

CITY OF NORTH SALT LAKE  
CITY COUNCIL & PLANNING COMMISSION  
JOINT MEETING  
CITY HALL-10 EAST CENTER STREET, NORTH SALT LAKE  
OCTOBER 14, 2025

**FINAL**

Mayor Horrocks welcomed those present at 7:01 p.m.

PRESENT: Mayor Brian Horrocks  
Councilmember Lisa Watts Baskin  
Councilmember Tammy Clayton  
Councilmember Suzette Jackson  
Councilmember Ted Knowlton  
Councilmember Alisa Van Langeveld

PRESENT: Commission Chair BreAnna Larson  
Commissioner Ryan Holbrook  
Commissioner Ron Jorgensen via Zoom  
Commissioner Jonathan Marsh  
Commissioner Brandon Tucker  
Commissioner William Ward

EXCUSED: Commissioner Irene Stone

STAFF PRESENT: Ken Leetham, City Manager; Sherrie Pace, Community Development Director; Wendy Page, City Recorder; Ali Avery, Long Range Planner; Mackenzie Johnson, Planner.

OTHERS PRESENT: Barry Bryson, Dee Lalliss, Conrad Jacobson, Carolyn Jacobson, Heidi Smoot, Peter Wirthlin, Brent Crowther, residents. Lisa Benson, Sam Taylor via Zoom, Landmark Design.

1. DISCUSSION WITH CONSULTANTS ON THE PROGRESS OF THE GENERAL  
PLAN UPDATE

Sherrie Pace introduced Lisa Benson and Sam Taylor with Landmark Design who would provide a progress report on the General Plan update and obtain feedback from the City Council and Planning Commission on new ideas that had not been introduced yet.

Lisa Benson, Landmark Design, shared seven guiding principles which formed the basis of and recommendations in the General Plan:

- 1) Community Character- Establish a distinct framework of activity centers and gateways that uniquely define NSL's neighborhoods and create community destinations.
- 2) Healthy Living- Create an interconnected community centered on active mobility and lifestyles.
- 3) Mobility and Access- Transform key corridors to absorb growth, connect neighborhoods, and provide a full range of transportation modes.
- 4) Economic Opportunity- Shape NSL's industrial area into a modern center of commerce and innovation.
- 5) Environment- Reconnect North Salt Lake to the natural environment and strengthen it as a sustainable and resilient community.
- 6) Balanced Growth- Preserve the unique features of existing neighborhoods while adding new housing options to meet the diverse needs of residents.
- 7) Community Life- Enhance community life through the provision of public facilities, services, and programming.

Ms. Benson then reviewed the top priorities from public engagement including:

- Priority network of regional and neighborhood linking trails—focus on Center Street, Orchard Drive, US 89, Redwood Road, and Bonneville Shoreline Trail (BST)
- Development of the Town Center
- Development of a west side activity center/innovation district
- Strengthening the identity of NSL – i.e. gateways, branding
- Supplying existing parks and trails with high quality amenities
- Tackling air quality issues that can be influenced – i.e. electrification/emissions, active transportation, Great Salt Lake (GSL) conservation, sewer district

Councilmember Knowlton asked if the provided list was the top priorities/items related to plan articulation. Lisa Benson replied that these items fed into the guiding principles that the plan

would be structured around. She said these key projects would feed into the implementation recommendations within the plan.

Sam Taylor, Landmark Design, commented that the priority list was strongly interrelated with the Guiding Principles of the General Plan.

Lisa Benson presented a greenway concept map of the City noting a community center, recreation destinations, trailheads, foothills to river corridor, primary greenways, community connectors (non-recreation focus), and neighborhood networks. She also shared a future land use concept and Town Center concept map. She reviewed the items that had been the focus of their efforts with staff including coordinating on a revised land use vision that addressed constraints and current planning efforts and the creation of a rough administrative draft of the plan which was reviewed and would be revised. She explained that the purpose of this meeting was to verify the new land use vision before completing the draft.

Councilmember Jackson arrived at 7:06 p.m.

Sam Taylor shared a presentation on future land use and said the map was based on the guiding principles (community character, economic opportunity, etc.) and the feedback received during the public engagement process. He continued that the future land use map was not a zoning map, but a visionary map. He said the purpose of the future land use map was to define the general desired character of areas within the City and their form and uses to make recommendations for achieving the vision.

Mr. Taylor focused on the Center Line Greenway map concept and the following points:

- Center Street focus as key east/west link
- Complete and multimodal corridor
- Extend catalytic energy of Hatch Park and existing trail network across the City
- Land uses that front and compliment the greenway
- Market study recommendation for activated frontage and amenity rich public right of way

Sam Taylor then showed a cross section right of way plan for Center Street, west of I-15, with increased pedestrian crossings, sidewalk, and links to business entries. He shared maps highlighting areas of the City and key points about each area including:

Town Center

- East anchor and key destination along the “Center Line”
- Revised boundary

- Focus as a primary pedestrian corridor
- New design guidelines to clarify expectations for development (codification to ensure implementation)

West Regional Center & Business Park area:

- Regional center at Center Street/Redwood Road as a west anchor and key destination along the “Center Line”
- Worked hand-in-hand with business park to create a cleaner, more modern business hub
- Focus on office, hotel, flex space for tech and other startups
- Emulate how other Utah communities are using freeway connections

Councilmember Van Langeveld arrived at 7:16 p.m.

Eaglewood District:

- Serves as southern gateway to the City
- Continue to follow the vision as a transit oriented development as bus rapid transit (BRT) and trail develops on US 89
- Market study recommendation for Eaglewood Village as an independent node separate from Town Center
- Uses around new interchange include office, hotel, commercial

Centerline District:

- Transitional area from existing industrial to a mixed use neighborhood
- Uses that promote entertainment, community gathering, recreation, and nightlife
- Generate revenue to fund capital projects including “Centerline” and “Town Center”
- May help spur further activity in Town Center
- Need strict guardrails and further study (potential for new CRA)

Councilmember Knowlton asked for orientation on where the Centerline District was located in the City. Sherrie Pace responded that it was west of I-15, east of 700 West, north of Center Street, and south of approximately 400 North.

Sam Taylor continued his review of the Centerline District. Ken Leetham commented that this was a newer idea to take properties that may not have changed much in twenty years and to introduce new land uses and ideas (including residential or manufacturing). He spoke on creating an economic project area which would be beneficial in creating new land uses and the potential in this area. He spoke about the possibilities and said it was more feasible than trying to redevelop the parcels between Redwood Road and Legacy Highway which already had

successful land uses. He said the next step was a small area plan, potential private capital investment, and to investigate the creation of a new CRA.

Commissioner Marsh asked about the potential guard rails related to development in this area. Sam Taylor replied the location of housing (not near refineries) or other environmental considerations.

Sherrie Pace added that this location would be appropriate for a FrontRunner Station and transit oriented development.

Sam Taylor continued with his review of the Centerline District and shared images of existing uses in other cities including the Woodbine Food Hall, the Granary District, and a concert venue. He then reviewed corridor development along US 89:

#### Corridor Development

- North US-89 (infill residential with commercial)
- Orchard Drive (infill residential)
- Uses support the Town Center and provide transitions to neighborhoods
- Properties on these corridors are too shallow to yield large projects (small scale infill)

#### River Oriented Commercial/Recreation

- Embrace proximity to Jordan River
- Support public access to and enjoyment of the river
- Recreational and commercial uses focused on outdoor recreation (RV parks, overnight accommodations with river focus, indoor/outdoor dining, outdoor rec manufacturers and non profits)

#### Other Commercial/Industrial Uses

- 2600 South Center
- Neighborhood Centers
- Other industrial uses
- Public realm enhancements would be key to continued success in these areas (gateway features, wayfinding, missing sidewalks/trails)

#### Existing Residential Areas:

- Preserve existing neighborhoods
- Placemaking enhancements: trails, trees, gateways, branding
- Programming helps to activate community life (occur at neighborhood and city scale)

- Neighborhood councils

#### Green Network

- Center Line does not stop at activity centers-connect foothills to river
- Other corridors and trails link everything together
- Essential for connecting the entire green network and providing access to community destinations and services

Sam Taylor shared the Future Land Use map of the City which showed the following:

- Community Greenways
- Neighborhood Greenways
- Existing Residential
- Infill Residential
- Town Center
- Centerline District
- Eaglewood District
- Regional Center
- Mixed Use Corridor
- Neighborhood Center
- Business Park
- Heavy Industrial
- Light Industrial
- River Oriented Commercial/Recreation
- Natural Open Space
- Redwood Center

Mr. Taylor asked how the proposed vision reflected the original ideas and how the public may feel about the plan, the strengths and weaknesses of the vision, and how Landmark could address any weaknesses.

Mayor Horrocks commented that he was in favor of the Center Street concept and noted potential funding challenges. He mentioned the potential to use City Center and Redwood Road CDAs. Sam Taylor replied that the project could be done in phases and potential grants or other funding sources.

Mayor Horrocks expressed concern about adding residential to commercial or industrial areas such as in the proposed Centerline District. He spoke on prior mixed use developments that only resulted in residential and not the promised retail component.

Councilmember Van Langeveld commented on the natural open space near Legacy Parkway and how it was not developable or accessible green space. She said it was a nature preserve that did not have public access and asked that it be differentiated from the other natural open space on the map. Sherrie Pace replied that it was the Legacy Nature Preserve and noted the possibility to one day have a trail there for public access.

Councilmember Knowlton mentioned the Centerline District and the potential for it to strengthen the Town Center area. He also asked if it may affect industrial investment within and adjacent to that area. He also asked about the size of the proposed area as it was an exploratory idea. Sam Taylor responded that thoughts on this area were based on historical trends, combined with land affordability and redevelopment potential. He said Zions Bank may be better able to forecast whether it would affect industrial investment in the nearby area.

Commissioner Holbrook asked for the reasoning behind decreasing the size of the Town Center boundaries. Sam Taylor said there were several adjustments to the Town Center boundary related to distance. He shared that the market study identified some areas as too far away from the Center area and that Eaglewood Village functioned as its own node. He noted the primary change was to include the school and existing residential around the school into the boundary, especially for future redevelopment of those properties.

Commissioner Holbrook also asked if there was anything prohibiting the car dealership property in the Town Center area from redeveloping. Sherrie Pace replied that redevelopment of that property was based more on the property owner. She clarified that there was no proposal to redevelop the school property but spoke on how demographics were changing and a potential plan for that area.

Councilmember Jackson said she was in agreement with the Mayor's comments on the Centerline District and the potential for more high density housing versus commercial without guardrails in place. She is not supportive of additional high density housing. She was also concerned about the proposed river oriented commercial/recreation area, particularly with the consideration of the proposed large homeless shelter and mosquito issues in that area. She was in favor of the proposed City Center aesthetics and transit with a focus on beautification and connection. She questioned if one priority would lend itself to the next area timeline wise. Sam Taylor replied that the different areas were presented in order of importance starting with the

Town Center. He suggested that development could proceed in that order or shift to other priorities to ensure that the Town Center was developed correctly.

Councilmember Van Langeveld spoke on the corridor sections and why the Redwood Road corridor was not considered separately from the business park. Sam Taylor mentioned that some of the challenges was that many areas were built out and fairly new. He said the southern half of the corridor had room for infill or redevelopment and retain the northern half as it was today.

Councilmember Van Langeveld asked if there were many landowners looking to sell or repurpose in the Redwood center area. Ken Leetham said there were some businesses that would not change. He spoke on how staff had not approached any landowners but said there were some properties which was underutilized. He also was unaware of landowners in the Centerline District who were looking to repurpose their properties.

Sherrie Pace added that while the plan did not specify a northern Redwood Road center, it would still address the beautification and implementation of a trail system in that area.

Councilmember Van Langeveld clarified that the other corridors had similar goals of beautification and infill/redevelopment. She suggested having a Redwood Road corridor specified on the plan. Councilmember Knowlton was in favor of this addition and suggested identifying nodes along Redwood Road to focus on.

Councilmember Knowlton was in favor of the framework of the plan while recognizing that everything would not work. He said having a plan could encourage landowners, development, and the market towards a new direction. He explained this would not commit the City to anything as it was more of a vision than zoning. He asked about the 1100 North area along the freeway interchange and how to better utilize this location. He suggested stating a vision for that area as well.

Councilmember Van Langeveld was in agreement that 1100 North and Center Street should be included in the corridor list with beautification, wayfinding, and signage. She mentioned the need for long term vision for the area and how General Plans could be a to do list for 10-15 years. She requested a section in the General Plan for each district related to long term goals and short term action. Sam Taylor replied that the role of the General Plan was intended to be visionary framework with incremental ideas. He said the first step would be further study before committing to a plan for an area.

Sherrie Pace added that the Centerline District boundaries were not settled for several reasons including the need for a connection to Center Street, underutilized properties, and desire not to

have housing by the refineries. She said the plan would require better boundaries based on the market, uses, connections, etc.

Sam Taylor spoke on the constraints with the 1100 North corridor including the refineries, FedEx, the Woods Cross Airport, etc. related to redevelopment but said that beautification and minor infill could still occur.

Councilmember Knowlton mentioned the 1100 North area east of I-15. Sam Taylor asked for any suggestions for that area. He said it would benefit from placemaking.

Lisa Benson added that the goal was also to create focus and not dilute efforts. She said 1100 North was not as significant as other corridors.

Councilmember Knowlton was in favor of prioritizing and said that 1100 North should be articulated but not placed at the top of the list.

Sherrie Pace said 1100 North was a regional center on WFRC maps in combination with Bountiful and Woods Cross. She said it would warrant additional study with all three cities.

Commissioner Marsh liked the potential of what the Centerline District could be. He spoke on the market exploration of missing retailers in the City such as home improvement stores and how the Centerline area could provide opportunity for that. He said there had to be an economic base and population to support retail including transportation.

Commissioner Holbrook spoke on the Centerline District and the opportunity for a FrontRunner station. He asked if redevelopment would warrant UTA to move or add a station. Councilmember Knowlton replied that it was unlikely that UTA would add a station to the City but said Woods Cross would not add more development around the existing FrontRunner station. He said there was no harm in making it clear to UTA that the City wanted a station and to work toward that goal.

Councilmember Clayton said a FrontRunner stop in the City would be a plus and if the Centerline District was developed well, it may not look like an industrial area.

Commissioner Marsh spoke on change including the I-15 interchange and how this would affect residents, businesses, and traffic flow. He mentioned continuing to work with UDOT on the potential for a Legacy Parkway exit into the City.

Councilmember Van Langeveld suggested that a UTA FrontRunner stop should be formally included in the vision for this area.

Commission Chair Larson was in favor of the Centerline proposal and moving towards a new concept. She said incorporating housing would help to bring commercial and create an identity and vibe for that area. Commissioner Tucker was in agreement and the desire for commercial and a concert venue which would not be possible without higher density housing infrastructure.

Commissioner Tucker mentioned the FrontRunner station and the double tracking project. He said there were plans to consider other locations and the potential for additional stations.

Councilmember Jackson mentioned that West Bountiful was generally considered low density and how they had made a conscientious effort to incentivize commercial development. She encouraged the City to think outside the box.

Commissioner Jorgensen was in favor of the vision with different districts/area and making it abundantly clear the City wanted a FrontRunner station. He commented on the challenges including the configuration of the Town Center related to pedestrian walkability, scale of some of the proposed centers, and compatibility.

Councilmember Van Langeveld commented on renaming the Eaglewood District to The Village District. She mentioned that residents would consider Eaglewood as the area around Eaglewood Golf Course.

Lisa Benson concluded that Landmark would take all of the feedback, review with staff, and provide a plan for review before the end of the year.

Councilmember Knowlton reiterated that it would be helpful to have a visionary document with clearly articulated priorities and an action plan. Lisa Benson spoke on building flexibility into the plan along with a toolkit which could be used by future Councils/Commissions and with changing desires to invest in different levels or areas of the City over time.

## 2. ADJOURN

Mayor Horrocks adjourned the meeting at 8:17 p.m.

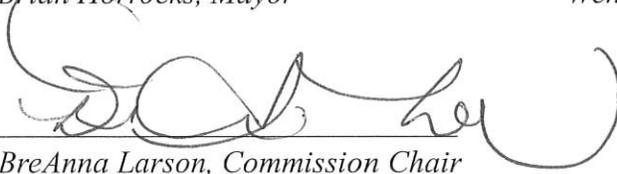
*The foregoing was approved by the Planning Commission of the City of North Salt Lake on Wednesday, November 12, 2025 and the City Council of the City of North Salt Lake on Tuesday, November 18, 2025 by unanimous vote of all members present.*



*Brian Horrocks, Mayor*



*Wendy Page, City Recorder*



*BreAnna Larson, Commission Chair*

