SOUTH SALT LAKE CITY ON THE MOVE

CITY COUNCIL

MEMBERS:
LEANNE HUFF
COREY THOMAS
SHARLA BYNUM
NICK MITCHELL
PAUL SANCHEZ
RAY DEWOLFE
CLARISSA WILLIAMS

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South Salt Lake City Council
Work Meeting Agenda

Public notice is hereby given that the **South Salt Lake City Council** will hold a Work Meeting on **Wednesday, October 29, 2025** in the City Council Chambers, 220 East Morris Avenue, Suite 200, commencing at **6:00 p.m.**, or as soon thereafter as possible.

To watch the meeting live click the link below to join:
https://zoom.us/j/93438486912

Watch recorded City Council meetings at: youtube.com/@SouthSaltLakeCity

Conducting: Council Chair Bynum

Matters for Discussion:

1.	Discussion – An Ordinance of the South Salt Lake City Council Amending the 2025-2026 Fiscal Year Budget	Crystal Makin
2.	Water Resource Element in the General Plan Update	Jed Shum
3.	Application for a Street Name Change for Bugatti Avenue to Belhaven	Eliza Ungricht
4.	Discussion – A Resolution of the South Salt Lake City Council Adopting the Millcreek and Meadowbrook Station Area Plan	Spencer Cawley
5.	Discussion – A Resolution of the South Salt Lake City Council Approving an Interlocal Agreement with Salt Lake County for Funding for Jordan River Trail to 3300 South Safe Access Project	Carl Osterberg

Adjourn

Posted October 24, 2025

Those needing auxiliary communicative aids or other services for this meeting should contact Ariel Andrus at 801-483-6019, giving at least 24 hours' notice.

In accordance with State Statute and Council Policy, one or more Council Members may be connected electronically.

Have a question or concern? Call the connect line 801-464-6757 or email connect@sslc.gov

ORDINANCE NO. 2025-____

AN ORDINANCE OF THE SOUTH SALT LAKE CITY COUNCIL AMENDING THE 2025-2026 FISCAL YEAR BUDGET

WHEREAS, the South Salt Lake City Council (the "Council") met in regular session on October 15, 2025, to consider, among other things, amending the budget for the 2025-2026 fiscal year; and

WHEREAS, the Council previously amended the budget for the 2025-2026 fiscal year after a public hearing held on August 13, 2025; and

WHEREAS, Utah Code § 10-6-127 enables the City to review the individual budgets of the funds set forth in the City's budget; and

WHEREAS, Utah Code § 10-6-128 allows the Council to adopt budget amendments by resolution or ordinance following a public hearing; and

WHEREAS, the Finance Director has prepared and filed with the City Recorder the proposed amendments, which are attached to this ordinance and incorporated by this reference, and has submitted the same to the Council for its review and for the public review; and

WHEREAS, the amendments to the budget were the proper subject at a duly noticed public hearing held on October 15, 2025, at which everyone in attendance was given the opportunity to be heard for or against, amending the budget for the 2025-2026 fiscal year; and

WHEREAS, the amendments conform to the requirements of the Utah Uniform Fiscal Procedures Act and the Council finds it has satisfied all legal requirements required to amend a budget and that the proposed budget amendment is in the best interest of the City;

NOW THEREFORE, BE IT ORDAINED, by the City Council of the City of South Salt Lake as follows:

SECTION I: ADOPTION OF AMENDMENTS. The budget amendments attached hereto as **EXHIBIT A** and incorporated herein by this reference are hereby adopted and incorporated into the budget for the City for the fiscal year commencing July 1, 2025 and ending June 30, 2026.

SECTION II: PUBLICATION AND FILING. Pursuant to Utah Code Ann. 10-6-118, a copy of the Budget for each fund within the Budget shall be certified by the Budget Officer and it is hereby directed that the Budget be filed with the State Auditor and in the Office of the City recorder and shall be available to the public in accordance with the law.

SECTION III: SEVERANCE. If any section, subsection, sentence, clause, phrase, or portion of this ordinance is, for any reason, held invalid or unconstitutional by any court of competent jurisdiction, such provision shall be deemed a separate, distinct, and independent provision, and such holding shall not affect the validity of the remaining portions of this ordinance.

SECTION IV. EFFECTIVE DATE. This ordinance shall become effective upon Mayor's signature and publication, or after fifteen days of transmission to the office of the Mayor if neither approved nor disapproved by the Mayor, and thereafter, publication.

(signatures appear on next page)

Dated this_____day of _____, 2025.

BY THE CITY COUNCIL:

_____
Sharla Bynum, Council Chair

ATTEST:

_____
Ariel Andrus, City Recorder

City Council Vote as Recorded:

Bynum	_____
deWolfe	_____
Huff	_____
Mitchell	_____
Sanchez	_____
Thomas	_____
Williams	_____

Transmitted to the Mayor's office on this_____day of _____2025.

_____
Ariel Andrus, City Recorder

MAYOR'S ACTION:_____

Dated this_____day of_____, 2025.

_____
Cherie Wood, Mayor

ATTEST:

_____
Ariel Andrus, City Recorder

EXHIBIT A

Amendments to the City of South Salt Lake Budget for the Fiscal Year 2025-2026

FY 2025 Budget
Proposed Budget Amendments -October 2025

General Fund

Item	Department	Description	Acct No	Uses:	Sources:	NOTES:
1	Facilities	Permanent Salaries	10-50-110-00	$ 45,000		To update funding to match approved employee roster
	Facilities	Benefits	10-50-150-00	$ 15,000		To update funding to match approved employee roster
	Facilities	Sales Tax Revenue	10-3130-000		$ 60,000	To update funding to match approved employee roster
2	Facilities	City Property Grounds Maintenance	10-50-660-00	$ 11,000		To provide funding for grounds maintenance of various city properties
	Facilities	Sales Tax-City Option Revenue	10-3135-000		$ 11,000	To provide funding for grounds maintenance of various city properties
3	Public Works	Overtime	10-61-140-00	$ 25,000		To update funding for necessary Fleet overtime costs
	Public Works	Appropriation from Fund Balance	10-3890-000		$ 25,000	To update funding for necessary Fleet overtime costs
4	Transportation	Transfer to Transportation Utility Fund	10-95-935-00	$ 400,000		To fund additional cost of road project package
	General Fund	Appropriation from Fund Balance	10-3890-000		$ 400,000	To fund additional cost of road project package
5	City Council	Professional Fees	10-43-310-00	$ 50,000		To fund outside professional fees
	City Council	Appropriation from Fund Balance	10-3890-000		$ 50,000	To fund outside professional fees

FY 2025 Budget
Proposed Budget Amendments - October 2025

Capital Fund

Ref	Description	Acct No	Uses:	Sources:	NOTES:
1	Fire Equipment	40-80-757-00	$ 13,000		Carryover-for backordered airbags
	Sales Tax	40-3130-000		$ 13,000	Carryover-for backordered airbags
2	Scott School Access Improvements	40-80-722-00	$ 144,000		Carryover-remaining cost of access improvements
	CDBG SL County Grants	40-3387-000		$ 100,000	Carryover-remaining cost of access improvements
	Appropriation from Fund Balance	40-3890-000		$ 44,000	Carryover-remaining cost of access improvements
3	Scott School Site Architecture	40-80-722-00	$ 66,000		To Fund EDA Master Plan-New Grant Awarded
	TRCC Grant-HSS	40-3389-000		$ 33,000	TRCC Grant to Fund EDA Master Plan
	Appropriation from Fund Balance	40-3890-000		$ 33,000	To Fund EDA Master Plan
4	Animal Shelter Building	40-80-726-00	$ 50,000		Carryover for Dog Runs and Fencing
	Appropriation from Fund Balance	40-3890-000		$ 50,000	Carryover for Dog Runs and Fencing
5	SSLCC Improvements	40-80-727-00	$ 120,000		To fund improvements to the auditorium and facility kitchen
	Approriation from Fund Balance	40-3890-000		$ 120,000	To fund improvements to the auditorium and facility kitchen
6	Police Station Improvements	40-80-715-00	$ 200,000		Carryover Project-parking lot resurface and fence replacement
	Appropriation from Fund Balance	40-3890-000		$ 200,000	Carryover Project-parking lot resurface and fence replacement
7	900 W Property	40-80-737-00	$ 175,000		To fund paving, security, fencing, and design for Storage Lot
	Appropriation from Fund Balance	40-3890-000		$ 175,000	To fund paving, security, fencing, and design for Storage Lot
8	Bickley Park	40-80-704-11	$ 20,000		Carryover for Pickleball Court Construction
	Appropriation from Fund Balance	40-3890-000		$ 20,000	Carryover for Pickleball Court Construction
9	Mill Creek Trail	40-80-704-14	$ 40,000		Grant Funded design of 200-300 West Trail Segment
	UORP Grant Revenue	40-3345-000		$ 40,000	Grant Funded design of 200-300 West Trail Segment

Capital Fund

Ref	Description	Acct No	Uses:	Sources:	NOTES:
10	Urban Forestry	40-80-705-01	$ 23,000		To update budget to grant award amount
	State Forestry Grant	40-3341-000		$ 23,000	To update budget to grant award amount
11	Active Transportation Design	40-80-705-02	$ 500,000		Grant Funded Active Transportation Design Project
	CDBG SL County Grant	40-3387-000		$ 500,000	Grant Funded Active Transportation Design Project
12	Parley's Trail	40-80-705-00	$ 35,000		To repair lighting alongs Parley's Trail/S-Line-County Funded
	County Grants	40-3342-000		$ 35,000	To repair lighting alongs Parley's Trail/S-Line-County Funded

FY 2025 Budget
Proposed Budget Amendments - October 2025

Public Safety Special Revenue Fund

Ref	Department	Description	Acct No	Uses:	Sources:	NOTES:
1	Police	Community Outreach	20-51-269-00	$ 5,000		To fund the Community Outreach Program
	Police	Miscellaneous Police Fees	20-3436-000		5,000	To fund the Community Outreach Program
2	Homeless Strategies	Overtime	20-52-140-00	50,000		To reallocate Fire HRO Overtime Cost
	Fire	Overtime	20-57-140-00		50,000	To reallocate Fire HRO Overtime Cost

FY 2025 Budget
Proposed Budget Amendments - October 2025

Stormwater Utility Fund

Ref	Description	Acct No	Uses:	Sources:	NOTES:
1	Professional Fees	56-70-310-00	$ 50,000		To fund the Master Plan update and Pump Station Design Costs
	Transfer from Fund Balance	56-3511-000		50,000	To fund the Master Plan update and Pump Station Design Costs
2	Capital Projects	56-80-760-00	165,000		To match budget to accepted bid-Pump Station Upgrades
	Transfer from Fund Balance	56-3511-000		165,000	To match budget to accepted bid-Pump Station Upgrades

FY 2025 Budget
Proposed Budget Amendments -October 2025

Transportation Utility Fund

Ref	Description	Acct No	Uses:	Sources:	NOTES:
1	Road Projects	57-80-743-00	$ 400,000		To account for additional costs for road project package
	Transfer from General Fund	57-3850-000		400,000	To account for additional costs for road project package

RESOLUTION NO. R2025-_____

A RESOLUTION OF THE SOUTH SALT LAKE CITY COUNCIL ADOPTING THE MILLCREEK AND MEADOWBROOK STATION AREA PLAN.

WHEREAS, Utah Code 10-9a-403.1 requires a municipality that has fixed guideway public transit stations within its boundaries to create station area plans around those stations to encourage an increase in accessible and affordable housing options along major transit corridors; and

WHEREAS, City staff has prepared an updated moderate income housing plan, pursuant to state requirements, adding goals to identify where density and investment in rehabilitation can assist in providing a diversity of housing and increase affordable housing options; and

WHEREAS, in 2024, the City of South Salt Lake ("City") applied for technical assistance through the Wasatch Front Regional Council ("WFRC") Transportation and Land Use Connection program to complete the Millcreek and Meadowbrook Station Area Plan; and

WHEREAS, on December 2, 2024, the project received funding and City Staff worked with a planning consultant to develop a plan that encompasses those areas around both the Millcreek and Meadowbrook Stations; and

WHEREAS, the completed Station Area Plan referred to as the Millcreek and Meadowbrook Station Area Plan (the "Plan") is attached hereto as Exhibit A; and

WHEREAS, on July 9, 2025, the City Council discussed the proposed Plan during a work meeting; and

WHEREAS, a properly noticed public hearing was held in front of the South Salt Lake City Planning Commission (the "Planning Commission") on October 16, 2025, at which members of the public were able to appear and provide comment on the proposed Plan; and

WHEREAS, following the public hearing, the Planning Commission recommended that the City Council adopt the Plan; and

WHEREAS, on October 29, 2025, the City Council reviewed the Planning Commission's recommendation to approve the Plan, considered the input from the public, and determined the Millcreek and Meadowbrook Station Area Plan is in the best interest of the City.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of South Salt Lake that:

1. The Millcreek and Meadowbrook Station Area Plan, attached hereto as Exhibit A and incorporated here in by this reference, is adopted.

(signatures appear on the next page)

Dated this_____day of _____ 2025.

BY THE CITY COUNCIL:

_____

Sharla Bynum, Council Chair

ATTEST:

_____

Ariel Andrus, City Recorder

City Council Vote as Recorded:

Huff	_____
deWolfe	_____
Thomas	_____
Bynum	_____
Mitchell	_____
Sanchez	_____
Williams	_____

Transmitted to the Mayor's office on this_____day of _____2025.

_____

Ariel Andrus, City Recorder

MAYOR'S ACTION:_____

Dated this_____day of_____, 2025.

_____

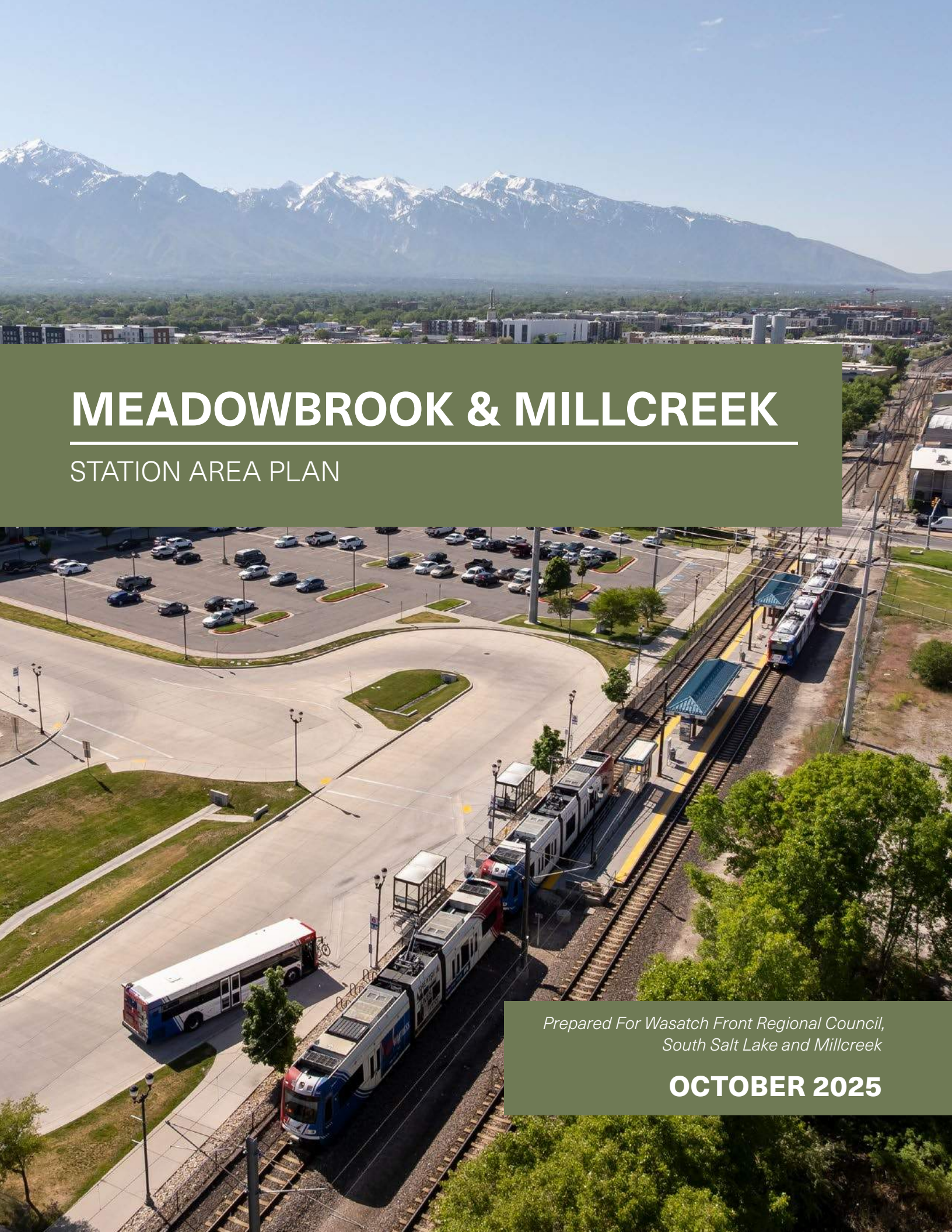
Cherie Wood, Mayor

ATTEST:

_____

Ariel Andrus, City Recorder

EXHIBIT A



MEADOWBROOK & MILLCREEK

STATION AREA PLAN

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

OCTOBER 2025

ACKNOWLEDGEMENTS

PREPARED FOR

Millcreek
South Salt Lake
Wasatch Front Regional Council

MILLCREEK

Francis Lilly
Sean Murray

SOUTH SALT LAKE

Spencer Cawley
Carl Osterberg
Jed Shum
Eliza Ungricht

WASATCH FRONT REGIONAL COUNCIL

Meg Padjen
Matt Ryan

UTAH TRANSIT AUTHORITY

Valarie Williams

MILLCREEK CITY COUNCIL

Jeff Silvestrini, Mayor
Silvia Catten
Thom DeSirant
Cheri Jackson
Bev Uipi

MILLCREEK PLANNING COMMISSION

Shawn LaMar, Chair
Victoria Reid, Vice Chair
Steven Anderson
Christian Larsen
Nils Per Lofgren
Jacob Richardson
Diane Soule
Dwayne Vance
Ian Wright

SOUTH SALT LAKE CITY COUNCIL

Cherie Wood, Mayor
Sharla Bynum
Ray deWolfe
LeAnne Huff
Nick Mitchell
Paul Sanchez
Corey Thomas
Clarissa J Williams

SOUTH SALT LAKE PLANNING COMMISSION

Jeremy Carter
Christy Dahlberg
Chad Ewell
Stacey Holscher
George Pechmann
Kathy Self
Suzanne Slifka
Mary Anna Southey
Olivia Spencer

PREPARED BY

DESIGN WORKSHOP

Chris Geddes, Principal-in-Charge
Marianne Stuck, Project Manager
Junhong Fu, Planner
Helen Lea, Planner
Christian Weber, Strategic Services Specialist
Alex Zarookian, Strategic Services Specialist

FEHR & PEERS

Maria Vyas
Matt Hastings

DAVID EVANS & ASSOCIATES

Leah Jaramillo
Sam Winkler
Cameron Noorda



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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.

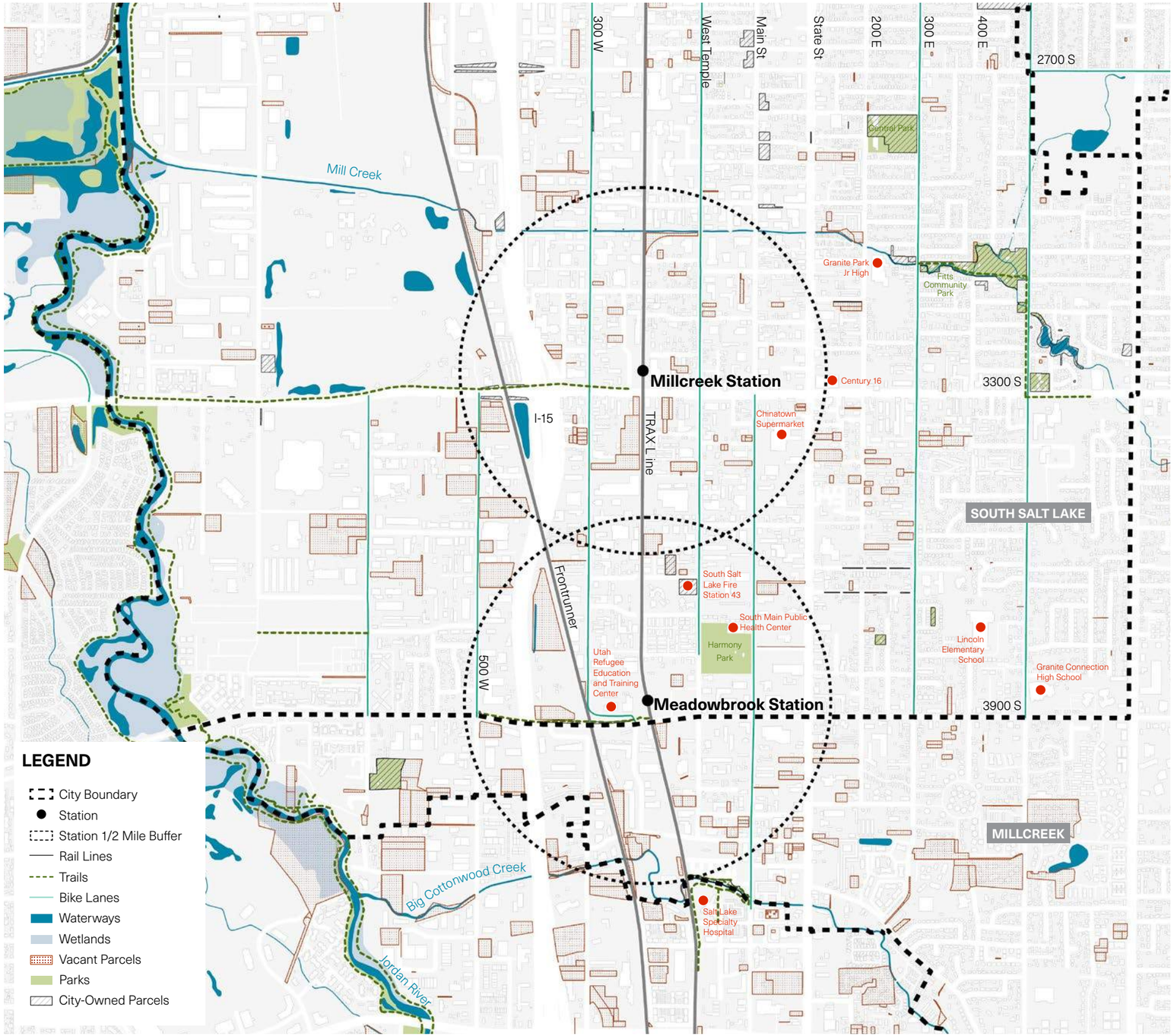


Figure 1: Project Area Map

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

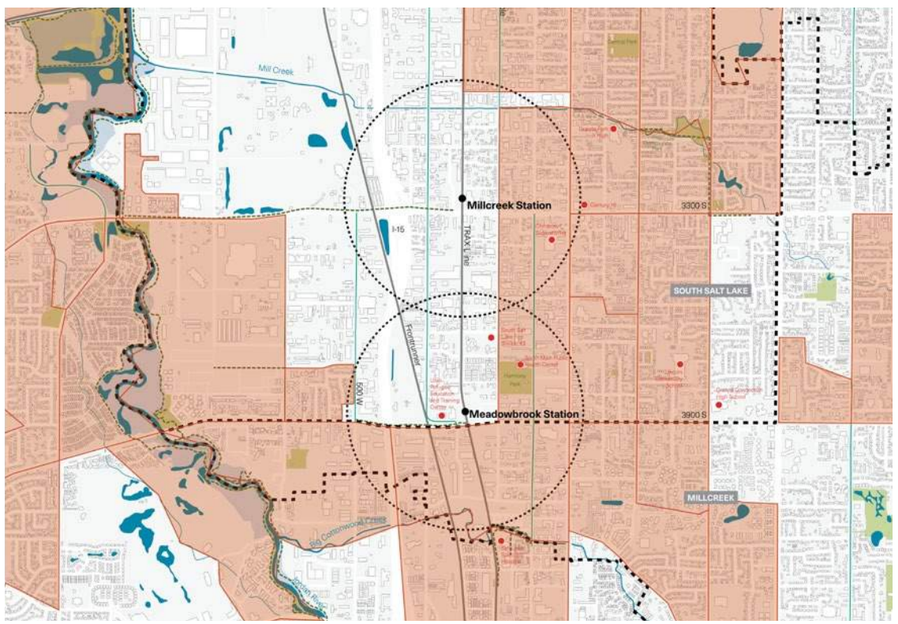


Figure 2: WFRC Equity Focus Areas

Data Source: WFRC

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.

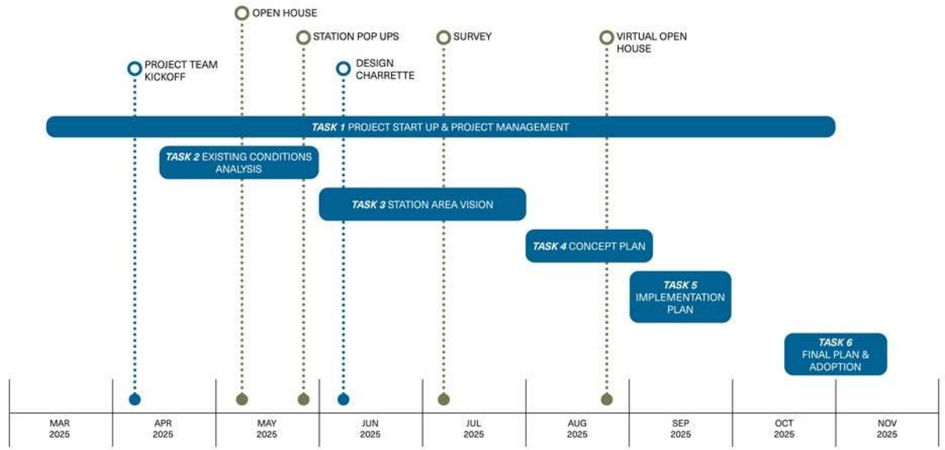


Figure 3: Project Timeline



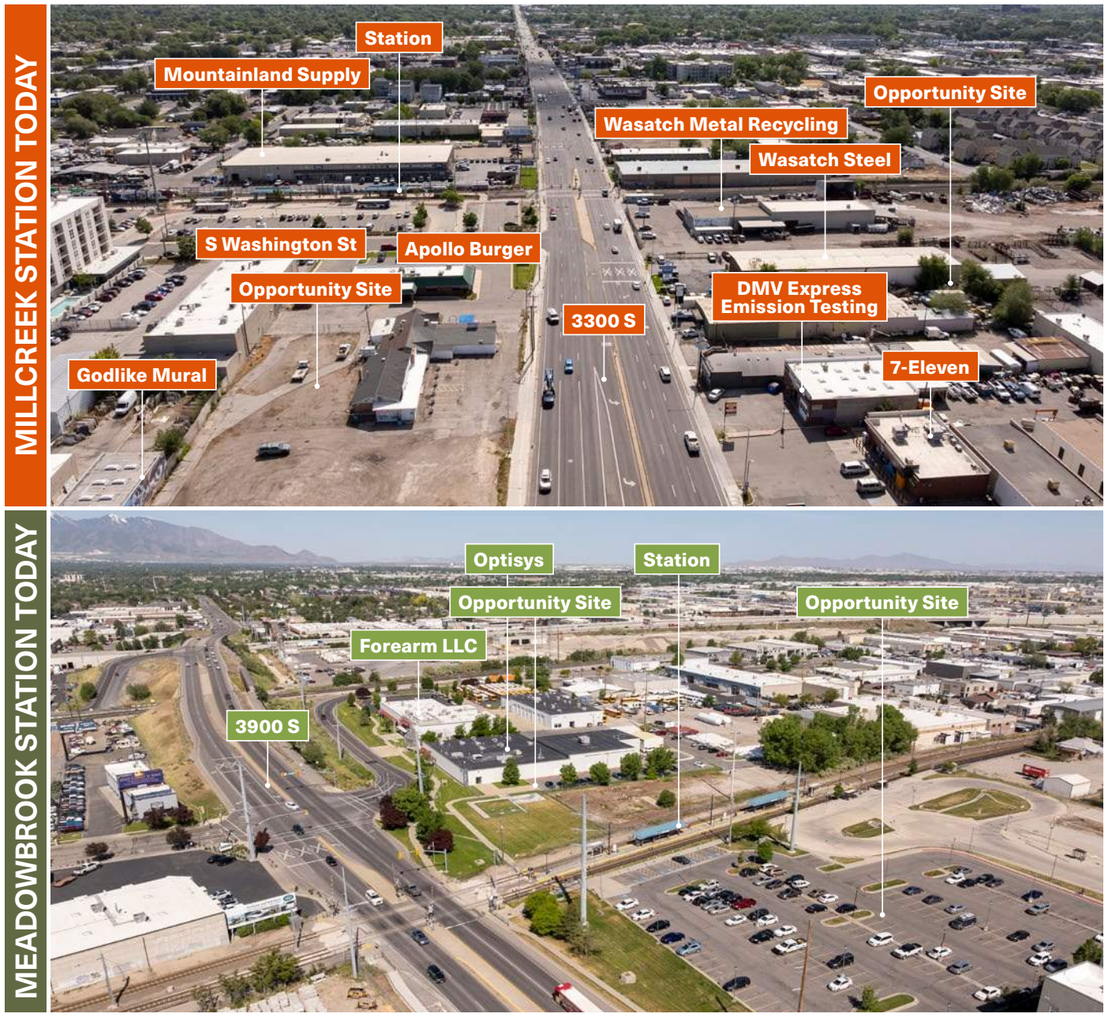
EXISTING CONDITIONS

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

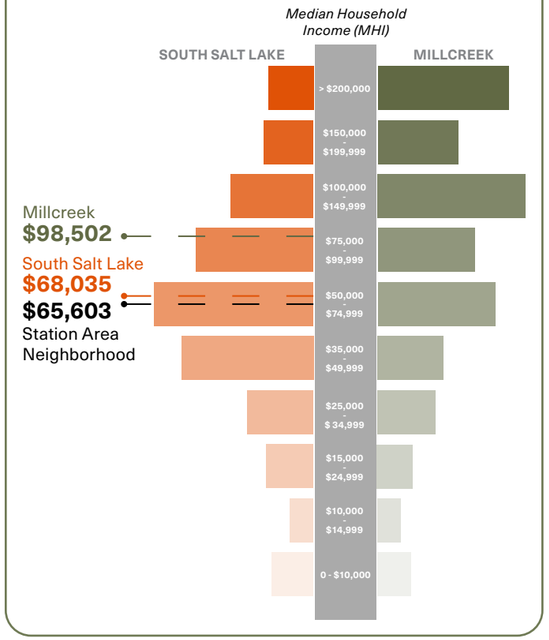
Demographic and socioeconomic conditions and projections were analyzed for Millcreek, South Salt Lake, the Millcreek/Meadowbrook Station Area, Salt Lake County, and the State of Utah. Key findings are summarized here. Refer to the appendix for full analysis details.

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.

MEDIAN HOUSEHOLD INCOME



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.

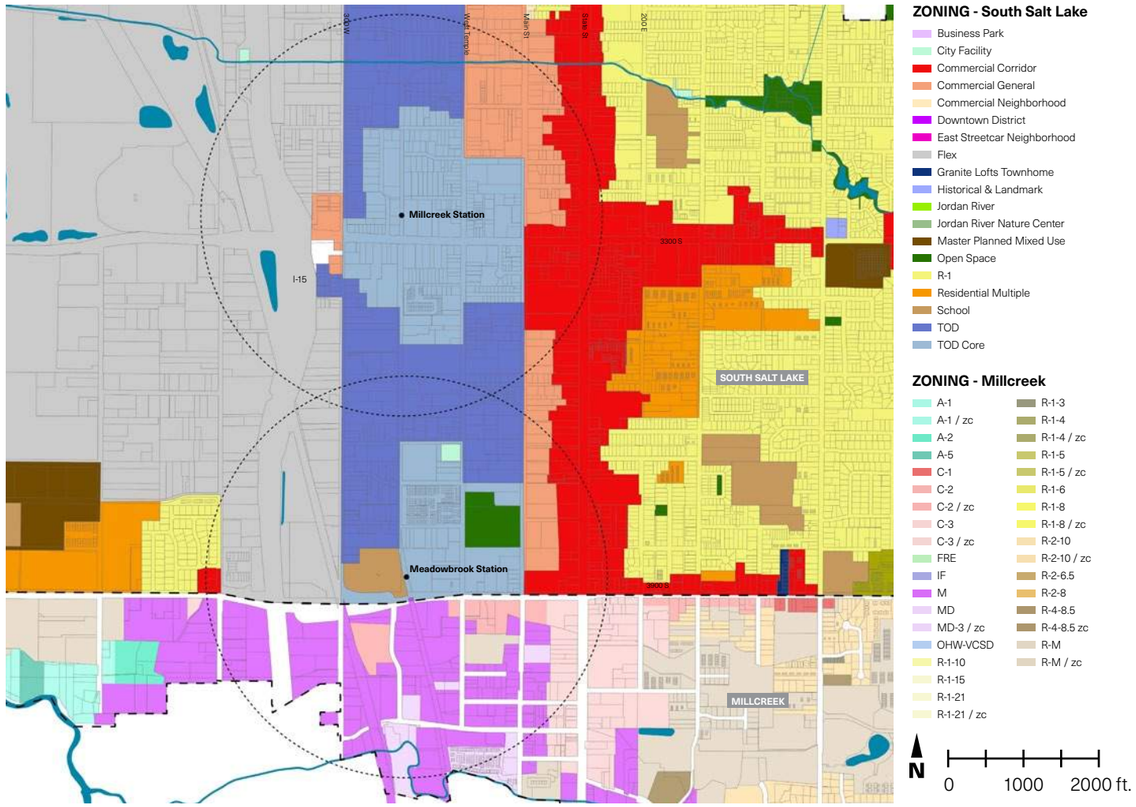


Figure 4: Existing Zoning

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 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.

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.

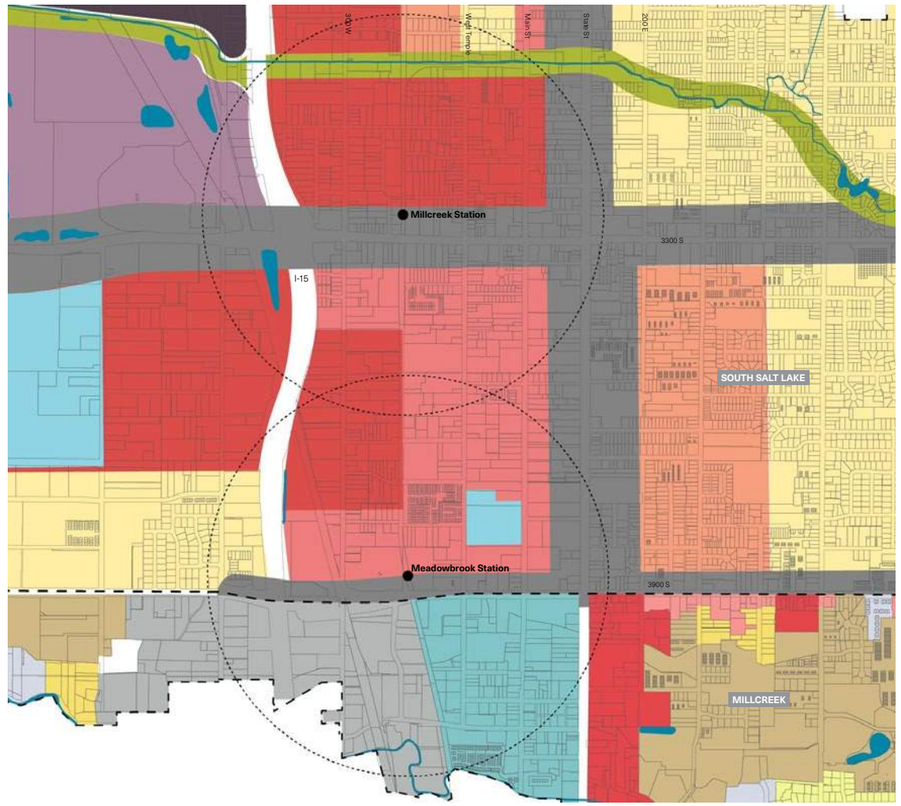


Figure 5: Future Land Use

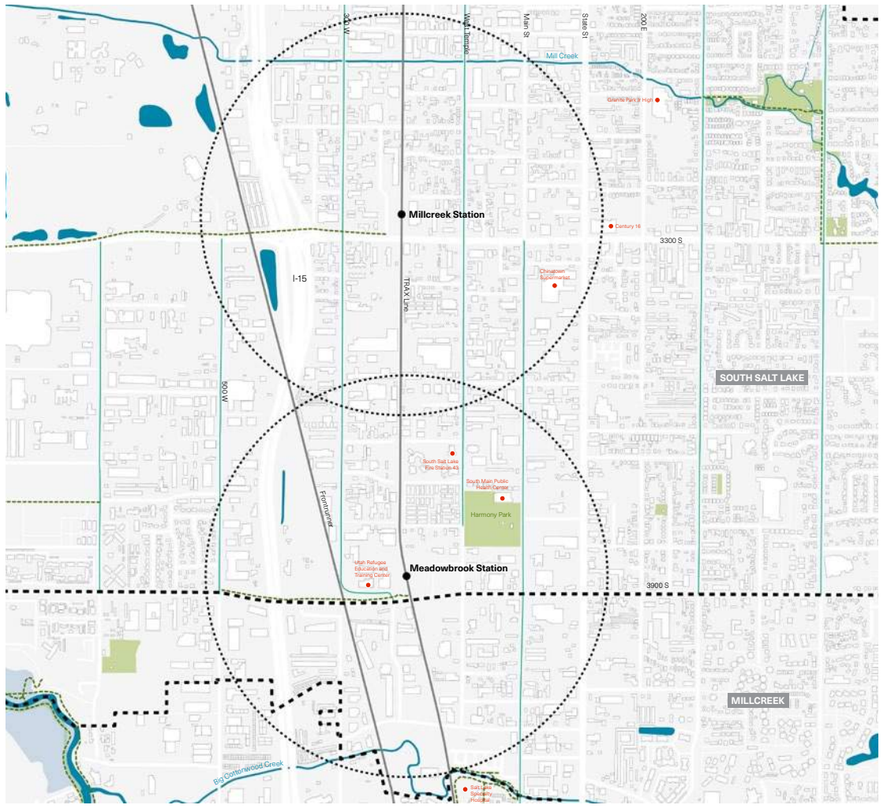
ENVIRONMENT AND OPEN SPACE

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.

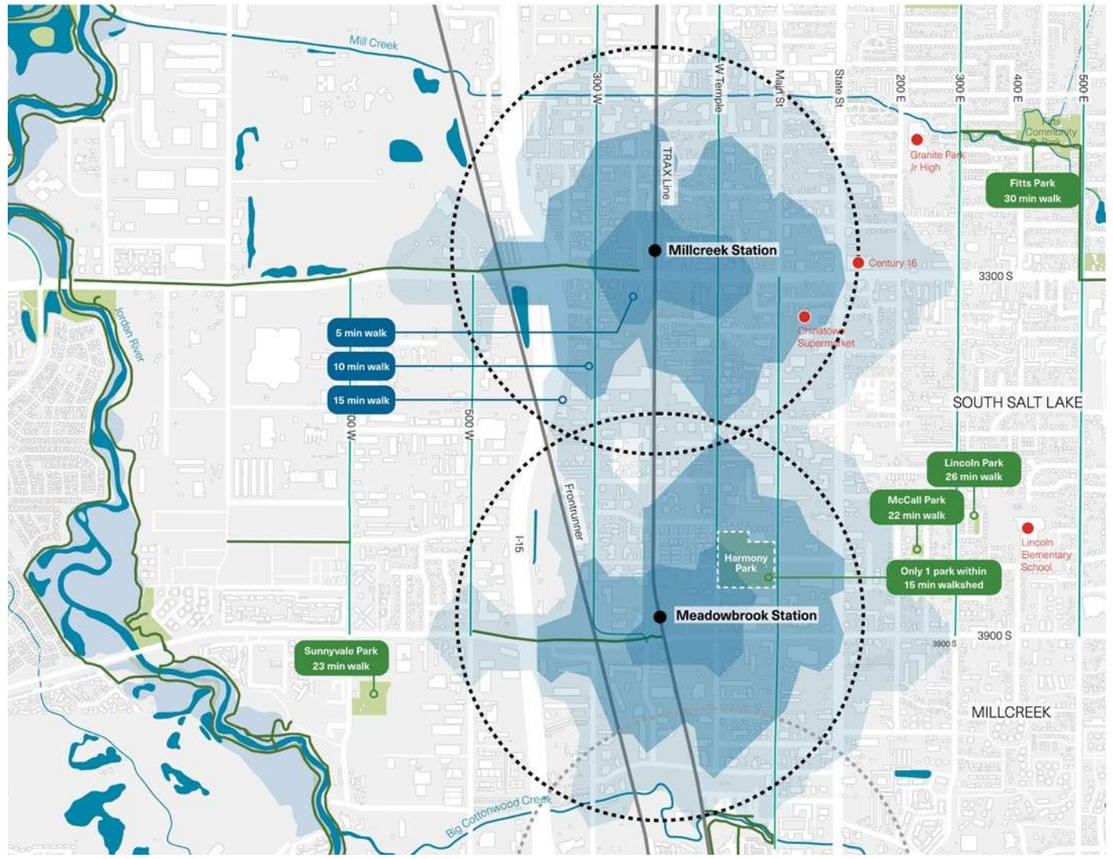


LEGEND

- City Boundary
- Station
- Station 1/2 Mile Buffer
- Rail Lines
- Trails
- Bike Lanes
- Waterways / Creeks
- Wetlands
- Parks

N 0 1000 2000 ft.

Figure 6: Existing Parks, Trails, and Open Spaces



N 0 1000 2000 ft.

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**

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**

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 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) | 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.

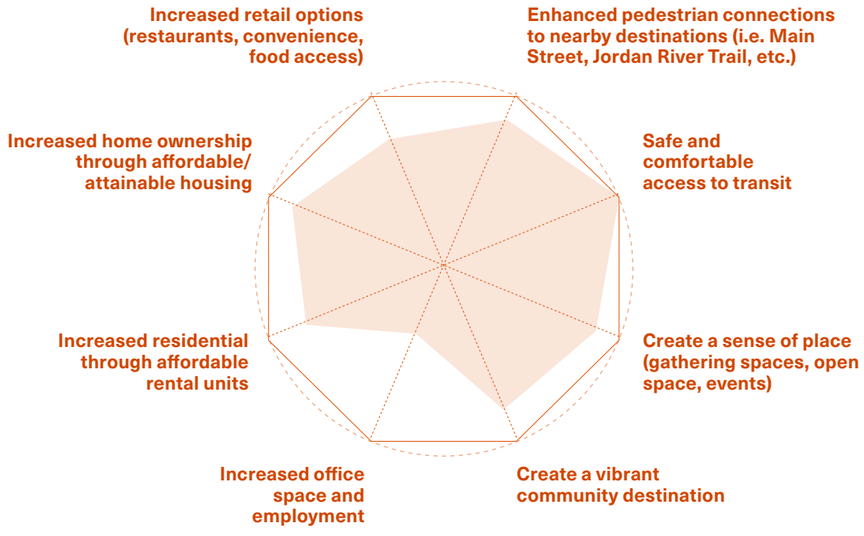
Engagement Window 1 focused on creating project awareness, meeting key stakeholders, understanding current conditions, and confirming project goals. Activities in this window included attending Mural Fest and Station Pop-Ups to gain public feedback on priorities for the plan.

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.



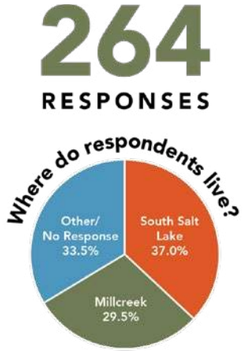
Design charrette participants work with the Project Team to generate ideas for the station areas

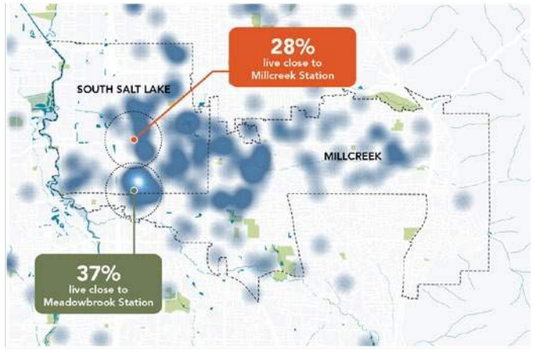
INTERVIEWS & SMALL GROUP MEETINGS

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

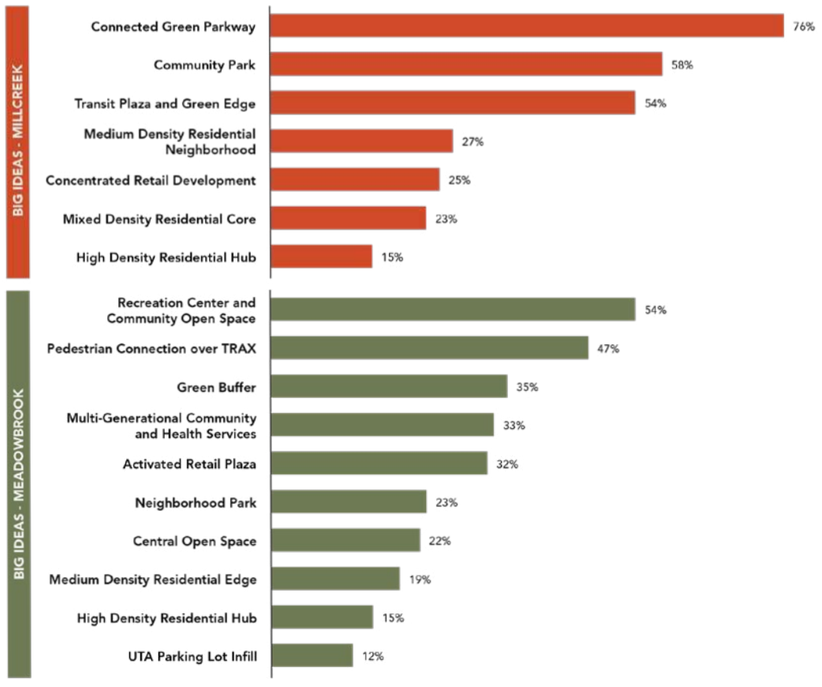
The Meadowbrook & Millcreek SAP Survey was conducted from July 11 through July 30, 2025. The survey consisted of 15 multiple choice and fill-in-the-blank questions and was available in both English and Spanish. The questions asked respondents for input on land uses, key concepts, and overall preferences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







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



MILLCREEK STATION TOP 3 BIG IDEAS

1. Connected Green Parkway
2. Community Park
3. Transit Plaza and Green Edge

MEADOWBROOK STATION TOP 3 BIG IDEAS

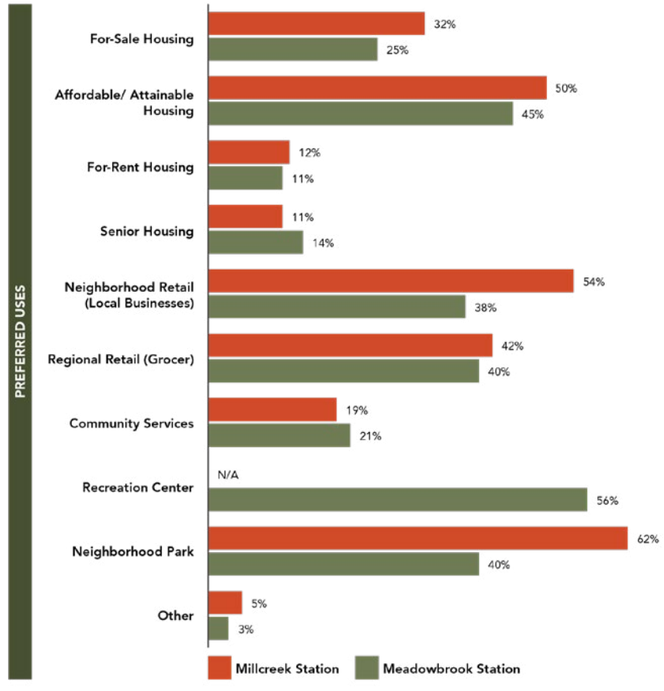
1. Recreation Center and Community Open Space
2. Pedestrian Connection over TRAX
3. Green Buffer

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

VIRTUAL OPEN HOUSE

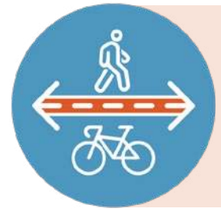
The project team hosted an online open house for stakeholders and representatives from South Salt Lake and Millcreek. Those in attendance were asked to respond virtually to questions about the presented concepts and provided valuable feedback about the area's needs. The meeting began with a presentation 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**.



Respondents ranked their preferred land uses for each station.

SURVEY RESPONSE THEMES



Improve connectivity for pedestrians and cyclists



Increase access to retail and grocery stores



Prioritize green space, trees, and environmental resilience



Enhance safety and traffic calming



Support affordable housing development



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.

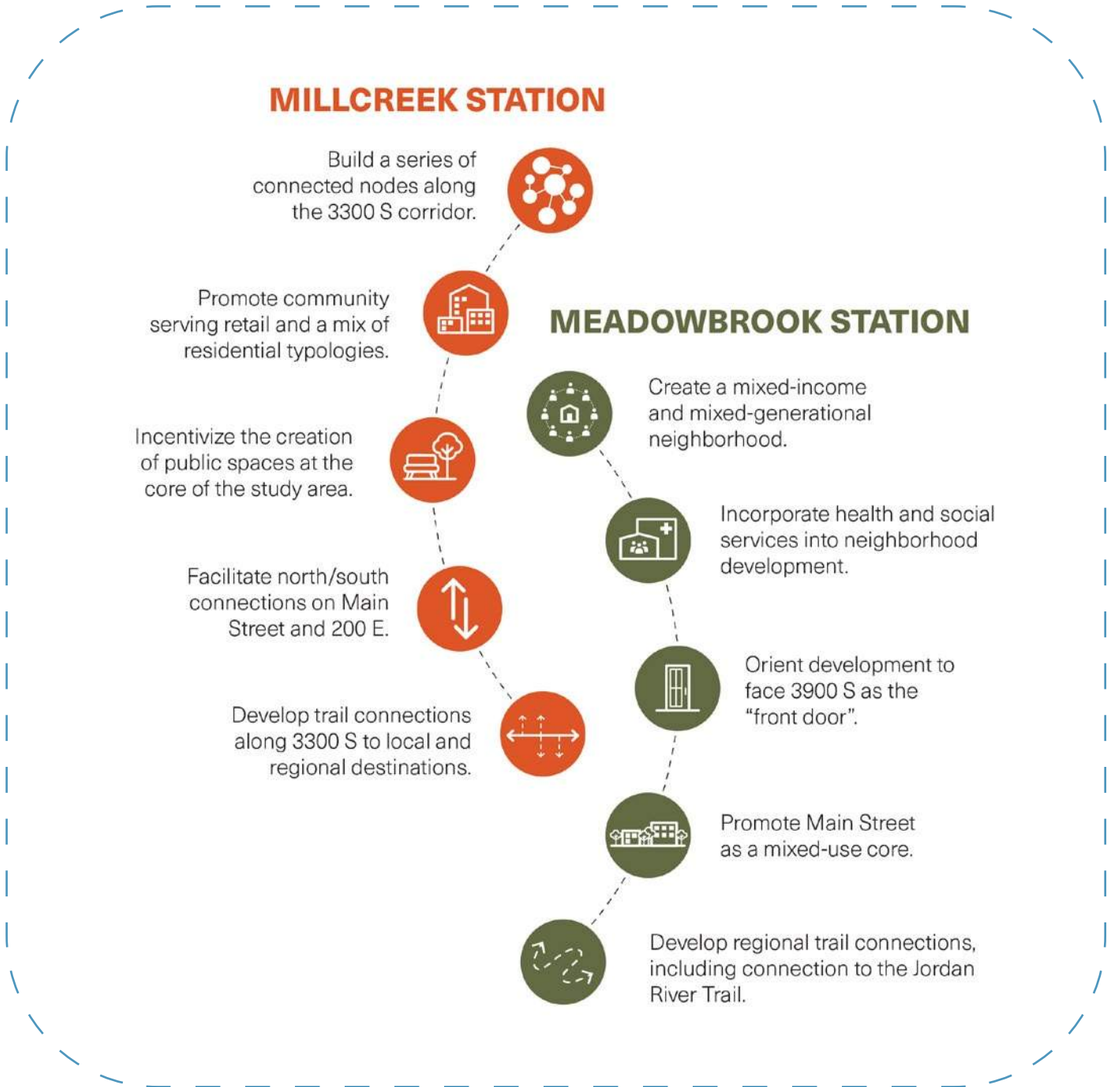
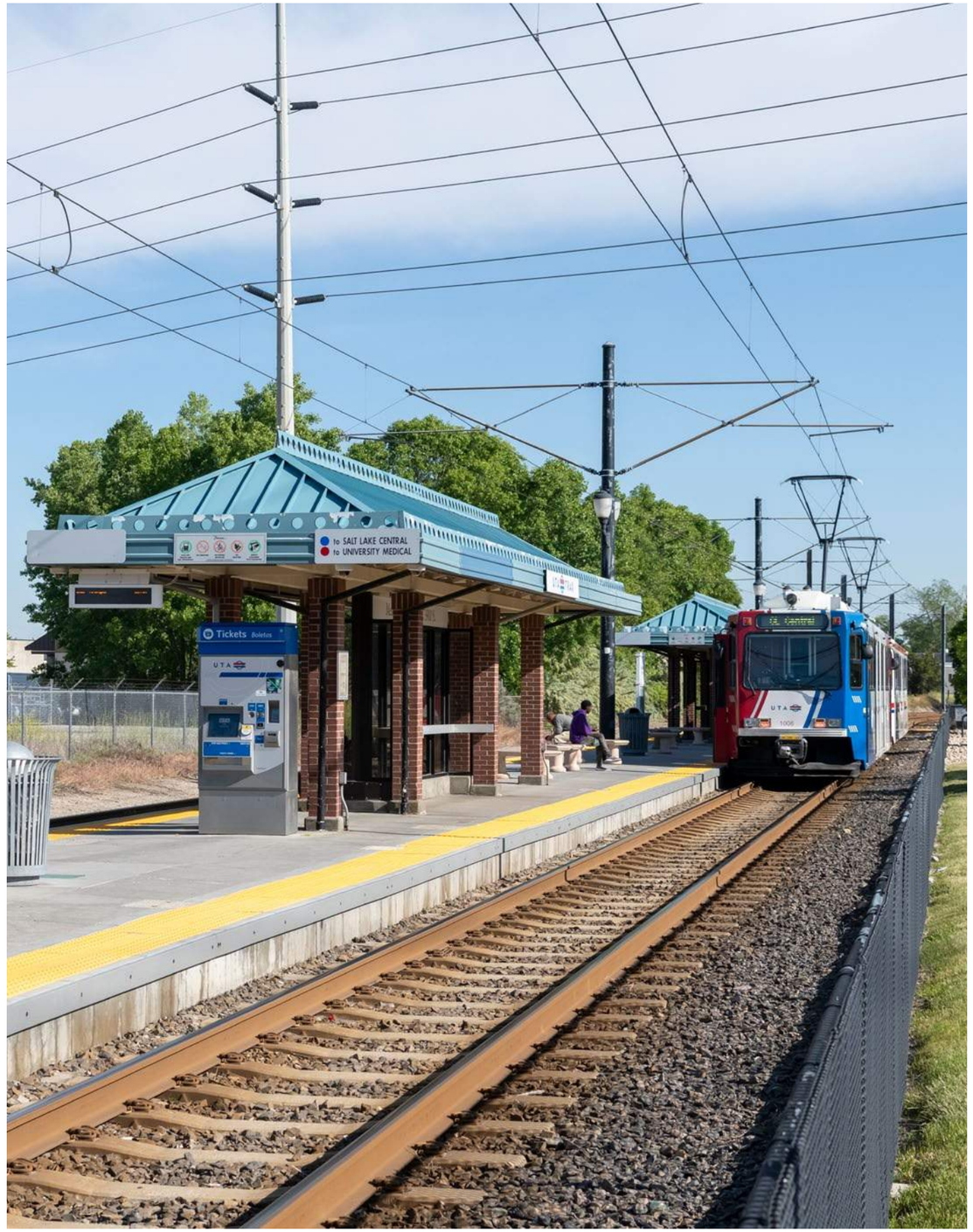


Figure 8: Guiding Principles



REGIONAL CONNECTIVITY

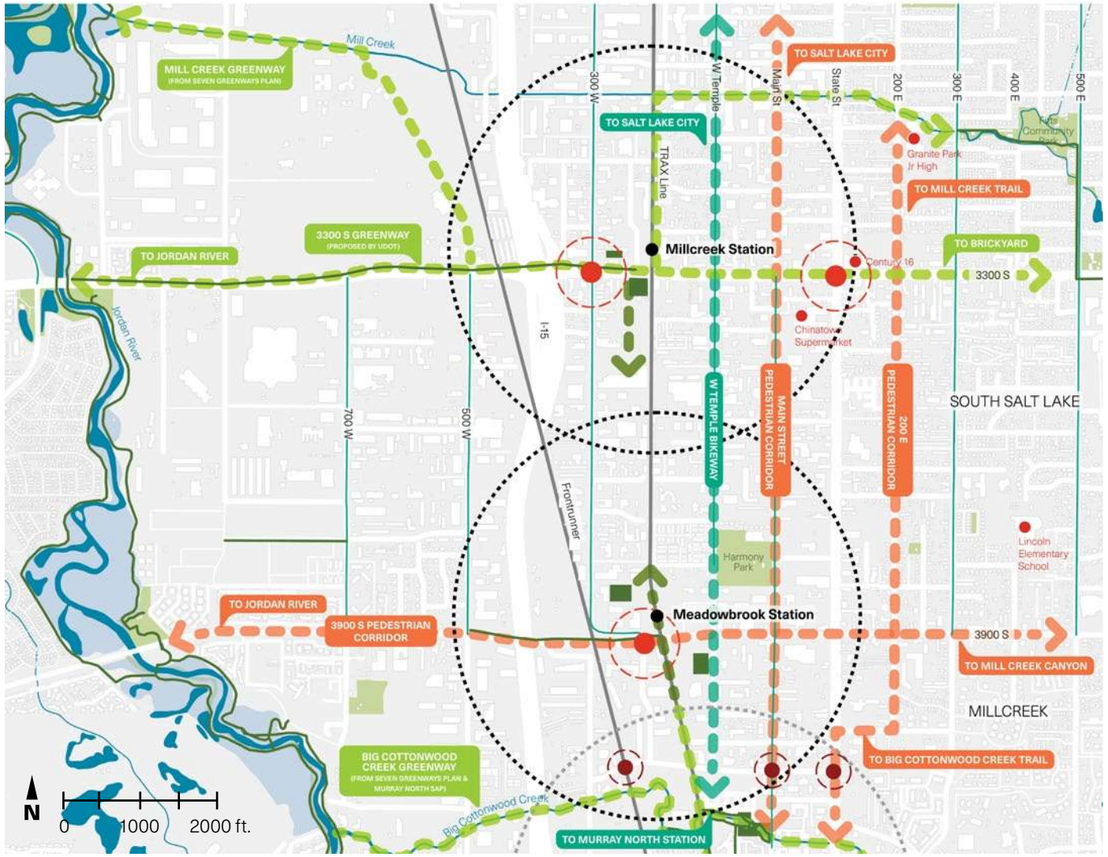


Figure 9: Station Areas Connectivity Vision

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. Existing multi-use trails such as the one along 3900 S should be extended to the east to enhance multi-modal connections.





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.

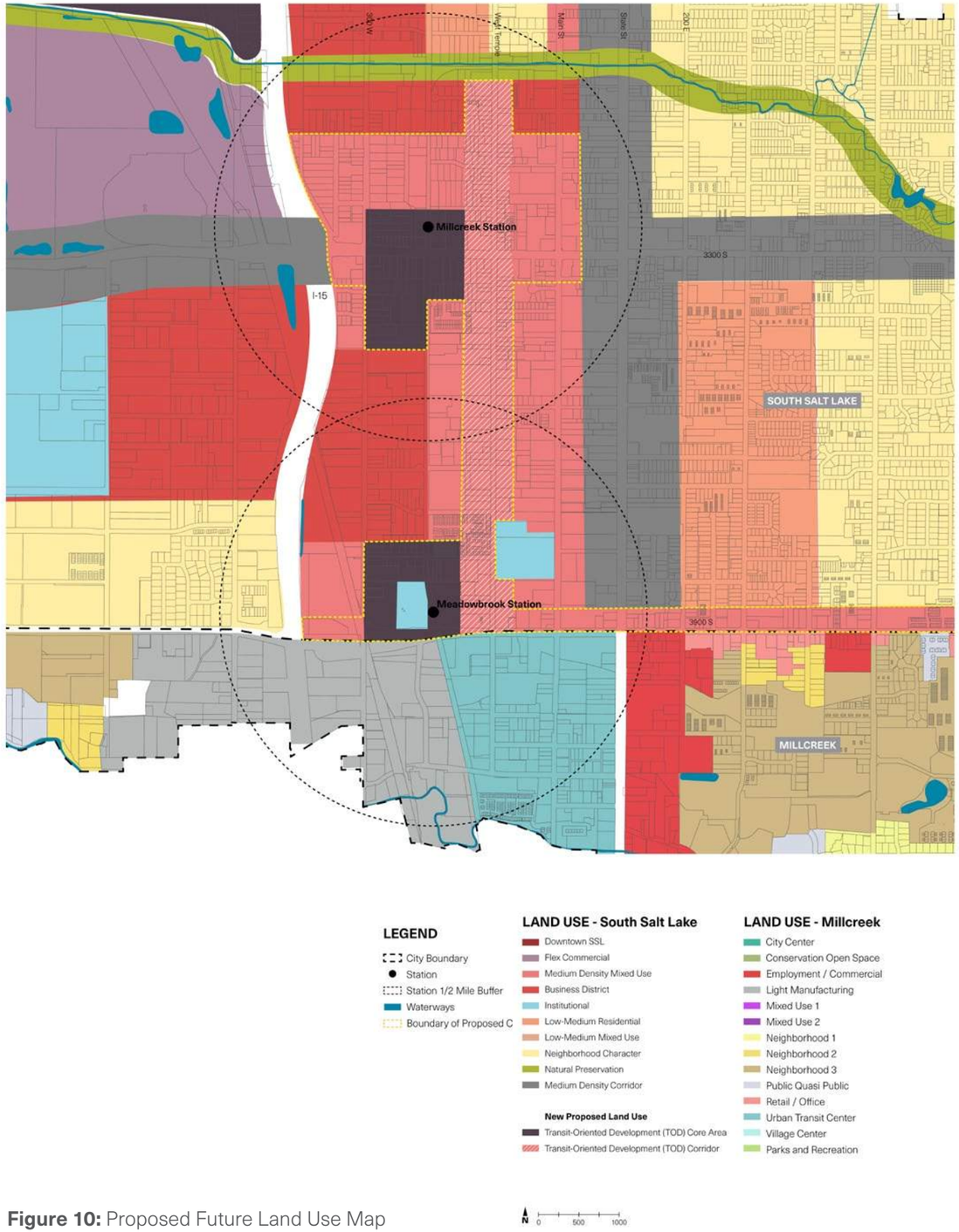


Figure 10: Proposed Future Land Use Map

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.
- Any future rezoning within the Millcreek portion of the plan area to align with these land use recommendations should be initiated by the developer.
- Prior to any rezoning, the economic conditions of the area and of the proposed use should be reviewed by City Council.

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.

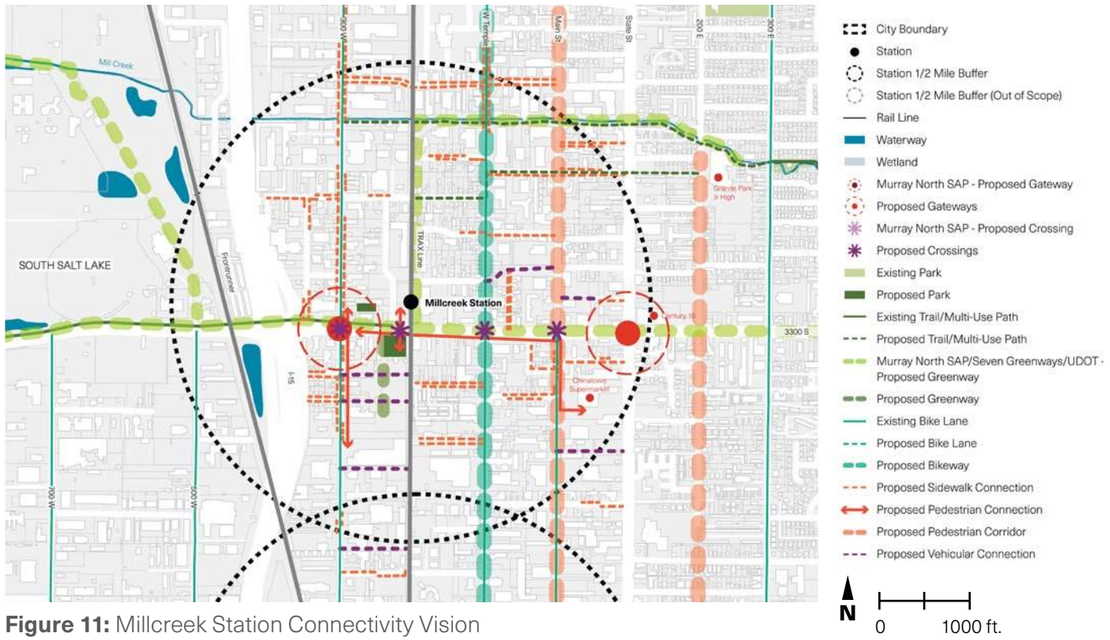


Figure 11: Millcreek Station Connectivity Vision

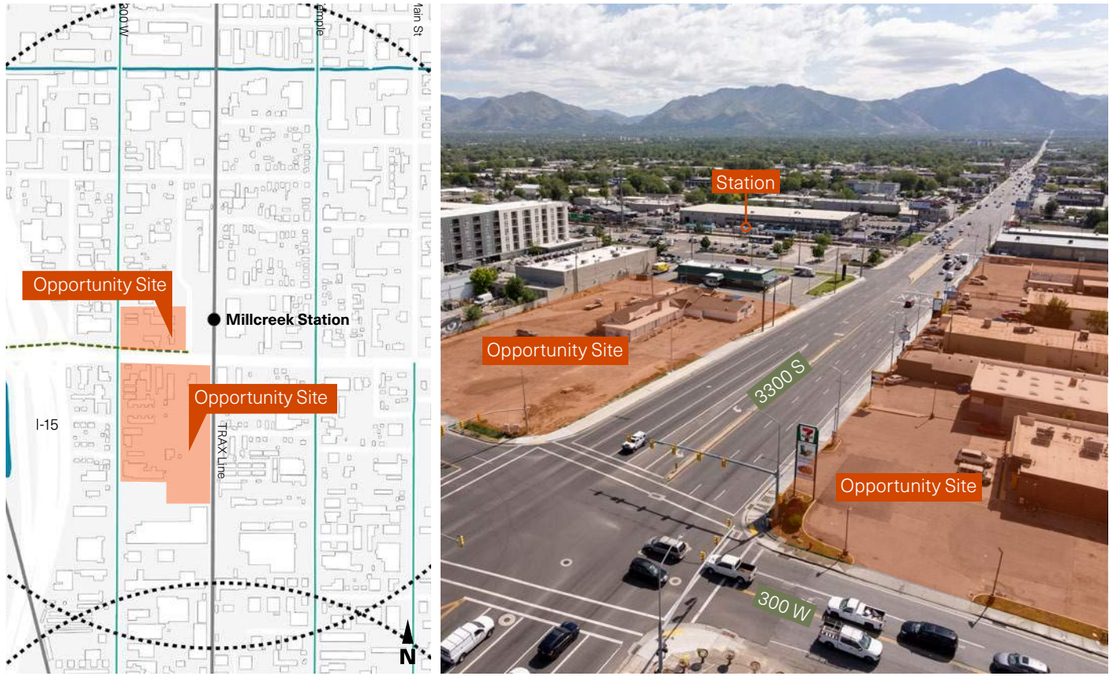


Figure 12: Millcreek Station Opportunity Sites

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.

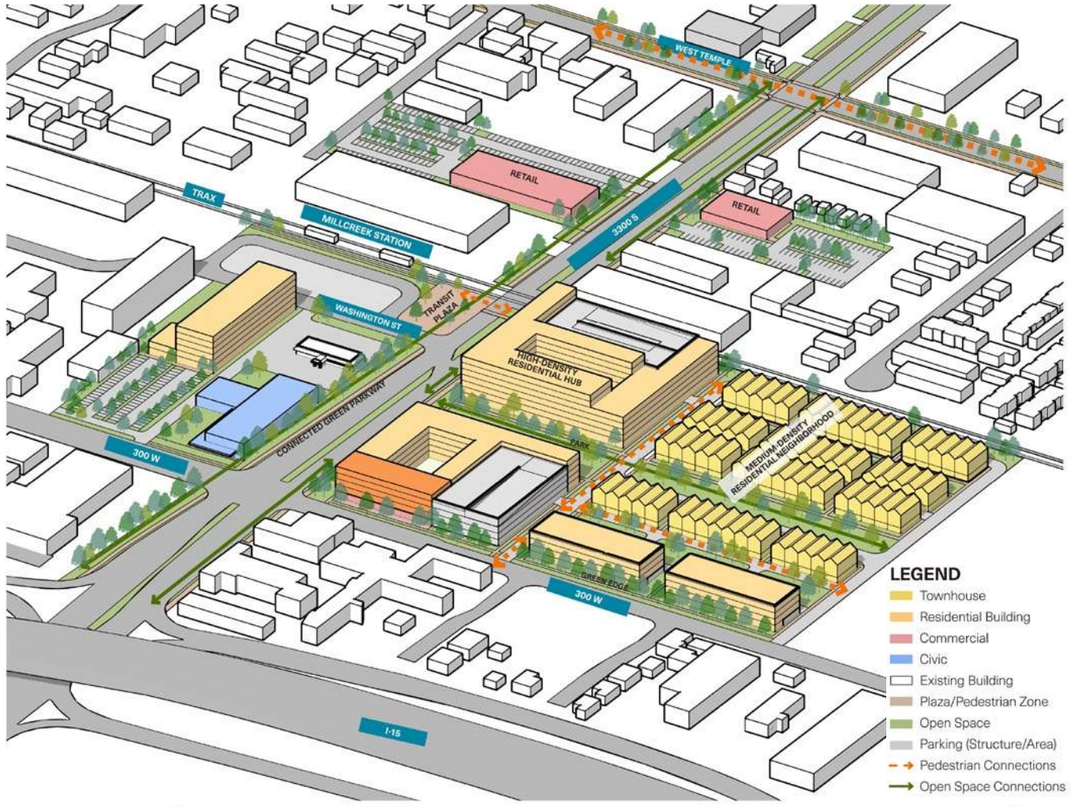
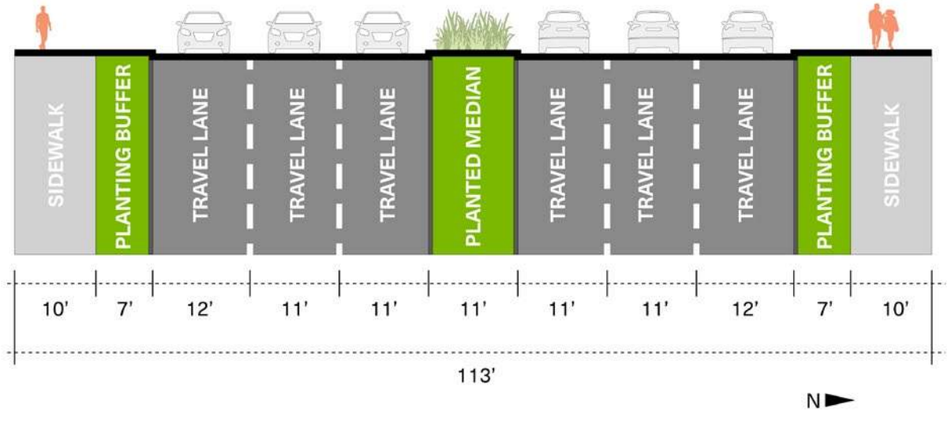


Figure 13: Millcreek Station Concept Plan



*Public Right of Way is 103'. An additional 10' is needed from adjacent land use to make sidewalks 10' wide.

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.

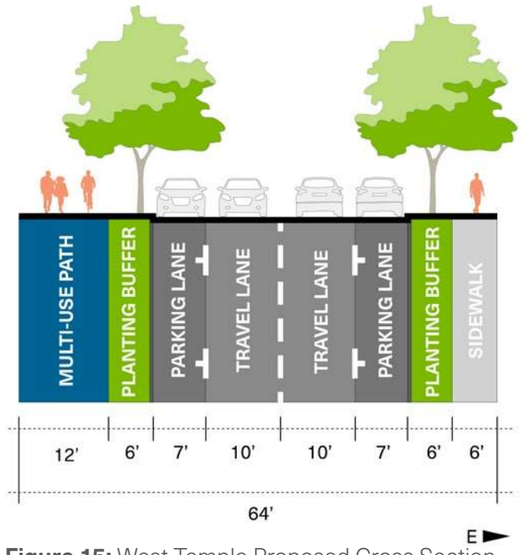


Figure 15: West Temple Proposed Cross Section

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.

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 or byway 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.

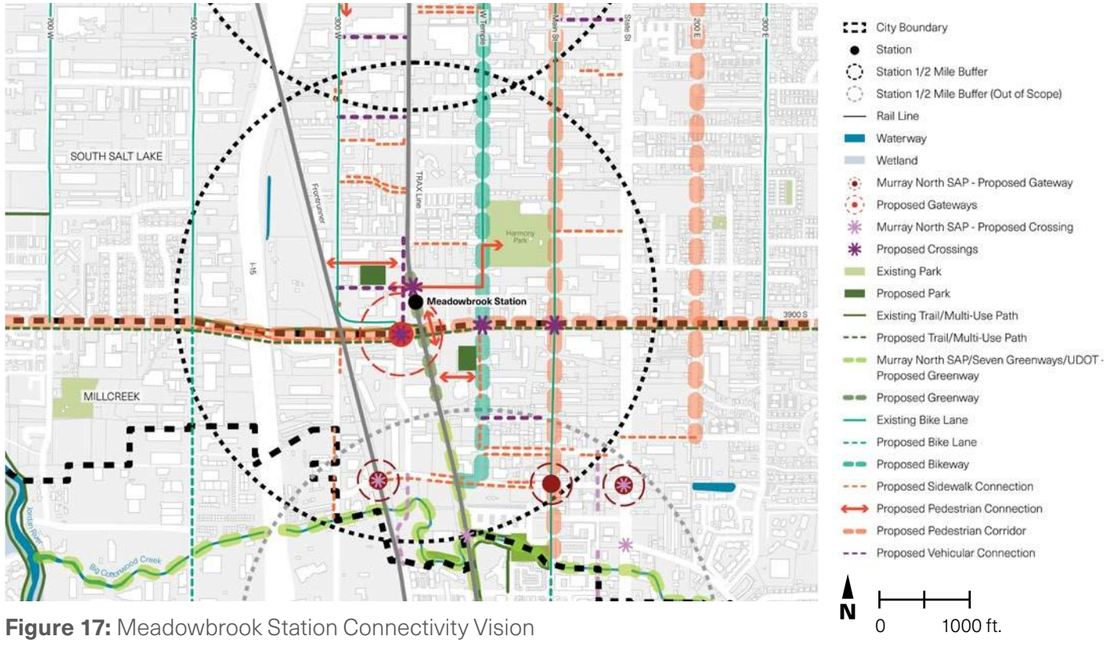


Figure 17: Meadowbrook Station Connectivity Vision



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, dinning, 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.

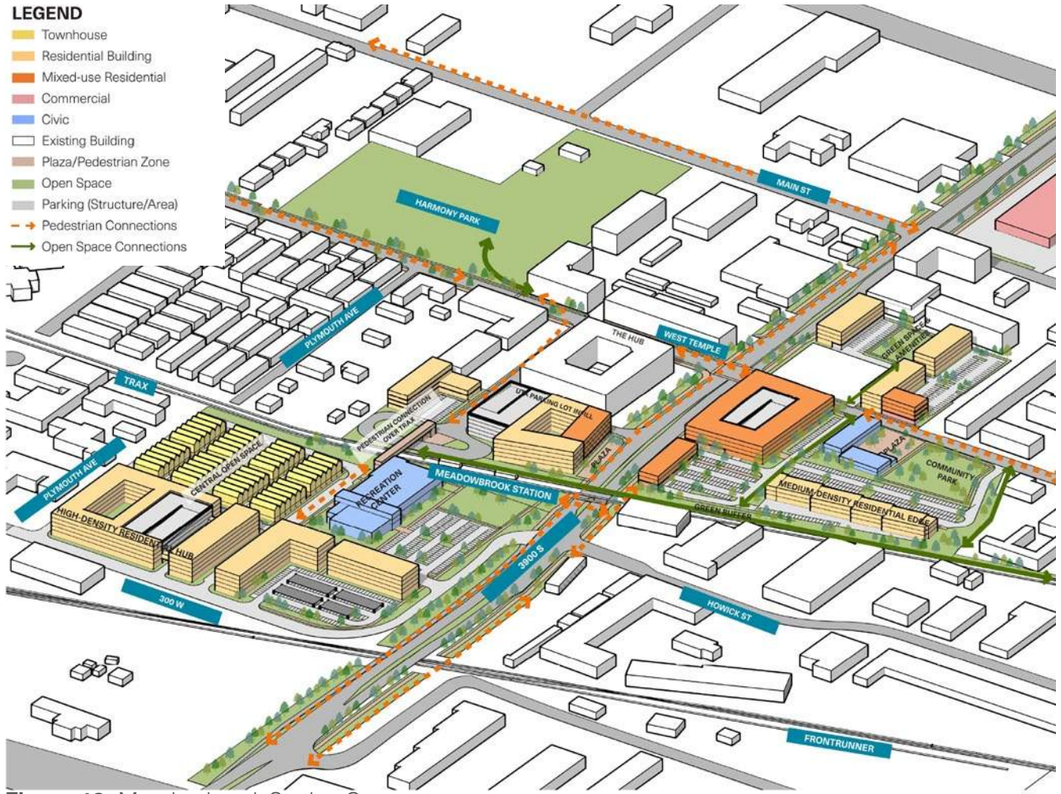


Figure 19: Meadowbrook Station Concept

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.

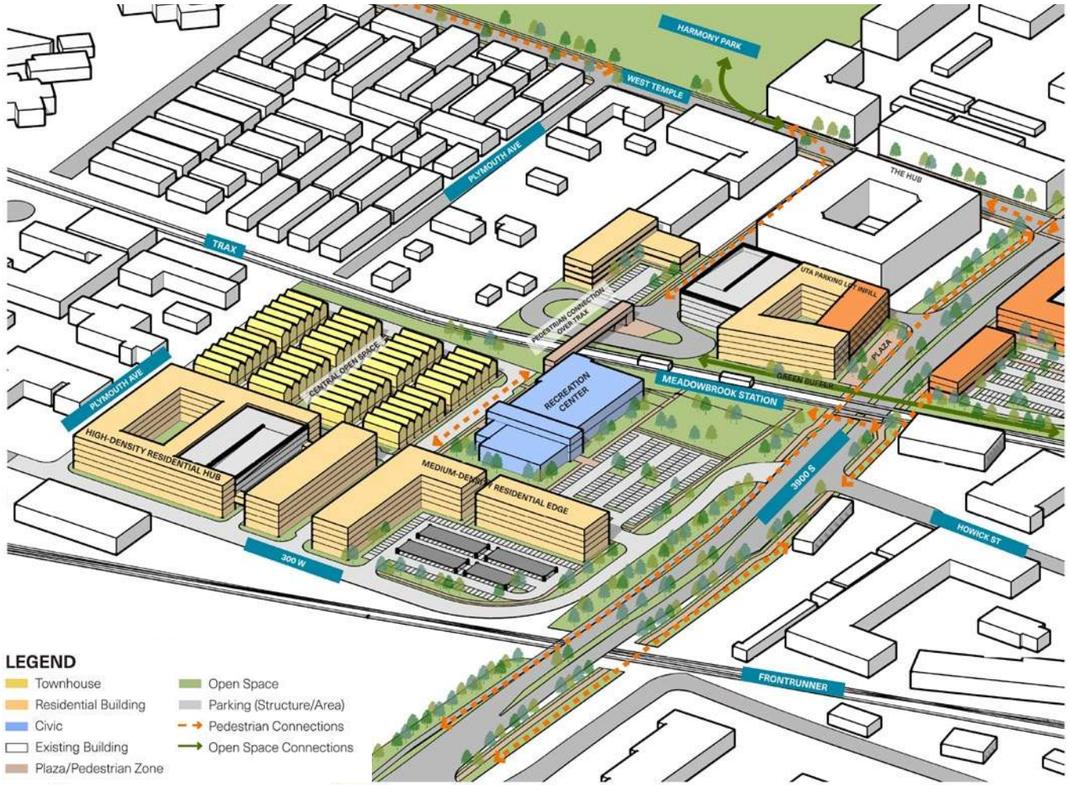


Figure 20: Meadowbrook Station Concept - South Salt Lake Zoom In

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.

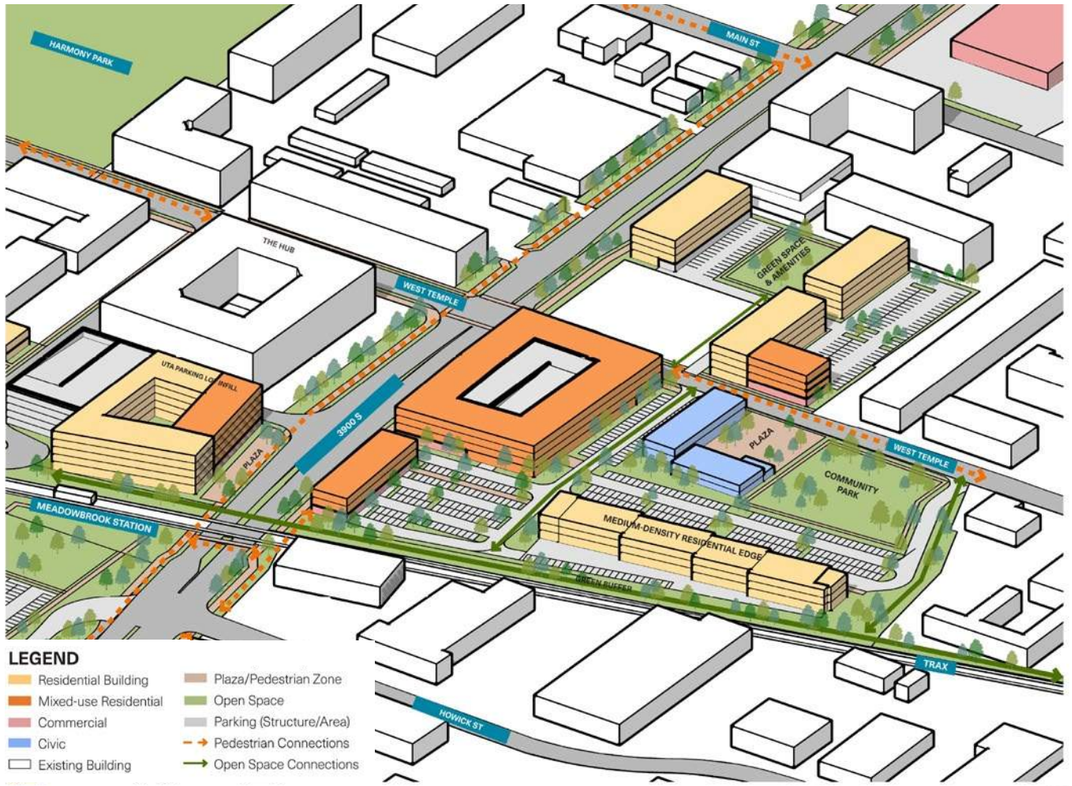


Figure 21: Meadowbrook Station Concept - Millcreek Zoom In

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 Meadowbrook Station areas to allow for greater connectivity across the region.

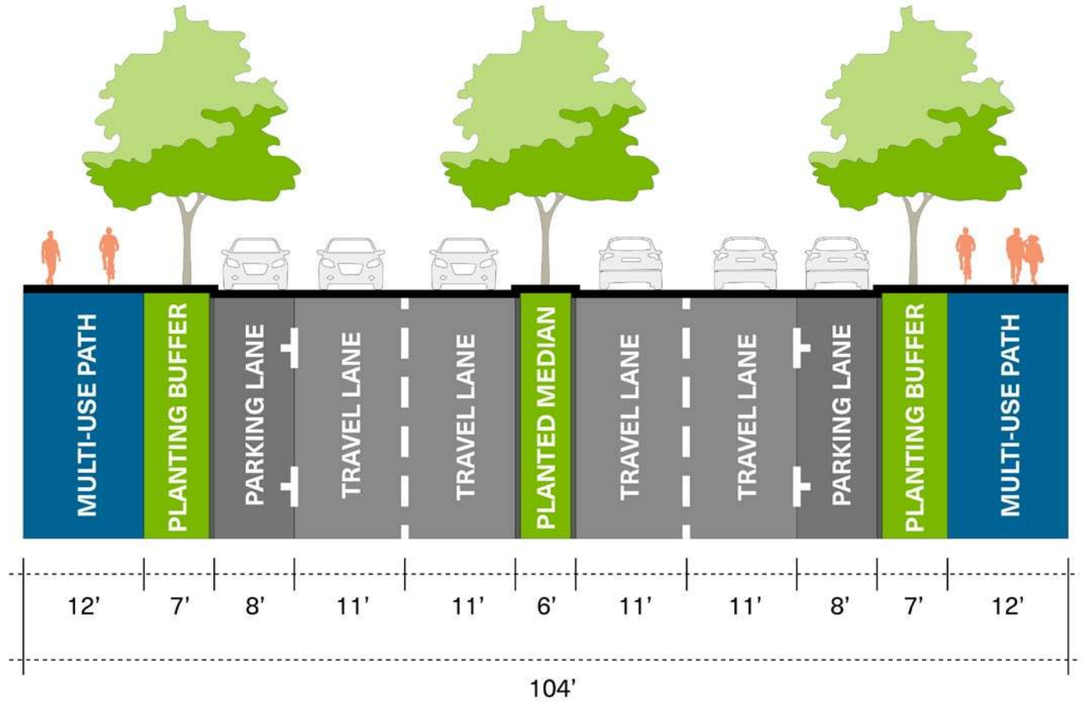


Figure 22: 3900 S Proposed Cross Section



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

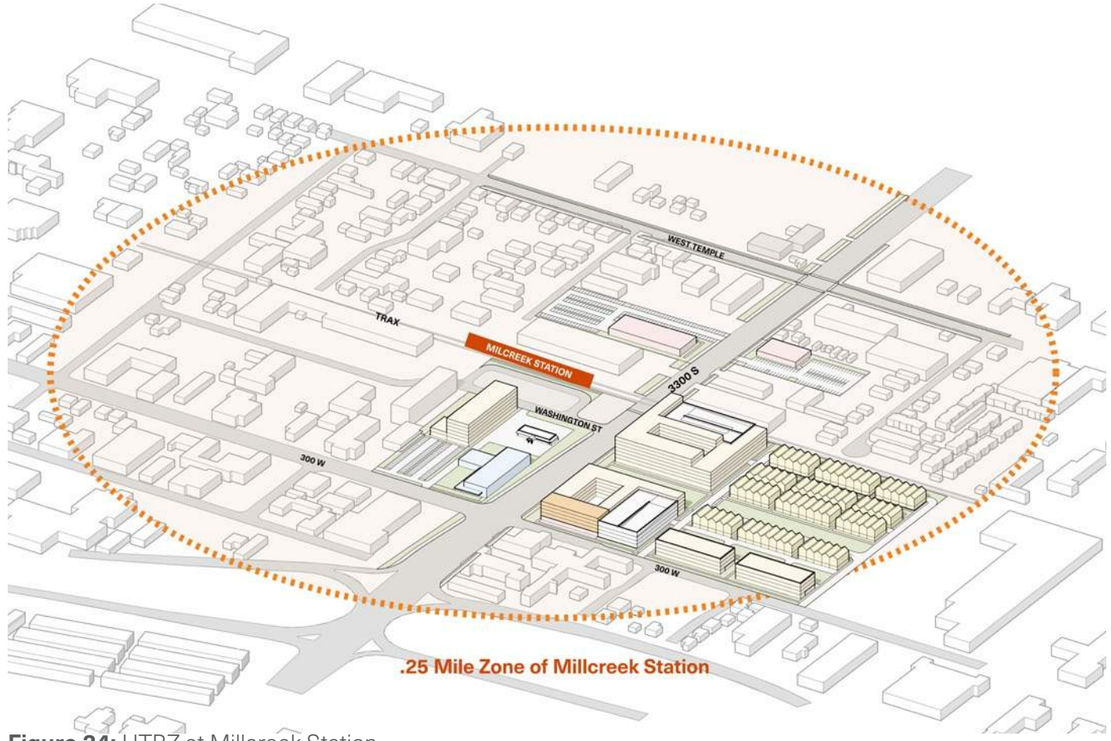


Figure 24: HTRZ at Millcreek Station

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			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	Design and construct Transit Plaza on the south-west corner of UTA's parking lot	X		X		South Salt Lake CIP; Federal Funds; IHTRZ
8	Study incentives to support redevelopment of identified opportunity sites	X			Property Owners	
9	Study 3300 South Greenway and trail connectivity	X	X		UDOT Seven Canyons Trust	Utah Trail Network (UDOT)
10	Explore potential land acquisitions to secure new green public space in the area	X				

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	Study potential greenway along TRAX line to connect to Meadowbrook Station	X	X	X	UDOT	Utah Trail Network (UDOT)
12	Construct new roadway connections at Walton Avenue and Granite Avenue	X				Local General Funds
13	Implement multi-use trail or byway 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
14	Add missing sidewalks on 300 West	X			UDOT	STP; CRP, CMAQ or TAP funds via UDOT/WFRC
15	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
16	Add missing sidewalks on 2950 S	X				Local general funds; STP; CRP, CMAQ or TAP funds via UDOT/WFRC
17	Consider adding Inclusionary Zoning Requirements to existing code to incorporate affordable and senior housing in the station area	X				
18	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				
19	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				
20	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

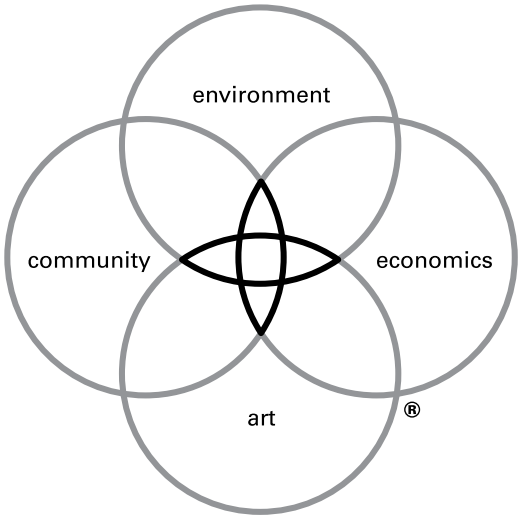
	ACTION ITEM	RESPONSIBLE PARTY*				FUNDING/ FINANCING
		SOUTH SALT LAKE	MILLCREEK	UTA	OTHER	
21	Design right-of-way improvements to 3900 South	X	X			TIF, Community Improvement District (CID); Local General Funds; CRP, CMAQ or TAP funds via UDOT/ WFRC
22	Prepare a multi-jurisdictional design to implement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

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	Study overall trail improvements and connections to Big Cottonwood Creek and Jordan River	X	X		Seven Canyons Trust	Utah Trail Network (UDOT)
34	Implement intersection improvements on 3900 South	X	X	X		Local general funds; STP, CRP, CMAQ or TAP funds via UDOT/WFRC; HTRZ
35	Complete path connections on 3900 South, tying into UTN facilities, and extend the existing multi-use trail to the east	X	X	X		Local General Funds; Utah Trail Network program funds via UDOT; CRP, CMAQ or TAP funds via UDOT/ WFRC
36	Extend bike lanes on 500 West and Main Street		X			Local General Funds; CRP, CMAQ or TAP funds via UDOT/WFRC
37	Create new a roadway connection at Weston Avenue		X		X	Local General Funds
38	Consider adding Inclusionary Zoning Requirements to existing code to incorporate affordable and senior housing in the station area	X	X			
39	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			
40	Actively pursue open space aquisition in the plan area		X			
41	Review the proposed land use recommendations from this plan together with the Murray North SAP to create a cohesive land use strategy		X		Murray	
42	Prioritize a strategy to resolve the current food and medical deserts in the area		X		X	
43	Create a task force for the Meadowbrook Station Area to facilitate cross-jurisdictional implementation	X	X			

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



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APPENDIX



APPENDIX A:
PREVIOUS PLANS REVIEW

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Aspen, Colorado 81611
970.925.8354
designworkshop.com

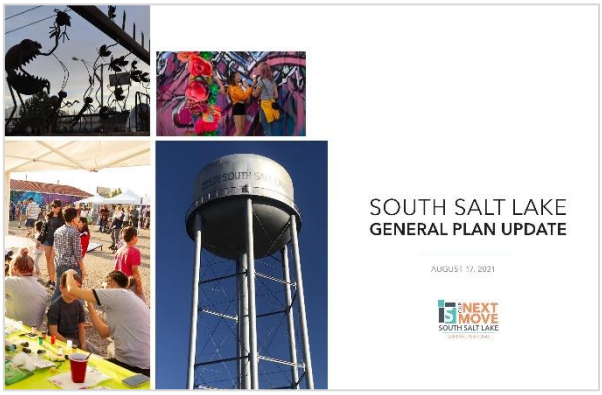
MEMORANDUM

To:	City of Millcreek City of South Salt Lake
From:	Design Workshop
Date:	May 15th, 2025
Project Name:	Meadowbrook & Millcreek Station Area Plan
Project #:	8633
Subject:	Previous Plans Review

The following memo includes a review of existing plans and documents relevant to the Meadowbrook & Millcreek Station Area Plan.

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Murray North Station Area Plan 23
UTA Five-Year Service Plan 26
UTA Moves 2050 Long Range Transit Plan 28
UTA Transit Parking Strategy Guidebook and Tool 31
WFRC Regional Transportation Plan 33

Image	
Document Name	**South Salt Lake General Plan Update**
Written By	City of South Salt Lake
Publication Year	2021
Summary (50 – 100 words)	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 across the city.
Key Takeaways	• 6 Big Moves ○ Continue to encourage mixed-use density at or near transit, and on major transportation routes ○ Enhance economic and social opportunities by investing in people ○ Celebrate South Salt Lake's image through urban design and streetscape ○ Reinforce South Salt Lake as a "City on the Move" ○ Build great neighborhoods by preserving legacy residential areas, adding commercial neighborhood nodes, and continuing to add parks, trails and high-comfort bike routes ○ Green the City • The station area is part of multiple WFRC Equity Focus Areas

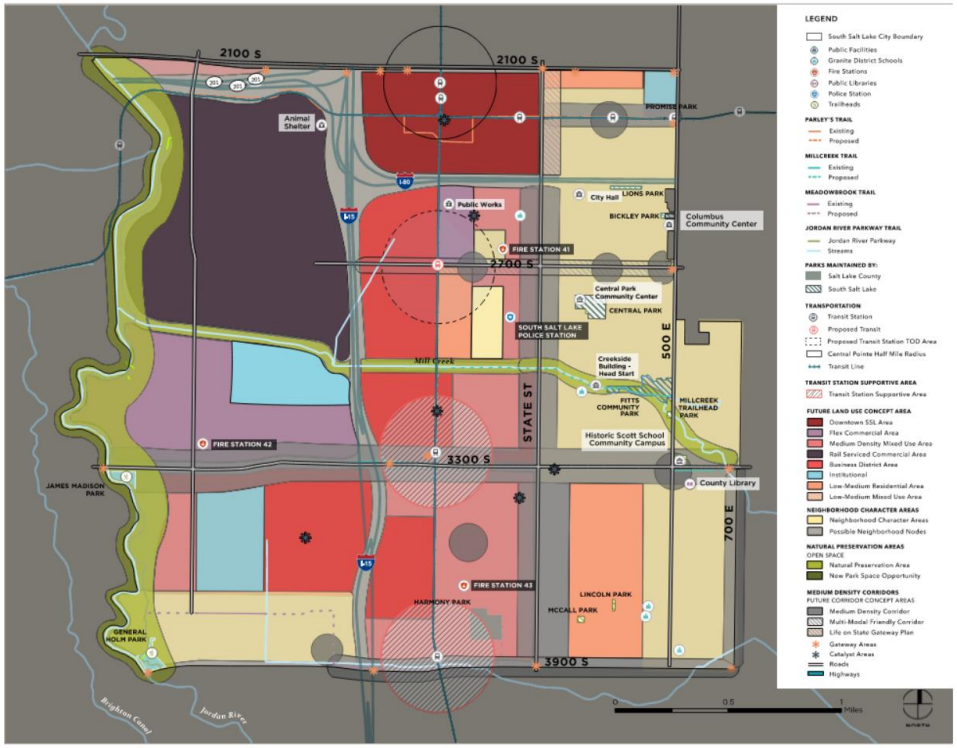
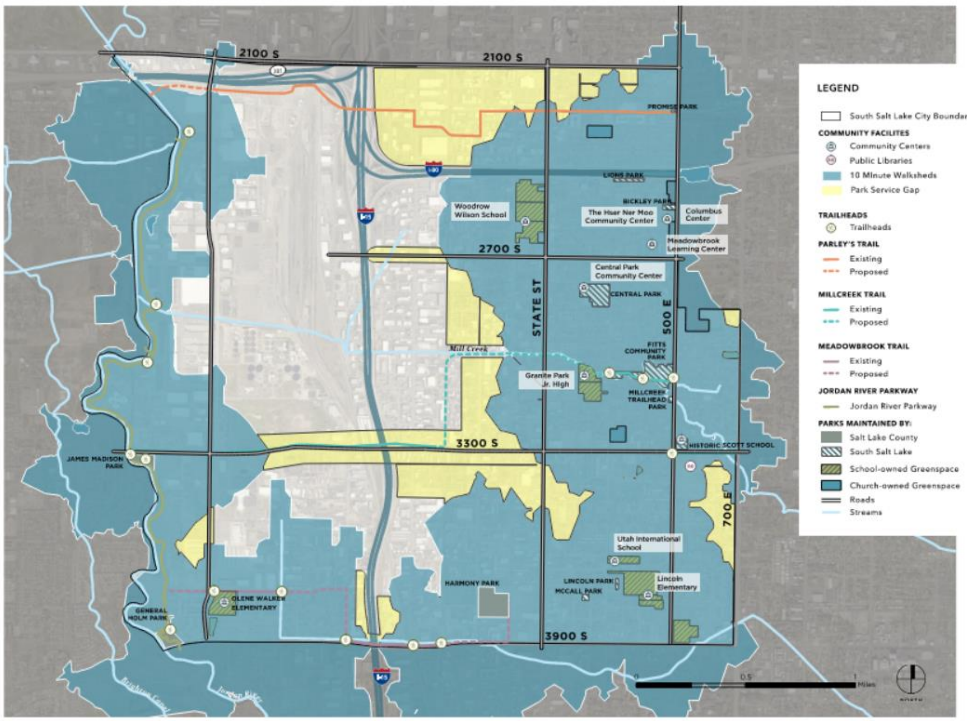
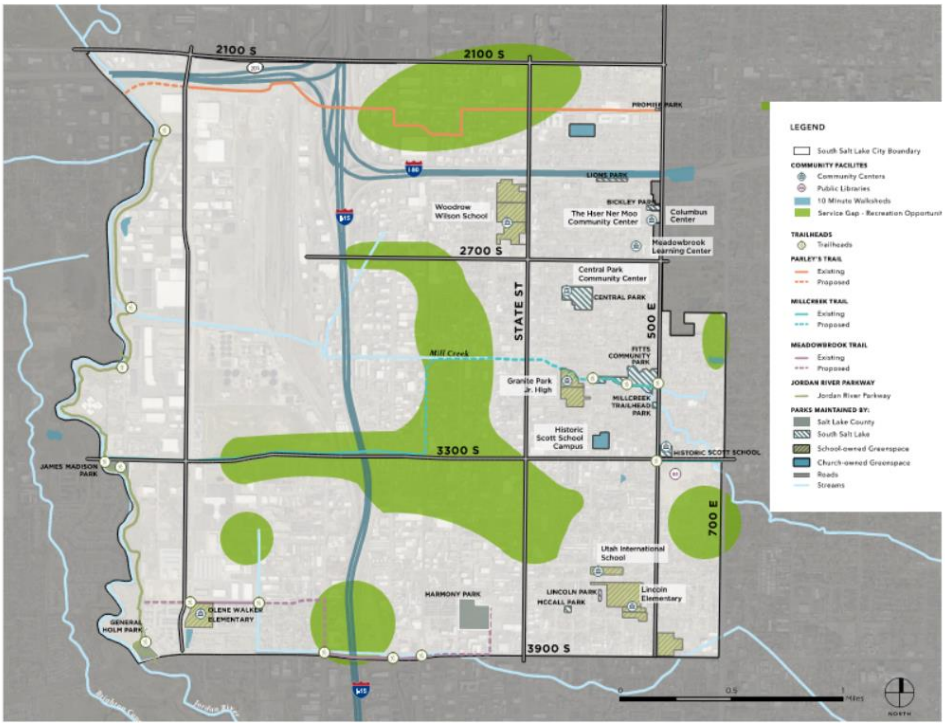
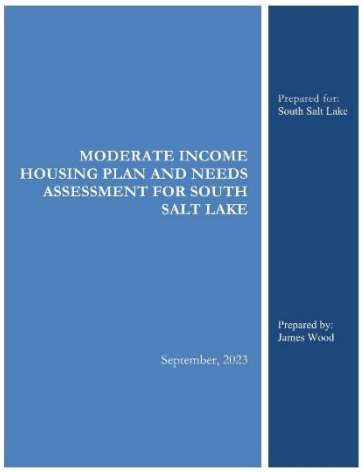
Key Images	FIGURE III-10: FUTURE LAND USE MAP  FIGURE VII-3: PARK AND SCHOOL 10 MINUTE WALKSHED 

	FIGURE VII-4: RECOMMENDED AREAS FOR FUTURE PARKS AND PUBLIC SPACE 
Key Takeaways for Transportation Element	• Improve multi-modal safety on roadways • Improve connectivity between neighborhoods • Recognize the value of streets as public spaces • Enhance first mile/last mile connectivity
Key Takeaways for Land Use Element	• Accommodate diversity in housing types, costs, and densities • Use streetscape design to bolster city pride and identity • Concentrate high density development near transportation and transit in mixed use neighborhoods • Encourage development and maintenance of affordable housing supply • The station areas primarily fall within the following future land use zones: ○ Business District Area ▪ Employment oriented with supporting retail, services, hotels ▪ Low and medium density commercial development ○ Medium Density Mixed Use Area ▪ Mix of residential and commercial uses ▪ 35-60 du/ac ▪ 3-6 story commercial buildings ○ Medium Density Corridor ▪ Currently developed as auto-focused commercial, but appropriate for redevelopment into mixed use areas ▪ 35-60 du/ac

	▪ 3-6 story commercial buildings • There are large park service gaps running through the station areas, located in the following areas: o 3300S from State St to 700 W o West Temple from 3440 S to 2700 S o I-15 and 3900 S

Image	
Document Name	**Moderate Income Housing Plan and Needs Assessment for South Salt Lake**
Written By	James Wood
Publication Year	2023
Summary (50 – 100 words)	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.
Key Takeaways	• Second oldest owner occupied housing stock of the 16 SLCo cities (averaging 60 yrs old) • 40% of homeowners have a housing cost burden (30% of income spent on housing) • 10% of renters and nearly 10% of homeowners have a severe housing cost burden (50%+ of income spent on housing) • South Salt Lake has the highest percentage of renter-occupied units out of the 16 SLCo cities

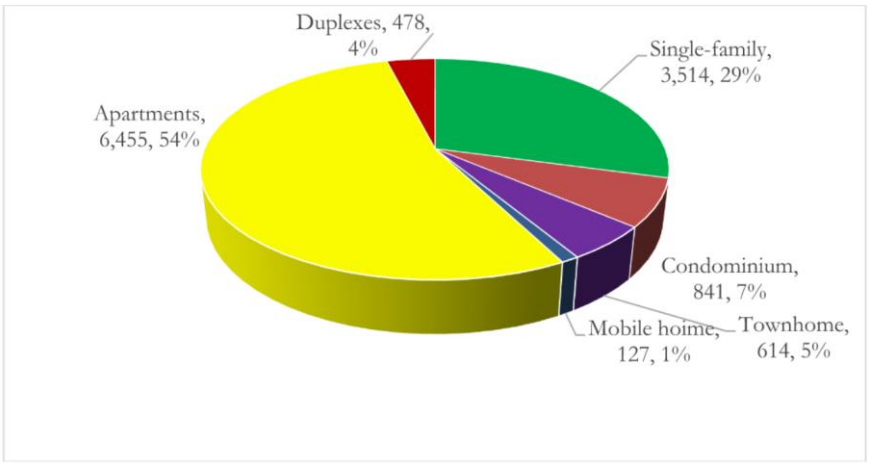
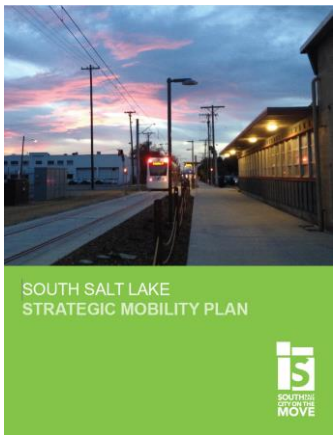
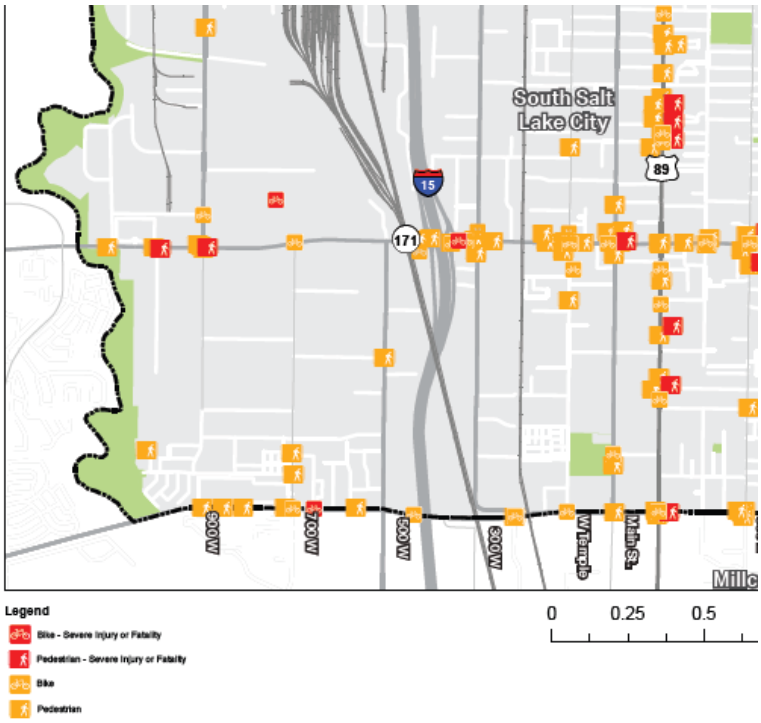
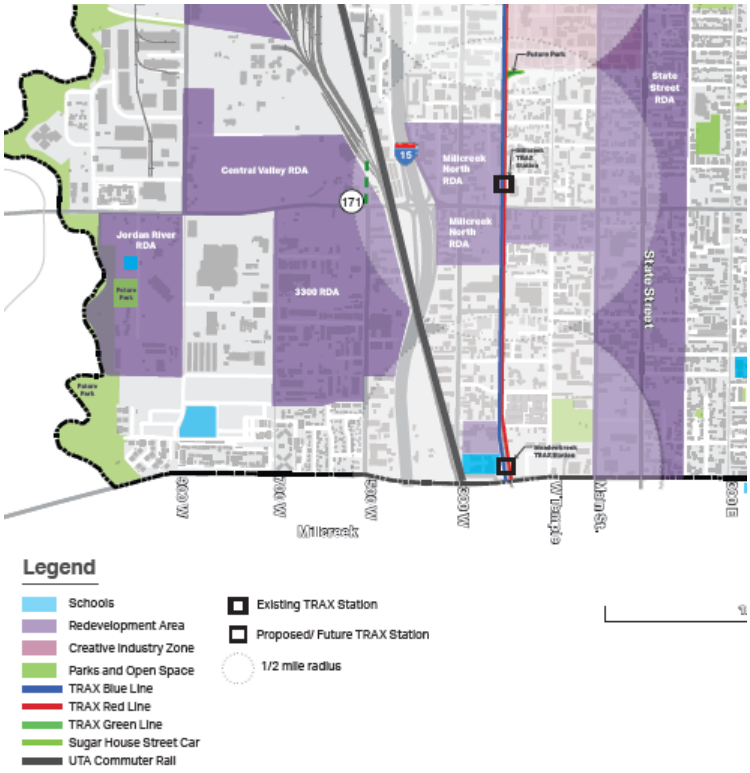
Key Images	
Key Takeaways for Transportation Element	• N/A
Key Takeaways for Land Use Element	• Affordable housing resources/development should target <30% and <50% AMI households • Owner-occupied affordable housing is more pressing than renter-occupied, where there is currently a good stock

Image	
Document Name	**South Salt Lake Strategic Mobility Plan**
Written By	City of South Salt Lake
Publication Year	2022
Summary (50 – 100 words)	The South Salt Lake Strategic Mobility Plan is 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 focused on safety,

	equitable access, demand management, physical infrastructure enhancements, health and environmental sustainability, and community-oriented development. The plan also provides a framework of catalytic projects that could improve the transportation system of the city.
Key Takeaways	• Employment is concentrated primarily along a north-south corridor between I-15 and State Street. • According to the plan, only 984 residents both live and work in South Salt Lake; however, 33,127 people commute into the city for work, while 11,024 residents commute out for employment elsewhere. • The existing transportation network includes multiple transit options such as TRAX, S-Line streetcar, buses, the Jordan River Trail, and three major freeways (I-15, I-80, UT-201), which provide strong north-south connectivity but create barriers for east-west travel. • Safety concerns are notable in the Meadowbrook & Millcreek Station Area, particularly bike and pedestrian crashes on 3300S, 3900S, and State Street; goals include adopting a Vision Zero policy, improving infrastructure, and integrating safety-focused design principles. • Both station areas also include Redevelopment Areas (RDA) along State Street and 3300S. RDAs aim to promote transit-oriented communities by encouraging increased housing and employment density, mixed land uses, optimized parking, and enhanced walking and biking facilities. • To build a safe and connected active transportation network, the plan proposes trails along Mill Creek, parts of I-15, and 500 W. It also proposes bike routes along Gregson Ave, Main St, and Washington Street, as well as bike improvements along the TRAX rail and State Street. In addition, it includes upgrading or adding new crossings within the station areas. • The plan prioritizes first/last-mile access to public transit through bicycle and pedestrian enhancements within one mile of rail stations, alongside other travel mode options. 300 S and State Street are also identified as Future Core Routes. • Part of the list of catalytic projects includes pedestrian crossing upgrades at Meadowbrook and Millcreek TRAX Stations, trail crossing implementation at Baird/State Street, neighborhood bikeway development on Gregson Avenue, and first/last-mile improvements around Millcreek Station.

Key Images	 

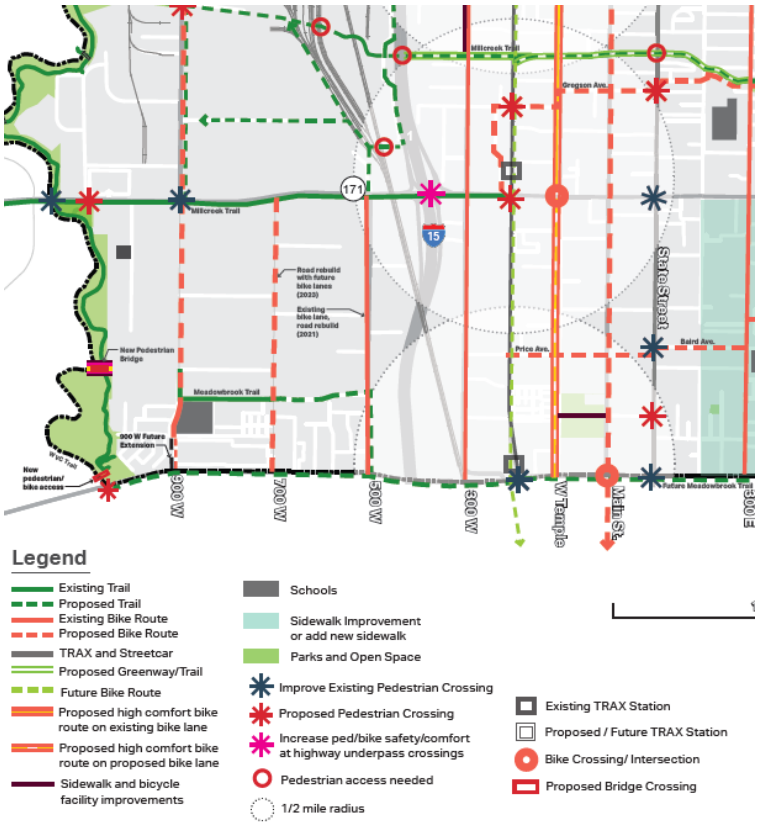
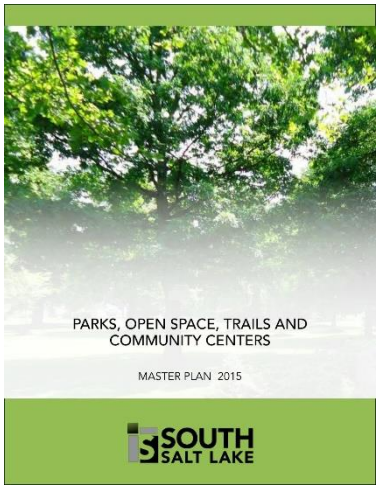
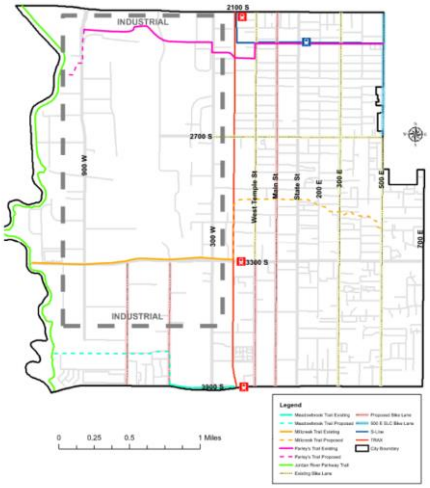
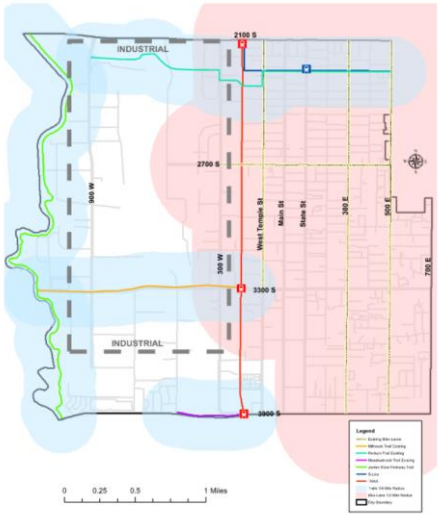
	

Image	
Document Name	**South Salt Lake Parks, Open Space, Trails, and Community Centers Master Plan**
Written By	City of South Salt Lake
Publication Year	2015
Summary (50 – 100 words)	This plan outlines the importance of parks, open spaces, trails, and community centers to the South Salt Lake community, 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.
Key Takeaways	• South Salt Lake has an robust network of community centers and prioritizes community gathering and resources • There is a lack of park space and development is making it harder to find places for new parks • Harmony Park is owned by SLCo • Current (2015) park supply is significantly lower than the surrounding communities
Key Images	MAP 3: TRAILS AND BIKE LANES  MAP 4: ACCESS TO TRAILS AND BIKE LANES 

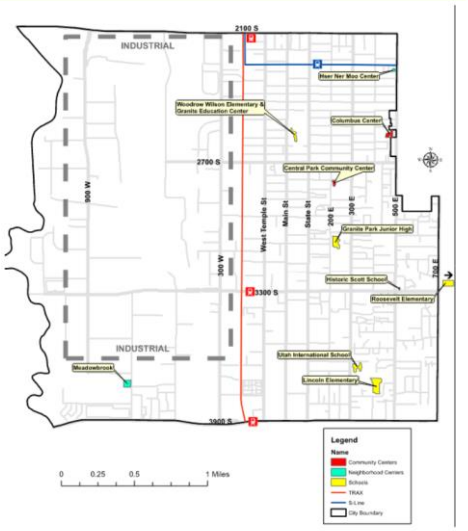
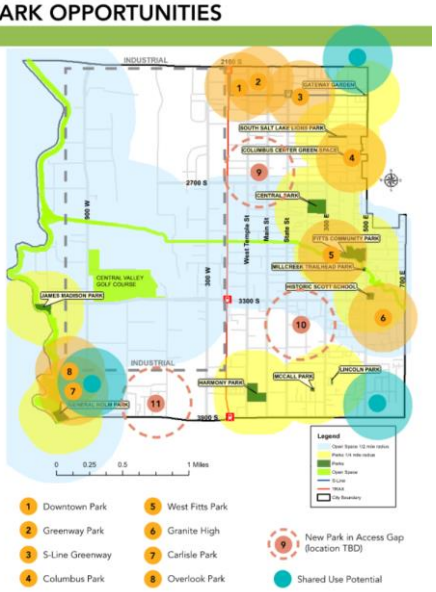
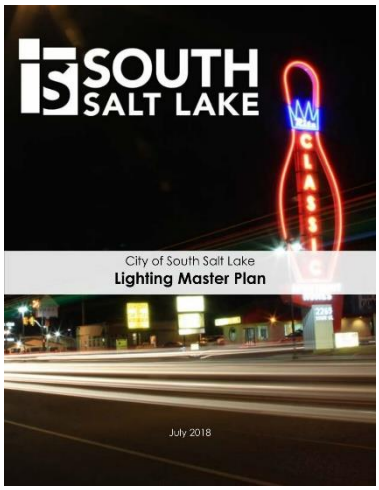
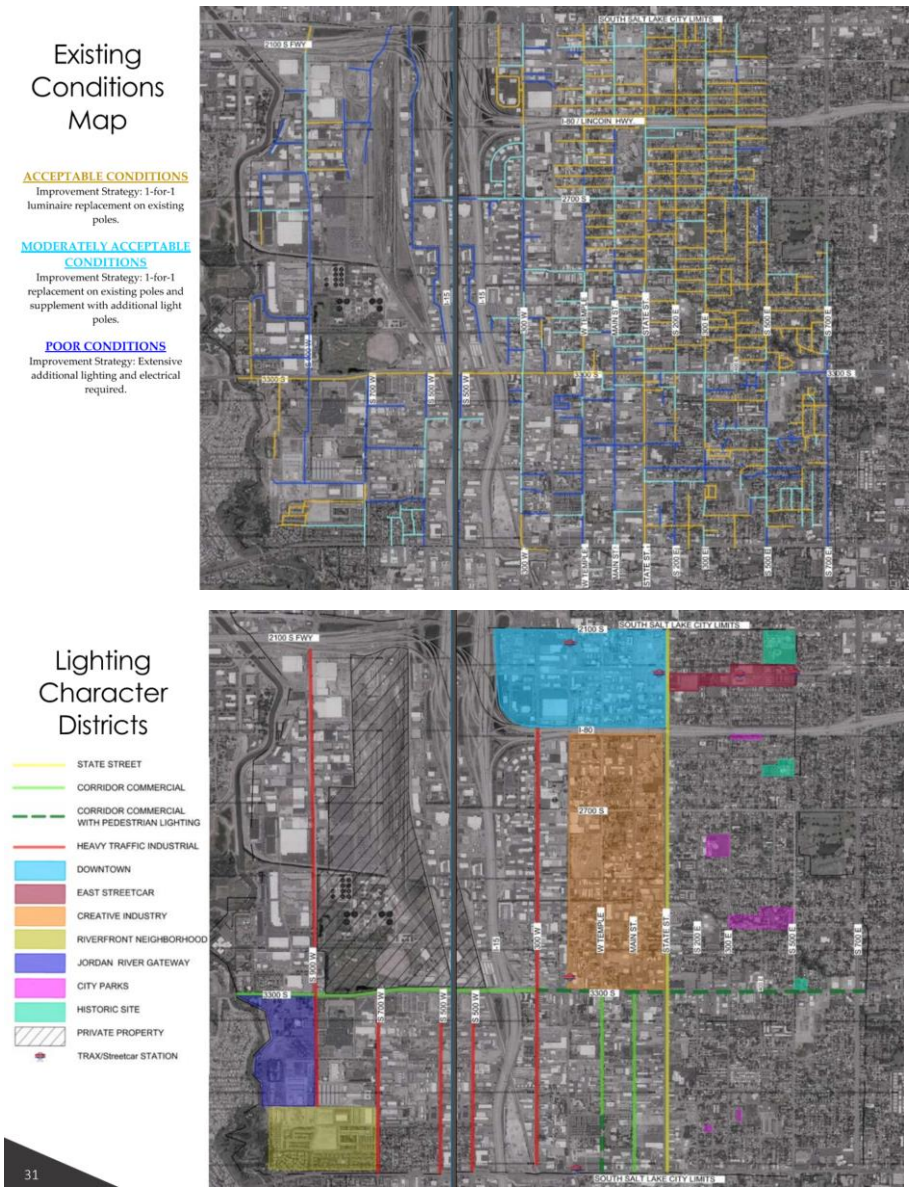
	MAP 5: COMMUNITY CENTERS  MAP 6: PARK OPPORTUNITIES 
Key Takeaways for Transportation Element	• Bike and trail network has been a priority for expansion, with 4 major trail systems in the city (Parley's Trail, Millcreek Trail, Meadowbrook Trail, and Jordan River Parkway Trail) • Aim to have all residents within ½ mile of a bike lane and ¼ mile of a trail ○ There is a proposed bike lane on Main St and an extension of the Meadowbrook Trail that have not yet been completed • The primary bike corridors that exist are West Temple, 300 E, and 2700 S, which leaves most of the station area core without direct access to bike lanes • Facilitate trail connections to local sidewalks and regional trails
Key Takeaways for Land Use Element	• Community centers support numerous programs for residents and are primarily located east of the TRAX line • Aim to have all residents within ¼ mile of a public park and within 1 mile of an open space ○ Proposes parks in or near the station areas at 200 E & Ford Ave and 500 W & 3900 S ○ The north end of the station areas is primarily serviced by open space (Millcreek Trail) rather than parks • The city's goal for park level of service is 2.5 acres per 1,000 residents • Recommends building a major community recreation center

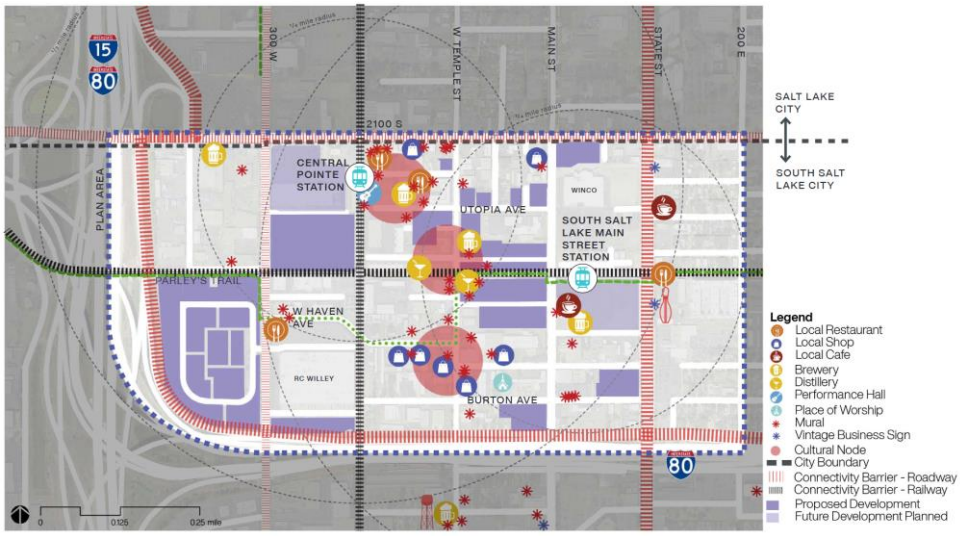
Image	
Document Name	**City of South Salt Lake Lighting Master Plan**
Written By	Clanton & Associates
Publication Year	2018
Summary (50 – 100 words)	The Lighting Master Plan aims to guide SSL in creating an enjoyable and safe nighttime environment using lighting. The primary goals of the plan include improved lighting design and sustainability, improved operations and maintenance, and improvements to existing conditions. The plan also provides technical and aesthetic recommendations for lighting fixtures that vary by land use and neighborhood.
Key Takeaways	• Lighting should be provided with the appropriate color temperature, illumination, and location to maximize people's comfort, enjoyment, and perception of safety • Utilizing light in accent features and creating layers provides visual interest to the public realm • Lighting applications should vary by location (streets, plazas, parks, historical sites, parking lots, etc.) • Most roads leading up to or directly in front of the stations have poor or moderately acceptable lighting conditions, except for 3300 S near the Millcreek Station and 300 W near the Meadowbrook Station

Key Images	
Key Takeaways for Transportation Element	• More nighttime accidents were reported on streets with moderately acceptable or poor lighting conditions than on streets with acceptable lighting conditions • Proper lighting at bus stops and rail stations should be addressed • Provides several details and diagrams for ideal street lighting conditions
Key Takeaways for Land Use Element	• The plan proposes lighting character districts with recommendations specific to that area's land use and programming • The Meadowbrook & Millcreek Station Area falls in the following zones: ○ Creative Industry, which calls for street lighting, transitional pendant luminaires with banner arms

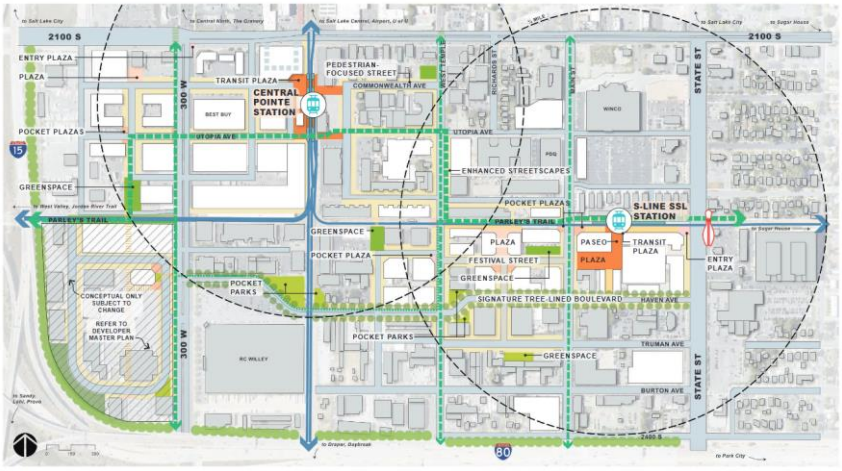
	○ Corridor Commercial, which calls for street and pedestrian lighting, transitional pendant luminaires (pedestrian) and larger cobrahead street lights, banner arms, and flag pole mounts ○ State Street, which calls for street lighting in a historic style, including banner arms and flag pole mounts ○ Heavy Traffic Industrial, which calls for large cobrahead street lights and no auxiliary features • Proposes to address light trespass and glare created by car dealerships on State Street

Image	
Document Name	**Central Pointe Station Area Plan (South Salt Lake Downtown Connect) - DRAFT**
Written By	Arcadis
Publication Year	2024
Summary (50 – 100 words)	The Central Pointe Station Area Plan provides recommendations that aim to link the Central Pointe TRAX station and SSL Main Street S Line station to downtown South Salt Lake (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.
Key Takeaways	• The plan covers the area from I-15 to State Street between 2100 S and I-80 • Two rail lines run through the station area • There are several large scale retailers as well as smaller local retailers within the study area • There's a large amount of public art and cultural landmarks within the station area

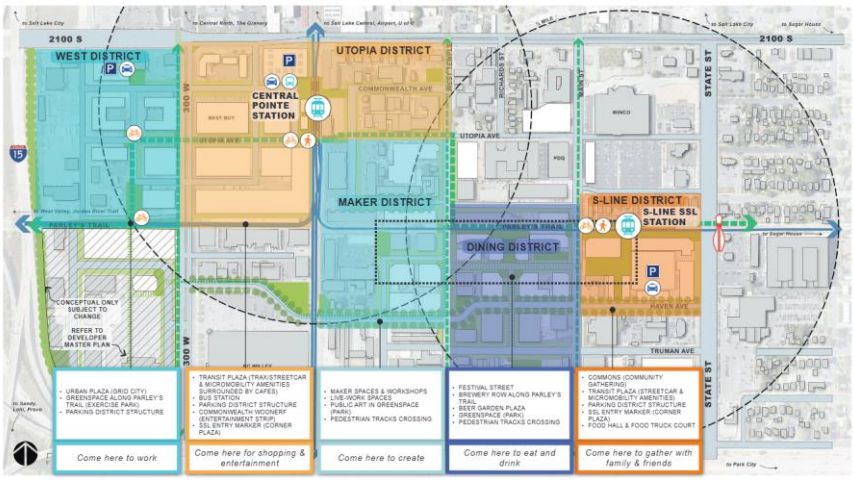
Key Images



PROCESS RECAP – EXISTING CONDITIONS OVERVIEW

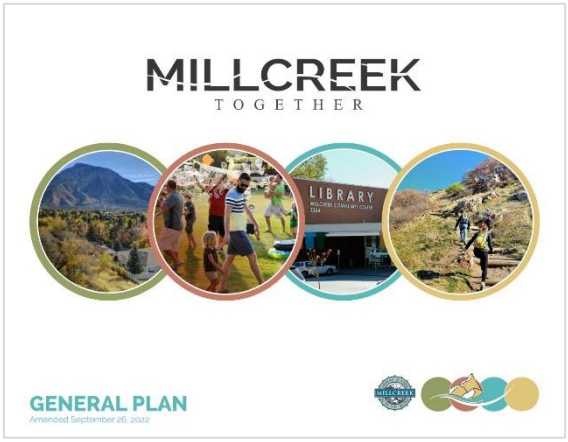


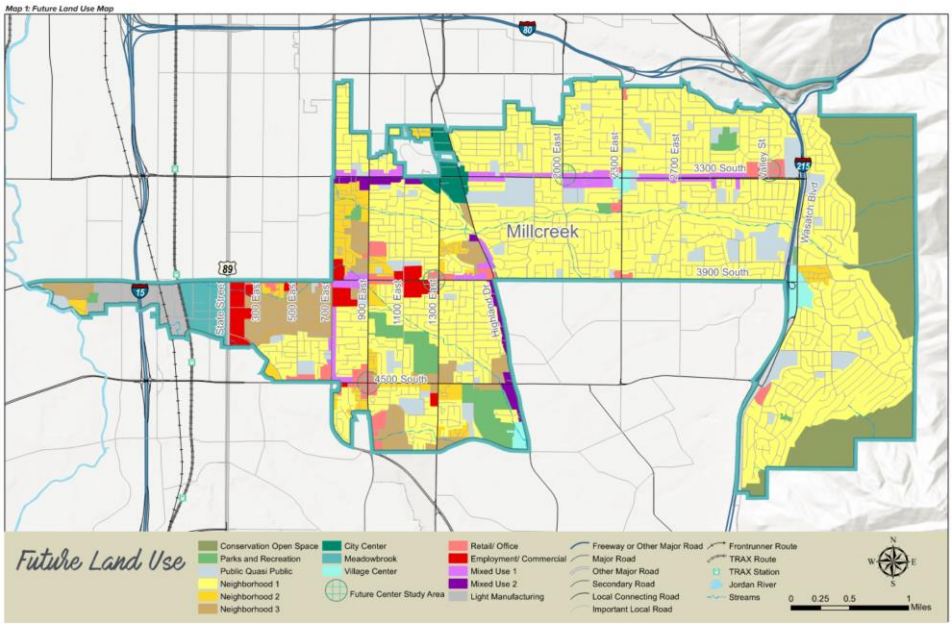
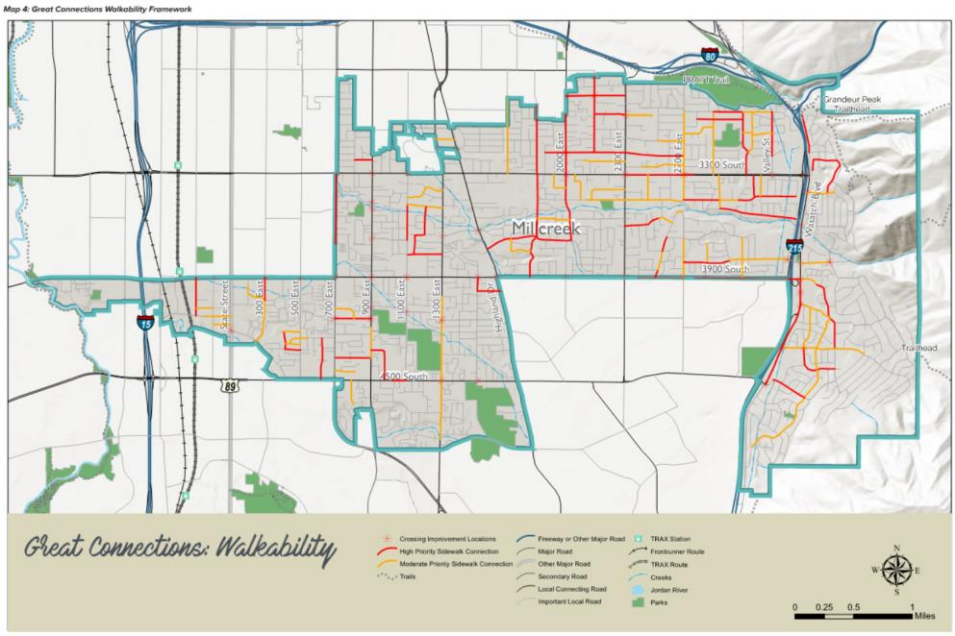
OPEN SPACE TYPOLOGY

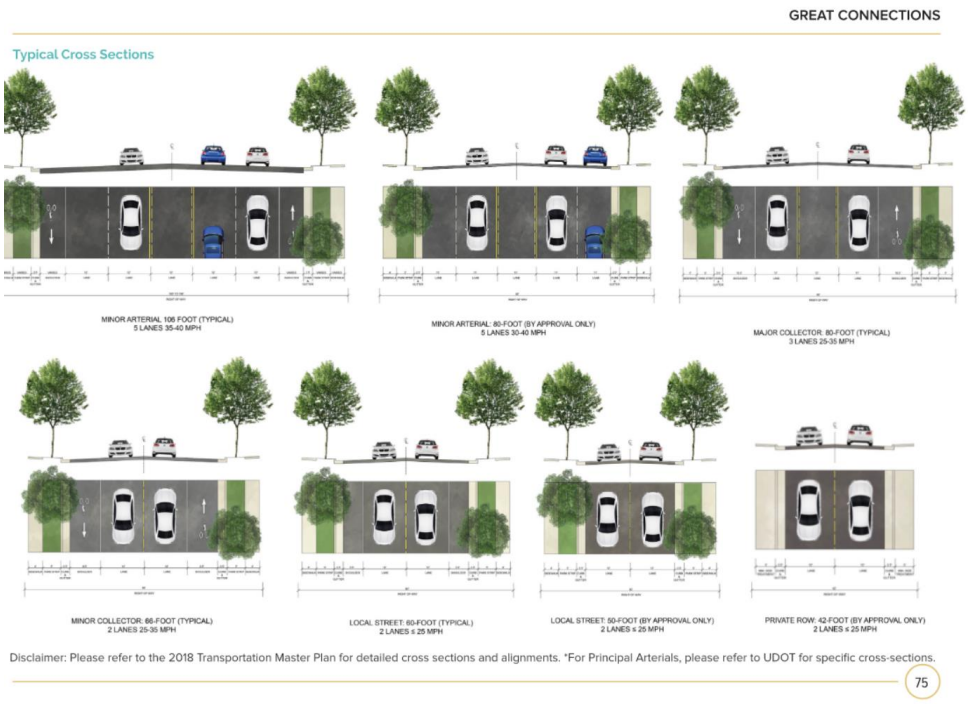


DISTRICTS

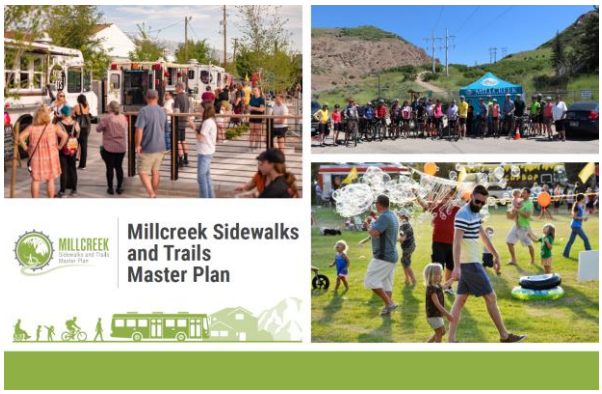
Key Takeaways for Transportation Element	• Several typologies of streets are proposed, including Festival and Specialized streets, Pedestrian and Bike-Priority streets, and multiple options with separated bike lanes and paths • Proposes a new bus station • Significant improvements around the stations, including pedestrian crossings and public realm enhancements
Key Takeaways for Land Use Element	• Land uses proposed include housing, mixed-use commercial development, standalone shops/cafes, a parking structure, maker spaces and workshops, and a community commons • Proposed housing types include mixed-use, multifamily, and live-work units • Land uses are reinforced by 5 distinct districts, with focuses including employment, shopping and entertainment, creativity, dining, and social gathering

Image	
Document Name	**Millcreek Together General Plan**
Written By	Logan Simpson, Felsburn Holt & Ullevig
Publication Year	2022
Summary (50 – 100 words)	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. The plan focuses on a timeline from 2022 until 2040, with an implementation plan that suggests actions that can be taken for each strategy within the plan.
Key Takeaways	• The key themes of the plan include: Unique Neighborhoods, Vibrant Gathering Places, Thriving Economy, Great Connections, Health and Environment, Outdoor Lifestyle, and Enhanced Culture

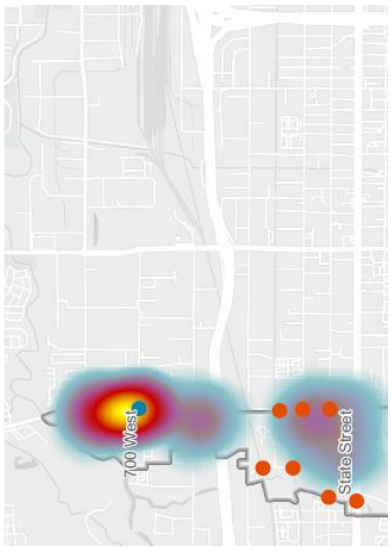
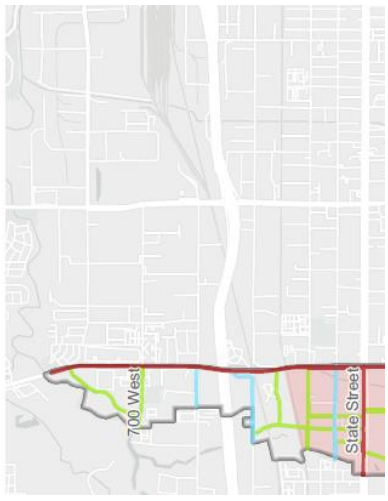
	• Conservation, walkability/bikeability, transit, gathering opportunities, and health are all important to the people of Millcreek • Harness Millcreek's outdoor lifestyle in economic development • Housing needs are not fully served by current supply (type, quantity) • Create a sense of place and identity, including Millcreek's outdoors and cultural identities
Key Images	 

	
Key Takeaways for Transportation Element	• Meadowbrook Center Vision ○ Prioritize walkability and transit connectivity ○ Transition to structured parking • Gateway condition at 3300 S and State St • Missing sidewalks are a significant barrier to pedestrians • 3300 S and 3900 S are significant barriers to active transportation • 5 types of bicycle infrastructure proposed for the city's bicycle network – shared roadways, bike lanes, buffered bike lanes, separated bike lanes, and sidepaths – and most types are proposed within the station area
Key Takeaways for Land Use Element	• Future land use in the station area includes the "Meadowbrook" and "Light Manufacturing" land uses ○ Meadowbrook ▪ Diverse mix of uses, including multi-family condos and apartments, office, retail, and restaurants ▪ Can also include cultural and public facilities, heath services, outdoor gathering spaces, and flex uses ▪ Building heights from 2-6 stories or higher closer to transit stops and major streets ○ Light Manufacturing

	▪ Various employment uses, including commercial, small-scale manufacturing, light industrial, processing, wholesaling, and flex space ▪ Scale and density may vary • Support village centers, including the Meadowbrook Center • Meadowbrook Center Vision ○ Significantly more residential use and greater mix of uses in general ○ Mid-rise scale • No new open spaces are proposed in the station area • Meadowbrook area is marked as a potential entertainment/cultural district

Image	
Document Name	**Millcreek Sidewalks and Trails Master Plan**
Written By	City of Millcreek
Publication Year	2025
Summary (50 – 100 words)	The Millcreek Sidewalks and Trails Master Plan is a comprehensive guide focused on enhancing pedestrian and cyclist infrastructure throughout the city. The document includes an analysis of existing conditions, public and stakeholder engagement results, followed by recommendations addressing design guidelines, urban placemaking strategies, and trail/sidewalk typologies. The plan also provides information about cost estimation, potential funding sources, maintenance best practices, and a prioritization framework.
Key Takeaways	• The plan identifies gaps and disconnections in sidewalks and trails, particularly around the Meadowbrook Station Area on 3900S, West Temple St, Central Ave, and 300W. Barriers at crossings were also identified on intersections along 3900S, State St, Central Ave, and Main St. • Regarding the land use, the region around Meadowbrook Station is planned to be a future commercial land use area on the east side of the rail. The area around Meadowbrook Station is also designated as a Pedestrian Priority Zone to promote safer, more social walking environments.

	• Bus routes 39 and 200 pass through the station area, and 3900 S/71 West was identified as the stop with the highest ridership in Millcreek. State Street / 3925 S has a high ridership as well. • Data shows pedestrian-involved crashes in the Meadowbrook Station Area, including one fatal on 3900S & I-15 Overpass and three serious injuries on State St, West Temple St, and 500W. • As part of the core pedestrian network, the plan classifies 3900S and State Street as arterials requiring wide sidewalks and buffer zones (Typology I), while collector streets such as 300W and Main St are recommended to have minimum 6-foot sidewalks with wider buffers (Typology II). Local routes – West Temple St, Howick St, Central Ave, and Gordon Ave – receive recommendations for 5-foot sidewalks with buffers (Typology III). • A trail is also recommended along 3900S, Main St, Central Ave, and Howick St. The plan proposed two typologies for trails: Typology IV includes separated pedestrian and raised bike paths with landscaping, while Typology V suggests shared-use paths with landscape buffers along key corridors. • The Millcreek Sidewalks and Trails Master Plan also provides urban design recommendations, placemaking strategies, landscaping and lighting guidelines, and amenity and sign standards. • It identifies 3900 S & 300 W as a key node for placemaking, including a mixed-use trail and landscape buffer on the south side of 3900 S, and sidewalk and landscape buffer on the south side of 300 W. • The plan provides cost estimates, potential funding sources, maintenance best practices, and a prioritization framework, including sidewalk infill on 300W, Central Ave, Gordon Ave, and West Temple St, and trail projects on 3900S, Howick St, West Temple St, and Central Ave.

Key Images	**Barriers at Crossings** High Moderate **Pedestrian-Involved Crashes** Sparse Dense Millcreek Boundary  Sidewalks on Both Sides Sidewalks on One Side No Sidewalks Present Future Commercial Land Use Millcreek Boundary  Arterial Collector Local Future Commercial Land Use Millcreek Boundary 

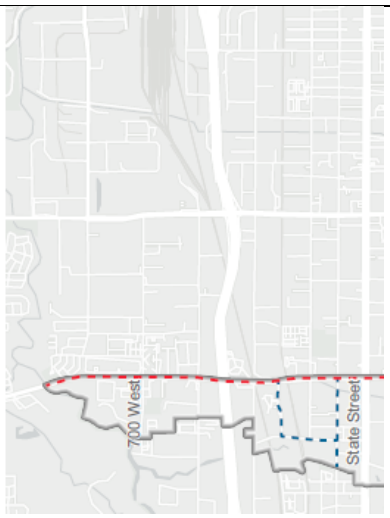
Trail Projects

- Tier 1
- Tier 2
- Tier 3

Neighborhood Byway Projects

- Tier 1
- Tier 2
- Tier 3

Millcreek Boundary



Meadowbrook

3900 South @ 300 West

- 3900 South improvements drawn from 3900 South Corridor Study which includes mixed-use trail and landscape buffer to be added on south side of 3900 South.
- Proposed sidewalk and landscape buffer on south side of 300 W. (See Typology II in Chapter 4).

Focus Area



Existing Conditions





Focus Area Improvements



Proposed Character Elements

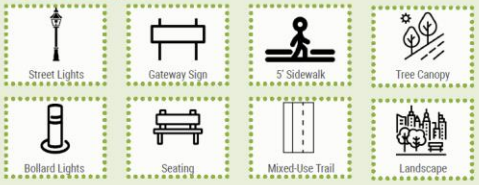


Image	
Document Name	**Murray North Station Area Plan**
Written By	GSBS Consulting
Publication Year	2024
Summary (50 – 100 words)	The Murray North Station Area Plan aims to foster accessibility and community in a neighborhood that appeals to both visitors and residents. The primary strategy used to achieve this vision is land use diversification, but the plan also provides strategies related to 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.
Key Takeaways	• Uses the station itself as a catalyst for further development of the station area • Aims to support income diversification, provide a variety of housing types and price points, encourage home ownership, and support inclusive development

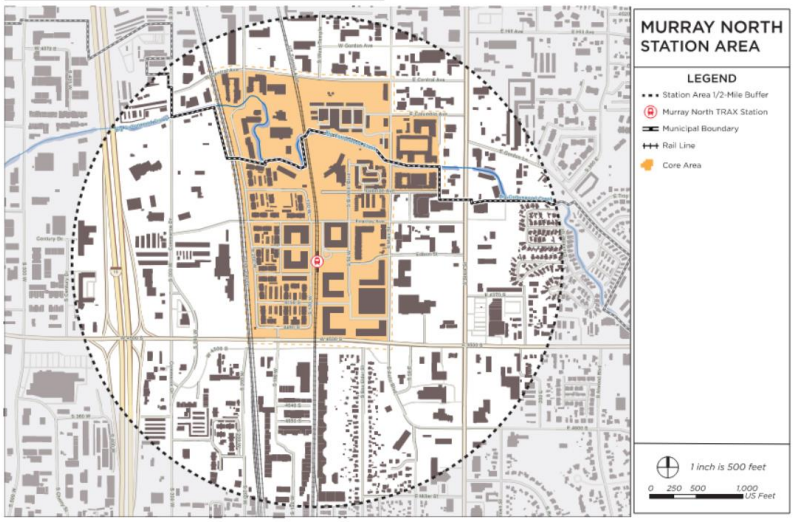
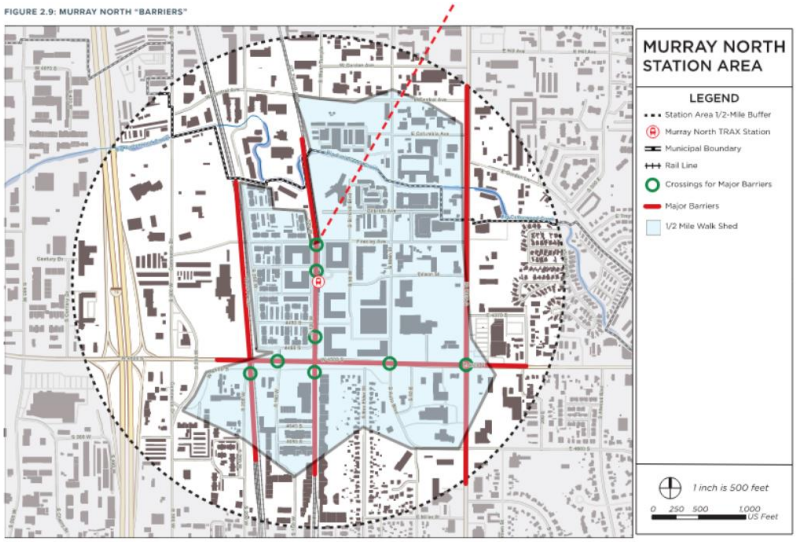
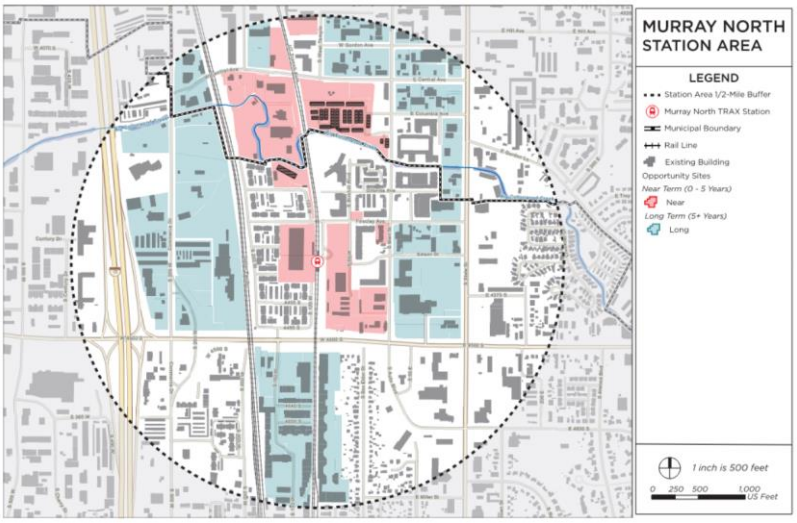
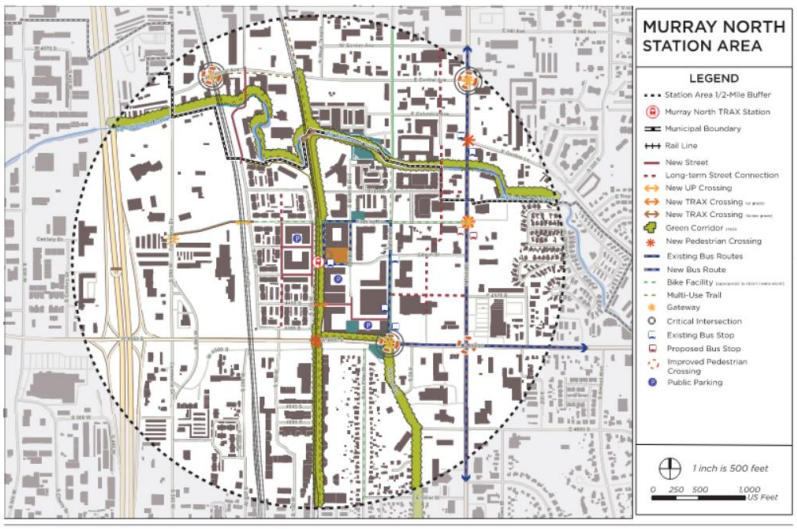
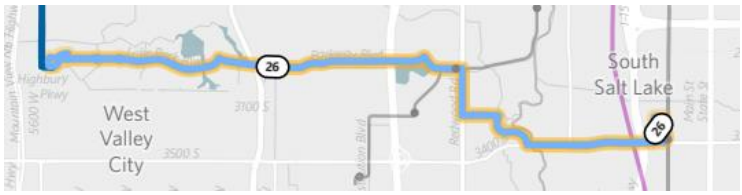
	• Treats the station area as part of a larger "ecosystem of connected, transit supportive areas"
Key Images	FIGURE E.1: MURRAY NORTH STATION AREA CORE  FIGURE 2.9: MURRAY NORTH "BARRIERS" 

	FIGURE 6.10: NEAR AND LONG-TERM OPPORTUNITY SITES   FIGURE 6.20: MURRAY NORTH STATION AREA FUTURE CONNECTIVITY DIAGRAM
Key Takeaways for Transportation Element	• Existing conditions include an analysis of street types, barriers, and parking supply • Extend the Transit-Oriented Community (TOC) street network • Increase the number and quality of crossings • Create trail spines across the station area
Key Takeaways for Land Use Element	• Core area of the SAP is designated as “Mixed Use” in Murray’s future land use plan and “Urban Transit Center” for Millcreek, which are the transit supportive zones for those cities ○ Mixed Use (Murray) ▪ Intended to allow high-density multi-dwelling structures, a mix of uses, and an urban scale ▪ 40-80 du/ac ○ Urban Transit Center (Millcreek)

	▪ Diverse mix of uses, including multi-family condos and apartments, office, retail, and restaurants ▪ Can also include cultural and public facilities, heath services, outdoor gathering spaces, and flex uses ▪ Building heights from 2-6 stories or higher closer to transit stops and major streets • State Street is a well-established corridor that may not be as well-reflected in the station area's vision • There is a large portion of the station area that is zoned for higher density residential development and mixed use • Includes low-rent and rental-assisted affordable housing • Calls for a new grocery store at Main St and 4500 S • Calls for increased green space (4.4 acres per 1000 residents)

Image	
Document Name	**UTA Five-Year Service Plan**
Written By	Utah Transit Authority
Publication Year	2024
Summary (50 – 100 words)	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. The Five-Year Plan defines four levels of bus service: • Tier 1: Frequent service (15 minutes or better), throughout most of the day, Monday through Saturday. Most routes also run on Sunday. • Tier 2: Regular 30-minute service on weekdays. • Tier 3: Regular 60-minute service on weekdays.

	• Tier 4: Limited runs Monday through Friday during morning and evening rush-hour times. Changes to Meadowbrook & Millcreek Station Area routes impacted by the Five-Year Service Plan are described below.
Key Takeaways	Service changes include: • April 2025: ○ Route 39 (3900 South): Headways will be reduced from 30 minutes to 15 minutes. • April 2027: ○ New Route 26 (Lake Park Boulevard): Will provide hourly service connecting Millcreek Station to Lake Park via Decker Lake & Parkway Boulevard. ○ Route 35 (3500 South): Will extend to the proposed Magna Transit Center and will have hourly service between midnight and 4 AM. ○ Route 39 (3900 South): Rerouting to terminate at West Valley Central Station. ○ Route 227 (2700 West): Weekday frequency will be increased to 30 minutes. In the south, the route will proceed to Historic Sandy Station. On the north end, the route will proceed east to Millcreek Station. • April 2028: ○ Route 200 (State Street): Will provide connections between downtown Salt Lake City, Sandy Civic Center Station, and South Jordan FrontRunner Station. Service will run every 15 minutes.
Key Images	 

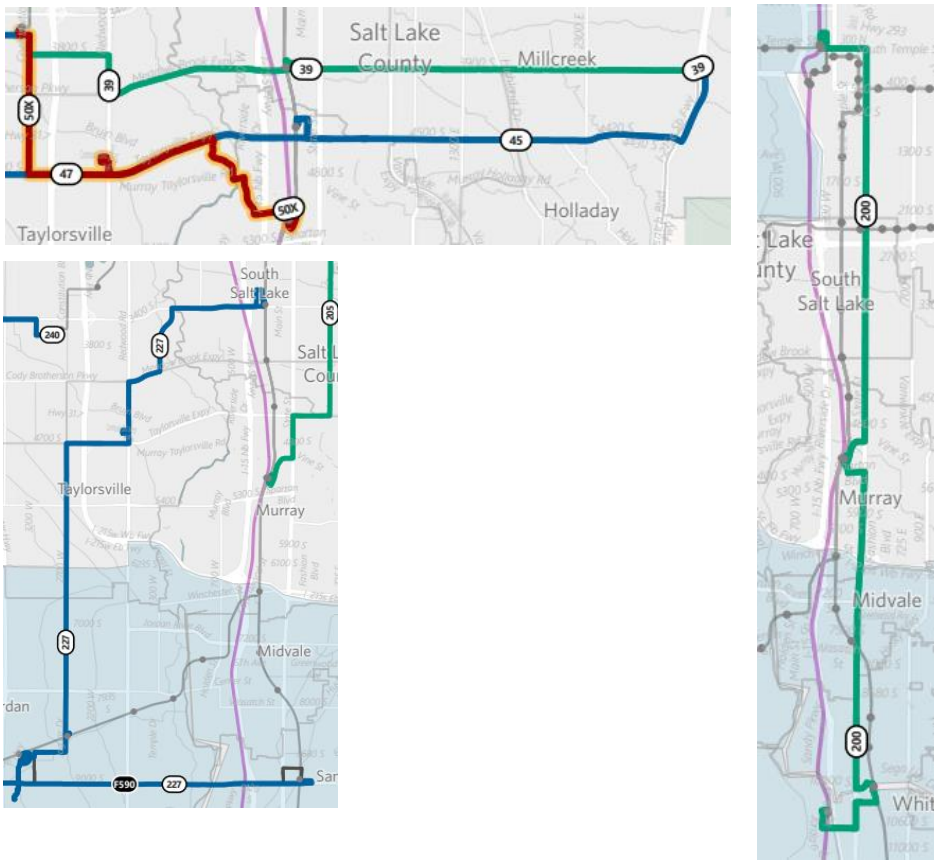
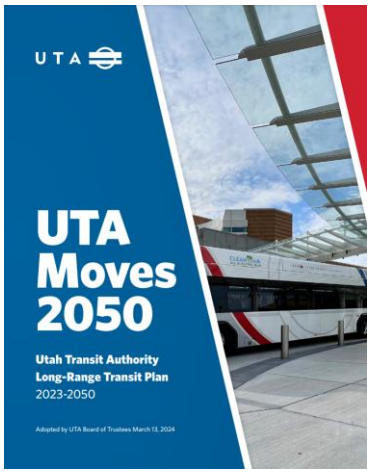
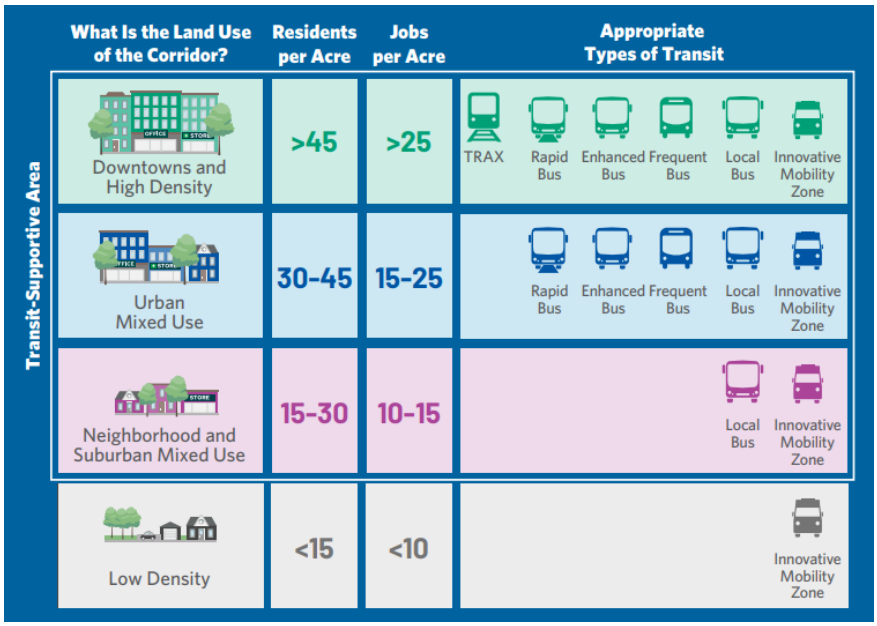
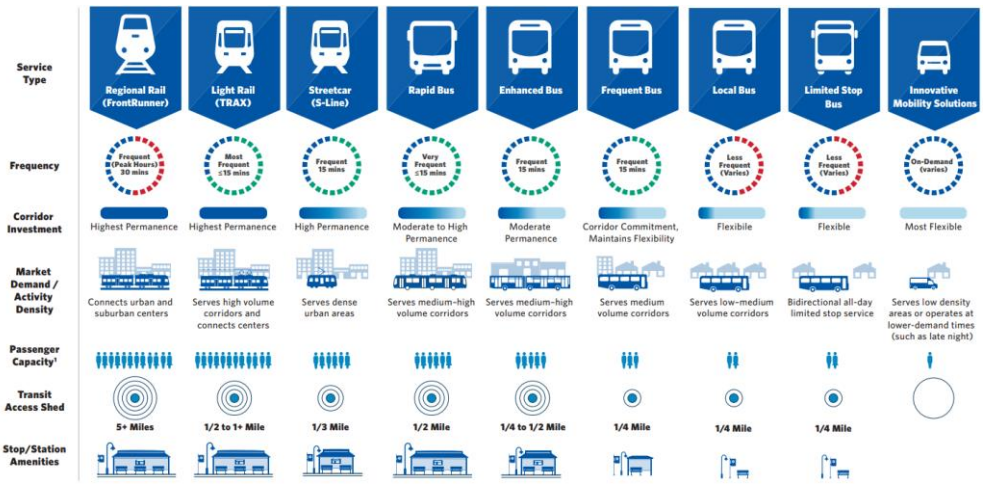
	

Image	
Document Name	**UTA Moves 2050 Long Range Transit Plan**
Written By	Utah Transit Authority
Publication Year	2023
Summary (50 – 100 words)	The *UTA Moves 2050 Long-Range Transit Plan* includes a phased strategy for the future of public transportation in the UTA service area, with an emphasis on 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."
Key Takeaways	• The plan establishes land-use benchmarks for service, indicating the expected character, residential, and employment density of an area and presenting the reasonable levels of transit service to accompany. • Increasing bus frequencies and extending FrontRunner were the top two priorities among public outreach respondents. • The plan seeks to provide better weekend service, a complaint often reported in less transit-dense areas. • The plan also seeks to deliver improvements to the FrontRunner, including increased frequencies of up to 15 minutes and Sunday service through double-tracking and electrification. • Regarding the TRAX, the plan considers improving frequencies to better than 15 minutes. • The plan includes upgrading buses to Enhanced Bus or Bus Rapid Transit (BRT) as well, focusing on improving frequency, amenities, and speed and reliability treatments. • In the Meadowbrook & Millcreek Station Areas, routes 33, 35, 39, and 200 are planned to be Enhanced Buses, and Route 200 is planned for a BRT upgrade.
Key Images	



Success of UTA Moves 2050 will require more than high-quality transit service. This includes several important factors outside of UTA's control, known as the 6 Ds: density, diversity, design, distance, destination accessibility, and demand management.

What Will It Look Like?



DENSITY

Concentrating and intensifying activities near transit stations makes frequent transit possible; land use density is strongly related to transit demand.



DIVERSITY OF LAND USES

A mix of pedestrian-friendly uses create active streets that invite people to walk and take transit for more trips, and enables people to do more without a car.



DESIGN OF THE BUILT ENVIRONMENT

Pedestrian-friendly communities enable people of all ages and abilities to walk and roll to access transit and other destinations.



DISTANCE TO TRANSIT

A grid of well-connected streets with short blocks makes it easier and faster to access transit from places where people live, work, shop, and play.



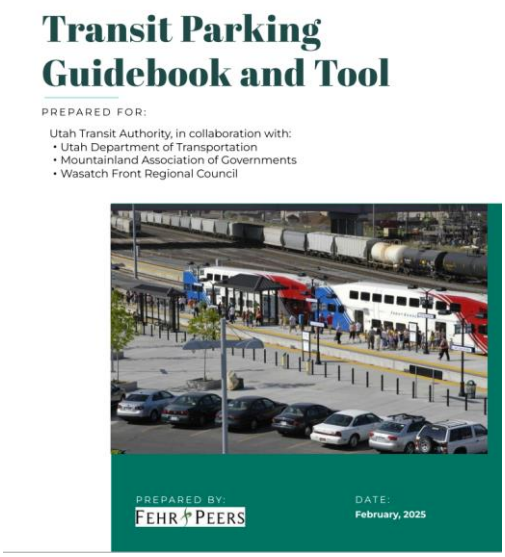
DESTINATION ACCESSIBILITY

Aligning major destinations along reasonably direct corridors allows frequent transit lines to serve land uses efficiently.



DEMAND MANAGEMENT

Attractive alternatives encourage people to use transit, walk, and bike for more trips.

Image	
Document Name	**UTA Transit Parking Strategy Guidebook and Tool**
Written By	Utah Transit Authority
Publication Year	2025
Summary (50 – 100 words)	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. An analysis focused on Meadowbrook and Millcreek stations of the recommended parking supply estimated with the tool is provided below.
Key Takeaways	General Observations on Meadowbrook and Millcreek Stations include: • Millcreek Station is classified as a “Suburban Transfer Location” composed of suburban areas with some retail uses, with low population density, and medium job density. The station has a medium boarding per parked car (BPPC) and high parking utilization. Under these conditions, the Right-Sizing Parking Tool suggests that the current parking supply meets capacity and may indicate that while some riders drive to the station, others access the TRAX using other modes of transportation, such as bus, walking, or biking. • Meadowbrook Station is classified as “TOD Affordable Housing or Regional Destination” with medium population and job density, and some diversity of uses with apartments and retail in the surroundings. The station has low parking utilization, and the Right-Sizing Parking Tool recommends reducing the parking supply to almost a third of the current number. It also has a low boarding per parked car (BPPC), which demonstrates that commuters are

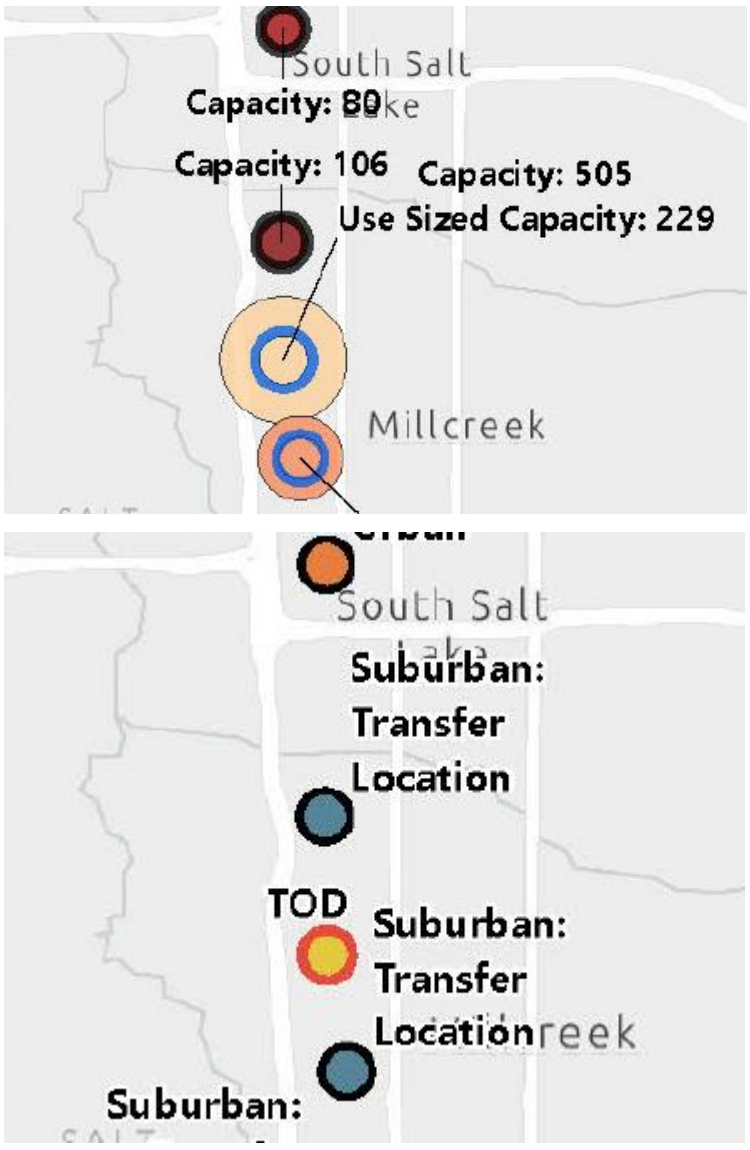
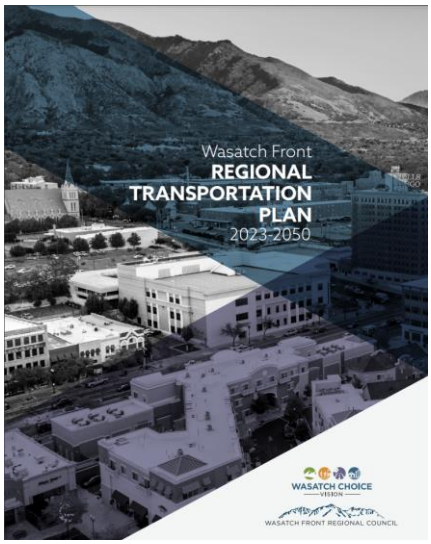
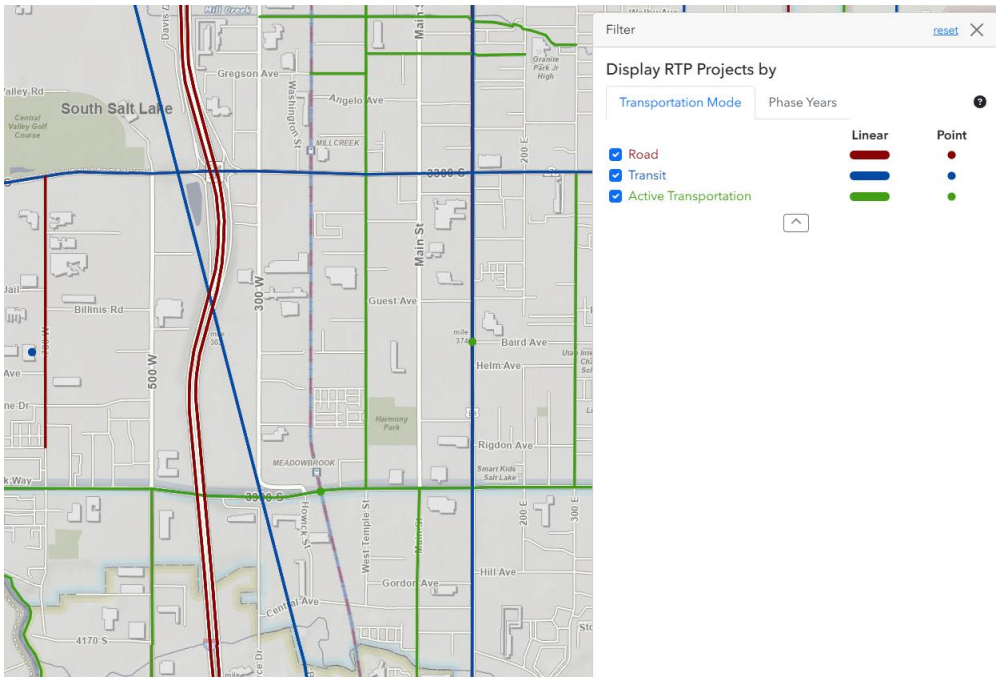
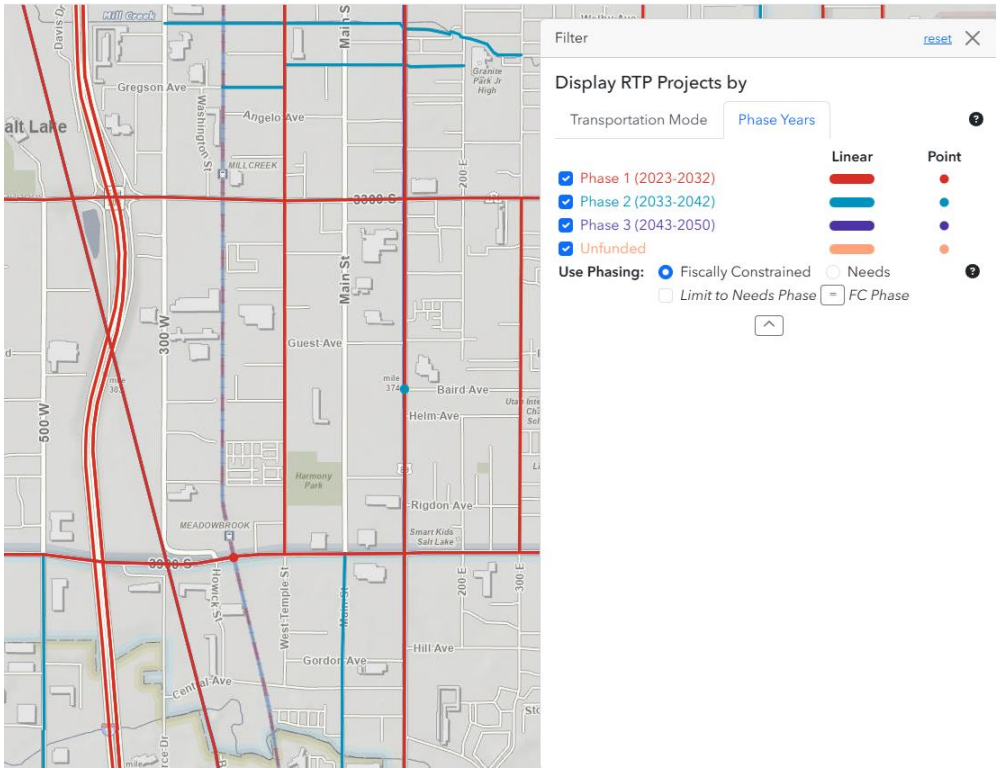
	still dependent on cars to access the TRAX station, despite underused parking. • Meadowbrook and Millcreek stations have medium transit access scores, medium walk scores, and high bike scores. The Tool suggests that improving transit access and pedestrian infrastructure for both stations allows a lower target for the parking supply.
Key Images	

Image	
Document Name	**WFRC Regional Transportation Plan**
Written By	Wasatch Front Regional Council
Publication Year	2023
Summary (50 – 100 words)	The 2023-2050 Regional Transportation Plan (RTP) provides a long-term vision for transportation investment across the Wasatch Front. It emphasizes transit-oriented development (TOD), 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).
Key Takeaways	• The plan notes a newly established (2023) Active Transportation Investment Fund (ATIF), with approximately $45 million per year statewide, as a state funded program. It further notes that due to the timing of the legislation authorizing this source of funding, it has not been included in the financial model for the 2023-2050 RTP but will be incorporated into the 2027-2050 RTP. • The RTP considers the impacts of external forces on the transportation system and suggests several forward thinking policies and strategies to meet these challenges. The plausible conditions of top priority forces and policies were identified and integrated into scenario modeling for the RTP, helping inform the final Preferred Scenario. • An overarching goal of the plan is to increase options for housing and transportation. • The plan encourages growth centered in areas such as central business districts, main streets, and major employment areas, and to coordinate centered growth with high-capacity transit, major roadways, and regional bicycle facilities.

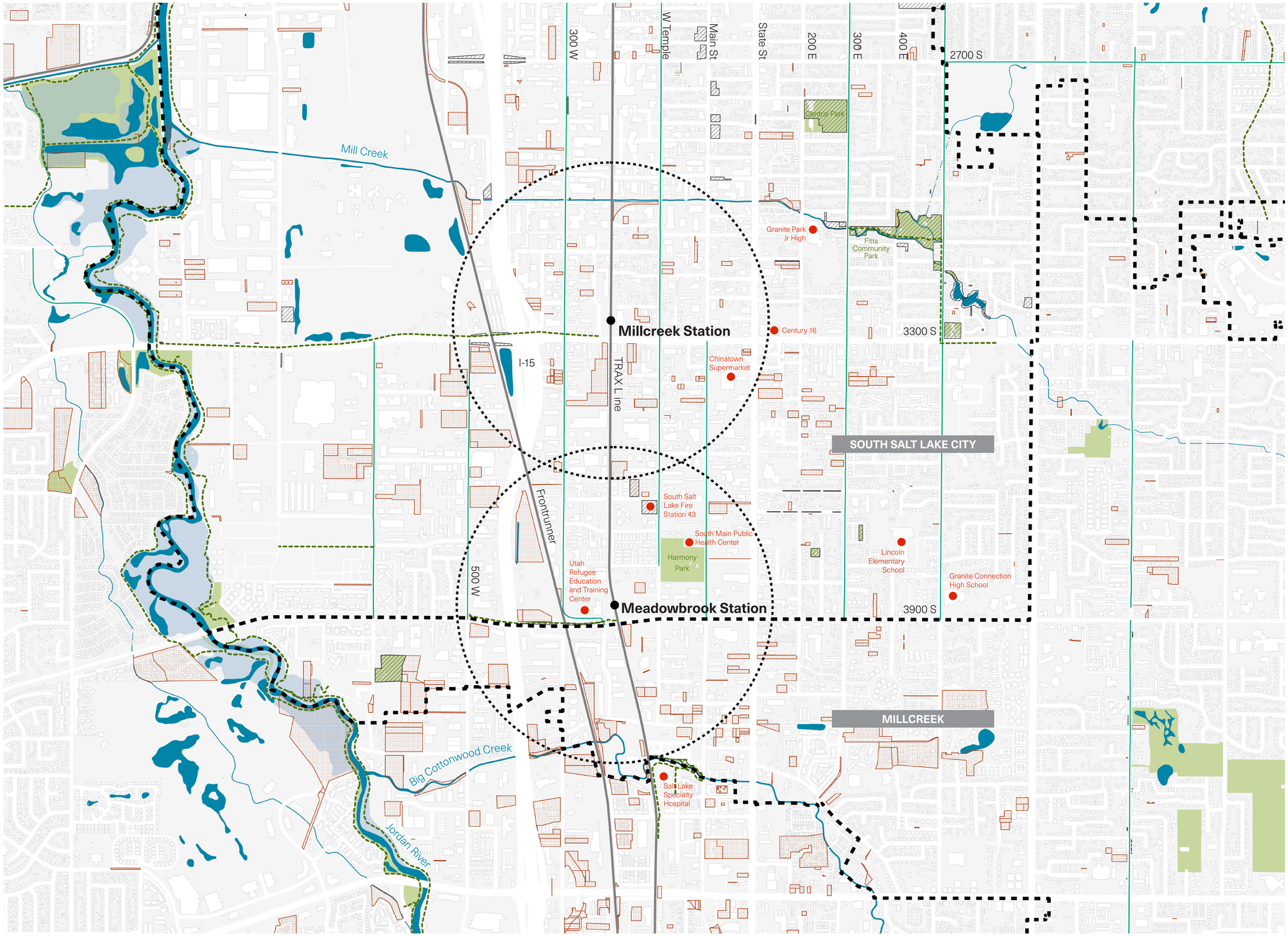
	• RTP projects within the Meadowbrook & Millcreek Station Areas are the following: ○ Phase 1 (2023-2032): ▪ Active Transportation: SSL Downtown protected bike lane on West Temple, 4100 South / 3900 South Shared Use Path, and 3900 South & Meadowbrook TRAX Station at-grade pedestrian/bike crossing ▪ Transit: State St SLC-Murray Core Route with 15-minute service, 3300 South / 3500 South Corridor Core Route with 10-minute service, and FrontRunner double-tracking upgrade ○ Phase 2 (2033-2042): ▪ Active Transportation: Mill Creek Trail Shared Use Path, Gregson Ave Neighborhood Byway, and Main Street Bike Lane, and 700 West Bike Lane ▪ Transit: State St BRT, FrontRunner double-tracking upgrade, and 3300 South / 3500 South operational improvements ○ Phase 3 (2043-2050): ▪ Transit: 3900 South / 41 South Corridor Core Route with 15-minute service, State St operational improvements, and FrontRunner electrification upgrade
Key Images	


Filter
reset
Display RTP Projects by
Transportation Mode
Phase Years
Linear
Point
Phase 1 (2023-2032)
Phase 2 (2033-2042)
Phase 3 (2043-2050)
Unfunded
Use Phasing:
Fiscally Constrained
Needs
Limit to Needs Phase
FC Phase
Gregson Ave
Angelo Ave
MILL CREEK
3300 S
Main St
300 W
500 W
Guest Ave
Baird Ave
Helm Ave
Rigdon Ave
MEADOWBROOK
3900 S
West Temple St
Gordon Ave
Hill Ave
Central Ave
200 E
300 E



APPENDIX B:

LAND USE & INFRASTRUCTURE ANALYSIS



NEIGHBORHOOD CONTEXT | MEADOWBROOK & MILLCREEK STATION AREA PLAN

CONTEXT MAP

The project site, encompassing a 0.5-mile radius around both Millcreek and Meadowbrook stations, lies in a transitional zone between the established residential neighborhoods of Millcreek City to the east and the industrial-commercial fabric of South Salt Lake to the west. The area is well-served by the TRAX Blue Line and Red Line, offering excellent regional transit connectivity. Key corridors such as 3300 S and Main Street provide primary east-west and north-south movement. The surrounding urban context features a juxtaposition of civic infrastructure (schools, parks, libraries), low to medium density residential zones, and significant industrial operations. The proximity to I-15 further enhances accessibility, but also introduces mobility and environmental challenges that influence walkability and land value.

The context map provides a high-level overview of both transit stations included within the project scope, each with a 0.5-mile radius to define the planning area around them. This boundary serves as the focal point for transit-oriented development and land use planning within the designed zones. The map details infrastructure components, including road networks, transit stations, public amenities, and key civic facilities such as schools, parks, and government buildings. In addition, the vacant parcels, city owned land, natural features and conservation areas are highlighted on the map.

LEGEND

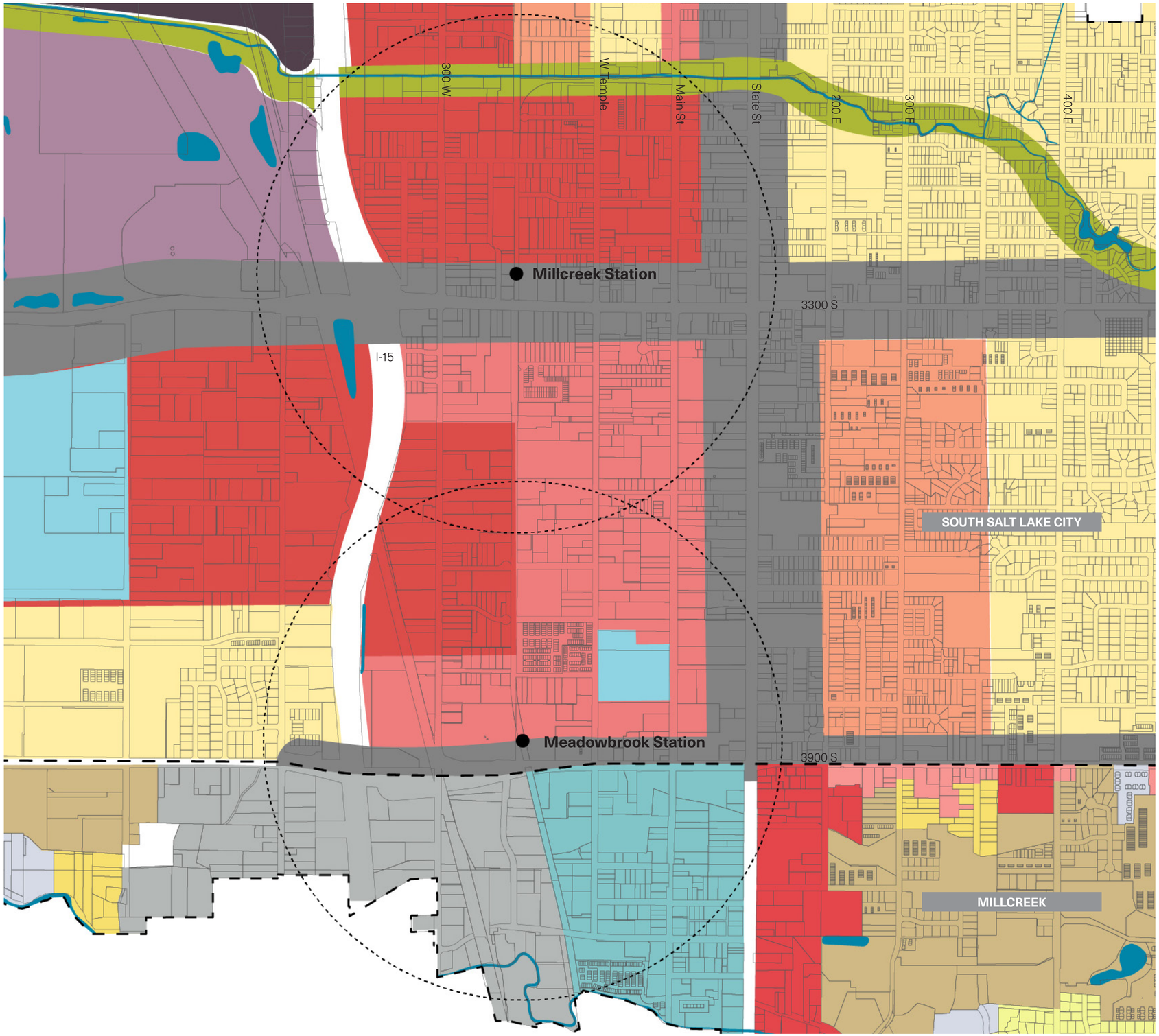
- City Boundary
- Station
- Station 1/2 Mile Buffer
- Rail Lines
- Trails
- Bike Lanes
- Waterways
- Wetlands
- Vacant Parcels
- Parks
- City-Owned Parcels

N

0 1000 2000

DESIGNWORKSHOP

May 2025



FUTURE LAND USE PLAN

The future land use plans for the Millcreek and Meadowbrook TRAX station areas reflect a shared vision by Millcreek and South Salt Lake City to foster transit-oriented, mixed-use communities. 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 City'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 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.

LEGEND

- City Boundary
- Station
- Station 1/2 Mile Buffer
- Waterways

LAND USE - South Salt Lake

- Downtown SSL
- Flex Commercial
- Medium Density Mixed Use
- Rail Serviced Commercial
- Business District
- Institutional
- Low-Medium Residential
- Low-Medium Mixed Use
- Neighborhood Character
- Natural Preservation
- Medium Density Corridor

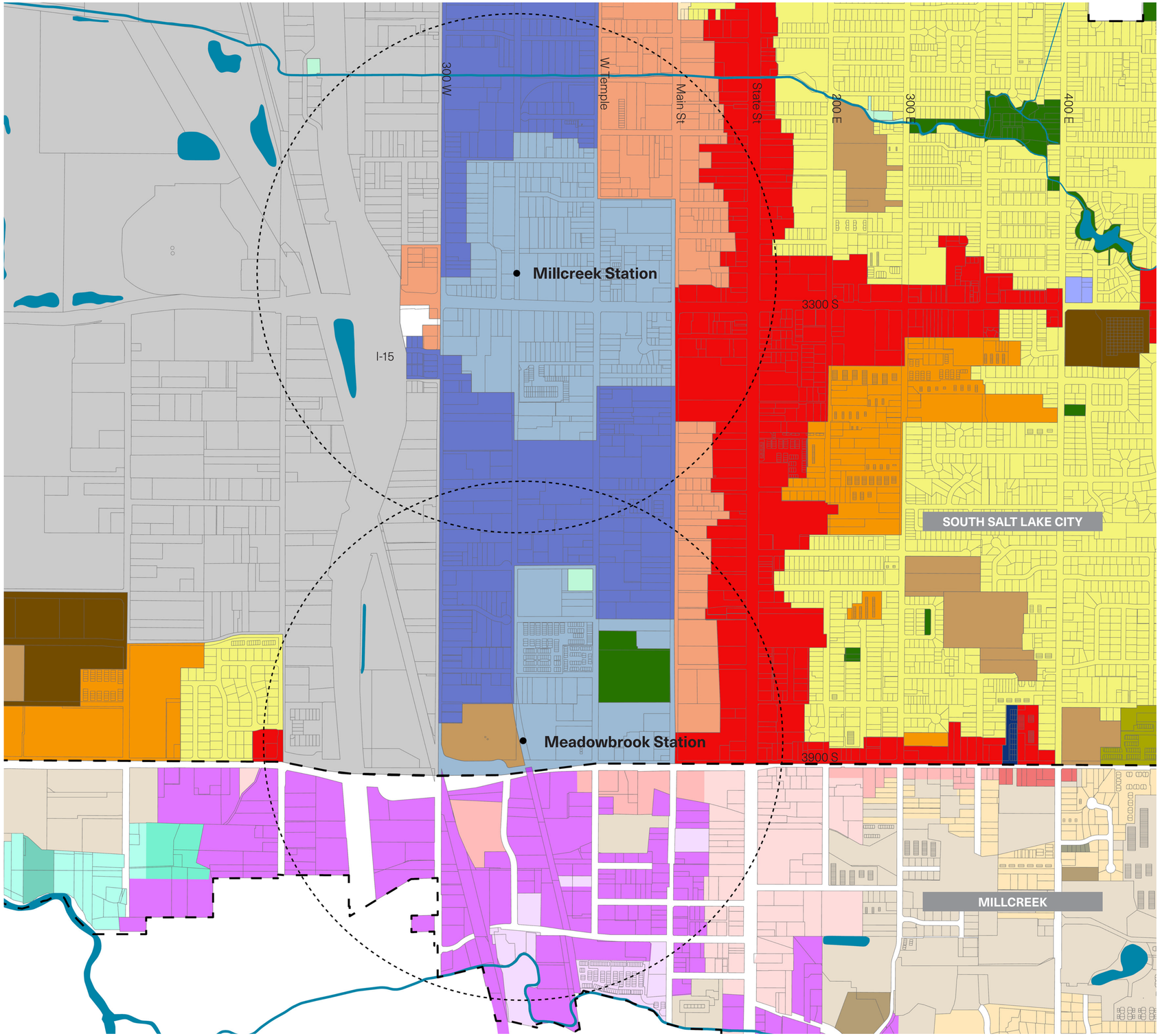
LAND USE - Millcreek

- City Center
- Conservation Open Space
- Employment / Commercial
- Light Manufacturing
- Mixed Use 1
- Mixed Use 2
- Neighborhood 1
- Neighborhood 2
- Neighborhood 3
- Public Quasi Public
- Retail / Office
- Urban Transit Center
- Village Center
- Parks and Recreation

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FUTURE LAND USE PLAN | MEADOWBROOK & MILLCREEK STATION AREA PLAN

DESIGNWORKSHOP
May 2025



ZONING PLAN

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 City'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.

LEGEND

- City Boundary
- Station
- Station 1/2 Mile Buffer
- Waterways

ZONING - South Salt Lake

- Business Park
- City Facility
- Commercial Corridor
- Commercial General
- Commercial Neighborhood
- Downtown District
- East Streetcar Neighborhood
- Flex
- Granite Lofts Townhome
- Historical & Landmark
- Jordan River
- Jordan River Nature Center
- Master Planned Mixed Use
- Open Space
- R-1
- Residential Multiple
- School
- TOD
- TOD Core

ZONING - Millcreek

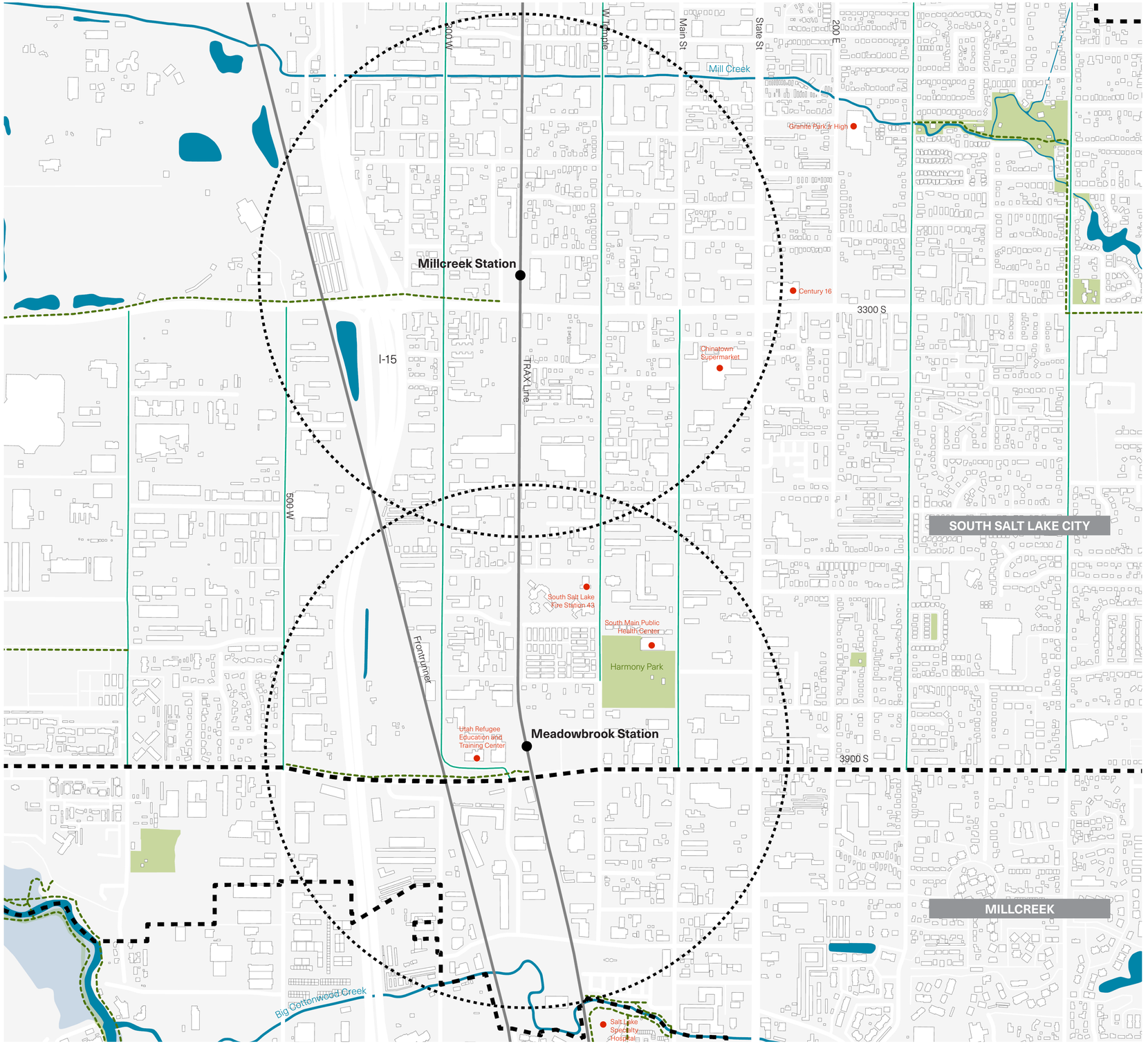
- A-1
- A-1 / zc
- A-2
- A-5
- C-1
- C-2
- C-2 / zc
- C-3
- C-3 / zc
- FRE
- IF
- M
- MD
- MD-3 / zc
- OHW-VCSD
- R-1-10
- R-1-15
- R-1-21
- R-1-21 / zc
- R-1-3
- R-1-4
- R-1-4 / zc
- R-1-5
- R-1-5 / zc
- R-1-6
- R-1-8
- R-1-8 / zc
- R-2-10
- R-2-10 / zc
- R-2-6.5
- R-2-8
- R-4-8.5
- R-4-8.5 zc
- R-M
- R-M / zc

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ZONING PLAN | MEADOWBROOK & MILLCREEK STATION AREA PLAN

DESIGNWORKSHOP

May 2025



ENVIRONMENT AND OPEN SPACE PLAN

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

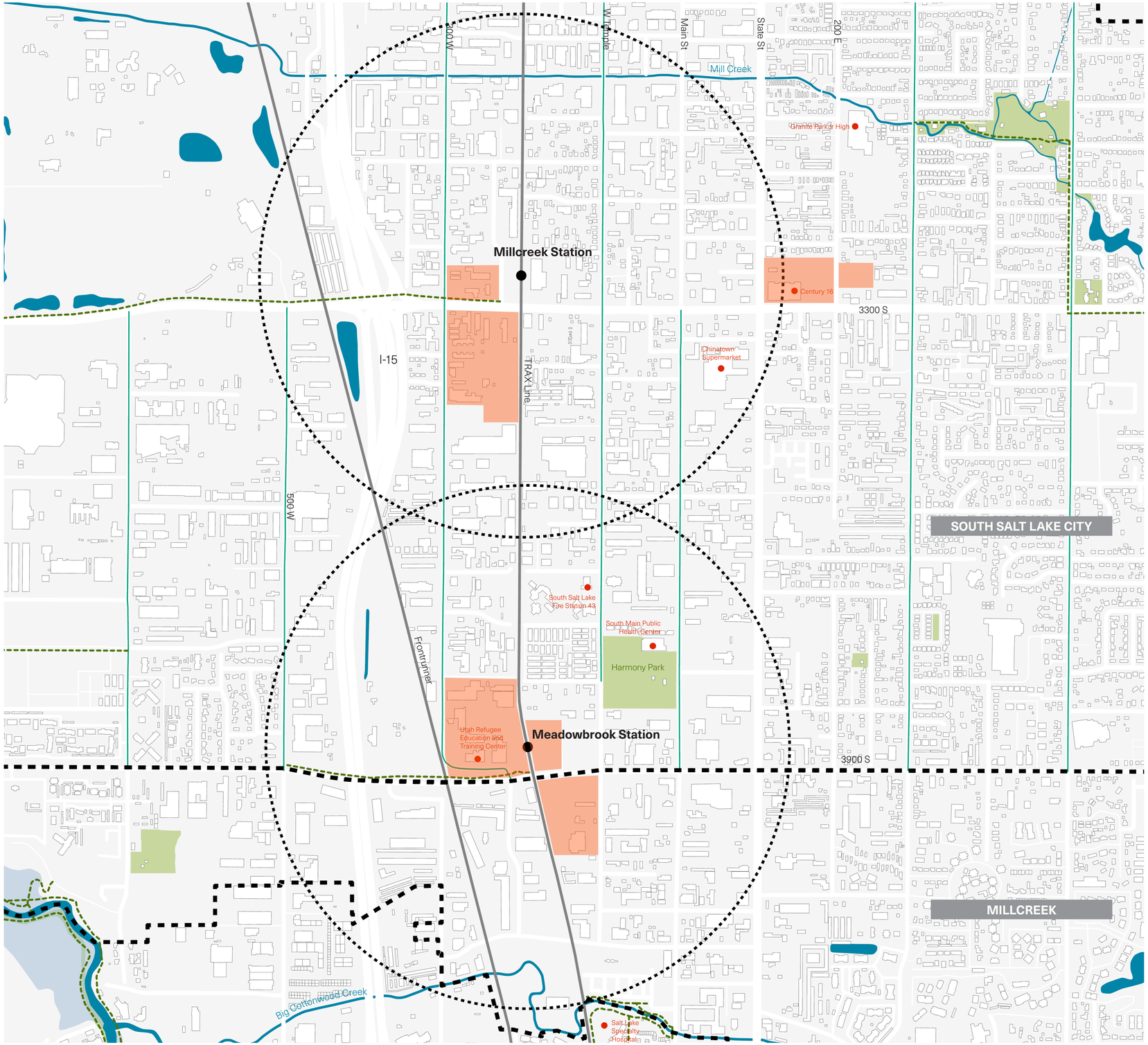
LEGEND

- City Boundary
- Station
- Station 1/2 Mile Buffer
- Rail Lines
- Trails
- Bike Lanes
- Waterways / Creeks
- Wetlands
- Parks

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ENVIRONMENT AND OPEN SPACE PLAN | MEADOWBROOK & MILLCREEK STATION AREA PLAN

DESIGNWORKSHOP
May 2025



LEGEND

- City Boundary
- Station
- Station 1/2 Mile Buffer
- Rail Lines
- Trails
- Bike Lanes
- Waterways
- Wetlands
- Parks
- Catalytic Nodes

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CATALYTIC NODES | MEADOWBROOK & MILLCREEK STATION AREA PLAN

DESIGNWORKSHOP
May 2025

Lack of parks and green spaces

Rail and highway barriers

Opportunity to connect to the Jordan River Trail

Connection to existing trails

Opportunity Sites

Heavy traffic corridors

Industrial Uses

Incomplete sidewalk network

Residential Development

Community gathering places

Millcreek Station

Meadowbrook Station

SOUTH SALT LAKE CITY

MILLCREEK

3300 S

3900 S

500 W

300 W

W Temple

Main St

State St

200 E

I-15

TRAX Line

Frontrunner

Mill Creek

Big Cottonwood Creek

Granite Park at High

Century 16

Chinatown Supermarket

South Salt Lake Fire Station 43

South Main Public Health Center

Harmony Park

Utah Refugee Education and Training Center

Salt Lake Specialty Hospital

LEGEND

- City Boundary
- Station
- Station 1/2 Mile Buffer
- Rail Lines
- Trails
- Bike Lanes
- Waterways
- Wetlands
- Parks
- Opportunity Sites
- Community Gathering Places
- Trail Nodes
- High-traffic Corridor
- Rail/Highway Barrier

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OPPORTUNITIES & CONSTRAINTS | MEADOWBROOK & MILLCREEK STATION AREA PLAN

DESIGNWORKSHOP

May 2025



APPENDIX C:
DEMOGRAPHIC ANALYSIS

DESIGNWORKSHOP
Planning
Urban Design
Strategic Services
Environmental Graphic Design

22860 Two Rivers Road, Suite 102
Basalt, Colorado 81621
970.925.8354
designworkshop.com

MEMORANDUM

To: South Salt Lake City and Millcreek City

From: Design Workshop | Chris Geddes, Marianne Stuck

Date: May 22, 2025

Project Name: Meadowbrook and Millcreek SAP

Project #: 8633

Subject: Demographic and Socioeconomic Trends Analysis

Executive Summary

This memorandum provides an overview of demographic and socioeconomic trends for the Meadowbrook & Millcreek Station Area and its broader context, including Millcreek, South Salt Lake, Salt Lake County, and the State of Utah. Because the station area is located near the boundary of both Millcreek and South Salt Lake, multiple surrounding census tracts were used to better capture the area's characteristics. The analysis includes data on population growth, household composition, income, age, race and ethnicity, employment, and housing. Millcreek is characterized by a higher median income, an older population, and a greater share of owner-occupied housing. In contrast, the station area has a younger population, more renters, and greater racial and ethnic diversity. These findings highlight key differences within the region and provide a foundation for planning strategies that respond to both current conditions and future needs.

Introduction

This memorandum provides a baseline assessment of demographic and socioeconomic conditions of South Salt Lake City (South Salt Lake) and Millcreek City (Millcreek) in relationship to the Meadowbrook & Millcreek Station Area (Station Area), Salt Lake County (County), and the State of Utah (State). Additionally, this memo includes an analysis of demographic projections within these geographies, highlighting key considerations to identify future needs as well as strategic growth opportunities for the future.

Task 2.3 Demographic and Socioeconomic Trends Analysis

Using a blend of data sources and methodologies, we will establish a baseline understanding of the station area's demographics to ground and inform our recommendations. This demographic analysis examines a blend of population, age, income, employment, housing, education, and other information to determine current and future demographic trends for both the station area, city, and region.

Geographic Areas of Analysis

The station is positioned near the boundary of both Millcreek and South Salt Lake, making it influenced by and accessible to residents from both communities. Because of this shared proximity, no single census tract fully captures the demographic characteristics of the area. To provide a more accurate analysis, multiple surrounding census tracts were included to reflect the broader context of the station area and the overlapping influence of both cities.



Figure 1: Regional Study Area, Source: ESRI

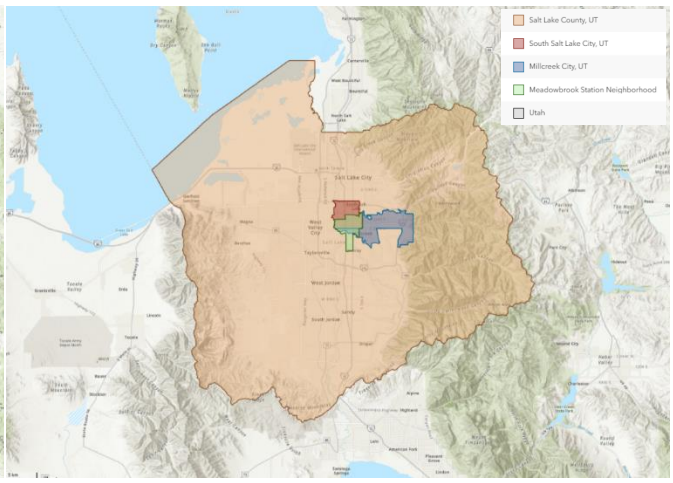


Figure 2: Local Study Area, Source: ESRI

Socioeconomic Existing Conditions

Population & Growth Projections

Figure 3 illustrates population and population growth projections for Millcreek City, South Salt Lake City, Salt Lake County, and the State of Utah. According to data retrieved from the Wasatch Front Regional Council (WFRC) and Kem C. Gardner Policy Institute, Millcreek's 2025 population is 62,047. Between 2019 and 2024 the city experienced moderate growth, increasing by 3% in total from 60,292 residents to 61,831 residents. Total growth as a percentage of population is lower than South Salt Lake City (7%), Salt Lake County (5%), and Utah State (9%) for this time period. Based on Kem C. Gardner Policy Institute's population projections, growth is expected to continue in Millcreek over the next 25 years, with a total projected increase of 8,779 people, equating to a 14% increase and a 2050 population of 70,826. Comparatively, South Salt Lake City, Salt Lake County, and the State are also projected to increase with total increases projected to be 37%, 26%, and 39%, respectively. Projected population growth data is unavailable for the Meadowbrook & Millcreek Station Area Study Area. As of 2023, the area had a population of 31,734.

Total Population				
Population Year	**Millcreek City**	**South Salt Lake City**	**Salt Lake County**	**Utah State**
2019	60,292	25,094	1,174,562	3,231,108
2020	60,785	25,467	1,188,213	3,284,823
2021	60,978	25,709	1,197,551	3,343,552
2022	61,243	25,992	1,210,701	3,403,190
2023	61,536	26,368	1,223,609	3,464,887
2024	61,831	26,730	1,236,469	3,526,992
2025	62,047	27,017	1,249,403	3,588,325
2026	62,237	27,332	1,262,495	3,647,847
2027	62,459	27,684	1,275,786	3,707,365
2028	62,768	28,091	1,289,287	3,765,808
2029	63,106	28,517	1,302,960	3,823,047
2030	63,414	28,883	1,316,739	3,879,161
2031	63,738	29,307	1,330,515	3,934,602
2032	64,173	29,881	1,344,145	3,989,928
2033	64,623	30,568	1,357,773	4,045,806
2034	64,984	31,216	1,371,308	4,101,768
2035	65,334	31,753	1,384,865	4,158,181
2036	65,654	32,269	1,398,439	4,214,821
2037	66,109	32,761	1,411,954	4,271,482
2038	66,558	33,227	1,425,361	4,327,969
2039	66,992	33,718	1,438,622	4,384,194
2040	67,440	34,137	1,451,869	4,440,560
2041	67,833	34,579	1,464,970	4,496,514
2042	68,196	34,959	1,477,835	4,551,744
2043	68,451	35,324	1,490,487	4,606,307
2044	68,689	35,593	1,502,811	4,659,824
2045	69,015	35,889	1,514,917	4,712,762
2046	69,338	36,187	1,526,940	4,765,572
2047	69,714	36,454	1,538,703	4,817,728
2048	70,097	36,698	1,550,245	4,869,323
2049	70,472	36,915	1,561,468	4,920,070
2050	70,826	37,130	1,572,359	4,969,929
Recent and Projected Total Population Change (%)				
	Millcreek City	**South Salt Lake City**	**Salt Lake County**	**Utah State**
(2019-2024)	3%	7%	5%	9%
(2025-2029)	2%	6%	4%	7%
(2030-2034)	2%	8%	4%	6%
(2035-2039)	3%	6%	4%	5%
(2040-2044)	2%	4%	4%	5%
(2045-2050)	3%	3%	4%	5%

Figure 3. Historic, Current, and Projected Population, Sources: WFRC Open Data Population Projections (City Area), and Kem C. Gardner Policy Institute State and County Projections 2020-2060

Household & Growth Projections

Total Households, 2025:

- City Comparison: In 2025 Millcreek has 25,860 households compared to 11,582 in South Salt Lake City.
- County: In 2025 Salt Lake County has 438,488 households.
- State of Utah: In 2025 Utah has 1,192,326 households. Of those, ~37% are in Salt Lake County.

Figure 4 illustrates total households and growth projections for Millcreek City, South Salt Lake City, Salt Lake County, and the State of Utah. Household size has trended down over the last several years. However, according to data from the WFRC and Kem C. Gardner Policy Institute, total households will continue to increase. Millcreek City's households increased by 4% between 2019 and 2024. Similar to the trends shown for population, this is a smaller increase than all other geographies analyzed except Utah County. In 2023, Millcreek had an average household size of 2.45, a 1.6% decrease compared to 2.49 in 2019. South Salt Lake's household size decreased by 6% for the same time period. Household size for Salt Lake County and the State is projected to decrease steadily over the next 25 years.

Total Number of Households				
Year	Millcreek City	South Salt Lake City	Salt Lake County	Utah State
2019	24,621	10,648	399,636	1,038,725
2020	24,838	10,790	405,229	1,057,252
2021	25,024	10,924	411,013	1,082,726
2022	25,233	11,070	418,018	1,109,335
2023	25,458	11,252	424,915	1,136,684
2024	25,677	11,432	431,737	1,164,425
2025	25,860	11,582	438,488	1,192,326
2026	26,040	11,737	445,294	1,220,284
2027	26,229	11,911	452,189	1,248,097
2028	26,462	12,099	459,288	1,275,878
2029	26,705	12,297	466,582	1,303,638
2030	26,937	12,489	474,073	1,331,265
2031	27,190	12,700	481,888	1,359,356
2032	27,483	12,973	489,850	1,387,747
2033	27,797	13,293	498,058	1,416,545
2034	28,079	13,610	506,353	1,445,551
2035	28,347	13,884	514,426	1,474,129
2036	28,586	14,138	522,362	1,502,118
2037	28,877	14,386	530,176	1,529,715
2038	29,167	14,620	537,953	1,556,903
2039	29,439	14,871	545,608	1,583,904
2040	29,705	15,086	553,023	1,610,383
2041	29,999	15,338	561,834	1,640,619
2042	30,274	15,566	570,222	1,669,733
2043	30,491	15,778	578,302	1,698,140
2044	30,703	15,950	586,162	1,726,113
2045	30,943	16,128	593,754	1,753,636
2046	31,153	16,308	601,225	1,781,138
2047	31,417	16,478	608,468	1,808,384
2048	31,678	16,642	615,598	1,835,389
2049	31,942	16,792	622,625	1,862,358
2050	32,198	16,942	629,565	1,889,344
Recent and Projected Total Household Change (%)				
	Millcreek City	**South Salt Lake City**	**Salt Lake County**	**Utah State**
(2019-2024)	4%	7%	8%	12%
(2025-2029)	3%	6%	6%	9%
(2030-2034)	4%	9%	7%	9%
(2035-2039)	4%	7%	6%	7%
(2040-2044)	3%	6%	6%	7%
(2045-2050)	4%	5%	6%	8%

Figure 4. Historic, Current, and Projected Households, Sources: WFRC Open Data Household Projections (City Area), and Kem C. Gardner Policy Institute State and County Projections 2020-2060

Age

As of 2023, Millcreek City has the highest median age at 36.5 years, indicating it has the oldest population among the areas compared. Salt Lake County has a median age of 33.6 years, slightly higher than South Salt Lake City at 32.5 years and the State of Utah at 32.2 years. The Meadowbrook & Millcreek Station Area has the youngest population, with a median age of 30.8.

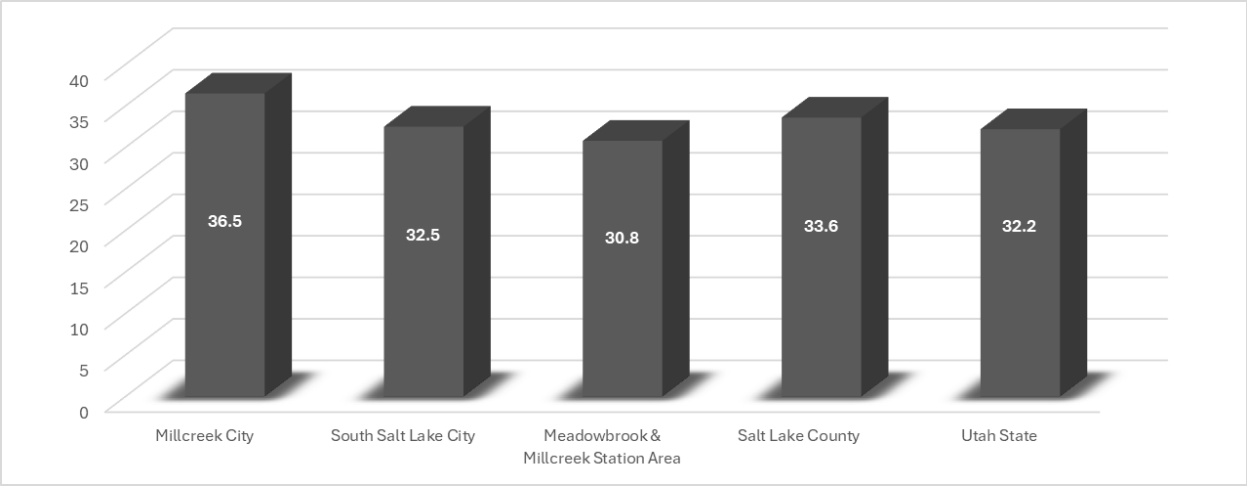


Figure 5. 2023 Median Age: Source: U.S. Census Bureau, U.S. Department of Commerce. "ACS Demographic and Housing Estimates." American Community Survey, ACS 5-Year Estimates Data Profiles, Figure DP05, 2023, https://data.census.gov/Figure/ACSDP5Y2023.DP05?t=Household Size and Type&g=040XX00US49_050XX00US49035,49049_160XX00US4920120,4967440. Accessed on February 4, 2025. 2023 Median Age, Sources:

- *City-Level Data - U.S. Census Bureau, U.S. Department of Commerce. "ACS Demographic and Housing Estimates." American Community Survey, ACS 5-Year Estimates Data Profiles, Figure DP05, 2023, https://data.census.gov/Figure/ACSDP5Y2023.DP05?t=Household Size and Type&g=040XX00US49_050XX00US49035,49049_160XX00US4920120,4967440. Accessed on February 4, 2025.*
- *State and County Level Data - Kem C. Gardner Policy Institute State and County Projections 2020-2060*

Income

Millcreek City's household income is high with 17.40% of households earning $200,000+ as of 2023. The largest segment of income is $100,000 to $149,000 and accounts for 19.50% of households in Millcreek. Salt Lake County and the State of Utah also have large portions of households in higher income brackets. Comparatively, South Salt Lake City and the Meadowbrook & Millcreek Station Area have slightly more households earning between $75,000 and $99,000. As of 2023, Millcreek City's median household income was $98,502, which was higher than all other geographies analyzed. The Station Area's income trends more closely reflect South Salt Lake than Millcreek City. Figure 6 shows the 2023 distribution of household income for each geography by income segment as well as the median household income for each area.

Income Level	Millcreek City	South Salt Lake City	Meadowbrook & Millcreek Station Area	Salt Lake County	Utah
Less than $10,000	4.70%	5.10%	6.59%	3.10%	3.20%
$10,000 to $14,999	2.70%	4.00%	4.69%	2.40%	2.10%
$15,000 to $24,999	4.30%	4.90%	4.16%	3.80%	4.20%
$25,000 to $34,999	6.10%	6.00%	7.34%	4.80%	5.20%
$35,000 to $49,999	7.50%	14.70%	14.94%	8.90%	8.70%
$50,000 to $74,999	13.40%	20.70%	20.20%	15.30%	15.50%
$75,000 to $99,999	12.10%	16.00%	14.29%	14.00%	14.60%
$100,000 to $149,999	19.50%	13.70%	15.07%	21.10%	22.00%
$150,000 to $199,999	12.30%	8.10%	6.66%	11.90%	11.50%
$200,000 or more	17.40%	6.60%	6.06%	14.70%	13.00%
Median Household Income	$98,502	$68,035	$65,603	$94,439	$93,421

Figure 6. Median Household Income and 2023 Household Income Distribution (% of Households). Source: U.S. Census Bureau, U.S. Department of Commerce. "Household Income in the Past 12 Months (in 2023 Inflation-Adjusted Dollars)." American Community Survey, ACS 5-Year Estimates Detailed Figures, Figure B19001, 2023,

Race & Ethnicity

Compared to other geographies analyzed, a smaller portion of Millcreek City's population identifies as Hispanic or Latino (8.6%). Of Millcreek City's population that does not identify as Hispanic or Latino (91.40%), 78.1% identify as "White alone." The second largest race in Millcreek City is "Asian alone" (3.6%). "Two or more races" was reported by 4.6% of the population. A small percentage of the population reported as Black/African American, Native Hawaiian/Pacific Islander, and American Indian/Alaska Native, accounting for 2.70%, 1.20%, and 0.40%, respectively. South Salt Lake's population is more diverse, as 20% of the population identifies as Mexican and only 52% identify as White alone. The Station Area more closely resembles the South Salt Lake population.

Race and Ethnicity	Millcreek City	South Salt Lake City	Meadowbrook & Millcreek Station Area	Salt Lake County	Utah State
Mexican	4.30%	20.40%	16.27%	13.90%	10.60%
Puerto Rican	0.10%	0.20%	0.26%	0.50%	0.40%
Cuban	0.50%	0.40%	0.34%	0.20%	0.10%
Other Hispanic or Latino	3.70%	7.60%	10.15%	5.50%	4.30%
White alone	78.10%	52.40%	48.36%	67.90%	75.70%
Black or African American alone	2.70%	3.00%	5.84%	1.70%	1.00%
American Indian and Alaska Native alone	0.40%	2.00%	2.10%	0.50%	0.70%
Asian alone	3.60%	8.80%	9.30%	4.10%	2.30%
Native Hawaiian and Other Pacific Islander alone	1.20%	1.10%	1.87%	1.50%	0.90%
Some Other Race alone	0.80%	0.00%	0.64%	0.40%	0.40%
Two races including Some Other Race	1.30%	0.70%	1.39%	0.70%	0.70%
Two races excluding Some Other Race, and three or more races	3.30%	3.40%	3.49%	3.30%	2.90%

Figure 7: Race and Ethnicity, Source: Source: U.S. Census Bureau, 2023

Employment

In 2024, Millcreek City had a daytime population of 58,329, made up of 50.54% workers and 49.46% residents, with an unemployment rate of 3.2%. The Meadowbrook & Millcreek Station Area had a daytime population of 52,585, with 76.48% workers and 23.52% residents, and an unemployment rate of 4.5%. Salt Lake County recorded a daytime population of 1,316,301, consisting of 58.41% workers and 41.59% residents, also with a 3.2% unemployment rate. South Salt Lake City had a daytime population of 45,871, of which 74.61% were workers and 25.39% were residents, and it had the highest unemployment rate at 6.0%. At the state level, Utah reported a daytime population of 3,501,056, with 50.23% workers and 49.77% residents, and an unemployment rate of 3.0%.

Employment	Millcreek City, UT	South Salt Lake City, UT	Meadowbrook & Millcreek Station Area	Salt Lake County, UT	Utah
2024 Total Population	64,182	27,416	32,688	1,229,123	3,506,694
2024 Total Daytime Population	58,329	45,671	56,256	1,316,901	3,501,056
2024 Daytime Pop: Workers	29,477	34,076	43,023	769,252	1,758,746
2024 Daytime Pop: Workers (%)	50.54%	74.61%	76.48%	58.41%	50.23%
2024 Daytime Pop: Residents	28,852	11,595	13,233	547,649	1,742,310
2024 Daytime Pop: Residents (%)	49.46%	25.39%	23.52%	41.59%	49.77%
2024 Unemployment Rate	3.2%	6.0%	4.5%	3.2%	3.0%

Figure 8. 2022 Employment Trends. Source: ESRI.

Housing Stock Existing Conditions

In 2022, Millcreek City had 55% of its housing units as detached single-family homes, 9% as attached units, 4% as two-unit structures, 3% in structures with 3 or 4 units, and 28% as multifamily units. South Salt Lake City had 38% detached units, 9% attached, 5% two-unit, 6% with 3 or 4 units, and 41% as multifamily units. The Meadowbrook & Millcreek Station Area had 26% detached units, 10% attached, 4% two-unit, 3% with 3 or 4 units, and 56% as multifamily units . Salt Lake County reported 61% detached units, 8% attached, 2% two-unit, 3% with 3 or 4 units, and 24% as multifamily units. Statewide, Utah had 68% detached units, 7% attached, 2% two-unit, 4% with 3 or 4 units and 17% as multifamily units.

Housing Type	Millcreek City, UT	South Salt Lake City, UT	Meadowbrook & Millcreek Station Area	Salt Lake County, UT	Utah
2022 Housing: 1 Detached Unit in Structure (ACS 5-Yr) (%)	55%	38%	26%	61%	68%
2022 Housing: 1 Attached Unit in Structure (ACS 5-Yr) (%)	9%	9%	10%	8%	7%
2022 Housing: 2 Units in Structure (ACS 5-Yr) (%)	4%	5%	4%	2%	2%
2022 Housing: 3 or 4 Units in Structure (ACS 5-Yr) (%)	3%	6%	3%	3%	4%
2022 Housing: 5 to 9 Units in Structure (ACS 5-Yr) (%)	6%	8%	10%	4%	3%
2022 Housing: 10 to 19 Units in Structure (ACS 5-Yr) (%)	8%	12%	18%	6%	4%
2022 Housing: 20 to 49 Units in Structure (ACS 5-Yr) (%)	6%	9%	13%	6%	4%
2022 Housing: 50+ Units in Structure (ACS 5-Yr) (%)	8%	12%	15%	7%	4%
2022 Housing: Mobile Homes (ACS 5-Yr) (%)	1%	1%	2%	2%	3%
2022 Housing: Boat/RV/Van/etc. (ACS 5-Yr) (%)	0%	0%	0%	0%	0%

Figure 9. Housing by Type (2020). Source: ESRI.

Total Occupied Units and Housing Tenure

In 2024, Millcreek City had 27,522 total housing units, with 59.72% owner-occupied, 40.28% renter-occupied, and 6.30% vacant. Compared to Millcreek, South Salt Lake City had a lower owner-occupancy rate at 35.94% and a higher renter-occupancy rate at 64.06%, with 8.68% of units vacant. The Meadowbrook & Millcreek Station Area had 25.19% owner-occupied units and 74.81% renter-occupied units, with a vacancy rate of 8.58%. Salt Lake County showed 65.00% owner-occupancy and 35.00% renter-occupancy, with 5.74% vacant units. At the state level, Utah had 70.82% owner-occupied units, 29.18% renter-occupied units, and a 7.94% vacancy rate. Millcreek's 2024 median home value was $666,797, higher than South Salt Lake City ($493,060), Meadowbrook & Millcreek Station Area ($478,157), Salt Lake County ($587,088), and Utah ($547,487). The Station Area has the highest percentage of renter-occupied housing units and the lowest median home value when compared to all other geographies analyzed.

Housing Type	Millcreek City, UT	South Salt Lake City, UT	Meadowbrook & Millcreek Station Area	Salt Lake County, UT	Utah
2010 Total Housing Units	25,152	9,138	9,196	363,997	979,705
2010 Owner Occupied Housing Units (%)	60.53%	38.37%	29.72%	67.26%	70.43%
2010 Renter Occupied Housing Units (%)	39.47%	61.63%	70.28%	32.74%	29.57%
2010 Vacant Housing Units (%)	6.14%	6.62%	7.81%	5.88%	10.41%
2024 Total Housing Units	27,522	12,061	14,178	454,471	1,246,945
2024 Owner Occupied Housing Units (%)	59.72%	35.94%	25.19%	65.00%	70.82%
2024 Renter Occupied Housing Units (%)	40.28%	64.06%	74.81%	35.00%	29.18%
2024 Vacant Housing Units (%)	6.30%	8.68%	8.58%	5.74%	7.94%
2029 Total Housing Units	28,099	12,953	15,044	479,703	1,343,849
2029 Owner Occupied Housing Units (%)	61.59%	37.79%	26.95%	65.71%	72.54%
2029 Renter Occupied Housing Units (%)	38.41%	62.21%	73.05%	34.29%	27.46%
2029 Vacant Housing Units (%)	6.31%	7.83%	8.14%	5.66%	7.69%
2024 Median Home Value	$666,797	$493,060	$478,157	$587,088	$547,487
2029 Median Home Value	$745,299	$616,447	$597,763	$675,322	$643,137

Figure 10. Housing Occupancy and Median Home Value. Source: ESRI.



APPENDIX D:
MARKET ANALYSIS

DESIGNWORKSHOP
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MEMORANDUM

To: South Salt Lake City and Millcreek City

From: Design Workshop | Chris Geddes, Marianne Stuck

Date: May 22, 2025

Project Name: Meadowbrook & Millcreek Station Area Plan

Project #: 8633

Subject: Task 2.4 Real Estate and Market Analysis

Key Understanding

Residential: The Station Area is predominantly renter-occupied with a dense supply of multi-family housing. With over 2,200 new units needed by 2045, there is strong demand for mid-rise, high-density housing. An opportunity exists for mixed-income multi-family development, including affordable units and smaller format rentals for young professionals and families.

Retail: Retail space is in high demand with minimal new deliveries and very low vacancies. The leakage analysis highlights unmet demand in food, beverage, and clothing sectors. The market serves a young, diverse, and renter-heavy population. An opportunity exists for small-format, everyday retail such as cafes, casual dining, and value-oriented apparel to serve local residents and daytime workers.

Office: The Station Area's office market has remained resilient, outperforming the broader county with lower vacancies and stable rent growth. Most space is Class B or C, with little new supply.

Hotel: The area has limited hotel supply, with mostly older, economy-class properties. Occupancy and revenue performance trail the broader region, and current demand does not justify new supply.

Industrial: Industrial space is in demand, with low vacancies and steadily rising rents, but much of the inventory is outdated. Small-scale users dominate the market, with limited high-quality supply. An opportunity exists for modern, small-format flex industrial or light manufacturing space to meet demand and improve the quality of inventory.

Identification of Study Area

The Meadowbrook & Millcreek Station Area is located in Salt Lake County, with portions extending into the cities of Millcreek, South Salt Lake City, and Murray. The Station Area is positioned along the I-15 corridor, providing direct access to Salt Lake City to the north and Provo to the south. This study examines the existing market conditions of the station area in comparison to the surrounding areas. Figure 1 provides location context for the Station Area and surrounding areas.

The station is positioned near the boundary of both Millcreek and South Salt Lake, making it influenced by and accessible to residents from both communities. Because of this shared proximity, no single census tract fully captures the demographic characteristics of the area. To provide a more accurate analysis, multiple surrounding census tracts were included to reflect the broader context of the station area and the overlapping influence of both cities.

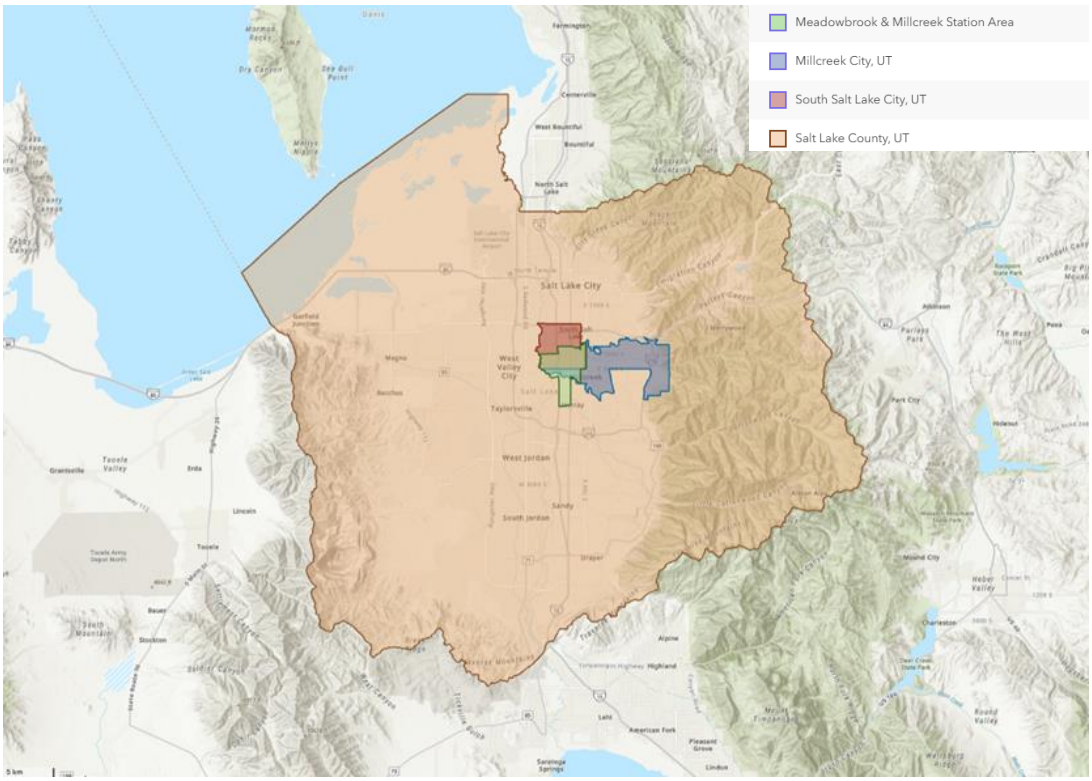


Figure 1: Location Context, Source: ESRI

HTRZ Requirements

In Utah, Housing and Transit Reinvestment Zones (HTRZs) are designated areas established to promote mixed-use, high-density housing developments near public transit stations. These zones aim to enhance public transit utilization, increase affordable housing availability, and encourage sustainable urban growth. The requirements for establishing an HTRZ vary depending on the type of transit station including commuter rail, light rail, or bus rapid transit.

For commuter rail stations, HTRZs require a minimum density of 50 residential units per acre on designated residential land. A minimum of 12% of residential units must be affordable, with at least 9% for households earning up to 80% of the area median income (AMI) and 3% for those earning up to 60% of AMI. The zone can extend up to a one-third-mile radius from the station, covering a maximum of 125 noncontiguous acres to encourage transit-oriented development. Tax Increment Financing (TIF) allows for the capture of up to 80% of property tax increment for 25 consecutive years per parcel, with a 45-year eligibility period for the entire HTRZ, supporting infrastructure and development costs.

For light rail stations, the density and affordability requirements remain, but the zone is limited to a one-quarter-mile radius and 100 noncontiguous acres to align with light rail's urban focus. TIF incentives permit up to 80% of property tax increment for 15 years per parcel, with a 30-year total eligibility period for the HTRZ. These policies aim to create walkable, high-density communities that maximize transit access and reduce reliance on personal vehicles.

Communities are not required to develop at the qualifying densities within the radial boundaries of the HTRZ. These reinvestment zones are designed as an option to provide a mechanism for municipalities to utilize future tax revenue growth to fund current development projects.

Market Analysis Objective

The following study assesses residential, office, hospitality, commercial, and industrial markets to identify development trends and opportunities within the Station Areas. The analysis evaluates inventory, vacancy rates, absorption, pricing, development pipelines, and housing stock characteristics, including renter vs. owner-occupied dwelling units. A market-driven assessment of current and projected supply and demand determines the feasibility of various asset types. Demand estimates are provided across applicable uses, with a single regional study covering all station areas.

Residential Analysis

Existing Inventory

Table 2 shows the distribution of housing types by structure size across the Station Area, South Salt Lake City, Millcreek City, and Salt Lake County. Detached single-family homes make up the majority of units in all areas, with the highest shares in Salt Lake County (61.23%) and Millcreek City (55.49%). In contrast, the Station Area has a lower proportion of detached homes at just 25.83%, indicating a more diverse housing stock.

The Station Area stands out for its higher percentages of mid-sized and large multi-family housing. It has the highest share of units in 10–19-unit buildings (17.61%) and 20–49-unit buildings (13.09%), significantly exceeding the county averages. It also has a larger share of units in structures with 50 or more units (15.34%), closely followed by South Salt Lake City at 11.66%.

Location	Meadowbrook Millcreek Station Area	South Salt Lake City, UT	Millcreek City, UT	Salt Lake County, UT
1 Detached Unit in Structure	25.83%	38.14%	55.49%	61.23%
1 Attached Unit in Structure	10.06%	9.03%	9.49%	8.46%
2 Units in Structure	3.64%	5.24%	3.57%	2.32%
3 or 4 Units in Structure	3.16%	6.40%	2.54%	3.47%
5 to 9 Units in Structure	9.78%	7.71%	5.95%	4.05%
10 to 19 Units in Structure	17.61%	11.67%	8.27%	5.55%
20 to 49 Units in Structure	13.09%	9.06%	6.34%	5.81%
50+ Units in Structure	15.34%	11.66%	7.58%	7.29%

Table 1. Housing by Type (2020). Source: ESRI.

Total Occupied Units and Housing Tenure

Table 2 presents housing characteristics for the Station Area, Salt Lake County, South Salt Lake City, and Millcreek City. The Station Area contains 14,178 total housing units and has a significantly higher proportion of renter-occupied units (74.81%) compared to all other areas. In contrast, Salt Lake County and Millcreek City have much higher shares of owner-occupied units at 65.00% and 59.72%, respectively. South Salt Lake City falls in between with 35.94% owner occupancy. Vacancy rates are also highest in South Salt Lake City (8.68%) and the Station Area (8.58%), while Salt Lake County and Millcreek City show lower rates at 5.74% and 6.30%, respectively.

Location	Meadowbrook Millcreek Station Area	Salt Lake County, UT	South Salt Lake City, UT	Millcreek City, UT
2024 Total Housing Units	14,178	454,471	12,061	27,522
2024 Owner Occupied Housing Units (%)	25.19%	65.00%	35.94%	59.72%
2024 Renter Occupied Housing Units (%)	74.81%	35.00%	64.06%	40.28%
2024 Vacant Housing Units (%)	8.58%	5.74%	8.68%	6.30%

Table 2. Ownership Status (% of Total Housing Units). Source: ESRI.

Existing Conditions – Multi-family Supply and Inventory

The Station Area has 173 multi-family housing properties including 9,058 dwelling units. Multi-family housing is defined as typically containing five or more dwelling units that may also include common areas and facilities. Townhomes are included as multi-family properties. Multi-family housing in the area is relatively old, as the average year built is 1979. The Station Area's existing inventory is dense, with an average density per acre of 34 dwelling units per acre. Multi-family properties are generally evenly dispersed throughout the area with a concentration of newer, more dense construction around Meadowbrook Millcreek Station. Blue pins represent a property that is for sale or lease. Grey pins represent off market properties.

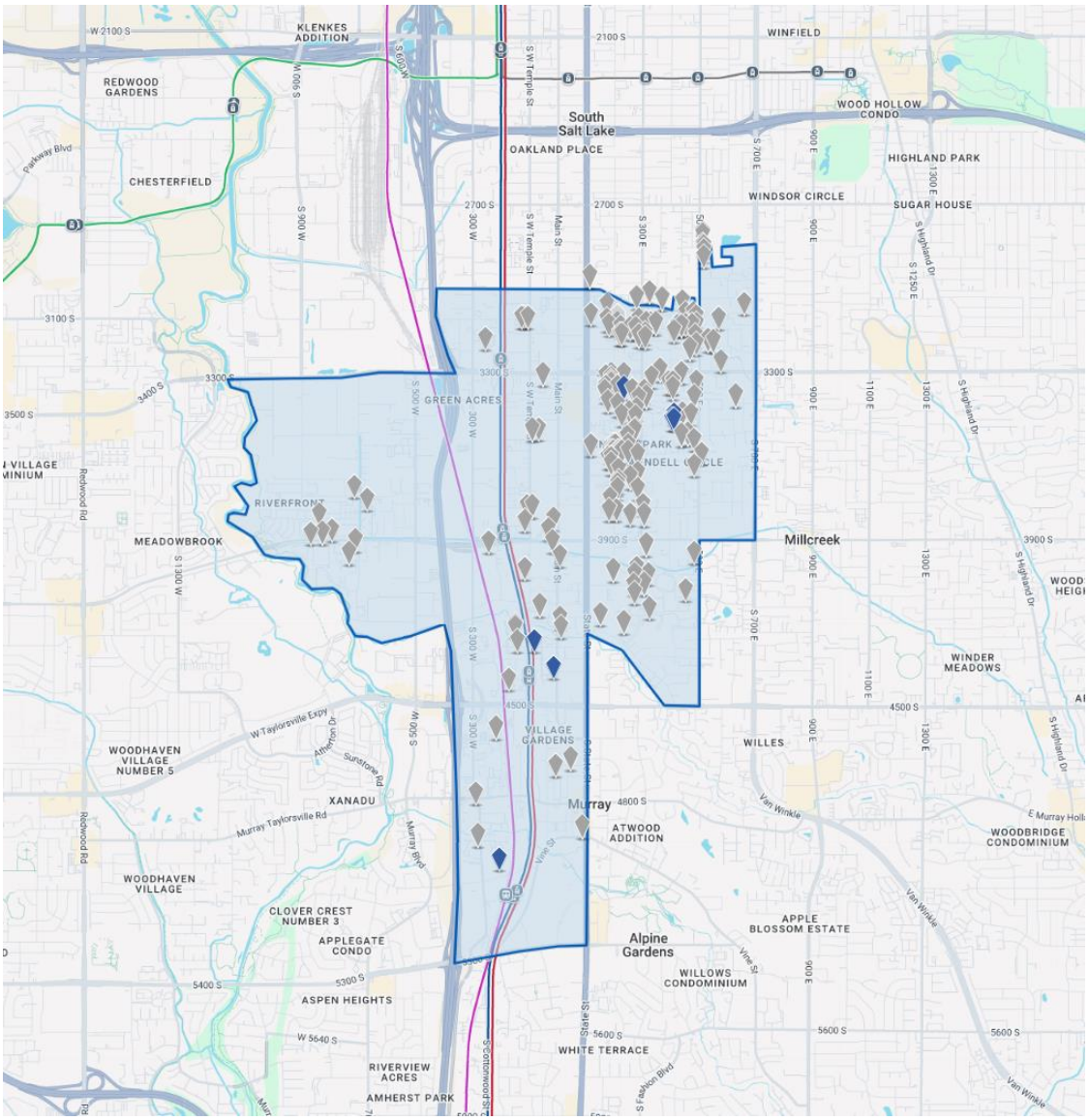


Figure 2. Multi-family Properties. Source: CoStar

Existing Conditions – Vacancy Trends

Multi-family vacancy rates within the Station Area have fluctuated over the last ten years from a ten-year high in 2019 of 7.2% to a low of 4.0% in 2022. Over this period, vacancy rates have averaged at 6.5%. The multi-family market has experienced an increase in vacancy rates since 2022 of approximately 5%. Projections indicate that rates will decrease over the next five years as new units are absorbed.

In comparison, Salt Lake County's multi-family housing market vacancy rates have typically averaged between 7% and 10% over the last ten years. Current rates of 10.1% are higher than usual, likely due to an increase in new housing that is yet to be absorbed. Figure 3 provides an illustration of multi-family vacancy rates over the last ten years, comparing the Station Area market to Salt Lake County. The Station Area is represented in black and Salt Lake County in green.

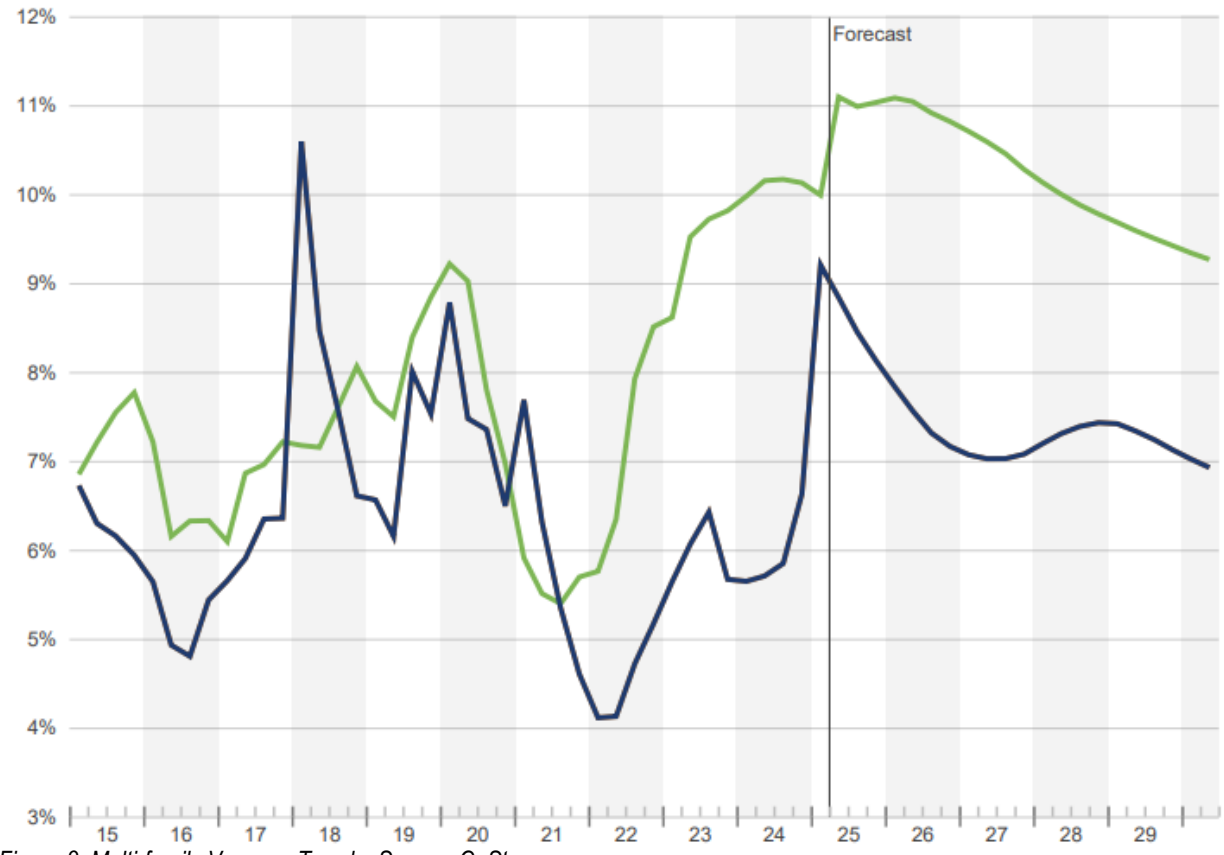


Figure 3: Multi-family Vacancy Trends. Source: CoStar

Existing Conditions – Deliveries and Absorption

Since 2015, 2,691 dwelling units have been delivered to the Station Area market. These deliveries account for approximately 30% of all units within the market. Annual deliveries have ranged between 141 and 569 dwelling units over the last ten years with absorption ranging from 19 to 437 dwelling units. Since 2015, the Station Area market has averaged 356 dwelling units delivered and 228 dwelling units absorbed on an annual basis. The frequency of large deliveries to the market over the last ten years has resulted in fluctuating vacancy rates as the market absorbs the new space. Vacancy rates peaked in 2018 at 10.6% as a result of 484 units being introduced to the market, the largest delivery of the past ten years. The addition of over 2,500 dwelling units in the last ten years indicates that the station area market is adopting denser housing options.

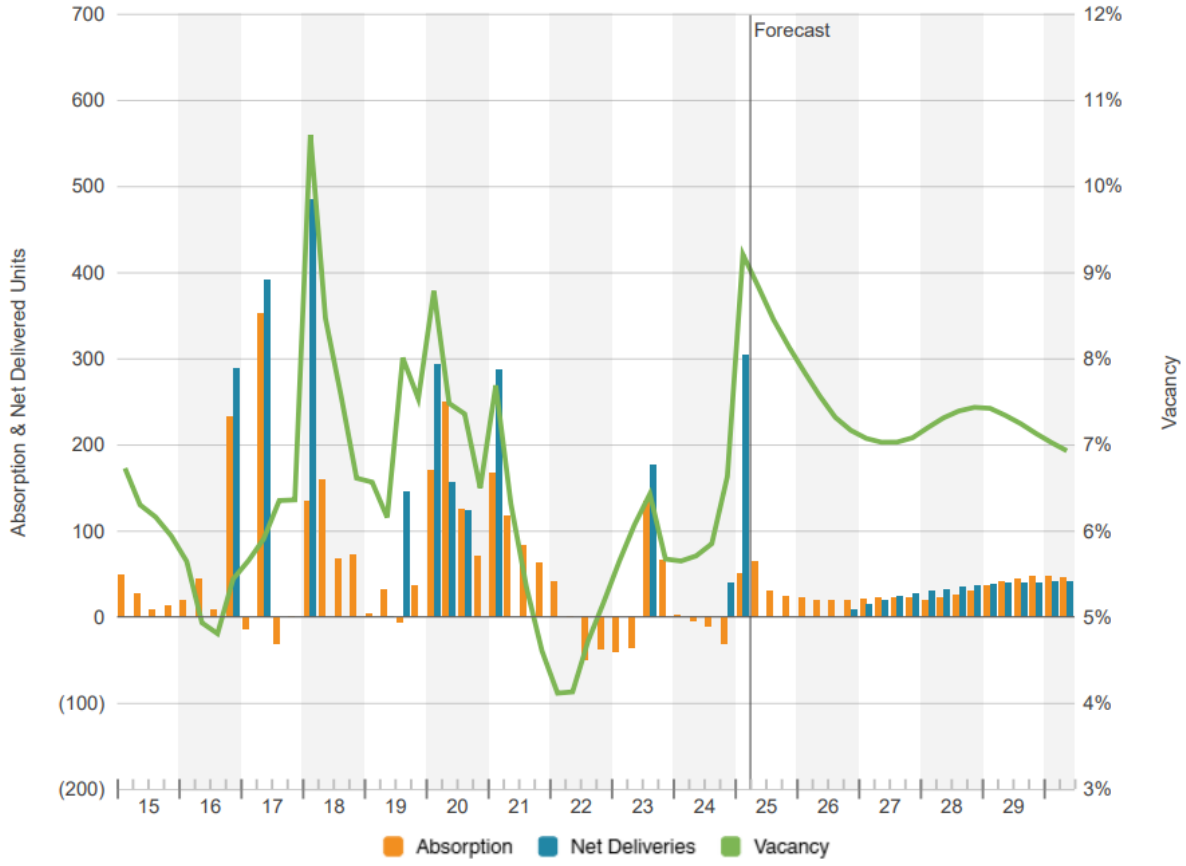


Figure 4: Station Area Multi-family Absorption, Deliveries, and Vacancy Trends. Source: CoStar

Existing Conditions – Rental Rates

Average market rental rates for multi-family housing have increased from $944 per unit in 2015 to current rates of $1,389 per unit. Rental rates increased at a moderate rate of between 0% and 5% between 2015 and 2020 before rising to between 5% and 18% between 2021 and 2022, reaching the ten-year high of $1,428 per unit in 2022. Since 2022, rental rates have decreased to the current rate of $1,389 per unit. On a per square foot basis, studio units are the most expensive, at $2.31 per square foot. One-bedroom units are approximately $1.89 per square foot, and two- and three-bedroom units are approximately $1.56 per square foot and $1.42 per square foot, respectively.

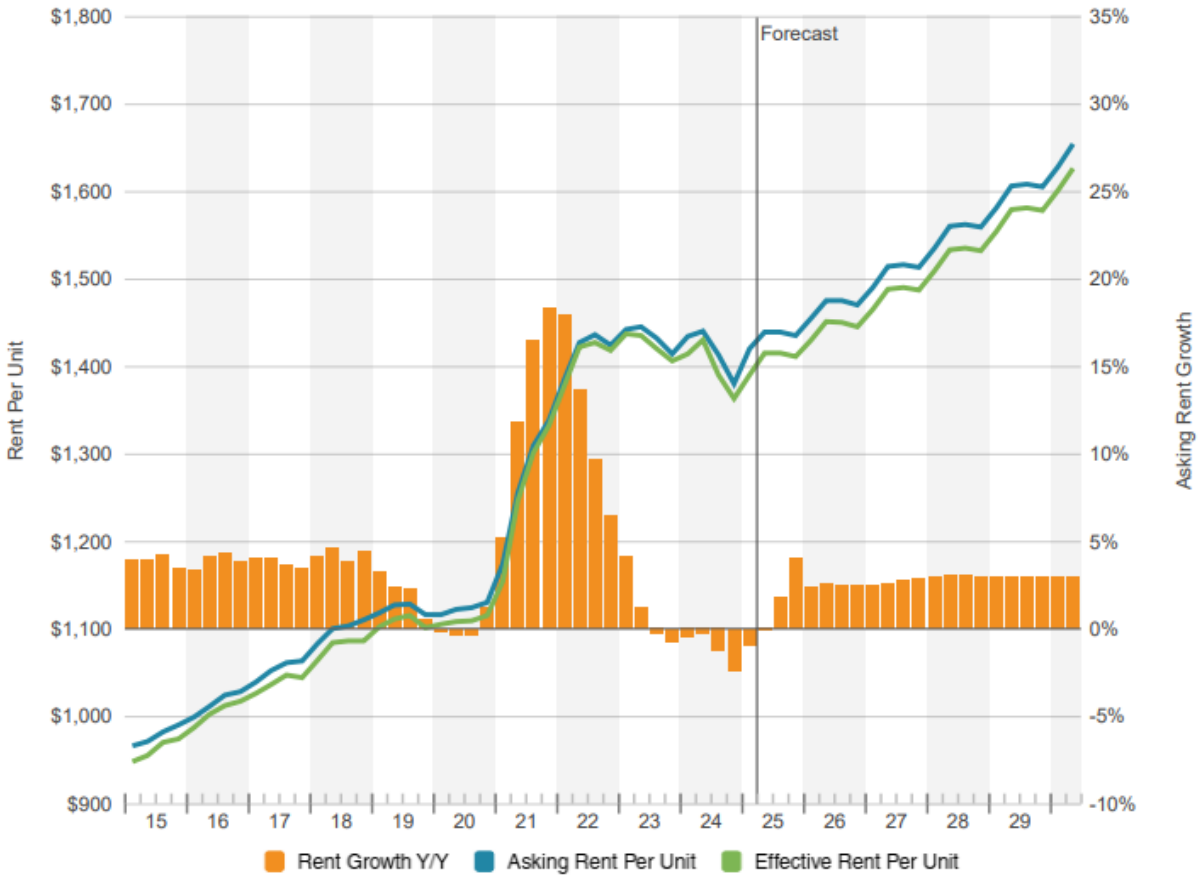


Figure 5: Station Area Rental Rate and Growth Trends. Source: CoStar

Demand

Current American Community Survey estimates indicate that Millcreek and South Salt Lake City have 39,583 housing units. The Wasatch Front Regional Council estimates that Millcreek and South Salt Lake City will experience an increase of approximately 5,083 and 4,546 households, respectively, between 2025 and 2045. To accommodate this growth, these areas will likely need approximately 7,488 new housing units by 2045 with 3,421 in Millcreek and 4,067 in South Salt Lake. The Meadowbrook Millcreek Station Area can likely capture approximately 30% of this demand. Assuming that the Station Area's composition of renter occupied units versus owner occupied units remains consistent, the Station Area will likely require 566 for-sale units and 1,681 for-rent units. Based on the Station Area's existing housing composition, Table 3 outlines the projected demand of housing units based on unit type. Appendix A provides a table outlining housing demand projections from 2025 through 2045.

Year		2045
Millcreek City Household Projections		30,943
SSL Household Projections		16,128
Millcreek City Total Housing Units		27,522
SSL Total Housing Units		12,061
Current Total Housing Units		39,583
Total Housing Unit Demand		**7,488**
Millcreek City Housing Unit Demand		3,421
SSL Housing Unit Demand		4,067
Total For Sale Housing Unit Demand	25%	1,886
Total For Rent Housing Unit Demand	75%	5,602
Station Area Caputable Unit Demand (30%)		**2,246**
For Sale Housing Unit Demand	25%	566
For Rent Housing Unit Demand	75%	1,681
Housing Unit Distribution		
1-unit, detached	25.83%	580
1-unit, attached	10.06%	226
2 units	3.64%	82
3 or 4 units	3.16%	71
5 to 9 units	9.78%	220
10 to 19 units	17.61%	396
20 or more units	28.43%	639

Table 3: Projected Residential Demand. Source: WFRC Open Data Household Projections,

Target Pricing

HTRZ requirements establish that a minimum of 12% of residential units must be affordable, with at least 9% for households earning up to 80% of the area median income (AMI) and 3% for those earning up to 60% of AMI. The Station Area has a median household income of $63,643. As a result, in order to qualify for HTRZ, 9% of housing in the station area must be attainable for households earning approximately $50,914 and 3% must be attainable for households earning approximately $38,185. Assuming that the average household will spend no more than 30% of their income on housing, those earning $50,914 could support a monthly rental rate of $1,272 while those earning $38,185 could support a monthly rental rate of $955.

The remaining 88% of housing within the HTRZ areas may be market rate housing. To remain competitive within the market, multi-family housing products should be priced similarly. The current market rates for studio, one-bedroom, two-bedroom, and three-bedroom units are $1,192, $1,211, $1,535, and $1,760, respectively. Multi-family rental rates have grown at an average of 4% over the last ten years and are projected to continue to grow at approximately 3% over the next five years.

Conclusions

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 Area's projected housing demand will require 2,246 housing units by 2045, including approximately 1,026 from Millcreek and 1,220 from South Salt Lake. If HTRZ is a goal for the city, the best fit for the Station Area will be mid-rise and high-density multi-family developments (20+ unit buildings) providing a mix of studio, one-bedroom, and two-bedroom units suited for professionals, young families, and downsizing homeowners. This development typology will remain 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.

Retail Analysis

Existing Conditions – Supply and Inventory

There are 348 retail properties in the Station Area market including 2.9 million square feet of space. The majority of properties in the Station Area are general freestanding retail properties, accounting for 39% of the inventory. There are a large number of auto dealerships and repair shops, accounting for approximately 29% of the inventory. Restaurants and fast-food establishments account for approximately 10% of the inventory. The retail inventory is relatively old, with the average year built being 1968. Much of the retail within the Station Area is concentrated along the State Street and 3300 S corridors. Figure 6 provides an illustration of the retail concentration in the Station Area.

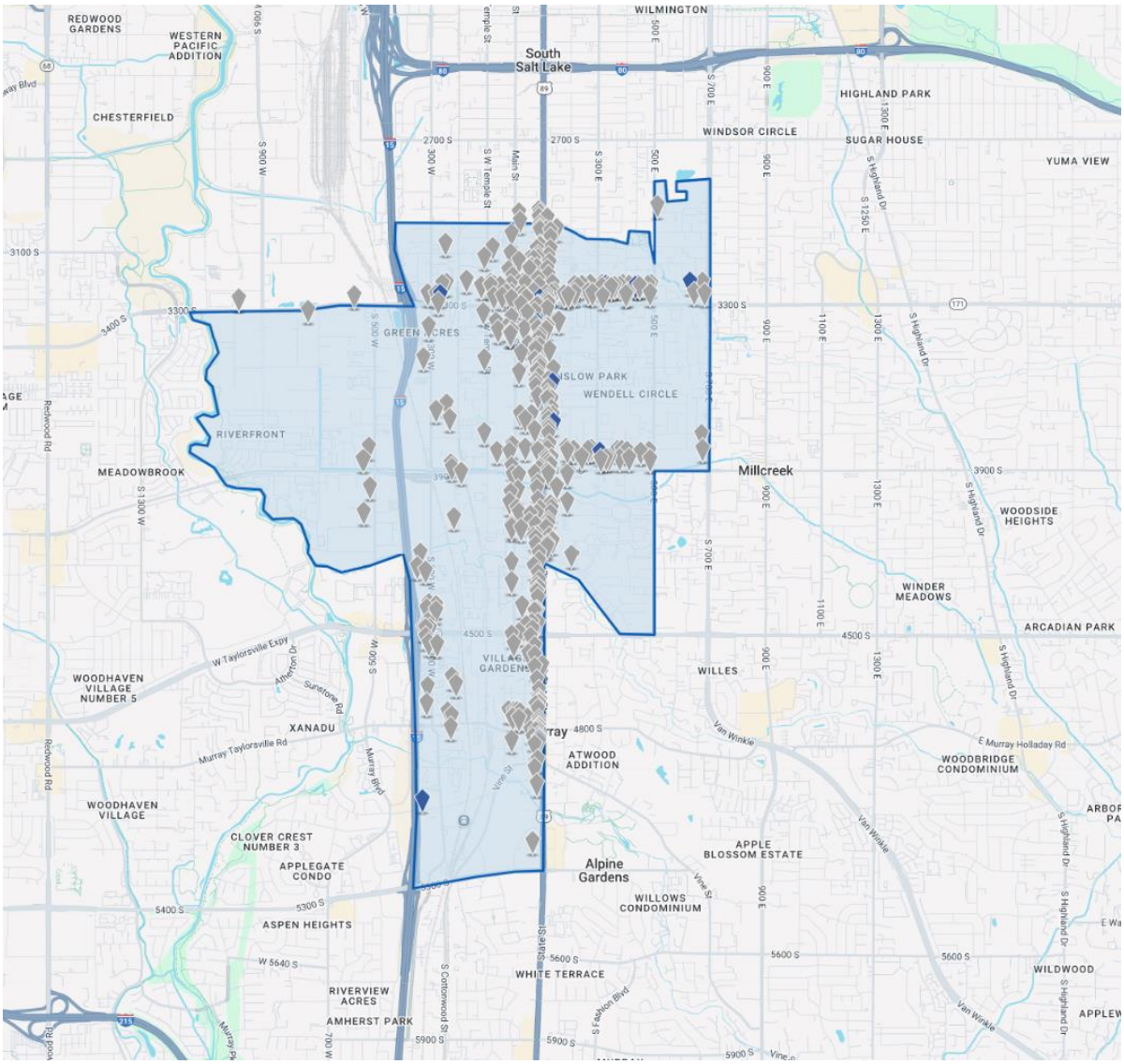


Figure 6: Retail Locations. Source: CoStar

Existing Conditions – Vacancy Trends

Over the past ten years, retail vacancy rates in the Station Area (purple line) have shown significantly more volatility than in Salt Lake County (red line), but they have remained consistently lower. While Salt Lake County's retail vacancies mostly ranged between 3% and 5%, the Station Area fluctuated sharply, dropping below 1% several times, indicating a tighter and less predictable retail space market. Despite these fluctuations, the Station Area maintained a lower overall vacancy rate throughout the decade. Projections for the next five years show an upward trend for both areas, though the Station Area is still expected to maintain lower vacancy rates compared to Salt Lake County, suggesting continued demand for retail space near transit.

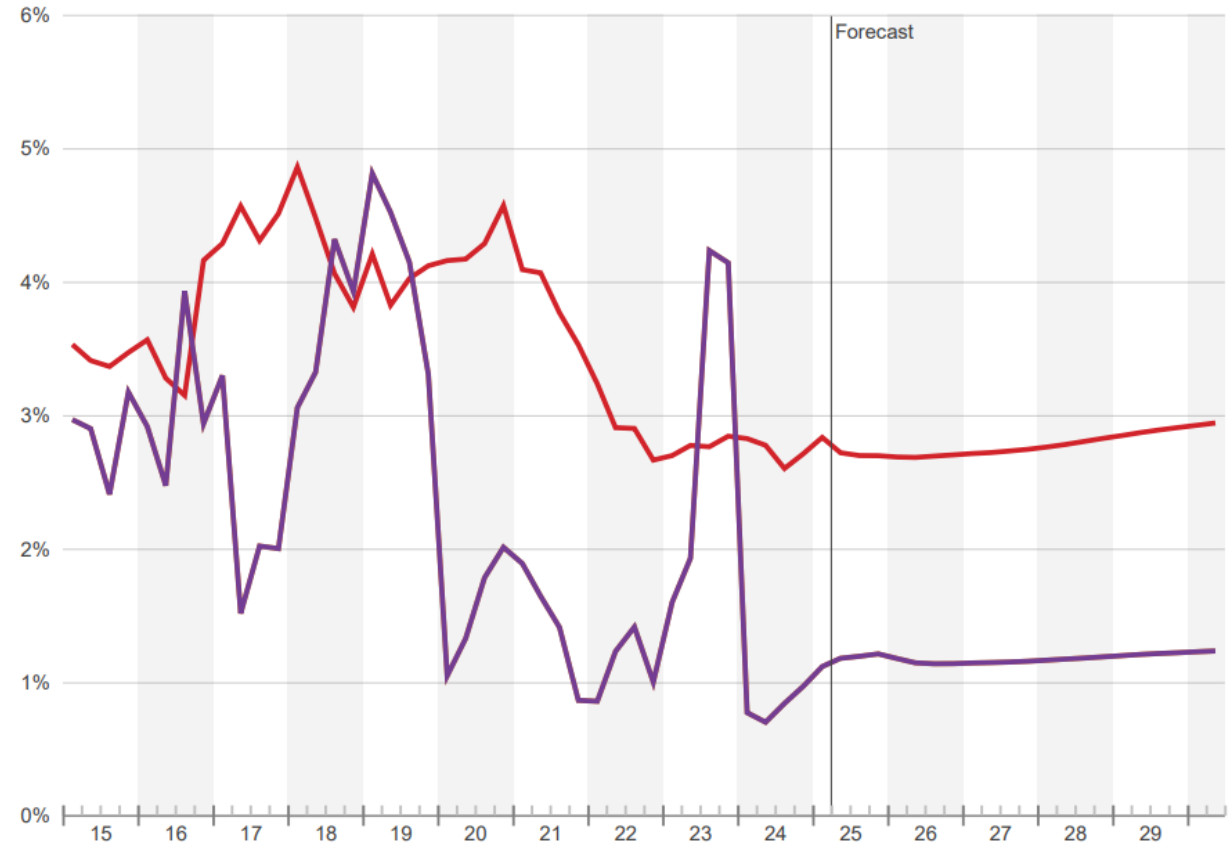


Figure 7: Retail Vacancy Trends. Source: CoStar

Existing Conditions – Deliveries and Absorptions

Over the past ten years, the Station Area retail market has seen volatile absorption trends but consistently limited new deliveries. Most of the leasing activity occurred between 2017 and 2020, including a notable surge in 2020 when net absorption spiked alongside new construction. However, outside of that period, new retail deliveries have been minimal, with almost no significant additions since 2021. Despite periods of negative absorption, vacancies remained low, briefly rising in 2023 before quickly recovering. The forecast shows a balanced market with very modest new deliveries and steady absorption, keeping vacancies below 2%. Figure 8 illustrates the historic and projected delivery, absorption, and vacancy trends for retail space in the Station Area market.

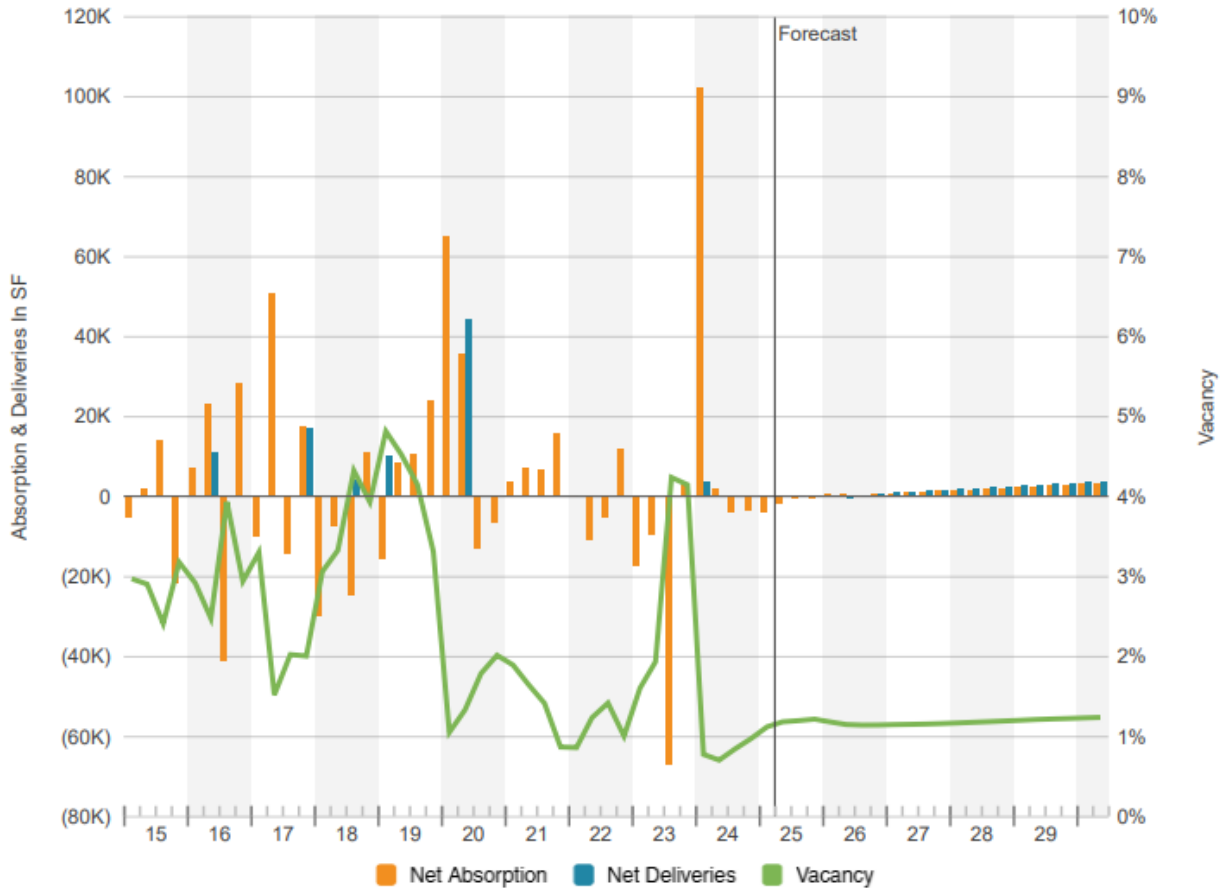


Figure 8: Retail Absorption, Delivery, and Vacancy Trends. Source: CoStar

Existing Conditions – Rental Rates

Retail asking rents in the station area have been highly volatile over the past decade, with significant spikes around 2019 and again in 2024, where rents peaked at nearly $37 per square foot. These fluctuations deviate substantially from the steadier and more consistent upward trend of market asking rents, which rose from around $14 in 2015 to just over $21 in 2024 and are projected to continue growing gradually through 2029.

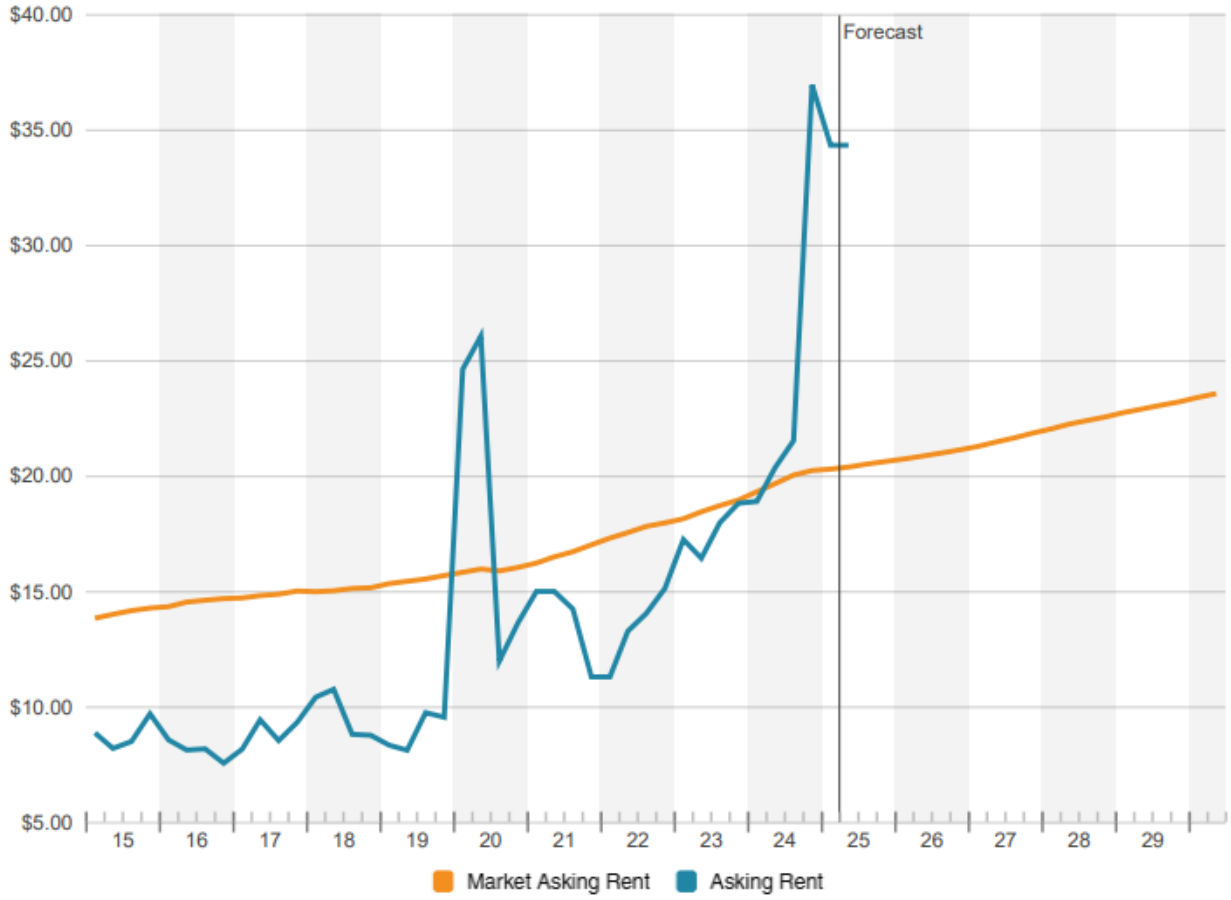


Figure 9: Retail Market and Asking Rental Rate Trends. Source: CoStar

Station Area Retail Leakage Analysis

Retail leakage occurs when residents of a community spend money outside their local area due to insufficient local retail options. This not only means lost sales for potential local businesses but also impacts the local economy, as sales tax revenue that could circulate within the community flows outward instead. To measure the leakage in the Station Area, sales and expenditure data from the NAICS was utilized. The NAICS (North American Industry Classification System) code is a standardized classification system used in the U.S., Canada, and Mexico to categorize businesses by industry for the purpose of collecting, analyzing, and publishing economic data. The following retail classifications were utilized for this study:

- 2024 Furniture/Home Furnishings (NAICS4491)
- 2024 Electronics/Appliance Retailers (NAICS4492)
- 2024 Bldg Material/Garden Equipment & Supply (NAICS444)
- 2024 Food & Beverage Retailers (NAICS445)
- 2024 Health/Personal Care Retailers (NAICS456)
- 2024 Clothing/Accessory/Shoe/Jewelry (NAICS458)
- 2024 Sports/Hobby/Book/Music/Misc (NAICS459)
- 2024 General Merchandise Retailers (NAICS455)
- 2024 Food Service & Drinking Places (NAICS722)

Example store types of each NAICS code are shown in Table 4.

NAICS Code	
2024 Furniture/Home Furnishings (NAICS4491)	2024 Health/Personal Care Retailers (NAICS456)
Furniture Stores	Health and Personal Care Stores
Home Furnishings Stores	Pharmacies and Drug Stores
Floor Covering Stores	Cosmetics, Beauty Supplies, and Perfume Stores
Window Treatment Stores	Optical Goods Stores
2024 Electronics/Appliance Retailers (NAICS4492)	Food Supplement Stores
Electronics and Appliance Stores	2024 Clothing/Accessory/Shoe/Jewelry (NAICS458)
Household Appliance Stores	Clothing Stores
Electronics Stores	Clothing Accessories Stores
2024 Bldg Material/Garden Equip&Suppl (NAICS444)	Shoe Stores
Home Centers	Jewelery Stores
Paint and Wallpaper Stores	Luggage and Leather Goods Stores
Hardware Stores	2024 Sports/Hobby/Book/Music/Misc (NAICS459)
Lawn and Garden Equipment and Supplies Stores	Sporting Goods Stores
Outdoor Power Equipment Stores	Hobby, Toy, and Game Stores
Nursery, Garden Center, and Farm Supply Stores	Sewing, Needlework, and Piece Goods Stores
2024 Food & Beverage Retailers (NAICS445)	Musical Instrument and Supplies Stores
Grocery Stores	Book Stores
Supermarkets	2024 General Merchandise Retailers (NAICS455)
Convenience Stores	Department Stores
Specialty Food Stores	Florists
Meat Markets	Gift, Novelty, and Souvenir Stores
Fish and Seafood Markets	Pet Stores
Fruit and Vegetable Markets	Art Dealers
Baked Goods Stores	2024 Food Srv & Drinking Places (NAICS722)
Confectionary and Nut Stores	Drinking Places (Bars)
Beer, Wine, and Liquor Stores	Restaurants

Table 4: Example Store Types by NAICS Code. Source: NAICS

An analysis was conducted of the sales data of each existing retail business located in the Station Area within these NAICS categories to determine the total sales volume of each NAICS category in 2024. With that, spending data was collected for residents of the Station Area to understand the total expenditure volume within each NAICS category. The expenditure volume

was then subtracted from the sales volume to determine the retail leakage for each category. Table 5 provides a summary of the leakage for each NAICS category in the Station Area. Values in red text signify areas of leakage.

2024 Meadowbrook Millcreek Station Area Retail Leakage	
Motor Vehicles/Parts Dealers Leakage (NAICS 441)	-$1,029,688,681
Furniture/Home Furnish Leakage (NAICS 442)	-$18,716,034
Electronics/Appliances Leakage (NAICS 443)	-$8,968,332
Building Matl/Garden Equip Leakage (NAICS 444)	-$121,927,765
Food & Beverage Retailers Leakage (NAICS 445)	$39,006,999
Health/Personal Care Leakage (NAICS 446)	-$21,148,868
Clothing/Acc/Shoe/Jewelry Leakage (NAICS 447)	$9,175,823
Sports/Hobby/Book/Music Leakage (NAICS 451)	-$158,279,012
General Merchandise Leakage (NAICS 452)	-$9,876,450
Food Service/Drinking Estab Leakage (NAICS 722)	-$4,202

Table 5: 2024 Retail Leakage

Conclusions

The 2024 retail leakage analysis for the Meadowbrook Millcreek Station Area shows clear gaps in food and beverage retail ($39 million) and clothing and accessories ($9.2 million). 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. Household incomes are moderate compared to the broader city, with many households earning between $50,000 and $75,000. The area is also more diverse than the rest of Millcreek, with a higher share of Hispanic/Latino residents and other racial and ethnic groups.

Given these 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, activewear 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.

Office Analysis

Existing Conditions – Supply and Inventory

The Station Area has 105 office properties spanning 2 million square feet. There are 33 Class A office spaces accounting for approximately 242,000 square feet of space within the market across just two properties. Class B space accounts for 60% of the total square footage of the market. These consist of larger, professional office spaces, many of which were constructed in the 1980s. Class C space within the Station Area market accounts for 49% of all properties but only accounts for 17% of the total square footage within the market. Figure 10 outlines the location of office space within the Station Area.

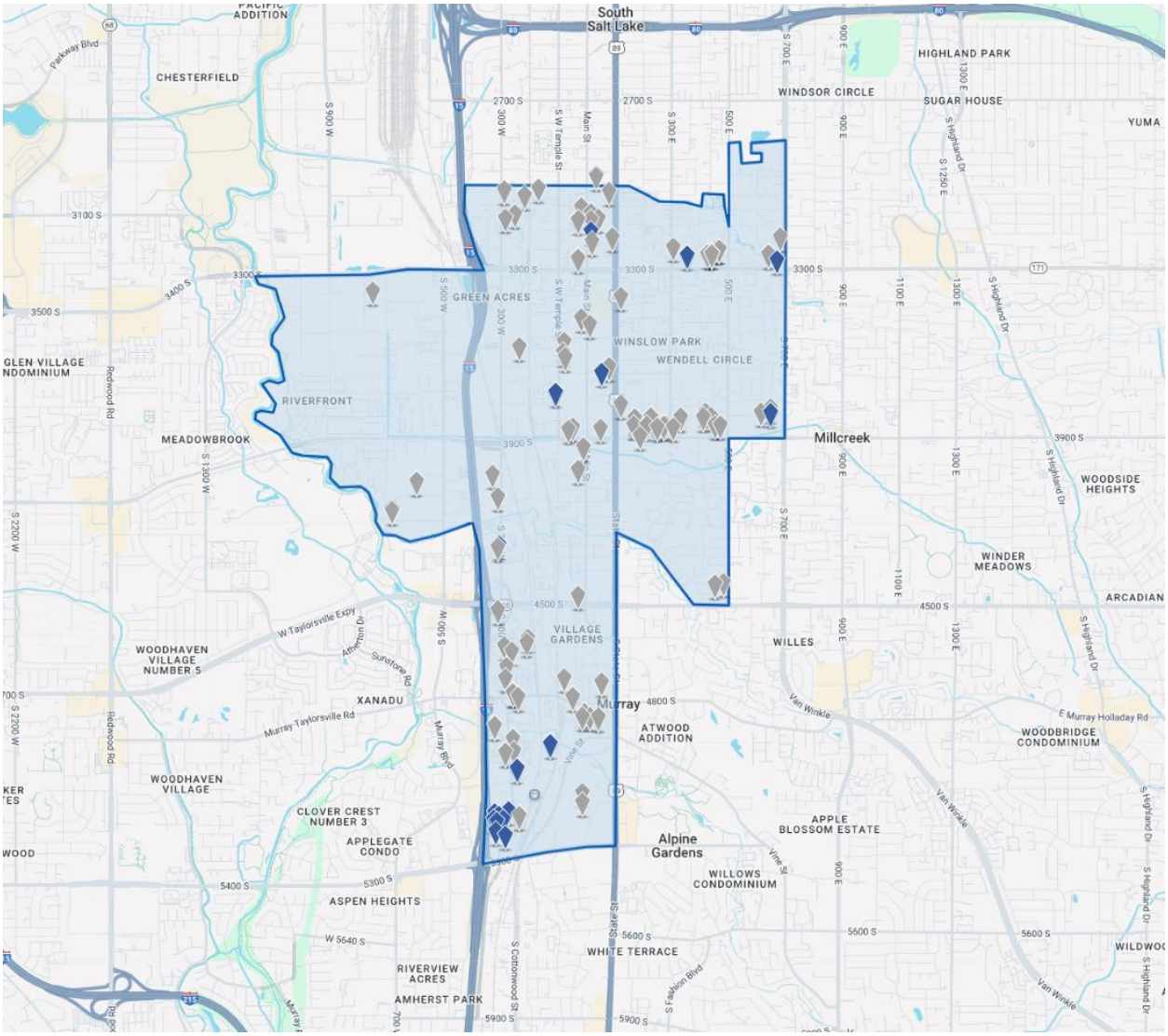


Figure 10: Office Space Locations. Source: CoStar

Existing Conditions – Vacancy Trends

Over the past ten years, office vacancy rates in the Meadowbrook & Millcreek Station Area (green line) have been more volatile but consistently lower than those in Salt Lake County (gray line). While countywide vacancy rose steadily starting around 2020, peaking at over 11% and remaining elevated, the Station Area saw sharper fluctuations but generally trended downward in recent years. Since 2023, the gap between the two has widened, with the station area stabilizing under 6% while the county remains above 10%. Forecasts predict that Salt Lake County office vacancies will slowly decline but remain above 10%, while the Meadowbrook Station Area is expected to continue trending downward, approaching 3%.

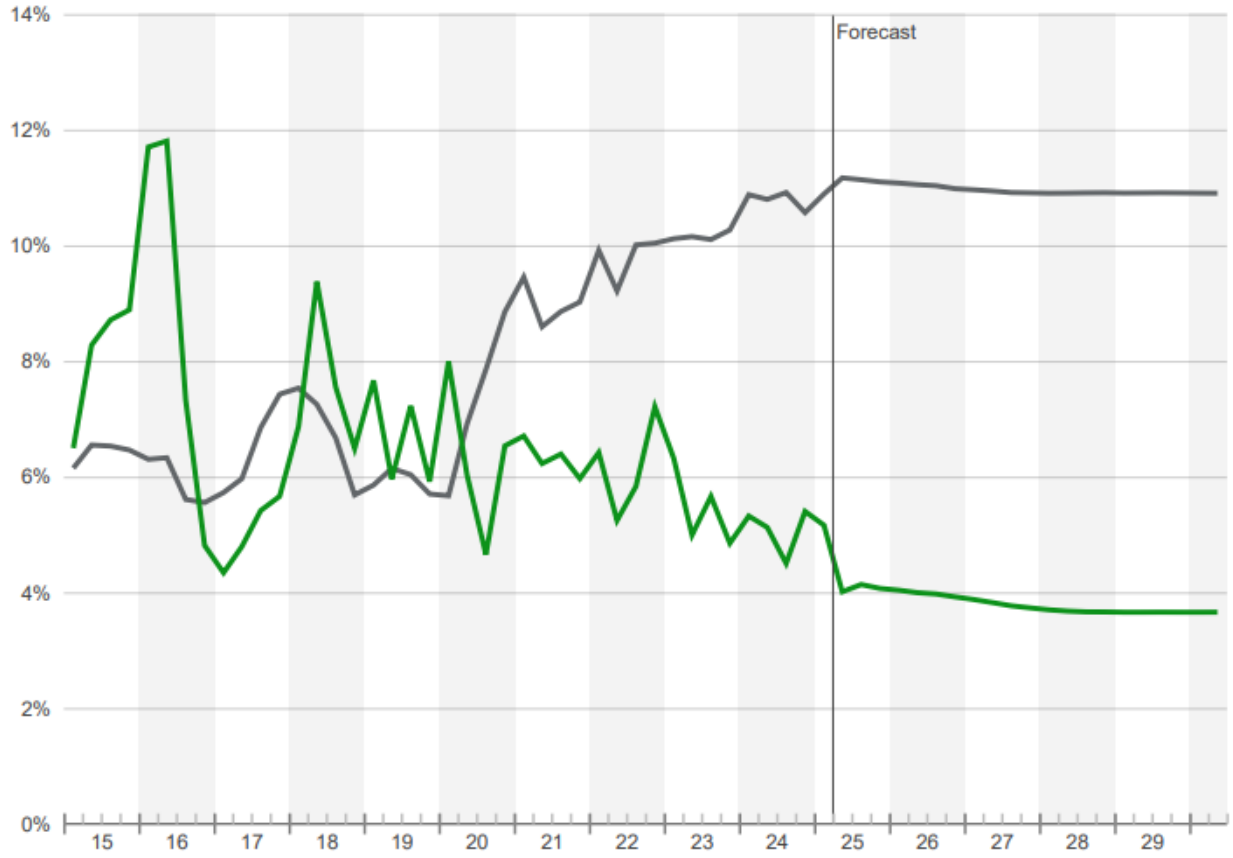


Figure 11: Office Vacancy Trends. Source: CoStar

Existing Conditions – Deliveries and Absorption

Since 2015, the Station Area office market has experienced deliveries of 225,000 square feet. Newly available space has been absorbed at a reasonable pace, as the market has experienced an 80% probability of being leased within 12 months on the market. There have not been any notable deliveries since 2020, likely due to decreased demand for office space since the pandemic, yet existing space has remained consistently occupied, with vacancies remaining below 8% and reaching a ten-year low of 4.5% in 2024.

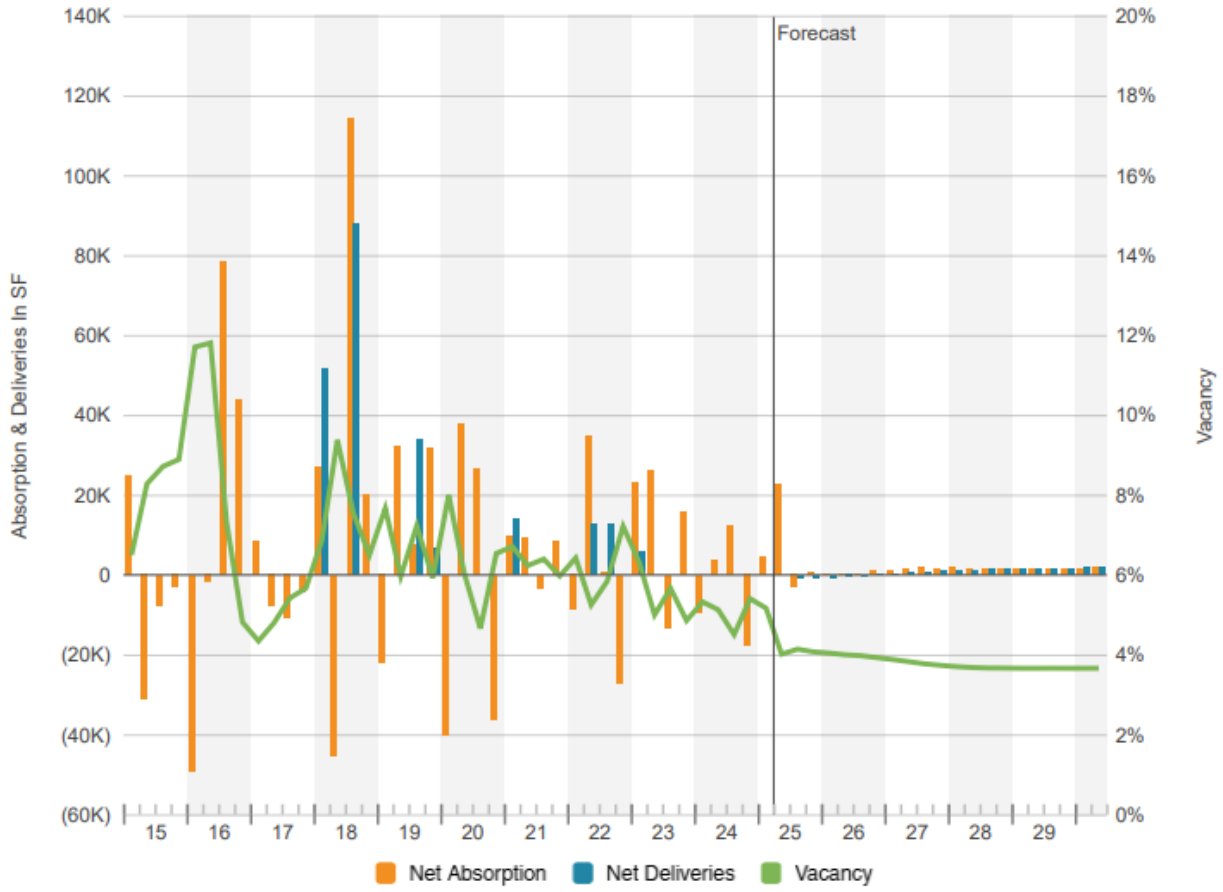


Figure 12: Absorption and Delivery Trends. Source: CoStar

Existing Conditions – Rental Rates

Market rental rates in the Station Area have steadily increased from $16.13 per square foot in 2015 to current rates of $21.65 per square foot, a 34% increase and 3.4% annual increase. Although market rates have increased steadily, asking rates have experienced fluctuations. From 2015 to 2018, asking rental rates remained consistently below market rates. Between 2018 and 2023, market and asking rates remained consistent, a representation of the market's stability during the pandemic. Between 2023 and 2024, asking rates exceeded market rates, with asking rates reaching $24 per square foot in 2024. Since then, asking rates have realigned with market rates, currently at $21.28 per square foot.

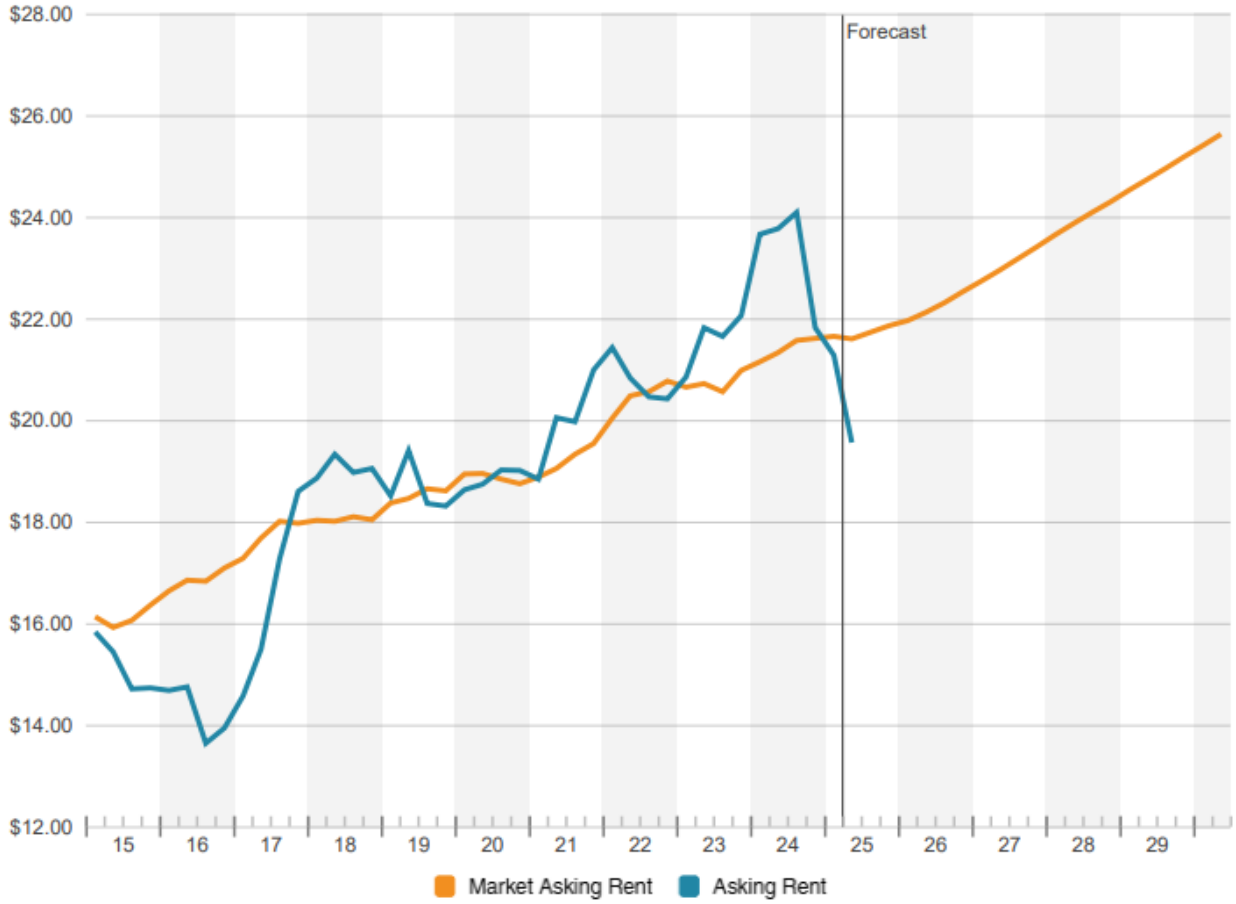


Figure 13: Office Market vs Asking Rental Rate Trends. Source: CoStar

Conclusions

Contrary to the Salt Lake County and national markets, the Station Area's office market has performed consistently well in spite of the recent pandemic. Vacancy rates have decreased steadily 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 Area.

Hospitality Analysis

Existing Conditions – Supply and Inventory

The Station Area market has three hotels containing 179 beds. Hotels are concentrated along the State Street corridor within South Salt Lake. The market has three economy class properties. The In Town Suites, which opened in 1999, has 137 rooms, the Temple City Motel, which opened in 1928, has 20 rooms, and the Siesta Motel, which opened in 2012, has 22 rooms. These properties have had an average occupancy of 66% over the last ten years and currently have average daily rates of $61. Figure 14 outlines the locations of hotels within the Station Area market.

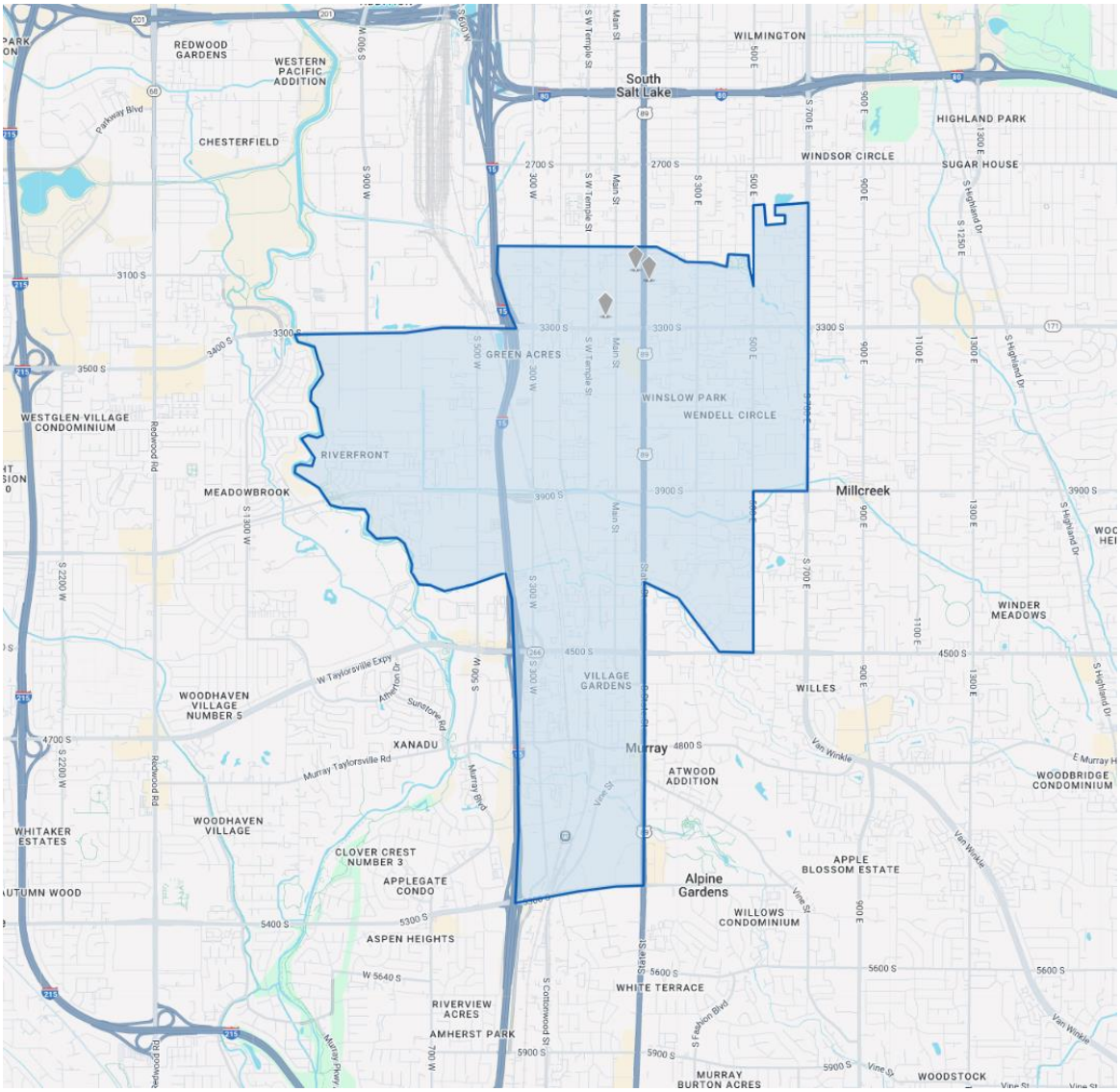


Figure 14: Station Area Hotel Locations. Source: CoStar

Existing Conditions – Occupancy

Between 2015 and 2020, hotel occupancy rates remained consistent between 65-75% for both the Station Area (light green) and Salt Lake County (green) markets, with the Station Area market averaging slightly higher occupancy rates than Salt Lake County. However, the Salt Lake County market experienced a sharp decline in 2020, with occupancy rates dropping to nearly 40% due to the impact of the pandemic on travel and hospitality. The Station Area market did not experience as drastic as a decrease, with occupancy rates reaching a low of 61%. Following this, occupancy rates rebounded quickly in 2021-2022, returning to pre-pandemic levels. Since then, the Station Area market has experienced declining occupancy rates, from 70% in 2022 to current rates of 57.5%. The Salt Lake County market has experienced a slight increase in occupancy over the same period.

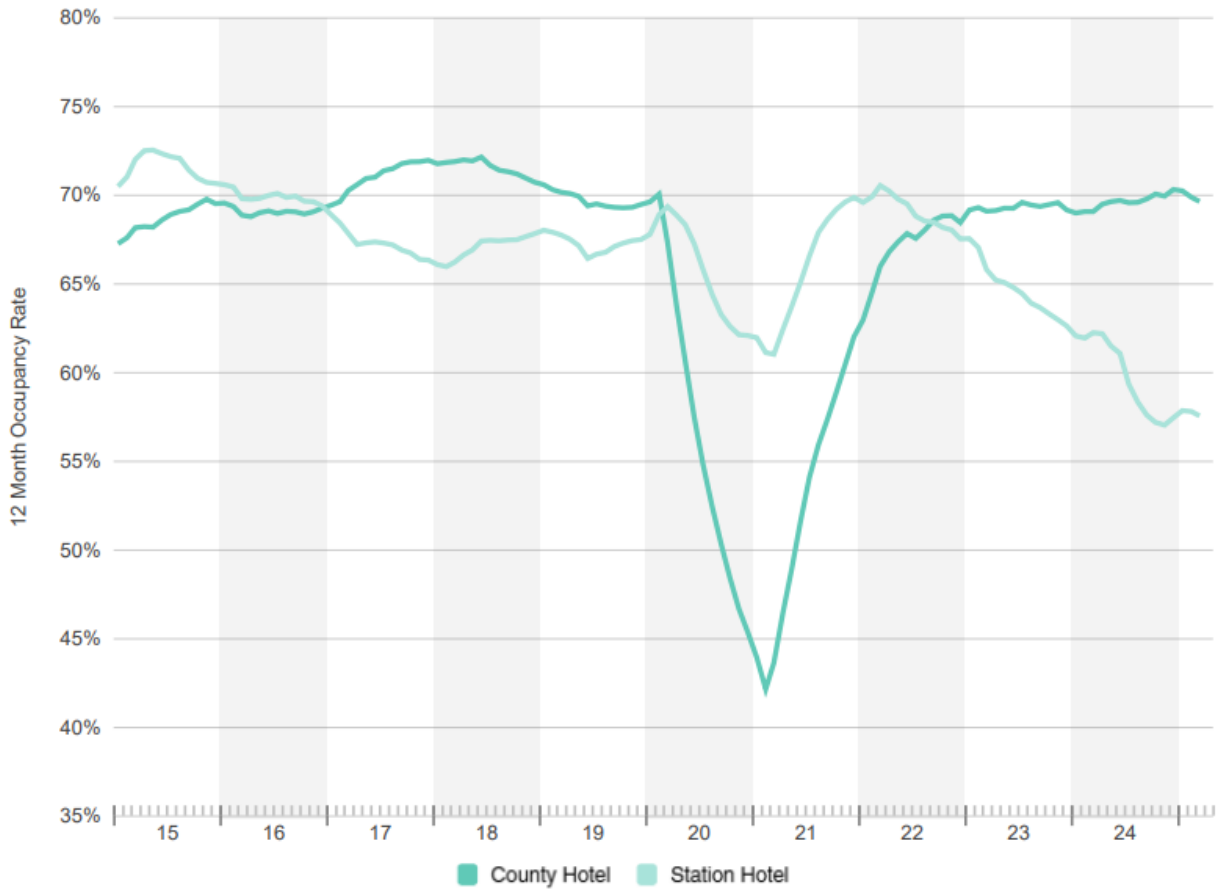


Figure 15: Station Area and Salt Lake County Hotel Occupancy Trends. Source: CoStar

Existing Conditions – Average Daily Rate

Before 2020, ADRs in both markets showed steady growth, with Salt Lake County (blue) maintaining higher rates than the Station Area (light blue). The Station Area's ADR gradually increased from $42 to $52 between 2015 and 2020, while the Salt Lake County market increased from $101 to $118 during the same period. During the pandemic, ADRs dropped significantly in the Salt Lake County market, reaching their lowest point in 2021 as travel demand plummeted. The Station Area market did not experience as drastic of a decrease in rates. However, both markets experienced a strong recovery starting in 2021, with Salt Lake County rebounding faster than the Station Area market. By 2024, ADRs have fully recovered, with Salt Lake County surpassing $140 and the Station Area stabilizing around $80, reflecting a sustained demand increase.

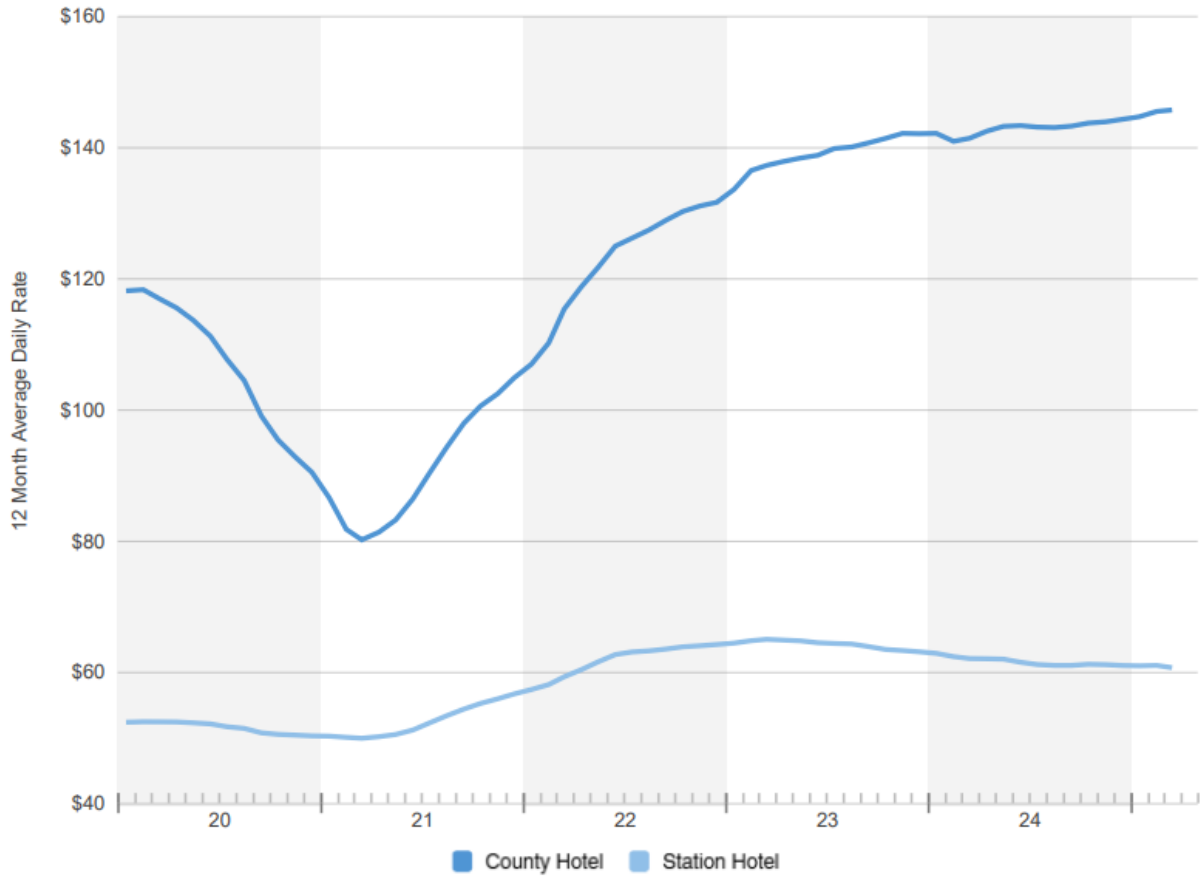


Figure 16: Station Area and Salt Lake County Hotel ADR Trends. Source: CoStar

Existing Conditions – RevPAR

Revenue per Available Room (RevPAR) measures hotel performance by accounting for both occupancy rates and average daily rates (ADR). Higher RevPAR indicates stronger revenue generation per available room. Both the Station Area (light purple) and Salt Lake County (purple) markets experienced steady growth before 2020. The pandemic caused a sharp drop in 2020 in the Salt Lake County market, reaching below $40 due to low occupancy and falling rates. The Station Area market experienced a much less significant decline over the same period. A strong rebound began in 2021, with Salt Lake County recovering faster, surpassing $100 by 2024, while the Staton Area rose to $43 and has since dropped to $34.

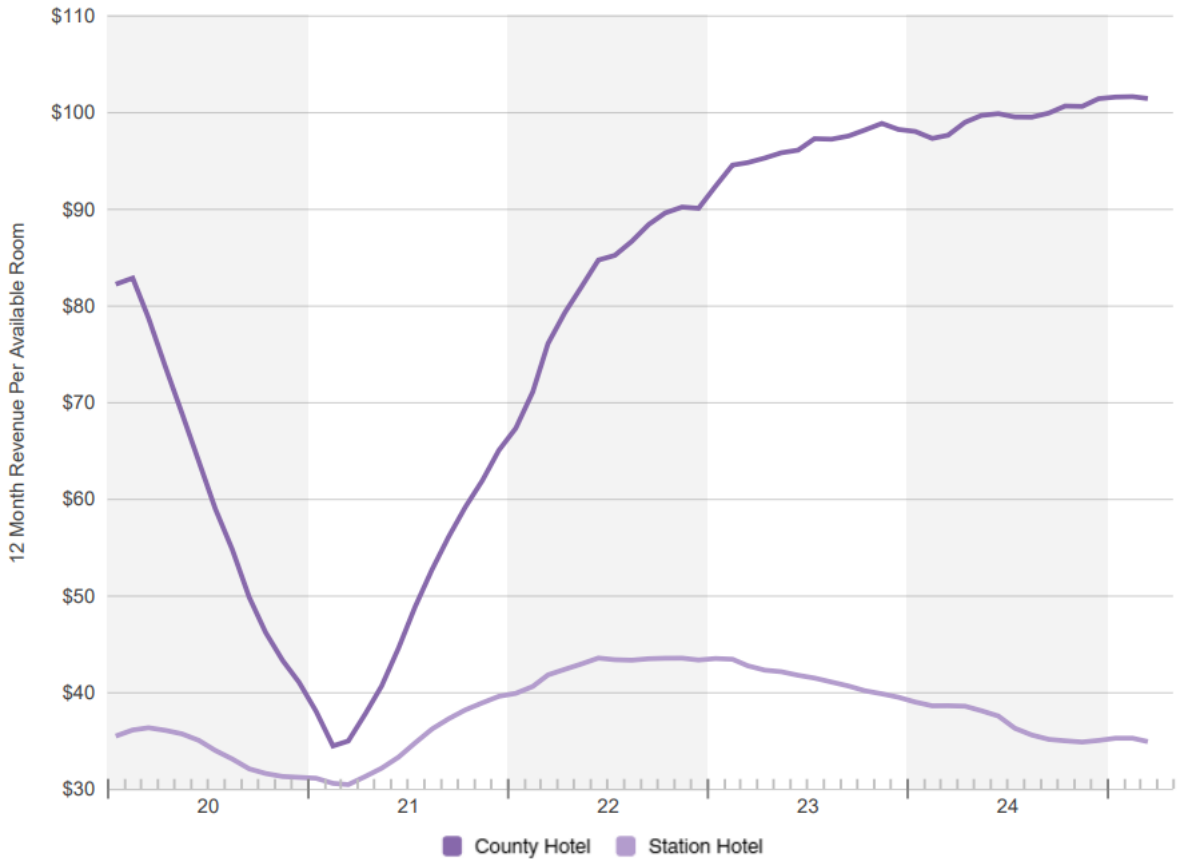


Figure 17: Station Area and Salt Lake County Hotel RevPAR Trends. Source: CoStar

Conclusions

The Salt Lake City and Provo areas experienced 6.9 million visitors in 2023, with that number projected to continue to grow. These high levels of visitation have helped the hospitality market to rebound from the pandemic. 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 Area's proximate location to public transit is better served by providing housing opportunities to meet the needs of the increasing population in the Station Area and Surrounding communities.

Industrial Analysis

Existing Conditions - Supply and Inventory

The Station Area market has 583 industrial properties totaling 7.9 million square feet. Of the 583 properties, one property is Class A and accounts for 68,000 square feet. There are 91 Class B properties that account for 1.6 million square feet (21%) and 484 Class C properties that account for 6.2 million square feet (78%). The inventory is old with an average year built of 1978.

The market is dominated by Warehouse properties, which account for more than half of the inventory (3.92 million square feet). Other major property types include Manufacturing (1.81 million square feet) and Service (961,000 square feet). Smaller segments include Showroom (483,000 square feet), Distribution (383,000 square feet), Other (118,000 square feet), Telecom Hotel/Data Hosting (36,000 square feet), Truck Terminal (22,000 square feet), and Food Processing (7,000 square feet).

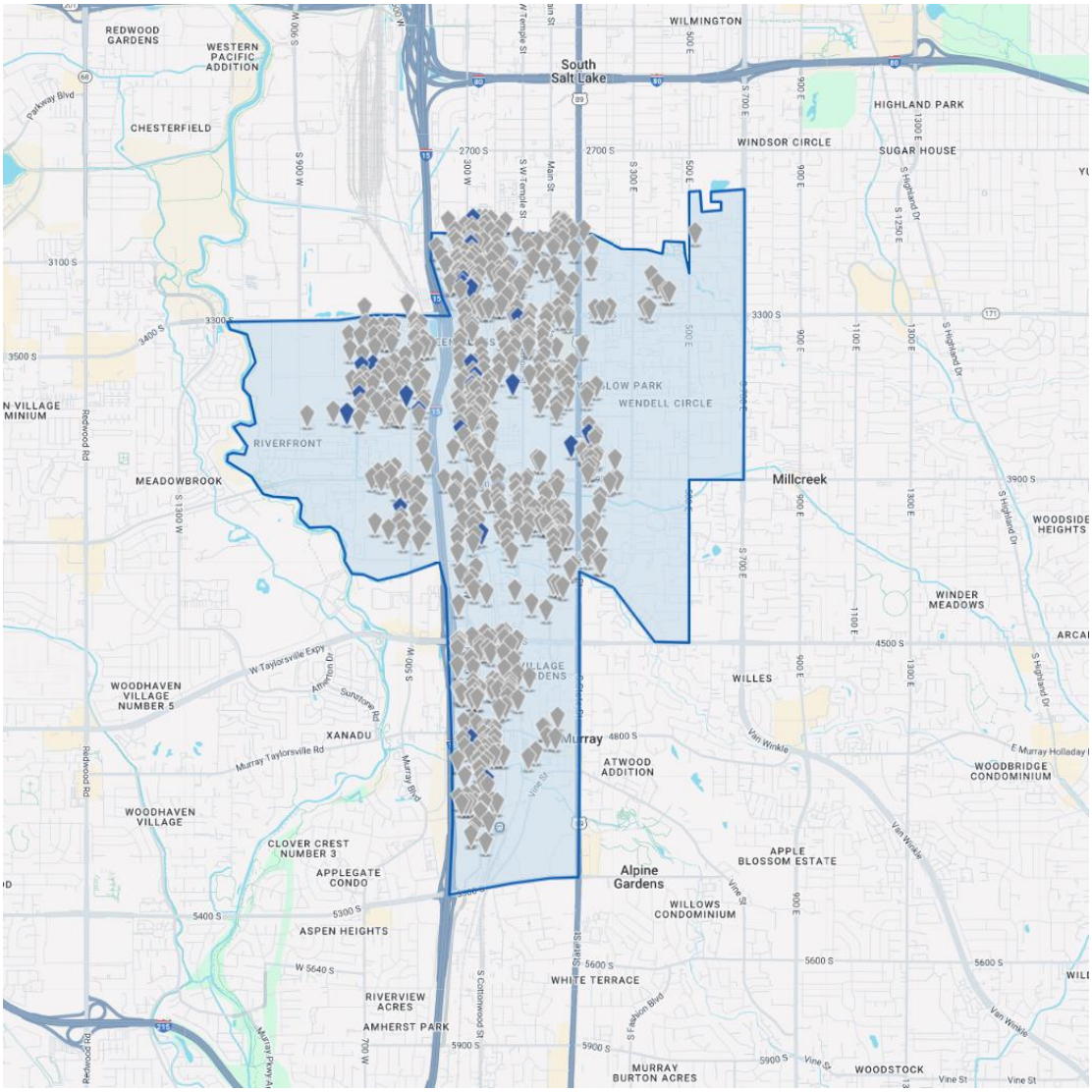


Figure 18: Station Area Industrial Property Locations. Source: CoStar

Existing Conditions – Vacancy Trends

Over the past decade, the Station Area (yellow) industrial market has maintained consistently lower vacancy rates compared to the broader Salt Lake County (blue) market. While Salt Lake County vacancies fluctuated between 3% and 5% through 2022, they rose sharply starting in 2022, peaking above 7% in 2024. Forecasts show countywide vacancy gradually declining but remaining above 6% through 2029. In contrast, the Station Area's industrial vacancy has remained relatively stable, generally between 1% and 2%, and is expected to continue at these low levels throughout the forecast period. This indicates a much tighter and more resilient industrial market within the Station Area.

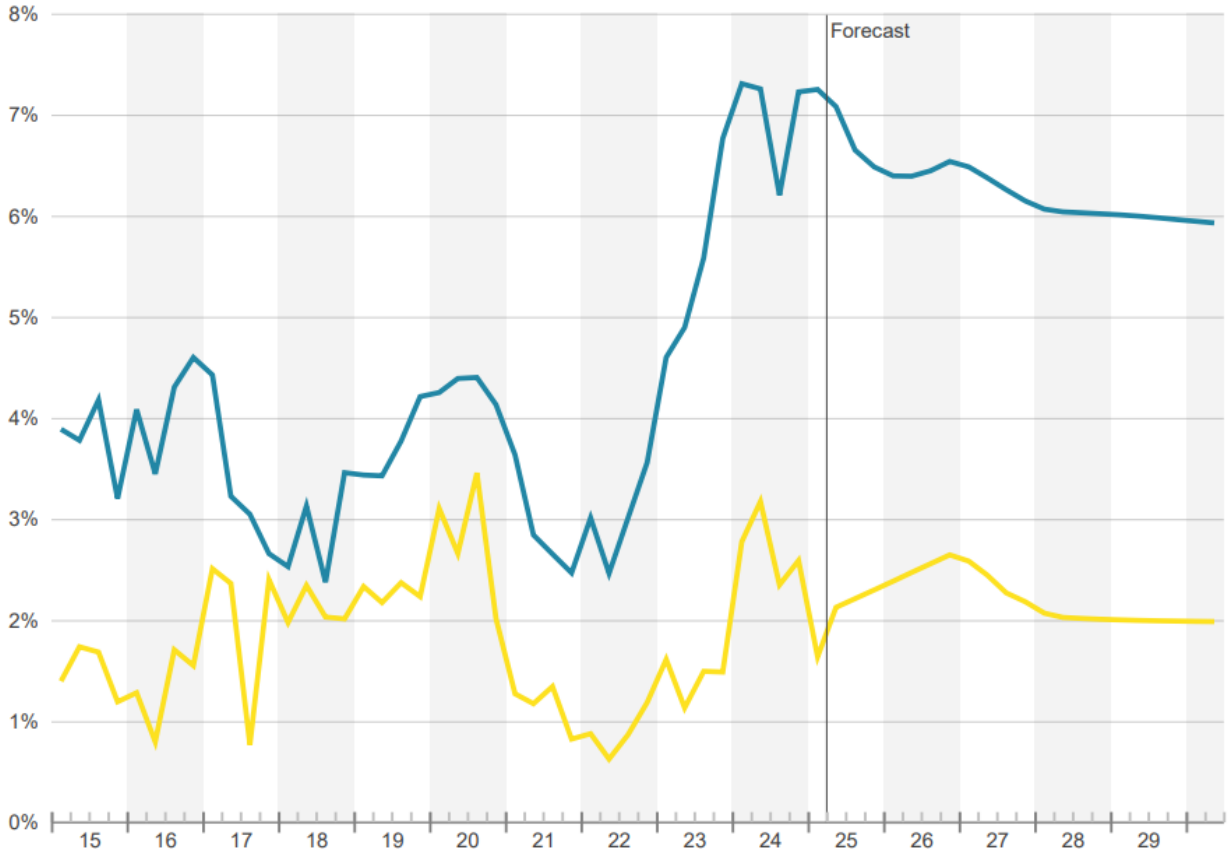


Figure 19: Station Area and Salt Lake County Industrial Vacancy Trends. Source: CoStar

Existing Conditions – Absorption, Deliveries, and Vacancies

Over the past decade, the Station Area industrial market has experienced relatively small and inconsistent swings in net absorption and deliveries, with most years seeing minimal new construction. Net absorption was mixed, fluctuating between positive and negative, but vacancy remained low and stable overall. During 2023 and 2024, absorption briefly turned negative, causing a slight uptick in vacancy, but the impact was limited. Moving forward, both absorption and deliveries are projected to stay near zero, and vacancy is forecasted to remain steady around 1.5% through 2029.

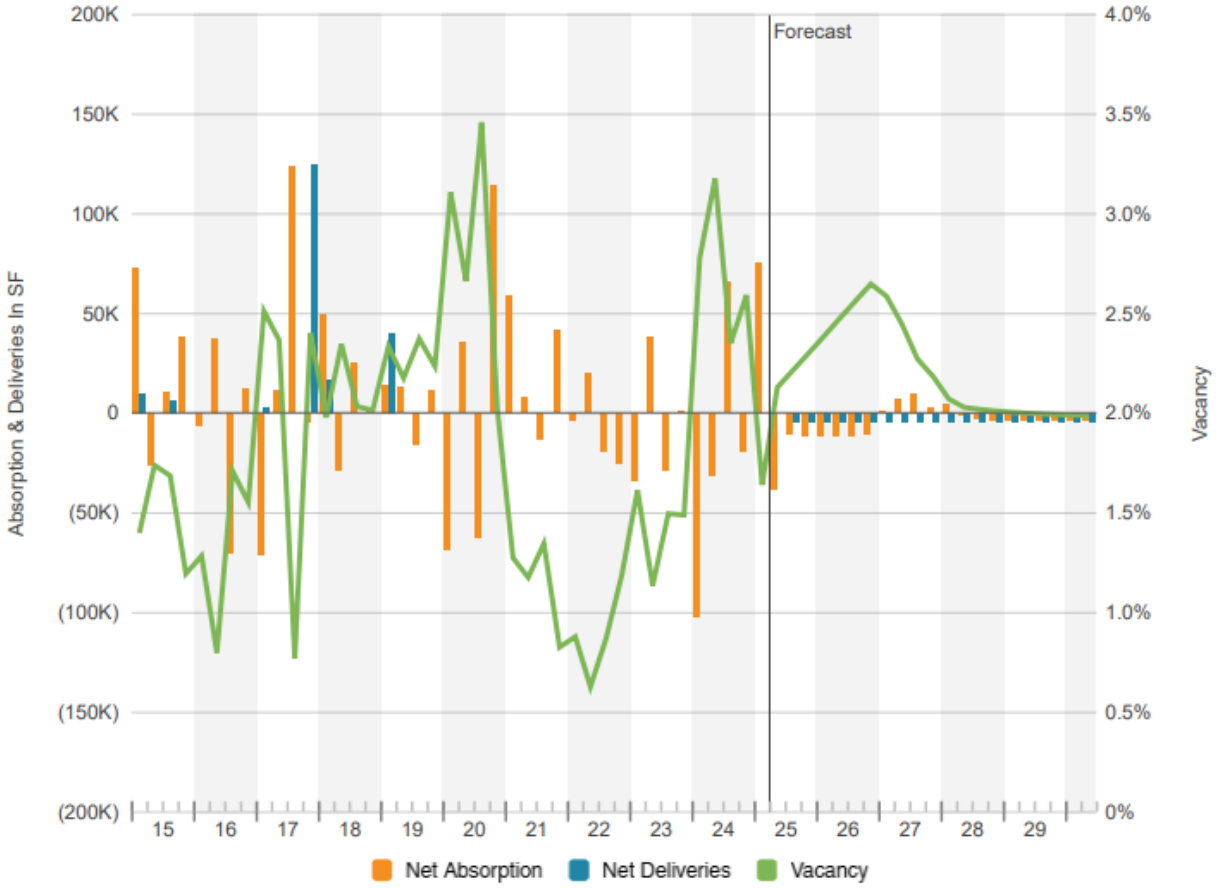


Figure 20: Station Area Industrial Absorption, Deliveries, and Vacancies. Source: CoStar

Existing Conditions – Rental Rates

Industrial rental rates in the Station Area have steadily increased over the past decade. Market asking rents (orange line) showed consistent year-over-year growth, rising from around $6.00 per square foot in 2015 to over $13.00 by 2025. Actual asking rents (blue line) were more volatile but generally followed a similar upward trend, with sharper increases beginning in 2022. Asking rents have remained below market rents over the past ten years. Market rents are forecasted to continue climbing steadily, reaching close to $19.00 per square foot by 2029.

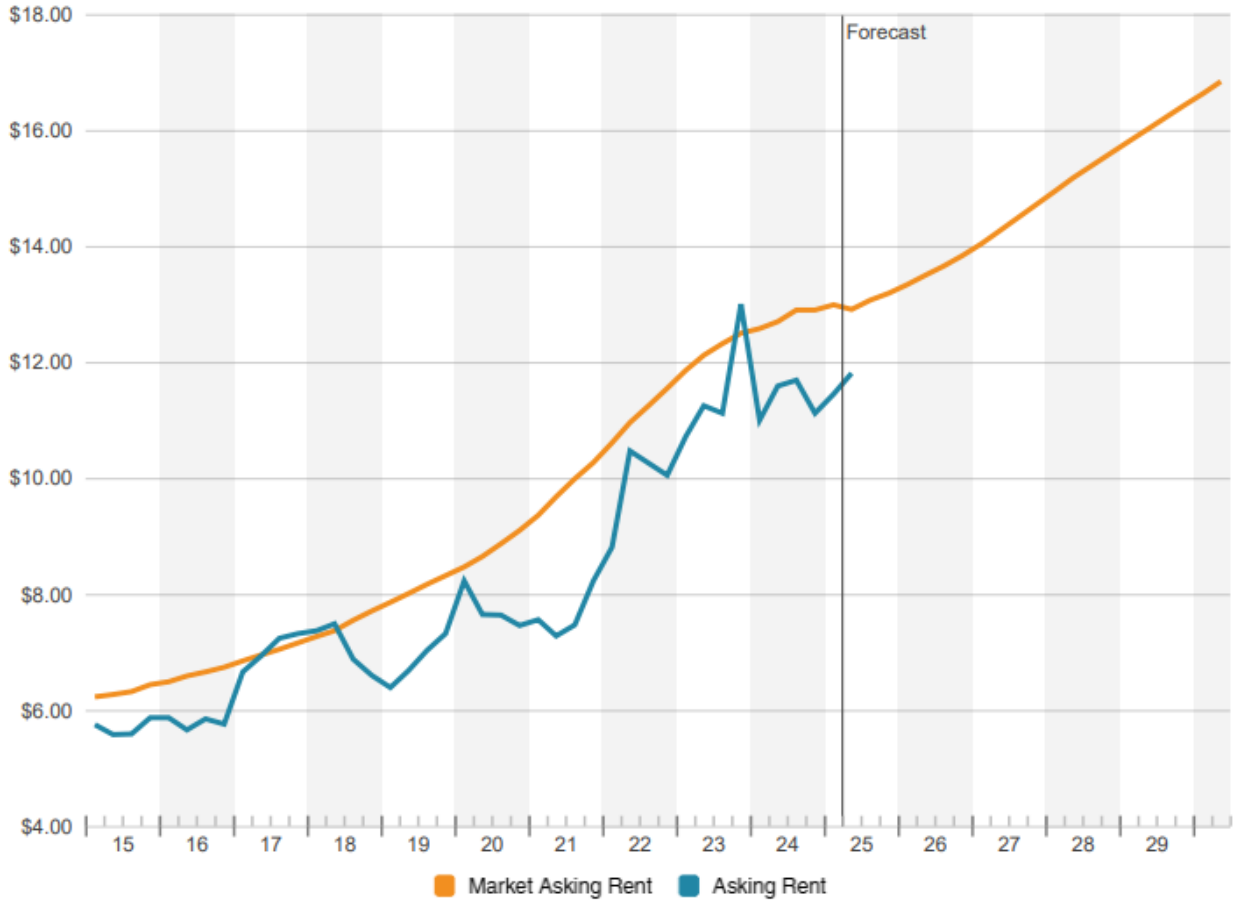


Figure 21: Station Area Industrial Market and Asking Rent Trends. Source: CoStar

Conclusions

The Station Area's 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.

Appendix

Appendix A: Potential Housing Demand

Year		2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045
Millcreek City Household Projections		25,860	26,040	26,229	26,462	26,705	26,937	27,190	27,483	27,797	28,079	28,347	28,586	28,877	29,167	29,439	29,705	29,999	30,274	30,491	30,703	30,943
SSL Household Projections		11,582	11,737	11,911	12,099	12,297	12,489	12,700	12,973	13,293	13,610	13,884	14,138	14,386	14,620	14,871	15,086	15,338	15,566	15,778	15,950	16,128
Millcreek City Total Housing Units		27,522	27,522	27,522	27,522	27,522	27,522	27,522	27,522	27,522	27,522	27,522	27,522	27,522	27,522	27,522	27,522	27,522	27,522	27,522	27,522	27,522
SSL Total Housing Units		12,061	12,061	12,061	12,061	12,061	12,061	12,061	12,061	12,061	12,061	12,061	12,061	12,061	12,061	12,061	12,061	12,061	12,061	12,061	12,061	12,061
Current Total Housing Units		39,583	39,583	39,583	39,583	39,583	39,583	39,583	39,583	39,583	39,583	39,583	39,583	39,583	39,583	39,583	39,583	39,583	39,583	39,583	39,583	39,583
Total Housing Unit Demand		**(2,141)**	**(1,806)**	**(1,443)**	**(1,023)**	**(580)**	**(157)**	**307**	**873**	**1,507**	**2,106**	**2,648**	**3,141**	**3,679**	**4,204**	**4,726**	**5,208**	**5,753**	**6,256**	**6,685**	**7,070**	**7,488**
Millcreek City Housing Unit Demand		(1,662)	(1,482)	(1,293)	(1,060)	(817)	(585)	(332)	(39)	275	557	825	1,064	1,355	1,645	1,917	2,183	2,477	2,752	2,969	3,181	3,421
SSL Housing Unit Demand		(479)	(324)	(150)	38	236	428	639	912	1,232	1,549	1,823	2,077	2,325	2,559	2,810	3,025	3,277	3,505	3,717	3,889	4,067
Total For Sale Housing Unit Demand	25%	(539)	(455)	(363)	(258)	(146)	(40)	77	220	380	530	667	791	927	1,059	1,191	1,312	1,449	1,576	1,684	1,781	1,886
Total For Rent Housing Unit Demand	75%	(1,602)	(1,351)	(1,079)	(765)	(434)	(118)	230	653	1,127	1,575	1,981	2,349	2,753	3,145	3,536	3,896	4,304	4,680	5,001	5,289	5,602
Station Area Caputable Unit Demand (30%)		**(642)**	**(542)**	**(433)**	**(307)**	**(174)**	**(47)**	**92**	**262**	**452**	**632**	**794**	**942**	**1,104**	**1,261**	**1,418**	**1,562**	**1,726**	**1,877**	**2,006**	**2,121**	**2,246**
For Sale Housing Unit Demand	25%	(162)	(136)	(109)	(77)	(44)	(12)	23	66	114	159	200	237	278	318	357	394	435	473	505	534	566
For Rent Housing Unit Demand	75%	(480)	(405)	(324)	(229)	(130)	(35)	69	196	338	473	594	705	826	944	1,061	1,169	1,291	1,404	1,500	1,587	1,681
Housing Unit Distribution																						
1-unit, detached	25.83%	(166)	(140)	(112)	(79)	(45)	(12)	24	68	117	163	205	243	285	326	366	404	446	485	518	548	580
1-unit, attached	10.06%	(65)	(55)	(44)	(31)	(18)	(5)	9	26	45	64	80	95	111	127	143	157	174	189	202	213	226
2 units	3.64%	(23)	(20)	(16)	(11)	(6)	(2)	3	10	16	23	29	34	40	46	52	57	63	68	73	77	82
3 or 4 units	3.16%	(20)	(17)	(14)	(10)	(6)	(1)	3	8	14	20	25	30	35	40	45	49	55	59	63	67	71
5 to 9 units	9.78%	(63)	(53)	(42)	(30)	(17)	(5)	9	26	44	62	78	92	108	123	139	153	169	184	196	207	220
10 to 19 units	17.61%	(113)	(95)	(76)	(54)	(31)	(8)	16	46	80	111	140	166	194	222	250	275	304	331	353	373	396
20 or more units	28.43%	(183)	(154)	(123)	(87)	(50)	(13)	26	74	129	180	226	268	314	359	403	444	491	534	570	603	639



APPENDIX E:
TRANSPORTATION ANALYSIS

Transportation Analysis

The following section includes an analysis of existing transportation conditions conducted by Fehr & Peers.

Key Takeaways

A summary of major takeaways from the transportation analysis is as follows:

- **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.

Study Area Overviews

Given the proximity of the TRAX stations to each other (just under a mile), the station planning areas, which are a half mile surrounding each station, overlap slightly with one another. Key roadways serving the TRAX stations include 300 West, West Temple, Main Street, State Street, 3300 South, and 3900 South. The locations of each station area are visualized in **Figure 1**.

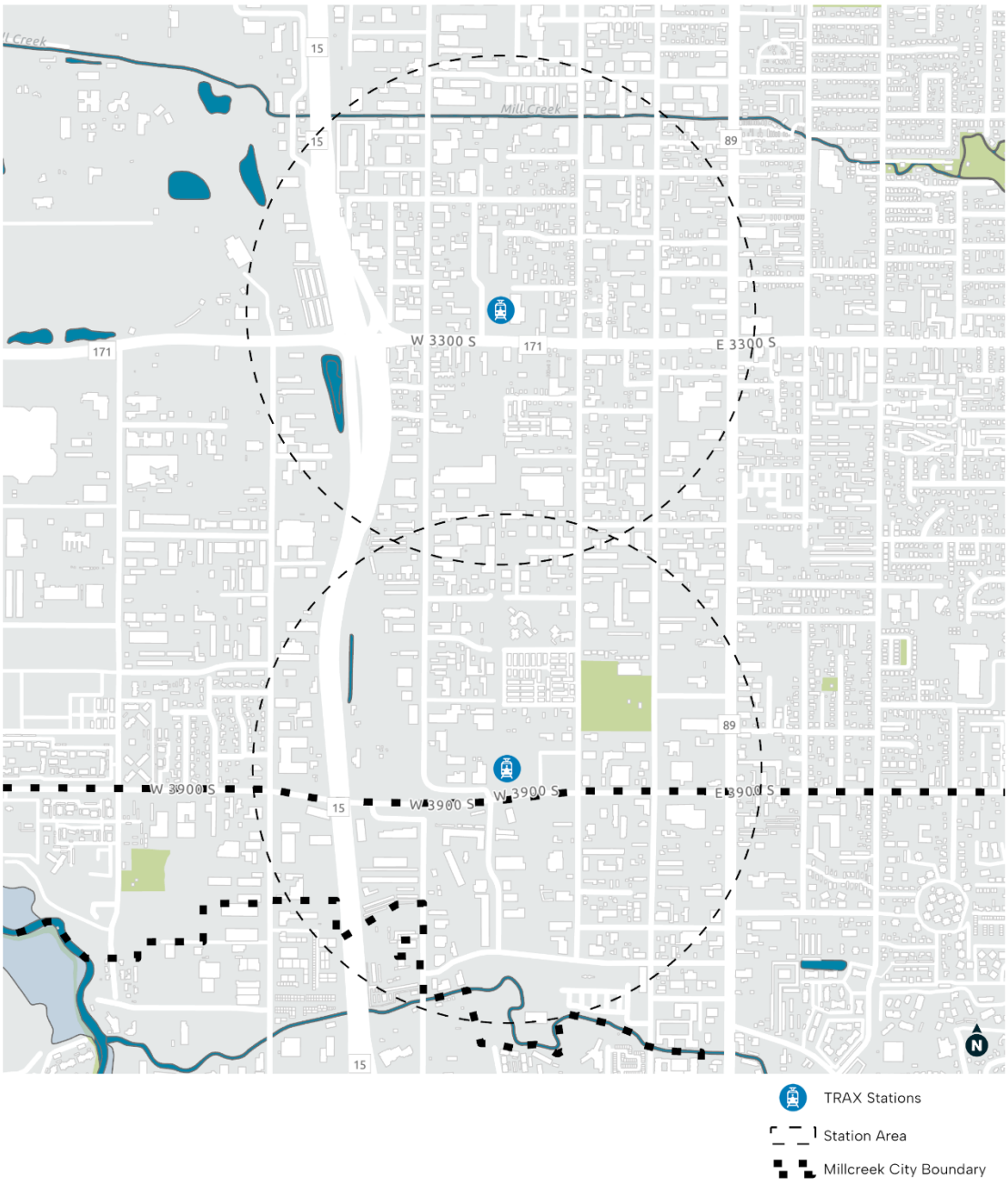


***Figure 1**: The locations of the Millcreek and Meadowbrook Station Areas*

Millcreek TRAX Station

Millcreek Station, served by the UTA Blue and Red TRAX Lines as well as bus routes 33 and 35, is located just north of 3300 South, between 300 West and West Temple in South Salt Lake City, Utah. The station is surrounded by light industrial and commercial development, with some dispersed residential properties. The Mill Creek corridor, north of the station, is eventually planned for a trail connection, but currently there are no major regional trail connections to the station. Network connectivity surrounding the station is generally poor, but with potential: there are many short segments of pedestrian-scaled streets, but they do not connect to each other or the station. Recommendations specific to this area have been developed through efforts such as the South Salt Lake Mobility Plan, which is summarized in the plan review section of this document. The station area itself hosts a 106-stall surface parking lot, two bike lockers, bike racks, and a small, covered shelter for curbside pickups.

Key roadways in the Millcreek Station Area include:

3300 South

Running east-west, 3300 South is an arterial roadway controlled by UDOT that provides primary access to Millcreek Station, I-15, Millcreek City to the east, and West Valley City to the west. 3300 South provides three travel lanes in each direction with a center turn lane and a posted speed limit of 35 mph. The average annual daily traffic (AADT) is 45,000, based on 2023 data. Sidewalks are provided on both sides of the street, without a parkstrip to buffer pedestrians from adjacent traffic, and sidewalks are often in poor condition or have a significant amount of debris. Pedestrians accessing the station from the south can cross 3300 South at signalized intersections at 300 West and West Temple. High vehicle speeds and volumes create challenges for pedestrian and cyclist access to the station.

300 West

Running north-south, 300 West is a minor arterial road on the west edge of the station area, with four travel lanes, a center turn lane, and a 35-mph speed limit. The AADT is 6,300, based on 2023 data. The roadway serves as a primary regional north-south corridor, connecting the station area to Salt Lake City to the north and Millcreek City to the south. Land uses are primarily light industrial or commercial. Sidewalks are not consistently provided or maintained, and there are no mid-block pedestrian crossings. A bike lane is striped on 300 West in the northern part of the study area.

Washington Street

Running north-south, Washington Street is where the driveways for the Millcreek Station are located. Washington Street is a short street that terminates at 3300 S and at Gregson Avenue, less than a quarter mile north of Millcreek Station. It has two travel lanes and a posted speed limit of 25 mph. The road has on-street parking and side walks on either side. The surrounding land use is a mix of light industry, residential, and commercial.

West Temple

West Temple is a minor arterial road on the east edge of the station area, with two travel lanes, bike lanes, on-street parking, and a 30-mph speed limit. The AADT is 7,300, based on 2023 data. The roadway serves as a primary regional north-south corridor, connecting the station area to Salt Lake City to the north and Millcreek City to the south. West Temple offers a more pedestrian-friendly alternative to other north-south routes in the area, with a mix of light industrial and residential land uses. Sidewalks and parkstrips are

typically available along West Temple north and south of the station. Transit riders accessing Millcreek station from the south can cross 3300 South at a signalized intersection at West Temple.

Main Street
Main Street is a minor arterial road east of the station area, with four travel lanes north of 3300 South and two travel lanes south of 3300 South, and a 35-mph speed limit throughout. The AADT is 10,000, based on 2023 data. Bike lanes and on-street parking are present south of 3300 South, with on-street parking and no bike lanes north of 3300 South, and a 30-mph speed limit. The roadway serves as a primary regional north-south corridor, connecting the station area to Salt Lake City to the north and Millcreek City to the south. Main Street land uses are primarily light industrial or commercial in the study area. Sidewalks and landscaped parkstrips or other buffers are typically available along Main Street north of 3300 South, and somewhat more sporadic south of 3300 South.

State Street
Running parallel to West Temple to the east, State Street is another key north-south corridor to the east of the station area, featuring six travel lanes with a center turn lane and signalized intersections, and a 35-mph speed limit throughout. The AADT is 28,000, based on 2023 data. The street provides regional access but is not walking or biking-friendly due to wide crossing distances, high vehicle speeds, and lack of high-quality active transportation facilities. State Street is a UDOT facility.

The existing roadway networks for each station, speed limits, AADT, and side walk presence are presented in **Figure 2** through **Figure 7**. The TRAX stations are served by light rail and bus transit, as shown in **Figure 4**. According to UTA ridership data, the Millcreek TRAX Station averaged over 1,000 weekday boardings in early 2025.

Active Transportation Connections
Active transportation infrastructure in the station area includes sidewalks on most roadways and striped bike lanes on some roadways. The South Salt Lake Mobility Plan proposes new bike routes on Main Street, a high-comfort bike facility on West Temple including a grade-separated crossing at 3300 South, a proposed pedestrian crossing on 3300 South parallel to the TRAX lines, and a proposed bike route running north/south along the rail line. The future active transportation facilities for Millcreek TRAX station are illustrated in **Figure 7**.

Meadowbrook TRAX Station

Meadowbrook Station, served by the UTA Blue and Red TRAX Lines as well as bus route 39, is located just north of 3900 South, between 300 West and West Temple in South Salt Lake City, Utah. The station is surrounded by a mix of apartment buildings and light industrial development, with some vacant lots. A shared-use path is planned along 3900 South, and a dedicated pedestrian crossing across 3900 South by the railway. Network connectivity surrounding the station is mixed; there is limited connectivity North and West of the station, but improved connections once South or East of the station. There are roadway segments without sidewalks and a lack of East-West connections beside 3900 South. The station area itself hosts a 182-stall surface parking lot, bike racks and two covered shelters for bus pickups.

Key roadways in the Meadowbrook Station Area include:

3900 South
Running east-west, 3900 South is a minor arterial that defines the border between South Salt Lake and Millcreek. 3900 South provides primary access to Meadowbrook Station, Millcreek City to the east, and West Valley City to the west. 3900 South provides two travel lanes in each direction with a center turn lane and a posted speed limit of 40 mph. The AADT is 24,000-28,000, based on 2023 data. Sidewalks are provided on both sides of the street, however not along the entire length. Immediately West of Meadowbrook Station the south side of 3900 has no pedestrian or bicyclist facilities. Pedestrians accessing the station from the south can cross 3300 South at signalized intersections at 300 West (Eastern 300 West intersection) and West Temple. High vehicle speeds and volumes create challenges for pedestrian and cyclist access to the station.

300 West
Running north-south, 300 West is a minor arterial road on the west edge of the station area, with two travel lanes, on-street parking, and a 30 to 35-mph speed limit. The AADT is 6,300, based on 2023 data. At 3900 South the roadway has two intersections roughly 1,200 feet apart. North of 3900 South, 300 West runs West of the TRAX railroad and East of the FrontRunner and freight railroad. South of 3900 South, 300 West runs West of the FrontRunner and freight railroad and East of I-15. The roadway serves as a regional north-south corridor, connecting the station area to Salt Lake City to the north and Murray City to the south. Land uses are primarily light industrial or commercial. Sidewalks are not consistently provided or maintained, and there are no mid-block pedestrian crossings. A bike lane is striped on 300 West in the northern part of the study area.

West Temple
West Temple is a minor arterial road on the east edge of the station area, with two travel lanes, bike lanes (north of 3900 South), on-street parking, and a 30-mph speed limit. The roadway serves as a primary regional north-south corridor, connecting the station area to Salt Lake City to the north, but the road comes to an end roughly one-third of a mile south of 3900 South. West Temple offers a more pedestrian-friendly alternative to other north-south routes in the area, with a mix of high density residential and light industrial uses. Sidewalks and parkstrips are typically available along West Temple north of the station. Transit riders accessing Millcreek station from the south can cross 3900 South at a signalized intersection at West Temple.

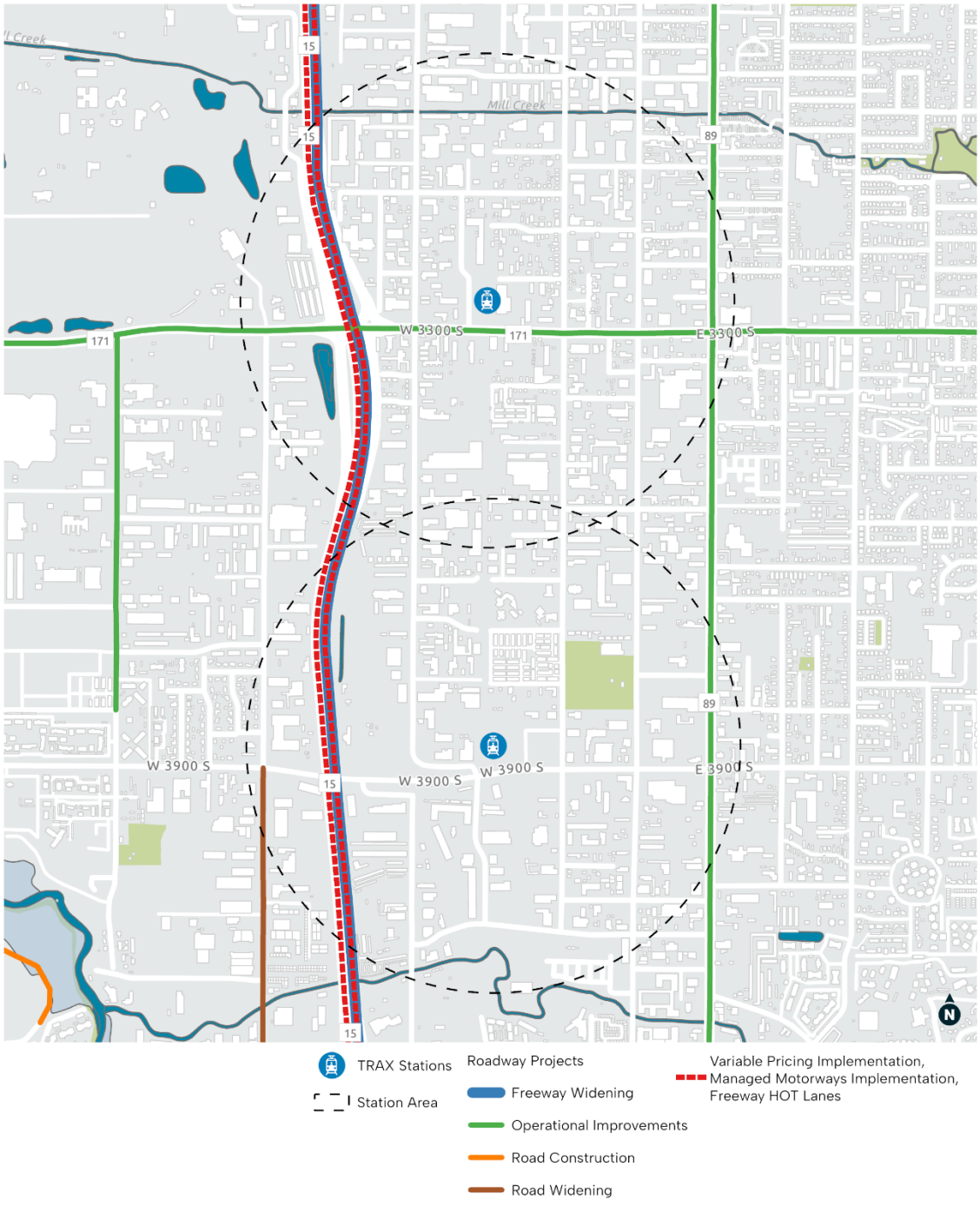
Main Street
Main Street is a minor arterial road east of the station area, with two travel lanes and a 35-mph speed limit throughout. The AADT is 8,300, based on 2023 data Bike lanes and on-street parking are present throughout. The roadway serves as a primary regional north-south corridor, connecting the station area to Salt Lake City to the north and Murray City to the south. Main Street land uses are a mix of residential, light industrial, and commercial in the study area. Sidewalks and landscaped parkstrips or other buffers are typically available along Main Street in the study area.

State Street
Running parallel to Main Street, State Street is another key north-south corridor to the east of the station area, featuring six travel lanes with a center turn lane and signalized intersections, and a 35-mph speed limit throughout. The AADT is 31,000, based on 2023 data. The street provides regional access but is not walking or biking-friendly due to wide crossing distances, high vehicle speeds, and lack of high-quality active transportation facilities. State Street is a UDOT facility.

The existing roadway networks for each station, speed limits, AADT, and side walk presence are presented in **Figure 2** through **Figure 7**. The TRAX stations are served by light rail and bus transit, as shown in **Figure 4**. According to UTA ridership data, the Meadowbrook TRAX Station averaged roughly 700 weekday boardings in early 2025.

Active Transportation Connections

Active transportation infrastructure in the station area includes sidewalks on most roadways and some roadways with striped bike lanes. The main East-West connection relies on 3900 South while North-South connection likely relies on either West Temple or Main Street. A separated bike lane and sidewalk exist along the south side of 3900 South, but abruptly comes to an end to the west of Meadowbrook Station. Future proposed improvements along 3900 South would likely be beneficial to the active transportation network. Future active transportation facilities for Meadowbrook TRAX station are illustrated in **Figure 7**.



Planned Roadway Projects

Fehr & Peers

Figure 2: *Roadway future projects in the Millcreek and Meadowbrook Station Areas*

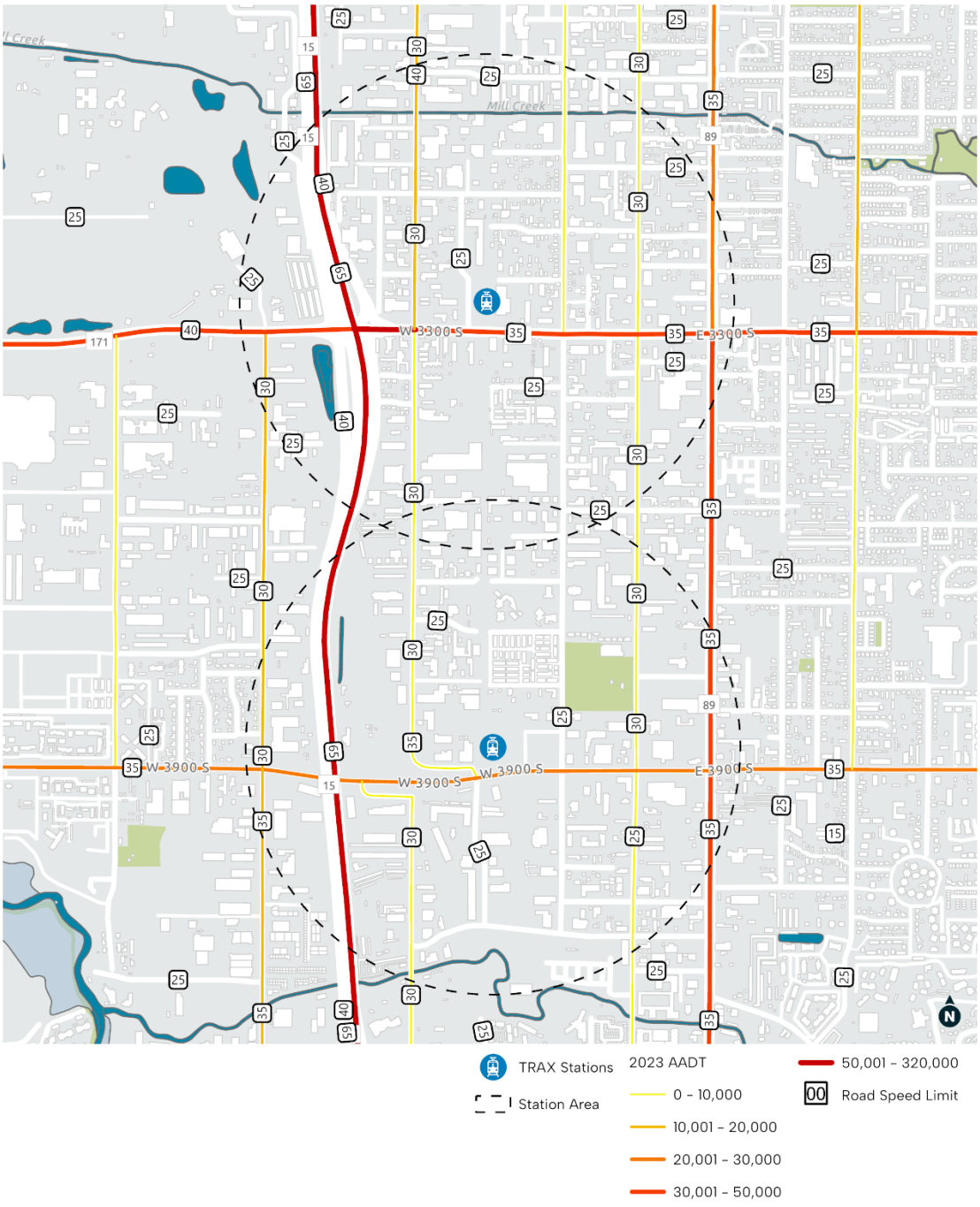


Figure 3: *2023 traffic volumes in the Millcreek and Meadowbrook Station Areas*

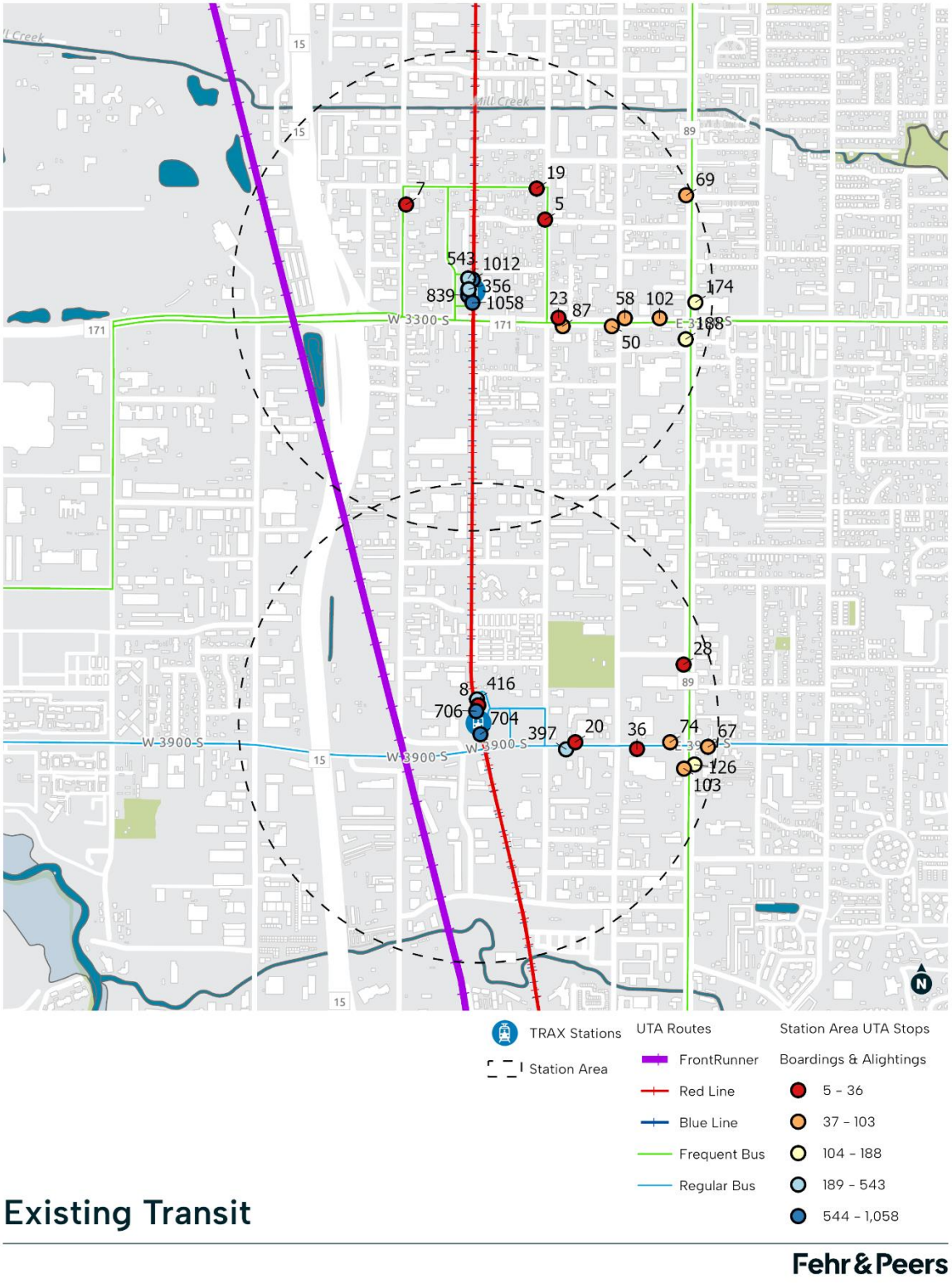


Figure 4: *Transit in the Millcreek and Meadowbrook Station Areas*

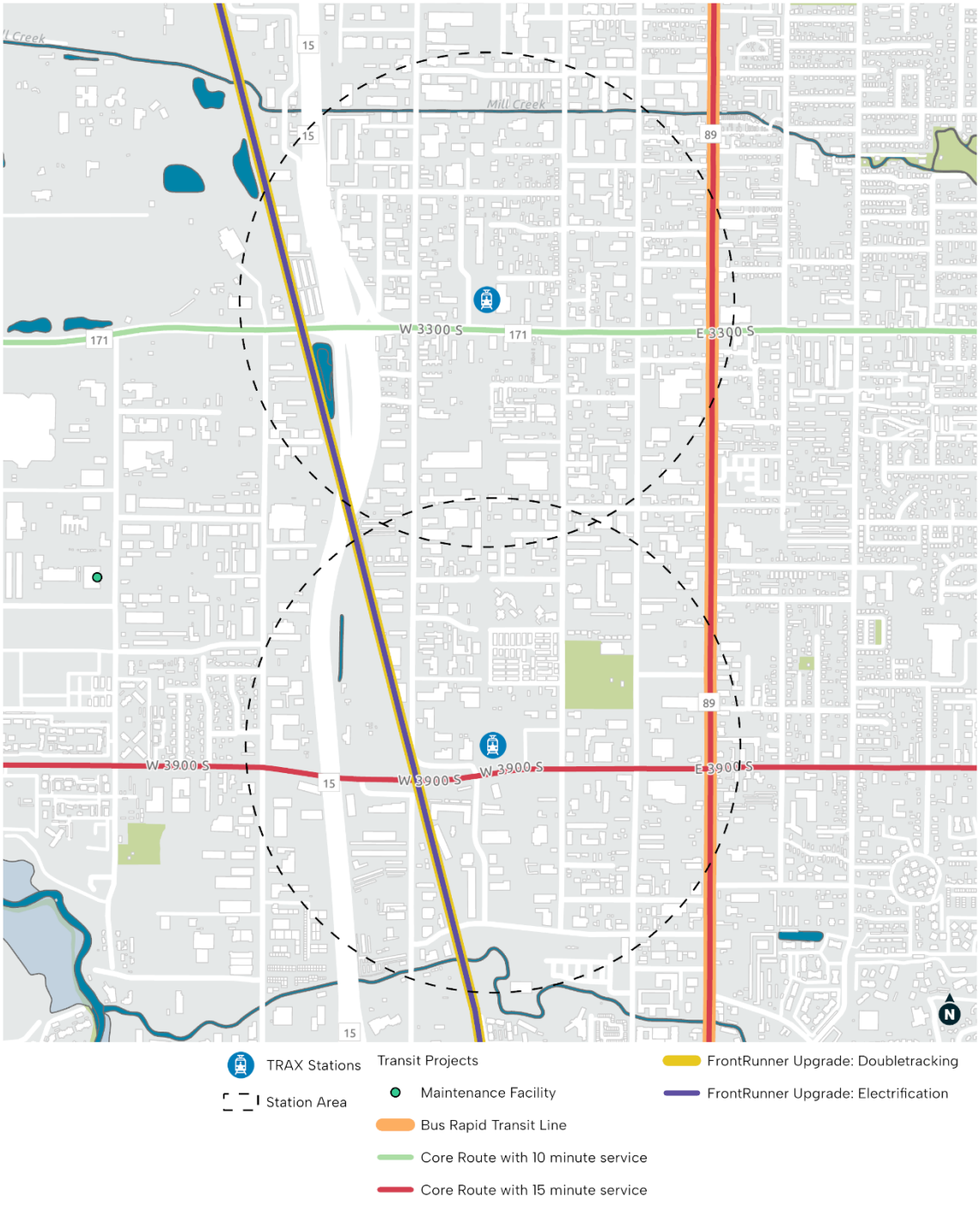
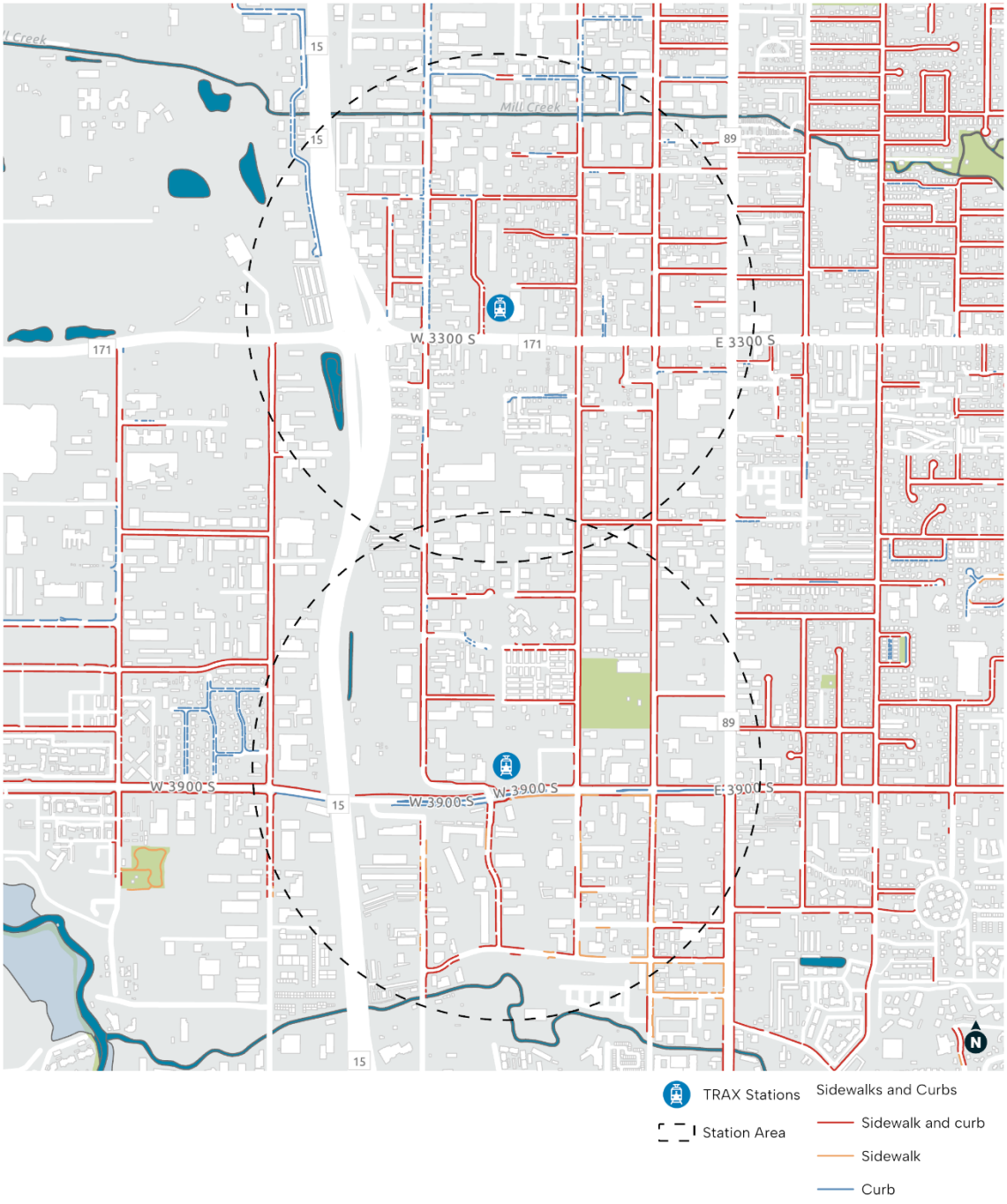


Figure 5: *Existing transportation facilities in the Millcreek and Meadowbrook Station Areas*



Sidewalk and Curb Locations

Fehr & Peers

Figure 6: *Existing sidewalks in the Millcreek and Meadowbrook Station Areas*



Figure 7: *Future active transportation facilities in the Millcreek and Meadowbrook Station Areas*

Multimodal Access

Understanding walking and bicycling access to the two stations is key to identifying infrastructure improvements that could make transit more convenient. Assessing existing facilities, a 15-minute walkshed, and a 15-minute bikeshed shows that while many areas are reachable, access to these areas remains an obstacle to users. Uncomfortable facilities likely discourage station access by active modes, particularly if coming from the west. Takeaways from the analysis include the following:

- Crossing 3300 South requires pedestrians and bicyclists to take significant detours from the Millcreek TRAX station.
- Once on either side of 3300 South or 3900 South, there are limited other east-west connections.
- Walking or biking along 3300 South through the interchange with I-15 and the railroad overpass is an uncomfortable experience.
- A 15-minute bike ride allows users to reach the next TRAX station in either direction.
- Missing segments of sidewalk reduces the pedestrian accessibility and comfort level in the station areas.
- Providing parallel facilities to 3300 South and 3900 South would allow for more comfortable travel for active modes due to the relatively high vehicular volumes and wide cross sections of both of these roads.

Connectivity Analysis

Utah's Metropolitan Planning Organizations (MPOs) are currently developing the Statewide MPOs Regional Roadway Grid Study, to determine the health of the current streetway grid, and recommend projects to improve connections throughout the state. As part of the Grid study, several analyses were performed, including Network Completeness, Connectivity Index, and the Access to Opportunities via transit. The results of these analyses are used to determine the connectivity of areas surrounding Meadowbrook and Millcreek stations to jobs, the surrounding roadways, and via bikes.

The Connectivity Index compares the number of roadways and intersections within a census block group. This measures the quality of the connections to surrounding roadways. Areas with a high connectivity index score will have a high ratio of roads to intersections, and are highly connected, with fewer dead-end or 3-way intersections. Both Millcreek and Meadowbrook Stations show strong connectivity to the east of the station, while connectivity scores drop dramatically to the west. This is likely due to the proximity to I-15, a known barrier to the street grid. A map showing the Connectivity scores surrounding the study area is shown in **Figure 8**.

The network completeness metric compares the available miles of transit service, protected bikeways, unprotected bikeways, and roadway, to determine how complete the roadway network is in a census block group. Areas with high completeness scores indicate a high concentration of transit service and designated bikeways. As shown in **Figure 9**, the areas immediately surrounding Millcreek and Meadowbrook stations

see a drop in their network completeness scores. Adding and improving bike-supportive infrastructure in the area surrounding the stations will help to increase network completeness in the area.

The access to opportunity (ATO) metric estimates the number of jobs accessible via transit for each traffic analysis zone (TAZ). This is calculated using methodologies provided by Wasatch Front Regional Council (WFRC), and describes the number of jobs within a reasonable transit-based commute distance. The areas immediately surrounding Millcreek and Meadowbrook Stations show low ATO values as seen in **Figure 10**, likely due the nearby housing and less dense employment opportunities.

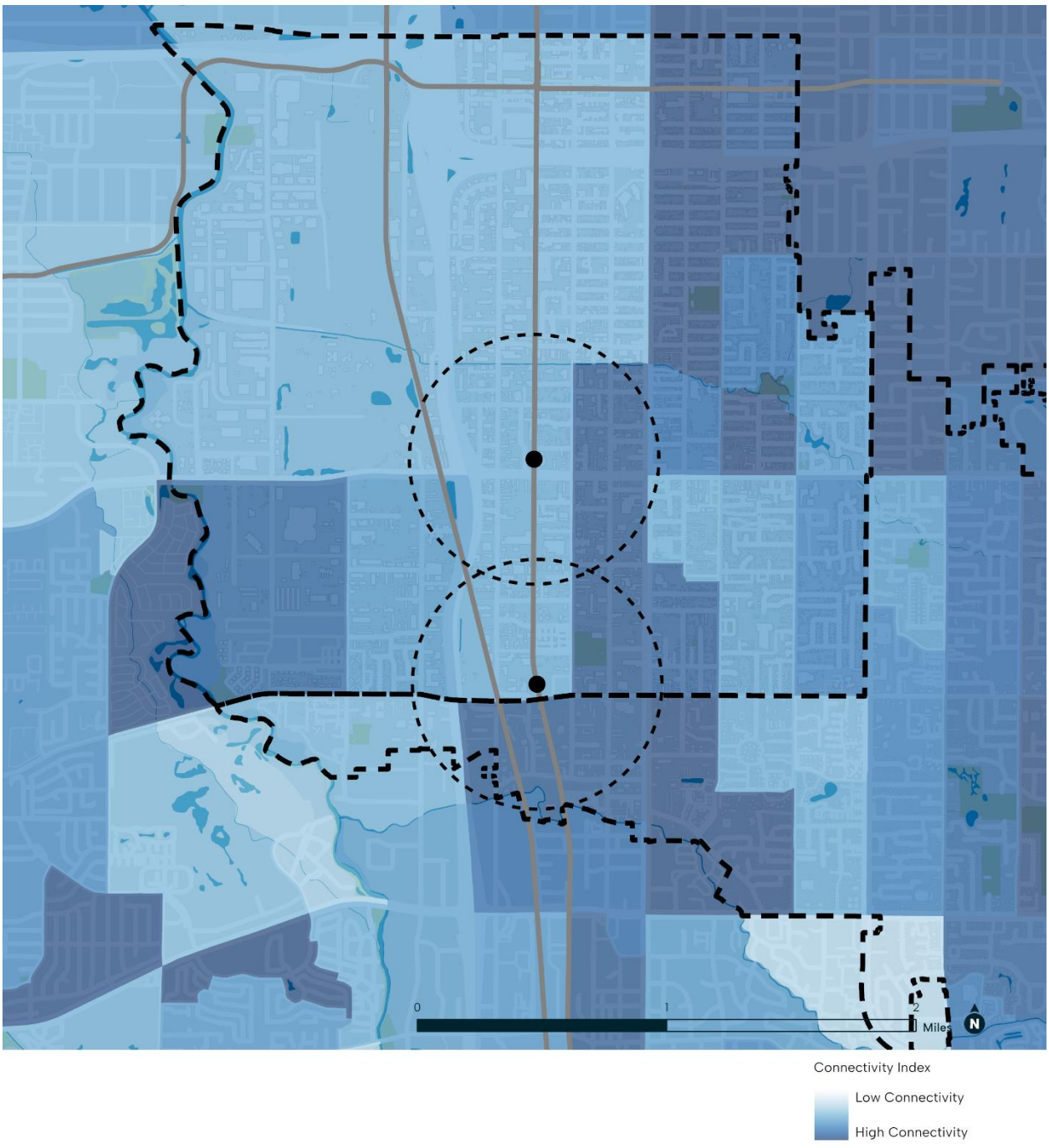


Figure 8: *Millcreek and Meadowbrook Stations Connectivity Index*

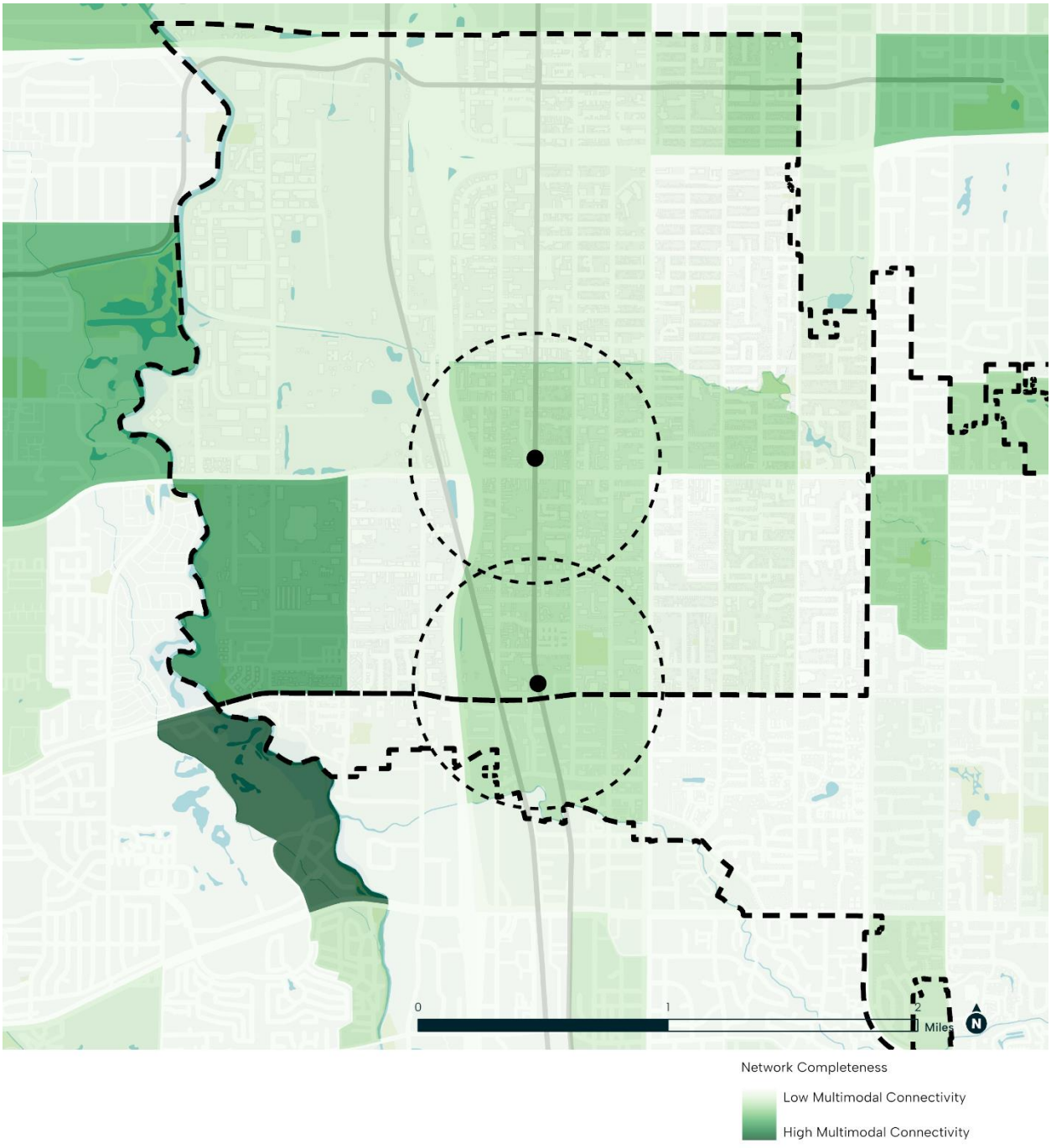


Figure 9: *Millcreek and Meadowbrook Stations Network Completeness*

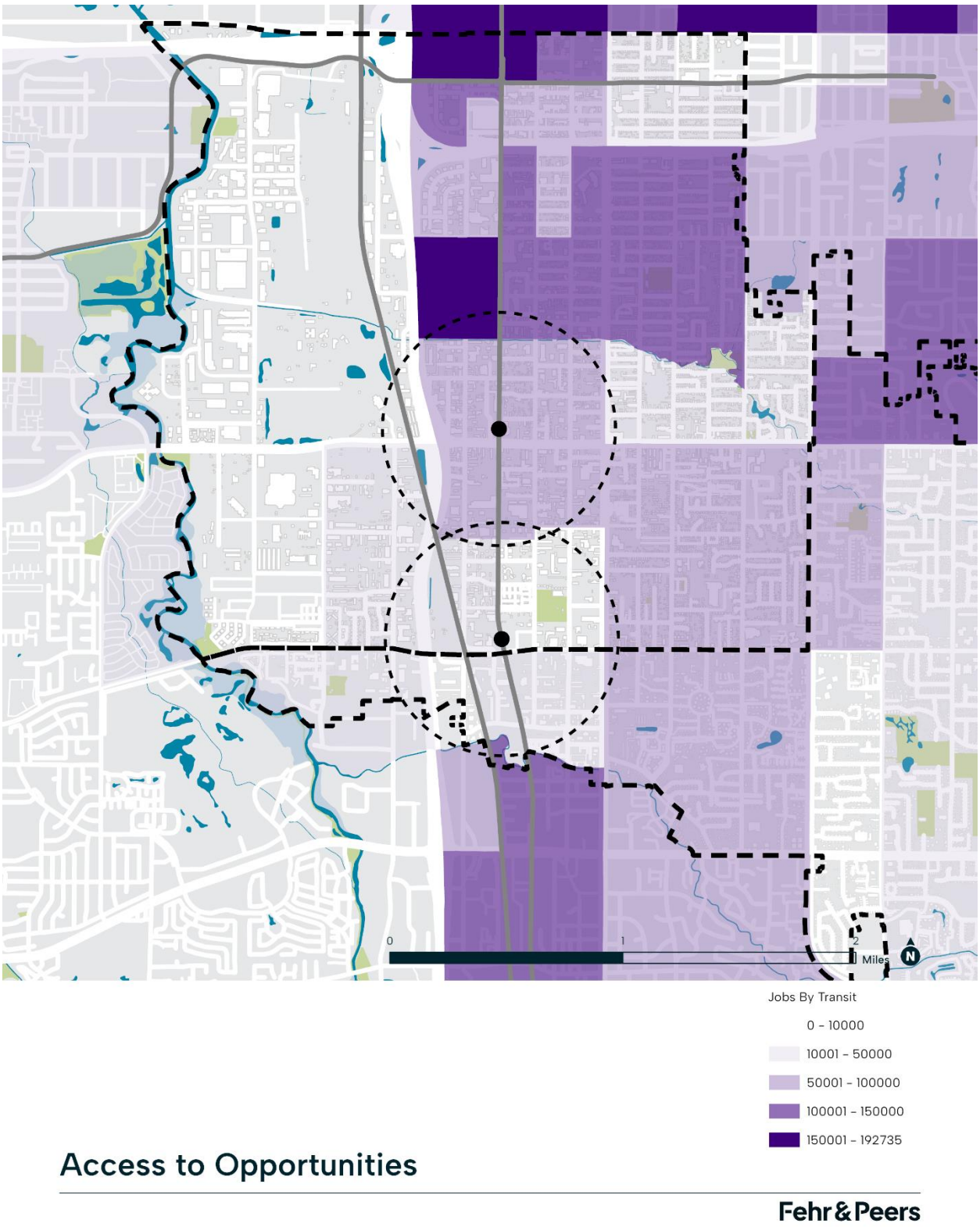


Figure 10: *Millcreek and Meadowbrook Stations Access To Opportunities.*

Station Area Parking

Utilization of existing parking lots at Millcreek and Meadowbrook stations was evaluated, as well as on-street parking on Washington Street, West Temple, and parking lots at Harmony Park, to explore public parking needs and opportunities for space reallocation. To identify potential opportunities based on parking utilization, new parking utilization data was gathered, as no central repository of TRAX park-and-ride utilization is currently maintained. A summary of existing parking spaces at each station is presented below in **Table 1.**

Table 1: Parking Supply by Station / Near Parking

Station	Standard Parking Stalls	ADA Parking Stalls	Total Parking Supply
Millcreek TRAX	95	11	**106**
Meadowbrook TRAX	172	10	**182**
Harmony Park	152	12	**164**
Washington Street[1]	37	-	**37**
West Temple Street[2]	89	-	**89**

Notes:
1.) Length measured from 3300 South to Millcreek Station Apartments. Based on Millcreek's minimum parallel parking space (8ft x 22ft).
2.) Length measured from 3900 South to the north side of Harmony Park. Based on Millcreek's minimum parallel parking space (8ft x 22ft).
Source: Fehr & Peers, 2025.

Manual Counts (2025)

Manual counts were conducted to provide a snapshot of parking utilization at the transit stations. These counts were recorded during two periods, around 11:00 AM and 7:00 PM on May 8th (weekday) and May 10th (weekend day), 2025. While manual counts offer precise, on-the-ground data at a specific moment, they represent a limited number of observations and may not reflect broader trends or peak utilization patterns. The results of these counts are shown in **Table 2.**

Table 2: Parking Utilization by Manual Counts[1]

Station	*Parking Utilization*				
	Hour	*Weekday*		*Weekend*	
Millcreek TRAX	***11 AM***	31	29%	49	46%
	7 PM	27	25%	77	73%
Meadowbrook TRAX	***11 AM***	48	26%	42	23%
	7 PM	44	24%	73	40%
Harmony Park	***11 AM***	85	52%	5	3%
	7 PM	96	59%	51	31%
Washington Street[1]	***11 AM***	1	3%	4	11%
	7 PM	1	3%	1	3%
West Temple[2]	***11 AM***	27	30%	46	52%
	7 PM	54	61%	58	60%

Notes:
1.) Length measured from 3300S to Millcreek Station Apartments. Recorded at 11:00 AM and 7:00 PM, May 2025
2.) Length measured from 3900 South to the north side of Harmony Park. Recorded at 11:00 AM and 7:00 PM, May 2025
Source: Fehr & Peers; 2025.

During the manual counts conducted at 7 PM at Harmony Park, events were taking place on both days, which could have influenced parking utilization and may not reflect typical or recurring usage patterns. On Thursday, two games were held concurrently, gathering many people around the baseball fields. On Saturday, there was a cultural event with a large concentration of people in the park's pavilion. Saturday May 10th was the day of South Salt Lake's Mural Fest and the Golden Spoke Ride. Both events likely had an impact on TRAX ridership and a particularly high number of cars with bike racks were observed at Millcreek TRAX station.

Park and Ride Right-Sizing Tool (2025)

Fehr & Peers worked with UTA to develop a regression-based model to estimate parking demand at UTA TRAX and Frontrunner stations to provide a right-sized parking supply for the future. Underpinning this model development was data provided by UTA of all UTA-maintained park-and-ride facilities in their service area, the UTA data provided parking area capacity and utilization for typical weekdays from 2015 through 2019. The tool provides the average parking utilization and recommended parking supply for each station are presented below in **Table 3.** The tool classifies Millcreek Station as a "Suburban Transfer Location" and Meadowbrook Station as "TOD Affordable Housing or Regional Destination". The tool suggests that the parking supply in Millcreek meets the demand, with a recommended supply slightly above the existing level. For Meadowbrook Station, the tool shows a significant oversupply, suggesting an opportunity to reduce parking capacity in favor of other land uses. This latter recommendation was based on assumptions about how future land use and travel behavior may shift, potentially reducing reliance on park-and-ride facilities. For example, if a station is expected to see increased mixed-use development, improved local transit connections, or higher rates of active transportation, the tool anticipates a reduced demand for parking and adjusts the recommended supply accordingly.

Table 3: P&R Tool Parking Utilization and Recommended Supply by Station

Station	Estimated Parking Available[1]	Average Estimated Parking Utilization[1]	Tool Recommended Parking Supply[2]	Estimated Parking Oversupply[2]
Millcreek TRAX	106	100%	122	-
Meadowbrook TRAX	505	34%	176	329

Notes:
1.) Derived from data provided by UTA TRAX (2019).
2.) Calculated by the Park & Ride Right-Sizing Tool using the recommended target parking supply.
Source: UTA, Fehr & Peers; 2025.

A comparison between the data provided by UTA for developing the P&R tool and the 2025 observations indicates that Meadowbrook's parking supply has decreased substantially. The current parking lot has 182 parking stalls, over 300 fewer parking stalls than the data used as the input for the P&R tool. By observing satellite imagery from 2018 to 2025, it is identified that part of the parking lot area is now a mixed-use building, and the current parking supply aligns more closely with the tool's recommendation. Despite this reduction, parking utilization rates remain relatively consistent with the tool's average estimated parking utilization, ranging between 23% and 40% utilization of the remaining parking spaces. The tool still overestimates the amount of parking demand compared to the more recent manual counts. Manual counts had a maximum of 73 vehicles, roughly 100 vehicles less than the tool's recommended supply. For Millcreek Station, while the tool estimates average parking utilization at 100%, manual counts show significantly lower weekday usage—under 30%—with higher utilization on the weekend, reaching 76% at 7 PM. The lower parking utilization observed is likely influenced by the impact of the COVID-19 pandemic on transit ridership, as UTA is still in the process of recovering ridership from that event.

Overall, manual counts indicate that both Millcreek and Meadowbrook stations have excess parking capacity. The Park and Ride Right-Sizing Tool further supports this finding for Meadowbrook Station despite the difference in parking supply from the manual counts, but it suggests that Millcreek's current parking supply generally meets demand. A more comprehensive update to UTA's parking lot utilization data would provide a better understanding of parking demand trends at these stations and others.

Station-Area Constraints & Opportunities

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. Parking utilization data indicates that both stations have had a decrease in parking rates since pre-pandemic levels. Millcreek Station likely provides an adequate amount of parking, while Meadowbrook could reduce the number of parking stalls provided. Completing some segments of sidewalks and other connections could provide the station areas with robust transportation network in addition to other planned improvements. Some of the core constraints and opportunities for each station area are shown in **Table 4.**

Table 4: Transportation Opportunities and Constraints for Millcreek & Meadowbrook Station Areas

Station	Constraints	Opportunities
Millcreek TRAX	• 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	• 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	• Sidewalk access across the south side of 3900 South • Limited connection directly south of the station • Limited East-West connections aside from 3900 South	• 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



APPENDIX F:

CRITICAL PROPERTIES ANALYSIS

DESIGNWORKSHOP

Landscape Architecture
Planning
Urban Design
Strategic Services
Environmental Graphic Design

22860 Two Rivers Road, Suite 102
Basalt, Colorado 81621
970.925.8354
designworkshop.com

MEMORANDUM

To: Millcreek and Meadowbrook City

From: Design Workshop | Chris Geddes, Marianne Stuck, Helen Lea

Date: May 22, 2025

Project Name: Meadowbrook & Millcreek Station Area Plans

Project #: 8522

Subject: Task 2.5 Catalytic Properties Analysis

Task 2.5 Critical Properties Analysis
The following is an analysis of catalytic opportunity areas as identified in consultation with the client. This analysis includes existing ownership, zoning and policy considerations, environmental qualities, buildings and land use, access, and adjacent influences.

Identification of Catalytic Properties
An existing conditions analysis of parcels within a ½ mile radius of the Meadowbrook and Millcreek Stations was performed to identify opportunity areas for additional transit-oriented development. Five parcels were identified, three of which are proximate to Millcreek Station, and two of which are proximate to Meadowbrook Station. The following analysis provides a deeper understanding of the opportunities and constraints of each Area. This analysis includes identification of existing ownership, zoning and policy considerations, environmental qualities, buildings and land use, access, and adjacent influences. Figure 1 provides an illustration of the locations of each of the five opportunity Areas in relation to the transit stations.

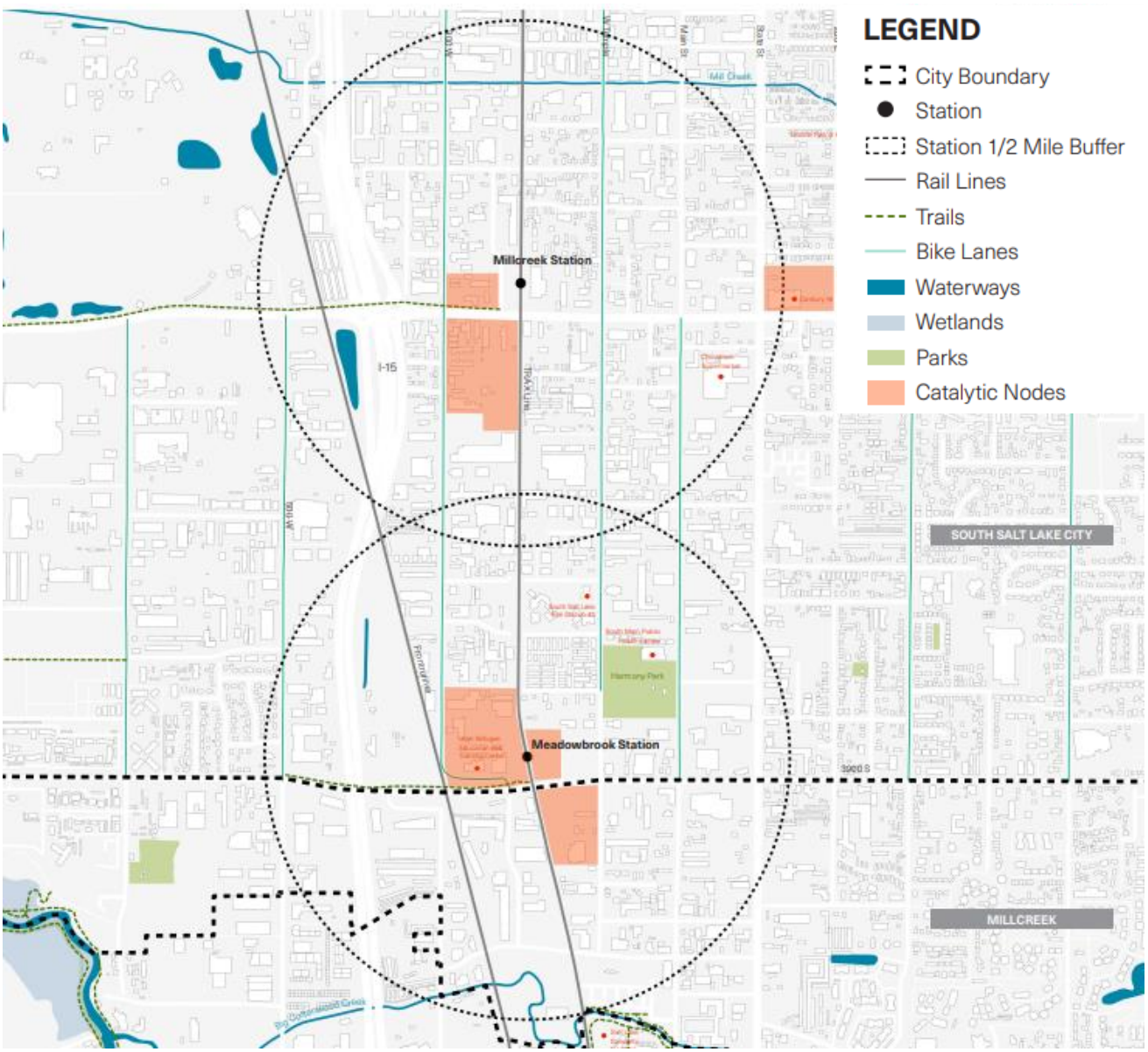


Figure 1: Opportunity Area Locations

Millcreek Station Areas

Area Overview

Figure 2 provides an illustration of the location of the Catalytic Areas within the Millcreek Station Area boundary.

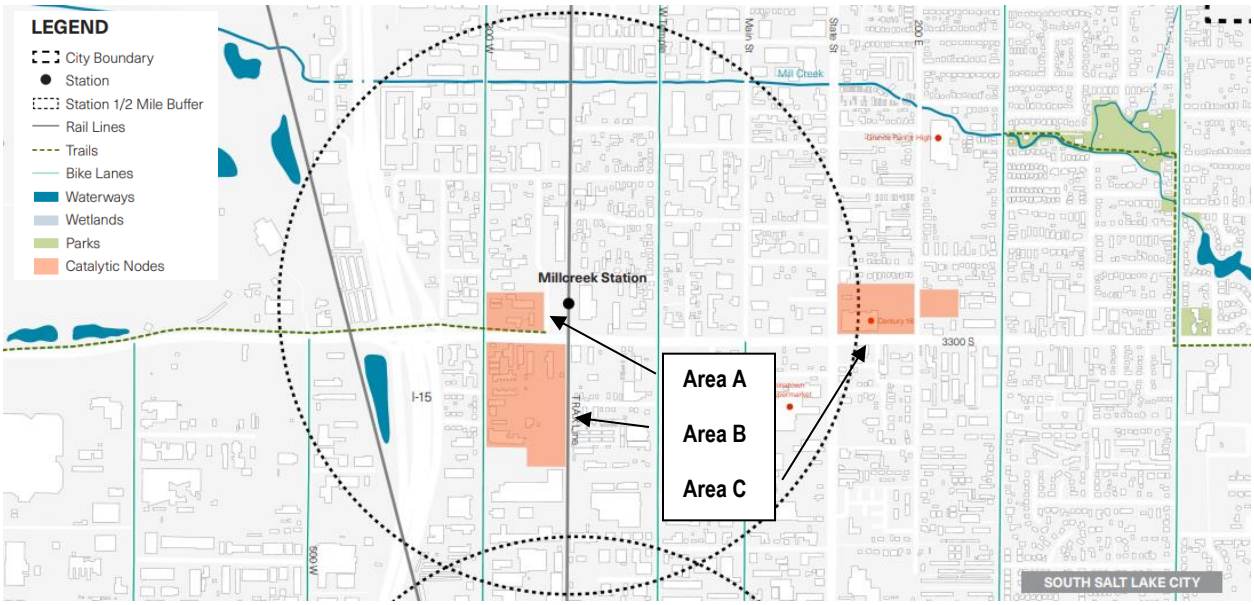


Figure 2: Millcreek & Meadowbrook Station Opportunity Areas, Source: Design Workshop

Existing Ownership

Owner	Address	Land Size (Acres)	Market Value	Market Value Per Acre
MILLCREEK STATION APARTMENTS LLC	3196 S WASHINGTON ST	0.97	$ 9,073,400	$ 9,354,021
GE ESTATE LLC	3222 S WASHINGTON ST	0.49	$ 3,479,000	$ 7,100,000
JLG HOLDINGS LLC	3195 S 300 W	0.93	$ 3,349,600	$ 3,601,720
GE ESTATE LLC	3265 S 300 W	0.49	$ 1,324,200	$ 2,702,449
THIRTY THIRD WASHINGTON LLC	256 W 3300 S	0.28	$ 1,286,900	$ 4,596,071
DAY, PAMELA & TIMOTHY, JEANNINE P; TRS	290 W 3300 S	0.35	$ 755,800	$ 2,159,429
GE ESTATE LLC	3210 S WASHINGTON ST	0.56	$ 523,500	$ 934,821
GE ESTATE LLC	3215 S 300 W	0.24	$ 437,400	$ 1,822,500
DAY, PAMELA & TIMOTHY, JEANNINE P; TRS	3277 S 300 W	0.42	$ 371,500	$ 884,524
GE ESTATE LLC	3211 S 300 W	0.24	$ 333,100	$ 1,387,917
PCPD HOLDINGS, L.L.C.	258 W 3300 S	0.14	$ 271,800	$ 1,941,429
THIRTY THIRD WASHINGTON LLC	256 W 3300 S	0.14	$ 248,600	$ 1,775,714
DAY, PAMELA & TIMOTHY, JEANNINE P; TRS	280 W 3300 S	0.15	$ 248,600	$ 1,657,333
DAY, PAMELA; TR	258 W 3300 S	0.14	$ 238,800	$ 1,705,714
THIRTY THIRD WASHINGTON LLC	256 W 3300 S	0.14	$ 238,800	$ 1,705,714
PCPD HOLDINGS, L.L.C.	258 W 3300 S	0.13	$ 229,100	$ 1,762,308
DAY, PAMELA & TIMOTHY, JEANNINE P; TRS	280 W 3300 S	0.12	$ 220,400	$ 1,836,667
PCPD HOLDINGS, L.L.C.	258 W 3300 S	0.12	$ 142,800	$ 1,190,000
GE ESTATE LLC	3205 S 300 W	0.12	$ 130,300	$ 1,085,833
Total		**6.17**	**$ 22,903,600**	**$ 2,589,693**

Figure 3: Opportunity Area A Existing Ownership, Source: Salt Lake County Assessor

The total land area across all parcels in Opportunity Area A is 6.17 acres with a combined market value of approximately $22.9 million, resulting in an average market value of roughly $2.59 million per acre. The most valuable parcel both in total and per-acre terms is owned by Millcreek Station Apartments LLC at 3196 S Washington St, valued at over $9 million or more than $9.35 million per acre. Owners GE Estate LLC and Pamela & Timothy Day control multiple adjacent or nearby parcels, which may offer consolidation opportunities for future redevelopment. Most properties fall between 0.12 and 0.93 acres, suggesting a mix of small to mid-sized infill opportunities.

Owner	Address	Land Size (Acres)	Market Value	Market Value Per Acre
PCPD HOLDINGS, LLC	287 W 3300 S	0.44	$ 1,431,800	$ 1,088,500
MITCHELL BROTHERS HOLDINGS, LLC	3319 S 300 W	0.72	$ 1,780,700	$ 959,400
FLOOR PLAY REAL ESTATE, LLC	3365 S 300 W	0.4	$ 1,290,800	$ 411,000
METRO RAIL PROPERTIES, LLC	3403 S 300 W	0.45	$ 1,147,600	$ 487,000
METRO RAIL PROPERTIES, LLC	3411 S 300 W	0.07	$ 47,000	$ 47,000
SARA LEE BAKERY GROUP INC	3413 S 300 W	1	$ 2,281,100	$ 801,800
THIRTY THIRD, LLC	277 W 3300 S	0.13	$ 804,500	$ 104,500
RAINBOW NEON SIGN CO	257 W 3300 S	0.51	$ 957,700	$ 409,900
SALEM, RAED	253 W 3300 S	0.57	$ 1,005,900	$ 458,100
METRO WASATCH PROPERTIES, LLC	205 W 3300 S	0.31	$ 798,800	$ 402,500
METRO WASATCH PROPERTIES, LLC	205 W 3300 S	0.55	$ 709,500	$ 706,500
EARTHGRAINS BAKING COMPANIES, INC	3475 S 300 W	2.46	$ 1,864,000	$ 1,864,000
GARCIA, BERNABE P	3377 S 300 W	0.41	$ 638,500	$ 420,000
GARCIA, BERNABE P	3377 S 300 W	0.41	$ 638,500	$ 420,000
KERR, DON D & TESSIE R; TRS	3399 S 300 W	0.46	$ 609,400	$ 413,500
GARCIA, BERNABE P	3377 S 300 W	0.07	$ 51,400	$ 51,400
METRO RAIL PROPERTIES, LLC	3411 S 300 W	0.28	$ 187,800	$ 187,800
METRO WASATCH PROPERTIES, LLC	205 W 3300 S	3.22	$ 1,728,500	$ 1,728,000
METRO WASATCH PROPERTIES, LLC	225 W 3300 S	0.43	$ 545,900	$ 545,900
CASIO HOLDINGS, LLC	3345 S 300 W	1.51	$ 3,408,200	$ 1,157,000
WASATCH STEEL PROPERTIES LLC	243 W 3300 S	2.98	$ 3,145,700	$ 2,017,200
Total		**17.38**	**$ 25,073,300**	**$ 699,095**

Figure 4: Opportunity Area B Existing Ownership, Source: Salt Lake County Assessor

The total land area across all parcels in Opportunity Area B is 17.38 acres with a combined market value of approximately $25.1 million, resulting in an average market value of roughly $699,000 per acre. Compared to Opportunity Area A, this area has a lower average per-acre value. The most valuable parcel by per-acre value is owned by Wasatch Steel Properties LLC, totaling nearly $3.15 million over 2.98 acres. Other high-value properties per acre include holdings by Earthgrains Baking Companies and Metro Wasatch Properties. Metro Wasatch and Metro Rail Properties each own multiple adjacent or nearby parcels, offering strong potential for consolidation or larger-scale redevelopment. Parcel sizes range widely, from 0.07 to 3.22 acres, allowing flexibility for both small infill and larger footprint projects.

Owner	Address	Land Size (Acres)	Market Value	Market Value Per Acre
CENTURY THEATRES, INC	125 E 3300 S	3.44	$ 7,846,900.00	$ 2,281,076
MARLOWE, L.L.C.	3208 S 200 E	1.59	$ 2,320,400.00	$ 1,459,371
MARLOWE, LLC	3235 S STATE ST	0.43	$ 547,500.00	$ 1,273,256
MARLOWE, L.L.C.	3245 S STATE ST	0.87	$ 1,810,700.00	$ 2,081,264
CENTURY THEATRES, INC	125 E 3300 S	0.69	$ 954,300.00	$ 1,383,043
SYUFY PROPERTIES, INC	3217 S 200 E	2.42	$ 3,503,300.00	$ 1,447,645
Total		**9.44**	**$ 16,983,100**	**$ 1,654,276**

Figure 5: Opportunity Area C Existing Ownership, Source: Salt Lake County Assessor

The total land area across all parcels in Opportunity Area C is 9.44 acres, with a combined market value of approximately $17.0 million, resulting in an average market value of about $1.65 million per acre. This area features a relatively small number of high-value parcels owned by a few entities, primarily Century Theatres, Marlowe L.L.C., and Syufy Properties. The most valuable parcel per acre belongs to Century Theatres at 125 E 3300 S, valued at over $2.28 million per acre. Marlowe L.L.C. also holds several parcels along State Street with per-acre values ranging from $1.27 to $2.08 million. Parcel sizes range from 0.43 to 3.44 acres, allowing for medium-scale development formats with potential for assembly.

Zoning

Millcreek Station's Opportunity Area A is located in the Transit Oriented Development Core (TOD-C) and Transit Oriented Development (TOD) zoning districts. Opportunity Area B is also located in the TOD-C zoning district while Opportunity Area C is located in the Commercial Corridor (CC) district.

The purpose of the TOD and TOD-C districts is to encourage property owners adjacent to or near existing transit stations to develop their property using transit-oriented design principles. The purpose of the Commercial Corridor district is to promote commercial activity along the city's arterial roads.

Permitted Uses

Permitted Uses of the TOD, TOD-C, and CC zoning districts are as follows:

Commercial Corridor

- **Alcohol-Related Uses:** Banquet and Catering, Beer Recreational, Hotel, Local Industry Representative, Off-Premises Beer, Package Agency, Restaurant (Beer Only), Restaurant (Limited Service), Restaurant (Full Service), Special Use (Educational), Special Use (Scientific), Special Use (Religious)
- **Automotive & Equipment:** ATV / Motorcycle / PWC / Snowmobile Sales and Service
- **Animals & Pet Services:** Animal Hospital / Veterinary Office (Small Animal), Grooming Services (Pets)
- **Arts, Entertainment & Recreation:** Art Gallery, Art Studio, Bowling Alley, Museum
- **Childcare & Education:** Education, After School (Children), Education, Preschool
- **Commercial Services:** ATM / Kiosk / Vending Machine, Commercial Repair Services, Cosmetology, Day Spa, Dry Cleaning / Laundromat, Employment Agency / Temporary Staffing, Fitness Center, Food Truck / Trailer, Food Truck Park, Grooming Services, Printing (Small-Scale), Tailoring / Upholstery Shop, Home Occupation (Category I)
- **Financial Services:** Financial Institution
- **Food Services:** Bakery (Neighborhood), Restaurant, Food Processing (Small-Scale)
- **Health Services:** Medical / Dental / Health Care Office, Office (Medical / Dental)
- **Lodging:** Hotel
- **Office:** Professional Office
- **Parks & Open Space:** None
- **Public / Institutional:** Place of Worship, Public Utility Facility
- **Residential:** Dwelling (Multi-Family) [C], Home Occupation (Category I)
- **Retail:** Retail (Accessory), Retail (General), Retail (Neighborhood)

TOD & TOD-C

- **Alcohol-Related Uses:** Banquet and Catering, Beer Recreational, Hotel, Local Industry Representative, Off-Premises Beer, Package Agency, Restaurant (Beer Only), Restaurant (Limited Service), Restaurant (Full Service), Special Use (Educational), Special Use (Scientific), Special Use (Religious)
- **Automotive & Equipment:** None
- **Animals & Pet Services:** Animal Hospital / Veterinary Office (Small Animal), Grooming Services (Pets)
- **Arts, Entertainment & Recreation:** Art Gallery, Art Studio, Bowling Alley, Museum
- **Childcare & Education:** Education, After School (Children), Education, Preschool
- **Commercial Services:** ATM / Kiosk / Vending Machine, Commercial Repair Services, Cosmetology, Dry Cleaning / Laundromat, Employment Agency / Temporary Staffing, Fitness Center, Food Truck / Trailer, Food Truck Park, Grooming Services, Printing (Small-Scale), Tailoring / Upholstery Shop, Home Occupation (Category I)
- **Financial Services:** Financial Institution
- **Food Services:** Bakery (Neighborhood), Restaurant, Food Processing (Small-Scale)
- **Health Services:** Medical / Dental / Health Care Office, Office (Medical / Dental)
- **Lodging:** Hotel
- **Office:** Professional Office
- **Parks & Open Space:** None
- **Public / Institutional:** Place of Worship, Public Utility Facility
- **Residential:** Dwelling (Multi-Family), Home Occupation (Category I)
- **Retail:** Retail (Accessory), Retail (General), Retail (Neighborhood)

Development and Design Standards

The development and design standards for the relevant zoning districts are displayed in Figure 7.

Standard	Commercial Corridor (CC)	TOD District	TOD-Core (TOD-C) District
Minimum Lot Area (Non-Residential)	1 acre	Not specified	Not specified
Minimum Lot Area (Multi-Family)	2 acres	2 acres	2 acres
Minimum Lot Width (Multi-Family)	250 feet at any point	250 feet at all points (may be reduced for cul-de-sac lots)	250 feet at all points (may be reduced for cul-de-sac lots)
Minimum Number of Units	50 units	50 units	50 units
Maximum Residential Density	25 units per acre	25 units per acre	Not explicitly stated, but described as "high-density"
Ground-Floor Commercial Requirement	4,000 sq. ft. of commercial or retail space required on primary façade for multi-family use	Same: 4,000 sq. ft. of commercial or retail space required on primary façade for multi-family use	Same: 4,000 sq. ft. of commercial or retail space required on primary façade for multi-family use

Figure 6: Development and Design Standards, Source: South Salt Lake Municipal Code

Area Buildings and Land Use

Opportunity Area A comprises a mix of industrial, retail, and land assets concentrated along S 300 W and W 3300 S. The area includes seven properties ranging in use from light manufacturing and warehousing to retail and undeveloped land. Industrial buildings such as 3267 S 300 W and 3222 S Washington St offer between 3,300 and 19,138 square feet of space, with the former being the only listing with disclosed rent at $12.00/SF. Retail spaces at 256 and 258-260 W 3300 S support multiple tenants, including food and beverage operators, and offer strategic frontage and surface parking. A 0.35-acre parcel at 3283 S 300 W is available as raw land for future development. Opportunity Area A provides a well-located and flexible collection of properties suited for mixed-use infill development with a convenient proximate location to Millcreek Station.

Address	Use Type	Building Size (SF)	Year Built	Tenancy	Asking Rent	Land Area (AC)
3267 S 300 W	Manufacturing	3,300	1971	Single	$12.00/SF	0.2
3205 S 300 W	Warehouse	6,536	1948	Single	Withheld	0.6
3265 S 300 W	Manufacturing	9,794	1971	Multiple	Withheld	0.49
3283 S 300 W	Land	N/A	N/A	N/A	Withheld	0.35
256 W 3300 S	Retail	3,520	N/A	Multiple	Withheld	0.15
258-260 W 3300 S	Retail	6,000	N/A	Multiple	Withheld	0.4
3222 S Washington St	Light Manufacturing	19,138	1994	Multiple	Withheld	1.05

Figure 7: Opportunity Area A Buildings and Land Use, Source: CoStar

Opportunity Area B contains a mix of 14 properties spanning retail, service, manufacturing, showroom, and light industrial uses, primarily along S 300 W and W 3300 S. Building sizes range from small-scale service buildings of 3,800 SF to larger light industrial and retail properties over 20,000 SF. Most buildings were constructed between the 1950s and 1980s, with one retail structure completed in 2005. Overall, the area presents significant redevelopment and repositioning potential given its strategic location and proximity to major arterials and transit infrastructure.

Address	Use Type	Building Size (SF)	Year Built	Tenancy	Asking Rent	Land Area (AC)
257 W 3300 S	Retail	9,035	1949	Single	Withheld	0.51
3331 S 300 W	Light Manufacturing	13,195	1963	Multiple	Withheld	0.72
3345 S 300 W	Light Manufacturing	14,322	1986	Multiple	Withheld	1.1
3345 S 300 W	Light Manufacturing	20,442	1986	Multiple	Withheld	1.51
3365 S 300 W	Showroom	8,578	1958	Multiple	Withheld	0.4
3377 S 300 W	Service	4,750	1954	Multiple	Withheld	0.41
3399 S 300 W	Service	3,800	1977	Multiple	Withheld	0.46
3403 S 300 W	Service	10,664	1973	Single	Withheld	0.8
205 W 3300 S	Manufacturing	10,290	1974	Single	Withheld	0.31
243 W 3300 S	Manufacturing	15,344	1988	Single	Withheld	1.58
253 W 3300 S	Service	7,600	1964	Single	Withheld	0.57
277 W 3300 S	Service	4,750	1983	Single	Withheld	0.13
285 W 3300 S	Retail	2,200	1984	Single	Withheld	0.44
3345 S 300 W	Retail	20,452	2005	Not listed	Withheld	1.51

Figure 8: Opportunity Area B Buildings and Land Use, Source: CoStar

Opportunity Area C is a centrally located cluster of properties along 3300 South and State Street, consisting of a mix of retail, specialty, and redevelopment land uses. The area includes the 54,884 SF Cinemark theater Area (125 E 3300 S) with over 3 acres of land, and a former small multi-tenant retail building (220 E 3300 S) that was demolished in 2010. A 2.41-acre parcel at 3217 S 200 E is currently used as a parking lot and positioned for future retail development. The area also includes a small-format multi-tenant retail strip at 3245 S State St and a 69,260 SF specialty building on 1.59 acres at 200th St E. Together, these parcels offer large footprints of readily developable area, making it a strong candidate for commercial reinvestment or mixed-use redevelopment.

Address	Use Type	Building Size (SF)	Year Built	Tenancy	Asking Rent	Land Area (AC)
125 E 3300 S	Retail	54,884	N/A	Single	Withheld	3.44
220 E 3300 S	Retail	3,219 (demolished)	1904/2010	Multiple	Withheld	4.32
3217 S 200 E (Retail Pads)	Land	N/A	N/A	N/A	Withheld	2.41
3245 S State St	Retail	2,742	1982	Multiple	Withheld	0.87
200th St E	Specialty	69,260	N/A	N/A	Withheld	1.59

Figure 9: Opportunity Area C Buildings and Land Use, Source: CoStar

Meadowbrook Station Areas

Area Overview

Figure 10 provides an illustration of the location of each of the Opportunity Areas within the Meadowbrook Station Area.

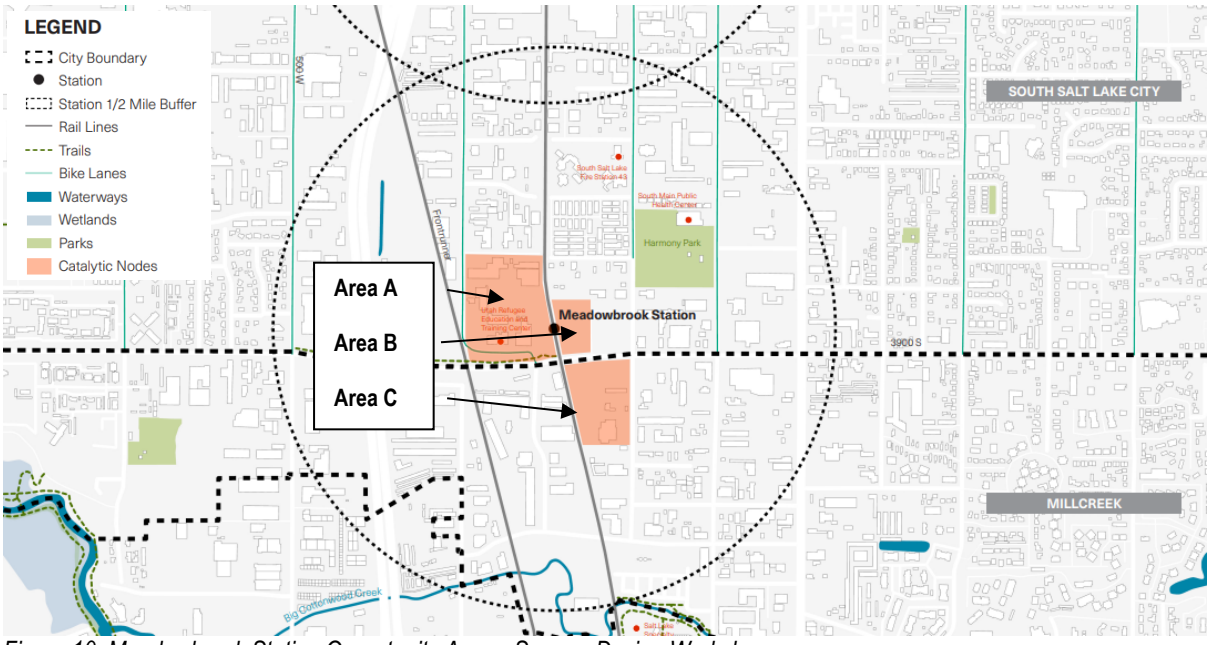


Figure 10: Meadowbrook Station Opportunity Areas, Source: Design Workshop

Existing Ownership

Opportunity Area A consists of 13 parcels totaling approximately 15.65 acres with a combined market value of $26 million, translating to an average of $3.15 million per acre. Properties vary between 0.13 acres and 9.91 acres in size and between $74,800 and $9.5 million in market value. The largest parcel is held by Salt Lake Community College (9.91 acres valued at $9.5 million). Properties along 300 West are more consistently valued between $2.4 to $3.5 million per acre.

Owner	Address	Land Size (Acres)	Market Value	Market Value Per Acre
SPRING BRANDS, LLC	245 W PLYMOUTH AVE	0.28	$ 161,000	$ 575,000
235 TRUST 04/15/2018 AULT, MICHAEL L; TR	235 W PLYMOUTH AVE	0.28	$ 1,893,300	$ 6,761,786
235 TRUST 04/15/2018 AULT, MICHAEL L; TR	225 W PLYMOUTH AVE	0.28	$ 161,000	$ 575,000
SPRING BRANDS, LLC	3791 S 300 W	1.28	$ 4,428,200	$ 3,459,531
300 HOLDINGS LLC	3809 S 300 W	0.5	$ 1,398,000	$ 2,796,000
MATHIE ENTERPRISES LLC	265 W PLYMOUTH AVE	0.13	$ 2,240,000	$ 17,230,769
MATHIE ENTERPRISES, LLC	261 W PLYMOUTH AVE	0.13	$ 74,800	$ 575,385
MATHIE ENTERPRISES, LLC	255 W PLYMOUTH AVE	0.13	$ 74,800	$ 575,385
MATHIE ENTERPRISES, LLC	269 W PLYMOUTH AVE	0.13	$ 74,800	$ 575,385
3800 SQUARE LLC	3793 S 300 W	0.47	$ 1,641,400	$ 3,492,340
THIRD WEST SQUARE LLC	3789 S 300 W	1.62	$ 3,876,700	$ 2,393,025
SALT LAKE COMMUNITY COLLEGE	250 W 3900 S	9.91	$ 9,497,000	$ 958,325
PLYMOUTH ON THIRD, LLC	3751 S 300 W	0.51	$ 527,800	$ 1,034,902
Total		**15.65**	**$ 26,048,800**	**$ 3,154,064**

Figure 11: Opportunity Area A Ownership Structure, Source: Salt Lake County Assessor

Opportunity Area B consists of just one parcel owned by the Utah Transit Authority. The parcel currently serves as a parking lot for the Meadowbrook Station. The parcel is 4.71 acres and has a market value of $3,815,300, or approximately $800,000 per acre.

Owner	Address	Land Size (Acres)	Market Value	Market Value Per Acre
UTAH TRANSIT AUTHORITY	3844 S WESTTEMPLE ST	4.71	$ 3,815,300	$ 810,042
Total		**4.71**	**$ 3,815,300**	**$ 810,042**

Figure 12: Opportunity Area B Ownership Structure, Source: Salt Lake County Assessor

Opportunity Area C includes 8 properties totaling 10.33 acres with a combined market value of approximately $9.93 million, averaging $1.03 million per acre. Parcel sizes typically range from 0.18 to 0.99 acres, with a few larger sites, most notably a 4.00-acre property at 197 W 3900 S valued at $2.1 million and a 3.11-acre site at 4000 S West Temple St valued at over $5 million. Property values vary significantly, from a low of $127,400 to a high of $5 million.

Owner	Address	Land Size (Acres)	Market Value	Market Value Per Acre
VCPR INVESTMENT LLC	199 W 3900 S	0.99	$ 484,400	$ 489,293
DOWDLE, RONALD K & GLORIA F; JT	4004 S WESTTEMPLE ST	0.20	$ 379,700	$ 1,898,500
LAKE CITY AUTO SALES, LLC	4020 S WESTTEMPLE ST	0.44	$ 425,900	$ 967,955
LAKE CITY AUTO SALES LLC	4016 S WESTTEMPLE ST	0.18	$ 127,400	$ 707,778
VCPR INVESTMENT, LLC	197 W 3900 S	4.00	$ 2,104,680	$ 526,170
SNARR, RONALD P & SY J; TRS	3948 S WESTTEMPLE ST	0.80	$ 667,700	$ 834,625
SNARR, RONALD P & SY J; TRS	3958 S WESTTEMPLE ST	0.61	$ 734,200	$ 1,203,607
TRAWM, LLC	4000 S WESTTEMPLE ST	3.11	$ 5,007,700	$ 1,610,193
Total		**10.33**	**$ 9,931,680**	**$ 1,029,765**

Figure 13: Opportunity Area C Ownership Structure, Source: Salt Lake County Assessor

Zoning

The Meadowbrook Station Opportunity Areas are located in both South Salt Lake and Millcreek. Opportunity Areas 1 and 2 are located within the South Salt Lake boundaries whereas Opportunity Area 3 is located within the Millcreek boundaries. Opportunity Area 1 is located within the School and TOD/TOD-C zoning districts. Opportunity Area 2 is located within the TOD-C District. Opportunity Area 3 is located within the Light Manufacturing (M) Zone.

Permitted Uses

Permitted Uses of the TOD/TOD-C, School, and Light Manufacturing zoning districts are as follows:

TOD & TOD-C (South Salt Lake)

- **Alcohol-Related Uses:** Banquet and Catering, Beer Recreational, Hotel, Local Industry Representative, Off-Premises Beer, Package Agency, Restaurant (Beer Only), Restaurant (Limited Service), Restaurant (Full Service), Special Use (Educational), Special Use (Scientific), Special Use (Religious)
- **Automotive & Equipment:** None
- **Animals & Pet Services:** Animal Hospital / Veterinary Office (Small Animal), Grooming Services (Pets)
- **Arts, Entertainment & Recreation:** Art Gallery, Art Studio, Bowling Alley, Museum
- **Childcare & Education:** Education, After School (Children), Education, Preschool
- **Commercial Services:** ATM / Kiosk / Vending Machine, Commercial Repair Services, Cosmetology, Dry Cleaning / Laundromat, Employment Agency / Temporary Staffing, Fitness Center, Food Truck / Trailer, Food Truck Park, Grooming Services, Printing (Small-Scale), Tailoring / Upholstery Shop, Home Occupation (Category I)
- **Financial Services:** Financial Institution
- **Food Services:** Bakery (Neighborhood), Restaurant, Food Processing (Small-Scale)
- **Health Services:** Medical / Dental / Health Care Office, Office (Medical / Dental)
- **Lodging:** Hotel
- **Office:** Professional Office
- **Parks & Open Space:** None
- **Public / Institutional:** Place of Worship, Public Utility Facility
- **Residential:** Dwelling (Multi-Family), Home Occupation (Category I)
- **Retail:** Retail (Accessory), Retail (General), Retail (Neighborhood)

School (South Salt Lake)

- **Education:** Elementary or Secondary, Higher, Preschool, Technical

Light Manufacturing (Millcreek)

- **Commercial Uses:** Depository Financial Institution, Kennel (Indoor or Outdoor), Medical or Dental Clinic, Commercial Daycare or Preschool, Indoor Commercial Entertainment under 25,000 square feet, Commercial Kitchen / Ghost Kitchen, Community Garden, Eating and Drinking Establishment, Flex Space, Funeral Home or Mortuary, Greenhouse or Plant

Nursery, Gym or Fitness Studio under 5,000 square feet, General Retail, Office, Pawn Shop, Reception or Event Center, Temporary Uses

- **Light Industrial Uses:** Light Manufacturing (if not abutting a residential zone), Warehouse (if not abutting a residential zone)
- **Institutional Uses:** Wireless Telecommunication Facility (Stealth Facility), Public Use, Religious Assembly, Schools (Public and Private)
- **Residential Uses:** Home Business (in legally-established dwellings), Residential Facility for Elderly Persons or Persons With a Disability, Caretaker Dwelling

Development and Design Standards

Opportunity Areas A and C will likely have to be rezoned to TOD/TOD-C to allow for desired development. The development and design standards for the TOD/TOD-C district and the Light Manufacturing district are as follows:

Standard	Commercial Corridor (CC)	Spatial Requirement	Light Manufacturing
Minimum Lot Area (Non-Residential)	1 acre	Minimum Lot or Parcel Area	20,000 square feet
Minimum Lot Area (Multi-Family)	2 acres	Minimum Lot or Parcel Width	100 feet
Minimum Lot Width (Multi-Family)	250 feet at any point	Maximum Building Height	45 feet
Minimum Number of Units	50 units	Maximum Lot or Parcel Coverage	80 percent
Maximum Residential Density	25 units per acre	Minimum Building Height	1 story
Ground-Floor Commercial Requirement	4,000 sq. ft. of commercial or retail space required on primary façade for multi-family use		
		Minimum Front Yard Setback	20 feet
Front Yard	5'	Minimum Rear and/or Side Yard Setback	If located abutting a Residential Zone Boundary, 20 feet, otherwise 10 feet.
Corner Side Frontage	5'	Minimum Interior Side Yard Setback	10 feet (1)
Side Yard	0'	Minimum Corner Side Yard Setback	20 feet (1)
Side Yard Combined	0'	Accessory Structures: Rear And Interior Side Yard Setback	2 feet
Rear Yard	0'	Accessory Structures: Rear And Interior Side Yard Setback When Abutting Residential Use	10 feet
Project Perimeter	(Not specified)		
Building Separation	(Not specified)		

Figure 14: Transit Station District Development and Design Standards, Source: South Salt Lake & Millcreek Zoning Code

Area Buildings and Land Use

Opportunity Area A encompasses seven industrial and commercial properties located near 300 West and 3900 South in South Salt Lake and Millcreek. The area includes a range of building types such as warehouses, industrial yards, and showrooms, with structures built between 1961 and 1999. Building sizes range from 2,600 SF to over 24,000 SF.

Address	Use Type	Building Size (SF)	Year Built	Tenancy	Asking Rent	Land Area (AC)
218 West 3808 South	Warehouse	16,466	1977	Multiple	Withheld	9.91
3793 S 300 W	Warehouse	11,865	1999	Multiple	Withheld	0.47
3809 S 300 W	Industrial	2,600	1961	Multiple	Withheld	0.5
3811 S 300 W	Showroom	7,490	1974	Single	Withheld	0.54
250 W 3900 S	Land	N/A	N/A	N/A	$78,408/AC	0.63
250 W 3900 S	Warehouse	22,363	1964	Single	Withheld	9.95
218 3900 S	Warehouse	24,561	1964	Multiple	Withheld	9.91

Figure 15: Opportunity Area A Buildings and Land Use, Source: CoStar

Opportunity Area B consists of a 4.71-acre parking lot with no existing development. Opportunity Area C includes a compact cluster of five properties along S West Temple in South Salt Lake, featuring a mix of industrial, service, specialty, and vacant land uses. The area offers over 53,000 square feet of building space across four improved sites, with structures built between 1970 and 1986. Parcel sizes range from 0.20 to 3.00 acres, with the largest building, 28,976 SF, occupied by Conely Company at 4000 S West Temple. A 1.00-acre vacant parcel zoned for commercial use presents a potential development opportunity.

Address	Use Type	Building Size (SF)	Year Built	Tenancy	Asking Rent	Land Area (AC)
3948 S West Temple	Specialty	8,000	1976	Single	Withheld	0.80
3958 S West Temple	Service	4,275	1970	Multiple	Withheld	1.07
4000 S West Temple	Warehouse	28,976	N/A	Single	Withheld	3.00
4004 S West Temple	Service	3,325	1986	Single	Withheld	0.20
3900 S West Temple	Land	N/A	N/A	N/A	Withheld	1.00

Figure 16: Opportunity Area C Buildings and Land Use, Source: CoStar

Environmental Considerations of Areas

Slope Considerations

Given that the majority of the land within the opportunity areas has already been developed, the slope conditions of each area are favorable. The majority of each area is flat or level, with small portions reaching slope grades of above 10%. These increased slope grades are intentional results of the existing landscaping of the area. Slope conditions would likely have little to no impact on development within any of the areas. Figure 17 provides an illustration of the slope conditions at each of the opportunity areas.

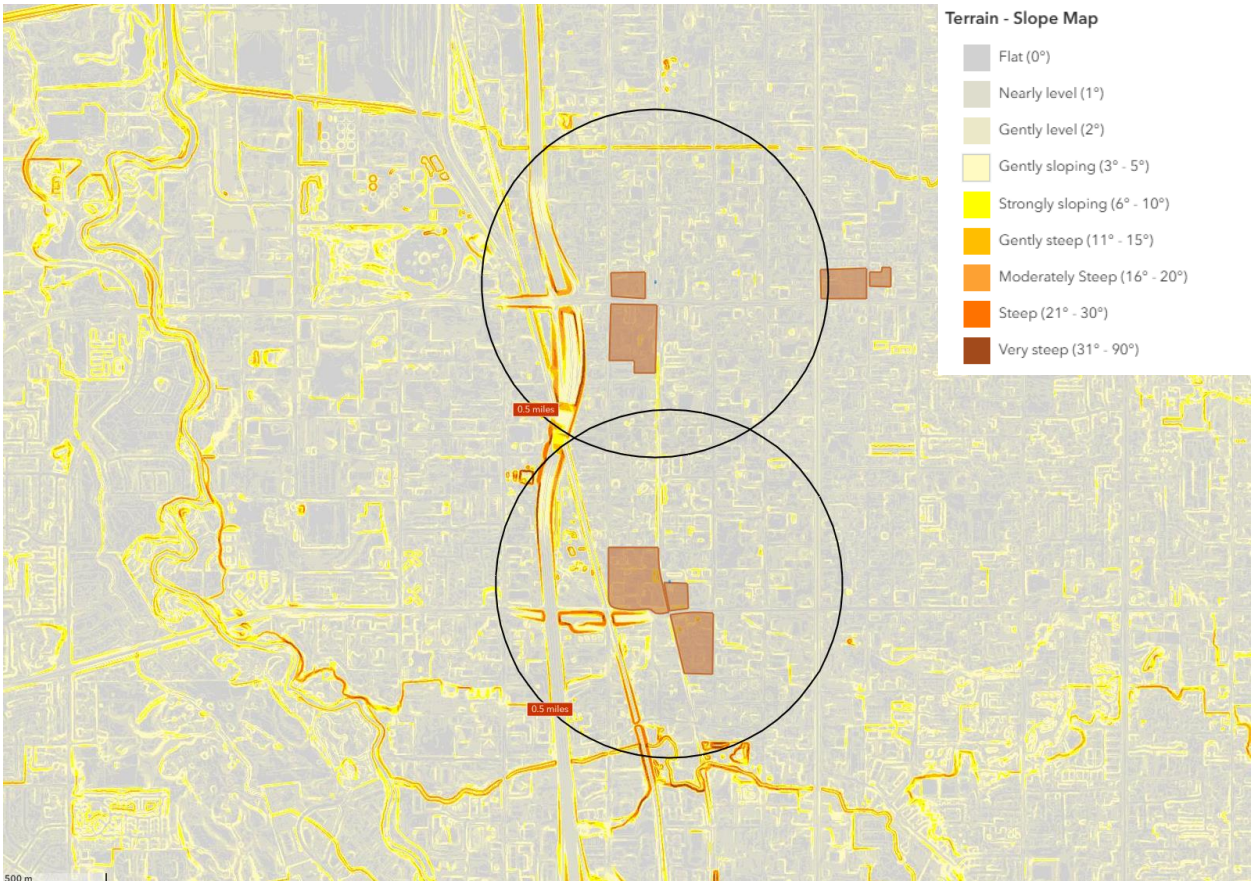


Figure 17: Slope Conditions, Source: ESRI

Wildfire Risk

Given the limited existing tree canopy due to the density of development within the Station Areas, Wildfire risk is either nonexistent, very low, or low within each of the opportunity areas. The areas are proximate to the Wasatch Mountain Range, which are very at risk for wildfires. Figure 18 highlights the wildfire risk of the opportunity Areas and the surrounding areas.

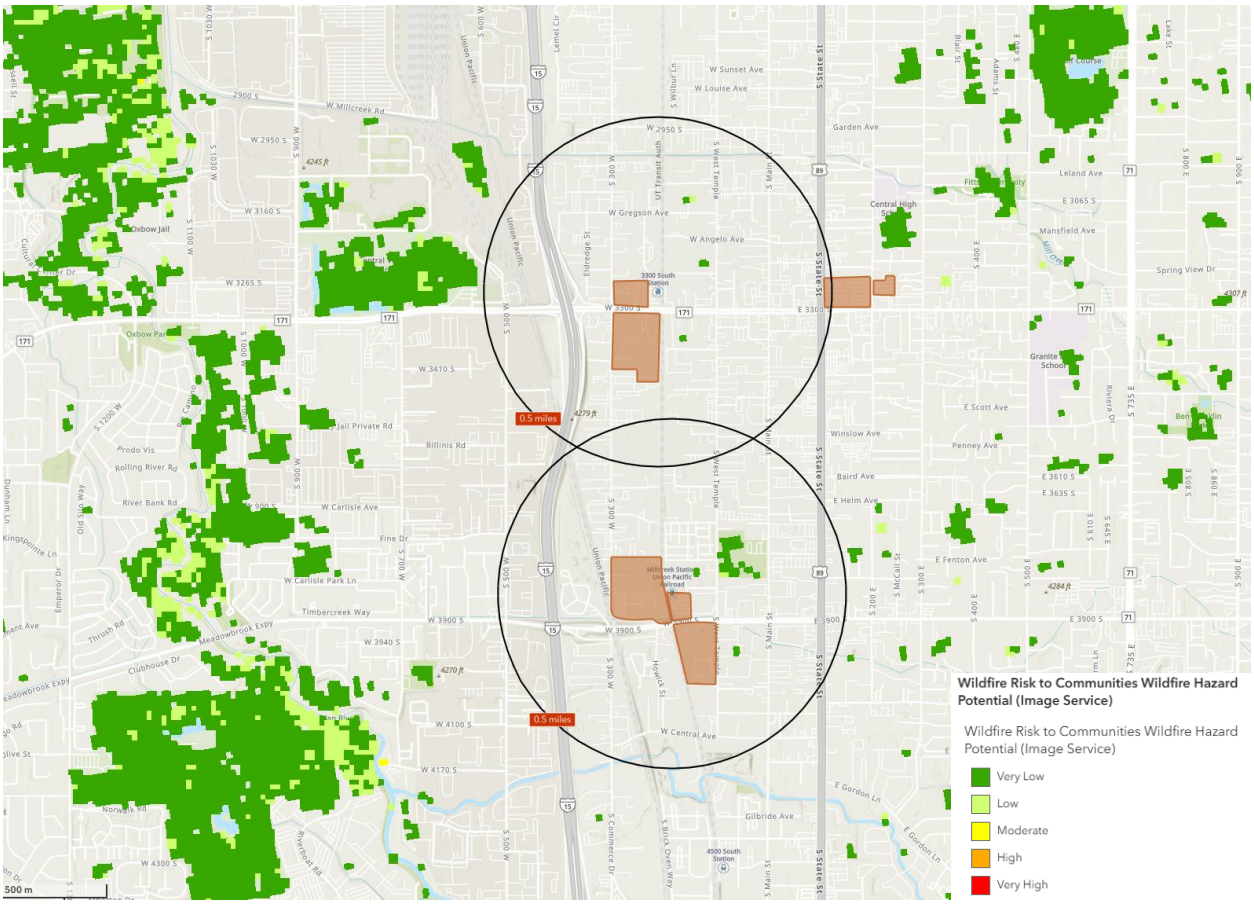


Figure 18: Wildfire Risk, Source: US Forest Service

Wetlands

The Jordan River runs adjacent to the Station Areas to the West. Aside from this, there are no existing wetlands, rivers, or marshes that could impact development on any of the areas. Figure 19 illustrates the existing wetland conditions in the area.

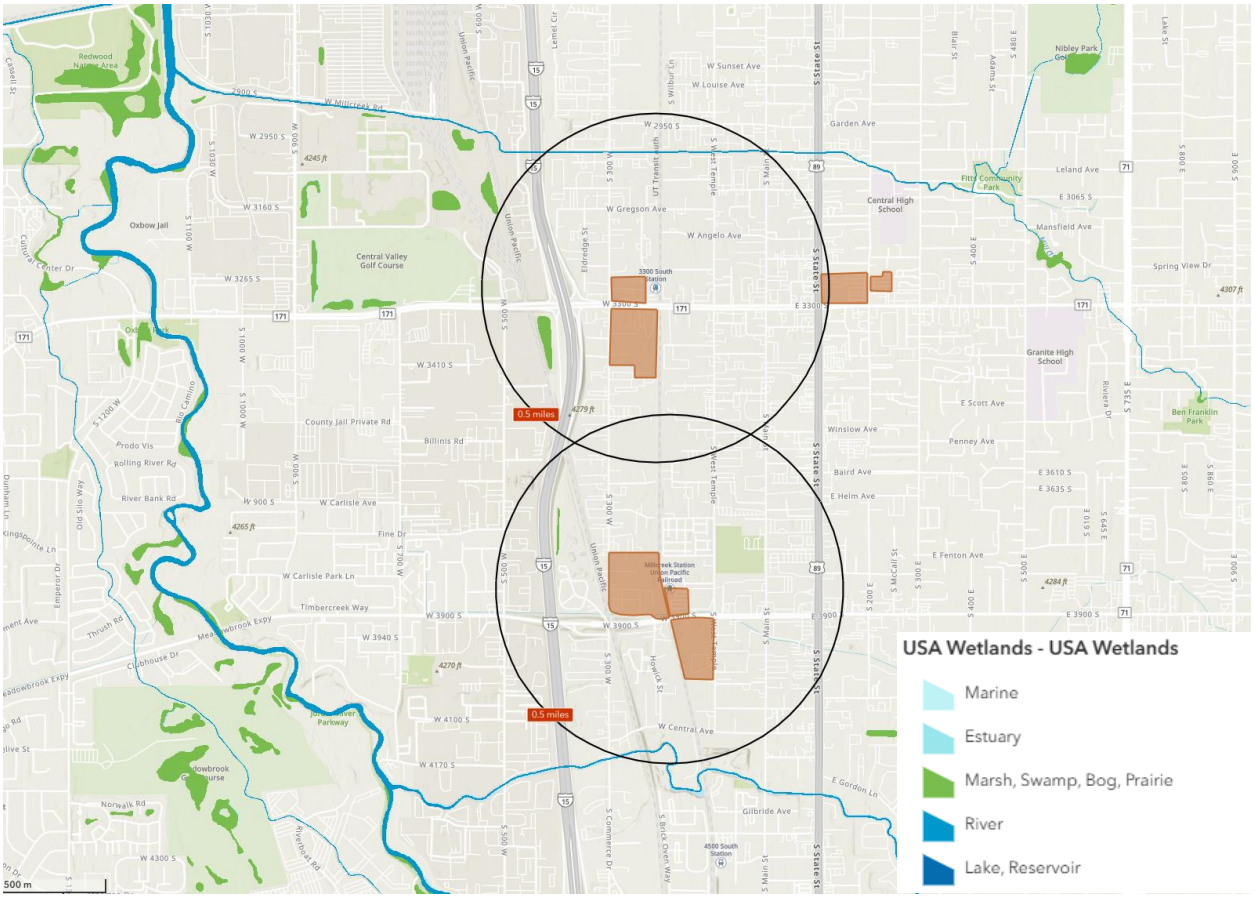


Figure 19: Wetland Conditions, Source: US Fish and Wildlife

Flood Risk

Flood risk is present within the Opportunity Areas. Approximately two thirds of the Millcreek Station Area has a 0.2% annual chance of flooding with select areas having a 1% chance of flooding. Figure 20 provides an illustration of the flood risk of the opportunity areas and the local area.

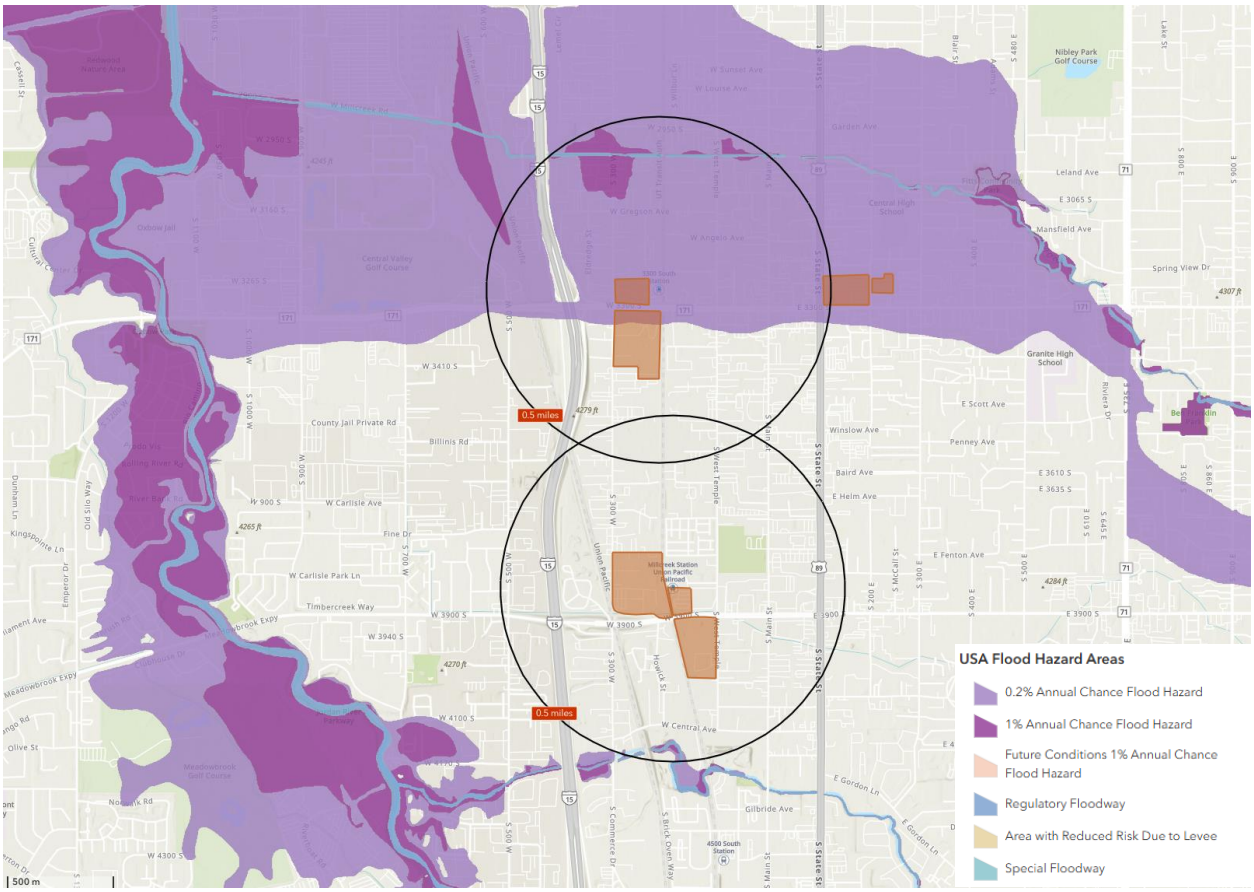


Figure 20: Flood Risk, Source: ESRI



APPENDIX G:

COMMUNITY ENGAGEMENT SUMMARY

Meadowbrook & Millcreek SAP
Mural Fest Pop-up Feedback Summary 5.13.25

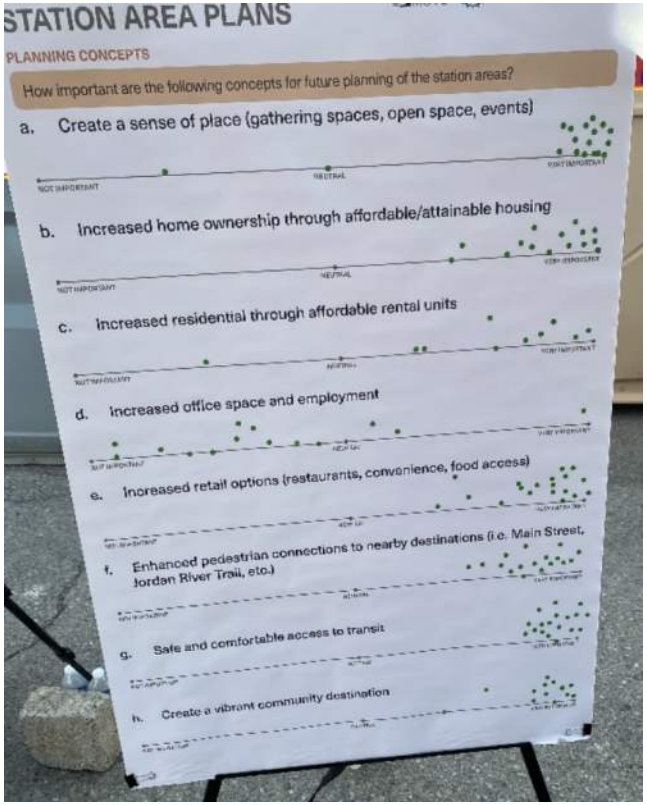


Summary

Project team members engaged in conversation with about 40 people, 30 of whom engaged in the feedback activities. Less than five of the people we spoke with identified as living in the study area. Others lived in South Salt Lake, Millcreek or Salt Lake City. Several participants were involved in academic programs related to urban planning, work in the planning field, or expressed a strong interest in planning.

Takeaways

On the "Planning Concepts" board, participants prioritized all of the planning concepts. The only one that did not seem important to voters was *Increased Office Space and Employment*, which was ranked between neutral and not important.



Respondents did not seem to differentiate between the two station locations on the "Public Spaces and Uses" board. *Services* were the most popular concept. *Bike and pedestrian connections, Linear Park, Mixed Use*, and *Activated Plaza* also received 15 or more votes. *Retail* was the least popular with only 5 total votes.

Under the "Support Services/Land Uses" question *transit shelters* received the most with seven stickers and *child care* received the least votes with two.

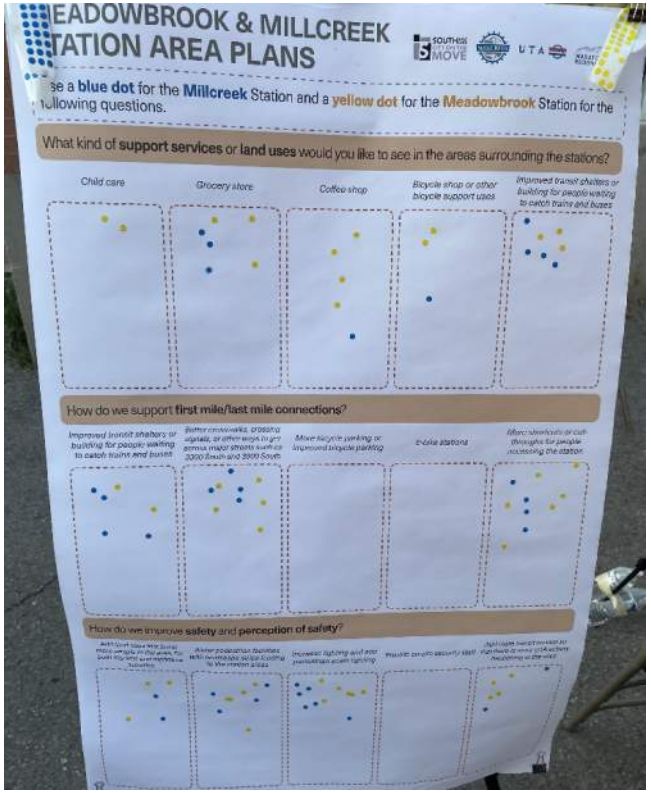
In the "first mile/last mile" section, *more shortcuts and cut throughs* for pedestrian access had 10 votes, with *better crosswalks and crossings* at 9 votes. *Bike parking* and *e-bike stations* received no votes.

Under the “safety” question, *increased lighting* was most preferred while *security staff* received no votes.

Two comments were left on the “Future Planning” board for the Millcreek Station: one requested better east/west connectivity and one requesting windbreaks, lights and tall vegetation. The Meadowbrook Station notes included:

- Rec center, wheelchair accessible, pool, splash pad and a bigger garden at Harmony.
- Wide sidewalks, wheelchair access, bathrooms FREE! GREEN SPACE!
- Native Plants and trees, food forest

One respondent wrote “emphasis in bringing in Local retailers for retail spaces. Big chains feel less communal” and told us this was for both stations.

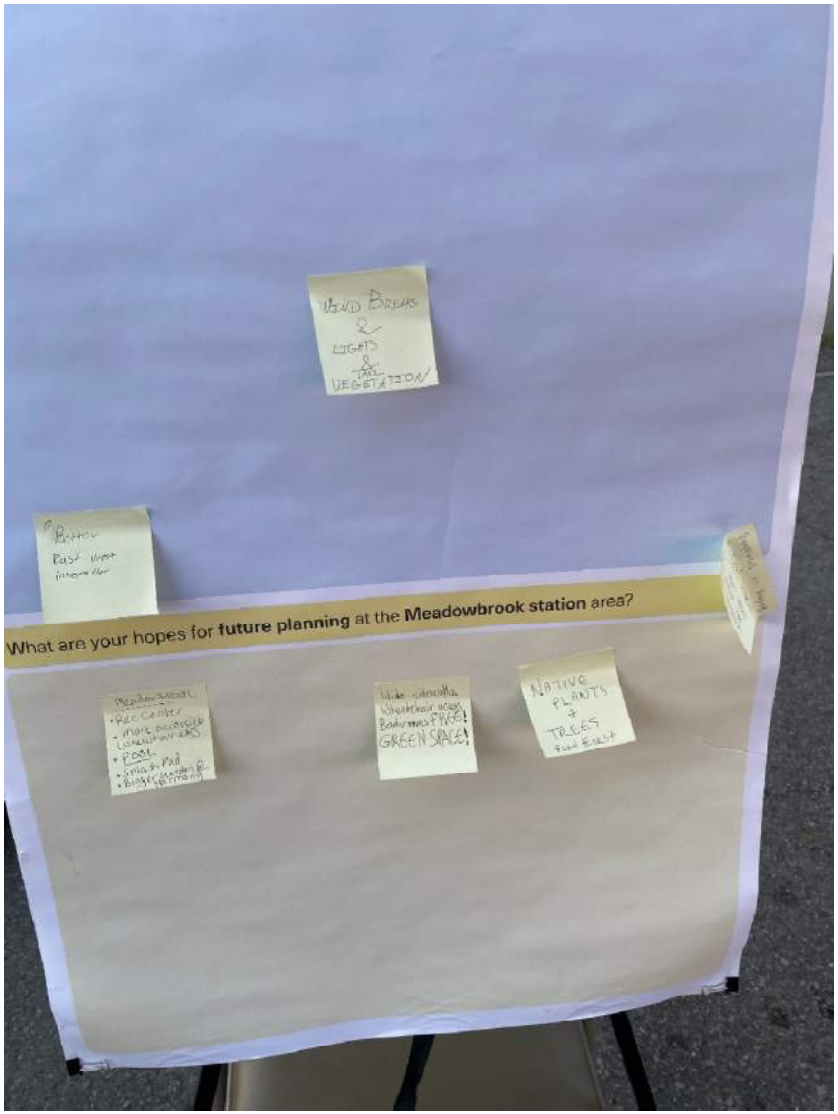




Recommendation for Next Time

The next round of pop-ups will be at the station locations and so we anticipate that the feedback will be less broad. However, it may be helpful to offer more distinct choices or ask participants to choose their top two or three options, rather than indicate every option they would support.


on the types of public spaces and uses you would like to see in the station areas.
dot for the Millcreek Station and a for the Station.
Plaza
Central Green Space
tivated Plaza
Linear Park/ Connector
Festival Park
Mixed Use
Affordable Housing
Retail
Bike & Pedestrian Connections
Services
CAFE + MARKETPLACE


What are your hopes for future planning at the Meadowbrook station area?
NATIVE PLANTS + TREES
GREEN SPACE!

Meadowbrook & Millcreek Station Area Plan
May 2025 Station Pop-up
Engagement Summary

DEA staff facilitated on-site public engagement pop-ups at Millcreek station on May 20 from 4-6pm and at Meadowbrook station on May 22 from 4-6pm. Both pop-ups were scheduled during the evening peak travel times. If transit users indicated interest but did not have time to participate, they were offered a snack with a QR code sticker that led to the project website. Display boards were set up near the south platform exits/entrances at each respective station.

The participants at both stations represented a diverse range of demographics and many different viewpoints were heard. However, consistent requests were heard for improved transit service, more grocery stores, more restaurants, and more housing. There were also several requests for restrooms and drinking water at both stations. Some comments with little relation to this study, such as offering increased transit service on Sundays, were also heard frequently.

Millcreek Station

Approximately 40 people stopped to leave feedback at the Millcreek station.



At this station every future planning concept on the sliding scales board was rated *Important to Very Important*. The most consistently prioritized option was “Safe and Comfortable Access To Transit”, which was *Very Important*, and the most mixed was “Affordable/Attainable Housing”, where half the votes were placed on *Very Important*.

Affordable Housing was by far the most popular Public Space with 18 votes. Services followed with 9 votes, Bike and Pedestrian Connections had 7, and Central Green Space and Retail each had 6 votes.

Improved transit shelters were the most popular option in both the “Support Services/Land Uses” with 11 votes and “First Mile/Last Mile Connections” with 7 votes. Grocery stores was a close second with 10 votes. Crosswalks and bike paths and increased lighting each had 6 votes and wider pedestrian facilities were the most popular choice in the “Safety” category with 5 votes. On the future planning/character free-response board, there were several requests for more buses with more frequent and reliable services. Other written requests included restaurants, restrooms with sanitary supplies, and seating.

Meadowbrook Station

Approximately 25 people stopped to engage with the activities at Meadowbrook. Generally, people at Meadowbrook Station seemed to be in more of a hurry and less inclined to engage with the study, even when offered refreshments. Many of those that did stop could only do so for a few minutes before they had to run. Because so many members of the public only had a few minutes to spare, there was no engagement with the sliding scale board because the other feedback boards were easier to comprehend and contribute to quickly.



There were multiple comments left requesting restrooms and water fountains. Rent control was also mentioned three times. Accessibility issues were highlighted due to the lack of sidewalks through the parking lot and requests for a place to charge wheelchairs. More than one young person requested a library. Requests for food options such as a seafood market and a pub were also made.

Under "Public Spaces", the three most popular options were Services (9), Retail (8) and Affordable Housing (8). Unlike at Millcreek Station, several people commented that since there were already so many apartments nearby, having other amenities nearby was more important.

Grocery store was the most popular option under "Support Services and Land Uses" with 7 votes. There was little engagement with "First Mile/Last Mile Connections", but shortcuts and crosswalks/crossing signals both got two or more votes. With 5 votes, more transit service was the most chosen option for increasing "Safety/Perception of Safety".



Results

Meadowbrook	Millcreek

Public Spaces and Uses

Transit plaza	3	3
Central green space	2	6
Activated plaza	6	5
Linear park/connector	3	3
Mixed use	2	1
Festival park	3	4
Retail	8	6
Affordable housing	8	**18**
Services	**9**	9
Bike and ped connections	5	7

Support services/land uses

Child Care	1	3
Grocery Store	**7**	10
Coffee Shop	5	6
Bike Shop/Support	0	4
Transit Shelters	2	**11**

First mile/last mile connections

Crosswalks/Signals	2	6
Bike parking	0	2
e-bike Stations	1	5
Shortcuts	**3**	5
Transit Shelters	1	**7**

Sa□ety and perception o□sa□ety:

Bring more people	1	3
Wider ped facilities	3	5
Increased lighting	2	**6**
Security	0	2
More services	**5**	4

Millcreek

Sliding Scales

- Create a sense of place: 12. evenly placed between neutral to very important. **Important**.
- Increased home ownership: 14. Most between neutral and very important. About half around very important. **Important**.
- Affordable rental: 13. **Important to very important.**
- Office space: 14. evenly placed between neutral to very important. **Important**.
- Retail/restaurant: 9. evenly placed between neutral to very important. **Important**.
- Ped connections: 13. evenly placed between neutral to very important. **Important**.
- Safe and comfortable Access to transit: 11. **Very important**.
- Vibrant community destination: 10. evenly placed between neutral to very important. **Important**.

Future character: *comments transcribed*

- More grass/trees. This area is frankly probably ugly and I think that affects the overall vibe. For example, Meadowbrook looks a lot nicer visually and I think it makes a big difference.

Future planning: *comments transcribed*

- Better timed bus arrivals/departures with incoming/outgoing TRAX (also TRAX to Front Runner). More bike accessibility/safety especially for crossing over I-15.
- More reliable transit. 15-20 min wait times (?)
- Seating
- More police presence at Trax
- Restaurants
- E/w bike path on 3300 S
- Wider bike path on 300 W to 3300 S
- Benches for people waiting for rides
- For every 3-4 apartment buildings, add a grocery store
- More buses west and towards 700 S – industrial area
- Crosswalk near the station on 3300 S
- Bathrooms x6
- Housing, shopping, restaurants, entertainment!
- Water



- More businesses the better
- Friendlier bus drivers, longer time at stops
- Frontrunner on Sunday
- More frequency for the 45 and 47
- Other and more frequent connections on Sunday
- Sanitizer, napkins

Meadowbrook

No engagement with sliding scales except for one post-it note attached to “Safe and comfortable access to transit” that said “Night safety”

Future character: none

Future planning: *comments transcribed*

- Real fresh seafood market
- Restrooms x3
- Rent control x3
- Drives to station to run errands downtown. Cheaper than downtown parking
- Better ticket kiosks
- Uses services at other stations
- More single family housing
- Pharmacy
- Pub plus space for families
- Urban fishery
- Water fountains x2
- Place to charge wheelchairs for disabled
- More sidewalks to navigate around parking lot
- Library x2
- Grocery stores



Project: Meadowbrook & Millcreek Station Area Plan
Event: Online Open House
Event Date: August 26, 2025

Online Open House Summary

The Meadowbrook & Millcreek Station Area Plan project team hosted an online open house for stakeholders and representatives from South Salt Lake City and Millcreek City. Those in attendance were asked to respond virtually to questions about the presented concepts and provided valuable feedback about the area's needs. The event ran from 5:30-6:30 p.m. on Tuesday, August 26, and was hosted on Zoom.

The online open house was publicized via both city's newsletters and social media feeds.

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. All responses are included as appendices and summaries of feedback by station are provided below.

Millcreek Station and 3300 South:

Participants appreciated the additional housing and mix of housing types. Green space, grocery and retail were appreciated. Safety was a priority and one participants asked about whether ground floor retail would be included since there are other vacant retail locations in the area. *The team indicated that they did not show ground floor retail for that reason*.

Participants asked about ways to improve safety on 3300 South and recognized that options are limited because it is a UDOT facility. This topic continued in the discussion about the proposed 3300 South roadway section. Participants appreciated the buffer for pedestrians and greening but were concerned about the safety aspect of medians forcing u-turns on 3300 South. *The team indicated that they would look at ways to preserve left turns at intersections while keeping the median*.

An improved pedestrian crossing at 3300 South was a suggested improvement as well. *The team indicated that there are ongoing conversations with UDOT and UTA about adding one just west of the TRAX line*.

Meadowbrook Station

Participants were energized about the potential of adding a recreation center, ad appreciated the greening in the Meadowbrook concept as well. It was asked whether the recreation center would be a Salt Lake County facility and how they would determine where to build it. *The project team indicated that the county has identified that South Salt Lake City could be a site for a future recreation center, but not much more has been revealed to date.*

A similar question about ground floor retail was asked in relation to the Meadowbrook station and whether it could be used. *The project team indicated that because 3900 South is a local street, there could be more transformative opportunities to make it more inviting and walkable for commercial use.*

The next question asked which concept best serves the future of South Salt Lake. The first response said the concept with the recreation center was best, but was also concerned there would not be enough dedicated spaces within walking distance, such as Harmony Park. Two participants supported the addition of an off-leash dog park to the area. Another response supported small for-sale housing as shown in Concept B. *The team indicated that could be incorporated into the concept with the recreation center.*

3900 South Roadway Section

The proposed 3900 South concept was supported by the participants with little feedback. One attendee asked if eight foot wide parking spaces were wide enough for trucks. *The team indicated that eight feet is a standard size which doesn't account for curb and gutter that can also be used as parking space. They also confirmed for another attendee that the multi-path is supposed to eventually reach the Jordan River to the west.*

West Temple Roadway Section

Besides a comment that it looked great, the only feedback to the proposed West Temple Section was that the crossing point at Plymouth Avenue could be improved. A HAWK beacon could be used to meet the demand of the proposed increase in housing.

This discussion continued into the open Q&A time, when a project team member asked a resident whether Plymouth Avenue is highly trafficked by both drivers and pedestrians. The attendee answered that there is frequent crossing activity from both, especially due to the street's proximity to the TRAX station. The resident said that people treat West Temple as a shortcut and there is no traffic calming on the road. The resident also expressed concern that current retail stores will be threatened by the removal of adjacent parking spaces and indicated that this was the cause of a local business previously closing.

Conclusion

At the end of the open house, the team thanked participants for attending and encouraged them to share the project website with their friends and neighbors. The dates for presentations to the Millcreek City Planning Commission (October 15) and South Salt Lake's Planning Commission (October 16) were shared and participants were encouraged to attend.

Takeaways

From the few in attendance, there was a preference for the Meadowbrook Station Concept 2 with the recreation center. More housing and green space were popular at Millcreek Station. Road safety was also a theme with many of the concepts: there were requests for safe crossings on both West Temple and 3300 South.

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MEETING RECORD

To:	Spencer Cawley, Jed Shum, Carl Osterberg (SSLC) | Francis Lilly, Sean Murray (Millcreek) | Matt Ryan, Meg Padjen (WFRC) | Valarie Williams (UTA)
From:	Helen Lea
Date:	6/17/2025
Project Name:	Meadowbrook+Millcreek SAP
Project	8633
Subject:	SKO Meeting Recap
Meeting Date:	June 5-6, 2025
Start/End:	Day 1 – 1:00pm-5:00pm; Day 2 – 9:00am-2:00pm
Location:	Hub of Opportunity (3848 S West Temple, South Salt Lake, UT 84115)
Copy To:	Maria Vyas, Matt Hastings (F&P) | Leah Jaramillo, Sam Winkler, Cameron Noorda (DE&A) | Chris Geddes, Marianne Stuck (DW)

☑ Meeting ☐ Telephone ☐ Conference Call

Following are the minutes of the above referenced meeting.

The following people from the project team were present:

Spencer Cawley, Jed Shum, Carl Osterberg, Eliza Ungricht (South Salt Lake City)
Francis Lilly, Sean Murray (Millcreek)
Matt Ryan, Meg Padjen (Wasatch Front Regional Council)
Valarie Williams (Utah Transit Authority)
Chris Geddes, Marianne Stuck, Helen Lea, Ketaki Ghodke (Design Workshop)
Maria Vyas, Matt Hastings (Fehr & Peers)
Leah Jaramillo, Sam Winkler, Cameron Noorda (David Evans & Associates)

Design Charrette Summary

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 City, Millcreek City, 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 Thursday June 5, from 2:00 pm to 4:00 pm, and then were invited to review progress at a pin-up on Friday June 6th from noon to 1:30 pm. The event was held at the Hub of Opportunity in South Salt Lake City, next to Meadowbrook Station.

Thursday, June 5

The following stakeholders were present:

Anthony Biamont – SSLC
James Brown – Living with Pride
Silvia Catten – Millcreek
Kristy Chambers – Columbus
Kiana Dipko – Millcreek Promise

Byron Head – WFRC
Scott Jackson – Wasatch Steel
Jerry Lee – Lee Group
Steve Lyon – SSLC/Community Development
Kelli Mekanda – Promise SSL
Chris Merket – SSLC
Meg Padjen – WFRC
Victoria Reid – Millcreek
Jeff Silvestrini – Millcreek
Diane Soule – Millcreek Planning Commission
Steve Thompson – Granite School District
Miranda Uribe – Promise SSL



As guests arrived, they were asked to sign in and offered light refreshments, which were available throughout the meeting. 20 stakeholders and project team members attended the meeting. All were given nametags. Two large maps, one per station, depicting the land uses a half-mile radius around each station were placed on long tables, along with LEGO bricks and pens. Directional signs were placed outside to guide everyone to the right place.
The charrette began with a presentation from the Technical Team introducing the concept of the Station Area Plan and the goals of the meeting. Then stakeholders were directed to gather around the table map of the station that they were connected to and begin a group discussion about their community needs. They were invited to use the LEGO bricks to construct these needs and place them on the map. For example, yellow bricks represented residential buildings, brown bricks represented office buildings, and red bricks represented commercial buildings. Pens and post it notes were also provided for guests to write notes on the map. The takeaways from both discussions can be found below.

The event concluded at 4 p.m., and guests were thanked for their attendance and encouraged to come back the next day to review and provide feedback on designs based on discussions from day one. The project team took photos of the maps to ensure that the LEGO constructions and notes were recorded in the right place before taking them down.

Key Takeaways: *Millcreek Station*

At the Millcreek Station table, housing was clearly the biggest need. The group requested more affordable housing for families and seniors and more opportunities for home ownership. The area historically has had smaller homes and apartments for those needs. Stakeholders also want more parks and open space to create a more community-like feel and be more welcoming to visitors. Lighting was identified as a need to help the area feel safer.

Connections to the Jordan River Trail and planned Mill Creek Trail were also suggested to better the connect the area to the rest of the metro area. Other needs for connection were also discussed. 3300 S was identified as a difficult corridor to change since it is a UDOT road, so it was suggested that the team look for creative ways to protect pedestrians and cyclists outside of the ROW. It was desired to have some type of east/west connection along 3300 S for these modes, though the connection could be more functional than recreational. Additionally, north/south connections to the planned Mill Creek Trail and other community nodes were desired, which could be facilitated along 200 E, West Temple, or other north/south streets.



Conceptual ideas for potential opportunity sites.

Additional ideas discussed for the opportunity sites included:

- Wasatch Steel
  - Retail fronting 3300 S
  - Grocery store
  - Residential orienting inward towards parks
- Godlike Mural Site
  - Townhomes
  - Residential and office mixed use with commercial ground floor
  - Orient inward towards open space
- Century 16
  - Small owner-occupied housing
  - Park to serve residents
  - Bike and pedestrian connections to the Chinatown Supermarket, Granite Park Jr High

Millcreek Station/3300 S Corridor Images









Key Takeaways: *Meadowbrook Station*

At the Meadowbrook Station table, the need for more owner-occupied, affordable housing was brought up multiple times as a priority for both cities. However, according to several stakeholders, housing was not the biggest need due to the number of large apartment buildings in the area already. A grocery store or small bodegas were the most requested need. According to South Salt Lake City staff, the greatest barrier to a grocery store is reluctance from chains to build one in the area until housing density increases.

Because of its large area and proximity to the station, the former Salt Lake Community College (SLCC) campus was the center of much of the discussion. A senior center, doctors office(s), and grocery store were all suggested for that location. It was also suggested that the vacant grocery store in this area be repurposed.

Other public spaces such as a park or recreation center were also identified as needs, though some suggested more support for the Sunnyvale Neighborhood Center would fill that need.

Needs for connection were identified for this station as well. There was interest in extending the existing separated bike on the south side of 3900 S. There is more potential to create a comfortable street section along 3900 S since it is not managed by UDOT. It was also suggested to consider crossings over 3900 S over TRAX near the station to mitigate illegal crossings.

Additional ideas discussed for the opportunity sites included:

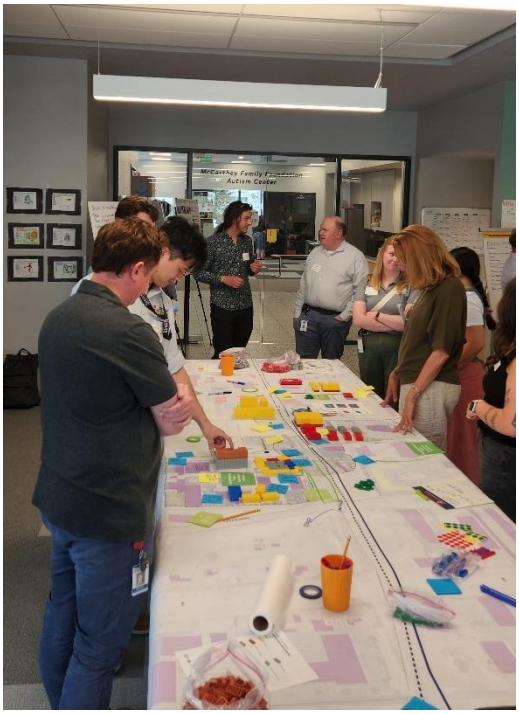
- Add opportunity sites near the vacant grocery store on Main Street
- South of The Hub
  - City already has a general plan for this area
  - Affordable housing, mixed use
- Old SLCC Campus
  - Opportunity to realign 300 W intersection
  - Mixed use
  - Senior housing/health services
- Meadowbrook Station
  - Improve lighting and perception of safety



Stakeholders and technical team members working together.

Meadowbrook Station/3900 S Corridor Images









Technical Team Work Session
After the workshop, the technical team regrouped to discuss the takeaways. The ideas discussed are summarized below.

- Focus area is bounded north and south by Central Pointe and Murray North SAP's,. east and west by I-15 and State Street
- More midblock crossings and shared use paths
- Safety for kids going to school
- Consider opportunities for regional trail connections
- Identify treatments for major and minor intersections
- Limit access along east/west corridors and provide access from the north/south streets into new development
- TRAX crossings are cost prohibitive, but 3700 S was the most feasible location
- Find ways to reconnect the road grid beyond the TRAX crossing issue
- Potential for HAWK signal near Chinatown Supermarket
- Granite School District is losing students (smaller households) and is interested in what this area will become
- Youth sports and fields for them are in high demand
- Make north/south streets pedestrian focused and push cars to State St and 3300/3900

Friday, June 6

The following stakeholders were present:

Kristy Chambers – Columbus
Geoff Dupaix – UDOT
Byron Head – WFRC
Stephen Hopkins – Lee Group
Kelli Mekanda – Promise SSL
Hayley Pratt – Castlewood Development
Jacob Richardson – Millcreek Planning Commission
Diane Soule – Millcreek PC
Steve Thompson – Granite School District
Miranda Uribe – Promise SSL

The big ideas gained from the June 5 charette were formalized and provided for attendee feedback at the June 6 session. The big ideas presented are listed below:

Millcreek Station Big Ideas

- Create a series of connected nodes along 3300 S
- Focus on community serving retail and mix of residential typologies
- Locate a new public park at the core of the study area
- Incentivize public spaces in new development
- Use Main St and 200 E as north/south connections
- Develop trail connections along 3300 S

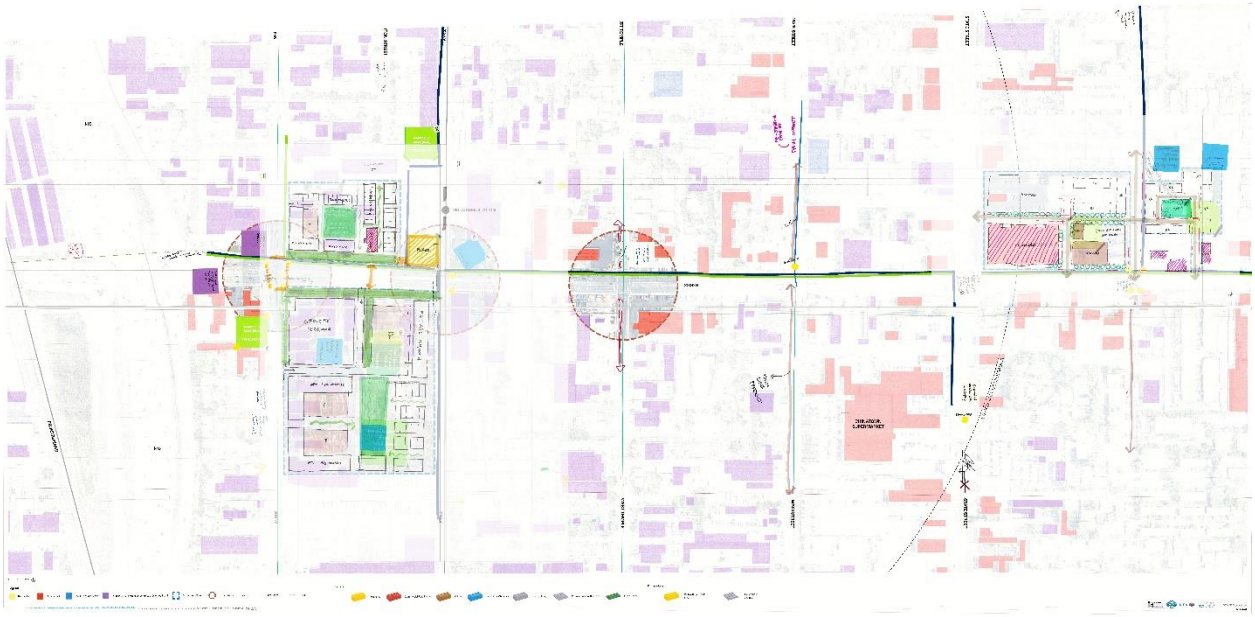
Meadowbrook Station Big Ideas

- Create a mixed-income and mixed-generational neighborhood
- Incorporate health and social services
- Orient development to 3900 S
- Envision Main Street as a mixed-use core
- Implement regional trail connections, including connection to the Jordan River Trail

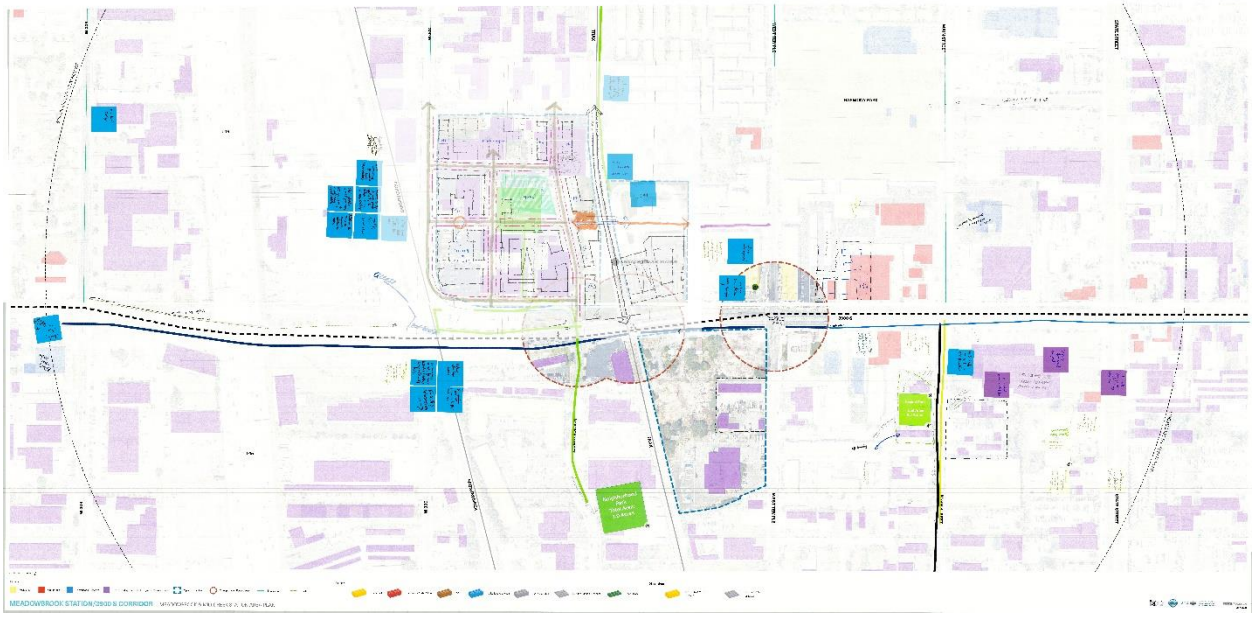
Stakeholder Open House/Pin Up

Participants on June 6 generally agreed with the themes, types of potential land uses and transportation connections. Fifteen participants attended the second session. During the session, the technical team presented the big ideas and plans for each opportunity site. In addition to conversations with stakeholders from June 5, the team was able to speak with a representative from UDOT about opportunities for streets and crossings, primarily on 3300 S. The primary changes to the design between the June 5 workshop and the June 6 pin up included the addition of internal circulation through the opportunity sites, consolidating and refining the open space network, and refining the location of housing and retail to match desired frontage orientations.

Millcreek Station Plan



Meadowbrook Station Plan



Millcreek Station/3300 S Corridor



Meadowbrook Station/3900 S Corridor



Next Meeting
Date: June 25, 2025
Time: 10:00am-11:00am MT
Location: Zoom

END OF NOTES

The record herein is considered to be an accurate depiction of the discussion and/or decisions made during the meeting unless written clarification is received by Design Workshop within five (5) working days upon receipt of this meeting record.

Attachments:

1. None

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MEMORANDUM

To:	Spencer Cawley, Jed Shum, Carl Osterberg (SSLC) | Francis Lilly, Sean Murray (Millcreek) | Matt Ryan, Meg Padjen (WFRC) | Valarie Williams (UTA)
From:	Helen Lea
Date:	8/1/2025
Project Name:	Meadowbrook+Millcreek SAP
Project	8633
Subject:	Survey Summary
Copy To:	Maria Vyas, Matt Hastings (F&P) | Leah Jaramillo, Sam Winkler, Cameron Noorda (DE&A) | Chris Geddes, Marianne Stuck, Junhong Fu (DW)

Survey Summary

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. Of the 324 recorded responses, 264 were complete.

Demographic Takeaways

- Only 6 respondents (2%) indicated a primary language other than English, which is lower than expected for this area.
- Most respondents were between 25 and 44 years old.
- 28% of respondents live close to the Millcreek Station and 37% of respondents live close to the Meadowbrook Station.
- For Question 6, when respondents were asked to indicate their location on the map, the points were placed as follows:
    - South Salt Lake – 37.0% of respondents
    - Millcreek – 29.5% of respondents
    - Other areas on the map – 15.0% of respondents
    - Did not respond (no response or located beyond map boundary) – 18.5% of respondents

Millcreek Station Takeaways

- Respondents were evenly split between both concepts for this station, with each station receiving 50% of the vote.
- The top 3 uses that appealed to respondents were **Neighborhood Park** (chosen by 62% of respondents), **Neighborhood Retail (Local Businesses)** (chosen by 54%), and **Affordable/Attainable Housing** (chosen by 50%)
- **Regional Retail (Grocer)** and **For-Sale Housing** followed close behind as the fourth and fifth most popular options.
- There was significantly less interest in For-Rent Housing, Senior Housing, and Community Services, each being selected by less than 20% of respondents.
- Open comments for the Millcreek Station concepts additionally called out dog parks, mixed-use, and improved safety for pedestrians.
- The top 3 big ideas that appealed to respondents were **Connected Green Parkway** (chosen by 76%), **Community Park** (chosen by 58%), and **Transit Plaza and Green Edge** (chosen by 54%).

Meadowbrook Station Takeaways

- There was a slight preference for Concept 2 over Concept 1 for this station. Concept 2 included a Recreation Center.
- The top 4 uses that appealed to respondents were **Recreation Center** (chosen by 56%), **Affordable/Attainable Housing** (chosen by 45%), and **Regional Retail (Grocer)** and **Neighborhood Park** which tied for 3rd (40%).
- **Neighborhood Retail (Local Businesses)** was also very highly ranked for this station.

- The lowest ranked options for this station were For-Rent Housing and Senior Housing. Community Services was slightly more popular at this station than at Millcreek Station, being selected by 21% of respondents.
- Open comments for the Meadowbrook Station had fewer responses but also included mentions of dog parks and mixed housing types.
- The top 3 big ideas that appealed to respondents were **Recreation Center and Community Open Space** (chosen by 54%), **Pedestrian Connection over TRAX** (chosen by 47%), and **Green Buffer** (chosen by 35%).
- UTA Parking Lot Infill was the least popular option, which is consistent with other comments that expressed concern for having enough places to park.

Public Right of Way Takeaways

- 3300 S
    - The top 2 potential improvements selected by respondents included **Add Street Trees** and **Add Planting Areas Between Sidewalks and the Road.**
    - Though ranked similarly, **Add a Multi-Use Path on One Side of the Street** was slightly preferred to adding bike lanes on both sides of the street.
    - Only 6% of respondents indicated that they preferred to make no changes to 3300 S.
    - Open comments for this question included mixed opinions on the suitability of bike lanes (both sides citing safety as a concern).
- 3900 S
    - There was a strong preference for proposed Option 2, which included bike lanes on either side of the street instead of a multi-use path.

General Comments Summary

At the end of the survey, respondents were asked if there were other things that should be considered for this plan. There were several themes consistent throughout the responses.

1. **Improve Connectivity for Pedestrians and Cyclists**
    a. Key Points
        i. Responses included repeated calls for protected bike lanes and safe crossings.
        ii. Improve connectivity to the Jordan River Trail and TRAX.
        iii. Respondents indicated a desire for longer and more continuous routes.
    b. Key Quotes
        i. “More bike lanes!”
        ii. “Please make milcreek more bike friendly. It's not safe to bike or walk on 33rd. Starting at milcreek station and the improving east and west would make milcreek even better.”
        iii. “I like bikeable and walkable communities near transit.”
        iv. “Crosswalks leading to the park need to be made safe and traffic needs to be slowed down.”
2. **Increase Access to Retail and Grocery Stores**
    a. Key Points
        i. Many responses call out the need for a grocery store to mitigate the area’s food desert.
        ii. Respondents identified a lack of small-scale food and retail options within the station area.
        iii. People want to be able to access these amenities in their neighborhood without having to drive or take long rides on transit.
    b. Key Quotes
        i. “I love the idea of a grocery store at either location, and retail/restaurants at the other!”
        ii. “A grocery store, even just a small one with the basics, would be great to have in the neighborhood since there is no access to one unless you have personal transportation.”
        iii. “The key for these communities would be a grocery store and more restaurants, dining, and retail in conjunction with more housing and bike and walking paths that link it all up.”
3. **Prioritize Green Space, Trees, and Environmental Resilience**
    a. Key Points
        i. Many responses call for increased numbers of trees, particularly shade trees and street trees.
        ii. Native and waterwise planting strategies were encouraged, and many respondents were concerned about water use in the area.
        iii. Respondents cited urban heat and quality of life as reasons for increasing and maintaining the amount of green space in the area.
        iv. Increasing access to parks, dog parks, and other outdoor amenities was also a high priority.
    b. Key Quotes
        i. “Need/lack of green space currently is a huge disadvantage, especially at Millcreek Station.”

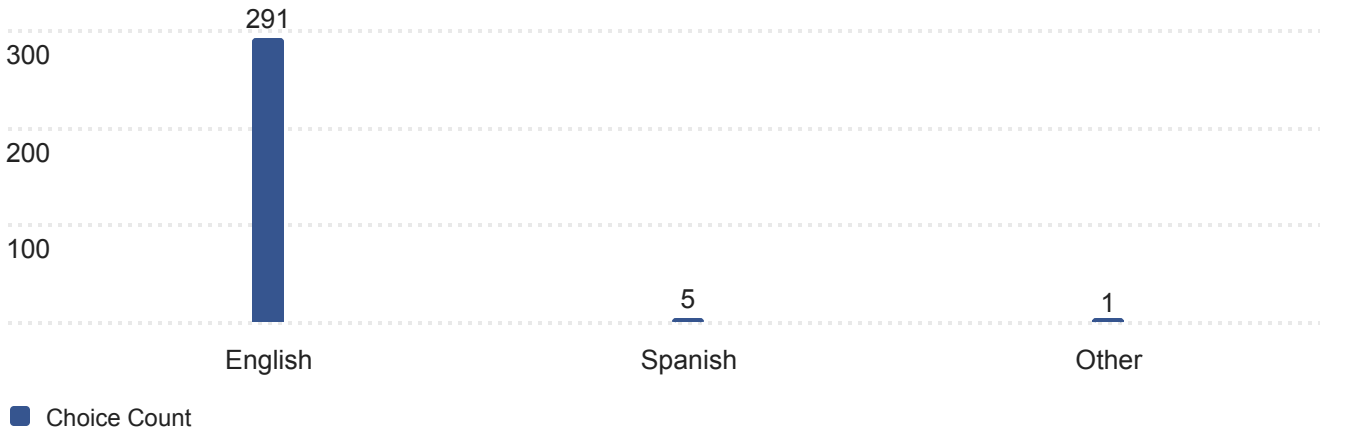
ii. “More green space would be lovely.”
iii. “Please add a dog park! Harmony park has spaces that see little structured use, and we are far from any other dog parks.”

4. **Enhance Safety and Traffic Calming**
    a. Key Points
        i. Responses included repeated calls for traffic calming strategies to increase pedestrian and cyclist safety.
        ii. Respondents identified dangerous intersections at 3900 S and 300 W, 3300 S and TRAX, and 3900 S and TRAX.
        iii. Many suggested adding more signage and lighting to improve safety and visibility.
    b. Key Quotes
        i. “Traffic calming! Sufficient lighting!”
        ii. “The trax crossings at both 3300 and 3900 are inefficient and cause significant and dangerous backups.”
        iii. “Traffic is busy and dangerous. Very unsafe for pedestrians, bicyclists and others.”
5. **Support Affordable Housing Development**
    a. Key Points
        i. Respondents had mixed opinions on appropriate housing density for this area – some called for more apartments while others wanted single family homes.
        ii. There was agreement on affordability as a criteria for new housing and that luxury housing does not meet the needs of residents in this area.
        iii. Housing for workers and effective integration with green space, transit, and retail were emphasized.
    b. Key Quotes
        i. “We need housing that someone working in this area can afford.”
        ii. “less housing, more green space”
        iii. “Focus on creating high density housing and commercial instead of single family homes.”
        iv. “Diverse forms of housing and single family homes that prioritize sustainable materials, uniqueness, affordability”

DEMOGRAPHICS

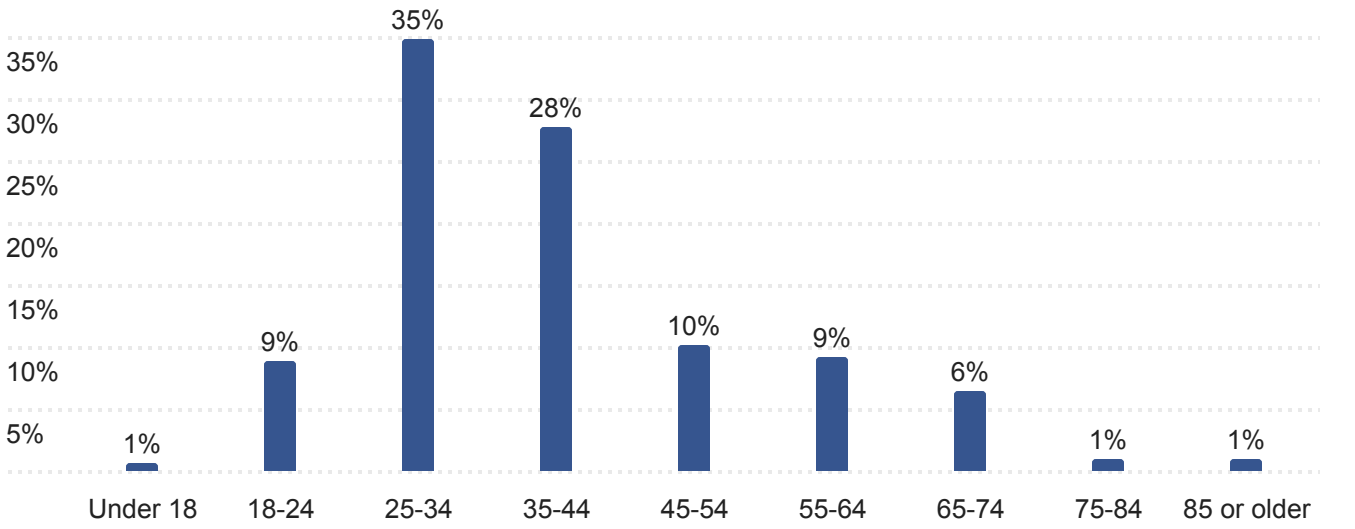
Q1 - What is your primary language?

297 Responses



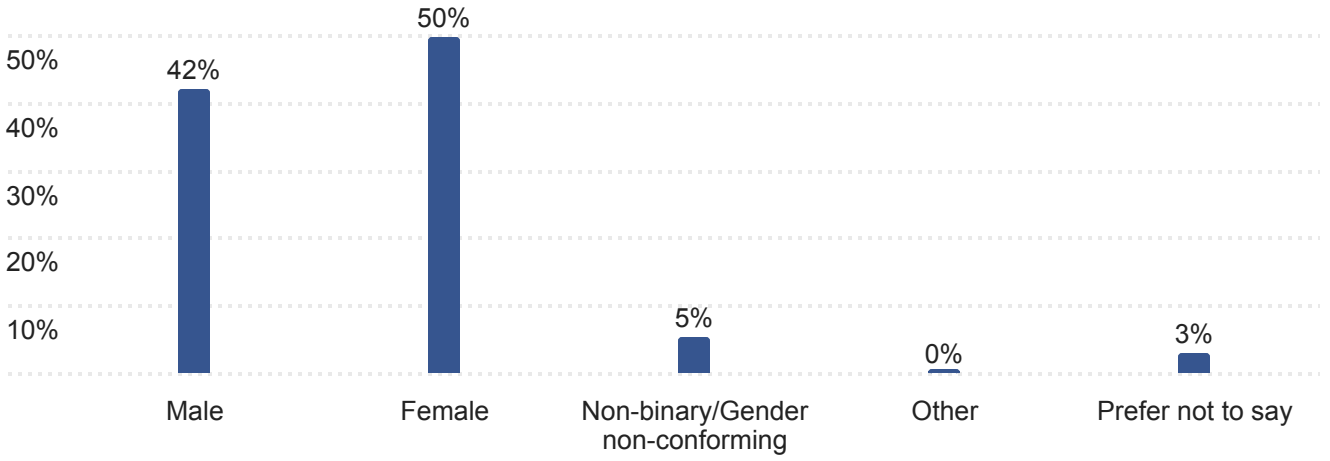
Q2 - What is your age?

295 Responses



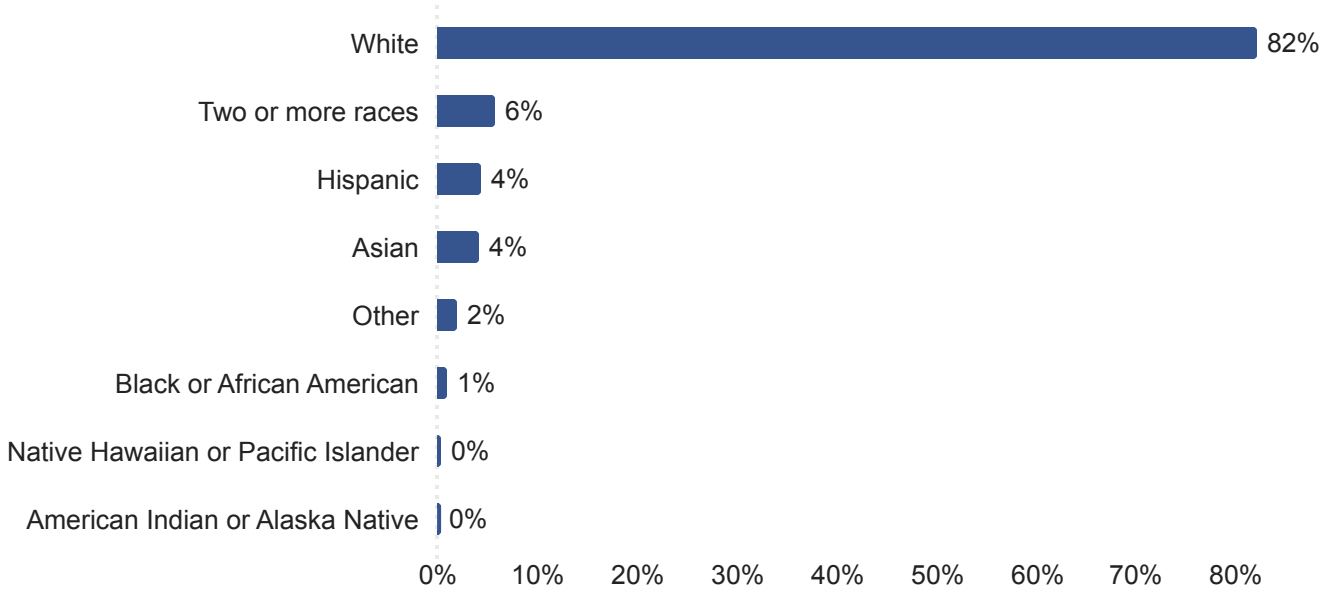
Q3 - What is your gender?

296 Responses



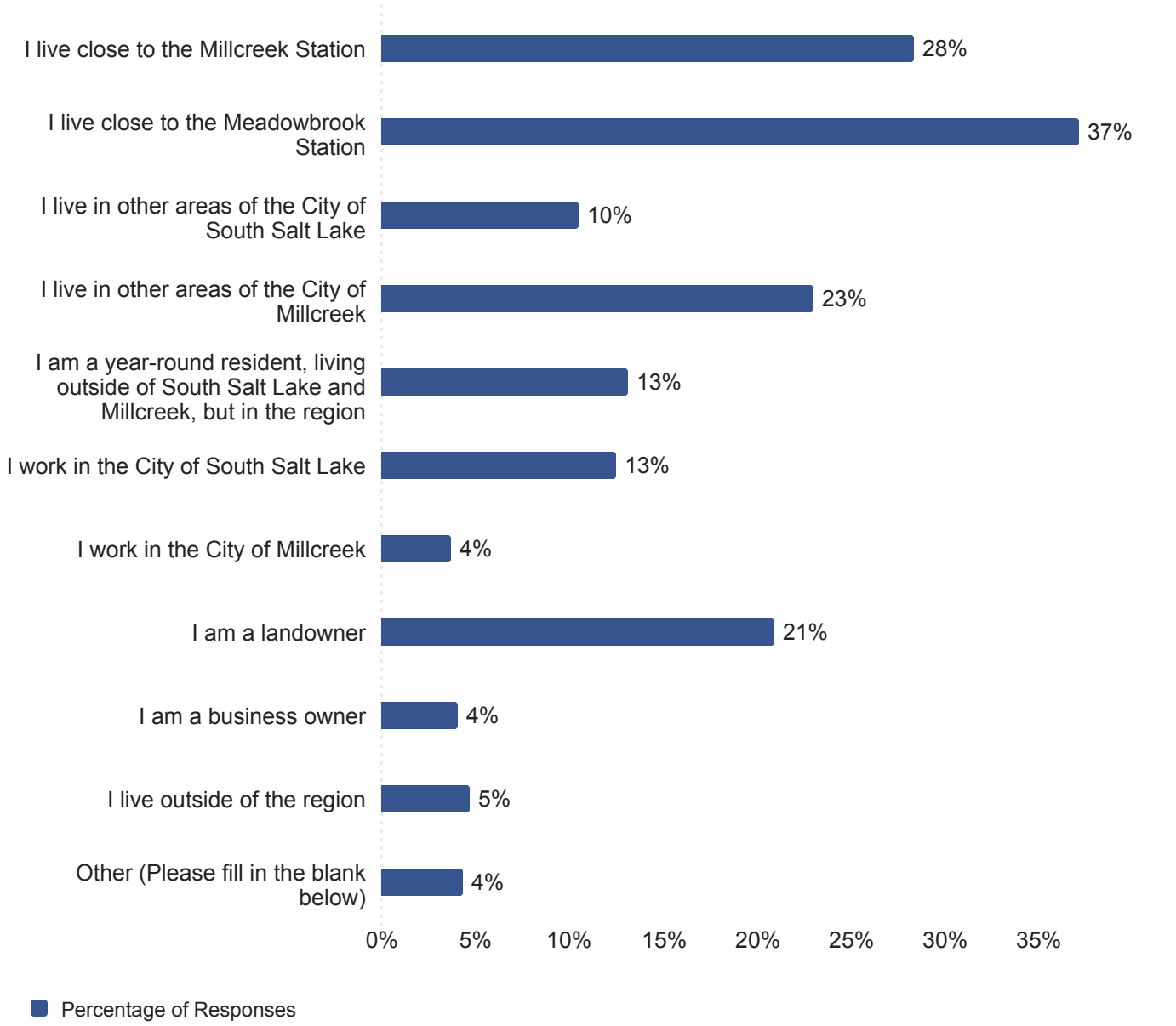
Q4 - What is your race/ethnicity?

292 Responses



Q5 - What is your connection to the Station Areas? (Choose all that apply)

296 Responses



Q5 - Other (Please fill in the blank below) - Responses

13 Responses

I'm in Sandy and my friend asked me to take this survey u

I have family that lives in this area

I live in South Salt Lake

Ride bike to Meadowbrook daily to commute to work.

Millcreek planning commission

I am a landlord in the City of South Salt Lake

I recreate around Millcreek and South Salt Lake frequently

Salt Lake resident but work in the area

I ride trax often and would stop and get out to eat shop or play if it was worth it

Take the trax weekly from meadowbrook

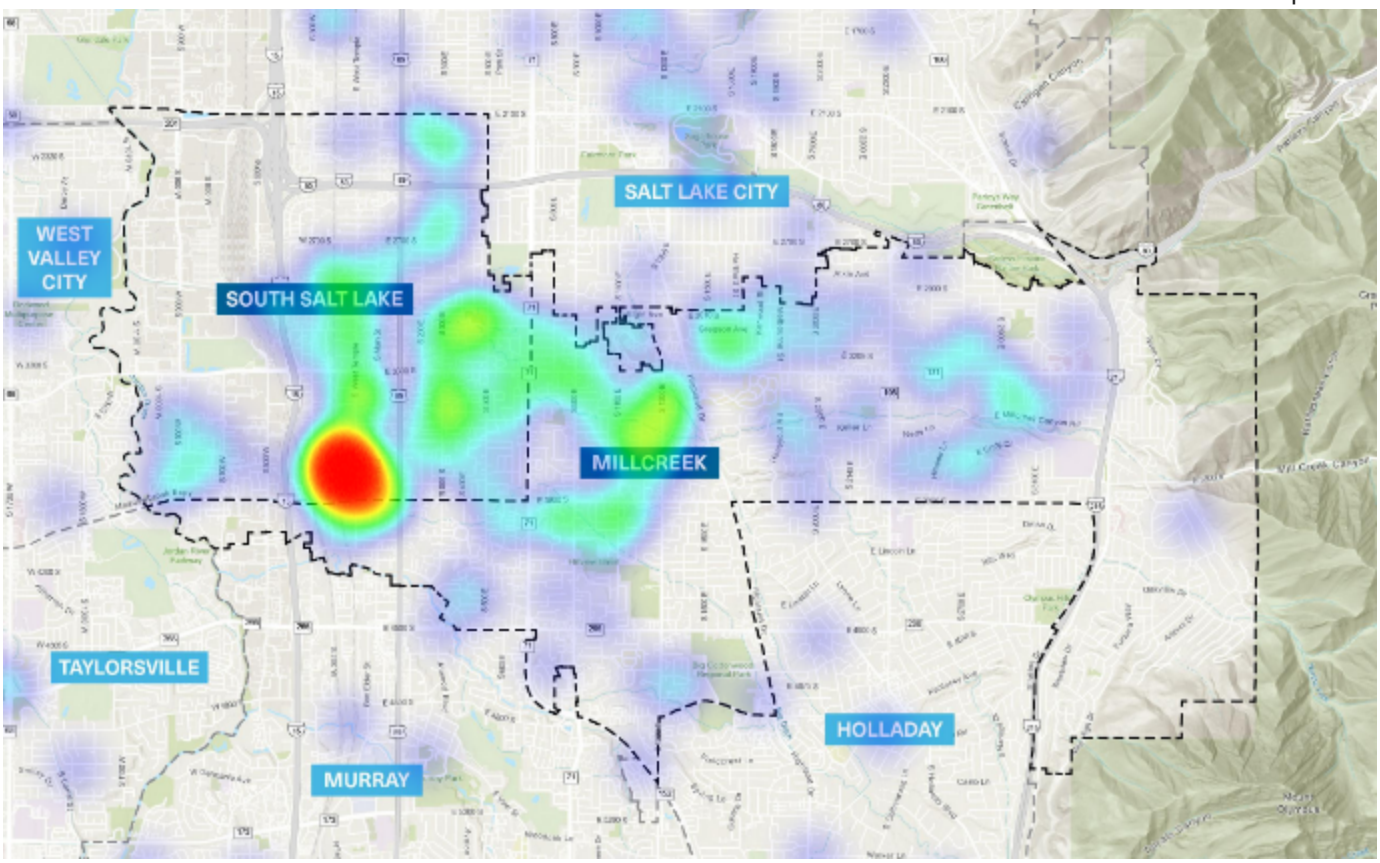
I used public transit to visit family in the Millvreek area

I love visiting Chinatown and the movie theater close to the milcreek station. I often take the train to walk to Chinatown.

Homeowner

Q6 - Click on the map where you live. All information is anonymous and for planning purposes only. If you live outside the area shown, skip to the next question.

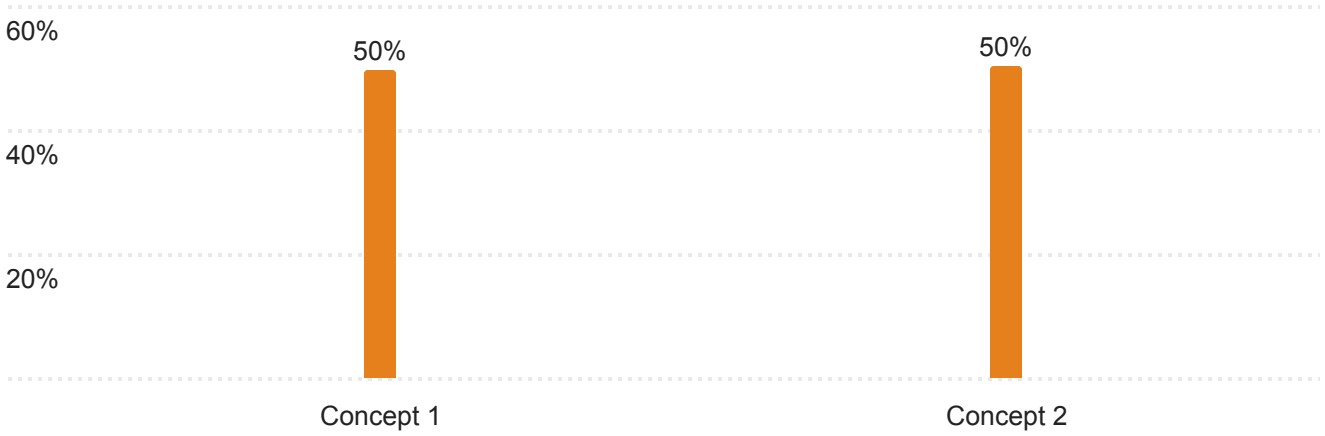
242 Responses



MILLCREEK STATION VISION

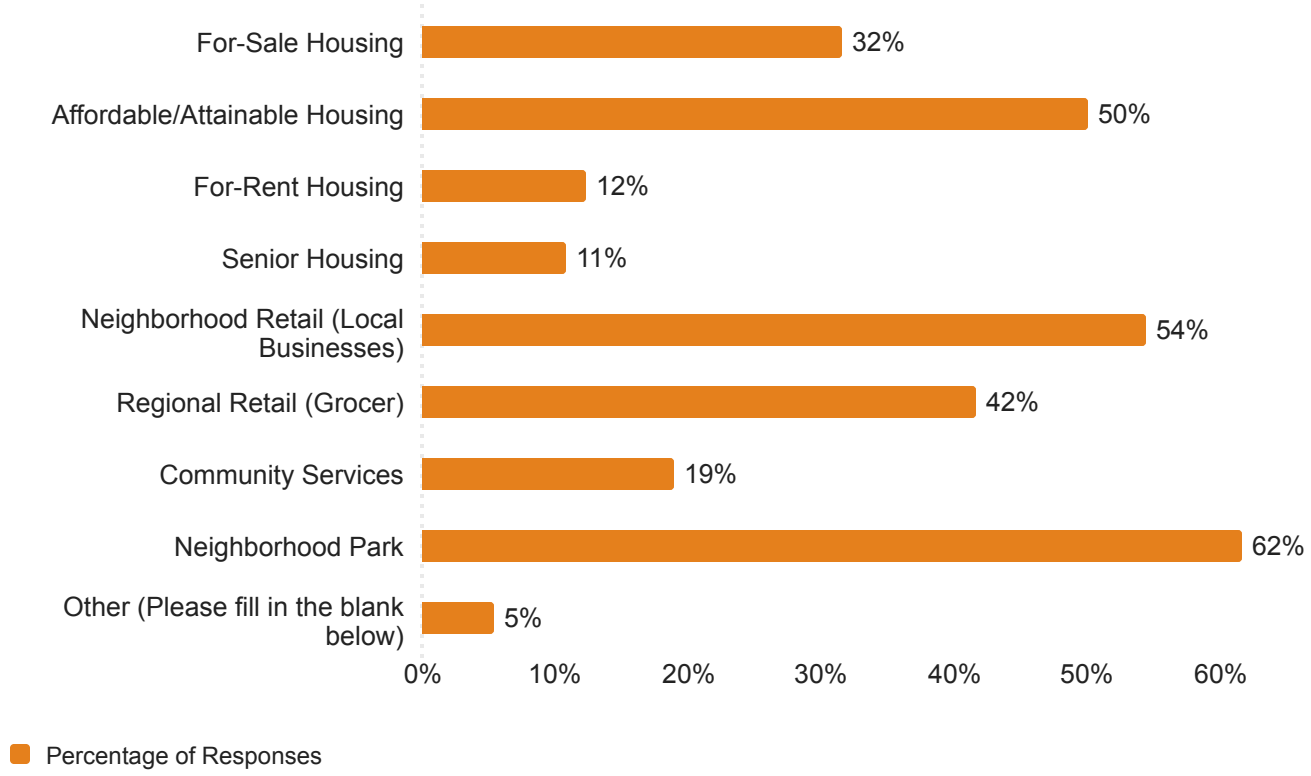
Q7 - Which concept do you prefer for the Millcreek Station (3300 South, 300 West-West Temple)?

254 Responses



Q8 - Of all the uses shared in both concepts, please select the three (3) that are the most appealing to you for the Millcreek Station.

259 Responses



Q8 - Other (Please fill in the blank below) - Responses

14 Responses

Quadplex, other types of missing middle housing. Townhomes are never set up to be community oriented when they are loaded into a garage/driveway situation. Look at different types of housing where it is more spaced and focused on the front yards and communicating with neighbors. Utah doesn’t have many. Also, consider not putting a parking lot facing 3300 s where most people will be driving, needs some density near that street and facing to feel like a city and be intriguing.

Houses instead of apartments and townhomes

A safe and comfortable way for pedestrians and bikers to cross 33rd

Mixed use affordable housing

Single family homes. Main floor & basement.

Community pool/recreation center-NOT Senior Center

PUBLIC RESTROOM

Pickle ball courts with lights, tennis courts with lights

Better bike access along 3300S

Strong integration with other transit modes

Rec center with pool

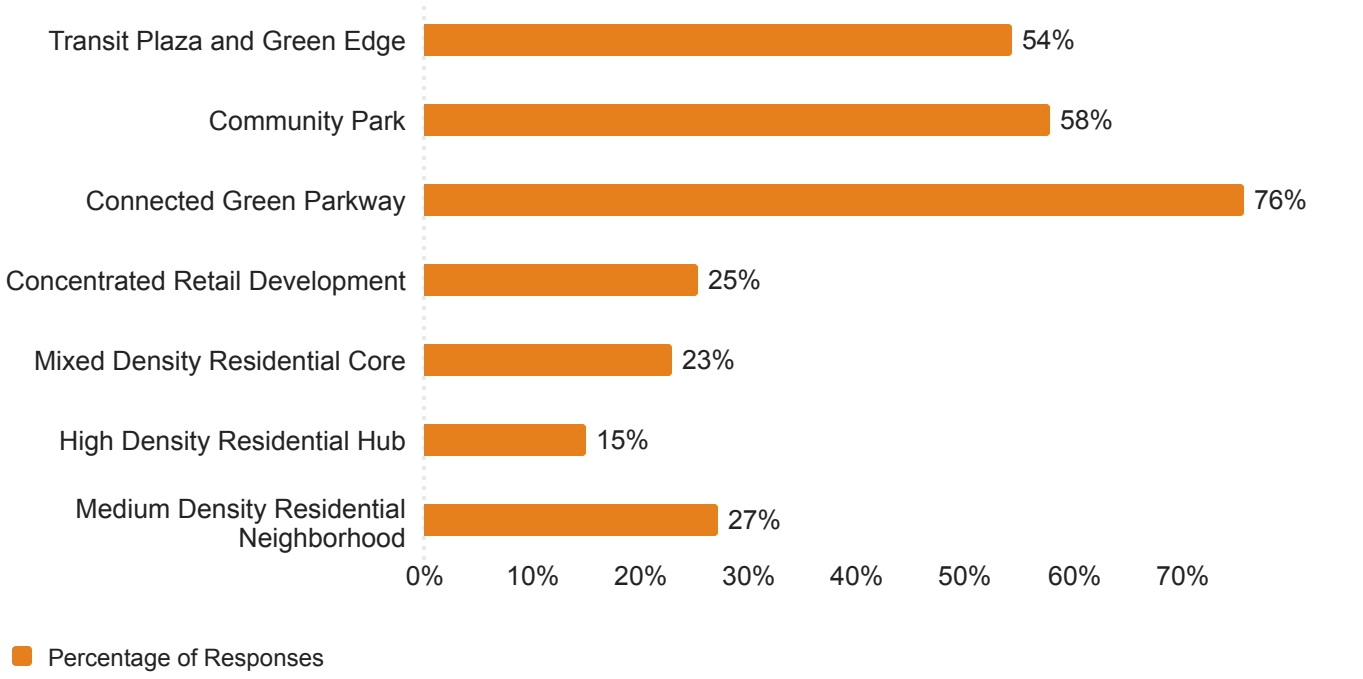
Mixed use zoning

Dog park

A dog park area within the community park

Q9 - Of all the big ideas shared in both concepts, please select the three (3) that are the most appealing to you for the Millcreek Station.

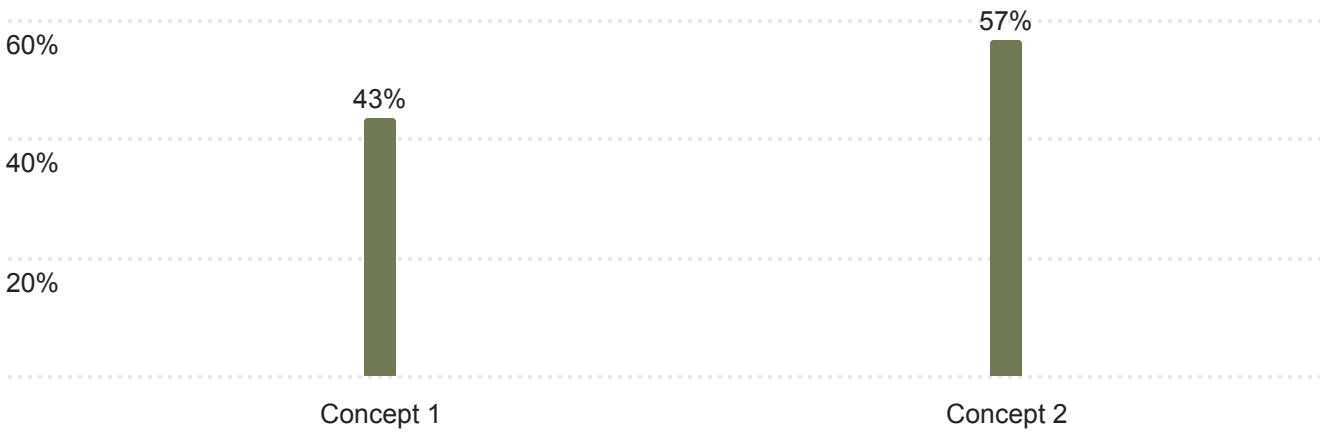
261 Responses



MEADOWBROOK STATION VISION

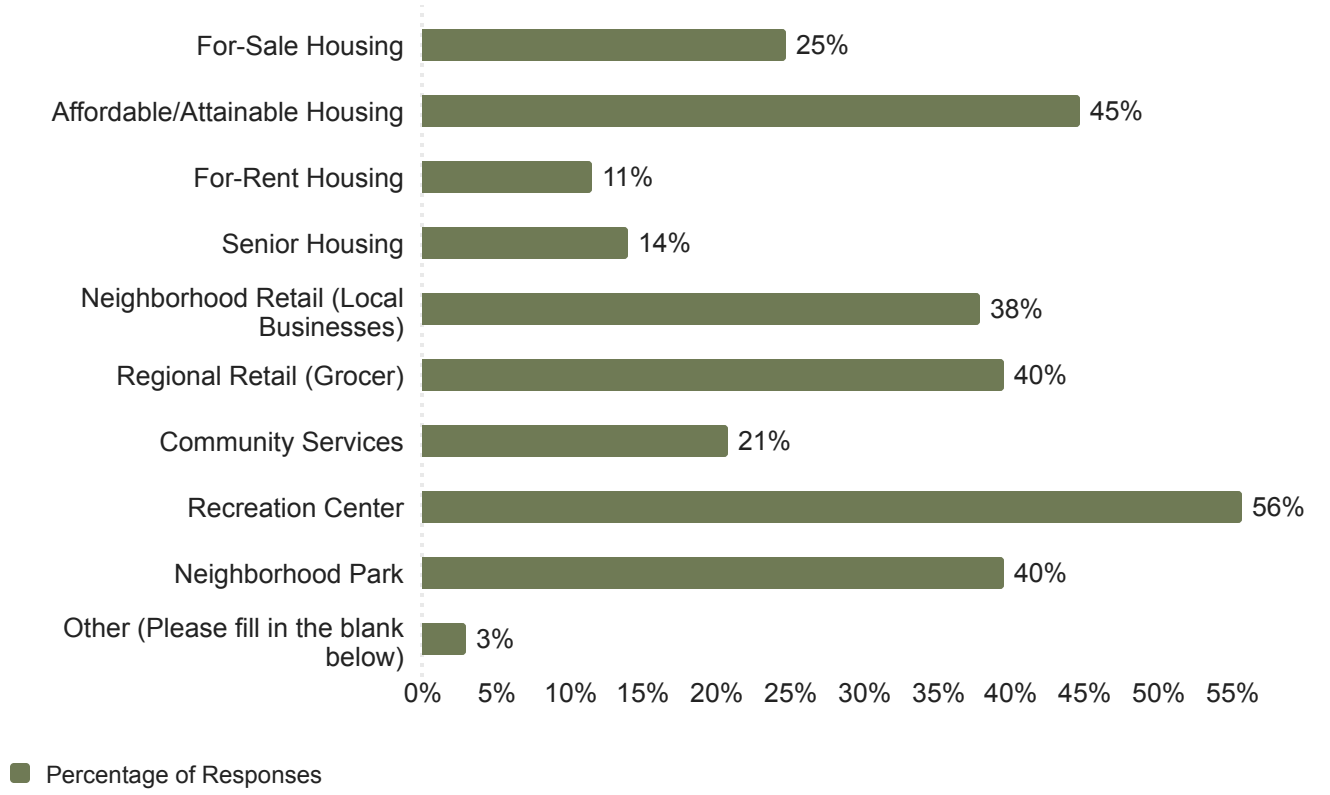
Q10 - Which concept do you prefer for the Meadowbrook Station (3900 South, 300 West-West Temple)?

235 Responses



Q11 - Of all the uses shared in both concepts, please select the three (3) that are the most appealing to you for the Meadowbrook Station.

235 Responses



Q11 - Other (Please fill in the blank below) - Responses

7 Responses

Bike trails.

Nothing over 2 stories high.

There should be a combined community services and recreation center. Both concepts should have community services and recreation, it kind of sucks to make respondents pick between one or the other. Citizens deserve equitable access to both.

More places to park

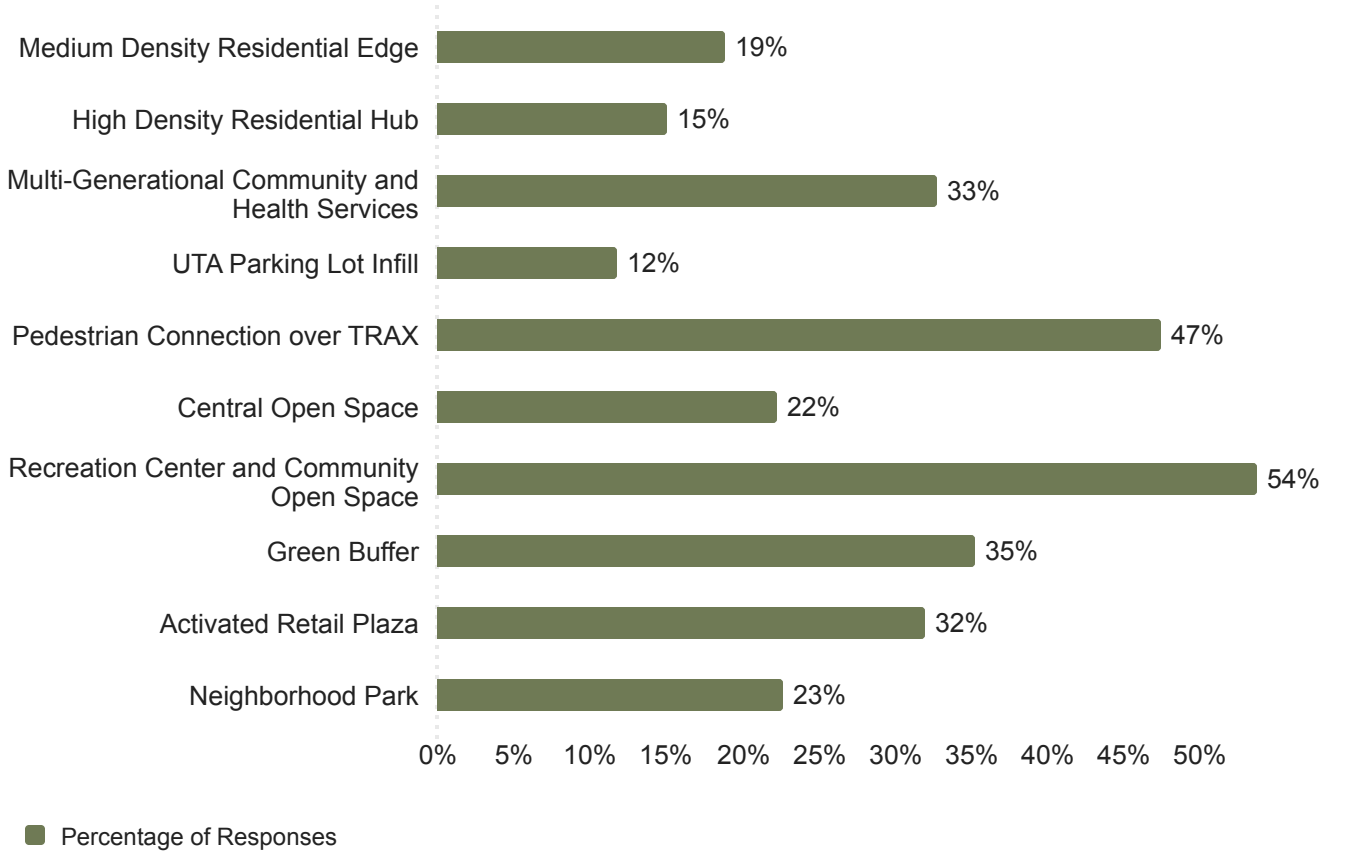
good housing mix

A dog park within the green space/ neighborhood park

A dog park! Harmony park has unused area that could be converted into a dog park!

Q12 - Of all the big ideas shared in both concepts, please select the three (3) that are the most appealing to you for the Meadowbrook Station.

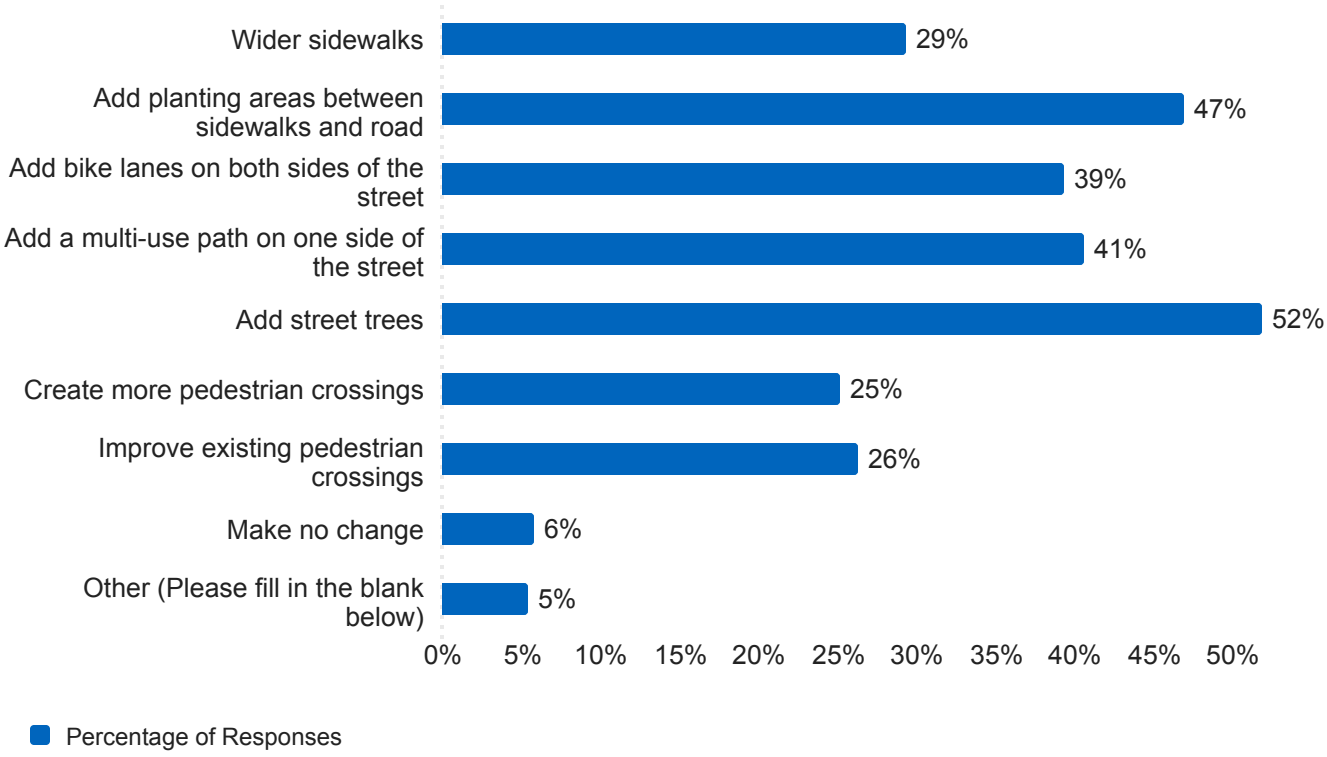
238 Responses



PUBLIC RIGHT OF WAY

Q13 - If some improvements could be made to 3300 South, which ones would you prioritize? (Choose your top 3)

239 Responses



Q13 - Other (Please fill in the blank below) - Responses

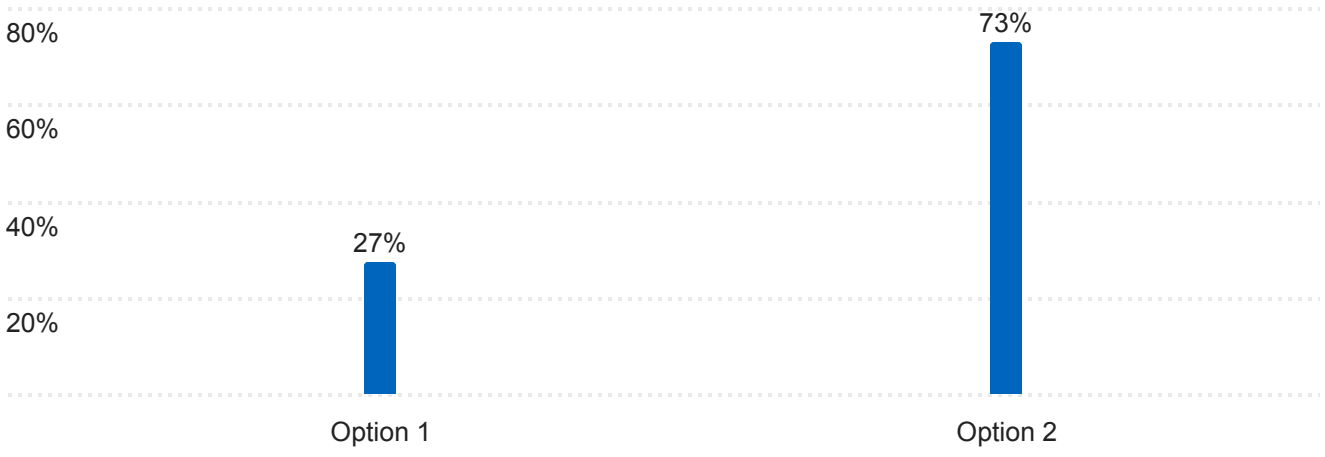
13 Responses

Make something much wider for maybe a couple wheelchairs to go down the sidewalk and also during winter time if snow falls make it safe for people in wheelchairs like at the tracks crossing on 3300 South
More trash / recycling bins
More grass with doggy bags!
Traffic calming measures. People drive way too fast to have bikes and pedestrians near the road. Regardless of bike lanes or wider side walks
No bike lanes. 3300 S is very dangerous busy highway.
Bridge over 3300 S near trax

More off street parking
reduce lanes by adding protected bike lane on both sides of the street, this stroad is unsafe for bikes and peds
N/A
No street parking
Dog park
Figure out the train situation and how to lessen the amount of time the train closes the road thus backing up traffic
Improve traffic flow, major backups with the trax crossing

Q14 - Which street section do you prefer for 3900 South?

235 Responses



Q15 - Are there other things that should be considered for the Meadowbrook & Millcreek Station Areas?

119 Responses

make it as similar to 9th and 9th as possible. living in a walkable community has done wonders for mine and my neighbors mental health.

Grocery Store

We really need recreation and safety improvements. The unhoused population is leaving trash and defecating in areas in existing neighborhoods

Improving sidewalk conditions

Both need increased bike connectivity to the nearby Jordan River Trail system.

Major roads should be faced with density and retail to protect and provide better options for housing which should be more protected and stepped back. Any new or modified parking should be stacked as decks to eliminate surface parking and confusing fences and gates that go up with it. Make all areas crosswalks and accessible and no fenced areas. Provide connection to parks, Millcreek daylight and to Jordan river. Wayfinding. All age diversity areas.

1. Neither of the Millcreek concept plans are transformative. The urban design in this part of the city on 3300 south is terrible, and the plans only vaguely address the problem. Create continuous street frontage, organize uses better, less internal facing property more public facing.
2. Bikes lines are needed but DO NOT conceal them behind plantings or parked cars. Vehicles cannot see bikers in this situation. This type of arrangement exists all over Salt Lake City (eg 300 South) and I am almost hit several times a year because I come out from behind a parked vehicle that concealed me from view. Just do what Copenhagen does.

For the Mill Creek TRAX station when it snows make sure you remove the snow from the tracks otherwise people in walkers wheelchairs especially wheelchairs will become bugs on a windshield because they can't go through snow they don't have the power unless you want people on wheelchairs that end up dead that is a major concern that is an ADA concern that needs to be addressed every time it snows that the sidewalk is clear from about where Maverick is the entrance and exit on 3300 South all the way down to mountainland kitchen and bath is never plowed unless you're walking you're not getting to the tracks

Please no more housing. We are in a desert and we don't have the water resource. The Great Salt Lake is critical due to water shortages. We don't need more large apartments and townhomes for lots of growth

Build houses not apartments

A grocery store, even just a small one with the basics, would be great to have in the neighborhood since there is no access to one unless you have personal transportation. We need to address the food desert that exists in this area.

More bike lanes! And a rec center would support a lot of the students in that area

None of these street designs go far enough. Even considering lower density around tracks station is a big misstep.

Shade! Nice wide sidewalks and the bike lanes on West Temple suck because they're narrow and parked cars either 1) just chill in the lane or 2) open their doors out into bikes. They're honestly worse than having no bike lane at all. I've had drivers curse me out and flick me off for taking the lane because they think I should be in the super narrow and incredibly dangerous bike lanes.

Yes drinking fountains

More Trash/recycle bins pedestrian walkways, patches of native plant species along walkways, and improved/regular trash and debris cleanup from littering.

Better by cycle infrastructure going east-west with protected bike lanes that integrate with the Salt Lake network and create cohesive routes, not the fragmented sections that exist currently.

Protected Bike lanes please!!!

Lighting. Lots of lighting and cameras for safety and visibility.

Meadowbook needs to connect current trails from Jordan River up 3900 to Wasatch Blvd

I think that grocery stores and day care in both areas is important. If here is anything you can do to encourage both of these things in the area - they are needed! I haven’t seen either of these two necessary services increase despite the large increase in housing here. Thank you for this opportunity.

Longer light for cars pedestrian's move too slowly

Dedicated bike lanes sound great in theory but a lot of bikers don't actually use them in Salt Lake County. They either end up using the road or the sidewalk, which is a safety hazard for those walking in the neighborhood or commuting in vehicles. Please don't create bike lanes and remove parking on an already busy, congested road. If anything, we need more parking options for local residents to access outdoor recreation, housing, and local businesses.

Please include public safety partners in these plans. Unified Police Department, Unified Fire Authority, and Salt Lake County Emergency Management should be involved in any planning processes, especially from a public safety standpoint. They are responding in these areas everyday.

I like to bike west to work at SLCC having a passage that safely gets bikers to the station and to the west is very important to me.

If considering Meadowbrook Concept #2, move high-density proposed along Plymouth to south part of that block. Swap parking lot & taller HD hub.

Please have more homes for sale so people can build wealth and equity and be invested in their community. We need more greenspace, more walkable neighborhood, and amenities so that people love where they live.

Try to integrate as much green space as possible in these areas. Utah's roads are so wide already it feel sad and unsafe as a pedestrian to walk around busy roads. If more residential units or community centers are going to be placed in these areas you also have to consider the walkability of the area. Think like "would I want to take my dog on a walk here or walk around with my family/friends here?". It's more incentivizing to use public transit, live in, shop at, and bike from place to place when the area has smaller roads and more vegetation. That is all :)

Add a right turn lane on state street and 39th when going west. Other side already has a right turn but this side doesnt

N/A

Traffic calming! Sufficient lighting!

A grocery store in general near either station would be amazing so I wouldn't have to either drive or ride the train for a while!

No

We desperately need a grocery store. Extend the bike lane on 3900 S and 300W further than a single block - add buffers to keep cars out (planters or bollards). If you put a park in, please please please let some of it be natural and not a manicured lawn.

No tall heighth for any buildings. Not over 2 stories.

A new branch of street car similar to the s line to bring people into these centers

Thank you!

Im not sure what would help the problem, but the intersection at 3900 s and 300 w is very dangerous! People speeding through or running reds, turning at the wrong time, not paying attention to pedestrians, AND the crosswalk itself doesn’t allow pedestrians to walk for a full cycle (stops counting down at 17 and lights change) if there is a train coming, which happens often!!

Trax needs to run later into the night and earlier in the morning. 11 pm cut off is a joke for “city transportation”.

If apartment buildings allow people to own dogs, which I approve of, then they need to provide dog parks and areas to walk dogs. Our neighborhood has been greatly impacted by people from the apartments across the street walking their dogs, not always on a leash, and not always cleaning up after their dogs.

Bikes and pedestrians always before cars

We have harmony park but it doesn’t have all the most popular uses. A sand volleyball court and basketball courts somewhere in the area would be awesome. Also there’s very large scale grocers in the area like winco and Costco but there’s not a ton of small ones, except convenience and dollar stores

Could you stop building these god awful lease only mega townhomes and all things for everyone...retail, rentals, restaurants etc. Developers should have to pay an impact fee for the strain on water reserves and be required to put in more greenspace in for their crappy buildings. Stop asking more people to live here and then ask the rest of us to pay more for everything and stop using the water we need. There should be no more development until you figure out what to do about lack of water.

less housing, more green space

Please make milcreek more bike friendly. It's not safe to bike or walk on 33rd. Starting at milcreek station and the improving east and west would make milcreek even better.

no

PUBLIC RESTROOMS

more access options to loading dock.

NA

Ensuring pedestrian access to the stations is of the upmost importance. Also taking into consideration the walkability of any new development should be a high priority

make connectivity to the Jordan River Parkway easy and safe

Better sidewalks for wheelchair users. And sidewalks that are actually EVEN AND NOT BROKEN UP.

Lights at tennis courts at harmony park!

PLEASE pick the rec center option

Sustainable community garden with composting

More crossing in the middle section of the road and more speed bumps and rounded corners to calm traffic. Water fountains and wooden benches in the parks, green spaces, open parks and other parks and open spaces. Pull up bars. Create chalk games on the ground: hop Scotch and the like. Chess tables. Create middle park green and tree zones in the streets. Residential zones can have retail spaces, too; They don’t have to be concentrated. Pedestrian bridges that are more oval than rectangle. The entrance point start earlier in the sidewalk and end later in the side walk which helps with accessibility when elevators go out. Plus, not having to climb high sets of stairs. More metal car poles on the corner of the pedestrian pathways. REC Centers should always be included rather than consider for a vote or as an after thought. They are a right, not a luxury. Same with parks and green spaces intergraded in housing plans and transit plans. Rest rooms added in the open spaces and park plans and green spaces plans. Add Water fountains to create a nice and calming atmosphere. UTA signs that point to UTA entrance and exit from the edges of your community development plan. Signs that point to areas of interest: A map posted somewhere that does the same. A sign that list something along the lines of how to be a good person and treat others with respect and honors consent. A community board of events. Lots of shade and structures throughout the area to protect people from the elements. You can always have more pedestrian crossings and signals for us. Signs that tell drivers not to stop and block the pedestrian crossings in the street. Signage that tells drivers to stop before coming to the pedestrian crossings in the street. No honking signs.

Need to come up with some retail incentives to draw the right kind of retail to this area of the city. Otherwise, you aren't going to get the vibrancy.

More density. We need more large apartment complexes. More walkability. More bike friendly infrastructure

There should be a formalized cycle / multi-use path along the north side of 3900 S connecting Main Street, Meadowbrook Station, and the Jordan River Trail. Much of the open space and sidewalk infrastructure already exists along this corridor, it just needs to be expanded, cleaned up, and given formal wayfinding and signage. There is no reason that cyclists and pedestrians shouldn't have a pleasant experience moving through this space. This is an important step in creating a regional active-use transit network in the region, useful for both full time residents and visitors passing through.

There should similarly be better active transportation infrastructure at 3300 S connecting Main Street, Millcreek Station, and the JRT. This would be more difficult, since 3300 S has a significant interaction with I-15, but that doesn't mean that this still shouldn't be investigated and encouraged. The corridor from Millcreek Station to Main Street especially should have cycle paths and mixed use paths, to make it easier for people to access the Chinatown Market complex.

If retail space is added, parking needs to be enhanced to account for additional traffic. Also a foot bridge over the top of trax would help limit pedestrian injuries from trains.

Lots to improve, work quickly!!

Ped and bike access to and through the areas

If we can add shade for both station for pedestrians and parking area. Shade for pedestrians while waiting for our bus specially on millcreek station. Shade for parking area on meadowbrook station would be good too.

More for the community! And less stucco /EIFS! We need to invest in the materials of our buildings to see the quality of them last for much longer.

No

Prioritize people walking or biking to and from these stations rather than driving. Cars should always be separated from pedestrians and biker's, instead we should create spaces, trails, and biking paths that are completely separate from cars. Focus on creating high density housing and commercial instead of single family homes. These areas around train stations should be prioritized for renters over homeowners and families. Housing availability is significantly more important than character, especially when housing prices are as unlivable as they are now.

Lots of trees and greenery

More off street parking all the apartments want you to pay to park after spending $2,000.00 a month for rent , ridiculous

Need/lack of green space currently is a huge disadvantage, especially at Millcreek Station. The demand to live near transit highlights how much better empty lots, especially UTA properties could be developed.

area should get a committment from a grocery store chain and create an area for health care (quick care or famly doctor).

More trees to clean the air. Improved wheelchair accessibility

More sustainable infrastructure for future rail development, an ecotower, diverse forms of housing and single family homes that prioritize sustainable materials, uniqueness, affordability and native plants

Small coffee shops, areas to avoid extreme weather while waiting, heaters, etc

Car Chargers

Safe travel paths connected to the rest of the surrounding areas.

Housing options with no parking or very limited parking available for those that want to use other transit modalities besides car. Ideally with more affordability and bike parking accommodations. Could free up more parking space for those that rely on car.

3900 south needs a bike lane!! Meadowbrook needs bike lockers

Protected bike lanes!

I love the idea of a grocery store at either location, and retail/restaurants at the other! Also a green space at either. It feels like all we have over here is Harmony Park, which is great, but more green space would be lovely.

bike lanes, shared/3rd spaces will make millcreek more attractive and hospitable to residents

3300 S. Why do we need 2 lanes going both direction? Is there truly the volume for it? Love the idea of having bike lane. I wish for Bike lane on at least one side the full length from the free way all the way up to the mountains (east).

Bike lane on one side for a longer distance is better than bike lanes on both sides over less distance. We have too much of a patch work of bike lane "sprints" to safely do most trips that I would like to bike.

Convenient (frequent) transit connections to/from Millcreek Commons would really help tie the two projects together

More spaces and areas that have trees and shade so people can be outside even when it’s hot.

Mixed use development

Safety!!

N/A

Native plants, community gardens increase, water features

Trees and parking

Please build as much housing as possible. I like bikeable and walkable communities near transit. I would love to move here if it was built

Skate/bike parks in the area!

More bike and walking friendly

How water use is going to be used ..

GROCERY STORE SHOULD BE A TOP PRIORITY

More transit

The key for these communities would be a grocery store and more restaurants, dining, and retail in conjunction with more housing and bike and walking paths that link it all up. I ride my bike all the time around and we do have nice bike lanes on west temple, but you end up having to ride alongside cars on 3900 and it’s not fun. The Jordan river trail is super close and accessible, it no good bike lane to get there. It could create access to a lot of recreation that’s bikeable/walkable and that would be amazing for this community.

No

Dog park

Adding areas for a dog park!! With all of the housing proposed there needs to be areas where people can safely bring there animals off-leash and it has not been addressed no matter how many times we try and bring it up

Harmony park needs a fenced in dog park area. The landscaping needs to be better maintained so the weeds aren’t taking over. Crosswalks leading to the park need to be made safe and traffic needs to be slowed down. Parking is insane around Harmony 3900 the hub and Via. People speed up and down the road and people are almost hit daily. The park should have more side walks that allow for better connectivity to the sidewalks along the streets not sidewalks that dead end into the landscaping. Also the grass clippings are a big problem as the grass grows fast and isn’t cut enough. I’d also say we should stop letting the sports teams play on the old baseball field until the grass can take as their cleats are destroying the grass. Also bury the powerlines so that the trees along the sidewalk can grow tall and provide shade and not have to be cut

Where are you getting the Water for the apartments from. We live in a desert and currently we are in a drought. Just what we don't need is a Lot more people in areas where there are currently very few. Where is the parking going to be for trax?

Grocery stores!

Na

Support higher densities in these areas beyond just townhomes.

N/a

Plan for best options to avoid high traffic congestion

Please please please a grocery store at Meadowbrook

Please add a dog park! Harmony park has spaces that see little structured use, and we are far from any other dog parks. People with dogs are already using the current green spaces for dogs, which just results in loose, off leash dogs bothering other park users.

More trees all around please please please, and thank you 😊.

There are currently tons of cars on the street of west temple that block visibility of parked traffic when turning on from 3700 south. If there is some way to help with this issue, that would be amazing.

No more high density housing.

The trax crossings at both 3300 and 3900 are inefficient and cause significant and dangerous backups. That has to be addressed before adding more people and cars to either area.

We really really could use another grocery store besides Chinatown. I also would love to see the current unoccupied retail on 3900S filled and the addition of a bike lane might help with foot traffic to keep things like a corner store or coffee shop alive. Also a recreation center would be amazing especially if it had a pool! Lastly we are not close to any off leash dog parks and that would be a great addition to any green spaces.

Just keep as much green as possible. We need to cool the city down

A bike path or trail that runs through the side of Trax in between stations then you can connect it to the green path proposal for meadowbrrook

How about if we keep the "affordable" housing actually affordable? Stop putting in luxury apartments. We need housing that someone working in this area can afford.

Traffic is busy and dangerous. Very unsafe for pedestrians, bicyclists and others. Hard to travel and safely access parts of these cities without a car.

Native plants

Green space

Connections to future millcreek trail. Green buffers and pathways, street trees.

I do not like the proposal of the lane change due to there being a lot of traffic already in that area and changing it two 2 lanes east/west would make things worst.

CITY COUNCIL STAFF REPORT

MEETING DATE:	October 29, 2025
REQUEST:	A resolution of the South Salt Lake City Council adopting the Meadowbrook and Millcreek Station Area Plan.
APPLICANT:	South Salt Lake City

SUMMARY

In 2022, the Utah Legislature passed HB462, which requires all Utah municipalities that have fixed guideway public transit to create Station Area Plans for the area within a half mile radius of a rail stations (FrontRunner, TRAX, S-Line Streetcar). The purpose of these plans is to encourage and increase accessible, affordable housing options along major transit corridors, help promote sustainable environmental conditions, enhance economic opportunities, and increase transportation choices and connections.

Additionally, HB462 requires that South Salt Lake adopt Station Area Plans for at least four stations by the end of 2025. On August 27, 2025, the first two stations (Central Pointe and Downtown South Salt Lake), known as Downtown Connect, were adopted by the City Council. Those plans are scheduled to be certified by Wasatch Front Regional Council (WFRC) on October 23, 2025.

The adoption of the Meadowbrook and Millcreek Station Area Plan (SAP) focuses on two TRAX stations, Meadowbrook at 3900 South and Millcreek at 3300 South. In order to meet the requirements of the statute, the Meadowbrook and Millcreek SAP must be adopted by the City before the end of 2025.

South Salt Lake applied for, and was awarded, technical assistance through WFRC in December 2024. The project kicked off in March 2025, in partnership with Millcreek City, Utah Transit Authority (UTA), WFRC, and Design Workshop, a land use and planning consultant, to draft the SAP. The SAP team worked with residents, UTA riders, and property owners near the stations to help understand the needs and desires of the community. The final plan envisions policy goals, infrastructure improvements, and land use considerations that will help boost public transportation ridership and create a unique sense of place around each station area.

Through surveys, design charrettes, and pop-up events, the SAP team identified the biggest challenges and opportunities for the area. Responses from these public engagement opportunities identified the need for more affordable housing, better access to retail, more greens pace, better walking/biking connections, and community focused developments. Through this process, the team developed a vision for each addressing the community's needs.

On October 16, 2025, the Planning Commission held a duly noticed public hearing, reviewed the Meadowbrook and Millcreek Station Area Plan, and forwarded a recommendation of approval for the City Council's consideration.

The SAP puts forth a vision for each station:

Millcreek Station

- Establish connected nodes along 3300 South
- Promote community retail and a mix of residential typologies
- Facilitate north/south connection on Main Street and 200 East
- Develop trail connections along 3300 South to local and regional destinations

Meadowbrook Station

- Create a mixed-income and mixed-generational neighborhood
- Incorporate health and social services into neighborhood development
- Orient development to face 3900 South as the "front door"
- Promote Main Street as a mixed-use core
- Develop regional trail connections, including connection to the Jordan River Trail.

The SAP also contemplates regional connectivity through:

- Station area connections
- Greenways
- Pedestrian Corridors
- Bikeways
- Gateways
- Parks and Open Spaces

RECOMMENDATION

Staff recommends the City Council consider approving the resolution adopting the Meadowbrook and Millcreek Station Area Plan.

PLANNING COMMISSION OPTIONS:

Option 1: Approval

Move to approve the resolution adopting the Meadowbrook and Millcreek Station Area Plan.

Option 2: Denial

Move to deny the resolution adopting the Meadowbrook and Millcreek Station Area Plan.

Option 3: Continuance

Move to table the resolution adopting the Meadowbrook and Millcreek Station Area Plan.

ATTACHMENTS:

1. Resolution & Station Area Plan

RESOLUTION NO. R2025-___

A RESOLUTION OF THE SOUTH SALT LAKE CITY COUNCIL APPROVING AN INTERLOCAL AGREEMENT WITH SALT LAKE COUNTY FOR FUNDING FOR THE JORDAN RIVER TRAIL TO 3300 SOUTH SAFE ACCESS PROJECT.

WHEREAS, Salt Lake County (the "County"), in coordination with South Salt Lake (the "City"), applied for grant funding ("FFSL Funds") through the Utah Division of Forestry, Fire and State Lands to add a section of sidewalk from the Jordan River Trail to 3300 South (the "Project");.

WHEREAS, the County was awarded FFSL Funds and plans to construct the Project in substantial conformity to the plans submitted in the application for FFSL Funds;

WHEREAS, the City agrees to provide a local match of $10,000 to help fund the Project to be paid for with mobility projects funds already budgeted and planned for in fiscal year 2026;

WHEREAS, the City and County are "public agencies" under the Utah Interlocal Cooperation Act. Utah Code Ann. §§ 11-13-101 et seq. (the "Cooperation Act") and are authorized by the Cooperation Act to work jointly with one another on the basis of mutual advantage to provide services and facilities in a manner that will accord best with geographic, economic, population and other factors influencing the needs and development of local communities;

WHEREAS, the Cooperation Act also authorizes a public agency to share its tax and other revenues with other public agencies;

WHEREAS, the City and County desire to enter into the Interlocal Cooperation Agreement between Salt Lake County and City of South Salt Lake for Funding for the Jordan River Trail to 3300 South Safe Access Project (the "Agreement"), attached as Exhibit A; and

WHEREAS, the South Salt Lake City Council (the "Council") met in regular session on October 29, 2025 to consider, among other things, the City's entry into the Agreement and after careful consideration, has determined that it is in the best interests of its residents, business owners and visitors of the City to approve entering into the Agreement as proposed.

NOW, THEREFORE, BE IT RESOLVED, by the South Salt Lake City Council that the Agreement attached as Exhibit A, is hereby approved, and that the City's Mayor and Recorder are authorized and directed to execute and deliver the Agreement to the County on behalf of the City.

(Signatures are on the following page.)

PASSED AND APPROVED by the City Council of the City of South Salt Lake, Utah on this ____ day of_____ 2025.

BY THE CITY COUNCIL:

_____
Sharla Bynum, Council Chair

City Council Vote as Recorded:

Huff:	_____
Thomas:	_____
Bynum:	_____
Mitchell:	_____
Sanchez:	_____
deWolfe:	_____
Williams:	_____

ATTEST:

_____
Ariel Andrus, City Recorder

Exhibit A

INTERLOCAL COOPERATION AGREEMENT

INTERLOCAL COOPERATION AGREEMENT
between
SALT LAKE COUNTY
and
CITY OF SOUTH SALT LAKE
for
THE JORDAN RIVER TRAIL TO 3300 SOUTH SAFE ACCESS PROJECT

THIS INTERLOCAL COOPERATION AGREEMENT (this "Agreement"), effective on November 1, 2025, is between **Salt Lake County,** a body corporate and politic of the state of Utah (the "County"), and the **City of South Salt Lake,** a municipal corporation of the State of Utah, (the "City"). The County and the City are sometimes referred to individually in this Agreement as a "Party" and collectively as the "Parties".

RECITALS

A. Utah Code Ann. §11-13-202 provides that any two or more public agencies may enter into an agreement with one another for joint or cooperative action.

B. The County and the City are public agencies as contemplated in the referenced section of the Utah Code (more specifically referred to as Utah Code Ann. §11- 13-10 I, et. seq., known as the lnterlocal Cooperation Act).

C. The County, in coordination with the City, applied for grant funding from the Utah Division of Forestry, Fire and State Lands ("FFSL Funds") to construct a safe access connection between the Jordan River Trail to 3300 South ("the Project").

D. The County owns the land upon which the Project is contemplated for construction and the land is in South Salt Lake;

E. Both Parties recognize the mutual benefit the Project will have on addressing safety concerns that have arisen from the lack of a safe connection path on the Jordan River Trail to 3300 South and wish to enter into this Agreement to provide written authority for the County to construct the Project and the City to provide match funding for the Project.

F. Pursuant to the authority granted by the Interlocal Cooperation Act, the Parties mutually desire to enter into this Agreement to document their mutual commitments and understandings with regards to pursuing the above-described project.

AGREEMENT

NOW, THEREFORE, in consideration of the promises contained herein and other good and valuable consideration, the receipt and legal sufficiency of which is hereby acknowledged, the Parties agree as follows:

1. **Construction of the Project**. The County shall be responsible for all matters pertaining to the Project including hiring and paying a contractor to complete the Project. The Project will be

completed in substantial conformity with the plans and specifications submitted in the grant application submitted to Utah DNR and as provided in the conceptual plan attached as Exhibit A.

2. **Consideration**. The City shall cooperate with the County in obtaining any necessary permits for the Project and shall contribute $10,000 for the Project. The County shall send the City an invoice for $10,000 to be put toward the cost to complete the Project, which South Salt Lake agrees to pay within thirty days of receiving the invoice.

3. **Duration and Termination**. The term of this Agreement begins on November 1, 2025 and ends upon completion of the Project and payment by the City pursuant to Section 2 of this Agreement.

4. **Additional Interlocal Act Provisions**. In compliance with the requirements of the Act and other applicable law:

a. ***No Interlocal Entity.*** The parties agree that they do not by this Agreement create an interlocal entity.

b. ***Joint Board.*** As required by UTAH CODE ANN. § 11-13-207, the parties agree that the cooperative undertaking under this Agreement shall be administered by a joint board consisting of the South Salt Lake's Mayor or designee and Salt Lake County's Mayor or designee. Any real or personal property used in the parties' cooperative undertaking herein shall be acquired, held, and disposed in accordance with this Agreement.

c. ***Financing Joint Cooperative Undertaking and Establishing Budget.*** There is no financing of joint or cooperative undertaking and no budget shall be established or maintained.

d. ***Attorney Review.*** This Agreement shall be reviewed as to proper form and compliance with applicable law by the authorized attorneys for Salt Lake County and South Salt Lake in accordance with UTAH CODE ANN. § 11-13-202.5.

e. ***Copies.*** Duly executed original counterparts of this Agreement shall be filed with the keeper of records of each party, pursuant to UTAH CODE ANN. § 11-13-209.

f. ***Manner of Acquiring, Holding or Disposing of Property.*** Any property that is acquired, held or disposed of pursuant to this Agreement and unless agreed to herein shall be used in a joint or cooperative undertaking.

5. **General Provisions**. The following provisions are also integral parts of this Agreement:

a. ***Binding Agreement.*** This Agreement shall be binding upon and shall inure to the benefit of the successors and assigns of the respective parties hereto.

b. ***Captions.*** The headings used in this Agreement are inserted for reference purposes only and shall not be deemed to define, limit, extend, describe, or affect in any way the meaning, scope or interpretation of any of the terms or provisions of this Agreement or the intent hereof.

c. ***Counterparts*.** This Agreement may be signed in any number of counterparts with the same effect as if the signatures upon any counterpart were upon the same instrument. All signed counterparts shall be deemed to be one original.

d. ***Severability*.** The provisions of this Agreement are severable, and should any provision hereof be void, voidable, unenforceable or invalid, such void, voidable, unenforceable, or invalid provision shall not affect the other provisions of this Agreement.

e. ***Waiver of Breach*.** Any waiver by either party of any breach of any kind or character whatsoever by the other, whether such be direct or implied, shall not be construed as a continuing waiver of or consent to any subsequent breach of this Agreement.

f. ***Cumulative Remedies*.** The rights and remedies of the parties hereto shall be construed cumulatively, and none of such rights and remedies shall be exclusive of, or in lieu or limitation of, any other right, remedy, or priority allowed by law.

g. ***Amendment*.** This Agreement may not be modified except by an instrument in writing signed by the parties hereto.

h. ***Time of Essence*.** Time is the essence in this Agreement.

i. ***Interpretation*.** This Agreement shall be interpreted, construed, and enforced according to the substantive laws of the state of Utah.

j. ***Notice*.** Any notice or other communication required or permitted to be given hereunder shall be deemed to have been received (a) upon personal delivery or actual receipt thereof or (b) within three (3) days after such notice is deposited in the United States mail, certified mail postage prepaid and addressed to the parties at their respective addresses.

k. ***Exhibits and Recitals*.** The Recitals set forth above and all exhibits to this Agreement are incorporated herein to the same extent as if such items were set forth herein in their entirety within the body of this Agreement.

l. ***Governmental Immunity*.** Both parties are governmental entities under the Governmental Immunity Act, UTAH CODE ANN. § 63G-7-101, *et seq.* (the "*Immunity Act*"). Consistent with the terms of the Immunity Act, the parties agree that each party is responsible and liable for any wrongful or negligent acts which it commits, or which are committed by its agents, officials, or employees. Neither party waives any defenses or limits of liability otherwise available under the Immunity Act and all other applicable law, and both parties maintain all privileges, immunities, and other rights granted by the Immunity Act and all other applicable law.

(Signatures are on the following page.)

IN WITNESS WHEREOF, the parties have subscribed their names and seals the day and year first above written.

SALT LAKE COUNTY

By _____
Mayor or Designee

ATTEST:

By_____
County Recorder

Approved as to Form and Legality:

By_____
Salt Lake County Attorney

SOUTH SALT LAKE CITY

By _____
Mayor or Designee

ATTEST:

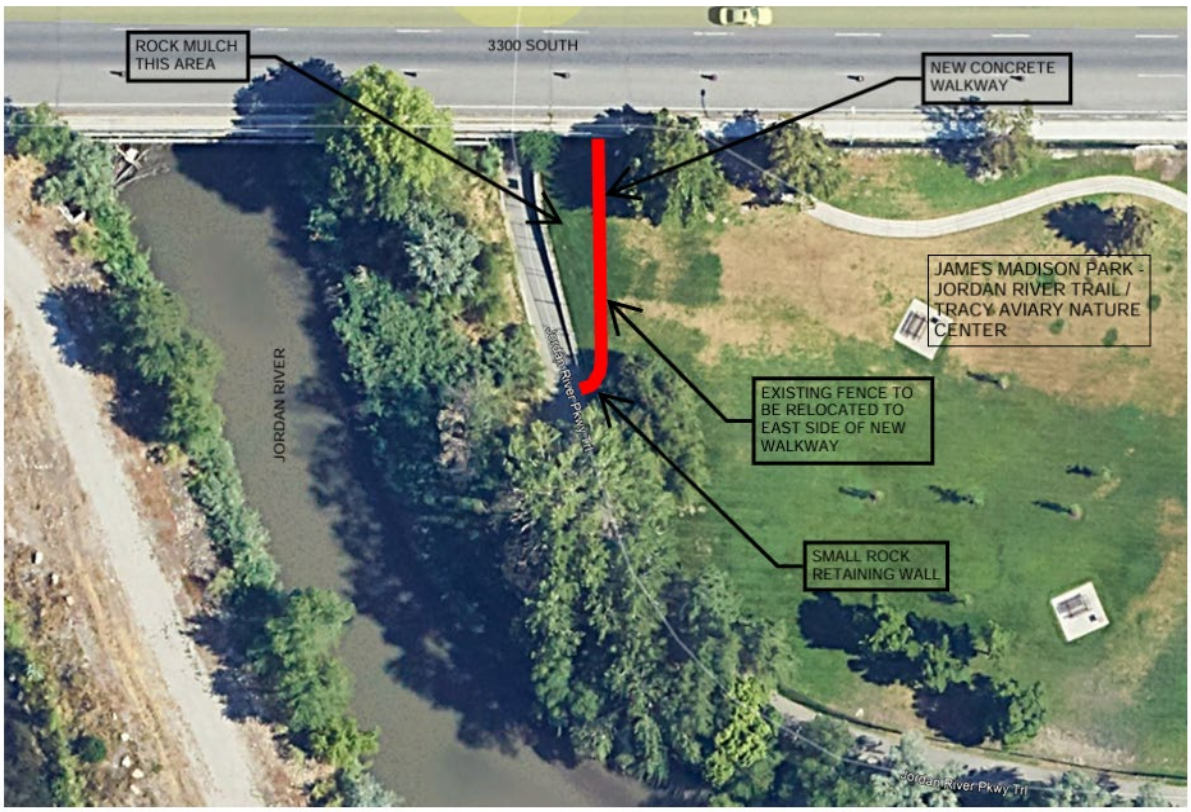
By _____
Recorder

Approved as to Form and Legality:

By _____
Attorney for South Salt Lake

Exhibit A

JORDAN RIVER TRAIL - ACCESS FROM 3300 SOUTH



CONCEPUTAL PLAN

COST ESTIMATE

Probable Cost Estimate - SL County Parks & Recreation Revised: 22-Jul-25

	Description	Quantity	Unit	Unit Cost		Cost
	Mobilization	1	LS	3,000.00	$	3,000
	Clear & Grub	3,000	SF	1.00	$	3,000
	Excavation	100	CY	25.00	$	2,500
	Material Haul Removal from site	100	CY	30.00	$	3,000
	Rough Grading	1,500	SF	0.75	$	1,125
	Finish Grading	1,500		1.00	$	1,500
	Concerete Paving (4" over 6" UTBC)	2,700	SF	4.00	$	10,800
	Rock Retaining Wall	60	LF	75.00	$	4,500
	Rock Mulch	75	CY	35.00	$	2,625
	Remove and reinstall fencing	100	LF	25.00	$	2,500
					$	-
					$	-
					$	-
					$	-
					$	-
Construction Contingency @ 15% of Construction Costs					$	5,183
				Construction Subtotal	**$**	**39,733**
Soft Costs @ 15% of Construction Subtotal					$	5,960
(Design Consultants, Surveys, Testing, Permitting, Printing, Etc)						
Project Contingency @ 10% of Construction Subtotal					$	3,973
				Total Estimated Build Out Construction Cost	**$**	**49,666**