

Northwest Quadrant Project Area:

Strategies and Potential Visions

UIPA Board Meeting
September 5, 2024

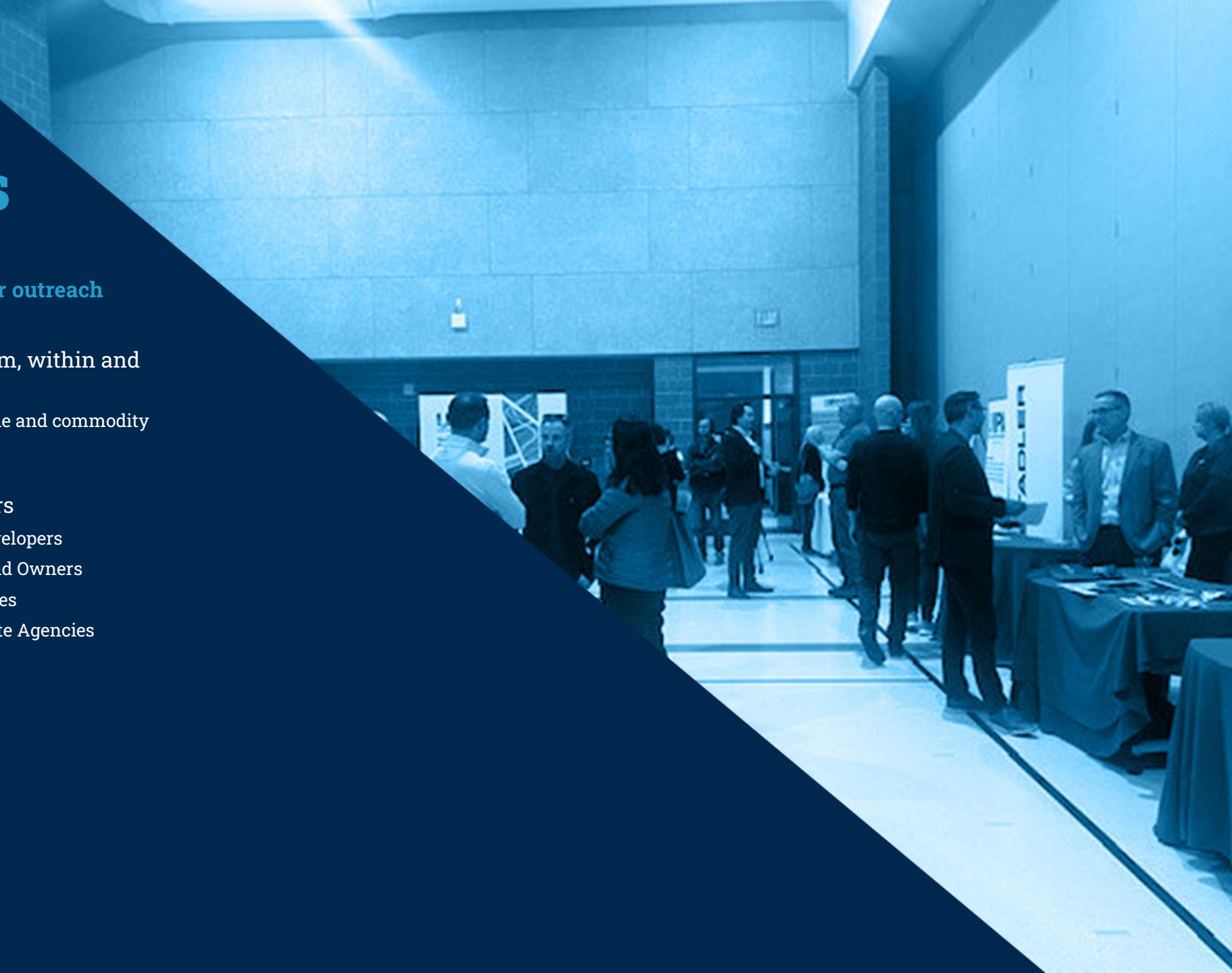


NORTHWEST QUADRANT

Logistics Study Process

Focused on integrating data, stakeholder outreach

- Assessed freight flows moving to, from, within and through Utah
 - Current and forecast volumes by mode and commodity
 - Economic analysis
- Outreach to more than 60 stakeholders
 - Shippers
 - Railroads
 - Trucking Companies
 - Seaports
 - SLC International Airport
 - Developers
 - Land Owners
 - Cities
 - State Agencies
- Engagement Activities
 - SWOT Analysis Focus Groups
 - Open Houses
 - 1/1 Interviews
 - Board Meeting Presentations



NWQ Background

The prevailing logistics cluster in the Intermountain Region--serving Wasatch Front, Utah, and multi-state market.

- Maturing logistics area with limited development space for future growth.
- Warehousing, distribution centers, and manufacturing firms currently dominate the NWQ area.
- Advantageous location with major international airport, national rail network access, intermodal facilities, Interstate access, and adjacency to a fast-growing, globally-recognized, economically dynamic region. **Salt Lake City is a market of the future!**
- Sensitive habitats, wetlands, and air quality basin require thoughtful action to balance economic opportunity, quality of life, and natural resources.

Creating and implementing a common vision unlocks the full potential of the area to attract manufacturing and quality jobs to the state.



Context

NWQ logistics strategies designed to:

- **Support UIPA logistic pillars**
 - Develop enhanced rail access to Utah and the Salt Lake City market.
 - Improve connectivity to coastal ports and global maritime trade networks.
 - Establish SLC airport as an air cargo gateway.
- **Align with existing Salt Lake City Northwest Quadrant Master Plan goals**
 - Development
 - Transportation

Potential Strategies

Public- and private-sector stakeholders identified gaps in the NWQ logistics system and opportunities for UIPA to leverage NWQ's logistics strengths. The strategies for the NWQ reflect that input and are designed to provide UIPA with a vision that can result in greater outcomes for the future.

- **Business attraction efforts** should focus on advanced manufacturing or those that require air cargo or rail access.
- **Promote the development** of a research and development center to position the Northwest Quadrant as a center for research and manufacturing.
- **Encourage rail-served business expansion** to take advantage of the Project Area's existing rail transportation facilities and improve connectivity to ports.

Focusing on advanced manufacturing requires UIPA and stakeholders to invest in air cargo service and facilities, rail and road networks, transit service, workforce development, and sustainability.



Partnerships

Partners are needed to create and achieve a common vision

- Airport, railroads, seaports, state/local transportation agencies
- Economic development
- Land development

Each pillar and each strategy requires partnerships. UIPA has no land use or regulatory authority and cannot achieve their goals alone.





Remediation & Conservation

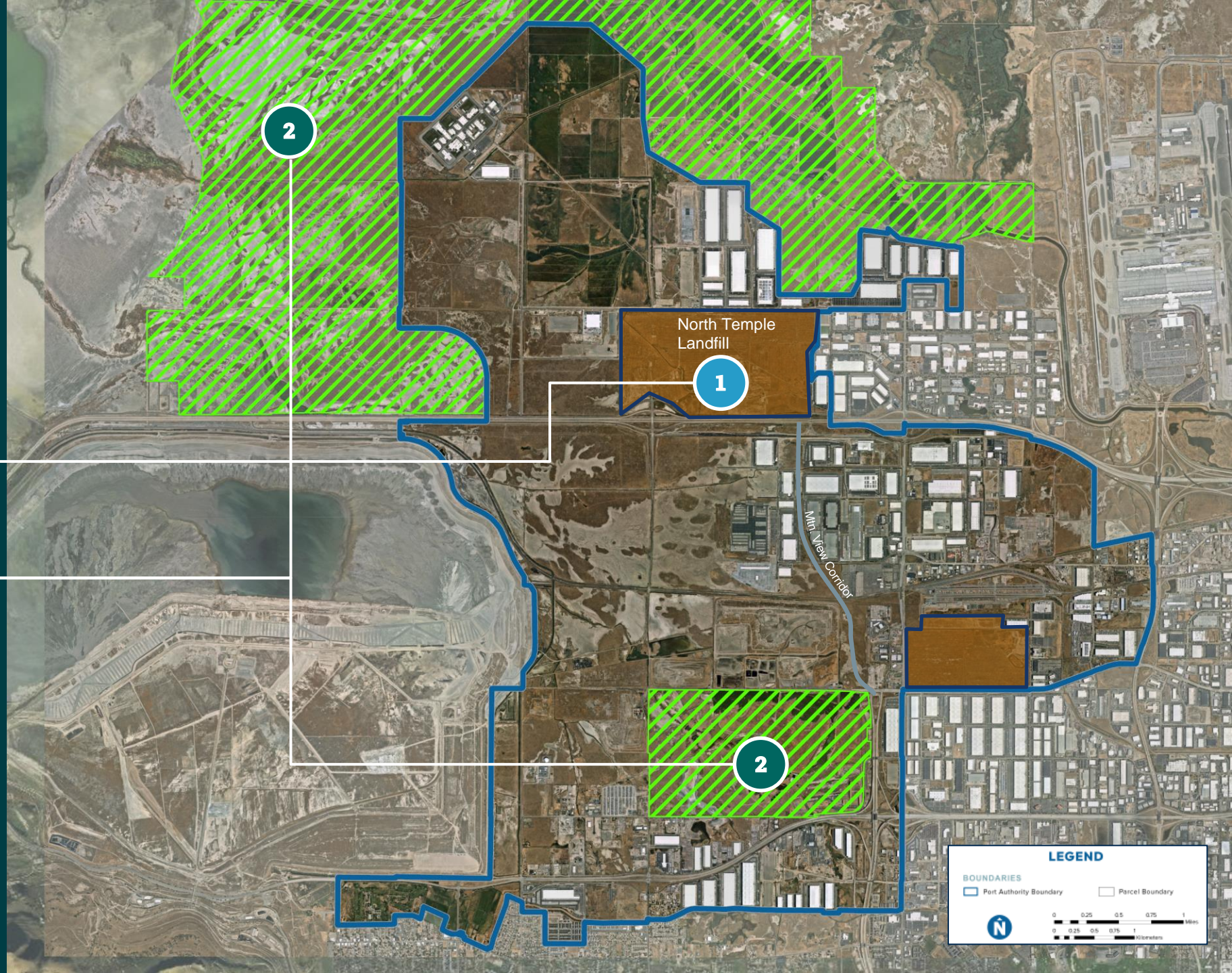
North Temple Landfill

NTL remains a potential hazard to the Great Salt Lake



Conservation Areas

Wetlands, waterways, existing open space. A mix of public, private, non-profit.



LEGEND

BOUNDARIES

- Port Authority Boundary
- Parcel Boundary

0 0.25 0.5 0.75 1 Miles

0 0.25 0.5 0.75 1 Kilometers



NORTHWEST QUADRANT



Aerotropolis

Aerotropolis West:

Target air cargo dependent industries (e.g. life sciences, advanced manufacturing) to locate in the Northwest Quadrant.

SLC Cargo North:

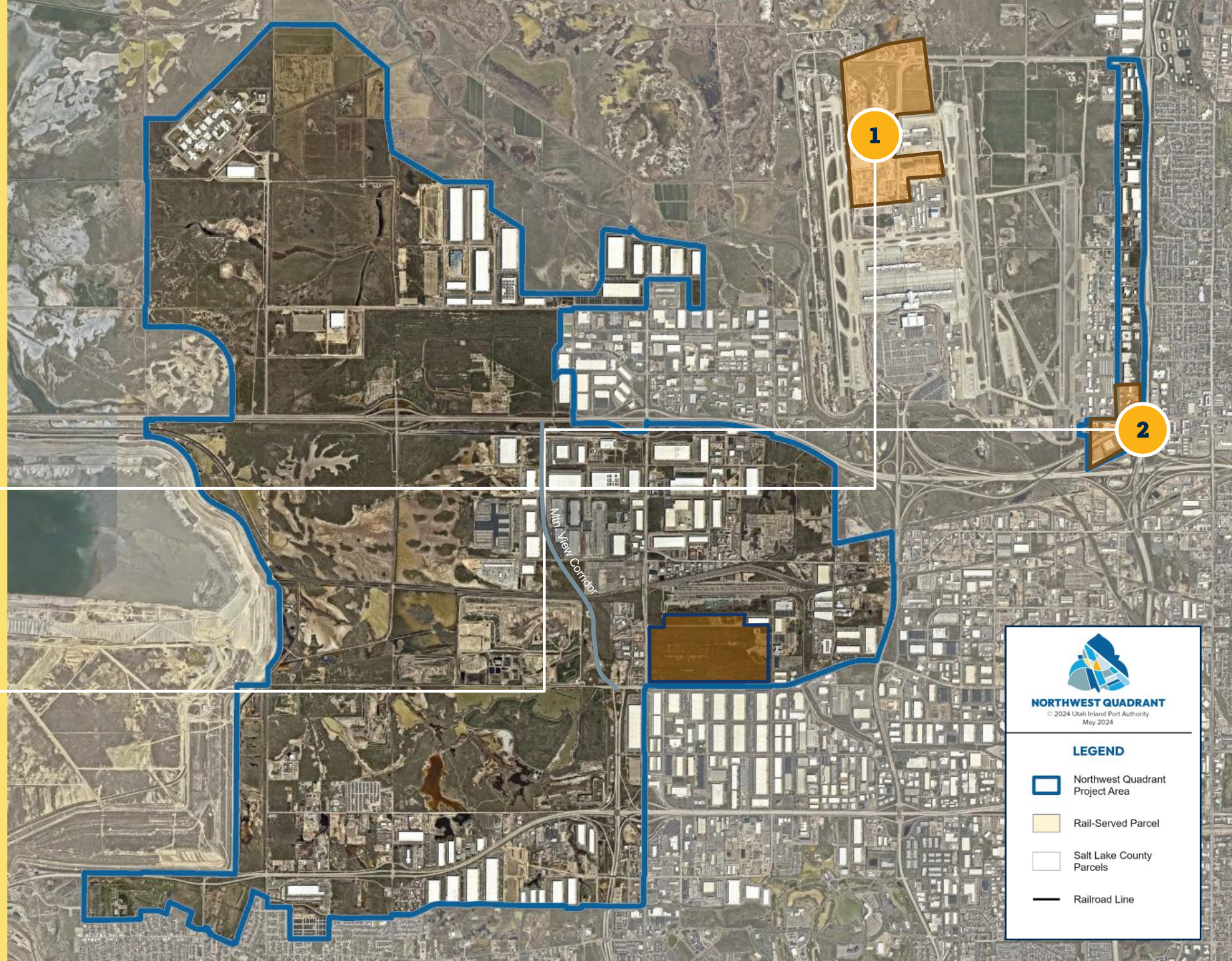
In partnership with SLC and/or P3, develop phased facilities for cold storage (separated facilities by cargo type to support food, aerospace, life sciences), general flex facility (for multiple carriers), and new air cargo facility.

Aerotropolis N. Temple Gateway:

Reimagine N. Temple Gateway into a world-class airport-adjacent business and entertainment hub with urban village concept (aerospace HQ, hotels, grocery, mixed use, residential, high density). Currently zoned Mixed-use Employment Transit Station. Helps anchor Power District and Trax corridor. Provides one-stop LRT to airport (becomes part of airport complex).


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NORTHWEST QUADRANT
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LEGEND

-  Northwest Quadrant Project Area
-  Rail-Served Parcel
-  Salt Lake County Parcels
-  Railroad Line





Northwest Quadrant (NWQ)

*Includes properties outside UIPA jurisdiction but with a strong nexus to UIPA NWQ.

Targeted Industries

Concentration of life sciences/biotech/aerospace R&D and related manufacturing. Designed with wetlands preservation and trails. Focused on high-value, time-sensitive, air/truck logistics uses, proximity to SLCIA.

Rail-Served Sites

Build-to-suit rail served sites for manufacturing.

Workforce Training

Mid-skill labor force in logistics-intensive industries, construction, life sciences. Eligible DOC population programming.

Workforce / Retail Amenities

Child care or early education facilities, retail, restaurants, hospitality, fitness.

NTL Site

Remediated site hosts rail-served enterprises. Slightly reduced footprint for rail.

Infrastructure Development Area

Rail and industrial development and connections.

International Center 2.0*

Work with SLC to reimagine next 50 years and its potential for mixed-use TOD, corporate HQ, R&D.

Mountain View Corridor Transit / Westside Express

Runs on 5600 West. Provides improved north-south workforce accessibility.

Greenway Corridor

Transit and active transportation corridor that evolves over time and with adequate demand to link nodes between NorthWest Center, Amelia Earhart, SLC, N. Temple Gateway, Power District/Fairgrounds, Downtown SLC and U of U. Becomes SLC's green East-West artery and a focal point to connect advanced manufacturing, R&D, and commercial activity to region.

Black Rock Trail

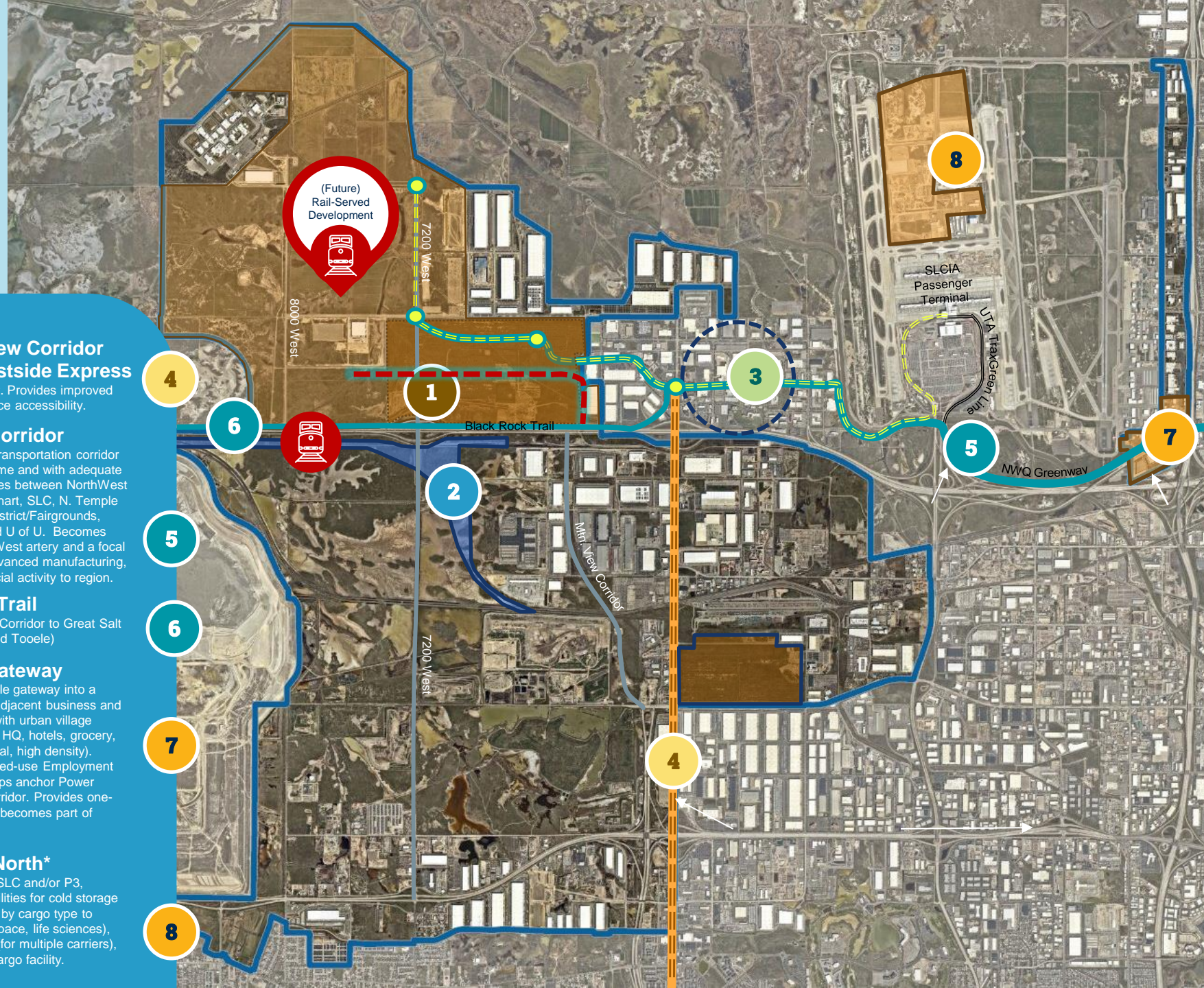
Extends Greenway Corridor to Great Salt Lake State Park (and Tooele)

N. Temple Gateway

Redevelop N. Temple gateway into a world-class airport-adjacent business and entertainment hub with urban village concept (aerospace HQ, hotels, grocery, mixed use, residential, high density). Currently zoned Mixed-use Employment Transit Station. Helps anchor Power District and Trax corridor. Provides one-stop LRT to airport (becomes part of airport complex).

SLC Cargo North*

In partnership with SLC and/or P3, develop phased facilities for cold storage (separated facilities by cargo type to support food, aerospace, life sciences), general flex facility (for multiple carriers), and new Delta air cargo facility.



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Next Steps

- Stakeholder Input (September/October)
 - Virtual Open House (Mid October)
 - NWQ Open House (Mid-October)
- Finalize NWQ, project area, and statewide logistics strategies (September/October)
- UIPA Board presentation on Statewide Logistics Strategies (October 7, Richfield, UT)
- Board adoption (November)