Reevaluate recent traffic study to address Main/Center street intersection with Town Center Goals in mind (slower traffic)					1		
General Plan	2013	7. Town Center & Hwy 89 Corridor	171	TC-4 Establish streets that work for multiple modes of transportation	TC-4.4 <i>Minimize fiscal and property impacts associated with ROW improvements.</i>	4.4.1 Work with land owners and UDOT to accommodate widening of Center Street east of I-15 through strategic shifts in real property.			1					
General Plan	2013	7. Town Center & Hwy 89 Corridor	172	TC-5 Bring high-capacity transit to Highway 89	TC-5.1 <i>Improve the likelihood of public transportation investments.</i> Maximize the likelihood and number of transit stations in the Town Center by enabling more potential riders to live and work within walking distance of potential stations. This is accomplished by allowing greater building intensity.	5.1.1 Work to establish expectations for three stations: 350 North, Center Street, and Eaglewood Village			1					
General Plan	2013	7. Town Center & Hwy 89 Corridor	172	TC-5 Bring high-capacity transit to Highway 89	TC-5.1 <i>Improve the likelihood of public transportation investments.</i> Maximize the likelihood and number of transit stations in the Town Center by enabling more potential riders to live and work within walking distance of potential stations. This is accomplished by allowing greater building intensity.	5.1.2 Reduce parking requirements within ¼ mile of future transit stations.			1					
General Plan	2013	7. Town Center & Hwy 89 Corridor	172	TC-5 Bring high-capacity transit to Highway 89	TC-5.1 <i>Improve the likelihood of public transportation investments.</i> Maximize the likelihood and number of transit stations in the Town Center by enabling more potential riders to live and work within walking distance of potential stations. This is accomplished by allowing greater building intensity.	5.1.3 Work with Bountiful, Davis County and property owners to create a master plan for a 350 North Village Center.							1	

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General Plan	2013	7. Town Center & Hwy 89 Corridor	172	TC-5 Bring high-capacity transit to Highway 89	TC-5.1 <i>Improve the likelihood of public transportation investments.</i> Maximize the likelihood and number of transit stations in the Town Center by enabling more potential riders to live and work within walking distance of potential stations. This is accomplished by allowing greater building intensity.	5.1.4 Eaglewood Village: Assure the proposed land uses continue to be supportive of transit.		1						
General Plan	2013	7. Town Center & Hwy 89 Corridor	172	TC-5 Bring high-capacity transit to Highway 89	TC-5.1 <i>Improve the likelihood of public transportation investments.</i> Maximize the likelihood and number of transit stations in the Town Center by enabling more potential riders to live and work within walking distance of potential stations. This is accomplished by allowing greater building intensity.	5.1.5 <i>Improve the likelihood of public transit</i> by supporting the conclusions of the South Davis County Corridor Study.		1						
General Plan	2013	7. Town Center & Hwy 89 Corridor	172	TC-5 Bring high-capacity transit to Highway 89	TC-5.2 <i>Coordinate future transit stations with key Town Center areas of activity.</i> Convey to UTA the location and number of desired transit stations.			1						
Tally-General Plan - Town Center & Hwy 89 Corridor Element								5	46	3	1	8	5	0
General Plan	2013	8. Redwood Road District	177-178	R-1 Encourage quality development and intensity of activity in the Redwood Road District	R-1.1 <i>Market-based regulations.</i> Create regulations appropriate for market realities. Retail demand is not sufficient for the land area planned or zoned for retail along Redwood road. Meanwhile, housing and office uses should generally be enabled and encouraged in the vicinity of Redwood Road in order to increase buying power which, in turn, enables additional desired retail in the vicinity.	1.1.1 <i>Ensure community friendly design.</i> Architectural standards should be adopted for housing in the Redwood District to ensure human-scale design, while affording flexibility to use a variety of building styles. i. Building Form. Long continuous horizontal elements of individual buildings should be broken- up. ii. Eyes on the Street. All building elevations visible from a public street right-of-way shall provide doors, porches, balconies, and/or windows facing that street. iii. Avoid street access to housing from Redwood Road. This helps traffic flow, ensures landscaping continuity along the street, and improves pedestrian safety. Prohibit residential driveway access on Redwood Road.				1				
General Plan	2013	8. Redwood Road District	179	R-1 Encourage quality development and intensity of activity in the Redwood Road District	R-1.2 <i>Cluster future retail.</i> In the Redwood Road district nodes of retail should be encouraged: near the I-215 freeway interchange, a potential Legacy Highway interchange, and at the intersections of major roads (major collectors and arterials) including Center Street & Redwood, and 1100 North and Redwood	1.2.1 <i>Incentivize retail locations at freeway interchanges and major intersections.</i> Provide desired bonuses such as increased density, increased height, decreased parking requirements in exchange for a mix of uses.				1				
General Plan	2013	8. Redwood Road District	180	R-2 Maximize economic opportunities for the intersection of Redwood Road and I-215	R-2.1 <i>Business attraction and expansion.</i> North Salt Lake City staff and community leaders should focus their marketing and recruitment efforts on a few "high yield" targets that will make a significant difference to the local economy.	2.1.1 <i>Recruit, retain and expand employers.</i> North Salt Lake should encourage existing firms to grow and expand their business operations, and focus business attraction efforts on established firms within the region that may need larger facilities or a new location within the region.	North Salt Lake can retain and grow Redwood Road employers through several programs: • Relocation assistance • Improved roads and streets • Incentives to encourage expanding North Salt Lake businesses to remain in NSL instead of moving • Technical assistance, planning/zoning incentives and expedited business licenses			1				
General Plan	2013	8. Redwood Road District	181	R-2 Maximize economic opportunities for the intersection of Redwood Road and I-215	R-2.2 <i>Spur revitalization.</i> Create a Redwood Road revitalization area.			1						

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General Plan	2013	8. Redwood Road District	181	R-2 Maximize economic opportunities for the intersection of Redwood Road and I-215	R-2.3 <i>Maximize opportunities for the northwest quadrant of Redwood Road and I-215.</i>	2.3.1 New zone district for northwest quadrant of Redwood Road and I-215. Develop a new zone to address scale of development and mix of uses in northwest quadrant of Redwood Road and I-215 area.								1
General Plan	2013	8. Redwood Road District	182	R-2 Maximize economic opportunities for the intersection of Redwood Road and I-215	R-2.3 <i>Maximize opportunities for the northwest quadrant of Redwood Road and I-215.</i>	2.3.2 Proposed "Planned Area Zoning District" (PAZD)								1
General Plan	2013	8. Redwood Road District	187-188	R-3 Create a village identity that ties into the Foxboro Community.	R-3.1 Establish Foxboro Drive as a quality community gateway. Create a commercial center at Foxboro Drive that is comfortable for pedestrians and complements the overall Foxboro Community.	3.1.1 Foxboro Village Overlay Zone. Establish an overlay zone on CG at the Foxboro Drive entrance to the Foxboro community. The Overlay zone should include the following components: i. Sense of arrival. 2 story height minimums at the Foxboro Drive/ Redwood intersection. ii. Comfortable for pedestrians. Buildings should avoid having rear facades facing Foxboro Drive. Dedicated pedestrian walkways should connect front doors to public sidewalks. Prohibit the location of parking between buildings and Foxboro Drive and between buildings and Redwood Road. iii. Parking lot placement. Modify the base zone so parking lots are in the rear or to the side of buildings. This will ensure that pedestrian movement is not impeded by large parking lots. Prohibit parking between the building's primary façade and nearest public sidewalk. iv. Foxboro Village sign or monument. A Foxboro Village Center sign or monument should be established at the intersection. v. Colors/ materials. Design standards should establish a color palette and materials designed to be complementary to buildings on Foxboro Drive. Material standards should not add more than minor additional costs to construction.		1						
General Plan	2013	8. Redwood Road District	190	R-4 Improve the appearance of the Redwood Road District	R-4.1 Street Tree Program. Establish a street tree program to both act as a buffer to industrial uses and give identity to Redwood Road. Trees should be appropriate for the climate and adjacent land use.			1						
General Plan	2013	8. Redwood Road District	190	R-4 Improve the appearance of the Redwood Road District	R-4.2 Reduce visual clutter.	4.2.1 Adopt new property maintenance standards. This includes addressing: i. Landscaping (weeds) & xeriscaping ii. Peeling/flaking paint iii. Rusting or non-maintained signs iv. Address parking lot maintenance and striping v. Address outdoor storage in commercial areas.						1		

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General Plan	2013	8. Redwood Road District	191	R-4 Improve the appearance of the Redwood Road District	R-4.2 <i>Reduce visual clutter.</i>	4.2.1 Outdoor storage non-conformance. Address non-conforming outdoor storage within the City. Consider techniques such as: i. Review existing approvals for consistency with the on-site conditions. Determine if the conditions are illegal as opposed to just non-conforming. ii. Enforce any negative conditions within the bounds of the ordinance.				1				
General Plan	2013	8. Redwood Road District	191	R-4 Improve the appearance of the Redwood Road District	R-4.3 <i>More attractive signs.</i> Improve Aesthetic Quality of Signs in the proposed Regional Activity Center and in the Foxboro Village Overlay.	4.3.1 Transition to monument signs. Restrict pole signs in the PAZD and Foxboro Village Overlay.					1			
General Plan	2013	8. Redwood Road District	191	R-4 Improve the appearance of the Redwood Road District	R-4.3 <i>More attractive signs.</i> Improve Aesthetic Quality of Signs in the proposed Regional Activity Center and in the Foxboro Village Overlay.	4.3.2 S-2 boundaries. Increase the extent of the S-2 sign district to include the proposed Regional Activity Center and the Foxboro Village Overlay, as well as other areas where the future land use is recommended to change from industrial to commercial.		1						
General Plan	2013	8. Redwood Road District	191	R-4 Improve the appearance of the Redwood Road District	R-4.3 <i>More attractive signs.</i> Improve Aesthetic Quality of Signs in the proposed Regional Activity Center and in the Foxboro Village Overlay.	4.3.3 Temporary signs. Restrict temporary signs on the basis of number of signs, size, and allowable duration.					1			
General Plan	2013	8. Redwood Road District	191	R-4 Improve the appearance of the Redwood Road District	R-4.3 <i>More attractive signs.</i> Improve Aesthetic Quality of Signs in the proposed Regional Activity Center and in the Foxboro Village Overlay.	4.3.4 Window signs. Restrict window signs to a specified percentage of window coverage.		1						
General Plan	2013	8. Redwood Road District	191	R-4 Improve the appearance of the Redwood Road District	R-4.4 <i>Median improvements to Redwood Road.</i>	4.4.1 Study appropriate median locations. The city should engage in a study to identify appropriate locations for landscaped medians on Redwood Road.						1		
General Plan	2013	8. Redwood Road District	193	R-5 Increase regional transportation access to the Redwood / Center Street area	R-5.1 Coordinate with UDOT on which option they prefer, A or B, then use corridor preservation strategies to ensure that option remains viable until it can garner funding and other support for construction. <i>(Legacy Highway Access)</i>								1	
General Plan	2013	8. Redwood Road District	193	R-6 Enable direct pedestrian and bicycle access	R-6.1 <i>Improve pedestrian connections.</i> Additional pedestrian/bike-only connections should be planned to further connect Foxboro to Redwood Road. Ideally, these connections would line-up with existing perpendicular local streets. The City should investigate options for additional locations: i. Between 900 West and Foxboro Drive, tying into the Terrace Apartment drive. ii. Foxboro Drive and Cambridge, tying into Somerset drive.						1			

LONG RANGE PLAN IMPLEMENTATION PROGRESS

Plan	Year	Chapter	Page	Goal	Policy	Strategy	Strategy Steps	Completed	In Progress	Ongoing	Partially Completed	Not Completed	Update Needed	Not Applicable
General Plan	2013	8. Redwood Road District	194-195	R-6 Enable direct pedestrian and bicycle access	R-6.2 <i>Enhance the streetscape.</i> Improve the streetscape for visual appearance, bikability, and walkability	6.2.1 Pedestrian realm standards. A multi-use trail has been started on the west side of Redwood, and should be continued. It should be 8-10 feet wide, occupy a space that is typically 25 feet wide. There should always be at least 8 feet of landscaping between the trail and the curb. On the east side, grass and uniform trees should typify park strips, and a regular 5-ft sidewalk should be provided. On both sides, break up the view occasionally with artwork, water features, trees, berms, rock or monuments, building faces that touch the right-of-way, and other features.					1			
General Plan	2013	8. Redwood Road District	195	R-6 Enable direct pedestrian and bicycle access	R-6.2 <i>Enhance the streetscape.</i> Improve the streetscape for visual appearance, bikability, and walkability	6.2.2 Shoulder area standards. UDOT already has a good space set aside for shoulders and in the overall pavement width currently being established for Redwood Road.								1
General Plan	2013	8. Redwood Road District	195	R-6 Enable direct pedestrian and bicycle access	R-6.2 <i>Enhance the streetscape.</i> Improve the streetscape for visual appearance, bikability, and walkability	6.2.3 Travel lane standards. Maintain UDOT's 12-foot standard widths along all of Redwood Road.		1						
General Plan	2013	8. Redwood Road District	195	R-6 Enable direct pedestrian and bicycle access	R-6.2 <i>Enhance the streetscape.</i> Improve the streetscape for visual appearance, bikability, and walkability	6.2.4 Median standards. Maintain the existing width of the median. Coordinate with UDOT and seek opportunities to provide a planted median, with occasional breaks for left turns.					1			
General Plan	2013	8. Redwood Road District	195	R-6 Enable direct pedestrian and bicycle access	R-6.3 <i>Conduct intersection studies.</i> Before any work is done that would affect a significant intersection (Center Street, Foxboro Drive, 1100 North), conduct a study to determine the ultimate footprint of that intersection, or plan in advance for the use of Alternative intersections, described in the Appendix.					1				
General Plan	2013	8. Redwood Road District	197	R-7 Ensure general compatibility between buildings and uses in the Redwood District	R-7.1 <i>Appropriate land use transitions.</i> Between commercial or industrial buildings and low density residential development, there should be a transition in scale or use, or a buffer of open space.					1				
Tally-General Plan - Redwood Road District Element								6	0	6	4	3	3	1
Tally-GENERAL PLAN 2013								28	78	53	17	20	14	2
General Plan	2022	Moderate Income Housing	21	Goal 1: Increase opportunities for Low to Moderate Income Households to Purchase Affordable Housing	Strategy 1.1 – <i>Work with the Davis Community Housing Authority and support their affordable housing programs.</i> Such programs may include the Family Self-Sufficiency Program and the Down Payment Assistance for First Time Home Buyers Program that would assist low-income households to purchase homes.	Implementation 1.1.1 – <i>Refer prospective residents to the Davis Community Housing Authority</i> to participate in affordable housing programs and advertise their programs on the city's website and social media.					1			
General Plan	2022	Moderate Income Housing	21	Goal 1: Increase opportunities for Low to Moderate Income Households to Purchase Affordable Housing	Strategy 1.2 – <i>Inventory sites for consideration of re-zoning, especially those within close proximity to public transit, which may be appropriate for more diverse owner-occupied housing options which are harmonious with the surrounding neighborhoods.</i>	Implementation 1.2.1 – <i>Create an inventory of sites that are appropriate for re-zoning</i> to allow for more diverse owner-occupied housing options and pursue re-zoning of those properties.						1		
General Plan	2022	Moderate Income Housing	22	Goal 2: Increase Affordable Rental Opportunities for Low to Moderate Income Households	Strategy 2.1 – <i>Work with the Davis Community Housing Authority to address affordable housing needs in North Salt Lake</i> , including support for the Section 8 Housing Choice Voucher program.	Implementation 2.1.1 – <i>Refer prospective residents to the Davis Community Housing Authority</i> to participate in affordable housing programs and advertise their programs on the city's website and social media.					1			

LONG RANGE PLAN IMPLEMENTATION PROGRESS

Plan	Year	Chapter	Page	Goal	Policy	Strategy	Strategy Steps	Completed	In Progress	Ongoing	Partially Completed	Not Completed	Update Needed	Not Applicable
General Plan	2022	Moderate Income Housing	22	Goal 2: Increase Affordable Rental Opportunities for Low to Moderate Income Households	Strategy 2.2 – <i>Create or allow for, and reduce regulations to, internal or detached accessory dwelling units in residential zones</i>	Implementation 2.2.1 – Continue to promote the establishment of "accessory dwelling units," such as basement apartments to increase the supply of affordable rental units and assist cost burdened homeowners. This can be accomplished through continuing to provide free permits for existing ADUs and promoting legalizing ADUs on the city's website and social media.				1				
General Plan	2022	Moderate Income Housing	22	Goal 2: Increase Affordable Rental Opportunities for Low to Moderate Income Households	Strategy 2.3 – <i>Promote the construction of housing units across all income categories</i> to facilitate the natural attrition of existing housing stock to become available for low to moderate income households.	Implementation 2.3.1 – Create an inventory of the housing stock in the City and consider re-zoning, where appropriate, to allow for a good balance of diverse housing options.						1		
General Plan	2022	Moderate Income Housing	22	Goal 2: Increase Affordable Rental Opportunities for Low to Moderate Income Households	Strategy 2.4 – <i>Demonstrate utilization of a moderate income housing set aside from a community reinvestment agency, redevelopment agency, or community development and renewal agency</i> to create or subsidize moderate income housing	Implementation 2.4.1 – Use moderate income housing set aside funds from the U.S. 89 CDA to incentivize moderate income housing developments in the Town Center.				1				
General Plan	2022	Moderate Income Housing	22	Goal 2: Increase Affordable Rental Opportunities for Low to Moderate Income Households	Strategy 2.5 – <i>Amend land use regulations to allow for single room occupancy developments</i>	Implementation 2.5.1 – This should be accomplished through the adoption of the Town Center Form-Based Code to explicitly allow for single room occupancy developments. In the interim, this can be accomplished through including such allowances in Planned (P) District development agreements.			1					
General Plan	2022	Moderate Income Housing	23	Goal 3: Rehabilitate Existing Housing to Increase Rental Opportunities, Homeownership, Retention, and Reinvestment in North Salt Lake.	Strategy 3.1 – <i>Promote the use of the Emergency Repair Program</i> (supported by CDBG funds and administered by the Davis Community Housing Authority) to extremely low and moderate income households. This program offers grants for maintaining and rehabilitating housing.	Implementation 3.1.1 – Refer prospective residents to the Davis Community Housing Authority to participate in affordable housing programs and advertise their programs on the city's website and social media.				1				
General Plan	2022	Moderate Income Housing	23	Goal 3: Rehabilitate Existing Housing to Increase Rental Opportunities, Homeownership, Retention, and Reinvestment in North Salt Lake.	Strategy 3.1 – <i>Promote the use of the Emergency Repair Program</i> (supported by CDBG funds and administered by the Davis Community Housing Authority) to extremely low and moderate income households. This program offers grants for maintaining and rehabilitating housing.	Implementation 3.1.2 – Create a City-sponsored Home Repair Grant Program to provide grants for low-to-moderate income homeowners to make needed repairs on their homes.						1		
General Plan	2022	Moderate Income Housing	23	Goal 3: Rehabilitate Existing Housing to Increase Rental Opportunities, Homeownership, Retention, and Reinvestment in North Salt Lake.	Strategy 3.2 – <i>Identify low to moderate income families that need weatherization assistance.</i> Assist these households in contacting the respective utility companies to participate in their weatherization programs. The Weatherization program lowers monthly utility bills by making housing more energy efficient.	Implementation 3.2.1 – Refer prospective residents to the appropriate utility companies to participate in weatherization programs and advertise their programs on the city's website and social media.				1				

LONG RANGE PLAN IMPLEMENTATION PROGRESS

Plan	Year	Chapter	Page	Goal	Policy	Strategy	Strategy Steps	Completed	In Progress	Ongoing	Partially Completed	Not Completed	Update Needed	Not Applicable
General Plan	2022	Moderate Income Housing	23-24	Goal 4: Reduce household transportation expenses for low-to-moderate income households.	Strategy 4.1 – <i>Zone or rezone for higher density or moderate income residential development in commercial or mixed-use zones near major transit investment corridors, commercial centers, or employment centers</i>	Implementation 4.1.1 - Promote the establishment of low-to-moderate income housing within and near the Town Center. With a walkable Town Center, residents will have better access to shopping, work, and recreation without the need for a vehicle. This should be accomplished through the adoption of the Town Center Form-Based Code and subsequent rezoning of all properties within the Town Center district. In the interim, properties can be rezoned to allow for higher density residential developments and/or moderate income residential developments through the Planned (P) District rezoning process.		1						
General Plan	2022	Moderate Income Housing	24	Goal 4: Reduce household transportation expenses for low-to-moderate income households.	Strategy 4.2 – <i>Amend land use regulations to allow for higher density or new moderate income residential development in commercial or mixed-use zones near major transit investment corridors</i>	Implementation 4.2.1 - Promote the establishment of low-to-moderate income housing near public transportation routes. Locating affordable housing near public transportation will enable residents to get to work without owning a vehicle. This should be accomplished through the adoption of the Town Center Form-Based Code. In the interim, higher density residential developments and/or moderate income residential developments should be included in Planned (P) District development agreements within the Town Center.		1						
General Plan	2022	Moderate Income Housing	24	Goal 4: Reduce household transportation expenses for low-to-moderate income households.	Strategy 4.3 – <i>Amend land use regulations to eliminate or reduce parking requirements for residential development where a resident is less likely to rely on the residents own vehicle</i> , such as residential development near major transit investment corridors or senior living facilities	Implementation 4.3.1 - Reduce parking requirements for housing developments in the Town Center and near public transportation routes to reduce the cost of parking infrastructure that is passed on to tenants. This should be accomplished through the adoption of the Town Center Form-Based Code. In the interim, parking reductions should be included in Planned (P) District development agreements within the Town Center.		1						
Tally-Moderate Income Housing Plan 2022								0	4	6	0	3	0	0
General Plan	2020	Active Transportation Plan	46	Recommended network	Map 4.1 Network Recommendations - North Salt Lake			1						
General Plan	2020	Active Transportation Plan	49-51	Recommended connections	Map 4.3 Walkshed Connectivity Recommendations			1						
General Plan	2020	Active Transportation Plan	55	Policy Recommendations	Complete Streets						1			
General Plan	2020	Active Transportation Plan	55	Policy Recommendations	Street and Pathway Connectivity						1			
General Plan	2020	Active Transportation Plan	55-56	Policy Recommendations	Walkable Parking Policy						1			
General Plan	2020	Active Transportation Plan	57	Policy Recommendations	Amenity Requirements	Short term bicycle parking, Long term bike parking, Encouraged bicycle amenities		1						
General Plan	2020	Active Transportation Plan	58-60	Policy Recommendations	Walkable Activity Center Policies			1						
General Plan	2020	Active Transportation Plan	61-63	Policy Recommendations	Multi-Modal Integration Recommendations	Transit - planned network is well connected to bus, BRT, FrontRunner		1						

LONG RANGE PLAN IMPLEMENTATION PROGRESS

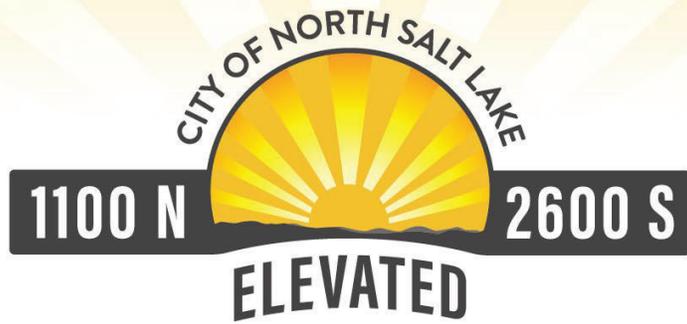
Plan	Year	Chapter	Page	Goal	Policy	Strategy	Strategy Steps	Completed	In Progress	Ongoing	Partially Completed	Not Completed	Update Needed	Not Applicable
General Plan	2020	Active Transportation Plan	63	Policy Recommendations	<i>Multi-Modal Integration Recommendations</i>	Shared Mobility - Uber/Lyft, UTA vanpools, Green Bike, Lime/Bird, etc.			1					
General Plan	2020	Active Transportation Plan	64	Policy Recommendations	<i>Multi-Modal Integration Recommendations</i>	Mobility Hubs - places to transfer between longer distance transit and "first-last mile" services like bikes and scooters			1					
General Plan	2020	Active Transportation Plan	64	Policy Recommendations	<i>Programs and Enforcement</i>	Programs - Safe Routes to School, Bike Utah's Youth BEST Program, Regular Evaluation and data collection, Maintenance, Bike Month and Bike to Work/School Days, Open Streets events						1		
General Plan	2020	Active Transportation Plan	65	Policy Recommendations	<i>Programs and Enforcement</i>	Enforcement - parking in bike lanes, work with law enforcement to promote active transportation education, compliance division dedicated to street safety and operations, implement a way for residents to report non-compliance						1		
Tally-Active Transportation Plan 2020								0	7	0	0	5	0	0
Town Center Master Plan	2016	2. Town Center Concept	10	Town Center Concept	<i>Map 4 - Land Use Concept</i>				1					
Town Center Master Plan	2016	2. Town Center Concept	14	Town Center Concept	<i>Town Center Pedestrian & Bicycle Network</i>				1					
Town Center Master Plan	2016	2. Town Center Concept	16	Town Center Concept	<i>Town Center Vehicle and Transit Network</i>				1					
Town Center Master Plan	2016	2. Town Center Concept	17	Street Network	<i>Vehicle Network</i>	Shared district parking lots on the interior of blocks, addressing retail, civic destinations, and Hatch Park							1	
Town Center Master Plan	2016	2. Town Center Concept	17	Street Network	<i>Vehicle Network</i>	Increased on-street parking				1				
Town Center Master Plan	2016	2. Town Center Concept	17	Street Network	<i>Vehicle Network</i>	Maintenance of regional mobility on Highway 89 with some potential traffic calming at key Town Center nodes						1		
Town Center Master Plan	2016	2. Town Center Concept	17	Street Network	<i>Vehicle Network</i>	The realignment of Main Street to connect to U.S. 89 at a right angle, with the potential addition of a new traffic signal or pedestrian-activated signal or beacon			1					
Town Center Master Plan	2016	2. Town Center Concept	17	Street Network	<i>Vehicle Network</i>	Completion of the I-15/I-215 interchange per recommendation of the General Plan			1					
Town Center Master Plan	2016	2. Town Center Concept	17	Street Network	<i>Transit Network</i>	Vehicle access and parking at the northern edge of Hatch Park						1		
Town Center Master Plan	2016	2. Town Center Concept	17	Street Network	<i>Transit Network</i>	Three BRT stations as focal points for the Town Center at 350 North, Center Street, and Eagle Ridge Drive.						1		
Town Center Master Plan	2016	2. Town Center Concept	17	Street Network	<i>Transit Network</i>	One BRT station that will serve as a North Salt Lake Transit Center, where riders can catch the BRT or any UTA bus that passes through the Town Center, reinforcing the focal point of Center Street and Highway 89. This would require a slight re-routing of UTA buses so they all serve the Transit Center.							1	
Town Center Master Plan	2016	2. Town Center Concept	17	Street Network	<i>Transit Network</i>	Focused pedestrian and bicycle access to the three BRT Stations/Transit Center.			1					
Town Center Master Plan	2016	2. Town Center Concept	18-19	Street Network	<i>Bike Network</i>	In the near term, north-south bike travel relies on the first phases of the improved Bamberger rail alignment trail combined with Main Street and the Highway 89 bike path to the south to move cyclists into the Town Center core on Center Street.			1					
Town Center Master Plan	2016	2. Town Center Concept	19	Street Network	<i>Bike Network</i>	New bike lanes on Center Street will make this street the primary east-west bike corridor in the City. The General Plan identifies a separated bike path that will connect to the Town Center from the west.					1			
Town Center Master Plan	2016	2. Town Center Concept	19	Street Network	<i>Bike Network</i>	Bike lanes should be added to Orchard Drive.			1					

LONG RANGE PLAN IMPLEMENTATION PROGRESS

Plan	Year	Chapter	Page	Goal	Policy	Strategy	Strategy Steps	Completed	In Progress	Ongoing	Partially Completed	Not Completed	Update Needed	Not Applicable
Town Center Master Plan	2016	2. Town Center Concept	19	Street Network	<i>Bike Network</i>	In the long term, a widening of Highway 89 can yield buffered bike lanes that will make cycling on Highway 89 safer and more comfortable.							1	
Town Center Master Plan	2016	2. Town Center Concept	19	Street Network	<i>Bike Network</i>	Meanwhile, the Bamberger Trail could potentially be completed from 350 North through Center Street to the southern part of the Town Center.						1		
Town Center Master Plan	2016	2. Town Center Concept	19	Street Network	<i>Bike Network</i>	If land uses turn over in other parts of the Town Center, alleys and paths can provide further bike connections.			1					
Town Center Master Plan	2016	2. Town Center Concept	19	Street Network	<i>Pedestrian Network</i>	Near-term widening of Center Street pedestrian realm in strategic locations such as the Towne Plaza project, the edge of Hatch Park, the north side of Center Street between Main and US89 if and when the adjacent property is redeveloped.				1				
Town Center Master Plan	2016	2. Town Center Concept	19	Street Network	<i>Pedestrian Network</i>	Capitalization on redevelopment projects such as Towne Plaza to make their frontages along Center Street pedestrian supportive.		1						
Town Center Master Plan	2016	2. Town Center Concept	19	Street Network	<i>Pedestrian Network</i>	A transit center at Center and Highway 89 that is also a BRT station.							1	
Town Center Master Plan	2016	2. Town Center Concept	19	Street Network	<i>Pedestrian Network</i>	A new, more human-scale and engaging edge for Hatch Park with the parking lot removed (parking replenished on the street and on shared lots elsewhere).		1						
Town Center Master Plan	2016	2. Town Center Concept	19	Street Network	<i>Pedestrian Network</i>	A safer and more visible crossing of Highway 89 with features such as a pedestrian refuge or incorporation of the BRT station.						1		
Town Center Master Plan	2016	2. Town Center Concept	21	Streets and Facilities	<i>Center Street</i>	Figure 1: Street Section - Center Street Between Highway 89 and Main Street (looking west)							1	
Town Center Master Plan	2016	2. Town Center Concept	22	Streets and Facilities	<i>Center Street</i>	Figure 2: Street Section - Center Street at Hatch Park (looking west)							1	
Town Center Master Plan	2016	2. Town Center Concept	23	Streets and Facilities	<i>Center Street</i>	Figure 3: Street Section - Center Street between Highway 89 and Orchard Drive (looking east)							1	
Town Center Master Plan	2016	2. Town Center Concept	24	Streets and Facilities	<i>Highway 89</i>	Figure 4: Street Section - Highway 89 Near-Term (looking north)		1						
Town Center Master Plan	2016	2. Town Center Concept	25	Streets and Facilities	<i>Highway 89</i>	Figure 5: Street Section - Highway 89 Long-Term (looking north)		1						
Town Center Master Plan	2016	2. Town Center Concept	26	Streets and Facilities	<i>Orchard Drive</i>	Figure 6: Street Section - Orchard Drive (looking northeast)							1	
Town Center Master Plan	2016	2. Town Center Concept	27	Streets and Facilities	<i>Orchard Drive</i>	Figure 7: Street Section - Orchard Drive (looking northeast)							1	
Town Center Master Plan	2016	2. Town Center Concept	28	Access Management	<i>Highway 89</i>	Consolidate driveways and curb cuts with redevelopment and BRT				1				
Town Center Master Plan	2016	2. Town Center Concept	28	Access Management	<i>Highway 89</i>	At Town Center Core and near other BRT station locations, place access to rear of Highway 89 fronting property via an alley. Vehicle access to parking in the rear.				1				
Town Center Master Plan	2016	2. Town Center Concept	28	Access Management	<i>Highway 89</i>	Local Access Lane							1	
Town Center Master Plan	2016	2. Town Center Concept	28	Access Management	<i>Center/Main Street</i>	Concentrate access to parking via shared driveways or back alleys				1				
Town Center Master Plan	2016	2. Town Center Concept	29	Parking	<i>Center Street</i>	Add on-street parking where it doesn't currently exist		1						
Town Center Master Plan	2016	2. Town Center Concept	29	Parking	<i>Town Center</i>	Change on-street parking orientation from parallel to angled parking						1		
Town Center Master Plan	2016	2. Town Center Concept	30	Parking	<i>Town Center</i>	Shared district parking, especially near BRT station locations							1	
Town Center Master Plan	2016	2. Town Center Concept	32	Community Spaces	Map 6 - Town Center Parks and Open Space	Bamberger Trail and 232 North Main connection, Hatch Park Expansion, City Hall Park (Veteran's Memorial), BRT Plazas (Center Street & Highway 89), BRT Plazas (350 North/3800 South & Highway 89)		1						

LONG RANGE PLAN IMPLEMENTATION PROGRESS

Plan	Year	Chapter	Page	Goal	Policy	Strategy	Strategy Steps	Completed	In Progress	Ongoing	Partially Completed	Not Completed	Update Needed	Not Applicable
Town Center Master Plan	2016	2. Town Center Concept	34	Illustrative Plan	Map 7.1 - Illustrative Plan					1				
Town Center Master Plan	2016	4. Implementation	79	Implementation	<i>Adopt the Town Center Master Plan</i>			1						
Town Center Master Plan	2016	4. Implementation	79	Implementation	<i>Adopt the Town Center Design Guidelines</i>			1						
Town Center Master Plan	2016	4. Implementation	79	Implementation	<i>Implement Policy, Ordinance and Zoning Changes</i>	The Town Center should be designated as a special district or overlay zone.		1						
Town Center Master Plan	2016	4. Implementation	79	Implementation	<i>Implement Policy, Ordinance and Zoning Changes</i>	A Form-based Code should replace the Redevelopment Overlay Zone and associated zoning tools which apply in the district.		1						
Town Center Master Plan	2016	4. Implementation	79	Implementation	<i>Implement Policy, Ordinance and Zoning Changes</i>	A Branding Study should be undertaken to establish a clear and logical hierarchy of street and place names that contribute to establishing Town Center as the "Heart of Our City".		1						
Town Center Master Plan	2016	4. Implementation	80	Implementation	<i>Implement Policy, Ordinance and Zoning Changes</i>	The remnants of the Bamberger Rail Corridor should be designated as a historic resource to be preserved, protected and maintained as a cultural/recreational resource.					1			
Town Center Master Plan	2016	4. Implementation	80	Implementation	<i>Implement Policy, Ordinance and Zoning Changes</i>	Completion of an economic analysis on the approved land use plan.		1						
Town Center Master Plan	2016	4. Implementation	80	Implementation	<i>Implement Policy, Ordinance and Zoning Changes</i>	Creation of a pathway/trail building capital facilities plan so that planned trails are constructed.				1				
Town Center Master Plan	2016	4. Implementation	80	Implementation	<i>Implement Policy, Ordinance and Zoning Changes</i>	Completion of a parking analysis to determine how much parking and what type of parking should be included in future City ordinances.		1						
Town Center Master Plan	2016	4. Implementation	80	Implementation	<i>Implement Policy, Ordinance and Zoning Changes</i>	Creation of an aggressive landscaping and streetscape beautification plan first for City-owned property and then move to private locations (Sinclair, Truck Trim, Bountiful Pointe Apartments).					1			
Town Center Master Plan	2016	4. Implementation	80	Implementation	<i>Implement Policy, Ordinance and Zoning Changes</i>	Implementation of tree planting/landscaping plans for Center Street between Town Center and Redwood Road (already in the 2013 General Plan).					1			
Tally-Town Center Master Plan 2016								4	17	7	2	9	11	0



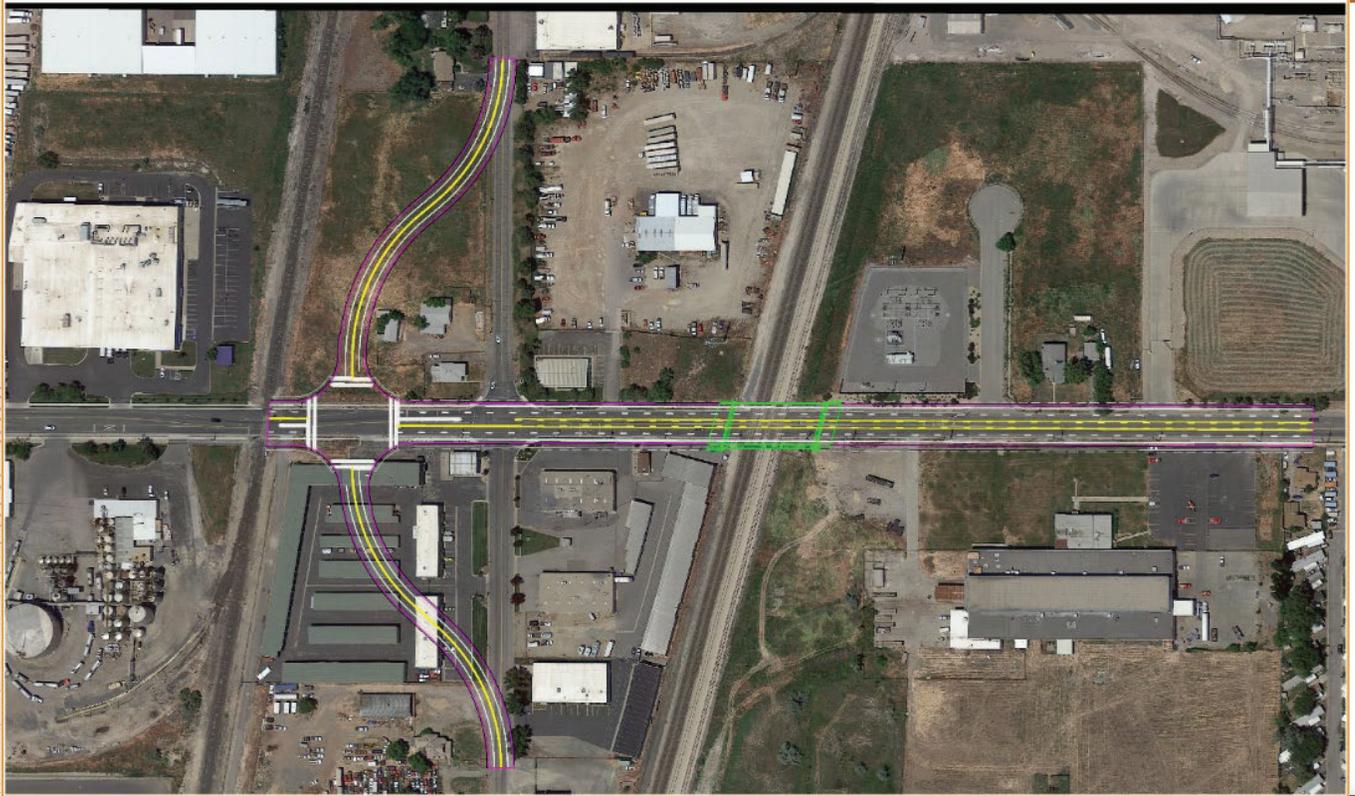
City Council Update

October 18, 2022



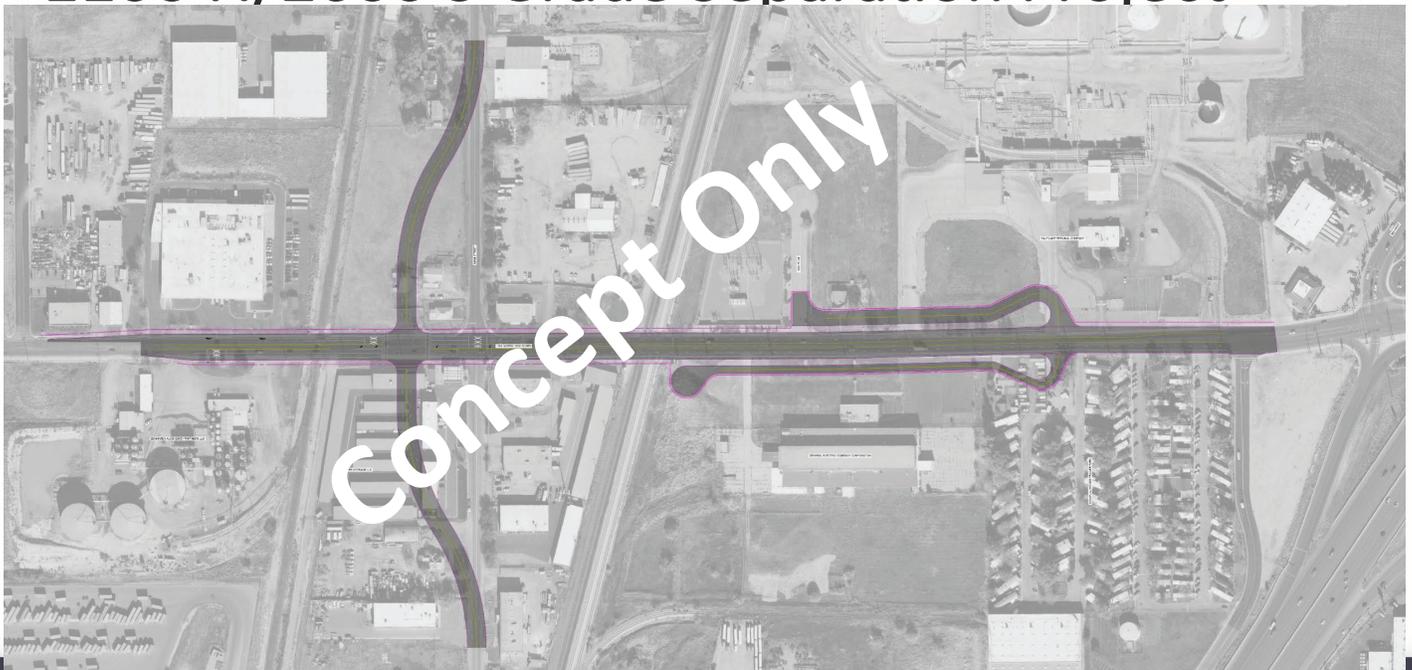
1100 N/2600 S Grade Separation Project Status Update-Work Completed to Date

- Complete State Environmental Status (SES)
 - Field Studies, Data Collection
- Preliminary Engineering
 - Refinements of Preferred Alternative
 - Concept Submittal to UPRR (10% Design level)
- Coordination with UDOT Region 1 and I-15 team
- Coordination with UPRR/UTA





1100 N/2600 S Grade Separation Project





1100 N/2600 S Grade Separation Project

Feedback from UPRR on Concept Submittal

- Concerns over at-grade crossing remaining (WCIL)
 - Widening at this track location
 - Moving Main Street closer to tracks (proposed to west)
- Potential Alternatives
 - Viaduct over both track locations (Main and WCIL)
 - Tie into WCIL with no roadway widening (City's project is extending sidewalk across tracks); Move Main Street to the east with no access to 1100 N (under 1100 N)
 - May require a more substantial environmental study due to loss of access



Center Street Overview



- Profiles from I-15 to UTA track substandard 10%+ slope
- Access to businesses



1100 N/2600 S Grade Separation Project Questions & Next Steps

- Next Steps
 - Is viaduct option acceptable to North Salt Lake City?
 - Additional concept development/feasibility for new alternative
 - Process to inform an alternative selection
 - If connection between Main Street and 1100 North is no longer provided, controversy may require a more extensive environmental study – change in traffic circulation