



GP-25-002

Staff Report

Meeting Date: October 15, 2025

Applicant: Millcreek

Re: Adoption of the Meadowbrook Station Area Plan

Prepared By: Sean Murray & Francis Lilly

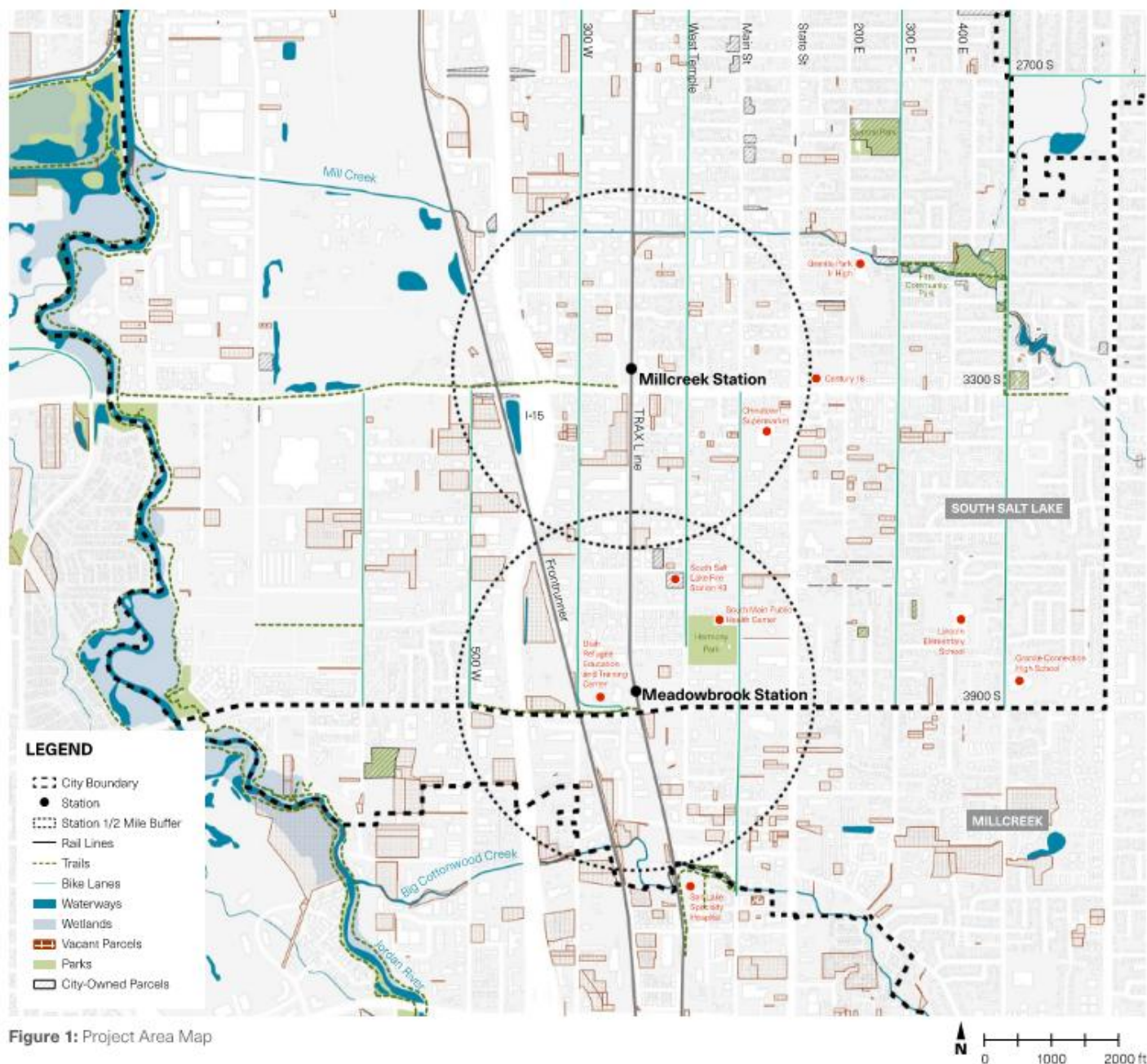
Scope of Decision: **Discretionary.** This is a legislative matter, to be decided by the Millcreek City Council upon receiving a recommendation from the Community Council and the Millcreek Planning Commission. Your recommendation can be broad in scope, but should consider prior adopted policies, especially the Millcreek General Plan.

REQUEST AND SYNOPSIS

In 2022, the Utah state legislature passed [House Bill 462](#), which requires all Utah municipalities that have fixed guideway transit systems (train stations) to create stations area plans for the immediate surrounding area. These plans should be designed to help identify areas for more affordable housing, help promote sustainable environmental conditions, enhance economic opportunities, and increase transportation choices and connections.

The Meadowbrook & Millcreek Station Area Plan (SAP) focuses on two TRAX stations. While both of these stations fall within South Salt Lake City (SSLC), Meadowbrook station sits on the border of Millcreek and SSLC necessitating Millcreek's involvement with the plan. Areas within ½ mile of each station are the focus area for the plans. A map of these areas can be found on the next page. Millcreek, SSLC, and UTA worked with Design Workshop, a land use and planning consultant, to draft the station area plan. The final plan envisions policy goals, infrastructure improvements, and land use considerations that will help boost ridership on the TRAX and create a unique sense of place around each of the stations.

Similarly to the Murray North station area plan adopted in 2024, the Meadowbrook & Millcreek SAP enhances goals and policies already in place in the area. Mixed use, transit-oriented development is already a defined goal in the area and is reflected in the future land use map and throughout the general plan. This SAP helps create more consistency across new projects in the area and helps tie together areas in SSLC and Millcreek.



GENERAL PLAN CONSIDERATIONS

Millcreek's General Plan discusses creating a better sense of place for Millcreek's west side, known as the Meadowbrook area. Goal GP-6, found in the vibrant gathering places section of the general plan, focuses on growing and supporting the Meadowbrook area and Mian Street corridor. All three of the strategies listed under this goal can be found in this station area plan.

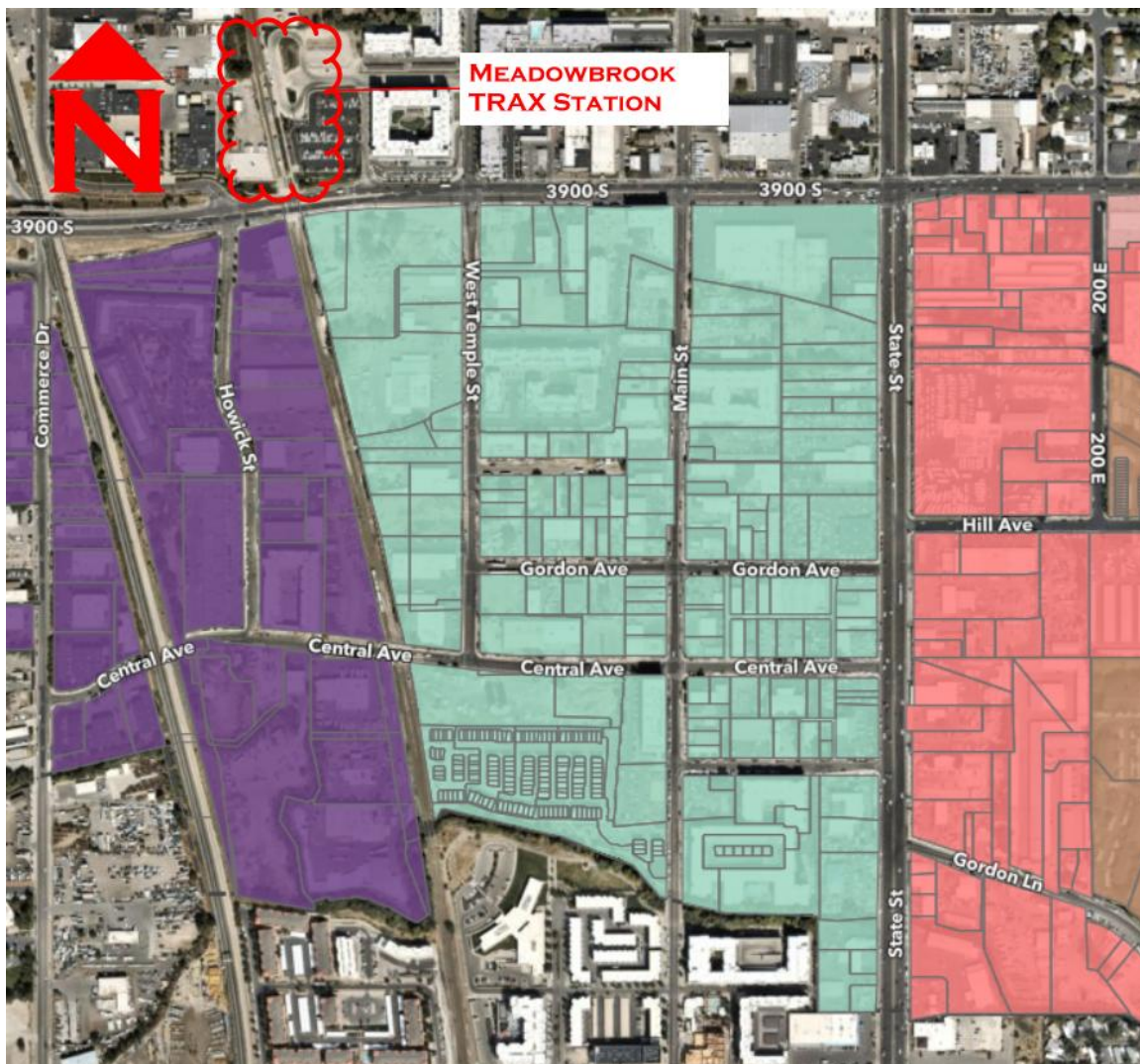
-Strategy 6.1: Continue to develop new transit oriented development (TOD) and mixed use supportive base zoning and/or overlays to support the continued development and redevelopment of key corridors and centers.

-Strategy 6.2: Coordinate with neighboring municipalities of Murray and South Salt Lake City as development projects are proposed for the center.

-Strategy 6.3: Continue to encourage the development of flex uses in the Meadowbrook area.

The Meadowbrook & Millcreek SAP was drafted in conjunction with SSLC to ensure that the goals aligned across municipal boundaries. Transportation corridors for pedestrians, cyclists, and motorists have been planned to align between the municipalities to make sure that these connections are consistent, easy to use, and safe.

The Mixed Development (MD) Zone is the highest density zone permitted by Millcreek and is only allowed on the west side of the city. This zoning is permitted in the “Meadowbrook Center” as shown on the future land use map below (teal-colored parcels). The MD allows for residential, commercial, and mixed use projects with the caveat that “Non-residential use or residential use that is convertible (built to City commercial building code standards) is required for at least 50% of the ground story facing a public street.”. This language plans for flex space that can be converted as market forces change in the area.



STATION AREA PLAN DETAILS

The SAP discusses a wide range of goals in the area from increasing access to affordable housing to infrastructure improvements along public roadways. The goals outlined in the plan are listed below:

- Identify the economic potential of the area.
- Focus on catalytic projects that will trigger change.
- Explore a variety of housing opportunities and increase the availability and affordability of housing for various age groups.
- Promote sustainable environmental conditions.
- Improve safety around the stations.
- Increase transportation choices and connections.
- Explore Housing and Transit Reinvestment Zones (HTRZ) funding opportunities for the station areas.
- Involve key stakeholders including UTA, UDOT, WFRC, property owners, business owners, and residents.

Existing Conditions

One of the first steps in the plan was to identify the existing conditions surrounding the stations to better understand the starting point. To do this, the team looked at market analysis of existing land use types in both cities as well as transportation and parking, current and future land use, demographics, and infrastructure. This section of the plan can be found on pages 8-15 of the attached document with additional info in the appendix.

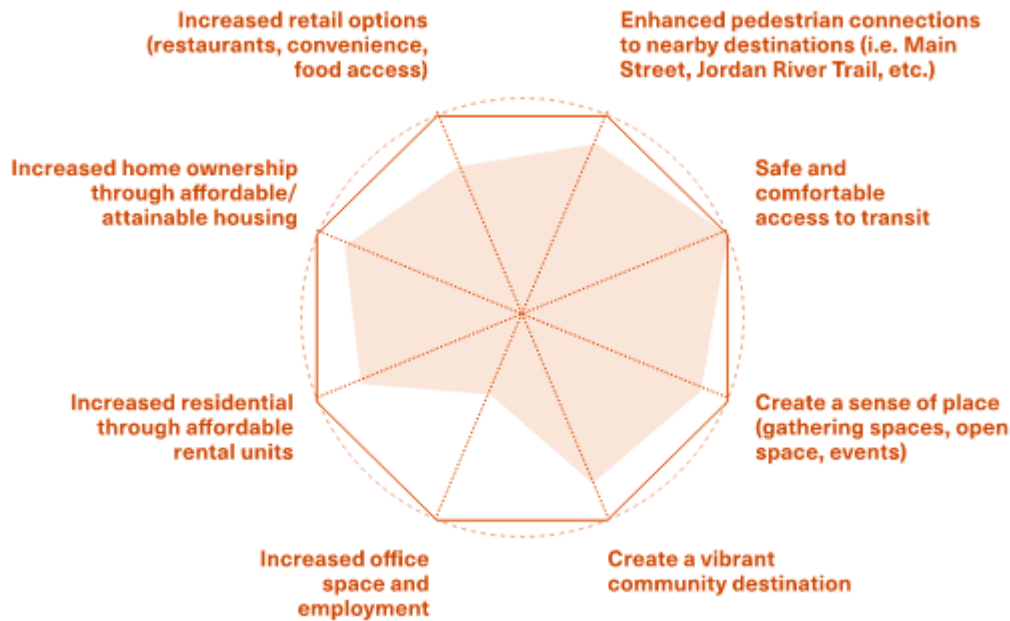
The takeaways from these analysis show that the areas have a younger population that heavily rents their housing. Diversity is higher in these areas than many of the other communities within Salt Lake County. Incomes in the area are moderate when compared to Millcreek and SSLC as a whole.

Since the area has historically been focused on industrial uses, bike and pedestrian connections are limited as are trees and green space. Current land use is still largely industrial with some new residential developments sporadically coming online in both Millcreek and SSLC. Current and future land use for both cities have mixes of residential and commercial uses near the stations.

The existing conditions show that areas near both stations have excess parking and can accommodate more connections for bicycles and pedestrians to the station platforms. Infill opportunities would help increase ridership at both stations, especially Meadowbrook.

Community Engagement

Engagement for this plan took place in multiple forms and in both SSLC and Millcreek. Pop-ups on both station platforms helped the team engage with transit riders in the area. The team also held a pop-up event at the SSLC mural fest. These pop-up events allowed for spontaneous engagement with residents that frequent the areas under consideration in this plan. Some of the preferences voiced by residents can be found in the graphic below:



Two design charrettes were held in June that included community members, city officials, business owners, property owners, and other stakeholders to help identify opportunities and constraints in the station areas. Results from these charrettes helped guide the vision for each station area.

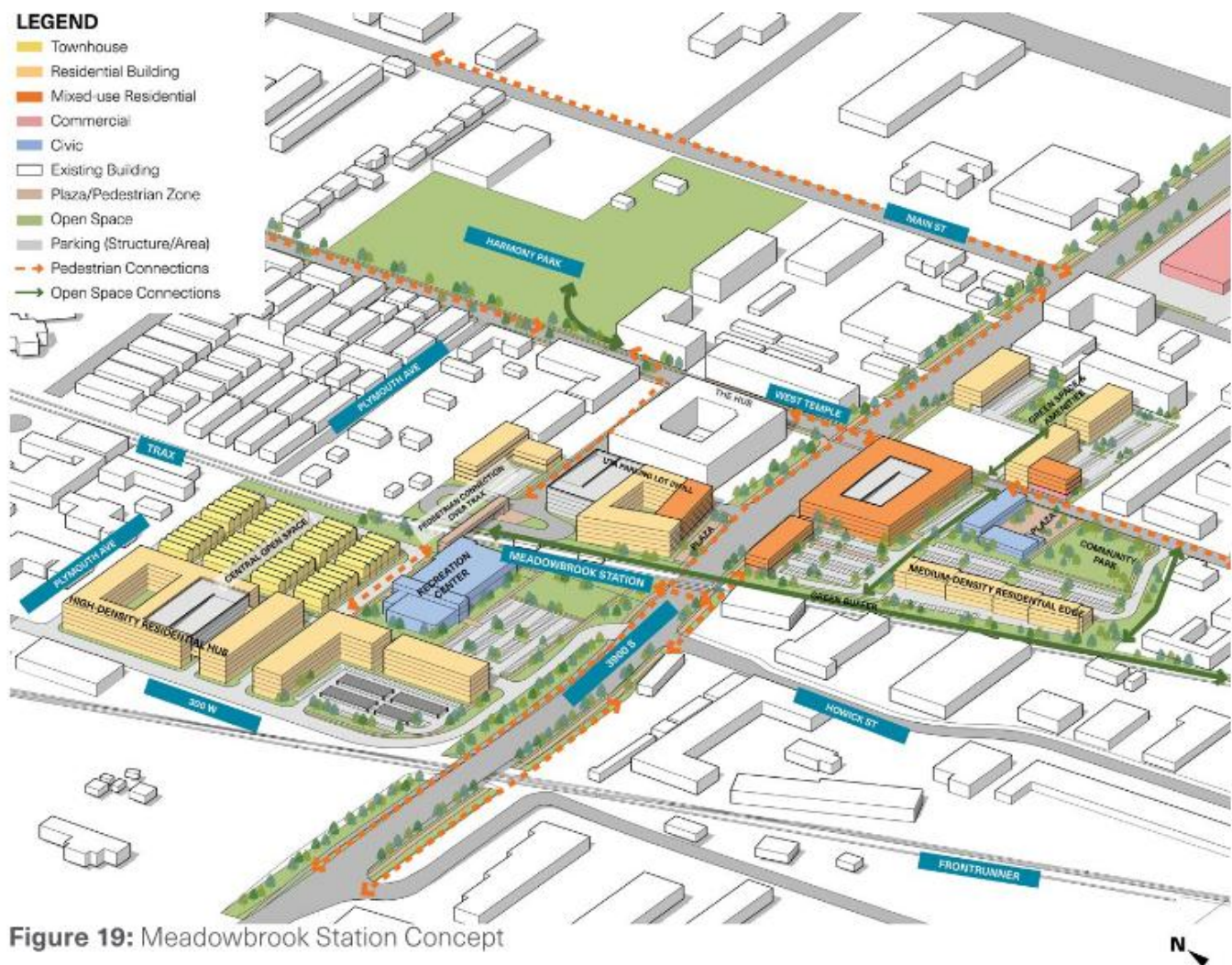
Online surveys were used to interact with community members that use the TRAX line and that live near both stations. For these surveys, respondents were shown draft versions of the plan and could comment on what they did and did not like in the plan. For the Meadowbrook station, the biggest takeaways were the addition of a pedestrian connection over the TRAX line, new community centers/open space, and a green buffer running along the east side of the TRAX line. More details about the results of these online surveys can be found on pages 22 & 23 of the attached plan.

Station Area Vision

Using the existing conditions and input from residents and officials, the team was able to make a general vision for each station area. These visions are not to be all encompassing of improvement and changes, but rather an idea of what each area could look like as growth continues in the area. Each station area had different goals and therefore different outcomes. For Meadowbrook, the main goals were to create a mixed income and generation neighborhood, incorporate health and social services into the area, orient development to face 3900 South, promote Main Street as a mixed-use corridor, and develop regional trail connections.

Visions for both areas aim to include improved connections for cyclists and pedestrians, added greenways, gateways to the area, and new parks. To achieve these goals, both cities need to make some policy changes to ensure future development in the area is complimentary to the plan. For Millcreek, the proposed changes include adding medium density transition areas near the stations to accommodate 3-4 story residential projects and better standards that help activate ground floor retail in the area. The plan also calls for Millcreek to add overlays for park space to support development of a new community park on West Temple. More detail on these proposed changes can be found on pages 34 & 35 of the attached plan.

Below is a rendering of the Meadowbrook station area with new development and infrastructure included. Since this station straddles the border of both cities, a zoomed in version of the Millcreek side is located on the next page to better see how the plan envisions the Millcreek area of the Meadowbrook SAP.



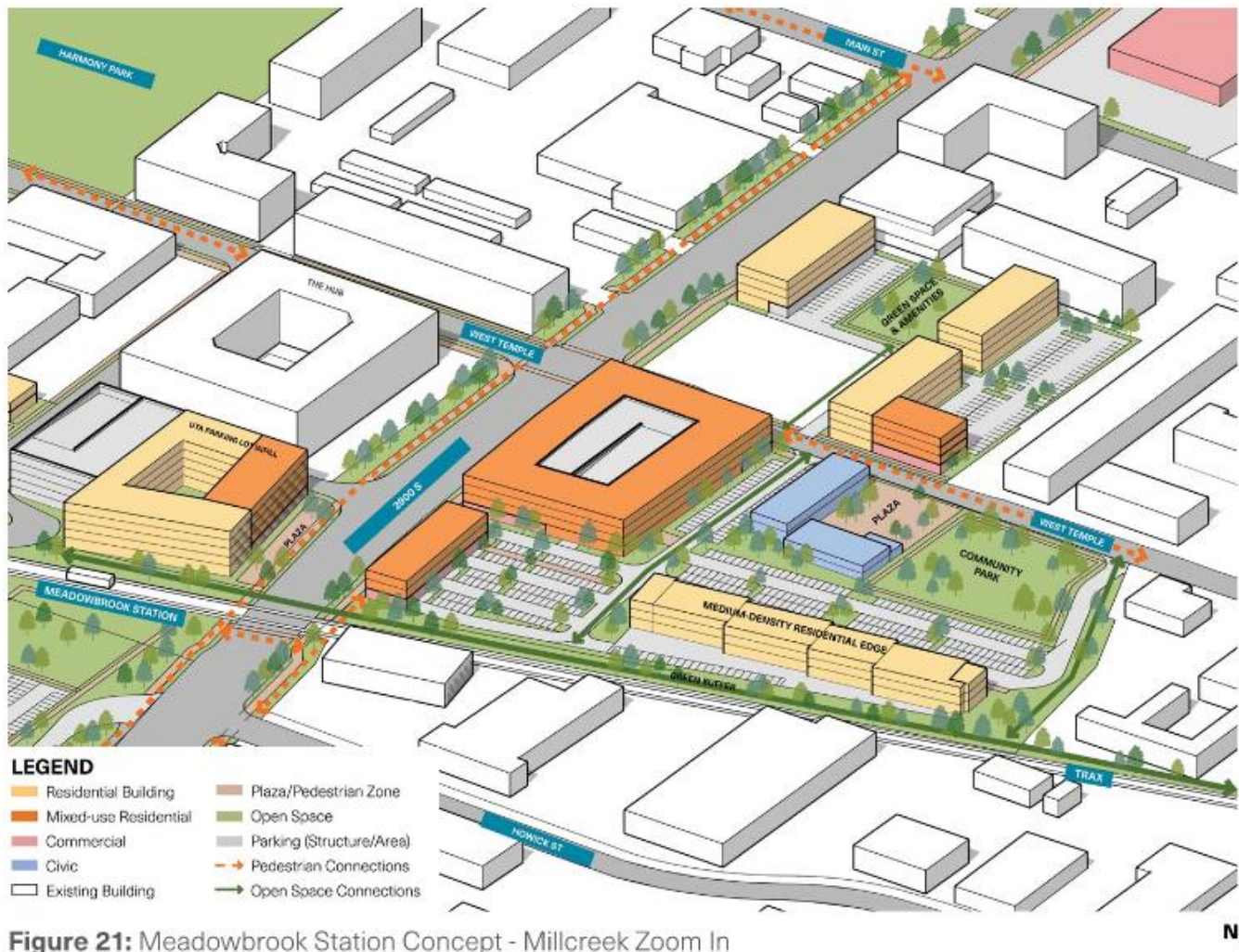
Meadowbrook SAP Vision (Millcreek Zoom in)

Figure 21: Meadowbrook Station Concept - Millcreek Zoom In

Many of the concepts discussed with residents and officials can be found in the rendering above such as the green buffer, added park space, and improved connections.

The plan envisions West Temple becoming a north-south bike corridor connecting Central Ave in Millcreek, north into SSLC. Putting bike infrastructure along West Temple was chosen since Main Street is instead focused more on foot traffic than cyclist traffic. West Temple also has more space to fit new bike infrastructure and would connect well with existing bike infrastructure found in SSLC along West Temple.

A green buffer along the TRAX line is seen in the rendering above that is to continue south to Central Ave in Millcreek. This connection would then connect to the trail that runs along the Big Cottonwood Creek and into Murray. If fully constructed, this green buffer would allow walking and/or biking from the Meadowbrook Station all the way to the Murray North Station.

This green buffer would also connect to a newly proposed park on West Temple. Residents in the area have frequently raised the issue that while Harmony Park in SSLC is nearby, it is still far enough to be inconvenient

and dangerous to access when crossing 3900 South. Due to this, a park to serve Millcreek residents has been included south of 3900 S so that residents can access a park safely that is closer to home. Connecting this park to the green buffer allows for safe access to and from the park by residents nearby without having to travel along busy roads.

To accompany the park, increased activation along West Temple is also envisioned. By making infrastructure improvements and fronting buildings/businesses along West Temple, the plan sees West Temple becoming an important north south connection between the Murray North Station Area and the Meadowbrook Station Area.

The plan calls out the corner of 3900 S and State Street as an ideal location for adaptive commercial reuse with the ideal tenant being a medium sized grocer. In surveys with residents in the area, the issue of a significant food desert has come up time and time again. This area has proven to be difficult to land a grocer over the past few years. Having this language in the plan will help the city ensure that this site will remain commercial and potentially house a grocer in the near future.

3900 South is also envisioned to have new infrastructure improvements and upgrades. A concept cross section of this can be found below:

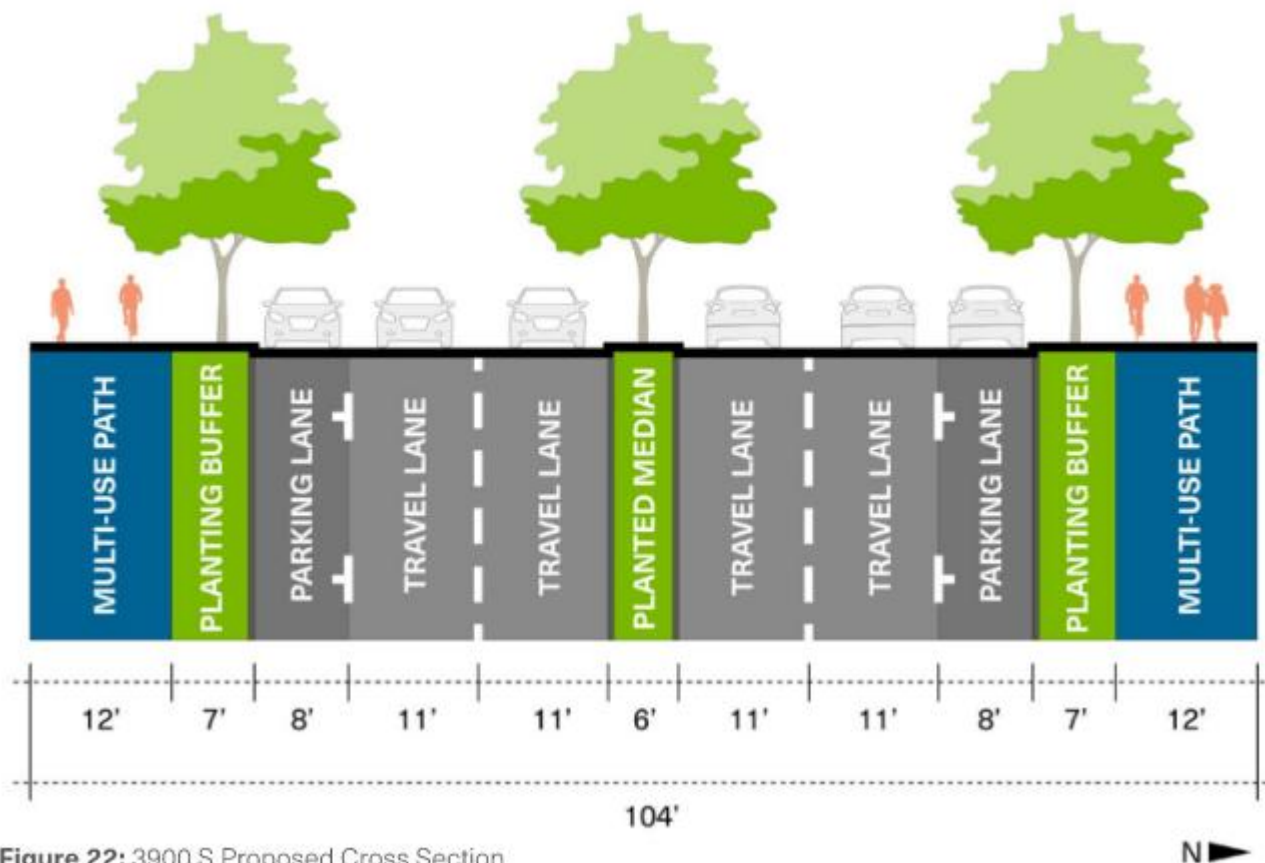


Figure 22: 3900 S Proposed Cross Section

The improvements to 3900 South would see a narrowing of travel lanes to 11 feet wide to slow traffic flow and free up space for new planted medians and multi-use paths. Parking lanes would be 8 feet wide on each side of the road. Planting buffers between the parking lanes and multi-use paths would help create a better experience for pedestrians and create a safety buffer for pedestrians.

Along 3900 South, multi-use trails flank both side of the road creating access to the Jordan River Trail and east across the valley floor. These trails are already part of UDOT's Utah Trail Network plan which would see in this area multi-use trails connecting the Jordan River Trail east across I-15 and the train tracks all the way to 1300 E depending on funding opportunities.

PUBLIC NOTICE, RESIDENT, AND PROPERTY OWNER INPUT

Notice was sent to all residents within the area outlined in the SAP. In total, this mean roughly 615 notices were mailed to residents in Millcreek and SSLC combined. At the time of writing this report, staff only received one phone call asking about the plan. A handful of Millcreek and SSLC residents were present at the Millcreek Community Council meeting on October 7th.

Of the residents that came to the MCC meeting, only a few were Millcreek residents within the station area. Some were SSLC residents that were wondering about the scope of the plan and if it was a different plan for each city. Staff assured these SSLC residents that the plan was the same between the municipalities and both cities and other agencies (UTA, UDOT, etc.) worked in conjunction on the plan. Issues of policy, administration, and implementation of the plan for SSLC residents would have to be answered by SSLC officials.

For the Millcreek residents, they were concerned that this plan forced rezones of their property. Staff assured them that that was not the case as this plan is a framework for when property owners choose to develop or rezone their land. Property owners must take this step, meaning that the city will not be conducting rezones or redevelopment of private property without the express written consent of the private property owners.

COMMUNITY COUNCIL RECOMMENDATIONS

The Millcreek Community Council met on October 7th and heard a short presentation by staff about the station area plan. After outlining the project and speaking with residents (summarized above), council members asked questions about the plan and area. Concerns about food accessibility and green space were discussed at length. The need for new food suppliers, whether a big box store, or a small market, are needed in the area for residents of Millcreek and neighboring municipalities. With this, the council motioned to recommend the station area plan as proposed with the inclusion that the plan clearly state that private property owners must initiate rezones of their land, that Millcreek create a committee to address food insecurity and incentivize development of a new grocery store, and that Millcreek begins the process of finding a location for a new park in the Meadowbrook area. This motion passed 6-0.

PLANNING STAFF RECOMMENDATIONS AND FINDINGS

Planning staff recommends that the Planning Commission review the plan and ask questions at the upcoming meeting on October 15th. Staff believes this plan aligns with numerous city goals and objectives. The plan also meets the requirements found in Utah code 10-9a-403.1 which outlines the necessity of municipalities to create station area plans for areas within a half mile of fixed rail transit stations.

Findings:

- The proposed SAP includes areas within a half mile of the Meadowbrook station on Millcreek's west side;
- The Meadowbrook & Millcreek SAP was drafted in coordination with SSLC;
- The plan addresses housing attainability, transportation connections and choices, enhancing opportunities for businesses, and promotes sustainable environmental conditions;
- The plan incorporates concepts found in the Murray North SAP;
- The plan includes maps and implementation strategies; and
- The plan was drafted after collecting input from stakeholders in the SAP area.

Conclusions:

- The proposed plan meets the requirements outlined in Utah code 10-9a-403.; and
- The proposed plan aligns with city goals, policies, and strategies found in the Millcreek Together General Plan.

MODEL MOTION

I move that the Planning Commission recommend to the Millcreek City Council the adoption of the Meadowbrook & Millcreek Station Area Plan, file number (GP-25-002), as proposed.

SUPPORTING DOCUMENTS

- **Meadowbrook & Millcreek Station Area Plan**



MEADOWBROOK & MILLCREEK

STATION AREA PLAN

Prepared For Wasatch Front Regional Council,
South Salt Lake and Millcreek

OCTOBER 2025

ACKNOWLEDGEMENTS

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INTRODUCTION

ABOUT THE PLAN

WHAT IS A STATION AREA PLAN?

Utah has hundreds of miles of rail lines and nearly seventy stations across the Wasatch Front. In 2022, state leaders decided this transit system should play a larger role in addressing some of the state's critical issues, including housing diversity and affordability, air quality, and traffic congestion. As part of that effort, a new law (HB462) was passed that requires cities with rail stations to create Station Area Plans for land within close proximity to transit stations. A station area plan looks at the area within half a mile (or about a 10-minute walk) of a light rail station. It focuses on how people get to and from the station and how the area around it could grow in the future. The main goal is to make it easier for people to walk, bike, or use public transportation—while encouraging more housing, jobs, and things to do nearby, so people don’t need to rely on cars as their main mode of transportation.

The Meadowbrook and Millcreek Station Area Plan fulfills the requirements of Utah Code 10-9a-403.1 by providing a comprehensive strategy for land within one-half mile of the TRAX stations, consistent with the State’s mandate under HB462. The plan identifies opportunities for increased housing diversity and affordability, improved walkability and multimodal connectivity, and integration of land use with transit service . It documents existing conditions, evaluates zoning and infrastructure, and proposes future land use changes that support transit-oriented development and reduce reliance on automobiles . In addition, the plan emphasizes open space, environmental quality, and community engagement —all aligning with the statutory goals of promoting sustainable growth, better air quality, and enhanced mobility options around Utah’s major transit investments.

PROJECT AREA

The station areas identified for the Millcreek and Meadowbrook stations are located within the cities of South Salt Lake and Millcreek. The study area spans roughly from Mill Creek to the north to Big Cottonwood Canyon Creek to the south, and from 500 W to the west to 200 E to the east. This is an area that encompasses residential neighborhoods, commercial corridors, and industrial yards, coming together to form a diverse urban context for these stations.

Millcreek Station

Located north of 3300 S between 300 W and West Temple, Millcreek Station sits at a gateway between I-15 and South Salt Lake. The most prominent landmark in this station area is the Chinatown Supermarket, a major cultural hotspot for the area.

Meadowbrook Station

Located north of 3900 S between 300 W and West Temple, Meadowbrook Station is primarily surrounded by new housing development and older industrial lots. This station area is home to the former Salt Lake Community College (SLCC) campus and Harmony Park, the only park within the study area.

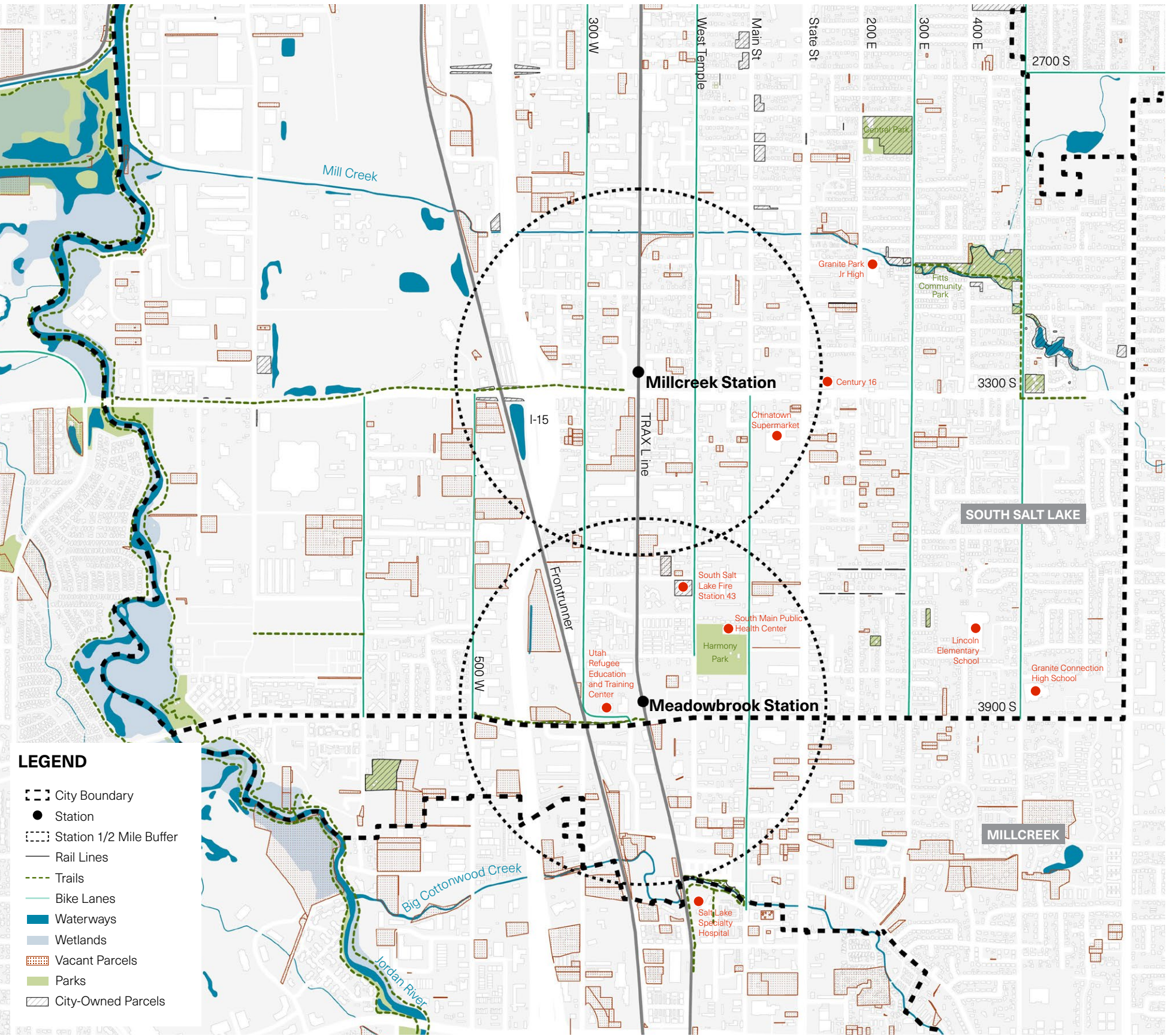
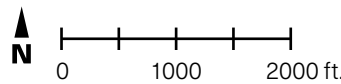


Figure 1: Project Area Map



PROJECT PROCESS

PROJECT STATEMENT

Together, the Millcreek and Meadowbrook Station areas represent one of the most culturally diverse neighborhoods along the Wasatch Front. This diversity is embodied through the populations of South Salt Lake and Millcreek, but is also reflected in the character of neighborhoods, businesses, and amenities that define this combined project area.

South Salt Lake and Millcreek have a unique opportunity to create catalyst nodes for growth around the Millcreek and Meadowbrook Station Areas, creating new opportunities for housing, commerce, and community uses, re-thinking the public realm, and increasing walkability and transit connectivity, all while focusing on opportunity sites and implementation to prepare a successful future for these stations.

PROJECT BACKGROUND

Assets such as access to I-15, the Chinatown Supermarket development, local theaters, established commercial corridors, and two creeks - Mill Creek and Big Cottonwood Creek - flowing out of the iconic Wasatch Mountains provide a framework from which to imagine what the future may hold for the station areas. South Salt Lake and Millcreek share a vision for the Millcreek and Meadowbrook Station Areas as diverse, vibrant, and walkable centers anchored by transit-oriented development.

While many aspects of these neighborhoods are already thriving, the Millcreek and Meadowbrook Station Areas include multiple Wasatch Front Regional Council (WFRC) Equity Focus Areas that point to the need for an equitable, community-focused approach to development. These areas have higher percentages of low-income and zero-car households than surrounding communities, which further emphasizes the importance of building accessible cultural, housing, and transportation amenities. To support the vision for a thriving cultural district, this plan needs to tackle the topics of housing, health, and safety.

PROJECT GOALS

The following goals were established at the beginning of the process to give direction to the design team and address key issues that need to be addressed around the three station areas.



Identify the economic potential of the area



Focus on catalytic projects that will trigger change



Explore a variety of housing opportunities and increase the availability and affordability of housing for various age groups



Promote sustainable environmental conditions



Improve safety around the stations



Increase transportation choices and connections



Explore Housing and Transit Reinvestment Zones (HTRZ) funding opportunities for the station areas



Involve key stakeholders, including UTA, UDOT, WFRC, property owners, business owners, and residents

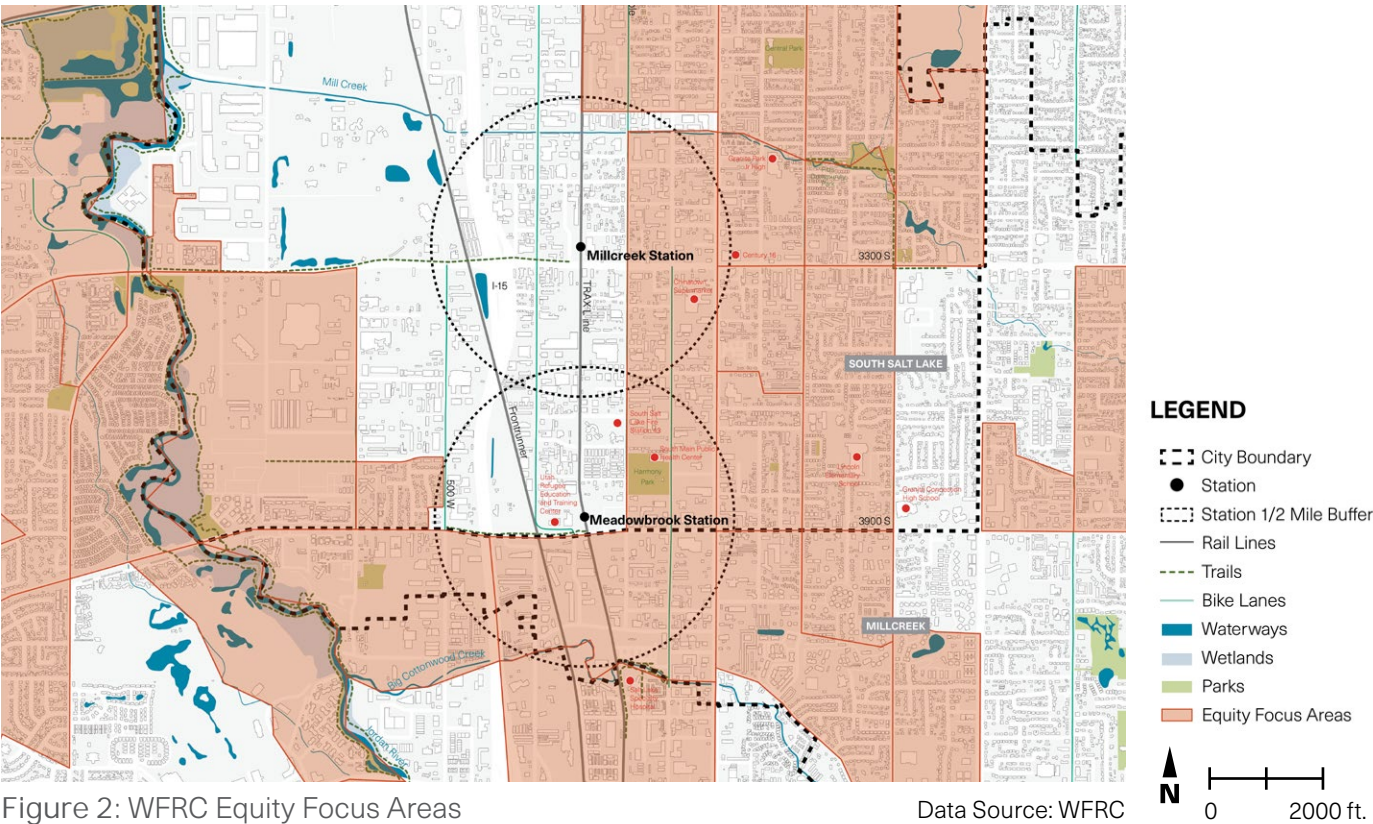


Figure 2: WFRC Equity Focus Areas

TIMELINE

The Meadowbrook and Millcreek Station Area Plan began in March 2025 and concluded in October 2025 with the adoption of the plan. Throughout the course of the project, the project team met with key stakeholder, city staff and elected officials, and members of the community through a design charrette, public open houses, station pop-ups, and an online survey, further detailed in the Community Engagement section of this plan. The input from these engagement opportunities directly informed the vision, concepts, and implementation components of the final plan.

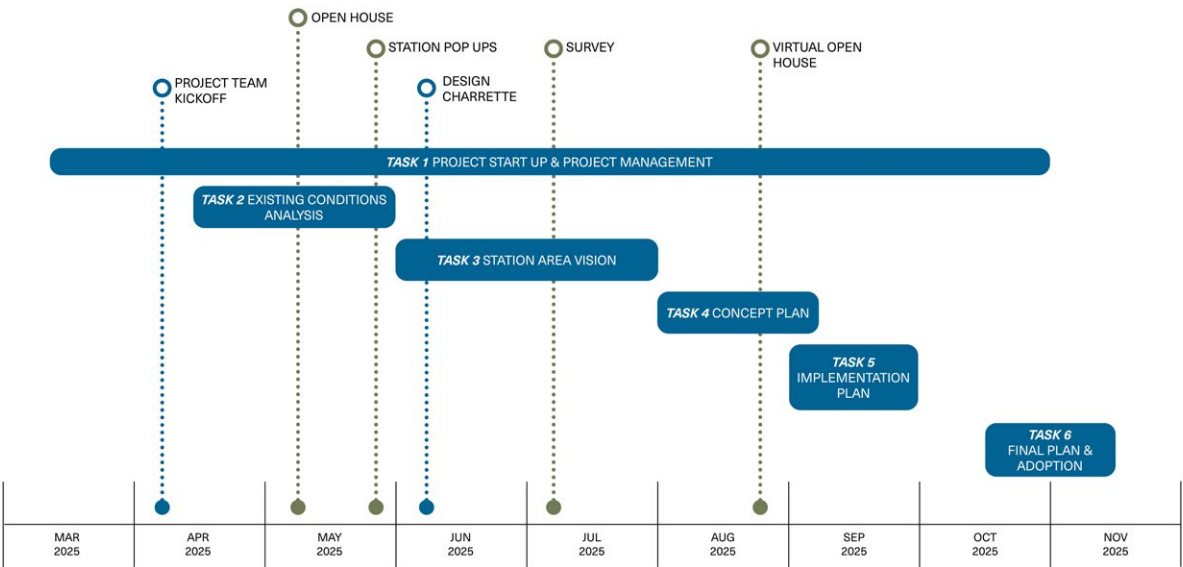


Figure 3: Project Timeline

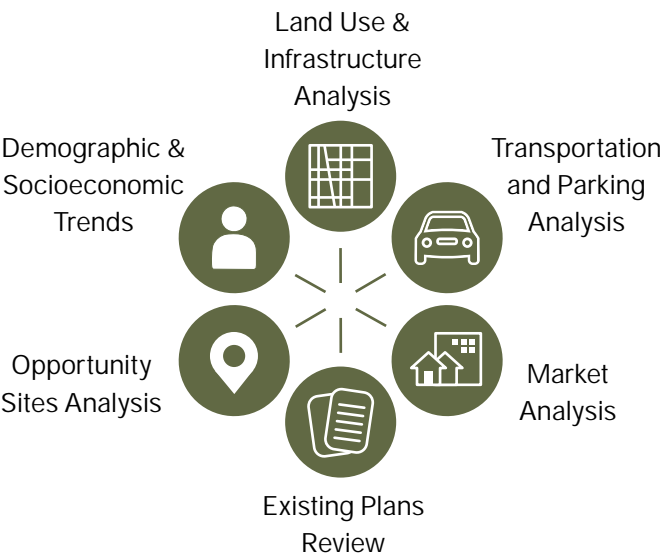


EXISTING CONDITIONS

ANALYSIS APPROACH

The overall analysis process consisted of reviewing existing conditions for the two station areas, including zoning and future land use designations, demographic and market trends, transportation and parking systems, and existing plans from both cities, WFRC, and UTA.

This chapter summarizes the key takeaways from the analysis which informed the vision for the station areas. The full analysis memos can be found in Appendices A-F.



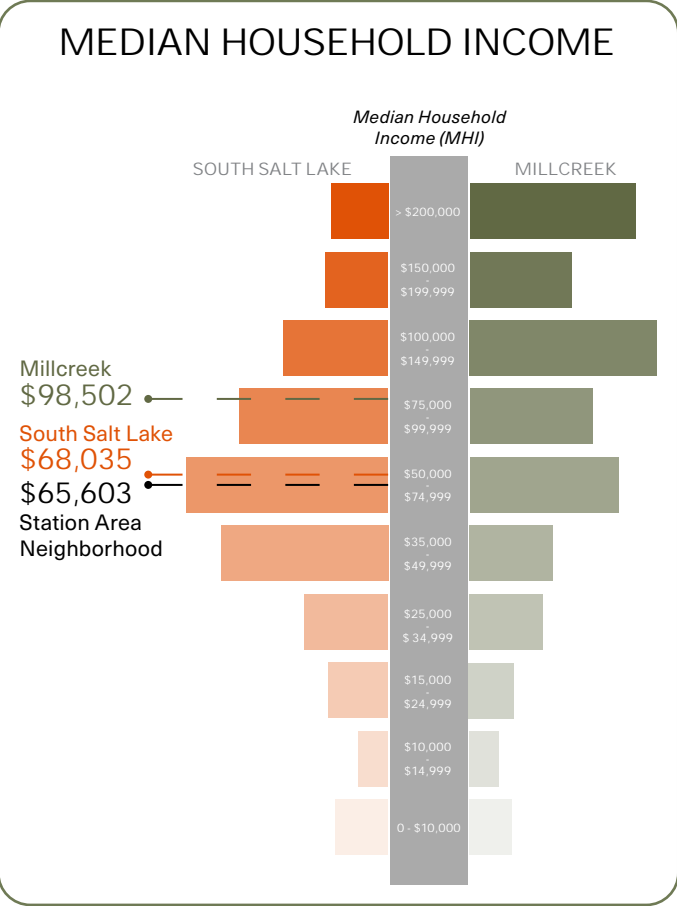
DEMOGRAPHIC & SOCIOECONOMIC TRENDS

Demographic and socioeconomic conditions and projections were analyzed for Millcreek, South Salt Lake, the Millcreek/Meadowbrook Station Area, Salt Lake County, and the State of Utah. Key findings are summarized here. Refer to the appendix for full analysis details.

AVERAGE HOUSEHOLD SIZE (2023)

2.45 MILLCREEK

In 2023, Millcreek had an average household size of 2.45, a decrease (1.6%) compared to 2.49 in 2019. South Salt Lake's household size decreased by 6% (from 2.49 to 2.34) for the same time.



- ### KEY TAKEAWAYS
- The Meadowbrook Millcreek Station Area has a young population, with a median age of 30.8, and a high share of renters, with nearly 75% of housing units renter-occupied.
 - The area also has a large daytime worker population, meaning most people present during the day are employees rather than residents.
 - Station area household incomes are moderate compared to the broader city, with many households earning between \$50,000 and \$75,000.
 - Although Millcreek has an overall higher median household income than South Salt Lake, the socioeconomic trends within the Meadowbrook Station Area are very similar across both cities
 - Overall, population demographics indicate that the station areas are both younger and more diverse than most places in Salt Lake County.

MEDIAN AGE

36.5 MILLCREEK

32.5 SOUTH SALT LAKE

PROJECTED HOUSEHOLD GROWTH (2025-2029)

3% MILLCREEK

6% SOUTH SALT LAKE

LAND USE & INFRASTRUCTURE ANALYSIS

ZONING

Zoning in the area within a 0.5-mile radius of the two stations reflects a diverse and transitional land use structure. South Salt Lake's zoning includes industrial-commercial zones west of Main Street and mixed-use or corridor commercial zoning eastward, particularly along 3300 S. Millcreek's zoning near the station edges includes medium-density residential and some commercial overlays. The presence of transit-oriented zoning near both stations appears limited but provides a significant opportunity for upzoning and infill redevelopment. Opportunities for overlay districts or form-based codes could enable better integration of land use, housing, and transportation goals.

KEY TAKEAWAYS

- The station areas have historically been primarily industrial and commercial zones.
- Corridor zoning has aimed to strengthen important commercial corridors on 3300 S, 3900 S, and State Street.

FUTURE LAND USE

The future land use plans for the Millcreek and Meadowbrook TRAX station areas reflect a shared vision by Millcreek and South Salt Lake to foster transit-oriented, mixed-use communities within the station areas. Millcreek's plan emphasizes developing vibrant mixed-use centers that integrate residential, commercial, and office spaces, aiming to create walkable neighborhoods while preserving existing residential character and enhancing parks and open spaces. Similarly, South Salt Lake's strategy focuses on promoting higher-density residential and commercial development near transit hubs, with an emphasis on creating mixed-use centers that combine housing, retail, and office spaces to stimulate economic development and community engagement. Both cities prioritize diversifying

KEY TAKEAWAYS

- Mixed use and walkable centers near transit are desired by both Millcreek and South Salt Lake.
- Housing, retail, and office use are all possible future uses.
- Pedestrian and bicycle connectivity should complement future land uses.

housing options, including affordable housing initiatives, to support inclusive growth, and enhancing connectivity to improve pedestrian and bicycle infrastructure linking neighborhoods with transit stations and commercial areas.

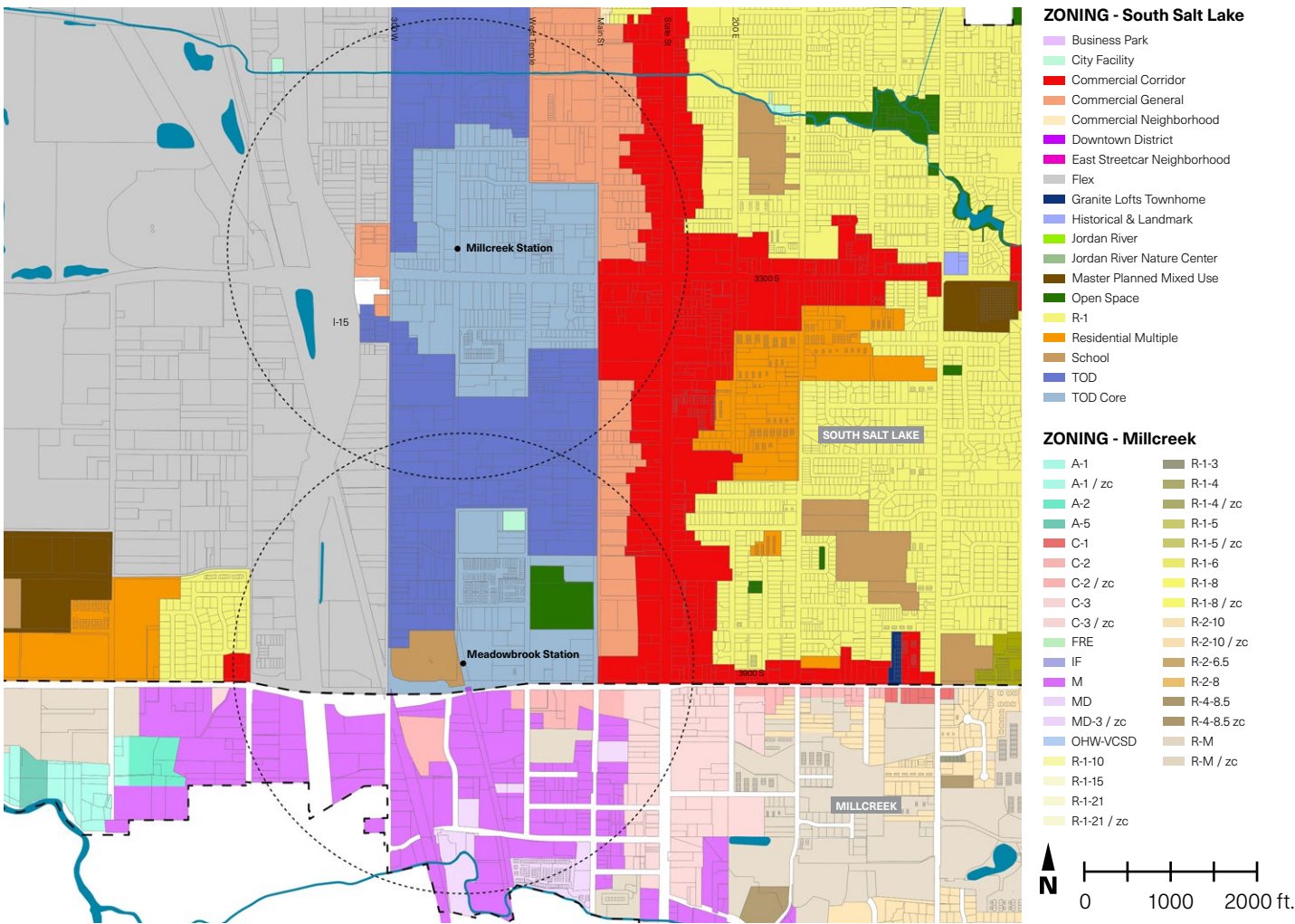


Figure 4: Existing Zoning

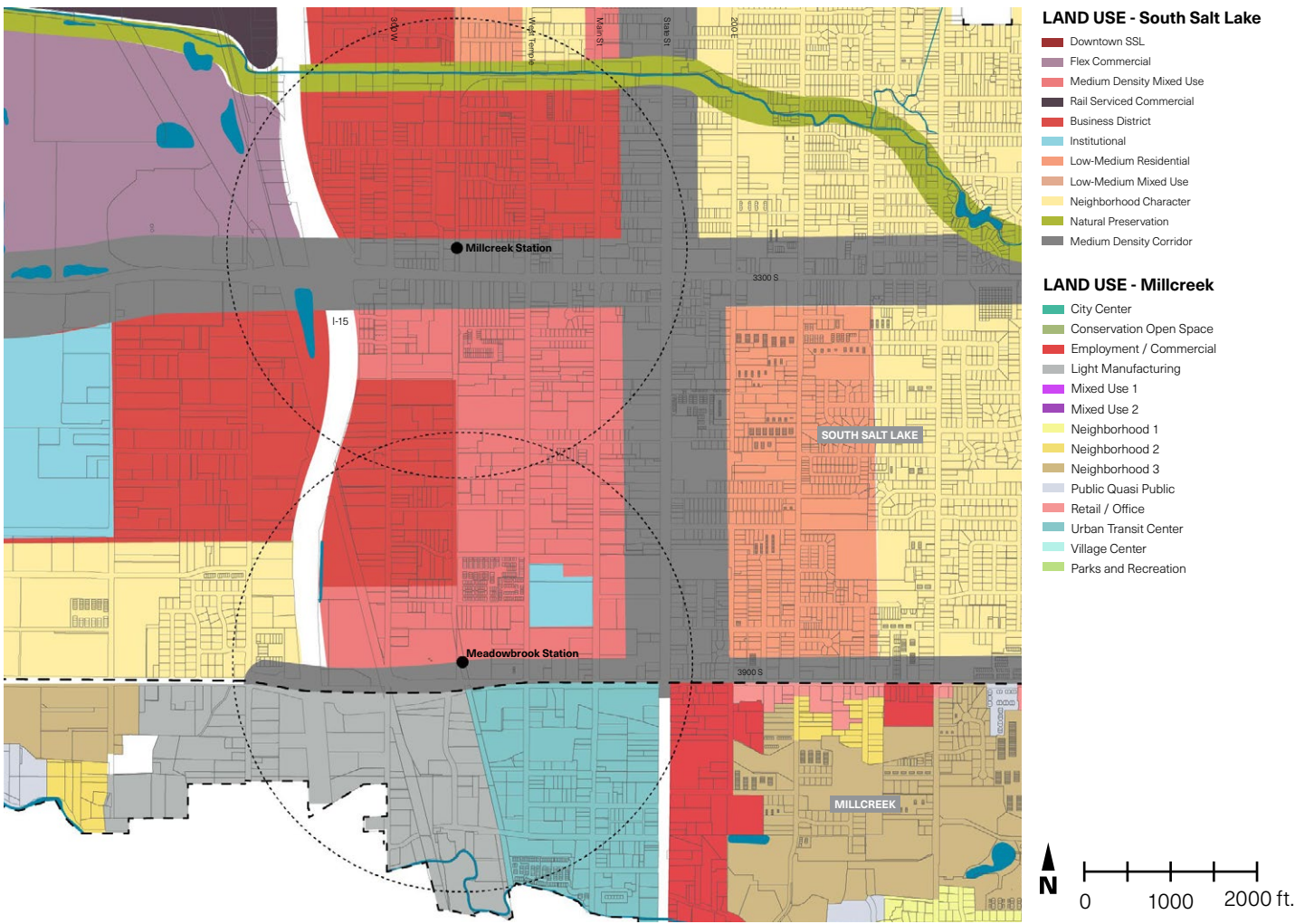


Figure 5: Future Land Use

ENVIRONMENT AND OPEN SPACE

The areas surrounding the Millcreek and Meadowbrook TRAX stations are characterized by an urban landscape with limited green space and fragmented connectivity. Harmony Park serves as the primary open space for both neighborhoods, while connections to the Jordan River, Mill Creek, and Big Cottonwood Creek are sparse and poorly integrated. The partially constructed Meadowbrook Trail is intended to connect the Meadowbrook TRAX station to the Jordan River Parkway Trail, improving pedestrian and cyclist access; however, its incomplete segments currently limit its effectiveness. Additionally, the area has a sparse tree canopy and a shortage of accessible parks, impacting environmental quality and residents' well-being.

KEY TAKEAWAYS

- Only one park currently exists within the station area 1/2 mile radii.
- Mill Creek, Big Cottonwood Canyon Creek, and the Jordan River are major trail corridors that are currently underutilized.
- A lack of trees throughout the station areas negatively impacts comfort for pedestrians moving through the neighborhood.

These conditions highlight a pressing need for strategic improvements to green infrastructure and open space access around the transit stations.

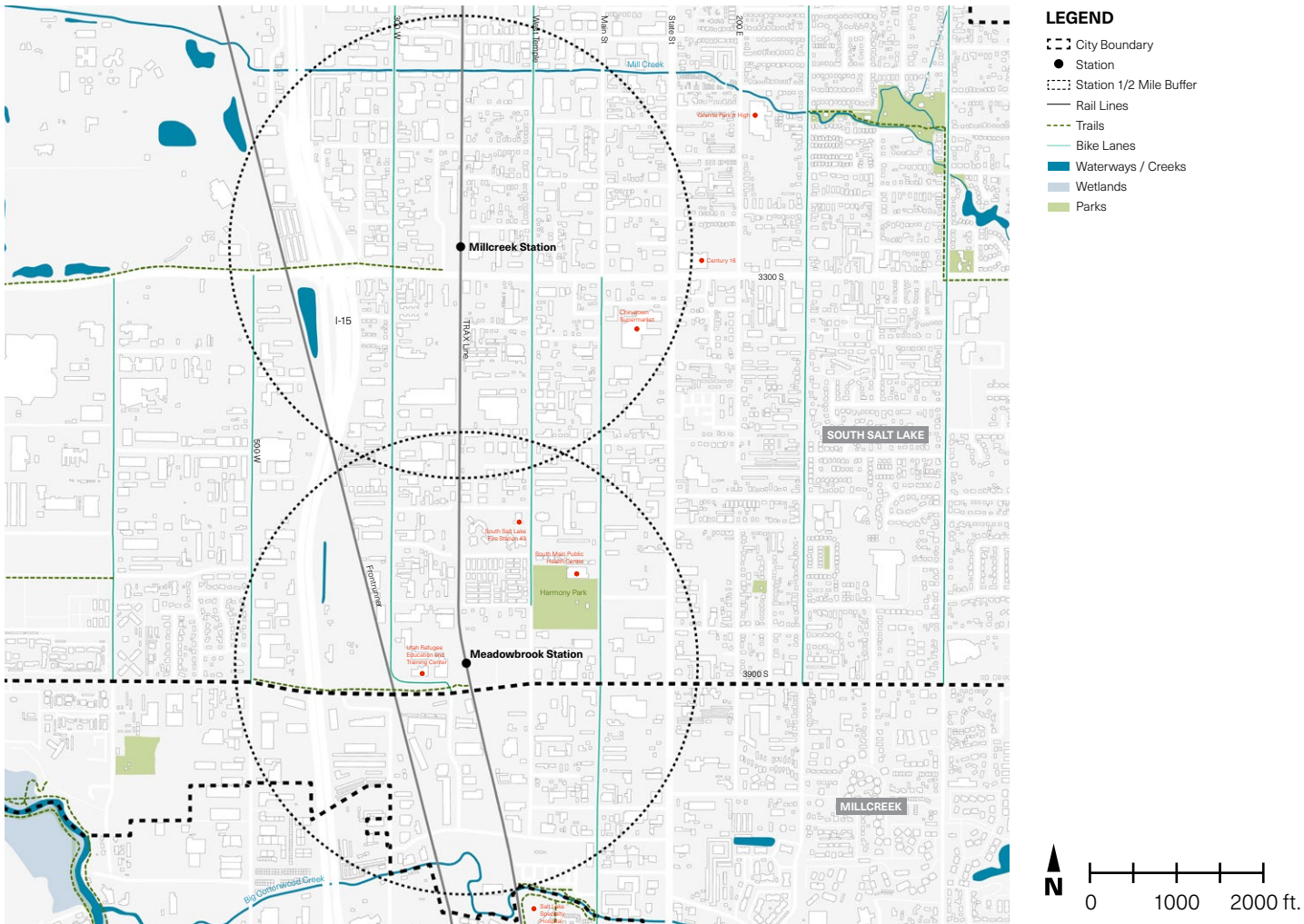


Figure 6: Existing Parks, Trails, and Open Spaces

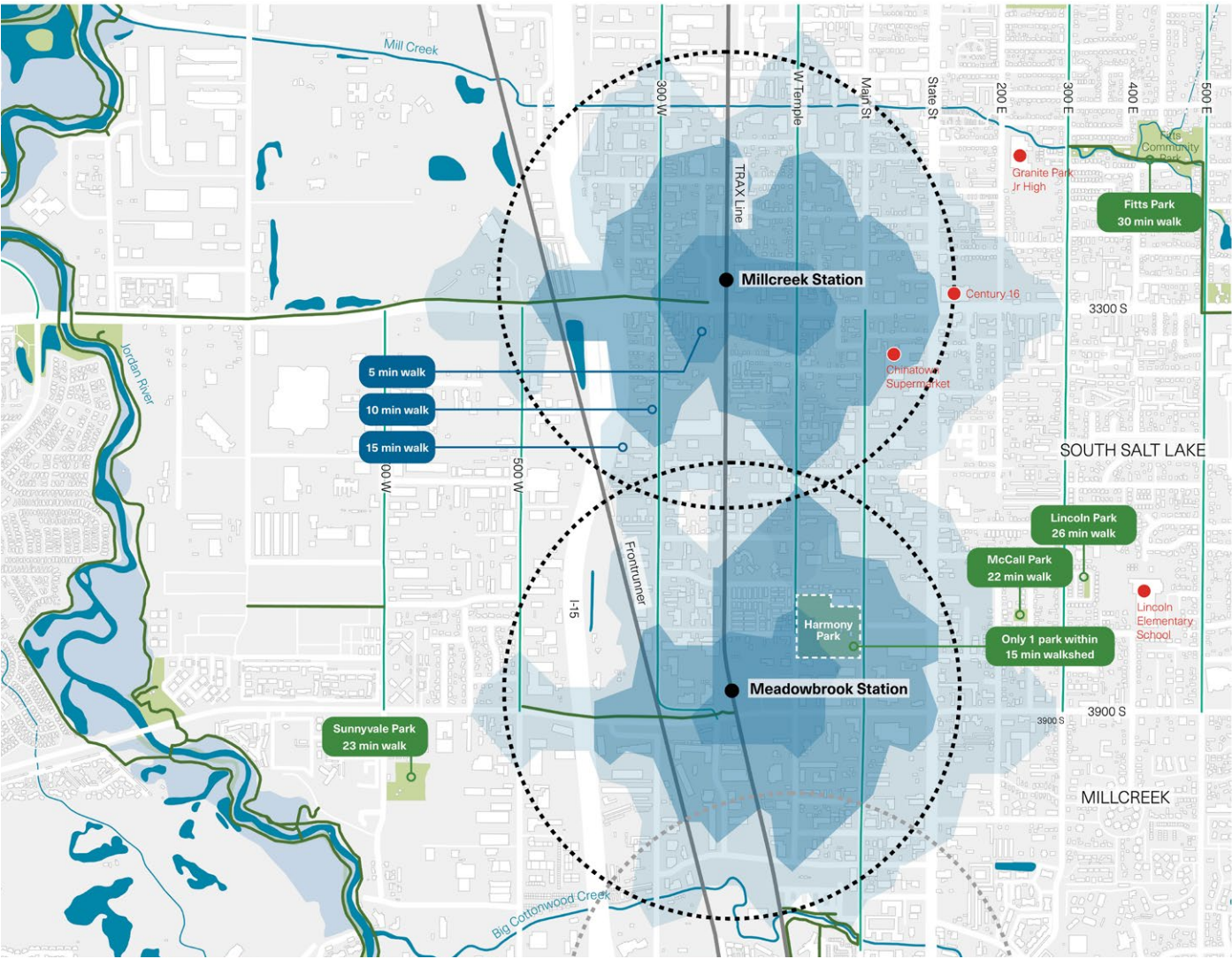


Figure 7: Existing Walkshed

EXISTING WALKSHED

Evaluating the current walkshed of the station areas highlights several key challenges for pedestrian and cyclist mobility surrounding Millcreek Station and Meadowbrook Station. Only one park (Harmony Park) lies within a 15-minute walk of either TRAX station. Other parks like Sunnyvale Park, McCall Park, Lincoln Park, and Fitts Park are beyond a 15-minute walk—ranging from 22 to 30 minutes away. This shows a clear challenge in accessing green space for residents near the stations, especially Meadowbrook. Additionally, the walkshed is irregularly shaped and asymmetrical, indicating barriers such as highways, rail lines, and possibly poor or incomplete pedestrian infrastructure.

- City Boundary
- Station
- Station 1/2 Mile Buffer
- Station 1/2 Mile Buffer (Out of Scope)
- Rail Line
- Waterway
- Wetland
- Existing Park
- Existing Trail/Multi-Use Path
- Existing Bike Lane
- 5-minute walkshed (0.25 miles)
- 10-minute walkshed (0.5 miles)
- 15-minute walkshed (0.75 miles)

MARKET ANALYSIS

Market trends are summarized here. Refer to the appendix for full analysis details.



ViA Apartments | 3808 S West Temple St., Source: CoStar

RESIDENTIAL

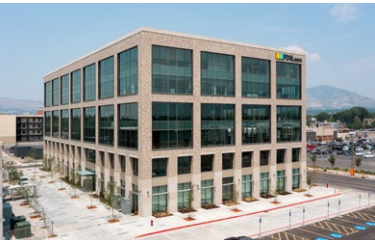
Millcreek and South Salt Lake's projected housing demand will require 7,488 housing units by 2045 with 3,421 in Millcreek and 4,067 in South Salt Lake. The Station Areas' projected housing demand will require 2,246 housing units by 2045. If HTRZ is a goal for the city, the best fit for the Station Areas will be mid-rise and high-density multifamily developments (20+ unit buildings), providing a mix of units suited for professionals, young families, and downsizing homeowners. This development typology is consistent with the existing product mix distribution within the area. With market rents averaging \$1,420 per unit and projected 3% annual growth, pricing must balance premium market-rate offerings with affordable units capped at \$1,272 for moderate-income households and \$955 for lower-income households per HTRZ requirements.



Wilmington Flats | 1235 E Wilmington Ave., Source: CoStar

RETAIL

The 2024 retail leakage analysis for the Meadowbrook Millcreek Station Areas shows clear gaps in food and beverage retail (\$39 million) and clothing and accessories (\$9.2 million). Given the Station Areas' demographics, future retail should focus on meeting everyday needs for a younger, more diverse, and middle-income population. Food and beverage options like coffee shops, casual restaurants, and small specialty markets would likely perform well. Affordable clothing stores, active wear shops, and stores that offer value pricing would also help capture some of the \$9.2 million in retail leakage in clothing and accessories. Retailers should emphasize convenience, affordability, and accessibility to fit the needs of a commuter-heavy, renter-dominated community.



South City Building 1 | 2200 S Main St., Source: CoStar

OFFICE

The Station Areas' office market has performed well in spite of the recent pandemic. Vacancy rates have decreased since 2015 and market and asking rental rates have increased. Limited deliveries within the last five years have allowed the market to stabilize and consistently outperform the surrounding areas. Given these existing conditions, office space may be a viable option for development within the Station Areas.



Springhill Suites | 3662 S 2400 W., Source: CoStar

HOSPITALITY

Although the Station Area market has recovered from the pandemic, there are likely sufficient hotel offerings within the market to meet the needs of visitors to the area. The Station Areas' proximate location to public transit is better served by addressing the increasing population of the Station Areas and surrounding communities by providing housing opportunities.



Riverfront Industrial Building 1 | 3678 S 700 W., Source: CoStar

INDUSTRIAL

The Station Areas' industrial market has outperformed Salt Lake County over the last ten years with lower average vacancies, quicker absorption, and higher rental rates. Much of the industrial space in the area is outdated, class C space. Approximately 57% of the properties in the market are under 10,000 square feet. There is an opportunity to introduce smaller scale, higher quality industrial space into the Station Area market.

TRANSPORTATION AND PARKING ANALYSIS

The transportation and parking analysis considered key roadways, active transportation connections, planned roadway projects, traffic volumes, existing transit and transit projects, sidewalks and curbs, planned active transportation projects, connectivity, network completeness, and access to opportunities. Parking supply and demand were also analyzed using multiple methodologies to ensure park and ride facilities are right-sized.

The transportation networks surrounding each station present challenges, each shaped by distinct local conditions. While these obstacles are significant, they are not insurmountable with focused effort and thoughtful planning. There are numerous opportunities for transportation improvements in each station area, with some of the most immediate outlined below. Some of the core constraints and opportunities for each station area are shown here. Refer to the appendix for full analysis details.

Millcreek TRAX Constraints

Missing segments of sidewalks

Limited east-west connections aside from 3300 South

3300 South & I-15 interchange have high vehicle traffic

Pedestrian crossings for 3300 South aren't near the TRAX station

Millcreek TRAX Opportunities

Proposed protected bike lane along West Temple can provide more comfortable access to active transportation users

A pedestrian hybrid beacon for crossing 3300 South would provide safer access close to the station

Improve active transportation connections along 3300 South, particularly to the west

Curb extensions to enhance pedestrian safety at intersections and provide more guidance for vehicles

Consistent north-south connections

Meadowbrook TRAX Constraints

Sidewalk access across the south side of 3900 South

Limited connection directly south of the station

Limited east-west connections aside from 3900 South

Meadowbrook TRAX Opportunities

Large parking lot with low utilization offers redevelopment opportunities for new uses

Planned shared use path can improve the comfortability of active users on 3900 South

Planned pedestrian crossing on 3900 South near TRAX railroad can decrease risky pedestrian decisions

Higher connectivity index for areas directly south and east of the station

Ensure new developments contribute to building out the active transportation facilities

KEY TAKEAWAYS

- **Multimodal Connectivity**
Barriers: Walking and biking access to both stations is hindered by disconnected street networks, railway infrastructure cutting off roadways, missing sidewalk segments, and high-speed & high-volume roadways. East-west connectivity is particularly poor outside of the busy 3300 South and 3900 South corridors.
- **Parking Capacity:** Manual counts indicate that both Millcreek and Meadowbrook stations have excess parking capacity. The Park and Ride Right-Sizing Tool supports this finding for Meadowbrook Station, but it suggests that Millcreek's current parking supply generally meets demand. Excess space at Meadowbrook could potentially be used for development.
- **Potential for Infrastructure Enhancements:** Filling sidewalk gaps and improving crossing infrastructure would greatly enhance station access.
- **Transit Ridership:** Ridership levels at Millcreek are relatively high, and ridership levels at Meadowbrook are average. This indicates a need for better first/last-mile connections and other improvements to make stations more attractive to riders, as well as an opportunity for ridership to grow at Meadowbrook as the station area develops and transportation facilities improve.

EXISTING PLANS

As part of the analysis process, adopted planning documents were reviewed to understand the past community goals, what projects and ideas the City is already pursuing, and create a framework for the Station Area Plans. Summaries and highlights from these plans are listed here, and a full previous plan review can be found in the Appendix.

The following plans were reviewed as part of this process:

1. South Salt Lake General Plan Update
2. Moderate Income Housing Plan and Needs Assessment for South Salt Lake
3. South Salt Lake Strategic Mobility Plan
4. South Salt Lake Parks, Open Space, Trails, and Community Centers Master Plan
5. City of South Salt Lake Lighting Master Plan
6. Central Pointe Station Area Plan (South Salt Lake Downtown Connect) - DRAFT
7. Millcreek Together General Plan
8. Millcreek Sidewalks and Trails Master Plan - DRAFT
9. Millcreek Housing Report
10. Murray North Station Area Plan
11. UTA Five-Year Service Plan
12. UTA Moves 2050 Long Range Transit Plan
13. UTA Transit Parking Strategy Guidebook and Tool
14. WFRC Regional Transportation Plan



1 South Salt Lake General Plan Update | City of South Salt Lake, 2021

South Salt Lake's General Plan aims to guide growth and opportunities in the city for the next 10 years. The plan covers a comprehensive range of recommendations including the topics of land use, transportation & connectivity, and housing. The plan places a large emphasis on equity and community values, aligning with South Salt Lake's goals to foster accessibility, safety, resiliency, and health citywide.

2 Moderate Income Housing Plan and Needs Assessment for South Salt Lake | James Wood, 2023

This update of South Salt Lake's Moderate Income Housing Plan emphasizes the need for an increased stock of affordable renter and owner-occupied housing units. The priority for new affordable housing stock should be on owner-occupied units, but there is also a need for affordable renter-occupied units in the 30-50% AMI range.

3 South Salt Lake Strategic Mobility Plan | City of South Salt Lake, 2022

This plan provides a comprehensive, citywide plan designed to enhance the South Salt Lake transportation system for the next 10 years. It assesses the current state of mobility, demography, and employment within the city, then sets recommendations, goals, and strategies, and provides a framework of catalytic projects that could improve the transportation system of the city.

4 South Salt Lake Parks, Open Space, Trails, and Community Centers Master Plan | City of South Salt Lake, 2015

This plan outlines the importance of parks, open spaces, trails, and community centers to the South Salt Lake community, and the need to expand and enhance these public spaces for community use. As a diverse and community-focused city, South Salt Lake relies on these spaces for programming and improved quality of life for residents, but the current supply is low and expansion is limited by current and future development patterns. The City's trail network is one of its strengths, and filling in the gaps in this network can help meet the need for more outdoor public spaces.

5 City of South Salt Lake Lighting Master Plan | Clanton & Associates 2018

The Lighting Master Plan aims to guide South Salt Lake in creating an enjoyable and safe nighttime environment using lighting. The primary goals of the plan include improved lighting design and sustainability, improved operations and maintenance, and improvements to existing conditions.

6 Central Pointe Station Area Plan (South Salt Lake Downtown Connect) - DRAFT | Arcadis, 2024

The Central Pointe Station Area Plan provides recommendations that aim to link the Central Pointe TRAX station and South Salt Lake (SSL) Main Street S Line station to downtown SSL. The plan includes recommendations for district identities, a network of parks and open spaces, public realm improvements, and new housing, retail and office space. These recommendations collectively represent a vision to transform the Central Pointe station area into a vibrant hub of activity for SSL's Downtown.

7 Millcreek Together General Plan | Logan Simpson, Felsburn Holt & Ullevig, 2022

The Millcreek Together General Plan outlines a robust vision for the future of the city. The plan ranges from placemaking and urban design implementations to new and revised policy recommendations all aimed at improving the cohesiveness and quality of life within Millcreek.

8 Millcreek Sidewalks and Trails Master Plan - DRAFT | City of Millcreek, 2025

The Millcreek Sidewalks and Trails Master Plan is a comprehensive guide focused on enhancing pedestrian and cyclist infrastructure citywide.

9 Millcreek Housing Report | Zion Public Finance, 2025

The Millcreek Housing Report was reviewed as part of the market analysis to assess residential demand. Findings informed the evaluation of housing needs and trends in the area and were incorporated into the formulation of recommendations for residential uses.

10 Murray North Station Area Plan | GSBS Consulting, 2024

The Murray North Station Area Plan aims to foster accessibility and community in a neighborhood

that appeals to both visitors and residents. Strategies used to achieve this vision are land use diversification, connectivity, quality of life, safety, and urban design. The plan proposes several opportunity sites and other improvements that overlap with the southern boundary of the Meadowbrook station area.

11 UTA Five-Year Service Plan | Utah Transit Authority, 2024

The Utah Transit Authority (UTA) Five-Year Service Plan defines UTA's approach to addressing increasing transit demand driven by regional growth. Updated every two years, the plan provides an overview of planned service adjustments, incorporating insights from both regional and local plans. Its goals are to align transit services with revenue forecasts, adapt to shifting travel patterns, enhance reliability, and foster community engagement.

12 UTA Moves 2050 Long Range Transit Plan | Utah Transit Authority, 2023

The UTA Moves 2050 Long-Range Transit Plan includes a phased strategy for the future of public transportation in the UTA service area, with an emphasis on addressing the region's rapid growth and expanding access to key destinations like schools, job centers, and essential services through the implementation of its "Vision Network."

13 UTA Transit Parking Strategy Guidebook and Tool | Utah Transit Authority, 2025

The Transit Parking Strategy Guidebook and the Right-Sizing Parking Tool provide strategies for park-and-ride facilities by considering demographic, land-use, and transportation infrastructure factors that influence parking demand. The Guidebook's major goals are to optimize parking at station areas, incentivize active transportation connections, improve air quality, reduce parking lot footprint, and promote equitable and affordable access to transit.

14 WFRC Regional Transportation Plan | Wasatch Front Regional Council, 2023

The 2023-2050 Regional Transportation Plan (RTP) provides a long-term vision for transportation investment across the Wasatch Front. It emphasizes transit-oriented development, improved station access, and multimodal connectivity. The RTP programs integrated roadway, transit, and active transportation improvements across three fiscally constrained phases (Phase 1: 2023-2032, Phase 2: 2033-2042, and Phase 3: 2043-2050).



COMMUNITY ENGAGEMENT

APPROACH

Community engagement for this plan followed a three-step process to engage city leaders, staff and key stakeholders in identifying priorities, then gaining public input on potential scenarios to inform the ultimate station area plan. The overall goal of engagement was to gain public input on the station area plans to best address the needs of the community now and in the future.

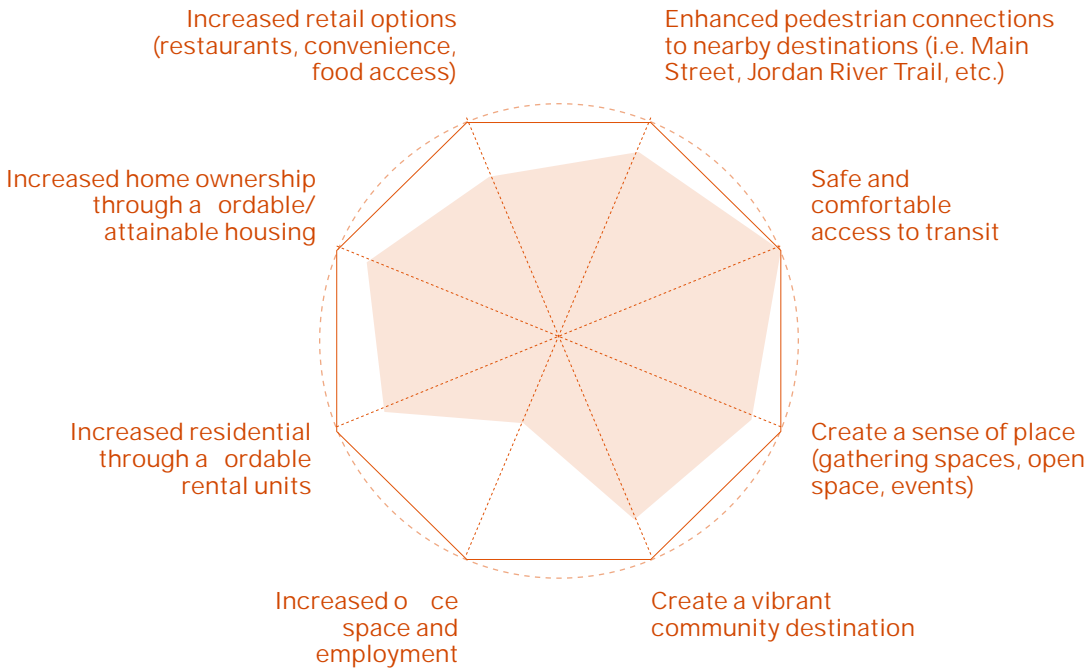
Engagement Window 1 focused on creating project awareness, meeting key stakeholders, understanding current conditions, and confirming project goals. Activities in this window included attending Mural Fest and Station Pop-Ups to gain public feedback on priorities for the plan.

Engagement Window 2 focused on gaining stakeholder and community input on different conceptual scenarios. In this window, the project team met with city councils and planning commissions, led a design charrette with key stakeholders, conducted an online survey, and held an online meeting to share the preferred scenario.


Engagement Window 3 focused on presenting the plan and gaining final buy-in from the community and local leaders. The project team attended Planning Commission and City Council meetings for both cities to move the plan towards adoption, and shared the plan with the community.

 **370+**
PARTICIPANTS

 **12** MEETINGS
& EVENTS



STATION POP-UP TAKEAWAYS

 Overall rating of the level of importance (from “not important” to “very important”)

ENGAGEMENT SUMMARY

MURAL FEST

The Project Team engaged with about 40 community members at South Salt Lake's Annual Mural Fest on May 10, 2025. Participants were asked to prioritize planning concepts, vote on preferred land use, transportation, and public space options, and share general feedback. Some of the most popular concepts and options included improved bike and pedestrian infrastructure, mixed use development, and increased open space



Members of the public engage with boards at Mural Fest

STATION POP-UPS

The team next facilitated on-site engagement pop-ups at Millcreek and Meadowbrook Stations during the week of May 19. Both pop-ups were scheduled during the peak evening travel time from 4-6 p.m. Participants were asked to prioritize planning concepts, vote on preferred land use, transportation, and public space options, and share general feedback. The participants at both stations represented a diverse range of demographics and many viewpoints were heard. There were consistent requests for improved transit service, more grocery stores, more restaurants and more housing, as well as restroom and drinking water facilities.



Transit user stop to provide feedback at Meadowbrook Station

DESIGN CHARRETTE

The Meadowbrook & Millcreek Station Area Plan project team hosted a two-day Design Charrette for key stakeholders, local property owners, developers, advocacy groups, and representatives from South Salt Lake, Millcreek, Wasatch Front Regional Council and UTA. Those in attendance participated in design activities and provided valuable feedback about the area's needs. Stakeholders were invited to a work session on June 5 and then were invited to review progress at a pin-up on June 6.



Design charrette participants work with the Project Team to generate ideas for the station areas

INTERVIEWS & SMALL GROUP MEETINGS

Following the Design Charrette, the Project Team reached out to additional stakeholders for one-on-one feedback related to identified opportunities and challenges. City leaders and property owners shared their input on the current conditions of the station areas, opportunities for change, and plan priorities.

ONLINE SURVEY

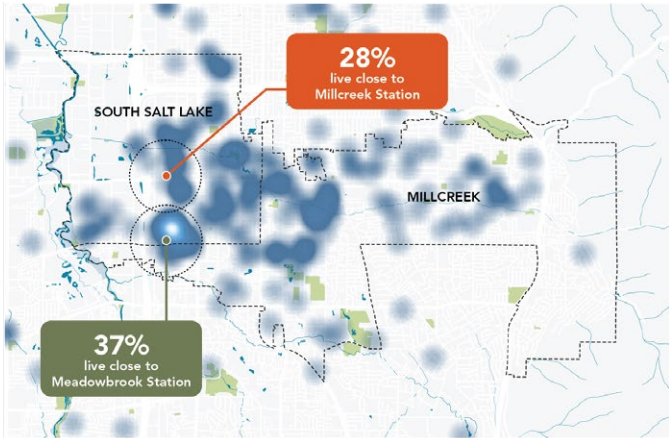
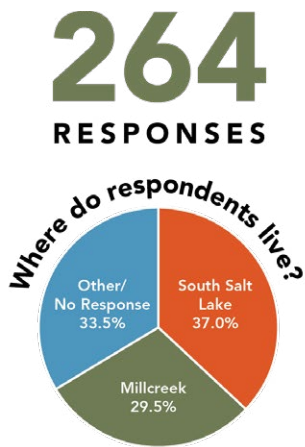
The Meadowbrook & Millcreek SAP Survey was conducted from July 11 through July 30, 2025. The survey consisted of 15 multiple choice and fill-in-the-blank questions and was available in both English and Spanish. The questions asked respondents for input on land uses, key concepts, and overall preferences related to the alternative concepts prepared for each

station. The survey was advertised on the project StoryMap and through social media channels for both South Salt Lake and Millcreek. The survey received 264 complete responses. Feedback from the survey was then used to develop a preferred alternative for each station.

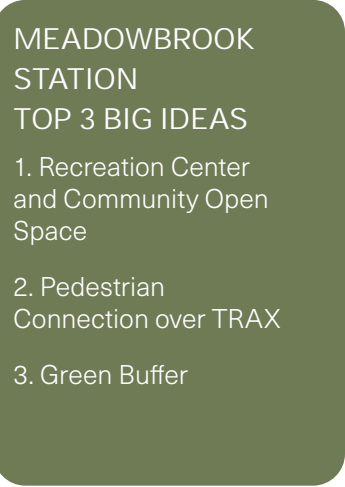
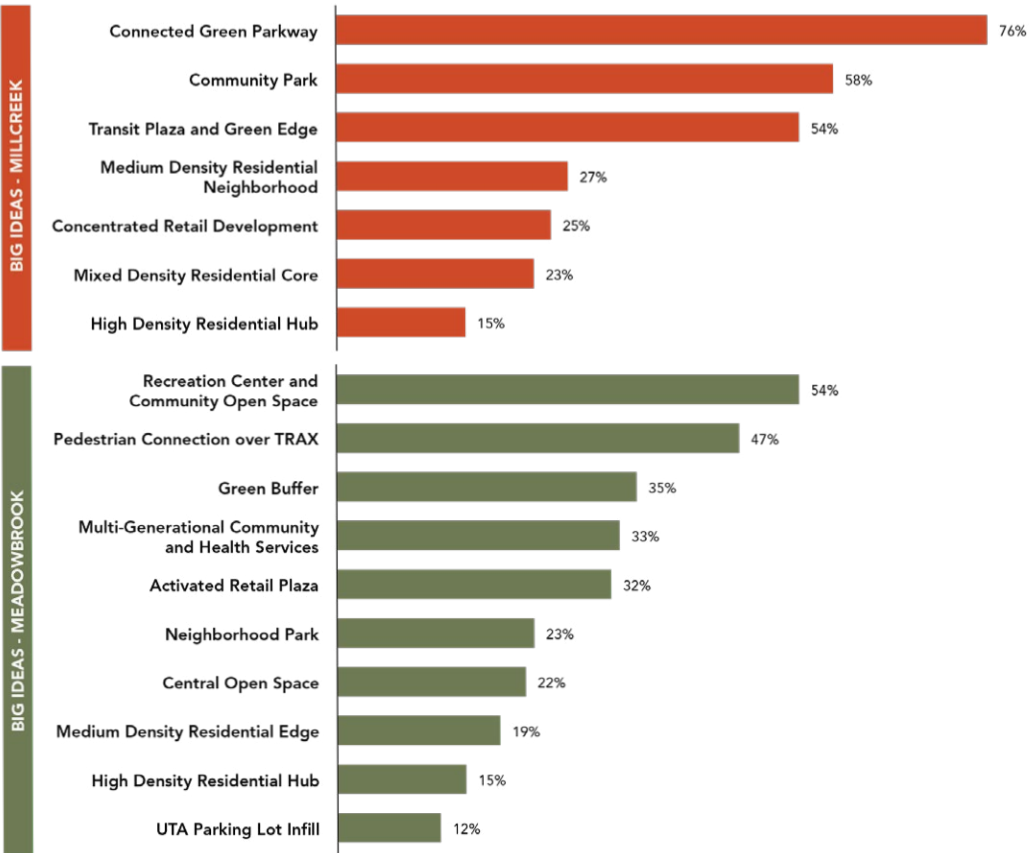
VIRTUAL OPEN HOUSE

The project team hosted an online open house for stakeholders and representatives from South Salt Lake and Millcreek. Those in attendance were asked to respond virtually to questions about the presented concepts and provided valuable feedback about the area’s needs. The meeting began with a presentation detailing the planning process to date, then a concept for each station was shown. Participants were asked to provide feedback on each concept using Mentimeter.

For more information about the community engagement process for this plan, see Appendix G: Community Engagement Summary.

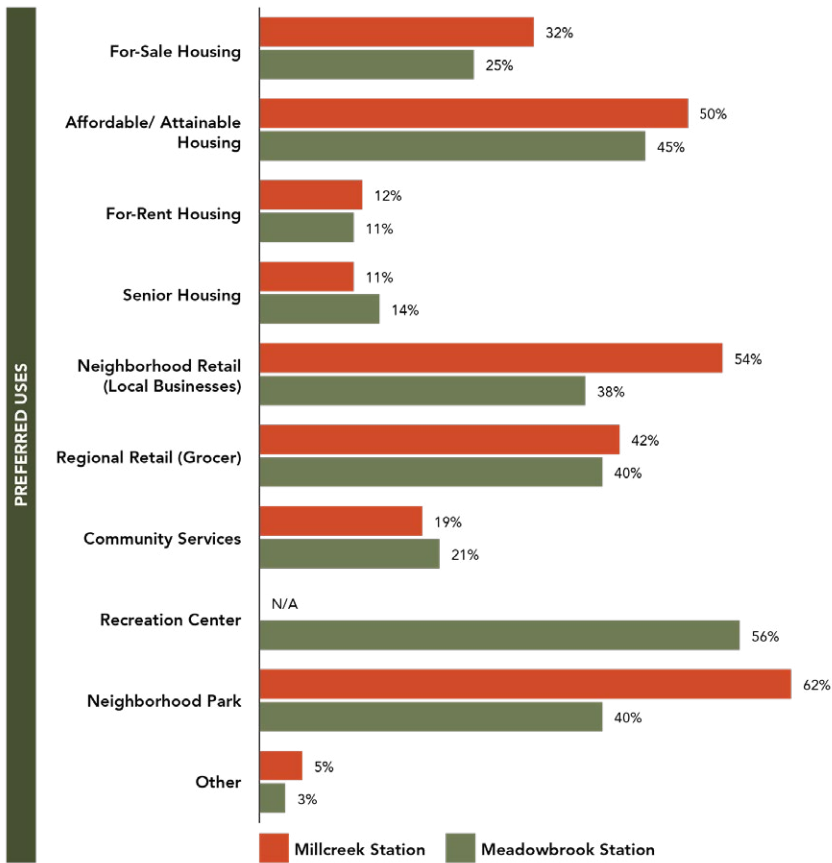
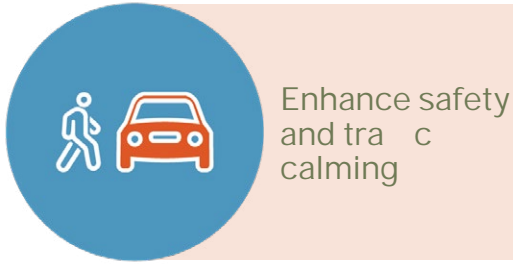
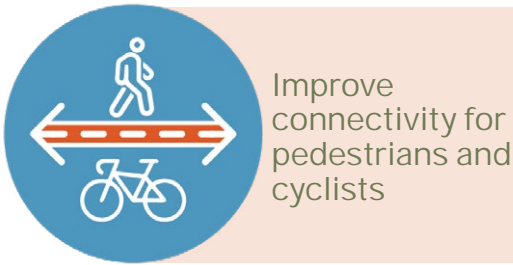


Survey participants represented South Salt Lake and Millcreek residents, and many were from near the station areas.



Respondents ranked the "big ideas" from each concept alternative.

SURVEY RESPONSE THEMES



Respondents ranked their preferred land uses for each station.



STATION AREA VISION

PROJECT VISION

GUIDING PRINCIPLES

The following guiding principles establish a framework to guide growth and future development within the Millcreek and Meadowbrook Station areas. Each station is envisioned as a vibrant, connected, and inclusive hub that supports the community's needs through thoughtful urban design, infrastructure improvements, and strategic land use.

While the Millcreek Station focuses on increasing housing diversity, enhancing connectivity along the 3300 South corridor and creating active, community-oriented spaces, the Meadowbrook Station emphasizes inclusive neighborhood development, community services integration, and regional trail connections.

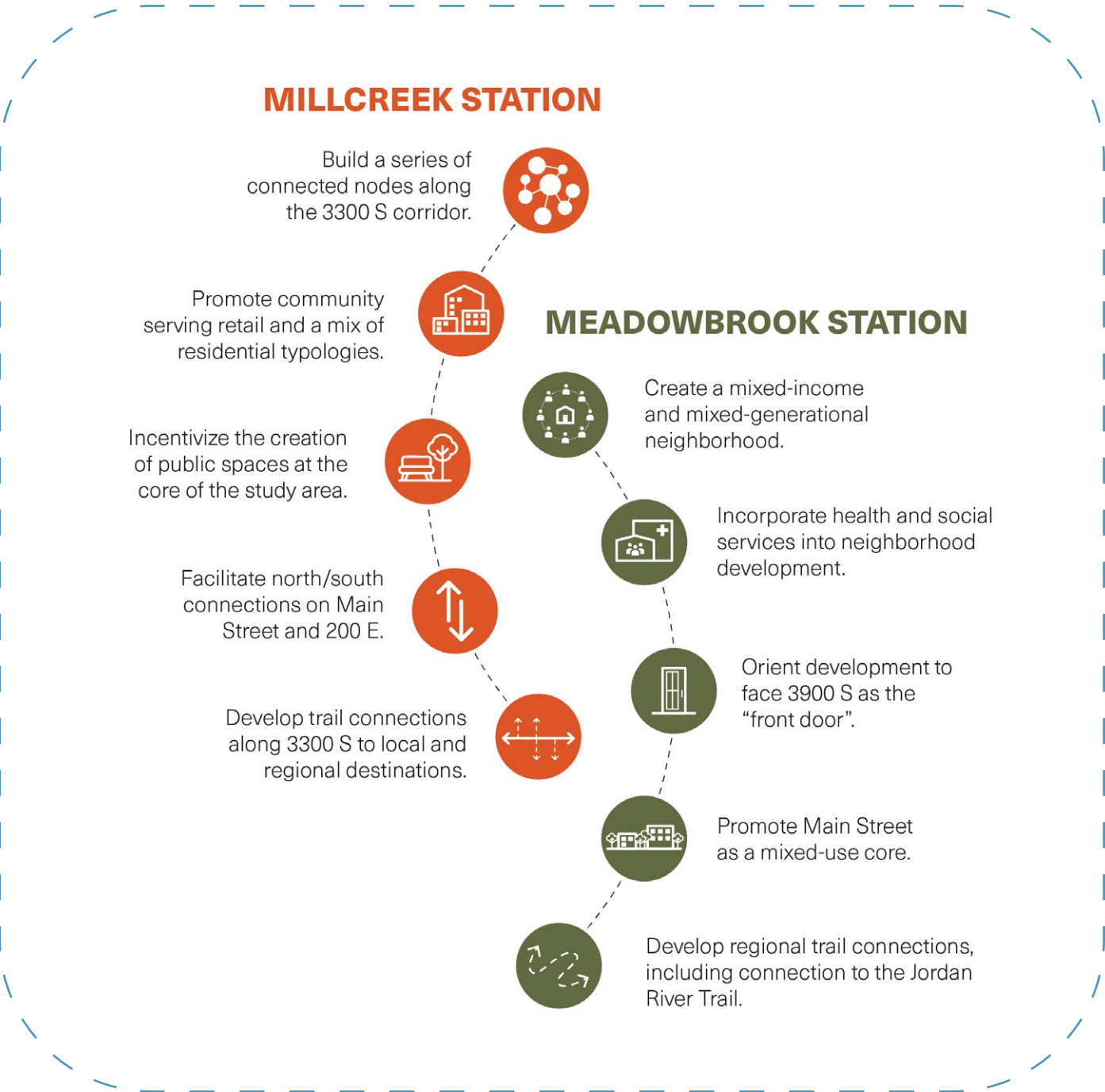


Figure 8: Guiding Principles



REGIONAL CONNECTIVITY



Figure 9: Station Areas Connectivity Vision

STATION AREA CONNECTIONS

The proposed mobility and greenway connectivity plan for the area builds on existing plans to create a robust multi-modal network. Additionally, opportunity sites were identified as locations that can help catalyze improvements in the area and are further developed in the following concepts.

Some of the key ideas incorporated into this network are:

- Expanding the greenway networks proposed by UDOT and the Murray North SAP and connecting them to these stations
- Strengthen key north-south pedestrian corridors
- Improve connectivity to the stations
- Implement gateways

GREENWAYS

Greenways are major pedestrian and bicycle routes that connect people to regional destinations along corridors enhanced with green space, wayfinding, and improved infrastructure. A variety of typologies can be implemented based on the context of the urban environment.

Urban Edge: Where greenways pass through urban areas, such as along existing roads, planting buffers, large sidewalks, and wayfinding can help delineate these corridors from surrounding pedestrian infrastructure.

Natural Edge: Where greenway corridors parallel a creek, such as along Mill Creek and Big Cottonwood Creek, more natural trails may be appropriate and provide a significant amount of green space to the public realm.

TRAX Corridor: In areas where it is appropriate and safe, greenways parallel to a TRAX line can improve north/south connectivity in the core of the station area. Planted buffers, lighting, and wayfinding are especially important in this context to aid in comfort and safety.



DRAWING FROM PREVIOUS PLANS MURRAY NORTH STATION AREA PLAN

The Murray North Station Area Plan intersects with a portion of the Meadowbrook Station Area in Millcreek. To provide a unified vision for these areas and enhance connectivity throughout the chain of station areas, recommendations from the Murray North SAP have been integrated into the Meadowbrook & Millcreek regional connectivity plan. Recommendations from the Murray North station area included green corridors along TRAX and Big Cottonwood Canyon Creek, and gateways at key locations such as along Central Ave at the TRAX crossing, Main Street, and State Street. These public realm improvements have been extended into the Meadowbrook station area to create a seamless network.

SEVEN GREENWAYS PLAN

The Seven Greenways Plan proposes improvements to the seven creek corridors flowing out of the Wasatch Front. The plan highlights Mill Creek and Big Cottonwood Canyon Creek as two important trail corridors, as well as catalytic projects that fall within the Millcreek, Meadowbrook, and Murray North station areas. These improvements have been worked into the connectivity network to improve the connection between transportation and open space.

UDOT 3300 SOUTH CORRIDOR

UDOT has plans to improve the 3300 S corridor. Collaboration between UDOT and the Cities can help shape the future of this corridor.

PEDESTRIAN CORRIDORS

MAIN STREET, 200 EAST, AND 3900 SOUTH

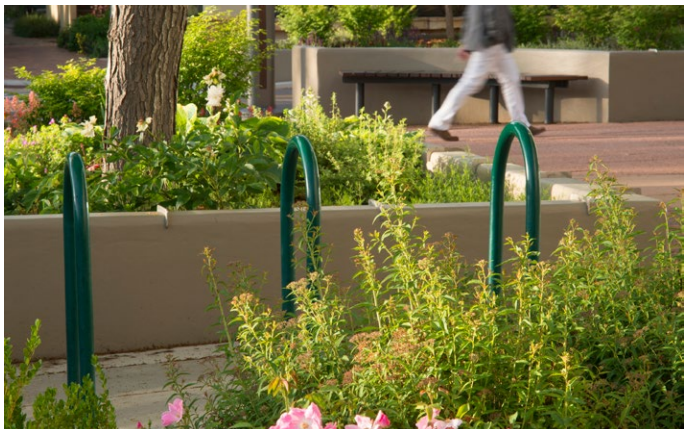
Pedestrian corridors are characterized as public streets that feature improved pedestrian infrastructure to encourage walking to destinations along that corridor. These corridors have been identified along roadways with less traffic or where roads are controlled by the Cities. Expanded sidewalks, planting buffers, medians, and other traffic calming measures can be utilized to increase pedestrian comfort. These routes have also been located to maximize connectivity to important destinations, such as retail centers, schools, and parks. Each pedestrian corridor identified in this plan also ties in to an adjacent greenway - Mill Creek to the north, Big Cottonwood Canyon Creek to the south, or the Jordan River to the west.



BIKEWAYS

WEST TEMPLE

Bikeways feature many of the same improvements as pedestrian corridors, but put an additional emphasis on bicycle infrastructure. Within the station areas, West Temple has been identified as a potential bikeway due to current plans and connection to the stations and other regional destinations. This corridor has the opportunity to separate the bike lane from the vehicular roadway and allow cyclists to travel on a multi-use path next to pedestrian traffic. Additional improvements such as bike racks, shelters, and bike signals should also be considered along this corridor to further improve cyclist mobility.



GATEWAYS

Gateways signal to vehicles, pedestrians, and cyclists that they are entering a new district of the city. These gateways can take on a variety of forms, but typically contribute to the area's brand and wayfinding.

3300 South & 300 West: This gateway marks the entrance to South Salt Lake from the west, particularly for those exiting from I-15. This corner is adjacent to two opportunity sites, and is a block away from the Millcreek TRAX station.

3300 South & State Street: This gateway marks the entrance to the station area from the east and is located along two major retail corridors. It is also a block away from the Chinatown Supermarket.

3900 South & 300 West: This gateway is located at the heart of the Meadowbrook station area between two opportunity sites. It signals the center of the growing Meadowbrook neighborhood.



PARKS AND OPEN SPACES

HARMONY PARK

Harmony Park is a key component of the overall connectivity vision. As the only established park within either the Millcreek or Meadowbrook station areas, it is an important gathering space and public amenity. Running bikeways and pedestrian corridors along the east and west edges of the park help connect people to this asset through safer routes.

PROPOSED PARKS

The parks proposed by this plan additionally reinforce the pedestrian and cyclist networks. While opportunity to develop a large park is limited, locating smaller pocket and linear parks throughout the station area creates places for pedestrians and cyclists to rest, recreate, and interact with nature along their route.



PROPOSED FUTURE LAND USE MAP ADJUSTMENTS

The proposed Future Land Use revisions create a framework that will allow both station areas to transition away from industrial and large-scale commercial zoning (like Medium Density Corridor and Business District) toward transit-oriented and mixed-use development. They will allow Millcreek Station to become a large residential hub, with diverse typologies and strong open space connections, while Meadowbrook becomes a mixed-use node with civic focus.



- The proposed adjustments focus on creating a TOD Core at each station, changing car-centered areas into more pedestrian-oriented districts that support future redevelopment and incorporate new civic and public space anchors. Some of the key strategies that are incorporated into the revised Future Land Use map for each station include:
- 1 Eliminate Rail Serviced Commercial around the Millcreek Station area and replace it with a TOD Core and Medium Density Mixed Use.
 - 2 Incentivize redevelopment around Millcreek Station with a Land Use designation that replaces the Business District one and supports a more diverse and walkable environment.
 - 3 Incorporate a Land Use category that supports mixed-use development along key TOD Corridors: 3900 S and West Temple, creating active mixed-use streets.
 - 4 Introduce Civic and Public Spaces around both stations, especially at Millcreek to help address the current lack of access to parks.
 - 5 Consider future transition zones to buffer TOD from heavy industrial/light manufacturing uses, and / or create transitions to lower scale residential neighborhoods.

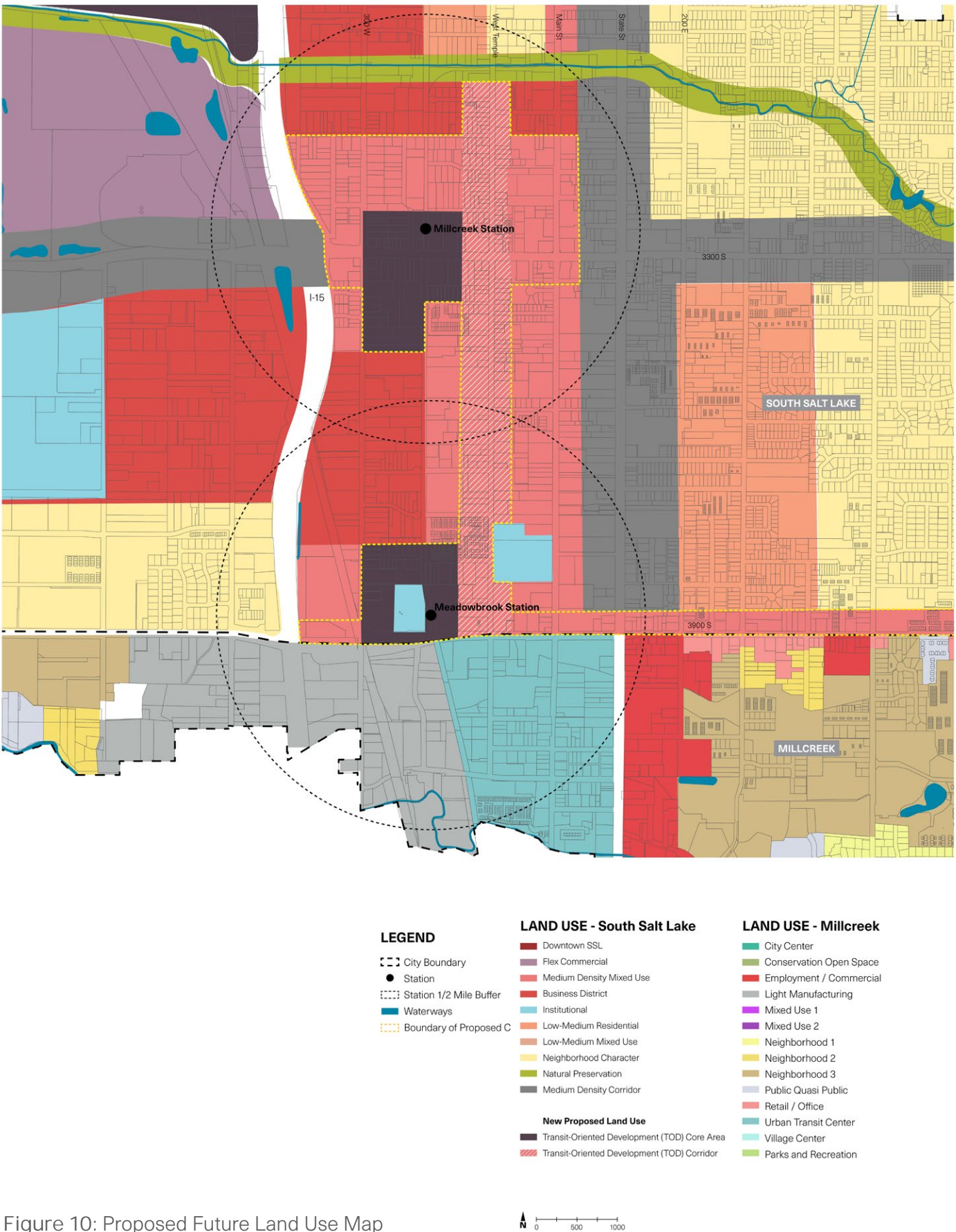


Figure 10: Proposed Future Land Use Map

KEY PROPOSED CHANGES

Millcreek Station Area
(South Salt Lake)

- Add a TOD Core designation that reflects proposed higher density development, mixed-use and services in the area immediately next to the station.
- Extend the Medium Density Mixed Use area or create a new TOD Corridor Land Use category along West Temple that promotes walk-up retail, active first floor uses, and medium density residential to strengthen the role of West Temple as neighborhood connector.
- Replace Medium Density Corridor along 3300 S in areas next to the station to support a more pedestrian oriented type of development.
- Expand the Medium Density Mixed Use area across 3300 S and north of the station to allow for walkable, mixed-use development redevelopment and a transition to the Business District area (located to the north).
- Add an Open Space Connector Overlay to require pedestrian/ bike corridors that connect Millcreek Station to the Jordan River Parkway.
- Incorporate a Parks & Recreation use to integrate green spaces around the station.

Meadowbrook Station Area
(South Salt Lake)

- Introduce a TOD Core land use that allows higher-density residential, ground-floor retail, and pedestrian-oriented design in the area immediately next to the station.
- Expand Medium Density Mixed Use to fully encompass the Meadowbrook Station core (focus around 3900 S and along Main Street/West Temple, consistent with the station area concept).
- Change Medium Density Corridor along 3900 S to Medium Density Mixed Use or a new land use designation that encourages pedestrian-oriented retail (rather than auto-oriented) and supports the new vision for 3900 S.
- Introduce the Institutional designation in the area next to the station to support the development of a future recreation center.
- Consider Transition Zones in the area east of State Street to buffer adjacent single-family neighborhoods.

Meadowbrook Station Area
(Millcreek)

- Revise the Urban Transit Center area to require first floor activation, screened parking or parking areas located behind buildings, and build form that supports public realm activation.
- Create a new TOD Corridor Land Use category along West Temple that promotes walk-up retail, active first floor uses, and medium density residential to strengthen the role of West Temple as neighborhood connector and align with the Land Use category defined by South Salt Lake for this corridor.
- Add Medium Density Residential Transition around the Urban Transit Center area, supporting townhouses and 3–4 story small multifamily as shown in the concept.
- Consider incorporating a Parks and Recreation category along West Temple to support the development of a new Community Park.
- Consider an Open Space Connector Overlay to require pedestrian/bike corridors that connect Meadowbrook Station to the Murray North station area.

LOCATION / FEATURE	CURRENT FUTURE LAND USE	PROPOSED FUTURE LAND USE
Meadowbrook Station Core	Medium Density Corridor / Urban Transit Center	TOD Core/ Urban Transit Center revised – 4–6 story multifamily, ground-floor retail/services, structured parking or parking behind buildings
3900 South Corridor	Medium Density Corridor/ Urban Transit Center/ Employment/ Commercial	TOD Corridor or Medium Density Mixed Use – walkable, mixed-use street with active retail and pedestrian amenities
Business District parcels near Millcreek station	Business District	Medium Density Mixed Use – smaller grain, pedestrian oriented, walk-up commercial
Station Center (plaza area)	Unspecified (Commercial / Transit Center)	Civic / Public Space – plaza or recreation/community facility anchor
Millcreek Station Core	Medium Density Corridor	TOD Core/ Urban Transit Center revised – 4–6 story multifamily, ground-floor retail/services, structured parking or parking behind buildings
Millcreek Station surrounding edges	Medium Density Mixed Use (limited extent)	Expanded Medium Density Mixed Use around station
West Temple Corridor	Business District / Medium Density Corridor/ Medium Density Mixed-Use	TOD Corridor or Medium Density Mixed Use – walkable, mixed-use street with active retail and pedestrian amenities

Table 1: Future Land Use Changes – Meadowbrook & Millcreek Stations

MILLCREEK STATION PLAN

Millcreek Station will evolve into a vibrant, walkable neighborhood that prioritizes housing diversity, green space, and safe connections—transforming from an industrial hub into a community linked by trails and active nodes along 3300 South.

OPPORTUNITY SITE CONCEPTS

The Millcreek Station Area Plan envisions a dynamic transformation of the area into a residential neighborhood, with retail and services that create a hub for the community. By redeveloping underutilized industrial parcels into human-scale blocks, the plan aims to create a more attractive environment that offers a balanced mix of housing, neighborhood-serving retail, and community facilities. The proximity to transit supports walkability and active transportation.

The plan focuses on expanding the development of multi-family residential and community uses on the north side of 3300 South, with a diversity of residential densities and local serving retail to the south of 3300 South and west of West Temple. The residential areas include a mix of town homes and apartments with increased density and a variety

of housing types, as well as new open space to serve the growing neighborhood. Open spaces are located in the center of the blocks to create a more welcoming environment that separates visitors from 3300 South, while providing a connection to the station through a linear park. A series of smaller parks, plazas, and open spaces will provide needed access to green spaces while fostering gathering and social interaction. Bicycle connectivity will be improved to further enhance mobility, with new north-south connections and expanded access to the Mill Creek and Jordan River trails, and a new proposed pedestrian crossing located on the west side of the train track barrier will allow for safe pedestrian mobility between the station and the new development. Supporting all of this is a commitment to sustainability, with goals to integrate green building practices, manage stormwater on-site, and provide shade to residents and visitors.

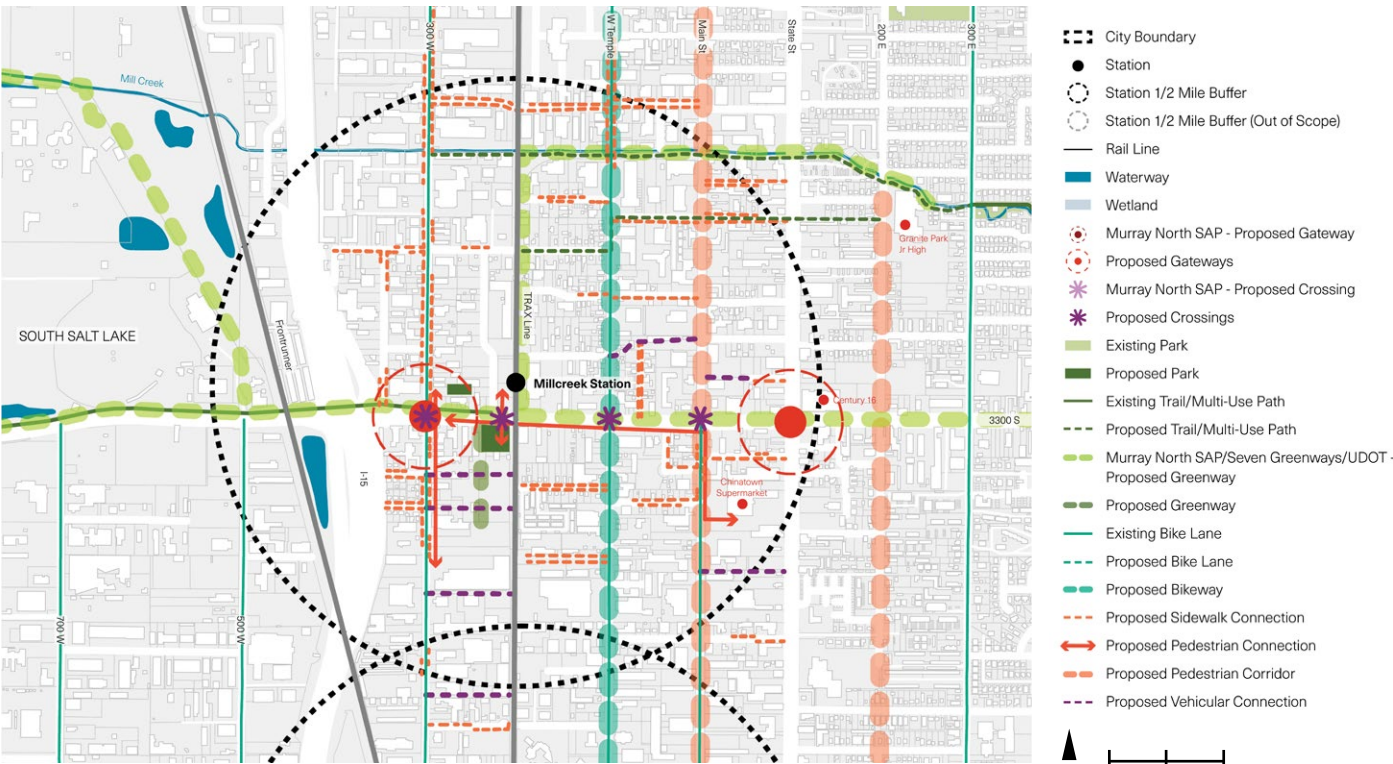


Figure 11: Millcreek Station Connectivity Vision

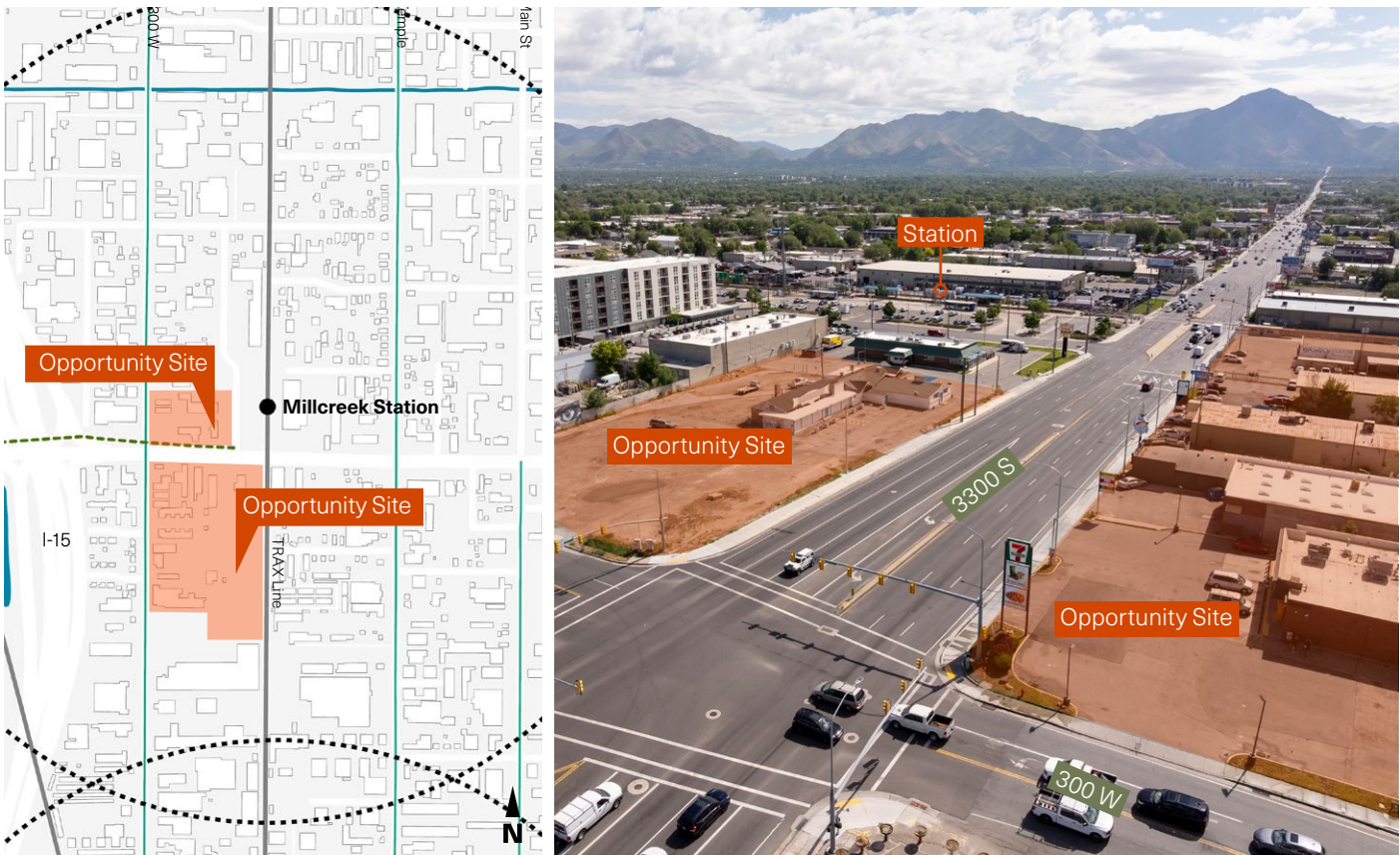


Figure 12: Millcreek Station Opportunity Sites

QUALITY OF LIFE - PUBLIC SPACES

Transit Plaza

To enhance the sense of arrival and support transit-oriented development, the plan proposes a Transit Plaza adjacent to Millcreek Station. This public space creates a welcoming environment for riders and improves first/last mile connectivity. The Plaza is connected to future development on the south side of 3300 S by a new pedestrian crossing. This plaza will become a central gathering space, with a flexible design that can also accommodate community events, pop-up markets, public art, and seasonal activities. These elements help to create a sense of place and identity for the neighborhood while encouraging consistent use throughout the day and year.

Linear Park

A central recommendation of the plan is the establishment of a linear park that provides highly needed access to green spaces in the area and links key destinations within the district. This park serves as a multi-functional green spine, providing space for walking, biking, and passive recreation while also supporting environmental goals such as improved stormwater management and heat island effect management. Lined with trees and open space connections, it promotes active transportation and enhances the overall character of the neighborhood.

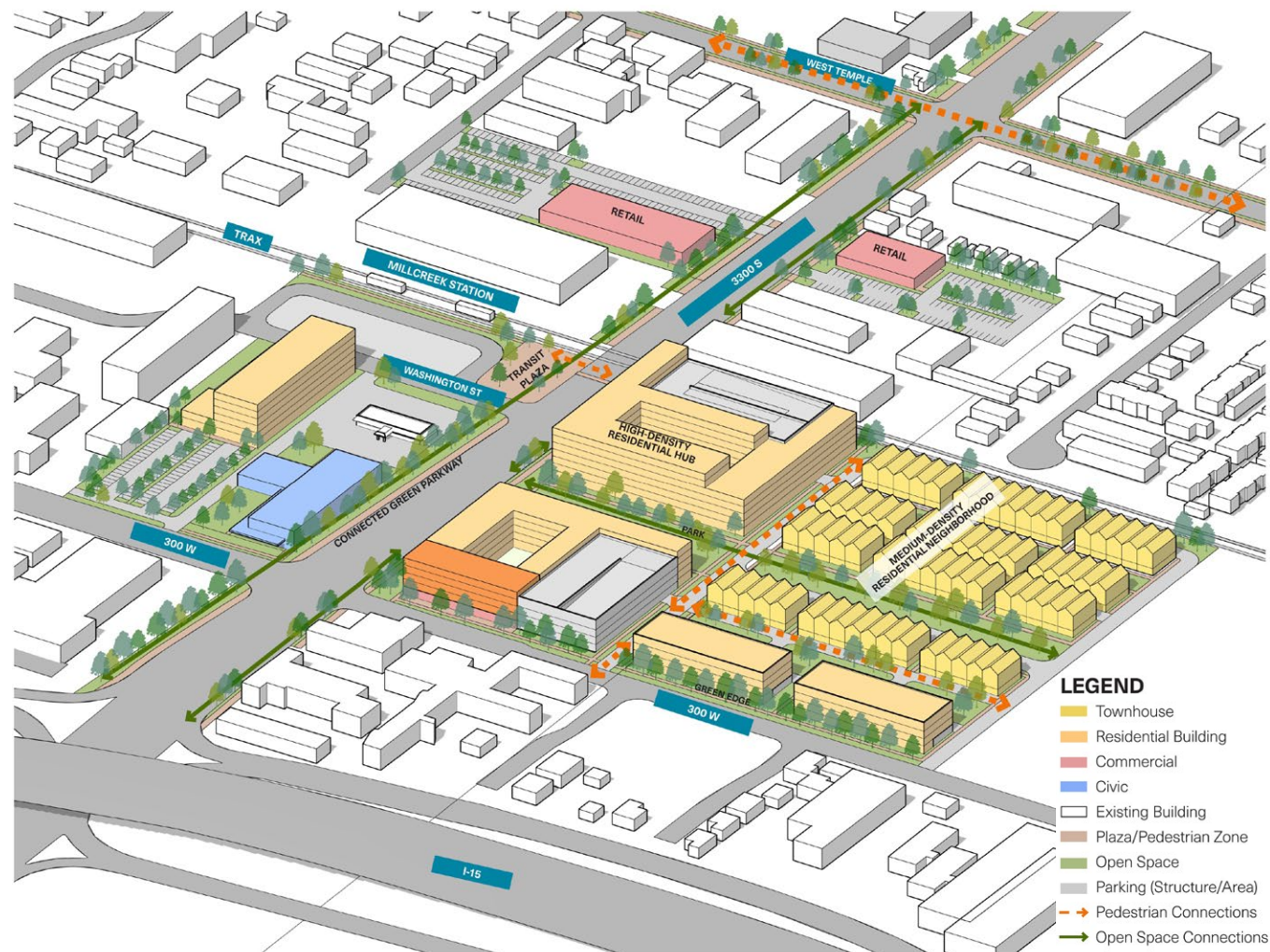


Figure 13: Millcreek Station Concept Plan

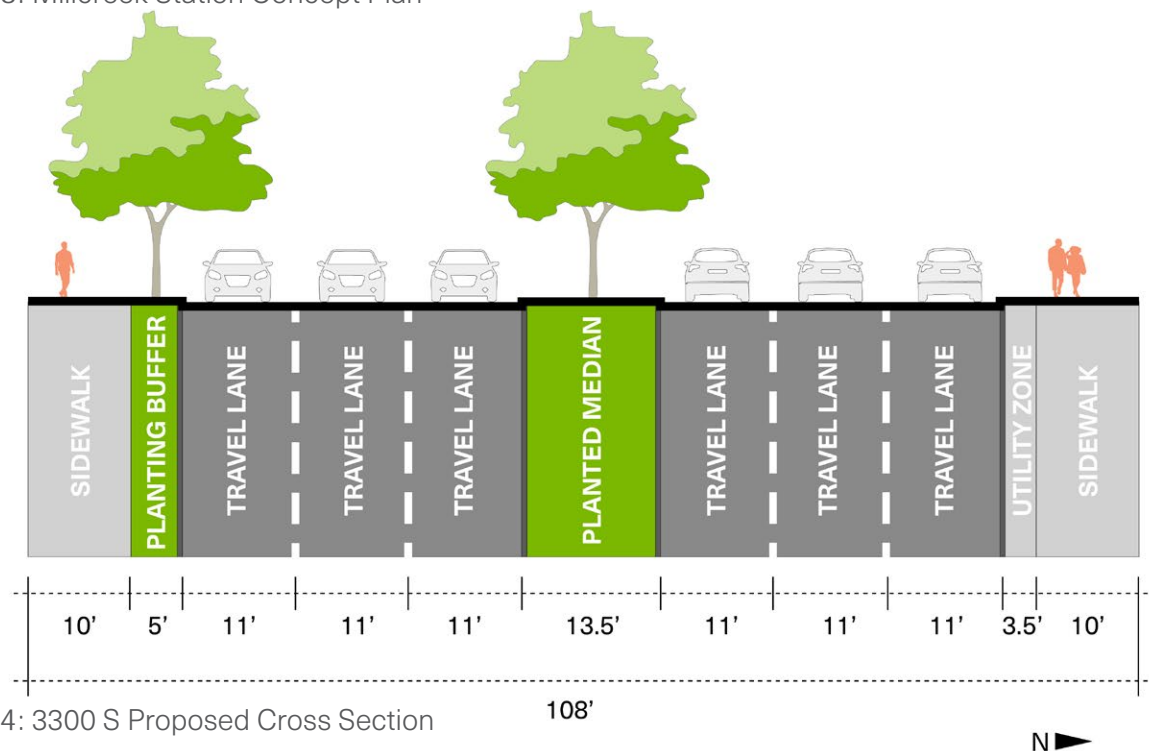


Figure 14: 3300 S Proposed Cross Section

Connected Green Parkway

To support a more walkable and inviting environment, the plan recommends the creation of a Green Edge on the north side of 3300 South that serves as a landscaped buffer between pedestrians and vehicle traffic. This green corridor will incorporate street trees, planting strips, bioswales, and a multiuse path, all of which contribute to a safer, more comfortable, and attractive pedestrian experience. The Green Edge will help improve overall corridor aesthetics around the station and provide a more inviting pedestrian experience while mitigating noise and the visual impact from traffic. It can also incorporate low impact development strategies, like bioswales, to help address stormwater management in a sustainable way. By prioritizing pedestrian comfort and safety, the Green Edge also encourages foot traffic to and from nearby retail nodes, transit facilities, and public spaces. As part of the broader vision for this area, the Green Edge supports the transformation of the street from a car-dominated thoroughfare into a complete street—one that balances the needs of all users and reinforces the identity of Millcreek Station as a people-centered place.

A smaller network of plazas, open spaces, and pedestrian connections strategically placed

throughout the neighborhood, is proposed to activate public life and enhance connectivity. New pedestrian paths will offer safe and inviting connections to and from the station, laying the foundation for a more walkable type of development around Millcreek Station.

West Temple as a Major North-South Pedestrian Corridor

Another key recommendation of the Millcreek Station Area Plan is to reimagine West Temple as a major north-south pedestrian-friendly corridor that strengthens neighborhood connectivity and supports walkable urban development. West Temple has the potential to become a spine for active transportation, linking the Millcreek Station area to surrounding neighborhoods and community destinations.

The plan calls for comprehensive streetscape improvements along West Temple, including wider sidewalks, shade trees, pedestrian-scale lighting, street furniture, and dedicated bike lanes. These enhancements aim to slow traffic, increase safety, and make walking and biking more appealing for people of all ages and abilities. Special attention will be given to intersection improvements to increase safety for pedestrians.

In addition to infrastructure upgrades, ground-floor activation along West Temple is encouraged through mixed-use development and strategically located civic and commercial spaces. This approach supports both mobility and placemaking, turning West Temple into a walkable and vibrant street and a link to the Meadowbrook Station area to the south, and Mill Creek to the north.

West Temple bikeway

With relatively lower average daily traffic than parallel streets, West Temple is an ideal location for the creation of a bikeway. Narrowing the vehicle travel lanes allows for an off-street multi-use path that allows for comfortable travel for both pedestrians and cyclists. Wider park strips also allow for the planting of trees for added comfort and shade for those using the bikeway.

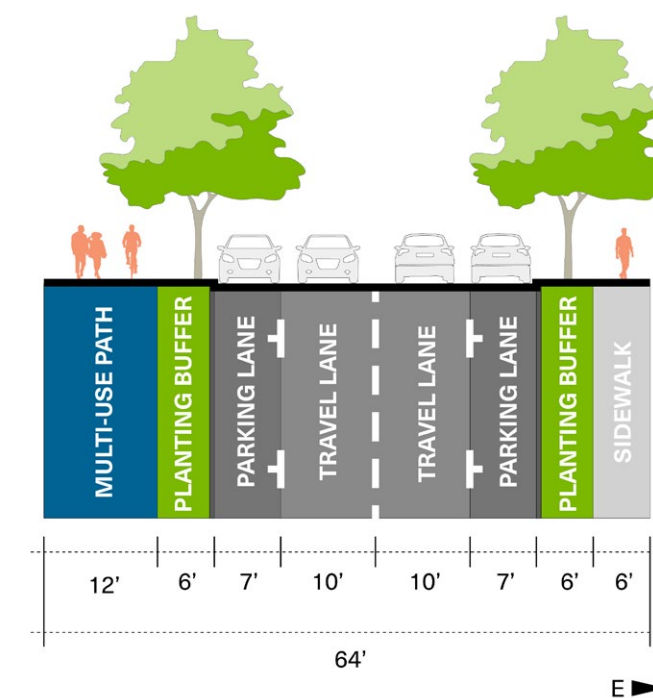


Figure 15: West Temple Proposed Cross Section

LAND USES – HOUSING DIVERSITY

High Density Residential Hub

At the core of the redevelopment is a High-Density Residential Hub, located near Washington Street and 3300 South. This area is planned for larger-scale residential buildings that can offer diverse and affordable housing options, accommodating various demographics within close proximity to the transit station. The increased density will support transit ridership and create opportunities for neighborhood retail and services on the ground floor. Its placement along the new linear park allows easy access to this amenity and incentivizes social interaction.

Medium Density Residential Neighborhood

The concept introduces a Medium-Density Residential Neighborhood south of 3300 S and west of the TRAX line. This area is envisioned as a walkable, human-scaled district with a mix of townhouses and smaller apartment buildings or condominiums, maintaining a more intimate neighborhood feel. The layout includes strong pedestrian connections and green space integration, reinforcing the area’s livability and provides a transition to the smaller scale of adjacent neighborhoods in that area.

Activation through Retail

One of the key recommendations is the integration of neighborhood-serving retail along 3300 South. This area would be well connected to the station by the Green Parkway and would respond to the need of small-scale commercial uses while helping solve the current food desert. Retail along 3300 S plays a critical role in defining the character of the area, transitioning from auto-oriented uses to a more pedestrian-friendly, human-scale corridor. These new retail edges can help create a more lively and welcoming atmosphere that encourages residents and visitors to linger, gather, and engage. Ground-floor activation should also be a priority in the future, particularly around the new Transit Plaza, Green Parkway, and along major pedestrian corridors. Creating more active residential frontages will

help transform this area into a more walkable and welcoming destination.

Supporting Community Services

A key principle of the Millcreek Station Area Plan is to create a neighborhood that serves diverse populations and demographics. To that end, the plan recommends integrating community services—such as health clinics, childcare centers, or senior services, —within walking distance of the station. These amenities will complement the increased housing and density, supporting a neighborhood where residents can access daily needs without depending on a car. This approach also supports aging in place, young families, and lower-income households, strengthening a diverse and inclusive community.



High Density Residential | The Focal at 447 W 4800 S
Source: CoStar



Medium Density Residential | Hawthorne Townhomes at 3852 S West Temple St.
Source: CoStar



Neighborhood Retail | The View at Sugar House Crossing at 2120 S Highland Dr.
Source: CoStar

TRANSPORTATION & CONNECTIVITY

The Millcreek TRAX Station is served by the UTA Blue and Red TRAX lines as well as bus routes 33 and 35. The current transportation infrastructure is characterized by a lack of east-west connections and is bisected by 3300 S, causing a physical divide in the neighborhood. The following recommendations aim to improve connectivity and allow for the integration of new land uses.

Redesign 3300 South

A redesigned 3300 South (Figure 12) allows for the improvement of pedestrian and cyclist spaces without removing lanes for motorists. Existing travel lanes are 12-13’ wide. By narrowing the lanes on the roadway, wider sidewalks can be added on both sides of the road to improve the pedestrian experience and allow off-street cycling. A park strip on the south side of the street and a landscaped median inject green space into the environment. To achieve 10-foot-wide sidewalks on both sides of the street, some right-of-way will be needed from the owners of adjacent properties as the land is redeveloped.

Enhance Crossings at Major Intersections

There are major crossings in the station area along 3300 South as the road intersects with 300 W, West Temple, and Main Street. The following enhancements are recommended to make the intersections safer for both pedestrians and motorists:

- Implement centerline hardening to prevent high-speed turns through the intersections;
- Construct pedestrian refuge islands on 3300 South; and
- Introduce perpendicular curb cuts to assist in crossing for those with mobility impairments.

Improve East-West connections

Network connectivity surrounding the station is generally poor, but with potential for improvement. There are many short segments of pedestrian-scaled streets, but they do not connect to each other or to the station. The following enhancements would improve east-west connections:

- Construct a new roadway that connects Walton Avenue to Miller Avenue;
- Extend Granite Avenue west to Main Street to create an additional connection between State Street and Main Street; and
- Creation of a multi-use trail along Mill Creek from 300 West eastward.

Complete Sidewalk Network

Many roads within the station area are lacking sidewalks. Constructing sidewalks within the station area can improve pedestrian comfort and safety. The following areas are in most need of sidewalks:

- 300 West along the entire length of the station area;
- East-west connector streets throughout the station area; and
- 2950 South between 300 West and Main Street.



Figure 16: Millcreek Station Concept Rendering



MEADOWBROOK STATION PLAN

Meadowbrook Station will grow into a vibrant and inclusive neighborhood with mixed-income housing, supportive services, and strong connections to nature and transit.

OPPORTUNITY SITE CONCEPTS

The Meadowbrook Station Area Plan envisions the transformation of the neighborhood into a vibrant and inclusive community that blends mixed-income housing, services, access to open spaces, and high-quality transit connections. The concept plan proposes increased density and transit-oriented-development centered around the existing Meadowbrook TRAX station, including various types of housing (townhouses, apartments, senior housing) that will respond to different demographic groups and income levels.

Supporting community services are proposed as part of the plan to strengthen the character of the area and respond to needs of future and existing residents, and various green spaces will provide access to recreation and social gathering. The area is designed to prioritize pedestrians and cyclists, with

walkable streets and direct connections to the transit station that reduce reliance on cars and promote a healthier, more sustainable lifestyle.

Overall, the Meadowbrook Station Area Plan reflects an approach to urban development that emphasizes inclusivity, connectivity, and livability. By integrating housing, services, green space, and mobility in a cohesive and community-focused design, Meadowbrook is poised to become a model for equitable, transit-oriented growth in the region.

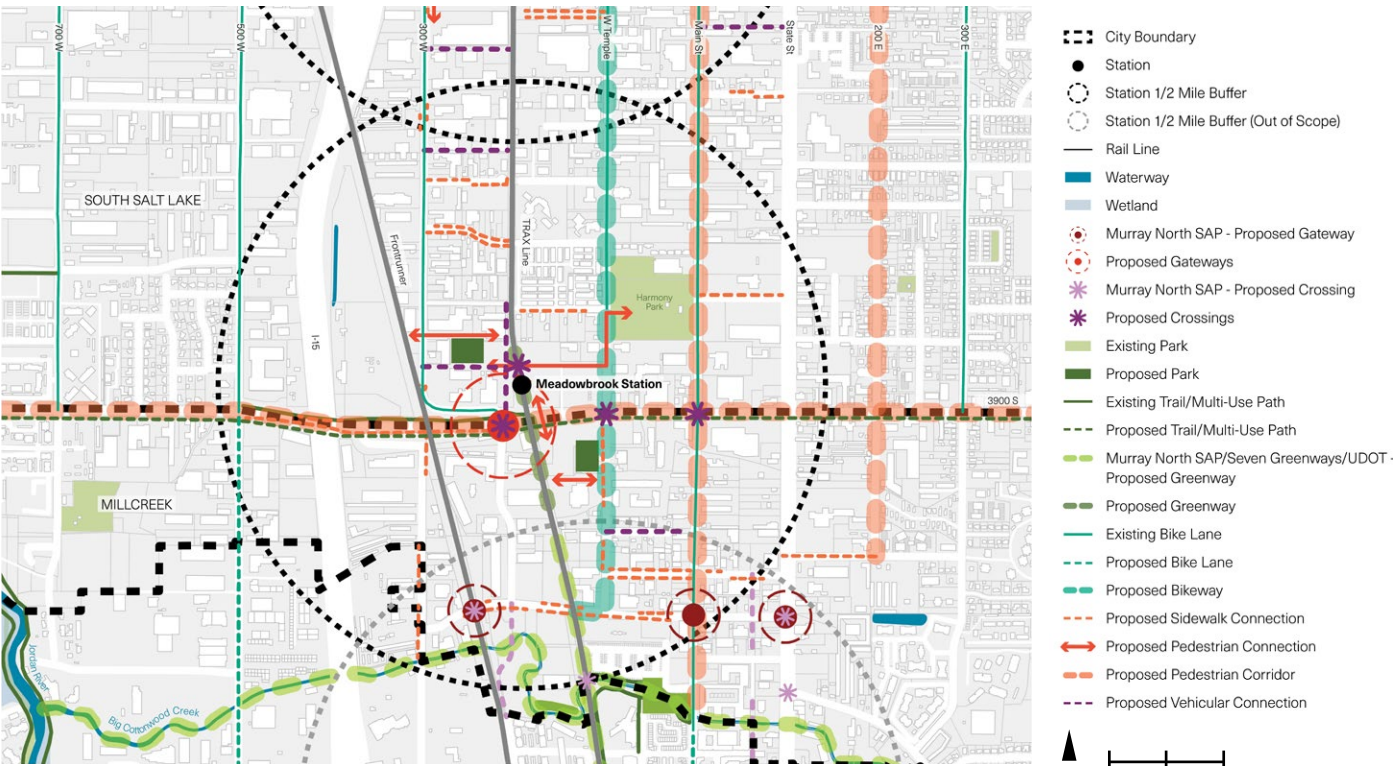


Figure 17: Meadowbrook Station Connectivity Vision

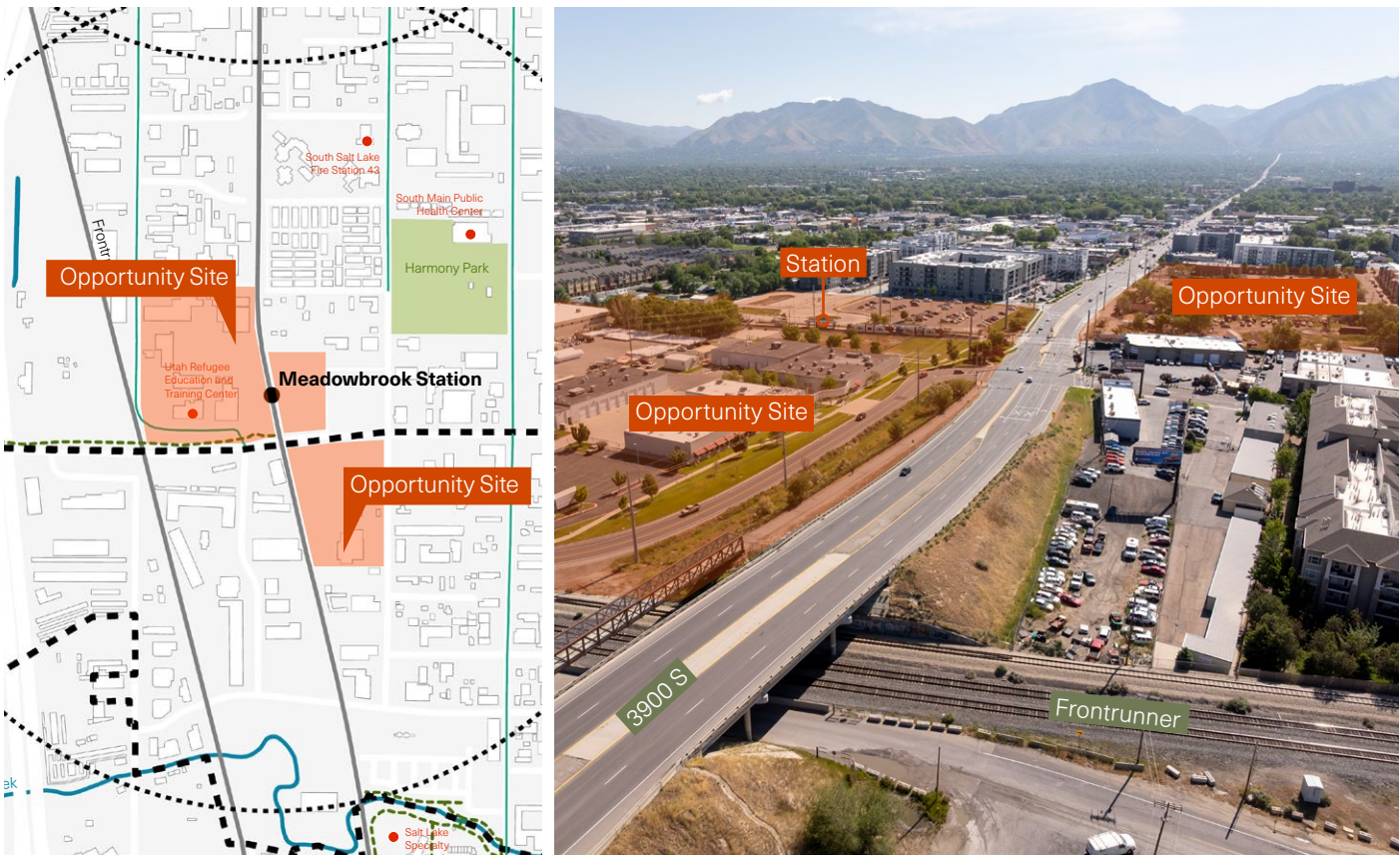


Figure 18: Meadowbrook Station Opportunity Sites

QUALITY OF LIFE – PUBLIC SPACES

Recreation Center Park

The Meadowbrook Station Area Plan includes a thoughtfully designed new park adjacent to a proposed future Recreation Center, envisioned as a vibrant and accessible green space that complements the active uses of the center and creates opportunities to connect recreation center users to Harmony Park. The new park will include flexible lawn spaces that can accommodate various activities (like community events, picnics, fitness classes, and other social gatherings), shaded seating areas, walking paths and pedestrian connections that will link the park to surrounding neighborhoods and nearby transit stops. The park's design can also integrate sustainable landscaping features such as stormwater management elements to capture and filter runoff, native planting, and increased tree shade. By placing this park next to the recreation center, this area will become a community hub with indoor and outdoor recreation opportunities.

Community Park along West Temple

The Community Park proposed along West Temple on the Millcreek side of the station is a central open space designed to serve as a welcoming, multifunctional gathering place for residents, visitors, and the broader community, that will reinforce West Temple's identity as a people-oriented street. This park will act as both a neighborhood anchor for new residential development and a green gateway, offering access to recreation, nature, and social connection within a short walk of surrounding homes and transit. It can include play structures for children and more flexible lawn areas where different types of programming can occur and will include clear pedestrian connections to nearby residential areas and the Meadowbrook TRAX Station. By incorporating natural landscaping, stormwater features, and tree canopy, the park also supports environmental goals.

Pedestrian Connection over TRAX

A new proposed pedestrian bridge over the TRAX light rail line is designed to improve neighborhood connectivity and knit together both sides of the station area. Currently, the TRAX corridor acts as a physical barrier, limiting safe and convenient east-west movement, particularly for pedestrians and cyclists. The proposed pedestrian overpass is located to align with the high-density residential hub north of 3900 S and will create a safe, direct, and accessible crossing that links future residential development, the station platform, community amenities like the Recreation Center, and green spaces like Harmony Park and the new proposed Recreation Center Park.

The proposed pedestrian bridge over the TRAX line is designed not only to link the immediate neighborhood but also to establish a clear, safe connection to Harmony Park.

This new connection transforms what is currently a disconnected and vehicle-oriented area into a continuous pedestrian network, making Harmony Park more accessible to residents west of the TRAX corridor. This new connection includes a dedicated multi-use path that extends from the eastern landing of the bridge directly into the park. By linking the station area to Harmony Park, the plan reinforces the role of open space as an essential community infrastructure, supporting health, recreation, and social interaction, and the overall strategy of transforming the area around Meadowbrook Station into a complete, transit-oriented neighborhood where people can easily and safely move between homes, transit, services, and parks.

LAND USES – HOUSING DIVERSITY

Recreation Center

One of the central strategies in the Meadowbrook Station Area Plan is the inclusion of a Recreation Center, which will serve as a development catalyst and trigger new interest and vitality in the area. With a strategic location near medium and high-density housing and transit, it creates a new hub for South Salt Lake that supports the plan's commitment to

equity and inclusivity and can help create a sense of place within the neighborhood. It can function as a hub for youth programs, fitness activities, community events, and social services, that helps strengthen community ties and reduce barriers to healthy living—especially for lower-income residents or those without access to recreation options. And at the same time support goals of walkability and activation for the station area.

Mixed Density Residential Hub

The Mixed-Density Residential Hub located on the north side of 3900 South is a key element of the Meadowbrook Station Area Plan, designed to create a compact, walkable, and transit-supportive neighborhood core. Located directly across from the Meadowbrook TRAX Station, this residential hub will maximize proximity to transit, services, and open space, allowing for a mixed-income and mixed-density residential development that can accommodate various groups of South Salt Lake's increasing population. The residential buildings are organized around internal courtyards and pedestrian pathways, creating a sense of community while connecting it to adjacent services like the future Recreation Center or Park.

A medium density residential edge frames services and community spaces, acting as a transition zone between higher-intensity uses at the TRAX station core and the surrounding lower-density single family neighborhoods. It incorporates an intermediate scale with townhouses and three to four story buildings that maintain a smaller neighborhood character with smaller blocks and walkable streets that connect with the station, green spaces, and plazas. The design should emphasize active street frontages, human-scale architecture, and pedestrian friendly streets that contribute to a livable environment. By concentrating density near transit and community services, the Mixed-Density Residential Hub serves as the anchor of a truly transit-oriented, inclusive neighborhood, supporting diverse households while reinforcing the Meadowbrook Station Area's vision for equitable, connected growth.

Mixed Use Node

A mixed-use node is proposed flanking 3900 South, east of the TRAX line, concentrating density and retail at the heart of the plan and directly adjacent to the Meadowbrook TRAX station platform. This area will include taller buildings (up to 6 stories) with an activated ground level and creating an active connection between the station and West Temple. It will serve as an activity hub for the station area, complementing the new Recreation Center to the north and becoming a new cluster with uses like retail, dining, and services, while helping establish critical needed density in the station area. The active first floor uses will support the transformation of 3900 S into a more pedestrian friendly street and help activate the public realm in the area. In short, the Mixed-Use Node is the vibrant, transit-oriented core: a dense, multi-functional district that anchors

the Meadowbrook Station area, supports transit ridership, and creates a lively community hub.

The proposed infill development within the UTA parking lot adjacent to the Meadowbrook TRAX Station is also part of this hub and optimizes an underutilized area to support a more vibrant, transit-oriented community. Currently dominated by underutilized surface parking, this area is expected to evolve into a mixed-use node with connections to the station, new amenities, and green spaces. By incorporating ground-floor commercial or community spaces, it will create an active edge that phases 3900 South and supports the re-imagined corridor as a more welcoming street for pedestrians and cyclists. This approach marks a move toward transit-oriented infill—putting housing, neighborhood retail, and community spaces where they make the most sense: right next to high-capacity transit.

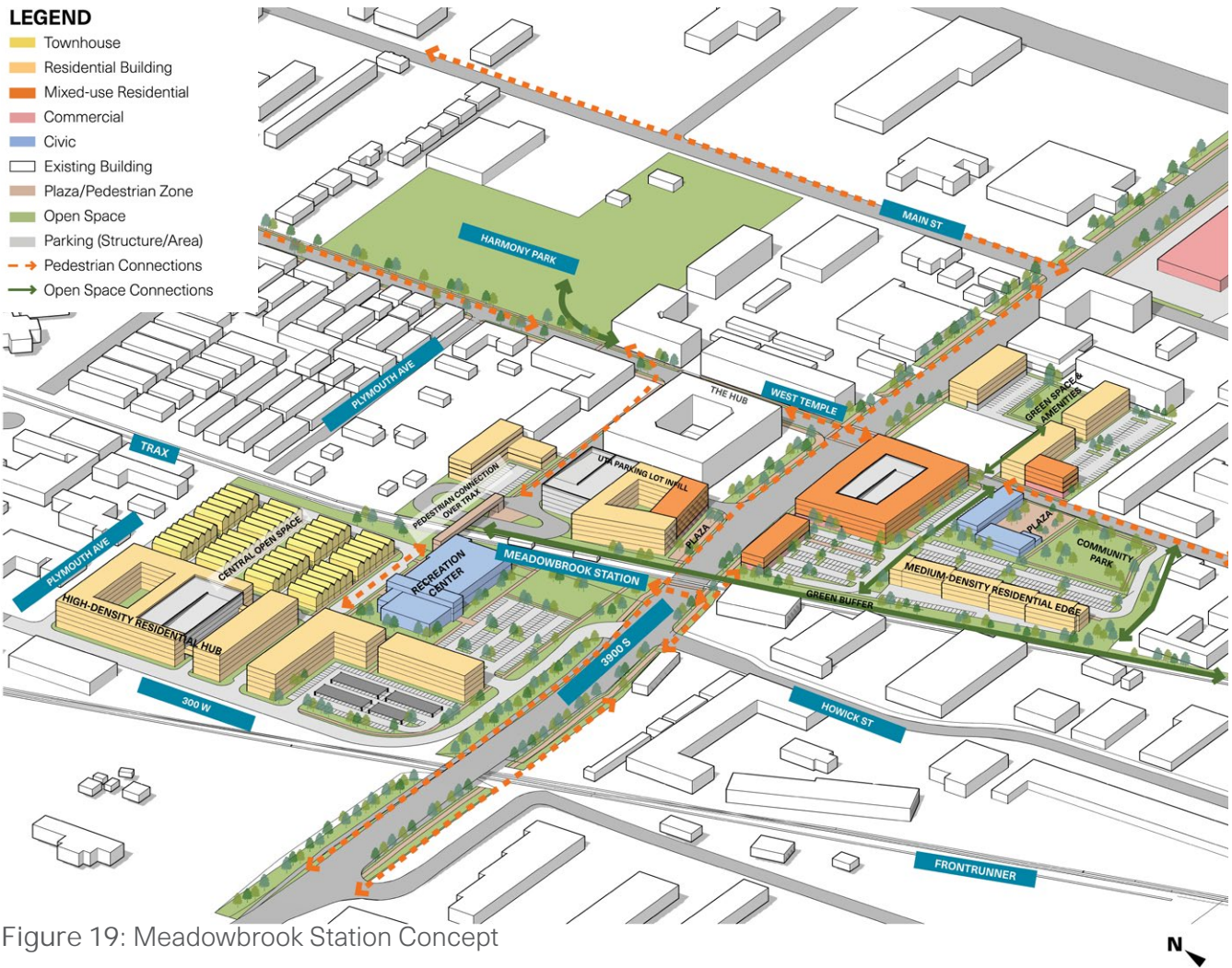


Figure 19: Meadowbrook Station Concept

West Temple Activation

Currently characterized by low-intensity land uses and limited pedestrian activity, West Temple is reimagined as part of the Meadowbrook Station Area Plan as an active spine that connects housing, transit, open space, and community amenities through streetscape improvements. This transformation includes a detached multi-use path on the west side of the street, planted buffers with street trees, and on-street parking on both sides to promote a more walkable environment and act as a key north-south connector to areas like Murray North and the Millcreek Station area.

Revitalization of State Street and 3900 S Corner

The commercial property at the intersection of State Street and 3900 South represents an opportunity for commercial redevelopment. Currently characterized

by aging strip-commercial buildings and auto-oriented uses, this corner has significant potential to be repositioned as neighborhood serving retail and potentially incorporate a new grocery store for the area. Revitalization efforts should focus on adaptive reuse of existing structures is feasible and a pedestrian friendly edge towards 3900 S.

TRANSPORTATION AND CONNECTIVITY

The Meadowbrook TRAX Station is served by the UTA Blue and Red TRAX Lines as well as bus route 39. The station is surrounded by a mix of apartment buildings and light industrial development, with some vacant lots. A shared-use path is already planned along 3900 South as part of UDOT’s Utah Trail Network, and a dedicated pedestrian crossing across 3900 South by the railway is recommended.

Network connectivity surrounding the station is mixed. There is limited connectivity north and west of the station, but improved connections south and east of the station. There are roadway segments without sidewalks and a lack of east-west connections other than 3900 South.

Improvements to 3900 S

As part of the Meadowbrook Station Area Plan, 3900 South is envisioned to be transformed from a vehicle-dominated corridor into a complete, pedestrian-friendly street, by introducing a multi-use path on both sides of the road. This path will be buffered from traffic by planting areas that will include street trees changing the overall aesthetics of the corridor and providing new pedestrian amenities.

The street also includes on-street parking lanes adjacent to the planting buffer, providing convenient

short-term parking for future retail while further buffering pedestrians from moving vehicles. The central roadway maintains four travel lanes (each 11 feet wide) to accommodate east-west traffic, with a 6-foot-wide planted median that serves multiple purposes: calming traffic, improving safety for turning vehicles, and introducing more greenery to the corridor. Together, these elements work to reclaim 3900 South as a multimodal corridor—one that encourages walking and biking, supports transit-oriented development, and improves the overall livability of the neighborhood. The emphasis on wide sidewalks, green infrastructure, and a comfortable pedestrian experience aligns with the broader goals of the Meadowbrook Station Area Plan: to create a connected, inclusive, and people-centered urban district.

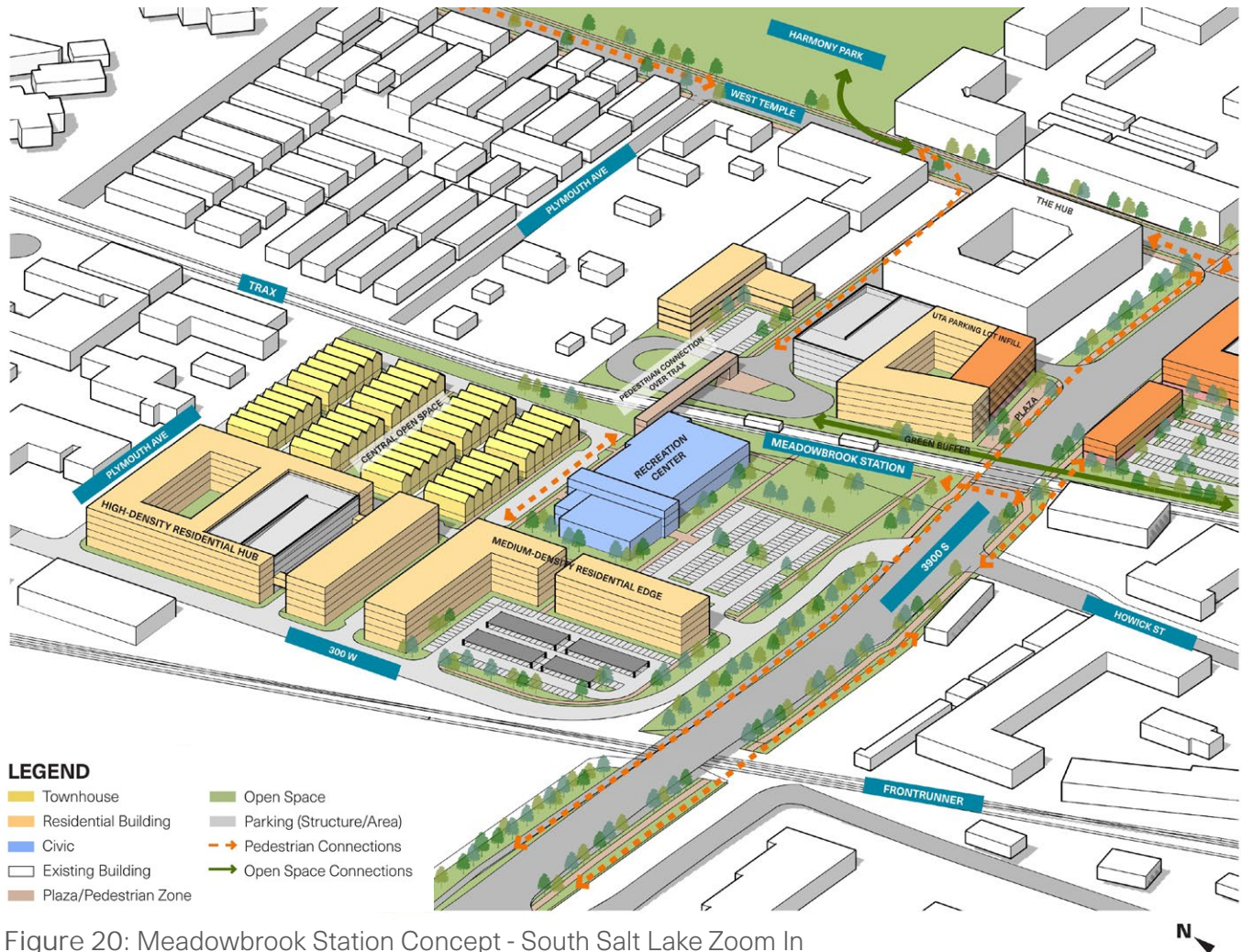


Figure 20: Meadowbrook Station Concept - South Salt Lake Zoom In

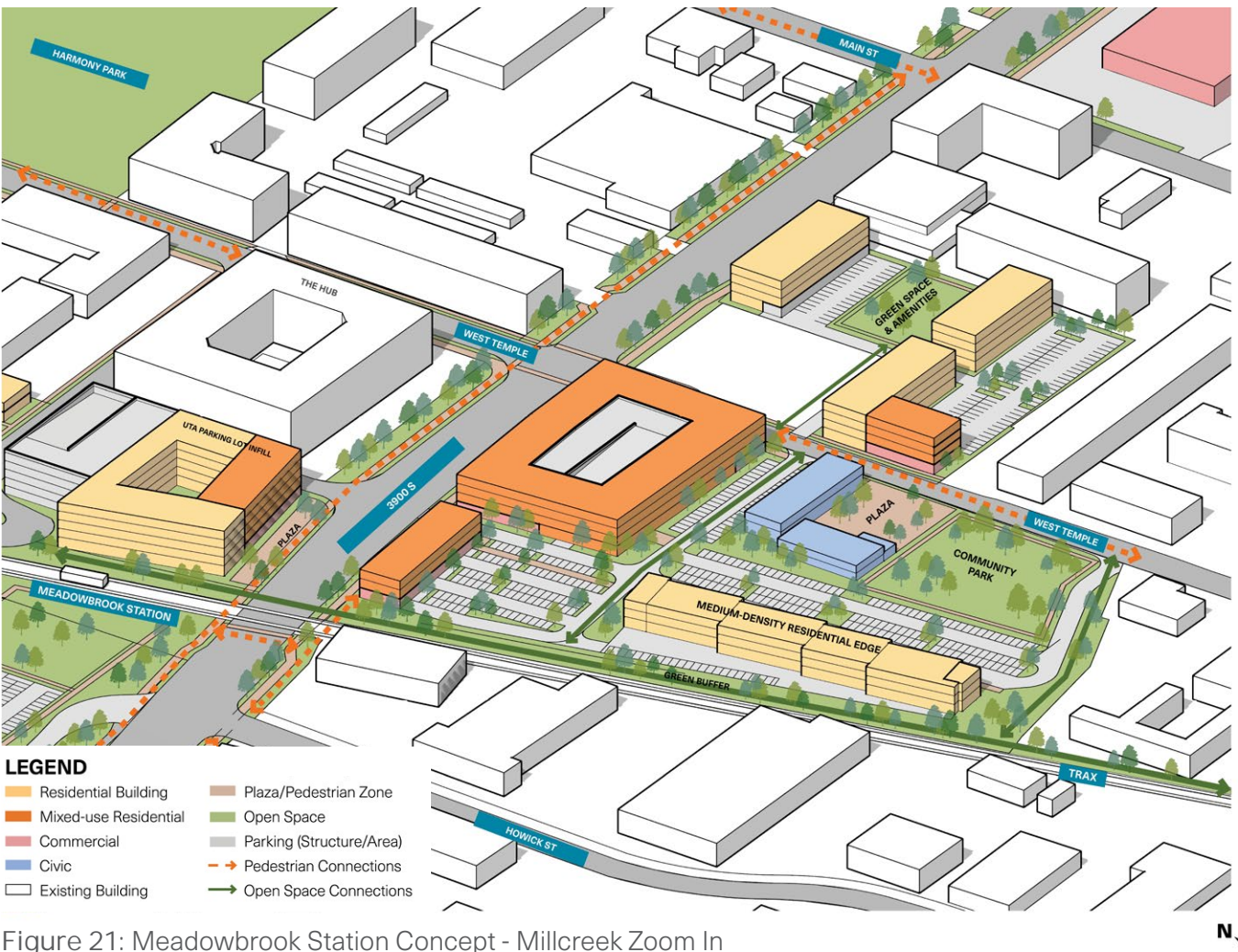


Figure 21: Meadowbrook Station Concept - Millcreek Zoom In

Redesign 3900 South

3900 South currently runs through this station area, creating a physical divide between the north and south. Improving the pedestrian and cyclist infrastructure along this corridor will lessen this north-south divide and bring more cohesion to the station area. Improvements to 3900 South could include:

- Narrow travel and parking lanes to make space for improved pedestrian facilities;
- Construct 12-foot-wide sidewalks on both sides of the street for both pedestrian and cyclist use (on the south side, this would include the Utah Trail Network facility); and
- Construct a landscaped median and wider park strips to create green space and allow for the planting of trees to create shade, improving the pedestrian environment.

Enhance Crossings at Major Intersections

There are major crossings in the station area along 3900 South as the road intersects with 300 W, West Temple, and Main Street. The following enhancements are recommended to make the intersection safer for both pedestrians and motorists:

- Implement centerline hardening to prevent high-speed turns through the intersections;
- Construct a protected intersection at West Temple to coincide with the West Temple bikeway and improve safety and comfort for pedestrians and cyclists;
- Construct pedestrian refuge islands on 3900 South; and
- Introduce perpendicular curb cuts to assist in crossing for those with mobility impairments.

Create Active Transportation Connections

The station area's current disjointed active transportation network can be improved by adding connections between existing and proposed bike lanes and trails, including:

- Complete construction of multi-use path on 3900 South to connect north-south connections.
- Extend bike lanes on 500 West south of 3900 South to connect with the proposed Murray North Station area plan
- Construct a greenway along the TRAX route south of Meadowbrook Station.

Improve East-West Connections

Network connectivity surrounding the station is generally poor, especially north and west of the station. Like the Millcreek Station area, there are short segments of pedestrian-scaled streets, but they do not connect to each other or to the station. The following enhancements would improve east-west connections:

- Construct new roadways west of the station that connect 300 West to the Meadowbrook TRAX Station and the proposed multi-use train along the rail lines;
- Extend Weston Avenue to Main Street to create an additional connection between West Temple and Main Street; and
- Construct a complete sidewalk network to improve pedestrian comfort and safety, especially along east-west connections on Central Avenue and Gordon Avenue.

Right Size Parking

The Meadowbrook Station Area currently has more parking than necessary to accommodate the parking needs of UTA TRAX riders. UTA estimates that only 34% of available parking is being used. This underutilization of parking creates an opportunity to reduce the number of parking stalls in favor of other land uses.

West Temple Bikeway

As mentioned in the recommendations for the Millcreek Station Area, this bikeway would extend through both the Millcreek and Meadow Station areas to allow for greater connectivity across the region.

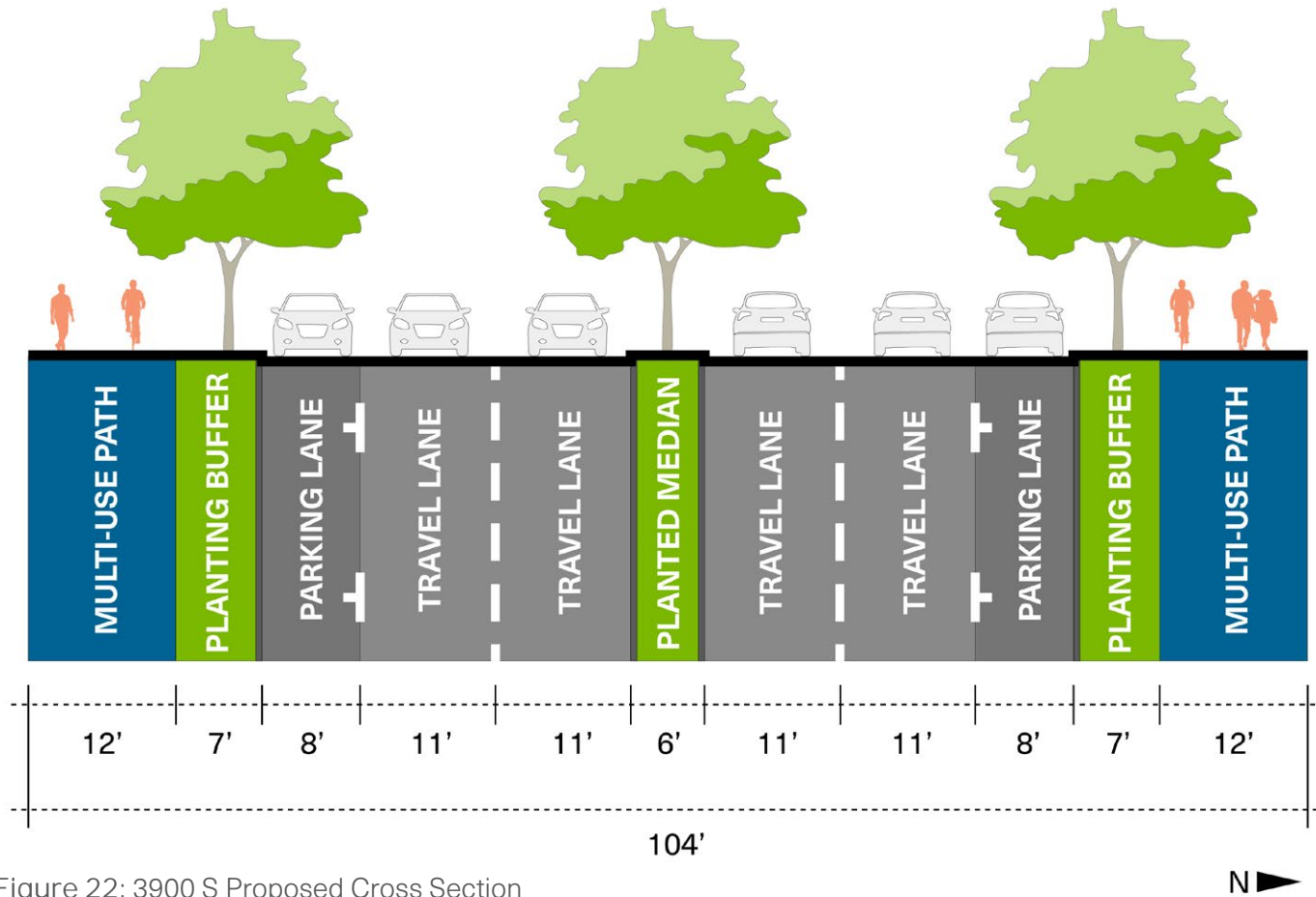


Figure 22: 3900 S Proposed Cross Section



Figure 23: Meadowbrook Station Concept Rendering





IMPLEMENTATION PLAN

This chapter outlines a clear path for translating the vision of the station area plans into action. An overall phasing strategy describes a path for implementation, while the Implementation Matrix identifies key actions and investments needed to realize the plan's goals, ranging from transit and street improvements to housing development and public space enhancements.

Each action item is organized by overall phasing and includes responsible organizations, and potential funding sources. By aligning public and private efforts, the matrix serves as a practical tool for the cities to prioritize next steps, secure funding, and phase implementation in a way that is responsive to community needs and opportunities.

MILLCREEK STATION PHASING STRATEGY

PHASE 1 (0 TO 5 YEARS) –WEST TEMPLE IMPROVEMENTS

Initial efforts at Millcreek Station should focus on creating a high-quality transit plaza on UTA property and making streetscape upgrades along West Temple. These near-term investments will set the foundation for a more inviting station environment, improve pedestrian and bicycle access, and create momentum for transit-oriented redevelopment.

PHASE 2 (5 TO 10 YEARS) – TRANSIT PLAZA, 3300 SOUTH CORRIDOR IMPROVEMENTS, AND NEW PEDESTRIAN CROSSING

The second phase should focus on creating a high-quality transit plaza on UTA property and extending improvements to 3300 South. This investment in a new public space together with upgraded sidewalks, landscaping, crosswalks, and multimodal connections along 3300 S will strengthen east–west connectivity, reinforce access to the station, and create a more inviting station environment helping position adjacent parcels for mixed-use infill and higher-intensity development over time. Working with UDOT and UTA this phase should include a new pedestrian crossing across 3300 S that will help with overall area connectivity and safety

HTRZ FUNDING

Pursuing Housing and Transit Reinvestment Zone (HTRZ) funding for the Millcreek Station area offers a great opportunity to align redevelopment with community goals of inclusive and affordable housing. Millcreek Station is already a strong transit hub which means new development can leverage existing infrastructure and maximize ridership without new transit investments. Redevelopment around established stations tends to create higher value through density, walkability, and reduced car dependence.

At the same time, as the entire Wasatch Front is seeing more demand for a variety of housing options, HTRZ funding could become a tool to support new

affordable and income-restricted housing around the Millcreek station and help enable the type of development and mix of uses the station area plan vision describes.

The HTRZ funds can be invested in public amenities like the new Transit Plaza, sidewalk, landscaping, and street improvements along 3300 S, and a new pedestrian crosswalk across 3300 S, making the district more attractive, safe, and connected and creating a catalyst for redevelopment. Pursuing HTRZ also demonstrates alignment with Utah’s broader policy priorities around housing and transit-oriented growth, and it can open the door to additional regional and state support.

The best opportunity to ensure the provision of affordable housing at Millcreek Station lies in the high-density Residential Hub, located near Washington Street and 3300 S as well as the medium-density Residential Neighborhood south of 3300 S and west of the TRAX line. These areas can allow for approximately 580 new residential units, and development should strive to meet the 20% affordable housing share while allowing for economic diversity.

PROPOSED DENSITY

PROPOSED DENSITY	PROPOSED RESIDENTIAL UNITS
55 du/ac	582

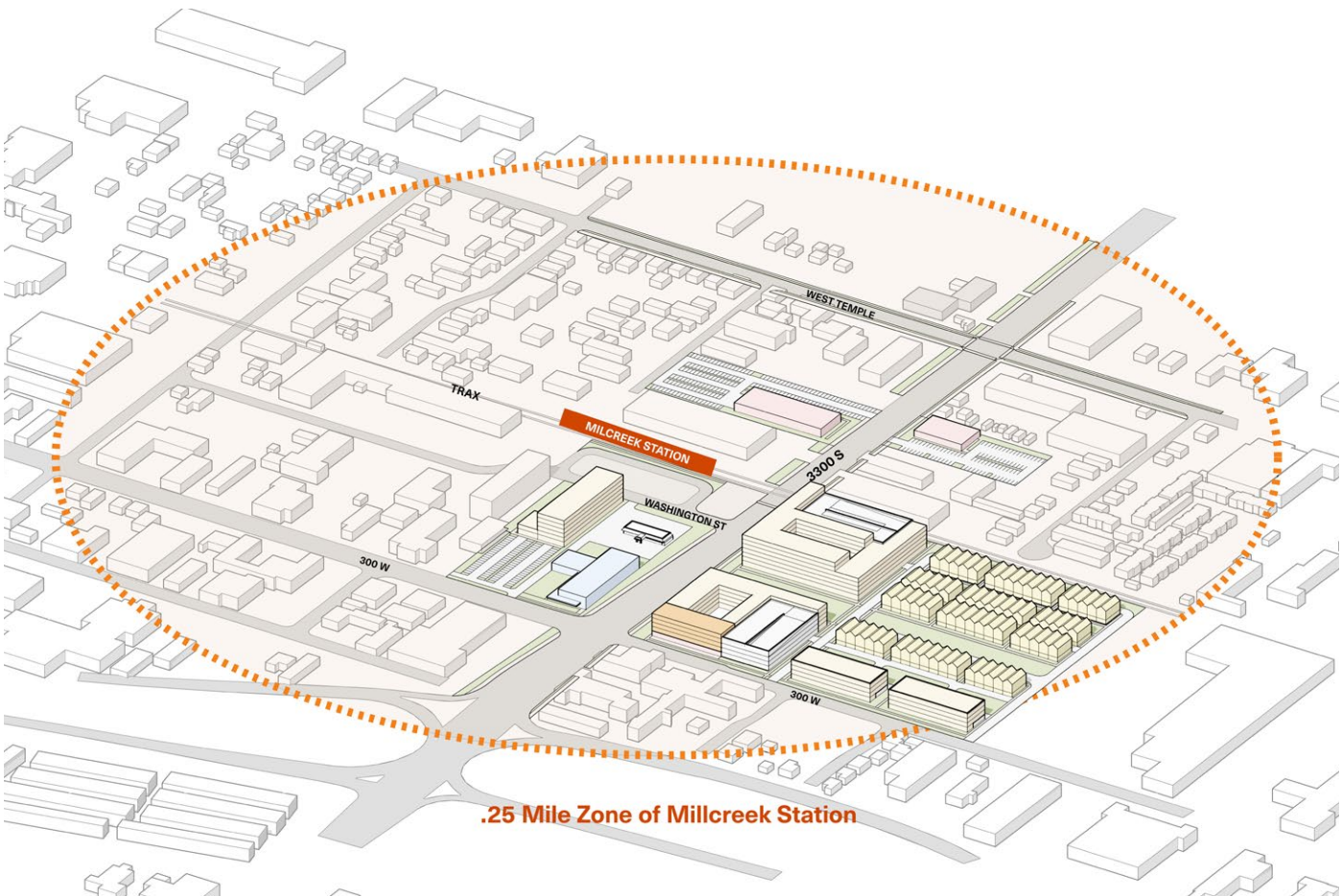


Figure 24: HTRZ at Millcreek Station

MEADOWBROOK STATION PHASING STRATEGY

PHASE 1 (0 TO 5 YEARS) – WEST TEMPLE IMPROVEMENTS, UTA PARCEL ACTIVATION, AND RECREATION CENTER PARTNERSHIP

The early-phase efforts at Meadowbrook Station should prioritize West Temple enhancements to improve multimodal safety and comfort, paired with redevelopment of the UTA-owned parcel immediately adjacent to the station. Together, these steps will provide both public-realm upgrades and new housing or mixed-use activity that activates the station area. Code amendments that support inclusive redevelopment in the area should also be incorporated during this first Phase as a way to incentivize redevelopment while achieving the Station Area Plan goals.

PHASE 2 (5 TO 10 YEARS) – 3900 SOUTH IMPROVEMENTS AND GREEN BUFFER

Subsequent investments should extend to 3900 South, with upgraded sidewalks, crossings, and landscaping that transform this key corridor into a more pedestrian- and transit-friendly street. During this phase the green buffer along the TRAX line should be established to provide for screening between future residential areas and the rail line, and also as a key pedestrian north-south connector that will bring environmental and community benefits to the station area. Conversations with the County should start on the short/mid-term to secure the location for a new Recreation Center in the former Salt Lake Community College site.

PHASE 3 (10+ YEARS) – RECREATION CENTER CONSTRUCTION AND PEDESTRIAN BRIDGE

The final phase should include construction of the new Recreation Center at the former Salt Lake Community College site which will become a node for integrated community services and new inclusive development. The redevelopment of this catalyst parcel will bring new activity to the area, while providing access to health, services, and community

gathering. Partnering with local agencies, the new pedestrian bridge connection across the TRAX line should be developed to better link both sides of the rail line and provide access to the new facilities from the east side. HTRZ funding should also be pursued during this phase.

HTRZ FUNDING

For the Meadowbrook Station, pursuing Housing and Transit Reinvestment Zone (HTRZ) would help consolidate the area into a more connected, livable, and affordable transit-oriented community, with additional housing opportunities, services, and new pedestrian connections to surrounding uses. It aligns with the goals of an inclusive and accessible neighborhood that serves all demographics and groups in the community. With existing developments in the area, the required density could be achieved, and HTRZ funds can be used for streetscape improvements and the new pedestrian bridge across the TRAX line. These funds can also help bridge the financial gaps that often hold back mixed-use, higher-density projects, including land costs, site preparation, and structured parking. Aligning Meadowbrook’s redevelopment with the state’s HTRZ program can help unlock new opportunities while ensuring that growth delivers public benefits in affordability, sustainability, and neighborhood connectivity.

The best opportunity to ensure the provision of affordable housing at the Meadowbrook Station lies in the UTA parcel, South Salt Lake Community College site, and parcels south of 3900 S on the Millcreek side. These parcels combined can allow for approximately 820 new residential units, and development should strive to meet the 20% affordable housing share while allowing for economic diversity.

PROPOSED DENSITY	
PROPOSED DENSITY	PROPOSED RESIDENTIAL UNITS
59 du/ac	821

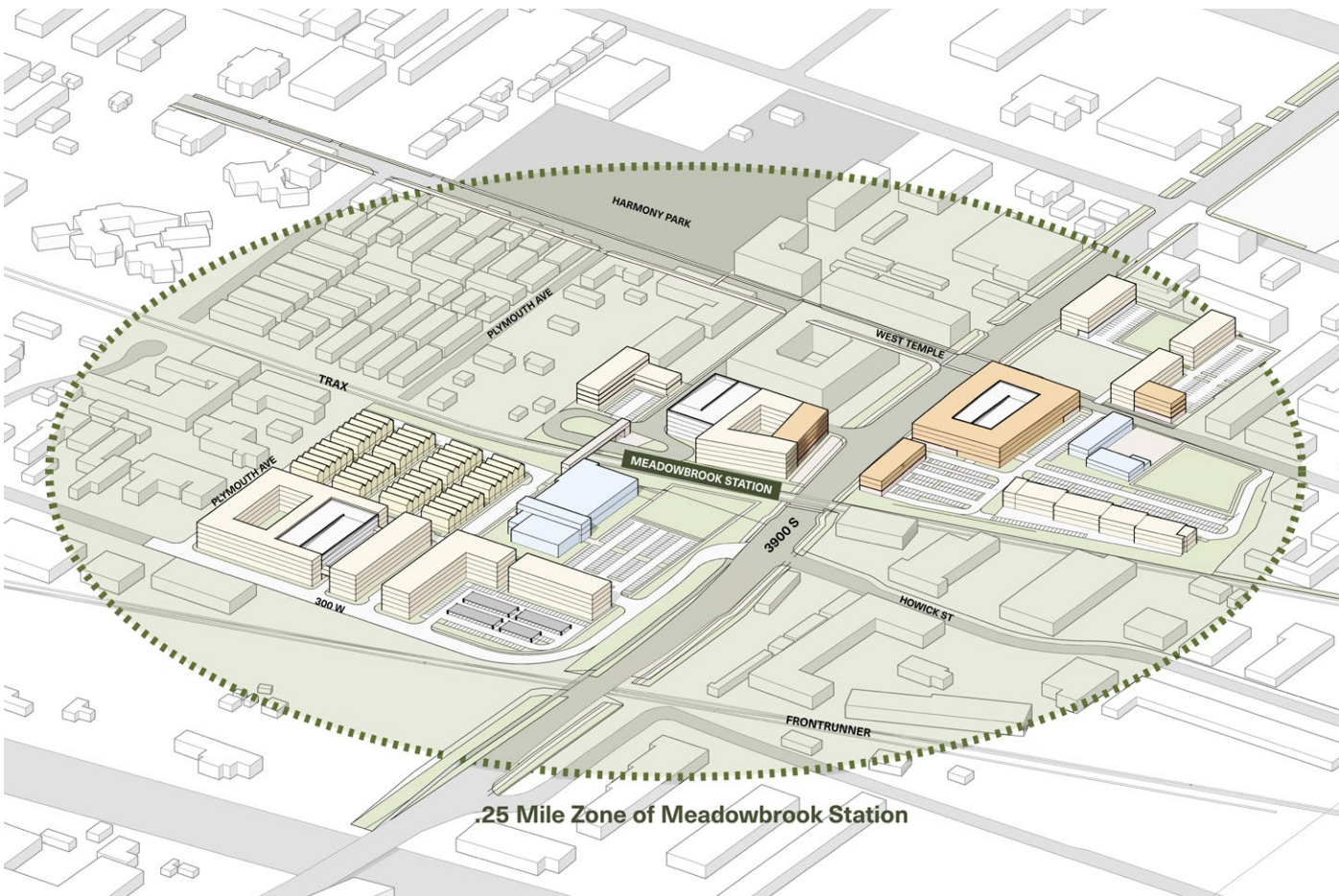


Figure 25: HTRZ at Meadowbrook Station

IMPLEMENTATION MATRIX

MILLCREEK STATION

	ACTION ITEM	RESPONSIBLE PARTY*				FUNDING/ FINANCING
		SOUTH SALT LAKE	MILLCREEK	UTA	OTHER	
1	Prepare a multi-jurisdictional design to implement right-of-way changes on West Temple including new bikeways	X	X			Local general funds; CRP, CMAQ or TAP funds via UDOT/WFRC; South Salt Lake CIP
2	Review current Land Use map and incorporate suggested revisions to support redevelopment	X				
3	Collaborate with UDOT to implement selected intersection improvements along 3300 South and changes to 3300 South cross-section	X		X	UDOT	State and Federal Funds; Utah Trail Network (UDOT; Community Improvement District (CID); STP, CRP, CMAQ or TAP funds via UDOT/WFRC
4	Pursue HTRZ funding	X				
5	Prepare park-and-ride demand estimates to allow for redevelopment of the existing park-and-ride surface parking area to incorporate a Transit Plaza	X		X		TIF, Community Improvement District (CID); General Fund
6	Update zoning to require larger setback on north side of 3300 South that will allow for connectivity improvements and Green Parkway	X			Developers	Development agreements with private property owners as parcels redevelop; local general funds; CRP, CMAQ or TAP funds via UDOT/WFRC
7	Continue discussions with UDOT on changes to 3300 S cross-section	X		X	UDOT	Local general funds; STP, CRP, CMAQ or TAP funds via UDOT/WFRC
8	Design Transit Plaza on the south-west corner of UTA's parking lot	X		X		UTA capital improvements; South Salt Lake CIP; UTA TOD program; Federal Funds; IHTRZ
9	Study incentives to support redevelopment of identified opportunity sites	X			Property Owners	
10	Study 3300 South Greenway and trail connectivity	X	X		UDOT Seven Canyons Trust	Utah Trail Network (UDOT)

Surface Transportation Program (STP), Carbon Reduction Program (CRP), Congestion Mitigation/Air Quality (CMAQ), and Transportation Alternatives Program (TAP)

MILLCREEK STATION

	ACTION ITEM	RESPONSIBLE PARTY*				FUNDING/ FINANCING
		SOUTH SALT LAKE	MILLCREEK	UTA	OTHER	
11	Explore potential land acquisitions to secure new green public space in the area	X				
12	Study potential greenway along TRAX line to connect to Meadowbrook Station	X	X		UDOT	Utah Trail Network (UDOT)
13	Construct new roadway connections at Walton Avenue and Granite Avenue	X				Local General Funds
14	Implement multi-use trail on Mill Creek east of 300 West, in collaboration with regional partners like Salt Lake County	X			Salt Lake County	Local general funds; Salt Lake County Transportation Choice funds; CMAQ or TAP funds via UDOT/WFRC
15	Add missing sidewalks on 300 West	X			UDOT	STP; CRP, CMAQ or TAP funds via UDOT/WFRC
16	Add missing sidewalks on streets throughout both station areas, on both local and UDOT roads	X	X			Local general funds; STP; CRP, CMAQ or TAP funds via UDOT/WFRC
17	Add missing sidewalks on 2950 S	X				Local general funds; STP; CRP, CMAQ or TAP funds via UDOT/WFRC
18	Consider adding Inclusionary Zoning Requirements to existing code to incorporate affordable and senior housing in the station area	X				
19	Study incentives (density, parking, fee waivers) to align future redevelopment with station area plan goals of inclusivity and housing options for various demographics and socioeconomic groups	X				
20	Review current zoning requirements for the Commercial Corridor zone related to minimum parcel size of one acre for non-residential uses, setbacks, and parking requirements (especially along 3300 S and 3900 S)	X				
21	Incorporate public realm dedications in current zoning to support incorporating green spaces as part of new redevelopment in the area	X				

Surface Transportation Program (STP), Carbon Reduction Program (CRP), Congestion Mitigation/Air Quality (CMAQ), and Transportation Alternatives Program (TAP)

MEADOWBROOK STATION

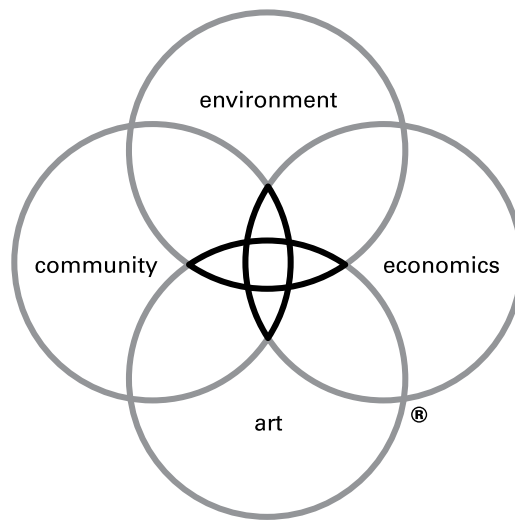
	ACTION ITEM	RESPONSIBLE PARTY*				FUNDING/ FINANCING
		SOUTH SALT LAKE	MILLCREEK	UTA	OTHER	
22	Design right-of-way improvements to 3900 South	X	X			TIF, Community Improvement District (CID); Local General Funds; CRP, CMAQ or TAP funds via UDOT/WFRC
23	Prepare a multi-jurisdictional design to implement right-of-way changes on West Temple including new bikeways	X	X			Local General Funds; CRP, CMAQ or TAP funds via UDOT/WFRC
24	Review current Land Use map and incorporate suggested revisions to support redevelopment	X	X			
25	Start conversations with Salt Lake Community College and Salt Lake County for new Recreation Center	X			SLCC Salt Lake County	
26	Pursue HTRZ funding	X	X			
27	Study feasibility of new pedestrian crossing across 3900 South by rail barriers	X	X	X	UDOT	State and Federal Funds; Utah Trail Network (UDOT); Community Improvement District (CID); General Fund
28	Prepare park-and-ride demand estimates to allow for redevelopment of the existing park-and-ride surface parking area	X		X		TIF
29	Prepare RFP for development of UTA parking lot for infill development.	X		X		TIF
30	Study incentives to support redevelopment of identified opportunity sites	X	X		Property Owners	
31	Design pedestrian bridge connecting west and east sides of the station area	X		X	FRA Union Pacific WFRC	State and Federal Funds; HTRZ
32	Add missing sidewalks throughout the Meadowbrook Station Area on both local and UDOT roads	X	X		UDOT	Local general funds; STP; CRP, CMAQ or TAP funds via UDOT/WFRC

Surface Transportation Program (STP), Carbon Reduction Program (CRP), Congestion Mitigation/Air Quality (CMAQ), and Transportation Alternatives Program (TAP)

MEADOWBROOK STATION

	ACTION ITEM	RESPONSIBLE PARTY*				FUNDING/ FINANCING
		SOUTH SALT LAKE	MILLCREEK	UTA	OTHER	
33	Construct a greenway parallel to TRAX near Meadowbrook Station in partnership with UTA and other regional partners such as Salt Lake County that can potentially connect to Murray North and Millcreek Station	X	X	X	X	Local General Funds in partnership with Murray City; Salt Lake County Transportation Choice funds; CRP, CMAQ or TAP funds via UDOT/WFRC
34	Study overall trail improvements and connections to Big Cottonwood Creek and Jordan River	X	X		Seven Canyons Trust	Utah Trail Network (UDOT)
35	Implement intersection improvements on 3900 South	X	X	X		Local general funds; STP, CRP, CMAQ or TAP funds via UDOT/WFRC; HTRZ
36	Complete path connections on 3900 South, tying into UTN facilities	X	X	X		Local General Funds; Utah Trail Network program funds via UDOT; CRP, CMAQ or TAP funds via UDOT/WFRC
37	Extend bike lanes on 500 West and Main Street		X			Local General Funds; CRP, CMAQ or TAP funds via UDOT/WFRC
38	Create new a roadway connection at Weston Avenue		X		X	Local General Funds
39	Consider adding Inclusionary Zoning Requirements to existing code to incorporate affordable and senior housing in the station area	X	X			
40	Study incentives (density, parking, fee waivers) to align future redevelopment with station area plan goals of inclusivity and housing options for various demographics and socioeconomic groups	X	X			

Surface Transportation Program (STP), Carbon Reduction Program (CRP), Congestion Mitigation/Air Quality (CMAQ), and Transportation Alternatives Program (TAP)



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