



2 Existing Conditions

The State of the City

As the general plan charts a direction for the coming decades, it is useful to understand where the City is succeeding and where there are opportunities for improvement. The Existing Conditions chapter provides a general overview of current land uses, demographic and economic conditions, transportation needs and parks and open space.

Community Profile and Demographic Characteristics

The City of North Salt Lake is situated at the extreme south end of Davis County, sharing its southern boundary with Salt Lake City and its northern boundary with the cities of Bountiful and Woods Cross. The City extends to the Jordan River on the west and into the foothills of the Wasatch Mountains on the east. North Salt Lake is ten miles from the Salt Lake International Airport, and seven miles from downtown Salt Lake City. North Salt Lake offers the advantages of suburban living, as well as proximity to businesses and recreation in the greater metropolitan area, and a favorable tax base to growing development. The 2010 Census provides the following data:

- **Population**

Total population:	16,322
Male:	8,221
Female:	8,101



- **Age**

Under the age of 18:	5,300	32%
Age 18-24:	1,535	9%
Age 25-34:	3,473	21%
Age 35-49:	2,847	17%
Age 50-64:	2,100	13%
Over the age of 65:	1,067	7%

- **Households**
 - 5,353 households
 - 74.3% are owner occupied
 - Average household size is 3.05
 - Median annual household income \$66,992
 - (Median household income provided by the 2006-2010 American Community Survey)*

North Salt Lake has a total area of 8.2 square miles with 56 linear miles of paved roads. North Salt Lake is home to approximately 900 registered businesses and is home to a rich residential, commercial, and industrial base. 66% of the workforce works outside Davis County. Of those who travel to work 72.4% travel alone by auto, 13.4% carpool, 5.6% ride public transportation. North Salt Lake has the 4th largest transit ridership in the state.

Land Use

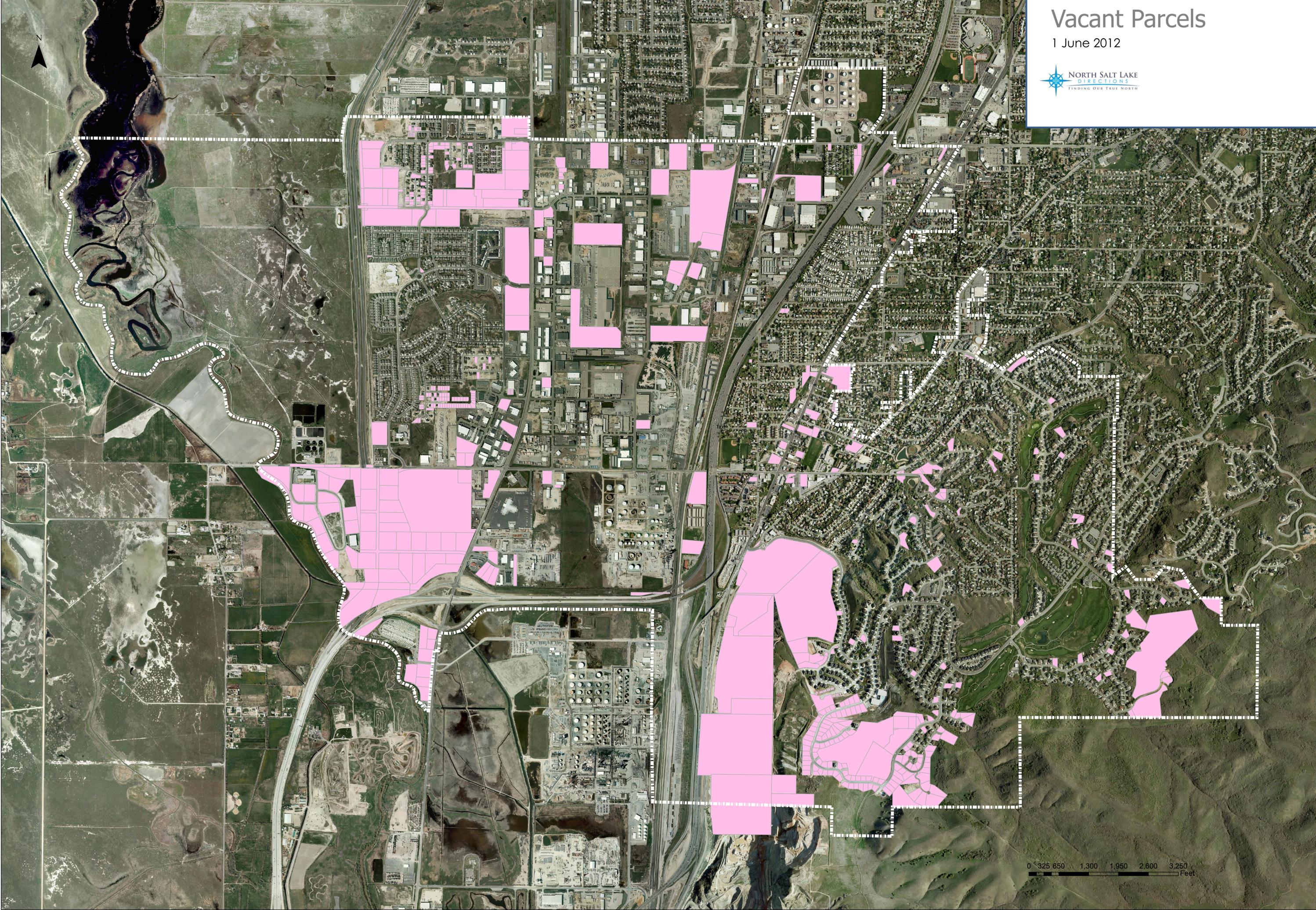
VACANT LAND

There are approximately 1,150 acres of vacant land in the City. Most of the vacant land in is comprised of small infill sites located in developed areas. The largest remaining vacant parcels that are not on steep slopes are located along Redwood Road, including the parcel on the Northwest corner of Redwood and I-215. Overall, North Salt Lake is a built-out city; future changes will largely come through reuse of existing land, such as areas near City Hall, along Highway 89, near the I-15 interchange, and lower value industrial sites along Redwood Road.

Fig EC.1: Vacant Parcels

Vacant Parcels

1 June 2012



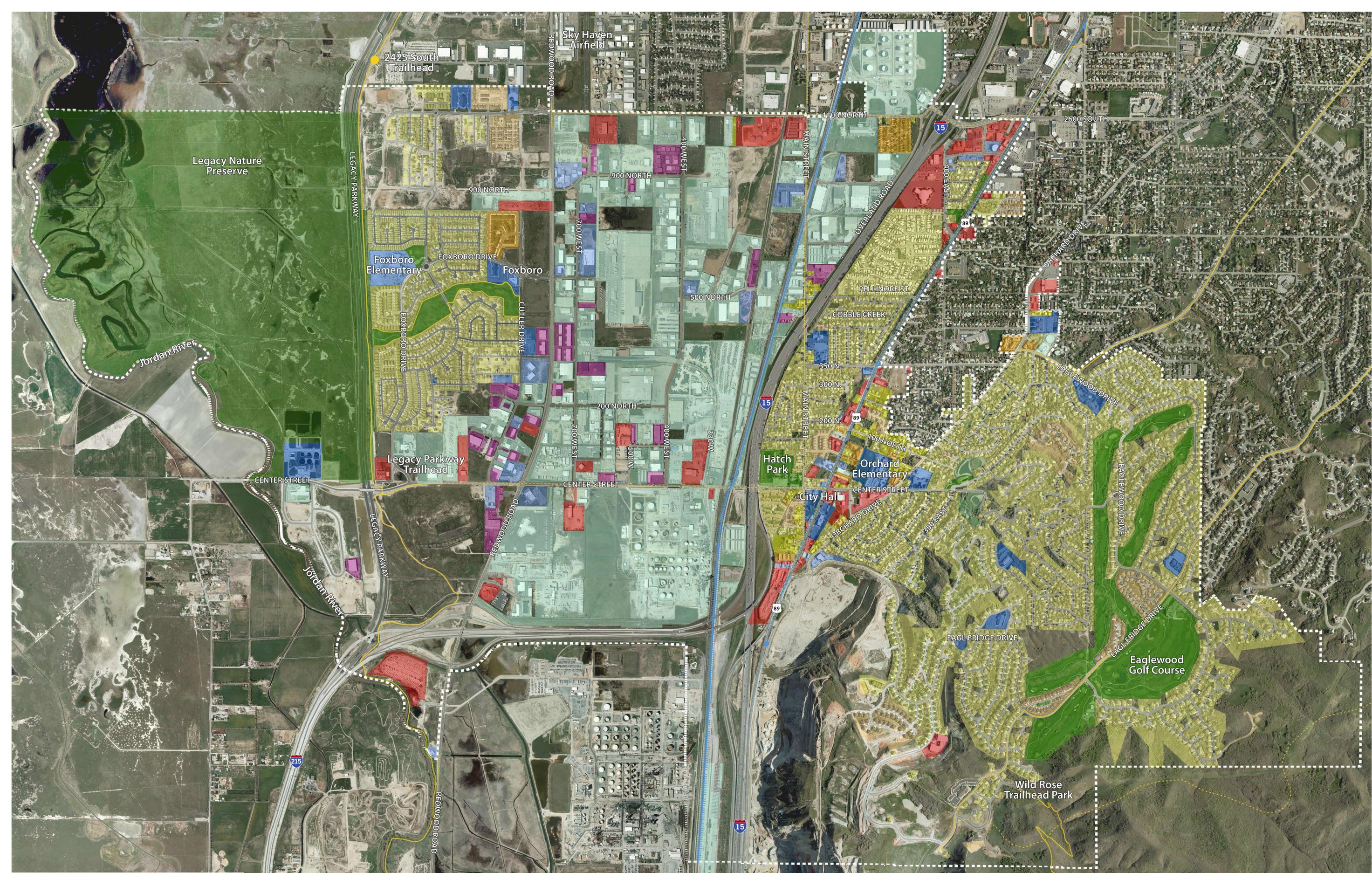
0 325 650 1,300 1,950 2,600 3,250 Feet



EXISTING LAND USE

North Salt Lake, relative to nearby cities in Davis County, has a stronger focus on industrial lands and relatively less retail or mixed retail with housing areas. Efforts to increase market demand for retail within North Salt Lake will help the City become a more complete community. The mix of housing types and relative amount of open space is discussed elsewhere.

Fig EC.2: Existing Land Use



General Plan Workshop

March, 29, 2011

Table _____

Existing Trails / Bike Routes
 Proposed Trails / Bike Routes
 FrontRunner
 South Davis Transit Corridor



Existing Land Use

Low Density Residential		Commercial		Public/Civic	
Medium Density Residential		Industrial		Parks and Open Space	
High Density Residential		Office		Planned	



Non Conforming Uses

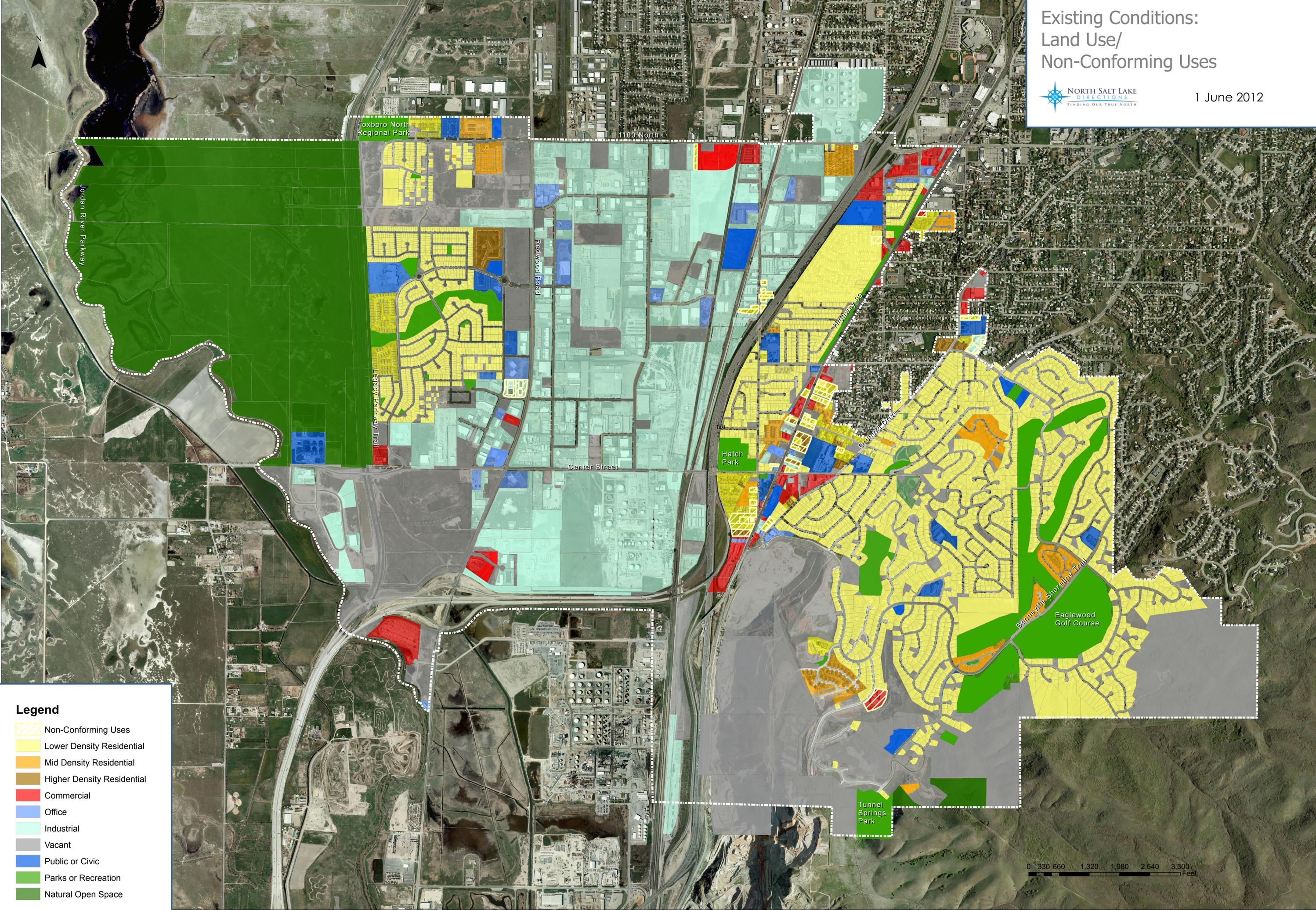
A non-conforming use is one that would not be able to be permitted according to current zoning if the use were to be proposed today. It therefore does not conform to current zoning. The existence of a non-conforming use implies that the character and use of the site does not fit with the vision for the area, as it has been translated into zoning. To be clear, a non-conforming use is still a valued contribution to the city, but does not represent the desired future direction.

Fig EC.3: Land Use – Nonconforming Uses

Existing Conditions: Land Use/ Non-Conforming Uses

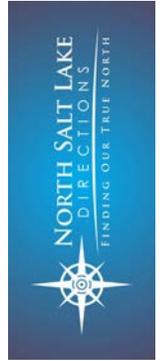


1 June 2012



- Legend**
- Non-Conforming Uses
 - Lower Density Residential
 - Mid Density Residential
 - Higher Density Residential
 - Commercial
 - Office
 - Industrial
 - Vacant
 - Public or Civic
 - Parks or Recreation
 - Natural Open Space

0 330 660 1,320 1,980 2,640 3,300 Feet



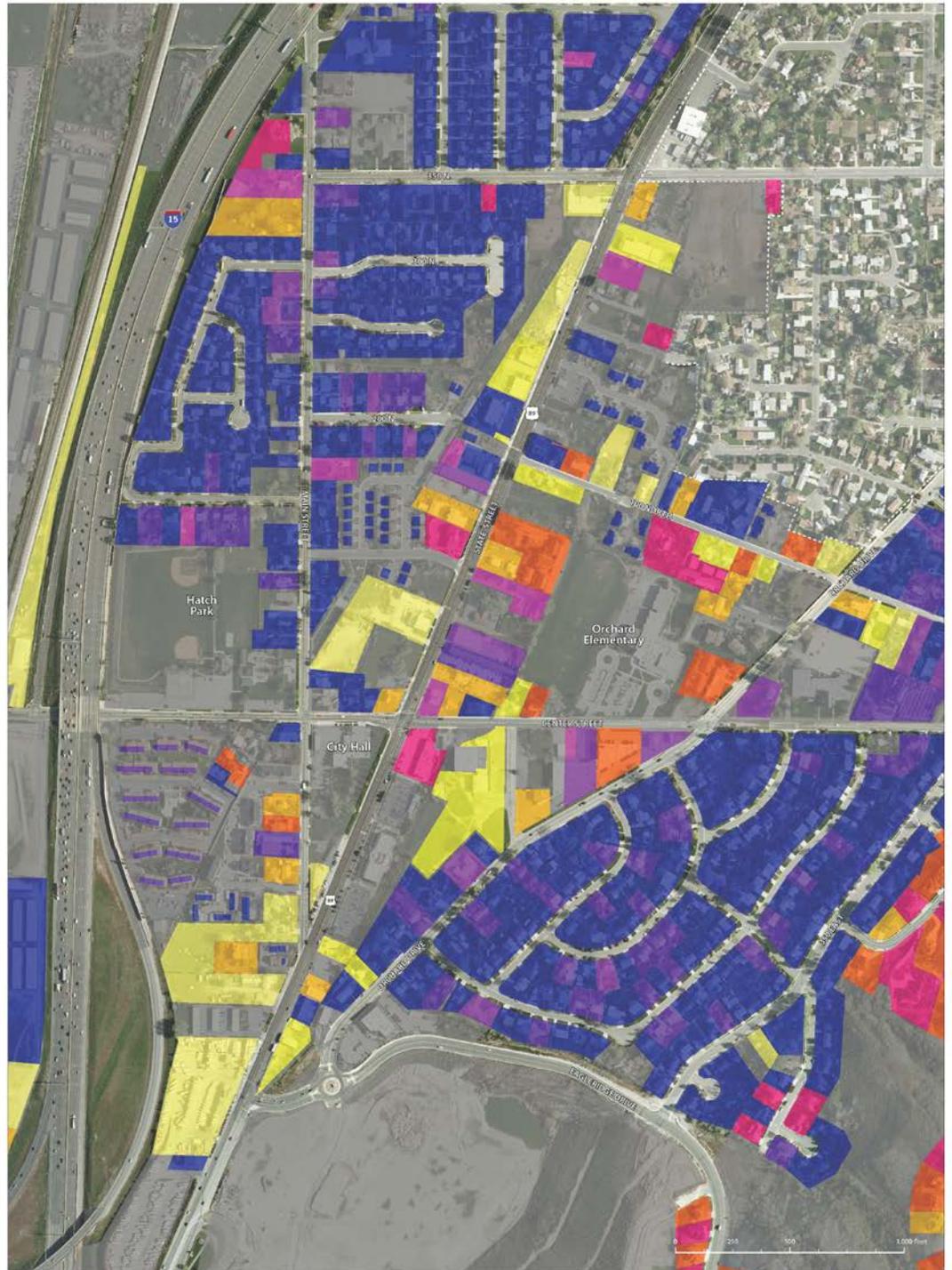
REDEVELOPMENT POTENTIAL

The emergence of a vibrant town center near City Hall will be one focus of the general plan. The map below is provided to help understand how easy or difficult it might be for a landowner to reuse a parcel of land, i.e., to put a new building where an existing building may sit. The map shows the ratio of the assessed value of improvements to the assessed value of the land, on any given parcel. A low ratio of improvement value to land value is an indication of low property utilization and relatively easy land reuse.

This map is not a predictor of where redevelopment activity will occur since that is a private decision. Further, redevelopment projects frequently occupy a few adjacent sites; the total redevelopment potential of any give quarter-block, for example, may be a more salient indication. For this reason, a parcel with a high ratio may still have high redevelopment potential if it is near low ratio parcels.

Overall, the story this map conveys is one of general land reuse opportunity along Highway 89 and in the potential Town Center area.

Fig EC.4: Town Center – Improvement to Land Value



**Focus Charrette
Town Center Area**
July 6, 2011

Improvement to Land Value			
0	0.51 - 0.75	1.26 - 1.50	1.76 - 2.00
0.01 - 0.25	0.76 - 1.00	1.51 - 1.75	>2.00
0.26 - 0.50	1.10 - 1.25		

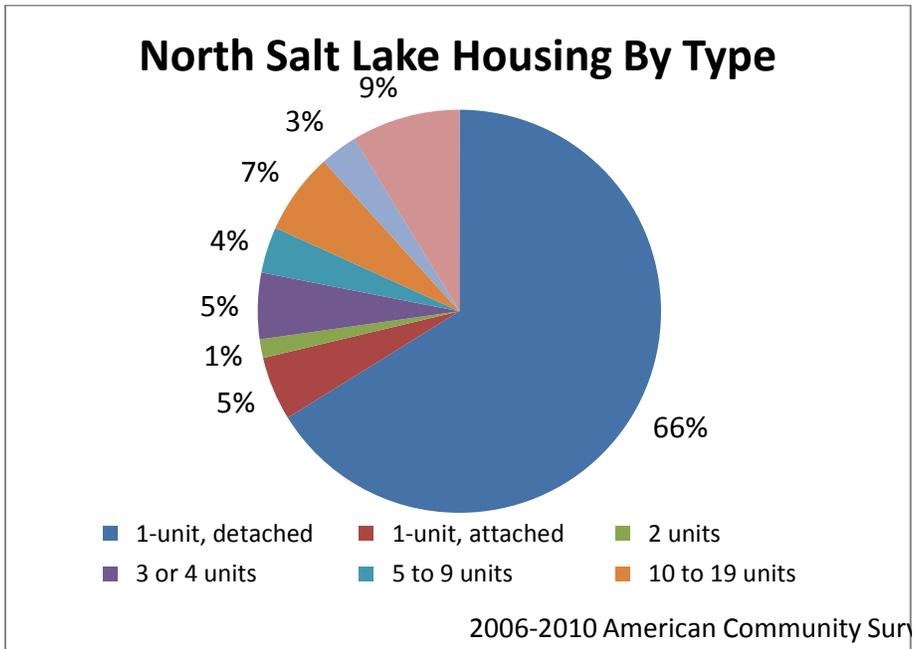




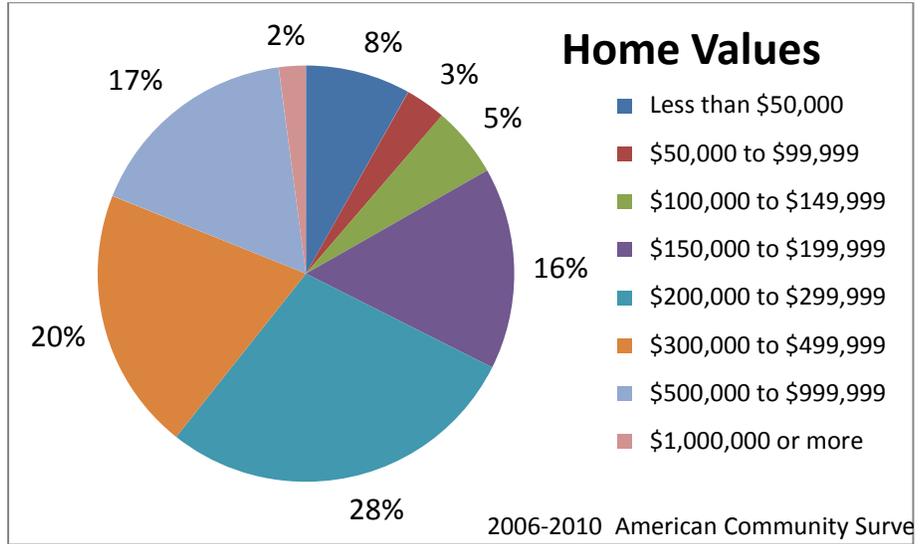
HOUSING CHARACTERISTICS

North Salt Lake is a city with a range of housing types and options available to residents. According to the 2006-2010 American Community Survey conducted by the US Census, the city is composed of approximately 66% single-family homes, 5% townhome or duplex, 20% multi-unit homes and 9% mobile homes.

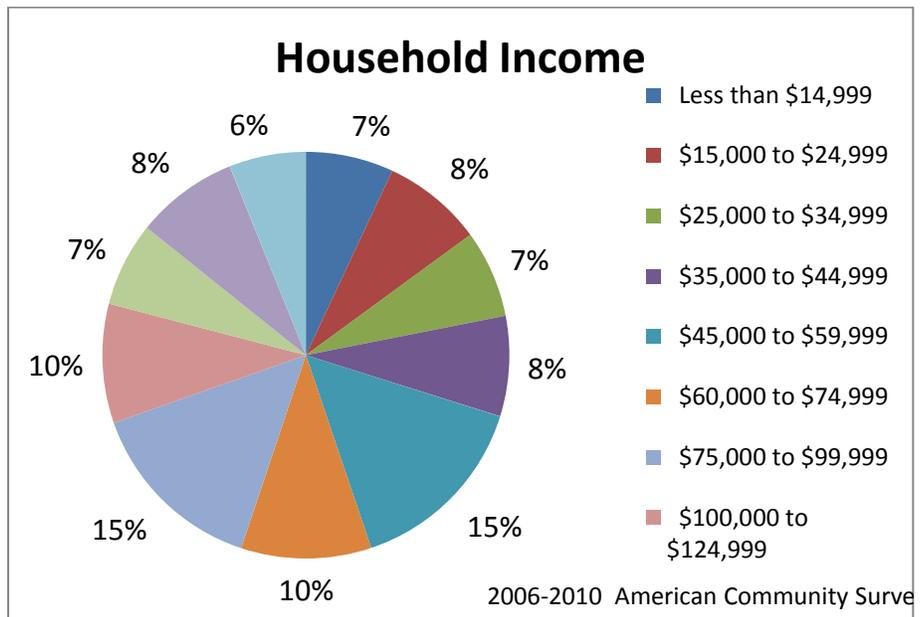
The remaining vacant land, as zoned prior to this general plan update and exclusive of PD parcels, would yield approximately 930 additional single family homes and 50 townhouse or multi-unit homes.



The median house value in North Salt Lake is \$249,300.



The median household income for North Salt Lake is \$66,992.



HOUSING EXPENSES BURDENS

As of 2010, a third (32%) of city householders were paying more than 30% of their household income on housing; an expense percentage that is considered burdensome. Predictably, the percentage of households that are paying a larger percentage of their income than 30% occurs more often among the less affluent residents of the city.



Household Income	Percent of NSL Residents that spend more than 30% on housing
Less than \$20,000	82%
\$20,001 to \$34,999	38%
\$35,000 to \$49,999	43%
\$50,000 to \$74,999	29%
\$75,000 or more	16%

Source: 2010 American Community Survey

Regional Market Considerations

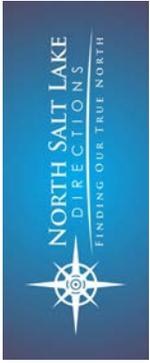
This plan update for North Salt Lake is informed by anticipated regional trends. The context of the region's housing market, development patterns, and transportation systems will continue to have an important effect on North Salt Lake over the horizon of the general plan.

HOUSING TRENDS

As of 2009, the city is composed of approximately 65% single-family homes. The remaining vacant land, as zoned prior to this general plan update and exclusive of PD parcels, would yield approximately 930 additional single family homes and 50 townhouse or multi-unit homes.

As the general plan considers housing market shifts and demands for the next 20 years, there are a few key considerations.

- Our population is aging. In 2010 15% of households in the Wasatch Front region are headed by a senior. By 2040, that will grow to 28% of all households led by a senior.
- While this total percentage represents a significant difference: 28% up from 15%, the numerical increase in the size of key demographic characteristics in the Wasatch Front will be substantially more dramatic. Between 2000 and 2040, 78% of the growth in households will be from households without kids. Much of this represents households where kids will leave the house, coinciding with



the aging of our population (projections prepared by Chris Nelson, University of Utah and supported by WFRC).

- A 78% increase in households without kids, and from older households largely looking to downsize will be the single biggest housing shift Utah has seen since the 1950s. This will have very significant impacts on the housing market that North Salt Lake needs to prepare for.
- There will be significant growth in demand for ‘downsized’ properties: single-family homes where the yard is very small or the yard space is maintained by an HOA, townhouses, apartments, and condos.
- Housing demand will also grow substantially for housing that is located near services and public transportation. Older households prefer to be closer to shops, libraries, and public transportation because old age reduces the viability of driving him or herself around town.
- North Salt Lake should consider these significant market shifts in the planning and zoning of the city.

BUILDOUT OF SALT LAKE COUNTY AND SOUTH DAVIS COUNTY

Salt Lake County is approaching initial buildout of large vacant parcels; this buildout will be reach in approximately 30 to 50 years. While this seems like a long time, it means that most vacant land with close proximity to downtown Salt Lake City has been or will be developed in the near future. Meanwhile, South Davis County, including the cities of North Salt Lake, Bountiful, Woods Cross, West Bountiful, and Centerville are also approaching buildout; there is an increasing scarcity of vacant, buildable land.

The lack of vacant land within a 10 mile drive of downtown Salt Lake City and the University of Utah has been and will increasingly exert pressure to reutilize or intensify highly accessible land that is already developed. Wasatch Front Regional Council’s land use projection anticipates 30% of housing growth in the four county region will come through infill and redevelopment between 2010 and 2040. North Salt Lake is well-positioned to benefit from this increasing regional demand for employment and housing growth.



Transportation

REGIONAL PERSPECTIVE, THE CONTEXT OF TRANSPORTATION TO AND THROUGH NORTH SALT LAKE

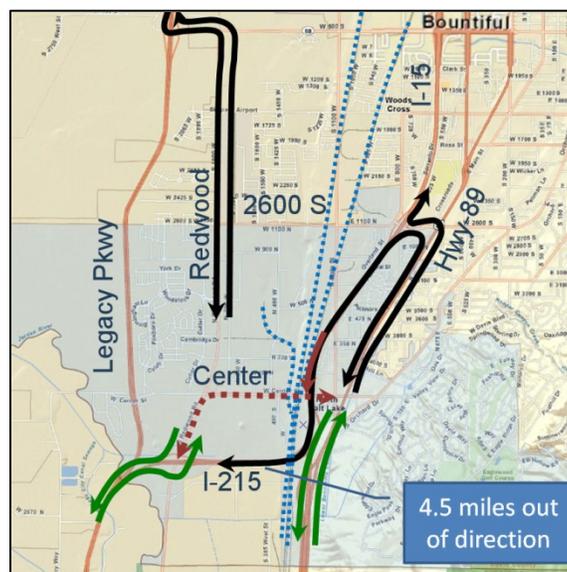
Every weekday, thousands of commuters travel through South Davis on their way to jobs in Salt Lake County. This massive commute contributes to higher than average Vehicle Miles Traveled which contributes to congestion, which in turn creates a need for expensive regional infrastructure projects.

FREEWAY ACCESS CHALLENGES

Though North Salt Lake is nestled in the crossroads of three major highways, freeway access into the city is a major transportation challenge.

The arrangement of 2600 South is awkward and congested. On Legacy Parkway, there are 5 miles between the Bountiful 500 South Interchange, and the 2100 North I-215 interchange in Salt Lake.

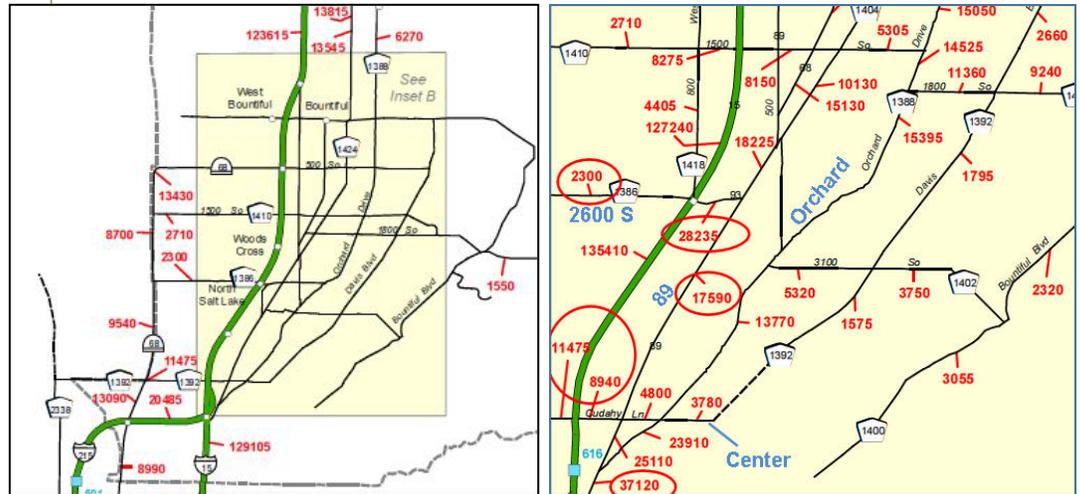
From I-215 to the core of the city is 4.5 miles out-of-direction. Center Street, the alternative east-west route, can be very slow with three tracks to cross and an inefficient four-way stop. From some directions however, accessibility is very good. The following figure shows that to and from the south, access is good from both I-15/Beck Street, and from the Redwood Interchange.





EXISTING TRAFFIC VOLUMES

The following figure is taken from UDOT's 2009 Traffic on Utah Highways and shows the Average Daily Trips (ADT) on roadways in the North Salt Lake area. Volumes on roadways of key interest are circled.



UDOT 2009 traffic volumes showing number of Average Daily Trips

The level of congestion on roadways is typically given a qualitative “Level of Service” similar to a letter grade, where LOS A is “Excellent” and LOS F is “Failing”. Engineers typically strive for LOS D in urban environments, but sometimes settle for less if the environmental or fiscal cost of the remedy is prohibitive.

Roads with good access control and favorable signal green-time will carry more traffic at LOS D than roads that have considerable side friction, or that get less favorable green time. The following table shows the typical range of ADTs at which a roadway can usually be measured at LOS D.

Lanes	Low range	High range
2	11,000	12,000
3	16,000	18,000
4	32,000	36,000
5	35,000	41,000
7	50,000	57,000

Traffic lane capacity by number of Average Daily Trips



Beck Street has 37,000 Average Daily Trips (ADT) as it enters NSL, but it immediately dissipates between Hwy 89 and Orchard. Hwy 89 is currently a 5-lane arterial.

Center Street has 11,500 ADT which is significantly more volume than its surrounding land uses can generate independently. This is because Center Street is the shortest path between I-215 and the eastern half of the City. But while this is the threshold of LOS D, congestion on Center is actually LOS E and often F in part because of its frequent closure for train crossings, but also because the 4-way stop at Center and Main cannot easily accommodate volumes this high.

2600 South's volumes also fall well below those typical of LOS D, but due to the awkward design, some movements in the interchange are more congested than these numbers would suggest. PM eastbound 2600 South also backs up for several blocks ahead of the interchange, in part because the storage area for various movements on the west side of the interchange is so short. It is also important to note that both 2600 South and the Center Street area have considerable infill and redevelopment potential, which could increase ADT over time.

Redwood Road is not shown on the map, but UDOT records it as carrying 13,000 in 2009 at its busiest section between Center Street and I-215. Even with recent and continued growth Redwood Road will function very well at 5-lanes for a long time to come.

EXISTING RIGHT-OF-WAY ON KEY STREETS

Within the general study area, there are five arterials of primary focus. Highway 89, Main Street, and Redwood Road run north-south, and Center Street and 2600 S/1100 N run east-west. The accompanying table shows the pavement width and complete right-of-way that can typically be measured between the points described.



Many of the City’s arterials have sufficient curbside right-of-way to enhance the streetscape and provide additional landscaping.

Location	From	To	Pavement Width	Curbside Width	Total ROW	Comments
Center	Hwy 89	Main	30	22	52	Some sections are wider
Center	Main	I-15	32	34	66	Pretty consistent in this section
Center	Under I-15		43	23	66	Could get another 8-10 feet pillar to pillar
Center	I-15	West of RR Tracks	38	35	73	
Center	West of RR Tracks	Redwood	43	37	80	Nice multi-use trail south side. No sidewalk north side
Center	Redwood	Legacy	36	44	80	
Redwood	I-215	Woods Cross	82-89	24-41	106-140	Some pavement needs, but 82 ft will be typical minimum
Hwy 89	Beck	Eagleridge	70	30	100	Multi-use trail emerging on east side
Hwy 89	Eagleridge	Main	62	14	76	Older properties, no park strip Pedestrian realm typically too narrow for Town Center
Hwy 89	Main	350 North	62	22	84	
Hwy 89	350 North	1100 North	70	26	96	Most of west side has another 60 ft linear park
1100 North	Hwy 89	I-15	84	16	100	Intimidating area for pedestrians
1100 North	Under I-15		65	23	88	Could get a little more width if necessary Plenty of space available from adjacent industrial
1100 North	I-15	RR Tracks	42	24	66	
1100 North	RR Tracks	Redwood	26	40	66	Plenty of space available from adjacent industrial 4-ft parkstrip many sections, no sidewalk
Main Street	Hwy 89	I-15 overpass	32	22	54	many sections
Main Street	I-15 overpass	1100 North	43	23	66	

VISUAL EXPERIENCE ON KEY STREETS

The visual experience along most of North Salt Lake’s residential streets is normal and pleasant enough. But the experience along key arterials has room for improvement. Through keypad polling, residents have overwhelmingly expressed the desire for the city is to see a significant improvement in the visual experience of prominent streets.





Economic Development

What follows is a report of city revenues and expenses

NORTH SALT LAKE BUSINESS - REVENUES & EXPENSES

- **Revenues:** Almost 70% of City revenues come from three sources:

Property Tax	25.8% (52% from Single Family)
Sales Tax	25.4% (45% from Auto/Boat/Truck Sales & Construction)
Franchise/Energy	18.5%

- **Expenses:** Over 85% of City expenses go to three areas:

Public Safety	40.7%
Gen Gov't	22.7%
Public Works	21.9%

- **Low property tax rate (based on 2011 Property Tax Rates):**

Bountiful	.001093
North Salt Lake	.001637
West Bountiful	.001997
Layton	.002068
Farmington	.002283
Salt Lake	.004615
South Salt Lake	.002691



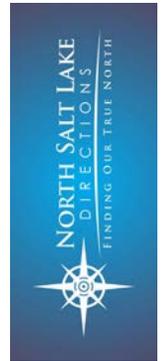
Parks, Trails, and Recreation

EXISTING NEEDS

The 2005 Parks, Trails, And Recreation Master Plan and Study included a thorough analysis of recreation need. Standards and level of service established by the National Recreation & Parks Association (NRPA) is discussed with an analysis of where NSL stands relative to NRPA standards. Community needs were assessed through meetings with City Parks and Recreation staff, the Parks and Recreation Advisory Board, a public workshop and survey. The following summary categorizes level of service provided by existing facilities (2005) for the current population of NSL (2005).

- **Exceeds Demand:** Golf
- **Meets Demand:** Skateboarding, rollerblading, bicycling (mountain), sledding, outdoor recreation (hiking, backpacking), recreation and access to natural areas (including existing areas that may not be protected)
- **Beneath Demand:** 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
- **Unknown Demand:** BMX, natural areas, fishing, Frisbee golf, ice skating
- **Little Demand:** Weight training, fitness classes
- **Demand for Facilities Outside City Limits:**
Hunting, equestrian, boating, canoeing, motorized recreation (ATV's, motorcycles, snowmobiles)

The addition of Legacy Parkway Trail and the Jordan River Parkway Trail has significantly improved the walking/jogging opportunities in the western portions of the City. The 2.8 mile stretch of new paved trails has nearly doubled the amount that existed previously. The



Wild Rose Trailhead Park also represents significant improvement to resident's access of natural opens space and increases the amount of primitive trails available within the City by 0.7 miles.

The following table summarizes the existing recreational facilities within the City.

Parks and Recreation Facilities - Existing 2012			
Type	Name/Location	Acres	Total
<i>Parks</i>			
Mini Parks	Foxboro Pocket Parks (6 parks)	1.52	1.52
Neighborhood Parks	Deer Hollow	1	7.9
	Foxhollow Park	2.6	
	Mathis Park	1.3	
	Palmquist Park	1.5	
	Wild Rose Trailhead Park	1.5	
Community Parks	Foxboro Regional Park	13	49
	Hatch (Main) Park	12	
	Tunnel Springs Park	24	
Non-City Parks	Baseball Fields in Salt Lake County	10.7	<i>not included</i>
	Mills (Mosquito) Park	18.3	
	North Canyon Park	9.6	
Special Use Areas	Eaglewood Golf Course	158.6	<i>not included</i>
Parks Total			58.42
Open Space	City Hall	1	147.5
	City-maintained Beautification Areas	0.3	
	Cottontree Area	0.6	
	Deer Hollow Park	4.8	
	Foxboro Wetlands Park	22	
	Frontage Park	0.5	
	Gregerson Park	15.3	
	Monument Open Space	103	
	Legacy Nature Preserve - Nature Center	70	outside City boundary
	Legacy Nature Preserve	900	not included
US Forest Service	100,000	not included	
Open Space Total			147.5
Trails/Parkways	Bonneville Shoreline Trail	1 mile	11.4
	Center Street Bike Paths	0.8 Miles	
	Eaglewood Village Trail	0.8 miles	
	Foxboro Wetlands Trail	1.5 miles	
	Hatch Park Walking Trail	0.4 miles	
	Highway 89 Parkway	0.8 miles	
	Legacy Trail	3.2 miles	
	Wild Rose Loop	1.4 miles	
	Wild Rose Trail	1.5 miles	
Trails Total			11.4 Miles



In a recent public workshop held March 29, 2011 many of the participants expressed concern about the lack of athletic fields available within the City for youth programs. We were told that a great number of families travel considerable distances each week to play soccer, baseball, and football in neighboring municipalities. Safe on-street cycling routes were also a point of concern expressed by residents in the workshop.

PARKS PROXIMITY MEASURES

Approximately 3522 homes are within a $\frac{1}{4}$ mile of a park

Approximately 1457 homes are NOT within a $\frac{1}{4}$ mile of a park

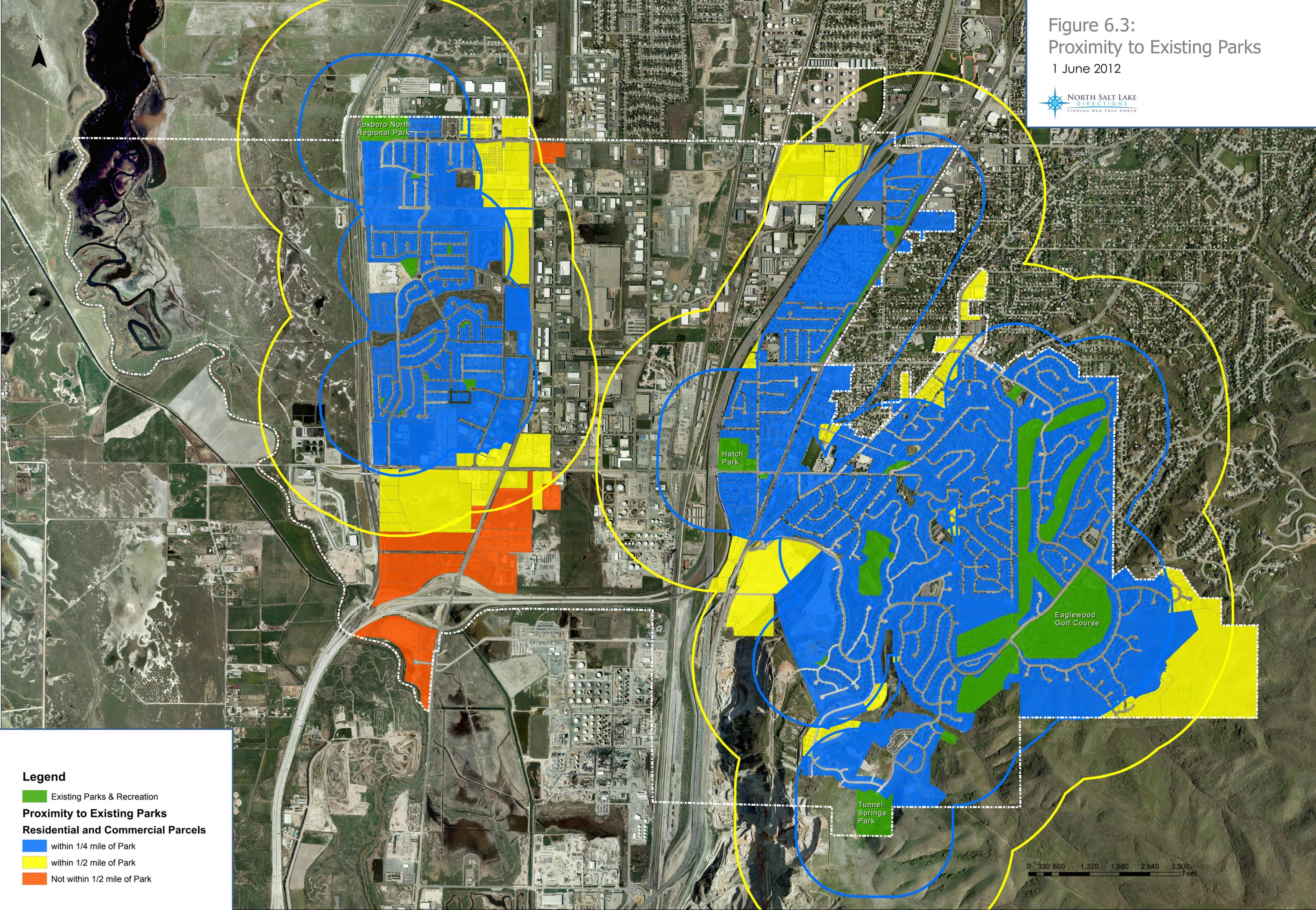
Approximately 414 homes are NOT within a $\frac{1}{2}$ mile of a park

All numbers are based on rough distances as the crow flies, not based on actual walking routes.

Fig EC.5: Proximity to Parks

Figure 6.3:
Proximity to Existing Parks

1 June 2012



Legend

Existing Parks & Recreation

Proximity to Existing Parks

Residential and Commercial Parcels

within 1/4 mile of Park

within 1/2 mile of Park

Not within 1/2 mile of Park

0 330 660 1,320 1,980 2,640 3,300 Feet