



City of
NORTH SALT LAKE

CITY COUNCIL
Work Session

September 15, 2026
6:00 p.m.

PUBLIC OPEN HOUSE

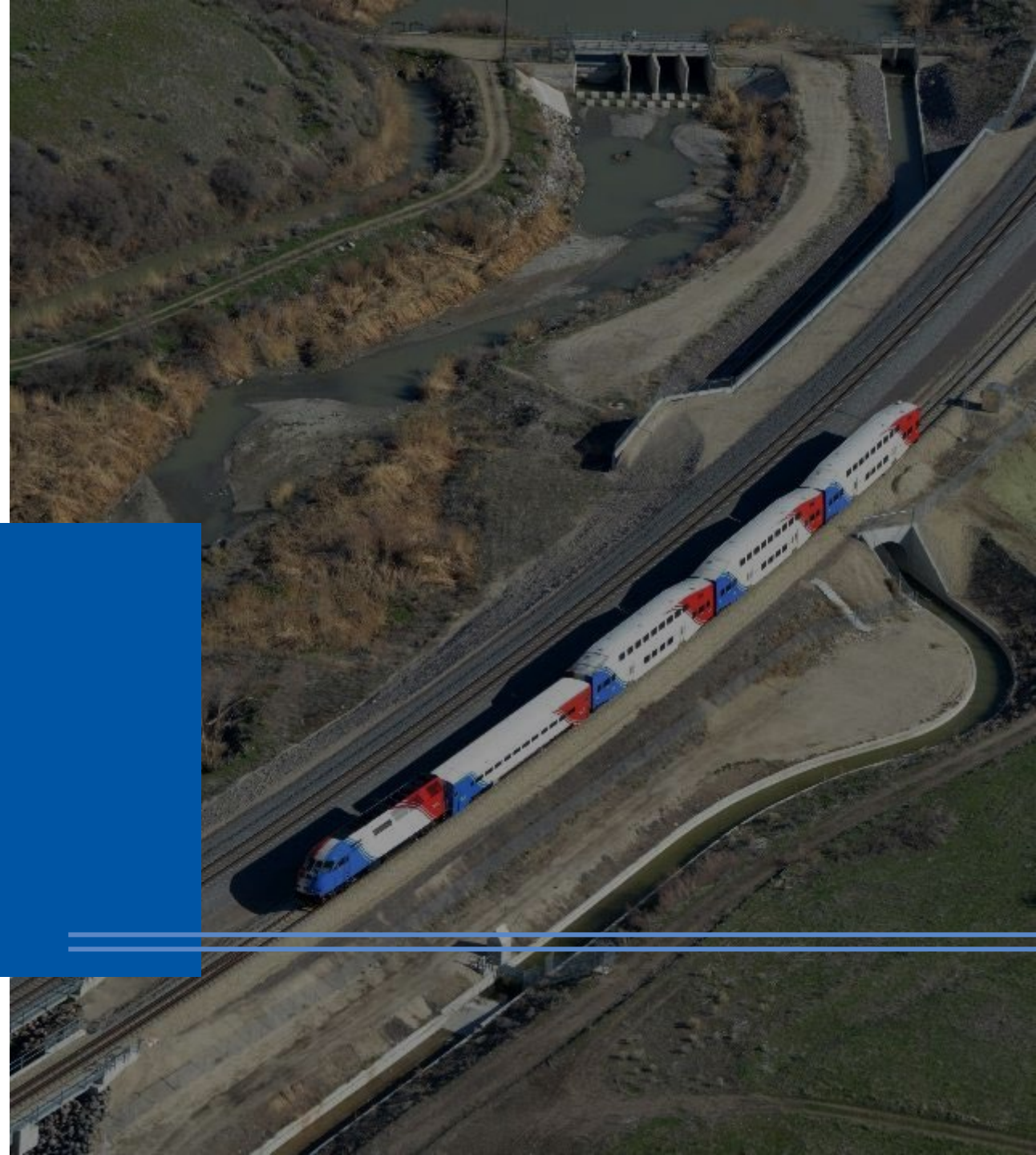
PRESENTATION

FrontRunner 2X

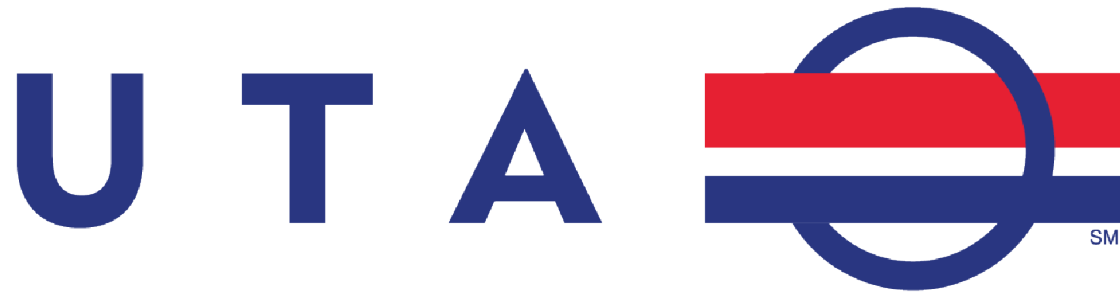


North Salt Lake City Council Meeting

September 15, 2026



Project Team



Why Strategic Double Tracking?



Project Purpose



- Ridership is at 90% capacity in the peak hour peak direction
- Doubles (2X) train frequency on the existing FrontRunner corridor to reduce congestion and increase ridership



Project Benefits



Increased Frequency
(15-minute peak, 30-minute off-peak)



Increased Ridership
(53% increase)



Improved Reliability



Increased Choice
(17% faster than I-15 by 2050)



Supports Economic Development

FrontRunner 2X Improvements



11 Double Track Sections



1 New Station



1 Track Realignment

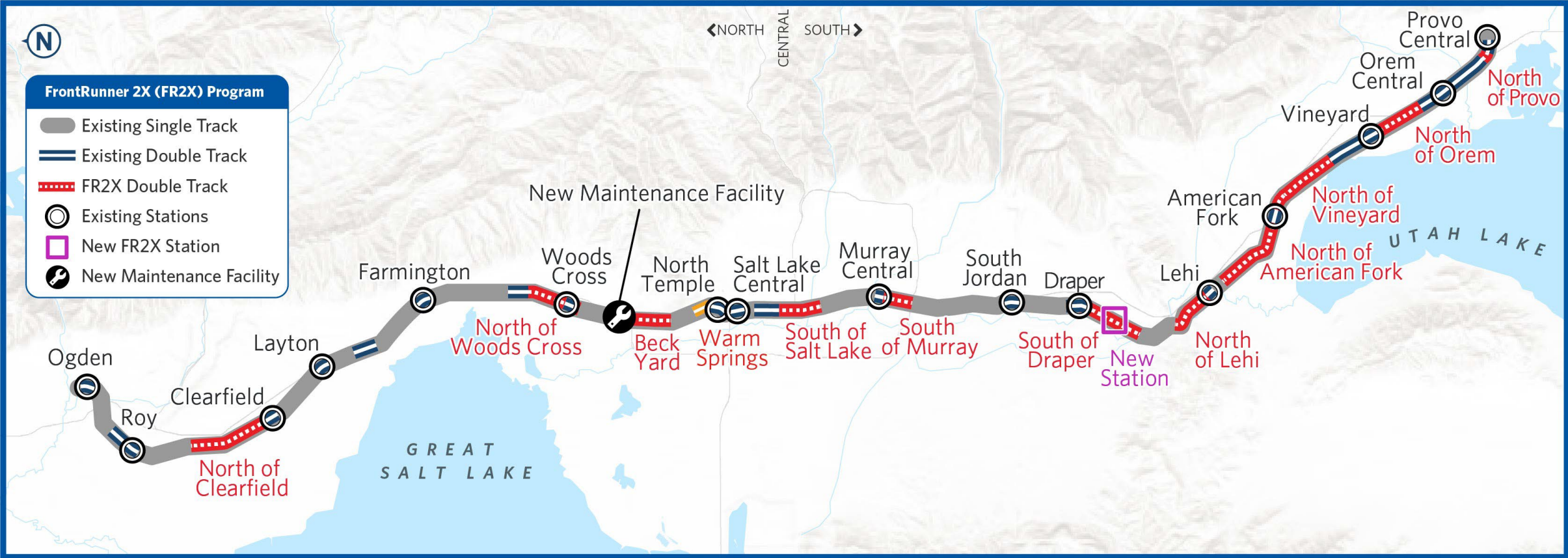


10 New Trainsets



Maintenance Facility

Project Map



Project Timeline

2023 - 2024

-  Progressive Design-Build Request for Proposal
-  Progressive Design-Builder Selection
-  Start of Preconstruction
-  Start of Environmental Study

2025 - 2026

-  Environmental Study Completion
-  Design and Preconstruction
-  Final Design
-  Train Procurement

2027 - 2030

-  Construction
-  Train Manufacturing, Delivery, and Testing
-  Federal Grant Approval*

*Expected 2027

2030

-  Construction Substantial Completion
-  New Vehicles Testing and Start of Operation
-  15-minute Peak Service

Schedule is dependent on federal grants

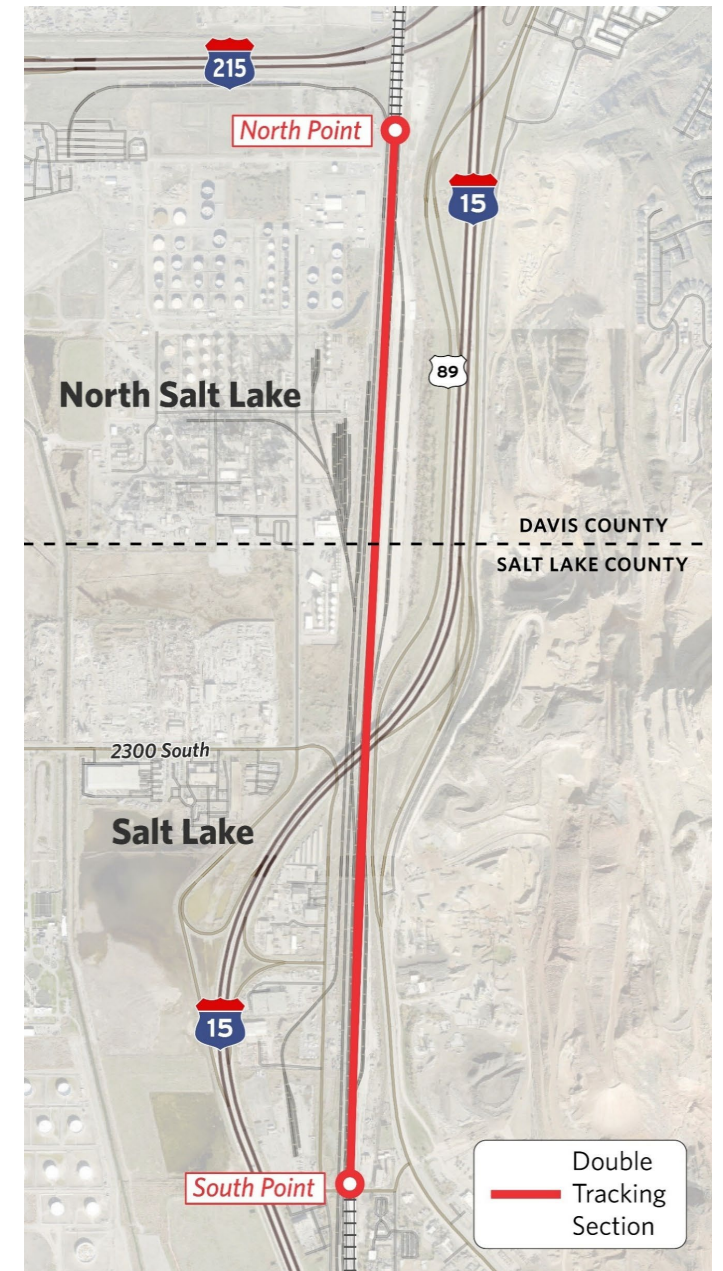
Beck Yard Section Design Overview

North Point: I-215 overpass, North Salt Lake

South Point: 1800 North, Salt Lake City

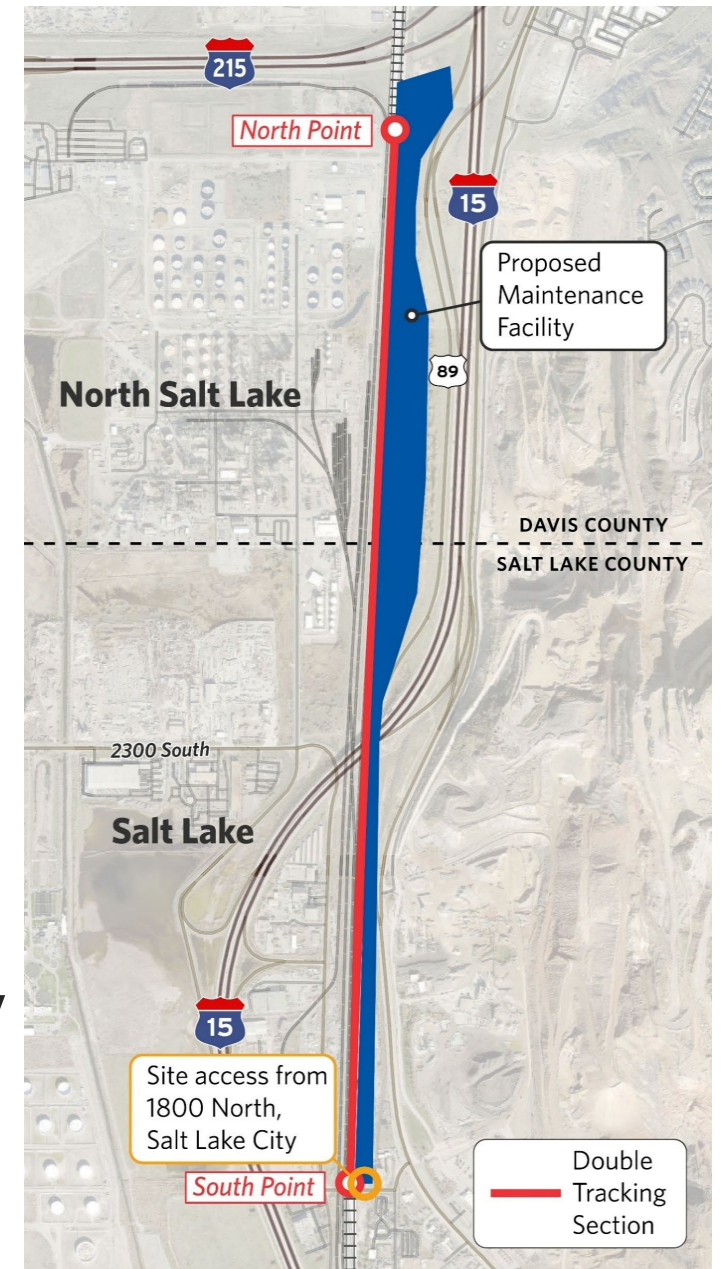
Length: 1.8 mi

About 4,260 feet of the Beck Yard Section is within the boundaries of North Salt Lake in Davis County



Beck Yard Maintenance Facility

- A new maintenance facility will be constructed east of the track to service the new FrontRunner trainsets
- The facility will be on the border of Davis County and Salt Lake County
- Utility access from Salt Lake County
- Site access and EMS access from 1800 North, Salt Lake City

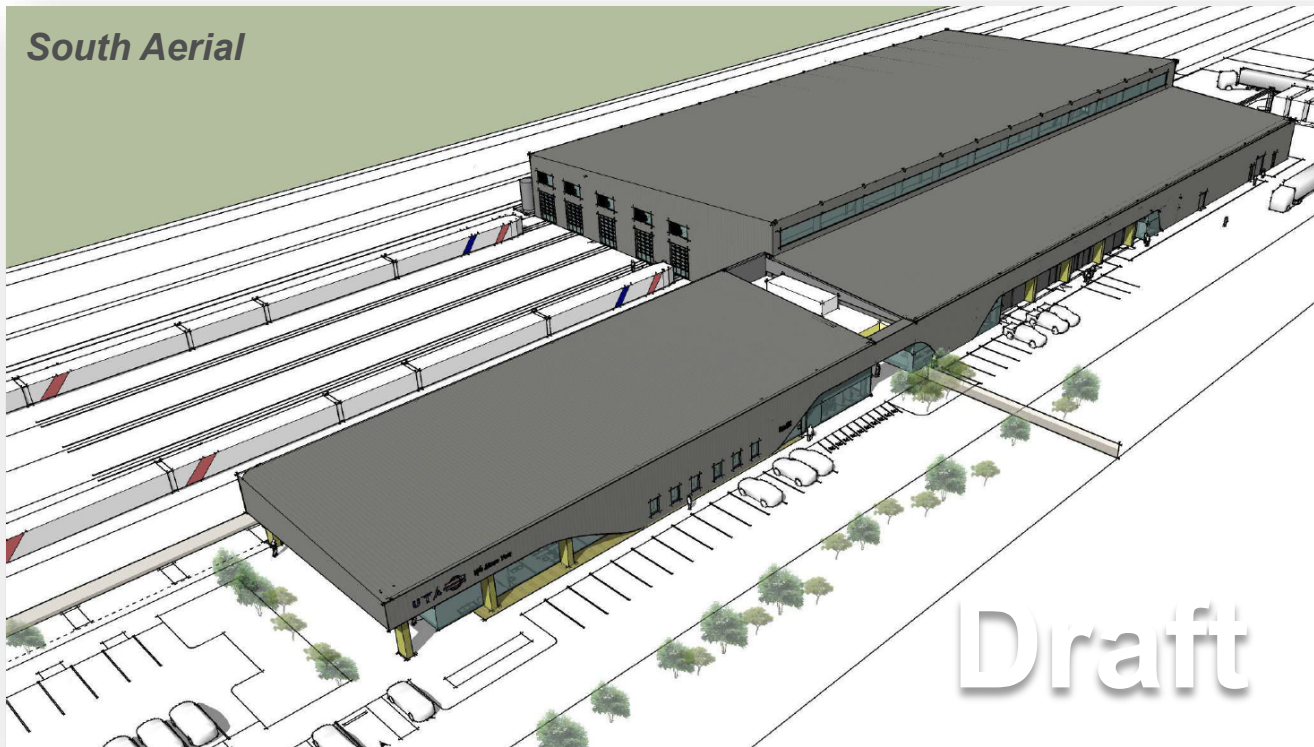


Beck Yard Maintenance Facility



Beck Yard Maintenance Facility

30% design – draft renderings

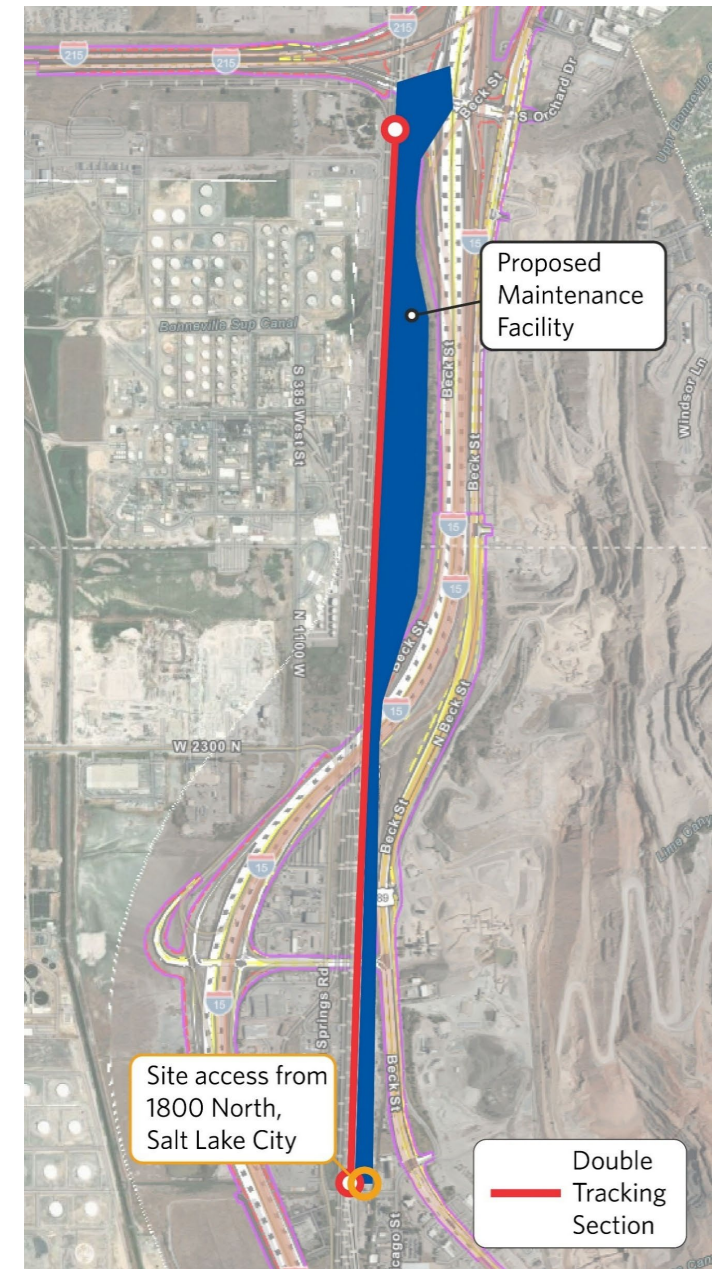


I-15 Farmington to Salt Lake Project Coordination

Interstate 15
Farmington to Salt Lake City
RECONSTRUCTION
by UDOT

FRONTRUNNER 2X
UTA  

- Projects have been coordinating regularly
- Coordination will continue through the duration of both projects
- Southbound Beck Street to be vacated following I-15 Project construction
- Access road to the future maintenance facility will utilize existing southbound Beck Street



FRONTRUNNER 2X

Stay Informed

Website: FrontRunner2X.utah.gov

Email: FrontRunner2X@utah.gov

Phone: 888-882-0373



ADJOURN



City of
NORTH SALT LAKE

CITY COUNCIL
Meeting

September 15, 2026
7:00 p.m.

CITIZEN COMMENT

All citizen comment is welcome, but those wishing to speak should limit their comments to no more than three (3) minutes.

FINANCIAL REPORT
FY 2026 Fourth Quarter

Rescheduled to September 15th

City of North Salt Lake

FY 2026 Q4 Financial Report

September 15, 2026



GOVERNMENTAL ACCOUNTING FRAMEWORK

Governmental Activities

- **Core public services**
 - **Funded mostly by taxes**
 - Sales tax, Property tax, Franchise tax
 - RAP tax
 - Fuel tax
 - General Fund
 - Special Revenue Funds
 - Debt Service Fund
 - Capital Projects Funds
-

Business-type Activities

- **Self Sustaining, for:**
 - Operations *and* capital
- **Funded by user fees**
 - CFP demands may necessitate debt issuance.
- Enterprise Funds
- Internal Service Fund

GOVERNMENTAL ACCOUNTING FRAMEWORK



- Governments use fund accounting to track and report money according to its intended purpose and any restrictions on how it can be used.

- Fund Balance Categories:
 - **Restricted:** Legally limited
 - **Committed:** Set aside by council action
 - **Assigned:** Intended for a purpose
 - **Unassigned:** Available for general use

Funds are generally not interchangeable. Excess money in one fund cannot easily be used to cover a shortfall in another fund because each fund has its own purpose, funding sources, and restrictions.

CASH BALANCES

Although the City maintains a single savings and single checking account, fund accounting tracks the cash attributable to each individual fund. Interest earnings are allocated monthly based on each fund's proportionate share of the total cash balance.

Public Treasures Investment Funds

\$

30,030,325

Zions Bank Operating Account

\$ 1,142,305

Total at 6/30/2026\$ 31,172,630*

- This balance fluctuates throughout the year due to the timing of revenue collections and payables throughout the budget cycle.

CASH BALANCES:

How much is “available” at June 30, 2026?

Cash Balance	\$ 31,172,630
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Less prior year payables	(\$ 2,968,860)
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Less <i>committed</i> for prior year CIP	(\$ 6,885,170)
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Less <i>committed</i> for CY CIP	(\$ 5,721,704)
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Less <i>restricted</i> for RDA	(\$ 3,788,800)
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Less <i>restricted</i> for Housing	(\$ 1,435,473)
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Less <i>restricted</i> Misc/Other	(\$ 144,851)
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Less <i>assigned</i> to Solid Waste	(\$ 1,056,010)
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Less <i>assigned</i> to Golf	(\$ 708,729)
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Less <i>assigned</i> to Fleet	(\$ 1,031,983)
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Available: *Assigned* for gov't related Cap \$ 3,423,010

Available: *Unassigned* for general gov't \$ 3,999,240

CASH BALANCES

FUND	ESTIMATED SHARE CASH BALANCE	BALANCE CATEGORY	EXTERNAL RESTRICTIONS
10 - GENERAL FUND	\$3,999,240	Unassigned	None
20-25 - RDA FUNDS	\$3,788,600	Committed and Assigned	Statutorily defined uses
27 - HOUSING FUND	\$1,435,473	Restricted	Statutorily defined uses
28 - LOCAL BUILDING AUTHORITY	\$63,160	Restricted	Statutorily defined uses
32 - DEBT SERVICE	(\$346,260)	Committed	RAP Tax
40 - CAPITAL PROJECTS FUND	\$3,432,010	Assigned	None
41 - PARKS CAPITAL PROJECTS	\$3,893,238	Restricted	Impact Fees and Grants
43 - PUBLIC SAFETY IMPACT FEES	\$81,691	Restricted	Impact Fees
44 - ROAD CAPITAL PROJECTS	\$7,716,922	Restricted	Transportation Tax, Class C Road Funds, Impact Fees, and Grants
51 - WATER UTILITY OPERATING	-	Assigned	None
52 - WATER CAPITAL PROJECTS	\$2,755,582	Restricted and Committed	Impact Fees and Grants
53 - STORM WATER OPERATING/CAPITAL	\$1,556,250	Restricted and Committed	Impact Fees
54 - SOLID WASTE UTILITY OPERATING	\$1,056,010	Assigned	None
55 - GOLF OPERATING AND CAPITAL	\$708,729	Assigned	None
61 - FLEET INTERNAL SERVICES	\$1,031,983	Assigned	None

Total at 6/30/2026

\$ 31,172,628

GENERAL FUND



- Main operating fund of the City. Revenues committed annually by the City Council budget adoption for:
 - Public Safety, Fire
 - Parks and streets maintenance
 - Planning and community development
 - Courts
 - All other statutorily required government services and administrative support for the above
- Ending fund balance must not exceed 35% of current year revenues, cannot spend down more than 5% for next year operations
- Fund surplus allowed to be transferred to the Capital Projects Fund for future programming

Fund 10 General Fund

FY 2026 Prelim



Revenues

On-going: \$14,274,796

- Taxes: **\$12,406,705**
- Licenses and permits: **\$248,841**
- Intergovernmental: **\$152,148**
- Charges for Services: **\$759,687**
- Fines and Forfeitures: **\$476,485**
- Misc/Other: **\$230,930**

One-time: \$541,948

- Transfers In: **\$367,628**
- Proceeds from sale of assets: **90,200**
- Contributions: **\$84,120**

Expenditures

On-going: \$14,277,475

- General government: **\$1,999,999**
- Public Safety: **\$8,045,141**
- Public Works: **\$1,727,107**
- Community Development: **\$996,709**
- Parks: **\$1,508,289**

One-time: \$1,500,000

- Hatch Park project

Fund 10 General Fund (Cont.)

FY 2026 Prelim



Outlook

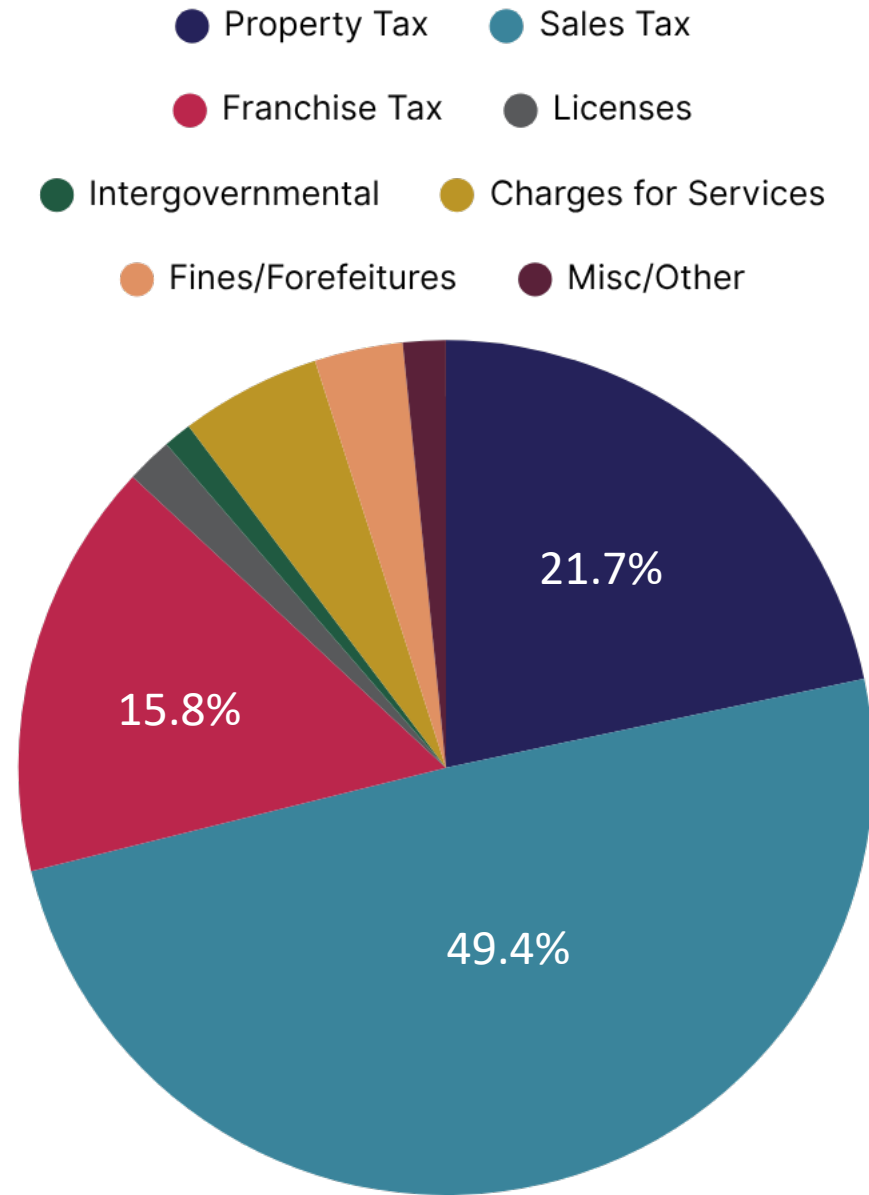
Stable, with continued strategic management of ongoing commitments.

- Sales tax revenues increased by **2.94%**, following **3.8%** growth in FY 2025. There is ongoing discussion about how much growth is attributable to inflation versus actual increases in goods sold.
- Property tax revenue declined from the prior year, which is likely due to the timing of County distributions of personal property revenues from May.
- Franchise tax revenues also declined, as expected given the mild winter.
- **Departments ended the year under budget**, returning significant unspent funds:
 - Public Safety: **\$184,149**, largely in salaries and wages
 - Government Administration: **\$83,485**, primarily from lower travel, advertising, contracted services, and IT infrastructure costs
 - Streets: More than **\$338,000**, including lower spending for snow removal, fleet repairs, wages, and striping/signage
- Contribution to Hatch Park of **\$1,500,000** was funded by **\$539,500** from current year revenues over expenditures and **\$960,500** from unassigned fund balance. This demonstrates the City's ability to strategically take on new commitments and suggests that anticipated Hatch Park staffing costs can likely be absorbed next year **without a property tax increase**.

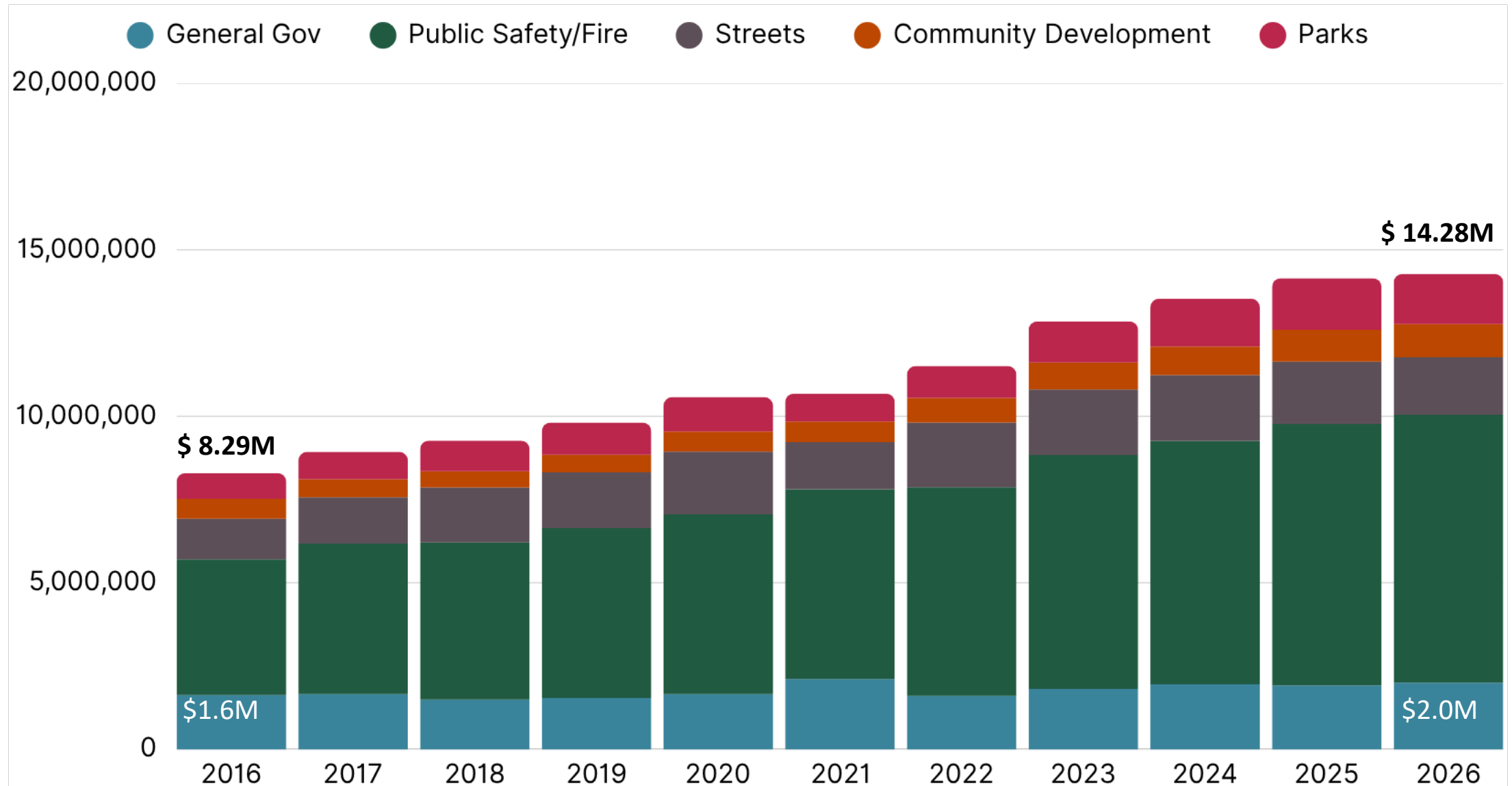
FY 2026 General Fund Prelim Rev: \$14.28M

- Property Tax: **\$3.09M**, down \$253k
- Sales Tax: **\$7.06M**, up \$207k
- Franchise Taxes: **\$2.25M**, down \$253k
- Charges for Services: **\$760k**, up \$120k
- Fines/Forfeitures: **\$476k**, down \$31k
- Licenses: **\$249k**, down \$1,500
- Mic/Other: **\$231k**, down \$150

Year End Variance with Final Budget:
(\$360,454)



FY 2026 Prelim General Fund Exp: \$14.28M



CAPITAL FUNDS



-
- 40 – Capital projects fund
 - 41 – Parks development fund
 - 43 – Public Safety facilities fund
 - 44 – Roadway development fund
-
- 52 – Water capital projects fund
 - 53 – Storm Water capital (and operating)
-

Fund 40 Capital Projects

FY 2026 Prelim



Revenues

On-going: **\$328,400**

- Interest Earnings

One-time

- General Fund excess fund balance: \$ -
- Public Safety impact fee revenues: \$ -

Expenditures

On-going: **\$705,000**

- Transfers for Annual Streets Maintenance

One-time: **\$1,825,000**

- Eagleridge Drive Landscaping: **\$325,000**
- Hatch Park: **\$1,500,000**

Outlook

- Strong interest earnings continue to contribute to a healthy assigned cash balance of **\$3.4M**.
- Streets preservation commitments are expected to reduce the fund balance over time, with a projected assigned fund balance of **\$1.0M** by **FY 2032**.
- The golf course will begin repaying the **\$2.9M** in borrowed funds to provide another ongoing stream of cash flow, possibly **\$100k-200k per year**.

Fund 41 Parks Development

FY 2026 Prelim



Revenues

On-going: \$147,230

- Impact Fees: **\$108,600**
- Interest Earning: **\$38,630**

One-time: \$4,674,815

- Outside Contributions: **\$56,540**
- Transfers from General Fund: **\$1,500,000**
- Transfers from Capital Project Fund: **\$1,500,000**
- Transfers from Debt Service Fund: **\$1,618,275**

Expenditures

On-going: \$19,770

- Transfers to Local Building Authority: **\$19,000**
- Annual Repair and Replace: **\$770**

One-time: \$2,094,670

- Hatch Park: **\$1,977,390**
- Dog Park: **\$117,280**

Fund 41 Parks Development

FY 2026 Prelim



Outlook

- **Demand for new parks infrastructure consistently exceeds available resources.** In some instances, new infrastructure creates new ongoing expenses in the general fund.
- The fund is currently facing financial pressure due to:
 - Multiple years of lower than anticipated impact fees that would typically assist with debt service payments.
 - Desire for development of additional parks projects: Dog Park, City Hall Triangle property, Trails systems, cross-fit stations, and additional phases of Hatch Park.
 - Aging infrastructure at existing neighborhood parks.
- Reserves in Fund 40 have been used to advance some of these projects, but reserves are also supporting the City's streets preservation plan, so reserves should not be depleted entirely.
- Where possible, the City is looking for grants that align with the parks and trails capital plan.
- **RAP Tax**, initially authorized in 2010 by ballot measure to construct Legacy Park, Tunnel Springs Park, and Wild Rose Trail, will need to be reauthorized by North Salt Lake residents in **the 2027 General Election**. This tax generates **\$650,000** annually which is used to pay the annual debt service on the above-mentioned projects **through 2031**, as well as the debt on Hatch Park **through 2047**.

Fund 44 Roadway Development

FY 2026 Prelim



Revenues

On-going: **\$2,105,252**

- Impact Fees: **\$88,900**
- Fuel Tax: **\$660,705** (*implemented in 2021*)
- Class C Roads: **\$1,100,000** (*est. final*)
- Interest Earnings: **\$255,647**

One-time: **\$1,049,367**

- Transfers for Annual Streets Maintenance: **\$705,000**
- Eagleridge Drive Landscaping: **\$325,000**
- Misc: **\$19,367**

Expenditures

On-going: **\$931,236**

- Annual Streets Maintenance: **\$720,000***
- Gen Fund Class C Eligible Projects: **\$211,236**

One-time: **\$3,013,071**

- Capital Road projects (17): **\$3,013,071**

Fund 44 Roadway Development (Cont.)

FY 2026 Prelim



Outlook

Strong investment in streets continues to be a City priority. The Roadway Development Fund has grown significantly over the past several years, while the City continues to proactively preserve and maintain its existing infrastructure.

- **Annual Investment in Road Infrastructure has grown from \$1.5M in FY 2019 to nearly \$4M in FY 2026.**
- All existing balances committed for projects included on the CFP.
- The City maintains an aggressive streets preservation schedule, which has grown in cost from **\$250,000** in FY 2019 to over **\$700,000** in FY 2026.
- **Upcoming areas of concern:**
 - Worsening conditions in the industrial zones.
 - Aging sidewalk infrastructure.

Fund 52

Water Capital Projects

FY 2026 Prelim



Revenues

On-going: **\$1,954,657**

- Impact Fees: **\$299,243**
- Transfers from Water Operating: **\$1,655,414**
- Interest Earnings: -

Expenditures

On-going: **\$208,187**

- Principal and Interest on 2010 Water Debt

One-time: **\$1,601,644**

- PRV and Vault Replacement: **\$272,637**
- 850 N, 900 N, Madsen: **\$567,413**
- Coventry, Freedom Dr., Freedom Cir: **\$580,877**
- Gary Way: **\$9,447**
- Pacific and Overland: **\$171,290**

Fund 52

Water Capital Projects (Cont.)

FY 2026 Prelim



Outlook

Need for proactive replacement. As with the Storm Water fund, the City has adopted a water rate structure intended to make funding available to replace infrastructure on a timelier schedule.

- **Annual funds available to invest in Water Infrastructure has grown** from around **\$500,000 in FY 2019 to nearly \$1.0M in FY 2026.**
- All existing balances committed for projects included on the CFP.
- **Upcoming areas of concern:**
 - Fluctuating water revenues have made capital planning challenging, with projects being place on hold.
 - The City has pressing waterline replacement needs outside of its typical rotation schedule in the next five years, including:
 - **\$7.12M** in AC pipes in the industrial zone
 - **\$5.8M** in Cast Iron/PVS in residential and East side commercial
 - In some instances, efficiently timing waterline replacements with street rebuilds is impossible due to funding restrictions.

Fund 53

Storm Water

FY 2026 Prelim



Revenues

On-going: \$1,614,357

- Impact Fees: **\$82,604**
- Interest Earnings: **\$66,298**
- User Fees: **\$1,464,387**
- Misc: **\$1,068**

Expenditures

On-going: \$1,039,573

- Utility Operation Expenses: **\$991,398**
- Principal and Interest on 2010 Water Debt: **\$48,175**

One-time: \$575,135

- EWGC Hole 7 & 11 Lake Enlargement: **\$15,679**
- Coventry, Freedom Dr., Freedom Circle: **\$554,608**
- Eaglewood Storm Drain repairs: **\$4,848**

Outlook

- Rate increases have led to predictable revenue streams that currently meet the needs of the CFP.
- The City aims to fund approximately **\$300,000-\$400,000** in improvements per year, while sometimes saving for a year to complete a larger project.

OUTSTANDING DEBT



-
- 21 – Redwood Rd. RDA
 - 32 – Parks Debt Service
 - 27 – Local Building Authority
 - 52 – Water Capital
 - 53 – Storm Capital
 - 55 – Golf Capital
-

Governmental Debt

Project: Legacy Park, Tunnel Springs Park, and Wild Rose Trail

Issued: **2010** (*refunded 2019*)

Amount: **\$4,030,000**

Current Balance: **\$1,217,000**

Annual Pmt: **\$256,908**

Final Pmt: 6/15/2030

Secured by: **Sales Tax**

Funded by: **RAP Tax**

Project: Foxboro Wetlands Park

Issued: **2021**

Amount: **\$3,215,000**

Current Balance: **\$1,710,000**

Annual Pmt: **\$375,750**

Final Pmt: 6/15/2031

Secured by: **Sales Tax**

Funded by: **Redwood Rd RDA Tax Increment**

Governmental Debt (Cont.)

Project: Hatch Park

Issued: **2022** (*anticipated refunding in 2026*)

Amount: **\$16,692,000**

Current Balance: **\$14,682,000**

Annual Pmt: **\$1,137,300**

Final Pmt: **6/15/2047**

Secured by: **Sales Tax**

Funded by:

2022-2030, Impact Fees, remaining RAP tax, Redwood Rd. and Eaglewood Village project area increment.

2031-2047, Impact Fees and all RAP tax collections

***Project:** Hatch Park Phase 2 (Community Center?)*

Issued:

Amount:

Current Balance:

Annual Pmt:

Final Pmt:

*Secured by: **Potential General Obligation Bond, which is voted on by the public***

Business-Type Debt

Project: Golf Course Clubhouse Remodel

Issued: **2021**

Amount: **\$4,240,000**

Current Balance: **\$3,705,000**

Annual Pmt: **\$192,387**

Final Pmt: 6/15/2051

Secured by: **Sales Tax**

Funded by: **Golf Course Revenues**

Project: Water and Storm Infrastructure Projects: Orchard Dr. and Center St. rebuilds, Deer Hollow Detention Basin, and Secondary Water projects.

Issued: **2010** *(refunded 2022)*

Amount: **\$4,000,000**

Current Balance: **\$1,132,000**

Annual Pmt: **\$323,037**

Final Pmt: 3/01/2031

Secured by: **Water and Storm Water Impact Fees (79%)**

Utility Revenue (21%)

Business-Type Debt (Cont.)

Project: Water and Storm Infrastructure Projects

Issued:

Amount:

Current Balance:

Annual Pmt:

Final Pmt:

Secured by:

202X-2031, Revenue from 2022-2027 rate increases

2031-2047, Impact fees and revenue from 2022-2027 rate increases

CITY DONATION

Bountiful Davis Arts Center

Proposed Motion

I move that the City Council approve a donation of \$_____ to the Bountiful Davis Arts Center for fiscal year 2026-2027.

CIVIC EVENTS COMMITTEE

Recommendation to City Council for
Nights Out Events in 2027

Cost Data – Nights Out Program

<u>Event</u>	<u>Labor Costs</u>	<u>Supplies</u>	<u>Total</u>
Pride	\$1,379	\$ 240	\$ 1,619
America 250	\$1,784	\$ 4,422	\$ 6,206^
Juneteenth	\$1,705	\$ 600	\$ 2,305
Back to School	\$1,060	\$ 350	\$ 1,410
Bolder Way Forward*	\$ 869	\$ 250	\$ 1,119
Latino Heritage+	\$1,019	\$ 946	\$ 1,965
Totals	\$7,815	\$2,386	\$10,201

*Estimate for 2026

+This is for the 2025 event

^Am250 grant of \$2,700

Attendance Data – Legacy Park Monday Nights

	<u>2025</u>	<u>2026</u>	
Food Truck Night	499	508	(averages)
Food Truck Night/ Vendor Fair	488		
Food Truck Night/ Vendor Fair/ Nights Out Event	1,043	1,109	
Pride	1,172	959	(actuals)
America250	n/a	1,023	
Juneteenth	1,522	1,428	
Back to School	n/a	1,027	
Bolder Way?			
Latino Heritage	722		

Cost Data – Liberty Fest

<u>Event</u>	<u>2025</u>	<u>2026</u>	
Liberty Fest Fun Fair			
Expenses	\$	\$ 9,791	
Labor	<u>\$</u>	<u>\$ 10,133</u>	
Totals	\$	\$ 19,924	Donations
Liberty Fest Carshow			2025: \$74,000
Expenses	\$ 6,203	\$ 2,597	2026: \$73,575
Labor	<u>\$ 14,872</u>	<u>\$18,460</u>	
Totals	\$ 21,075	\$ 21,057	
LibertyFest Fireworks			
Expenses	\$138,486	\$141,375	
Labor	<u>\$ 15,060</u>	<u>\$ 16,981</u>	
Totals	\$153,546	\$158,356	

Cost Data – City Events

<u>Event</u>	<u>Expenses</u>	<u>Labor</u>	<u>Totals</u>
Senior Lunch	\$ 11,021	\$	\$ 11,021
YCC	\$ 12,154	\$	\$ 12,154
Easter Egg Dash	\$ 2,422	\$ 861	\$ 3,283
Photo Contest	\$ 848	\$	\$ 848
NSL Reads	\$ 1,149	\$	\$ 1,149
Kite Festival	\$ 2,953	\$ 2,292	\$ 5,245
Spooktacular	\$ 2,393	\$ 1,508	\$ 3,901
WinterFest	\$ 15,906	\$ 3,494	\$ 19,400
Get to the River	<u>\$ 2,136</u>	<u>\$</u>	<u>\$ 2,136</u>
Totals	\$ 50,982	\$ 8,155	\$ 59,137

CONSENT AGENDA ITEMS

- a. Bid Award for Deicing Materials for Use on City Roadways for the 2026-2027 Winter Season
- b. Purchase of Police Vehicles in the Amount of \$163,704
- c. City Council Minutes ~ September 1, 2026

Proposed Motion

I move that the City Council approve the Consent Agenda* as presented.

Or

I propose the City Council move item(s) _____ to the regular agenda for discussion and a vote; and, that the City Council approve all remaining items on the consent agenda* as presented.

**Some items on this consent agenda require a roll call vote.*

North Salt Lake Town Center Urban Design Standards

Project Summary, September 2026



IMPLEMENTING PREVIOUS PLANNING VISION

NORTH SALT LAKE GENERAL PLAN (2013)& TOWN CENTER MASTER PLAN (2016)

Opportunities include:

- A unique sense of place and history;
- Key civic and public destinations already in place, including Hatch Park, City Hall and adjacent City Hall Park;
- Historical elements such as the Bamberger Railroad corridor and various preserved buildings;
- Significant areas of vacant, underutilized or non-conforming land, ripe for transformation and redevelopment;
- Good access to regional roadways including Interstate 15 and Interstate 215;
- Good potential for high-capacity Bus Rapid Transit (BRT) along the Highway 89 corridor, linking the Town Center with Salt Lake City and various Davis County destinations.

The North Salt Lake General Plan was updated in 2013, and incorporated an extensive public outreach campaign that was established to help determine the issues that matter most to City residents. **The results of this effort indicate overwhelming support for the creation of a town center around City Hall, including specific support for improved pedestrian amenities, public gathering spaces, and**

shopping, among others. Residents were also in favor of taller buildings and pedestrian-oriented building placement in this locale, as well as alternative parking solutions.

In fact, nearly every chapter of the updated North Salt Lake General Plan 2013 provides some form of guidance on how the Town Center should be formed, including specific planning and design principles to help transform the area into the heart and economic engine of the community. **Specifically, Chapter 7 of the updated General Plan addresses the Town Center and the Highway 89 Corridor; and Chapter 4 contains policies that encourage reduced parking requirements within the Town Center, designs to encourage parking to the rear and side of buildings, a right-of-way analysis to determine the dimensional conditions of Highway 89, and a detailed vision statement supporting high-capacity transit along Highway 89.**

The Town Center Master Plan builds upon the findings and suggestions contained in the North Salt Lake General Plan (2013). The plan specifically acknowledges that the formation of a vital town center in this location needs to stitch together three distinct neighborhoods – Orchard District to the east, the historic Bamberger District to the west, and the Highway 89 Corridor to the north. In order to be most successful, these seemingly incongruous places should be merged into a single destination, where the unique qualities of each sub-district are nonetheless expressed as part of a unified place. When fully realized, the North Salt Lake Town Center will be a special destination that is attractive and unique in appearance, but also a place with both a heart and a soul.

WHAT DO THESE STANDARDS DO?

1. REGULATES BUILDING FORM AND HOW NEW DEVELOPMENT CONTRIBUTES TO TOWN CENTER PUBLIC REALM
2. REGULATES BUILDING HEIGHTS AND SETBACKS FROM SURROUNDING NEIGHBORHOODS AND STREETS
3. REQUIRES PARKING TO BE LOCATED BEHIND BUILDINGS OR BEHIND A MINIMUM OCCUPIED SPACE WITHIN THE BUILDING
4. REGULATES BUILDING USES ACCORDING TO SUBDISTRICT TO ENCOURAGE MORE ACTIVITY AND WALKABILITY
5. COORDINATES PUBLIC RIGHT OF WAY REQUIREMENTS WITH EXISTING PLANS AND UPCOMING RIGHT OF WAY IMPROVEMENTS
6. REQUIRES GROUND FLOOR TRANSPARENCY AND ENTRANCES TO ENCOURAGE MORE ACTIVITY IN THE PUBLIC REAM

WHAT DO THESE STANDARDS NOT DO?

1. DO NOT REQUIRE GROUND FLOOR RETAIL
2. DO NOT REQUIRE ANY CHANGES TO EXISTING BUSINESS OR PROPERTIES
3. DO NOT REQUIRE A SPECIFIC ARCHITECTURAL STYLE
4. DO NOT ALLOW TALL STRUCTURES DIRECTLY ADJACENT TO SINGLE FAMILY ZONES

FREQUENTLY ASKED QUESTIONS

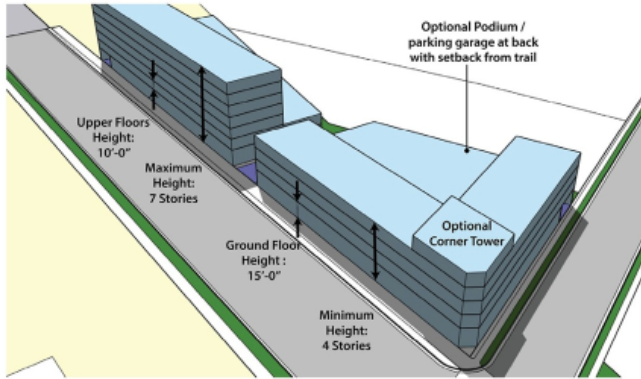
1. WHAT ARE URBAN DESIGN STANDARDS?

Urban Design Standards are a way to regulate development for the North Salt Lake Town Center. It replaces traditional zoning regulations with a code that is focused more on the building's look and feel rather than the uses located inside it. Defining the characteristics of the form for public spaces, buildings, and landscaping provides predictable development results.

Urban Design Standards are designed to create buildings that support a neighborhood's goal to become a thriving and attractive center. This requires buildings that promote walkability and connectivity, bring more customers to local businesses, attract more businesses, increase housing options, and create useful public spaces. This means that many of the buildings in the Town Center will change over time.

These incremental changes will take years to realize and are part of the modern shift in land development patterns. The UDS does not prescribe when these changes will occur, rather it guides future changes so they will collectively contribute to the desired overall form of the Town Center.

- » **ALLOWS FOR A VARIETY OF USES**
- » **FOCUS ON NEW BUILDING LOCATION ON PROPERTY**
- » **FOCUS ON BUILDING FORM AND BRINGS MAIN ENTRANCES TO FACE THE STREET**
- » **MORE OPTIONS OF USE FOR PROPERTY OWNERS WHO WANT TO DEVELOP**
- » **EXISTING USES & BUSINESSES ARE UNCHANGED**



BUILDING HEIGHT

Building height is determined by two parameters.

The number of floors is expressed as a range between a minimum and maximum.

Floor height is expressed as a range between a minimum and maximum distance as measured from finished floor to finished floor. One floor height range is used for the ground floor and a second height range is used for all floors above the ground floor.

Buildings on a corner lot have the option to include a tower.

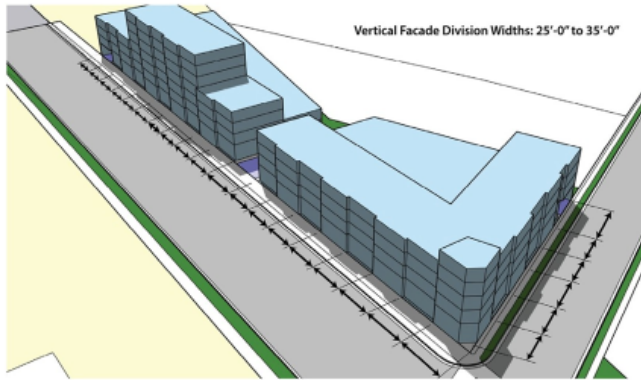
Prototype Site

Minimum Building Height: 4 stories

Maximum Building Height: 7 stories

Ground Floor Height: 12'-0" min. to 24'-0" max.

Upper Floor(s) Height: 9'-0" min. to 12'-0" max.



FACADE ARTICULATION

Facade articulations divide large facades into smaller sections so that large buildings are less visually imposing, mimicking a group of smaller buildings that are more compatible with the neighborhood character.

Vertical facade divisions break the facade up into sections that run the entire height of the building. Some building requirements are applied to each section of a vertical facade division.

Horizontal facade divisions break the facade up into sections that run the entire length of the building.

Prototype Site

Vertical Facade Divisions: 1 for every 30'-0" of facade

The divisions are made by extending or receding the facade in divisions that are a maximum of 30'-0" wide.



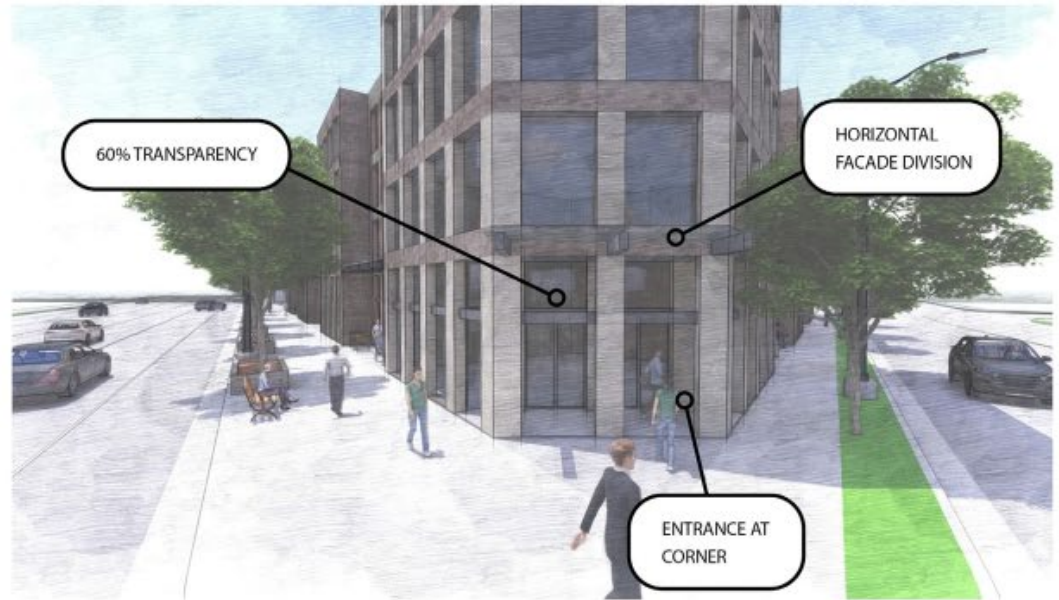
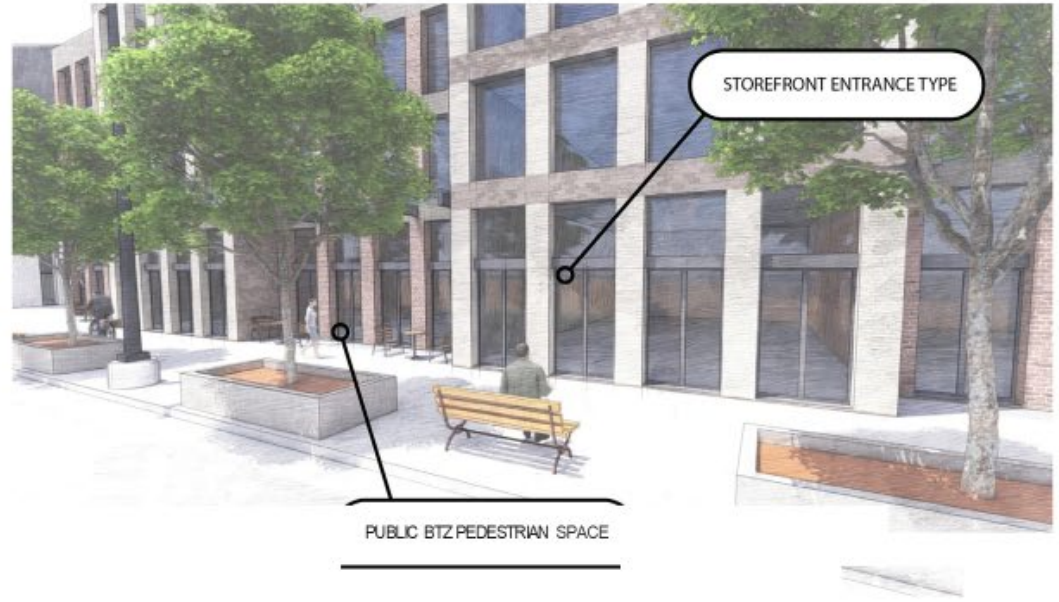
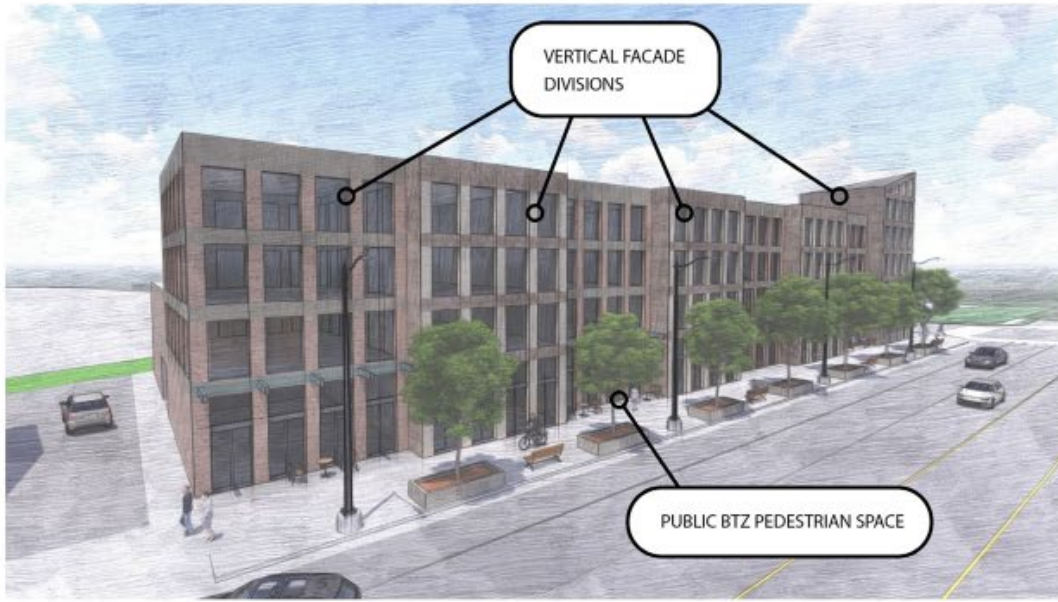
BTZ PEDESTRIAN SPACE

Areas within the BTZ (build to zone) that are not occupied by the building are pedestrian spaces. These spaces help the building facade interface with the streetscape.

BTZ pedestrian spaces increase the size of publicly accessible space along the streetscape. They can be used for entrance plazas, gathering spaces, outdoor dining, art installation, ornamental landscaping, etc.

Prototype Site

BTZ pedestrian spaces are created by the vertical facade articulations and front setback.

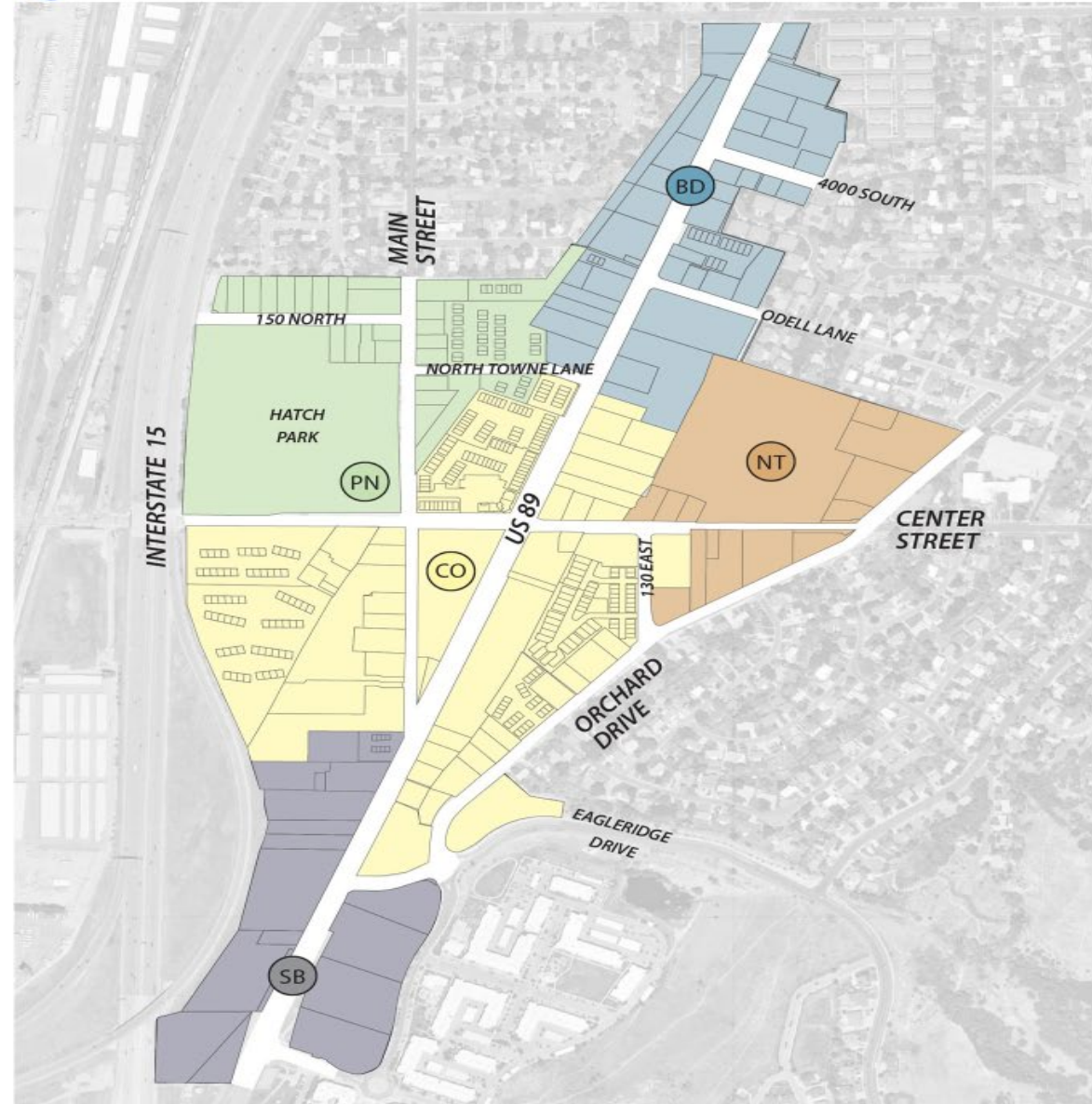


FREQUENTLY ASKED QUESTIONS

2. WHICH PARTS OF THE CITY WILL THE URBAN DESIGN STANDARDS APPLY TO?

Only the Town Center area of North Salt Lake will be regulated with these Urban Design Standards. With most change expected for this area of the city that is predominantly currently commercial, the standards will create a more consistent development pattern that will develop a more concentrated 'center' in this area, in keeping with the many years of planning and visioning for a more defined Town Center for the city.

None of the 'single-family' residential neighborhoods in the city will be regulated or changed with this code update. The code requires buffering between new development and adjacent single family residential neighborhoods.



FREQUENTLY ASKED QUESTIONS

3. WHY IS THE CITY USING URBAN DESIGN STANDARDS?

Urban design standards are a more consistent and predictable way to regulate redevelopment than use-based code that is currently used by the city. With development pressure continuing to be a factor across the city, this code will work to create a concentration of development in the Town Center area, and create more walkable and efficient development patterns. This area will incrementally change over time only as private property owners want to redevelop their properties.

4. WHICH CITIES IN UTAH CURRENTLY USE SIMILAR TYPES OF CODE?

This type of code is used by many cities around Utah and has been proven to provide better and more consistent results for communities along the Wasatch Front. Some of the cities below were consulted during the process of developing these urban design standards for North Salt Lake:

- » CLEARFIELD CITY (SINCE 2018)
- » FARMINGTON CITY (SINCE 2008)
- » MILLCREEK CITY (SINCE 2019)
- » SALT LAKE CITY (SINCE 2006)
- » NORTH OGDEN CITY (SINCE 2018)
- » SOUTH OGDEN CITY (SINCE 2016)
- » MIDVALE CITY (SINCE 2019)
- » SOUTH SALT LAKE CITY (SINCE 2016)

HISTORIC MIDVALE MAIN STREET



STOREFRONT/TRANSPARENCY

QUALITY FACADE MATERIALS



ARCHITECTURAL DETAIL

HISTORIC DETAILS, MASSING



BUILDING ENTRANCES FACING STREET



PUBLIC BTZ PEDESTRIAN SPACE

FREQUENTLY ASKED QUESTIONS

5. HOW DO THESE STANDARDS BENEFIT CURRENT & FUTURE PROPERTY OWNERS?

The Urban Design Standards gives property owners greater flexibility by permitting more diverse uses and forms. Coordinated building form creates a cohesive neighborhood that attracts more people and investment to the area, promoting increased property values. The code also streamlines the approval process for new development projects.

These standards also provide a clear vision for a Town Center in North Salt Lake, bringing additional value to properties in the Town Center area of the city. These standards promote a true center for community gathering and activity.



The first example is a **general building with retail/service/residential uses**, storefront and arcade entrance types, flat roof, and integrated parking structure.



This second example is a **row building with single-use residential**, stoop entrances, flat roofs, and a parking lot.

FREQUENTLY ASKED QUESTIONS

6. HOW WERE THE BOUNDARIES DETERMINED FOR THE DESIGN STANDARDS?

The current boundaries were first determined in the 2012 North Salt Lake General Plan and confirmed in the 2016 Town Center Master Plan. Working with city planning staff, boundaries were determined early in the process with a few modifications during the development of the code.

For the most part, boundaries were aligned with properties currently defined as the Town Center area.

7. HOW WERE PARKING REGULATIONS DETERMINED?

North Salt Lake has completed parking studies to determine utilization and demand for parking in the city and Town Center area. Consulting with other cities that have used similar code, parking requirements were developed specifically for North Salt Lake's Town Center. These two methods were used in combination to create the new code requirements.

These requirements don't vary much from current parking requirements that the city has in existing code, but does allow for more shared parking to reduce overall amount of parking lots sitting vacant during 'off' hours in the Town Center Area.

ORDINANCE 2026-08

Amending the City's Zoning Map and
City Code to Include
Town Center Urban Design Standards

Proposed Motion

I move that the City Council approve Ordinance 2026-08, an ordinance amending the City Code, Title 10, Chapter 23 (Town Center Urban Design Standards), Chapter 19 (Specific Use Standards), Chapter 1, Section 39 (Definitions) and the adoption of Town Center Zone Map with the following findings:

1. The proposed amendments are in accord with the comprehensive general plan, goals and policies of the City.
2. The proposed amendments are in accord with the North Salt Lake Town Center Master Plan.
3. Changed or changing conditions make the proposed amendment reasonably necessary to carry out the "purposes" stated in this title.

ACTION ITEMS

COUNCIL REPORTS

CITY ATTORNEY REPORT

MAYOR'S REPORT

CITY MANAGER REPORT

ADJOURN