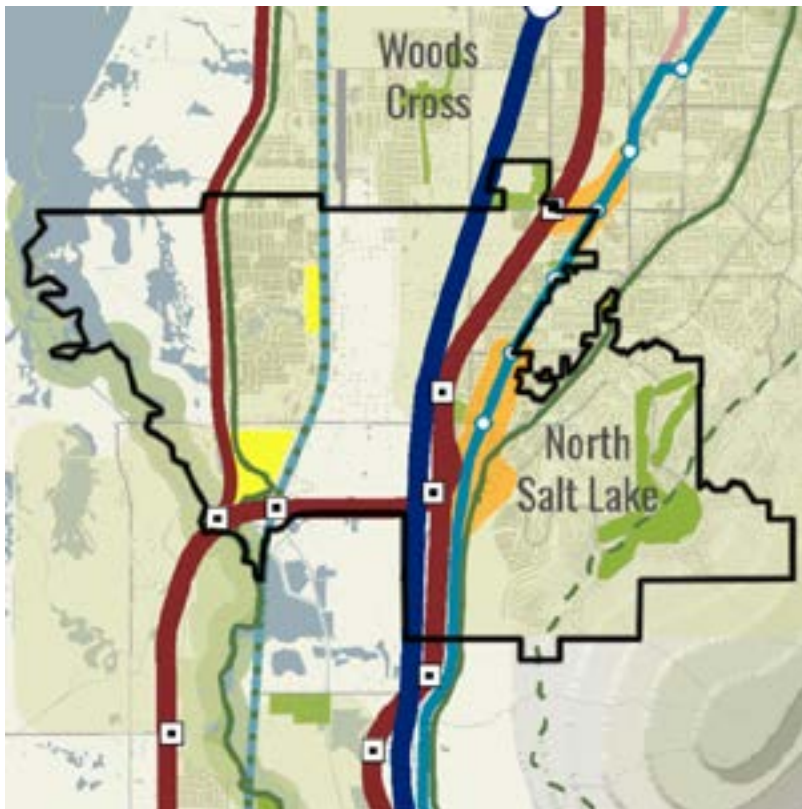


IMPLEMENTATION STORIES:

NORTH SALT LAKE

North Salt Lake is a largely built-out suburban community. Its historic character has centered on being both a bedroom community to Salt Lake with extensive industrial land. In recent years the city has focused on how to create a town center- a heart of the community, and on how to recast the character along the main road through town, Highway 89. Despite being largely built out, recent years have seen significant change for North Salt Lake.



WASATCH CHOICE VISION MAP

Orange = growth center
Blue = major transit corridor
Red = major road corridor

OVERVIEW OF LESSONS LEARNED

- **Leverage Infill.** North Salt Lake has been an example of how to create a new town center, increase the availability of missing middle housing, and how to increase viability of planned improvements in public transportation.
- **Accommodate Mixed Use.** North Salt Lake's new town center is becoming the walkable heart of the city, creating new office, retail and housing next to the city's largest park and city hall.
- **Address Missing Middle Housing.** New townhouses are lining Highway 89, revitalizing stretches of this key boulevard.
- **Create TOD.** The town center and the new townhouses together help the city provide more potential transit riders to support future investment in the Davis - Salt Lake connector bus rapid transit.

DETAILS

1. Population and population change.

- a. Current population: 21,100
- b. +/- 7,000 increase over the last 10 years

2. Date of last comprehensive General Plan update and other plans.

- Major General Plan update in 2013
- Town Center Master Plan 2016
- Moderate Income Housing Plan April 2018; updated Nov 2020



“NSL started the Moderate Income Housing Plan prior to SB34 and the ‘menu’ items. We were pleased to see that the City had already committed to many of the menu items before there even was a menu. We had simply evaluated what strategies would have the most impact and could realistically be implemented in an effective manner.”

New townhomes in the North Salt Lake Town Center.

3. Recent planning or development near major transit investment corridor stations.

Highway 89 is a future bus rapid transit corridor currently in the planning stages with UTA. In preparation for BRT, the General Plan, Town Center Master Plan, and the Active Transportation Plan focus on creating a town center in NSL that provides multi modes of transportation opportunities and increasing residential opportunities near the corridor. Redevelopment over the past five years has been occurring within the Town Center with the following totals:

945 new housing units and 62,000 sq.ft commercial

- NSL City Center-82 townhomes, 22,000 sq. ft. Commercial/Office Space
- Towne Plaza- 55 townhomes and 40,000 sq. ft. Commercial/Office Space
- City’s Edge - preservation of 8 units of affordable housing, plus 42 new townhomes.
- Chesham Village - 85 townhomes
- Odell Crossing - 22 townhomes

4. How has our “moderate income housing plan provide(d) a reasonable opportunity for middle income housing development within the next five years?”

- a. Promote the construction of housing units across all income categories and to facilitate the natural attrition of existing housing stock for availability for low to moderate income households.
- b. Support the Davis Community Housing Authority, including support for Section 8 Housing Choice Voucher program, by communicating the program with residents.
- c. Allow accessory dwelling units within all single family zones to increase the supply of affordable rental units and to assist cost burdened homeowners.
- d. Promote Emergency Repair Program (CDBG) to maintain and rehabilitate low to moderate income housing stock.
- e. Utilize RDA funding sources specifically set aside for the support and creation of new affordable housing units within existing projects. The Highway 89 CDA is performing better than forecasted and substantial funds are being set aside for future projects as yet unidentified.
- f. The City will continue to rezone properties for redevelopment in the town center to create opportunities for low to moderate income housing.
- g. Reduction in parking standards has been used to reduce the construction and rent costs associated with providing parking spaces.

5. Our challenge dealing with growth.

Challenge: Some residents have been vocal, especially along the edges of the town center.

Resolution: The city has worked directly with the neighbors to determine what the issues are and find possible solutions or compromises that achieve the city's goals and to protect and enhance the character of the surrounding areas. We have modified our draft town center zoning code to provide a transition from the town center at its edges. This approach to providing a transition in scale of buildings has also shaped recent development approvals.

Lessons Learned: I would have been ideal to have the form based code approved closer to the adoption of our town center master plan, preceding more of the development activity.

6. How our city has implemented active transportation?

NSL partnered with WFRC, Bountiful and Centerville on the South Davis Active Transportation Plan adopted on January 21, 2020. NSL has identified projects within the plan and has placed them on the capital facilities plan. Improvements will be required during redevelopment, infrastructure reconstruction, and as funding is available. We also continue to seek out funding opportunities for the projects.