



UTAH PTA CENTENNIAL CELEBRATION PROCLAMATION

WHEREAS, The Utah Parent Teacher Association (Utah PTA) has led locally, regionally, and nationally in supporting family engagement and advocating on behalf of all children and families; and this centennial year provides an opportunity to reflect on its many accomplishments and celebrate 100 years as a powerful voice for children, a trusted resource for parents, and a strong advocate for public education; and

WHEREAS, Utah PTA has been instrumental in establishing programs and services that improve children's lives, including—but not limited to—defending public education and ensuring stable funding by opposing voucher efforts, advancing parent and family engagement, creating kindergarten with full day options, promoting child-labor laws and public-health services, supporting hot-and-healthy lunch programs, strengthening the juvenile-justice system, protecting and ensuring growth of Public Trust Lands that benefit Utah school children, promoting arts in education, and championing school safety; and

WHEREAS, The founders of the Parent Teacher Association, Phoebe Apperson Hearst and Alice McLellan Birney, together with Selena Sloan Butler, founder of Georgia's Congress of Colored Parents and Teachers, were visionary women of imagination and courage who broke through the barriers of their time to improve the lives of children and families, leaving a legacy that continues to inspire action today; and

WHEREAS, These remarkable leaders shared a simple yet profound idea—to improve the lives and futures of all children; and though our nation has changed, that vision endures as PTAs continue to keep it alive; and

WHEREAS, Founded in Washington, D.C., as the National Congress of Mothers, the Parent Teacher Association marked its 128th anniversary on February 17, 2025; and since its inception in 1897, the organization has steadfastly advocated for the education, health, safety, and well-being of all children, earning the appreciation and recognition of the public; and

WHEREAS, In October 1925, at the annual convention of the Utah Education Association, Margaretta Reeves, President of the National Congress of Parents and Teachers, officially invited the Utah Mother's Congress to join the national organization. Accepting this invitation, Utah became the Utah Congress of Parents and Teachers, with Lucille Young Reid as its first President—marking a new era of parent and family engagement in Utah; and

WHEREAS, Today, Utah PTA is the largest volunteer child-advocacy organization in Utah, uniting parents, caregivers, grandparents, educators, and other caring adults in a shared mission to make every child's potential a reality; and

WHEREAS, For a century, Utah PTA has left a lasting impact on schools, families, and communities across the state by fostering leadership, empowering voices, and ensuring that generations of children have benefited from stronger educational opportunities, healthier environments, and a greater sense of belonging.

NOW, THEREFORE, I, Jeff Silvestrini, Mayor of Millcreek, do hereby proclaim November 2025 as **Utah PTA Centennial Celebration Month**, and I encourage all Utah residents to join in celebrating this milestone and to support PTA by joining a local PTA or PTSA in reaffirmation of the commitment to *Make Every Child's Potential a Reality*.

IN WITNESS WHEREOF, I have hereunto set my hand and caused the Seal of the City of Millcreek to be affixed this 10th of November, 2025.

By: _____
Jeff Silvestrini, Mayor

Attest: _____
Alex Wendt, Deputy Recorder



**A PROCLAMATION OF THE MILLCREEK COUNCIL HONORING JEFF SILVESTRINI FOR
HIS EXEMPLARY SERVICE TO THE PEOPLE OF MILLCREEK AS A COMMUNITY
LEADER AND AS MILLCREEK'S FOUNDING MAYOR**

WHEREAS, the Millcreek Council expresses gratitude to Jeff Silvestrini for his exemplary service to the people of Millcreek as a community leader and as Millcreek's founding mayor; and

WHEREAS, Jeff is a proud graduate of the University of Michigan and the University of Utah College of Law; and

WHEREAS, originally from Battle Creek, Michigan, Jeff practiced law in Salt Lake City and moved to Millcreek with his wife Leslie in 1987; and

WHEREAS, Jeff and Leslie raised two amazing and charming daughters, Liz and Jill, in Millcreek; and

WHEREAS, Jeff served as a member and Chair of the Mount Olympus Community Council for 24 years before Millcreek incorporated; and

WHEREAS, Jeff successfully advocated for the citizen's initiative to incorporate Millcreek; and

WHEREAS, Jeff was elected in 2016 as Millcreek's founding mayor and Millcreek was incorporated as a Utah Municipality on December 28, 2016; and

WHEREAS, under Jeff's strong leadership, Millcreek master-planned and built a city center; improved roads; and added parks, trails, and open space, including Millcreek Common; and

WHEREAS, Jeff shepherded the creation of the Millcreek Promise Program, which bridges divides, builds community, and lifts all boats in the City; and

WHEREAS, Jeff brought distinction to Millcreek not only in his service as Mayor, but also for his long-time service on key regional boards including the Utah League of Cities and Towns, where he ultimately served as President; the Wasatch Front Regional Council, the Central Wasatch Commission, the Unified Fire Authority, the Unified Police Department, and the Council of Governments (Conference of Mayors), each of which he chaired at least one term during his tenure; and Saint Mark's Hospital. Through this representation, Jeff will be remembered as giving Millcreek a strong voice in the region, enabling the City to lead on important regional issues and earning the deep respect of elected officials at the regional, state, and federal levels; and

WHEREAS, Jeff demonstrated resolve and moral courage in advocating for affordable housing, the rights of immigrants, the dignity of Utahns experiencing homelessness, and the shared responsibility we have as Millcreek to welcome all who live, work, play, and pray here; and

WHEREAS, Jeff had an outsized role in shaping the executive leadership and staff of Millcreek through his work ethic, trust, support, and principled leadership; and

WHEREAS, Councilmember Silvia Catten wanted to share these words to honor Mayor Jeff Silvestrini:

Mayor Silvestrini led with intelligence, discernment, and a whole lot of heart. His altruistic spirit will have a lasting impact on Millcreek.

WHEREAS, Councilmember Thom DeSirant wanted to share these words to honor Mayor Jeff Silvestrini:

Mayor Silvestrini's leadership laid the foundation for Millcreek as a city and motivated residents like myself to become actively involved in serving our community. Beyond being a great mayor, he has been an incredible mentor and friend, and I cannot thank him enough.

WHEREAS, Councilmember Cheri Jackson wanted to share these words to honor Mayor Jeff Silvestrini:

I can't begin to thank Mayor Silvestrini for his service to Millcreek, not only as our first Mayor but also through incorporation and for many years before that on the Mount Olympus Community Council. He has committed his all to ensure our city is on solid footing and to make sure all Millcreek residents felt included and valued.

WHEREAS, Councilmember Bev Uipi wanted to share these words to honor Mayor Jeff Silvestrini:

It has been an honor and joy to work with Jeff over the past 20 years. While his compassion, leadership, and love for Millcreek will be deeply missed, we wholeheartedly support his decision to focus on his priorities – Leslie and his family.

NOW, THEREFORE, BE IT PROCLAIMED that the Council, on behalf of the people of Millcreek, expresses deep appreciation and heartfelt gratitude to Jeff Silvestrini for his extraordinary dedication and numerous accomplishments while serving as a community and regional leader, and as Millcreek's founding mayor.

ADOPTED on this the 10th day of November, 2025.

By: _____
Cheri Jackson, Mayor

Attest: _____
Alex Wendt, Deputy Recorder



GP-25-002

Staff Memo

Date: November 10, 2025

Applicant: Millcreek

Re: Meadowbrook & Millcreek Station Area Plan

Prepared By: Sean Murray & Francis Lilly

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

REQUEST AND SYNOPSIS

At the regularly scheduled city council meeting on October 27th, the council was briefed on the Meadowbrook & Millcreek Station Area Plan (SAP) by city staff and the city's consultant Design Workshop. At that meeting, the mayor indicated that he would like to see better integration with the existing Murray North Station Area Plan (MNSAP) to ensure that connections and improvements line up between the plans. The changes requested have been added to the plan and are outlined below.

- Added language in the connectivity typologies to emphasize that connections should be made to proposed routes and infrastructure from the MNSAP. (*See pages 29-31*)
- Added ¼ mile park service area radii around existing parks, parks proposed by this plan, and parks proposed by the MNSAP. These service areas illustrate how parks proposed around Meadowbrook station help extend the network of parks proposed by the MNSAP. (*See map on page 28*)
- Added a Proposed Pedestrian Corridor on Howick St from 3900 S to Central Ave. This connects to a proposed road in the MNSAP and helps achieve the goal of creating walkable grid extensions. (*See maps on page 28 and 44*)
- Added a Proposed Trail/Multi-Use Path along West Temple from Mill Creek to Central Ave. This is already proposed in the new West Temple street section, but is now more clearly documented in the plan graphics. (*See map on page 44*)
- Minor corrections and additions of MNSAP proposals we are showing on our maps.

In addition to these changes, the following items show proposed connections to the MNSAP:

- Sidewalk connections – several proposed sidewalk connections are located in the overlap between this

plan and the MNSAP and facilitate both N/S and E/W connectivity for pedestrians.

- TRAX Greenway – this greenway proposed along the TRAX line from the Meadowbrook Station to Central Ave directly connects to a greenway proposed by the MNSAP.
- West Temple Bikeway – this bikeway directly connects to a greenway proposed by the MNSAP and provides a connection between Mill Creek and Big Cottonwood Canyon Creek.

All these changes can be found in the updated station area plan attached to this document. The staff report for this application that was presented at the previous city council meeting is also attached to this document for reference.

SUPPORTING DOCUMENTS

- **GP-25-002 Meadowbrook & Millcreek Station Area Plan Staff Report for City Council**
- **Meadowbrook & Millcreek Station Area Plan**



GP-25-002

Staff Report

Meeting Date: October 27, 2025

Applicant: Millcreek

Re: Adoption of the Meadowbrook & Millcreek Station Area Plan

Prepared By: Sean Murray & Francis Lilly

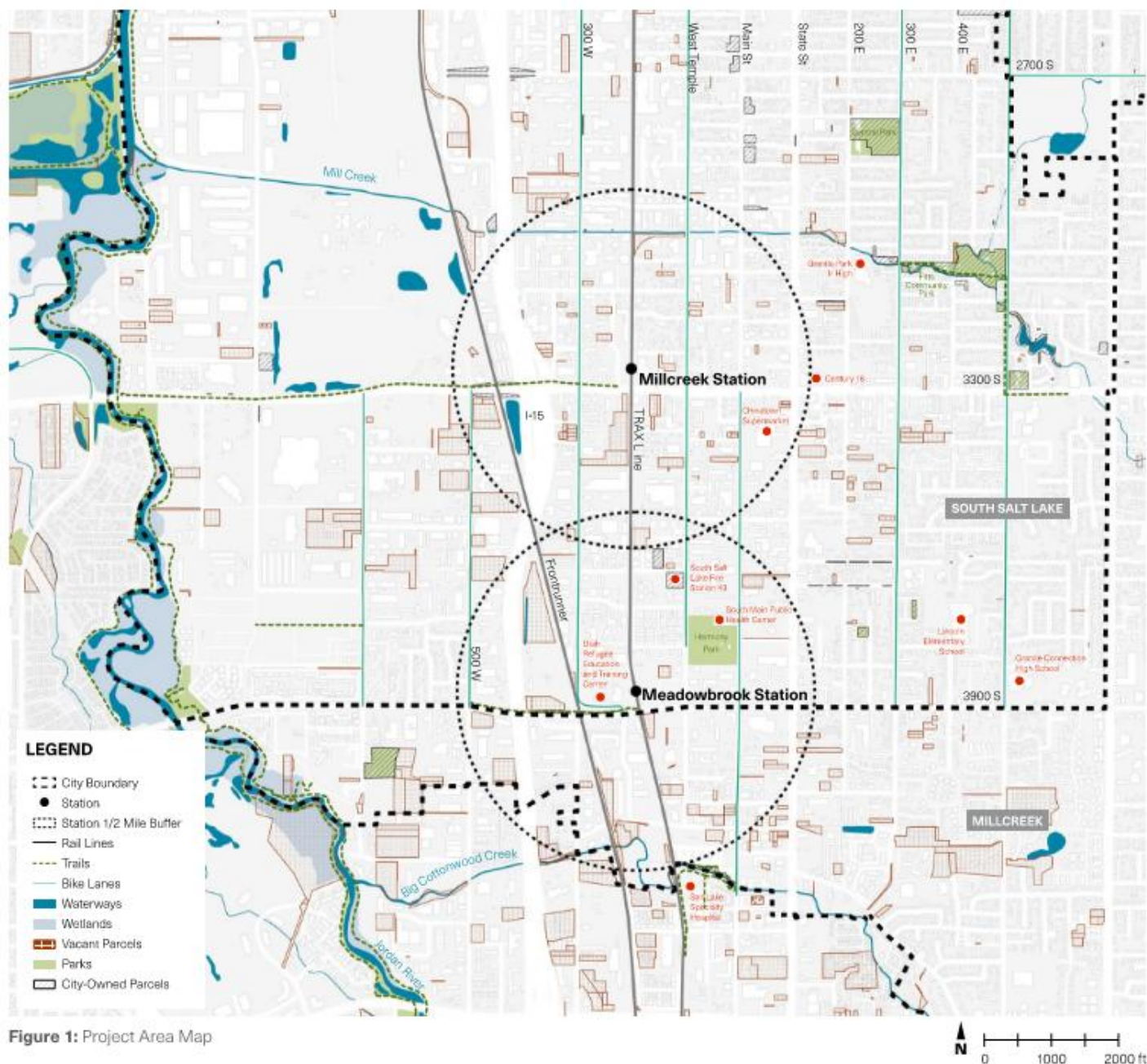
Scope of Decision: **Discretionary.** This is a legislative matter, to be decided by the Millcreek City Council upon receiving a recommendation from the Community Council and the Millcreek Planning Commission.

REQUEST AND SYNOPSIS

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

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

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



GENERAL PLAN CONSIDERATIONS

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

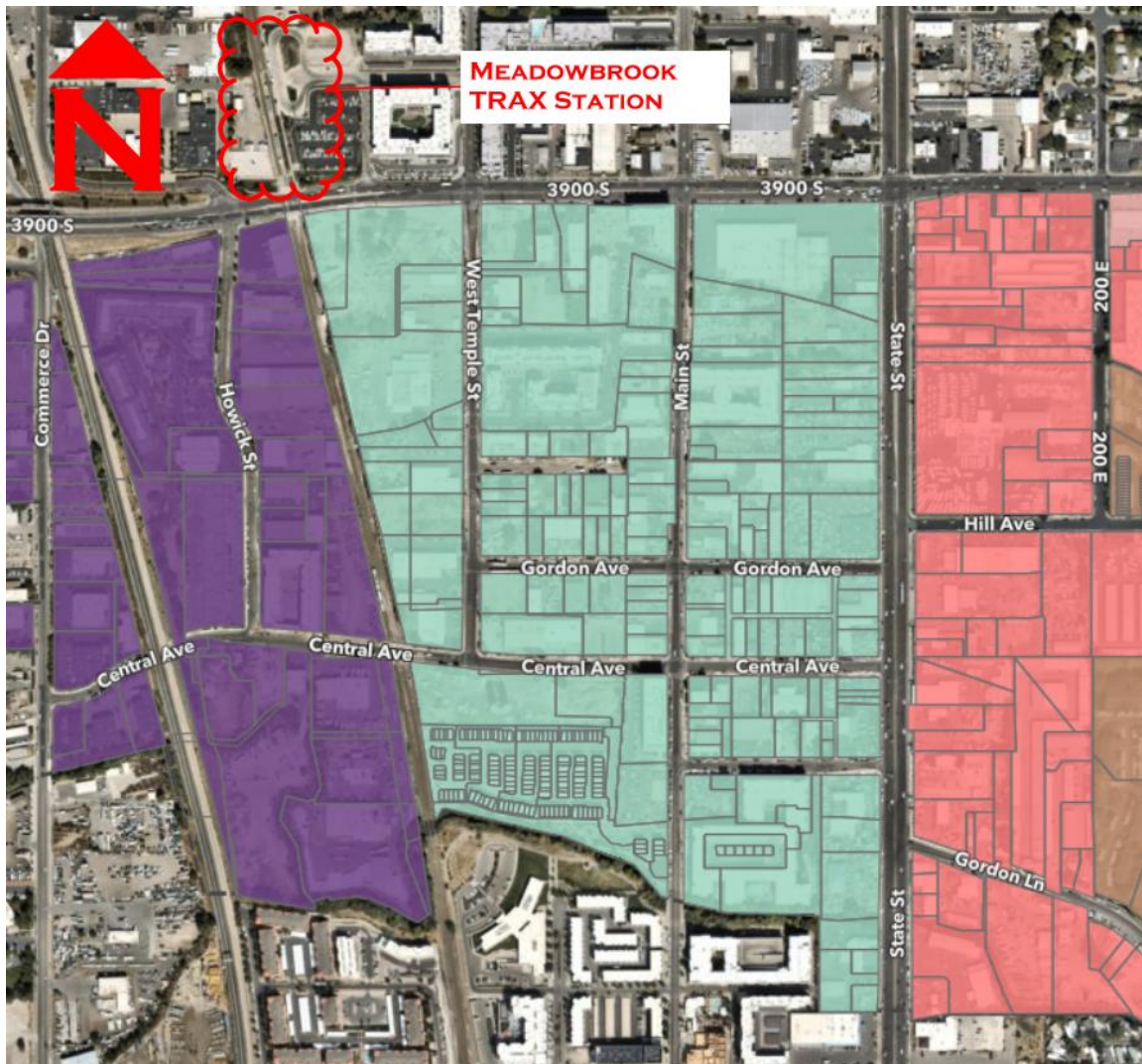
-Strategy 6.1: Continue to develop new transit oriented development (TOD) and mixed use supportive base zoning and/or overlays to support the continued development and redevelopment of key corridors and centers.

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

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

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

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



STATION AREA PLAN DETAILS

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

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

Existing Conditions

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

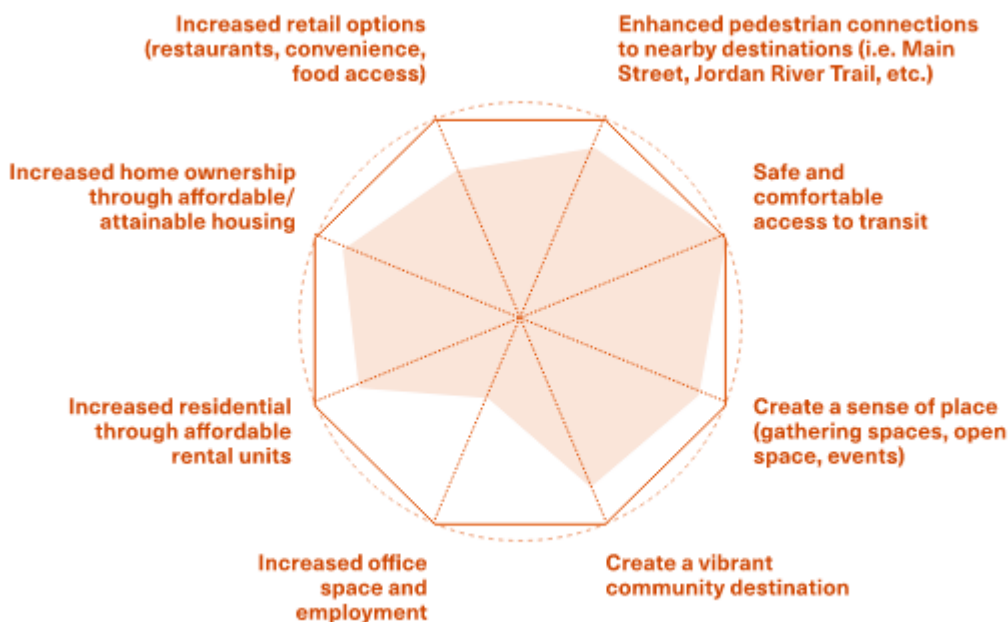
The takeaways from these analysis show that the areas have a younger population that heavily rents their housing. Diversity is higher in these areas than many of the other communities within Salt Lake County. Incomes in the area are moderate when compared to Millcreek and SSLC as a whole.

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

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

Community Engagement

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



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

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

Station Area Vision

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

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

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

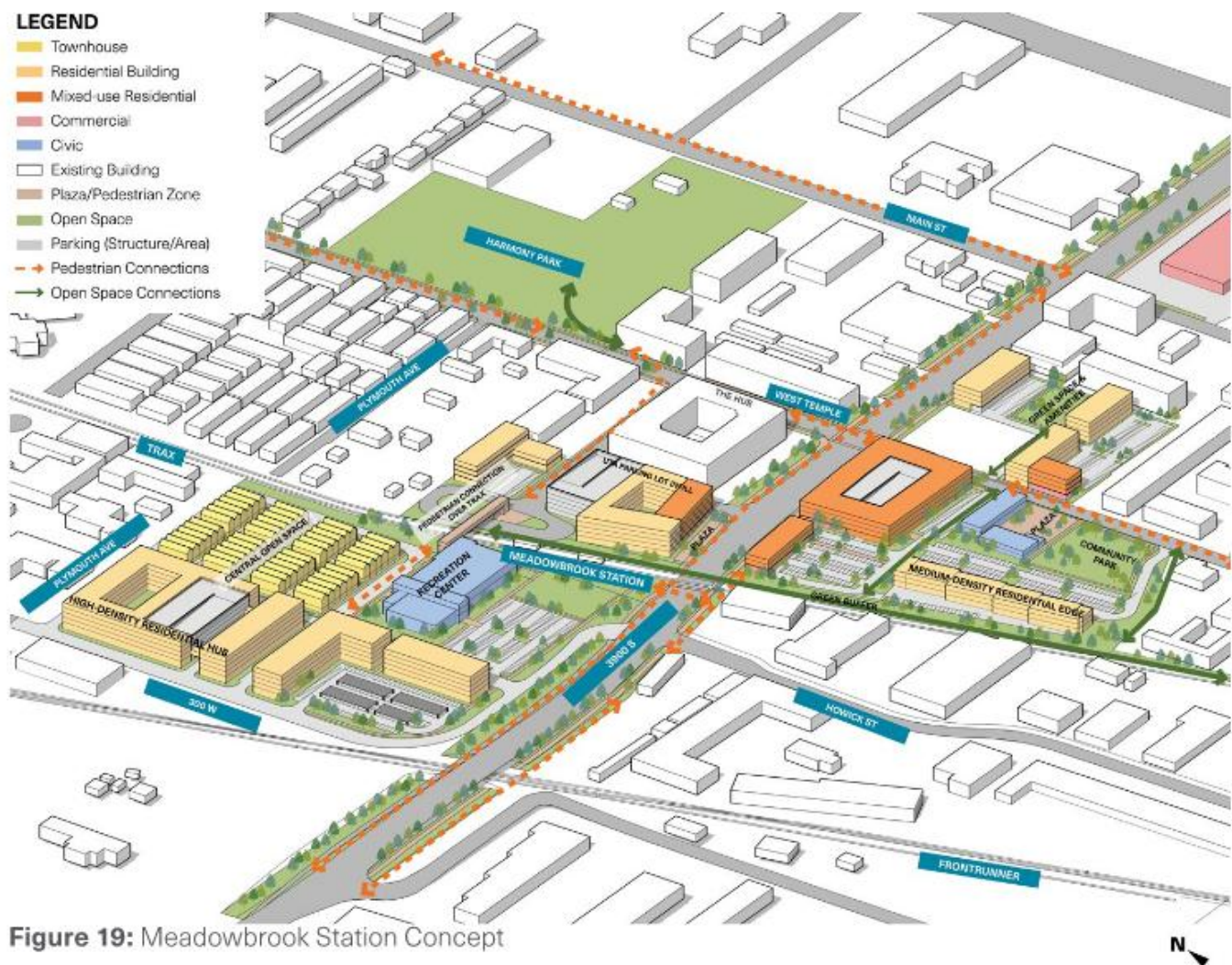


Figure 19: Meadowbrook Station Concept

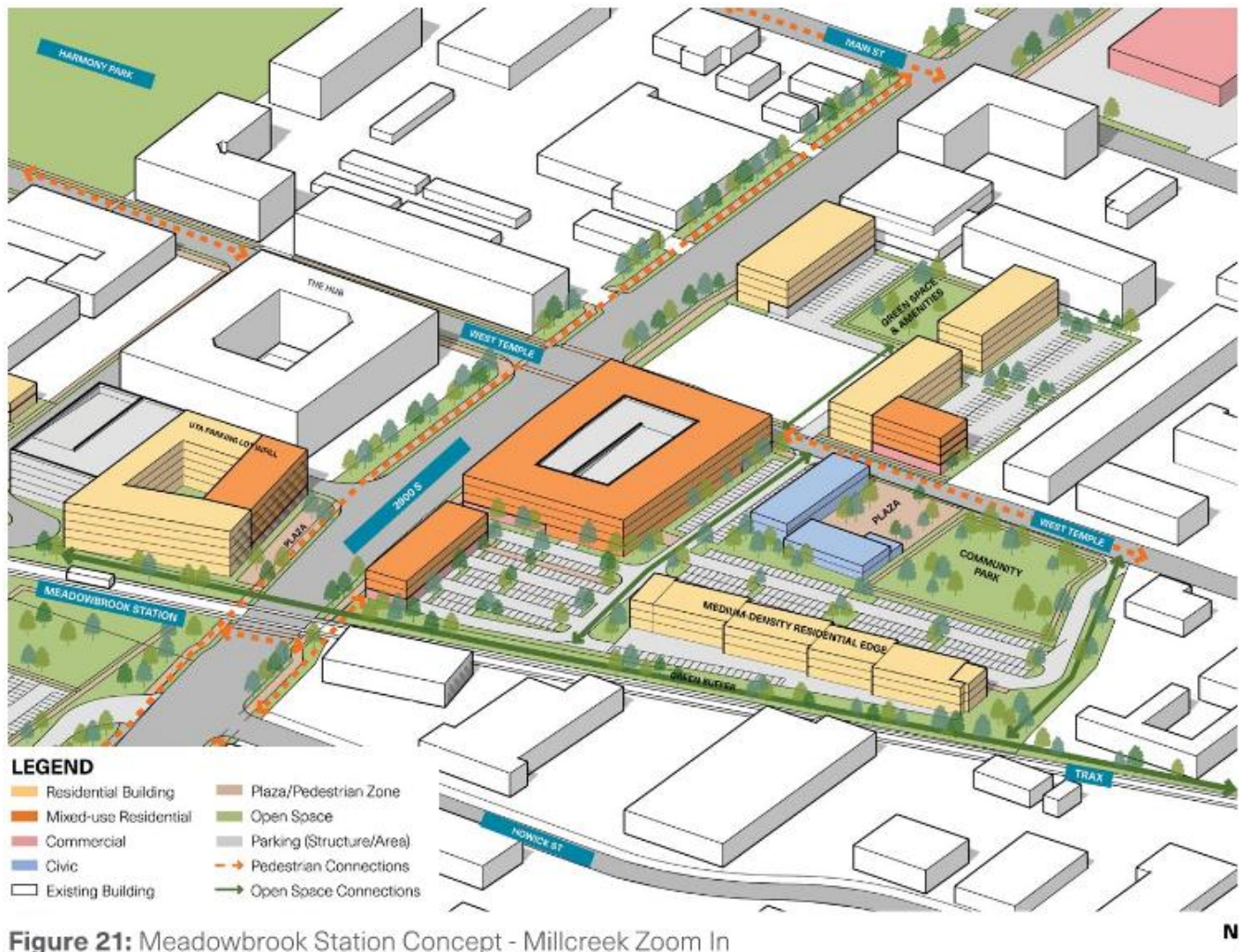
Meadowbrook SAP Vision (Millcreek Zoom in)

Figure 21: Meadowbrook Station Concept - Millcreek Zoom In

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

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

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

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

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

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

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

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

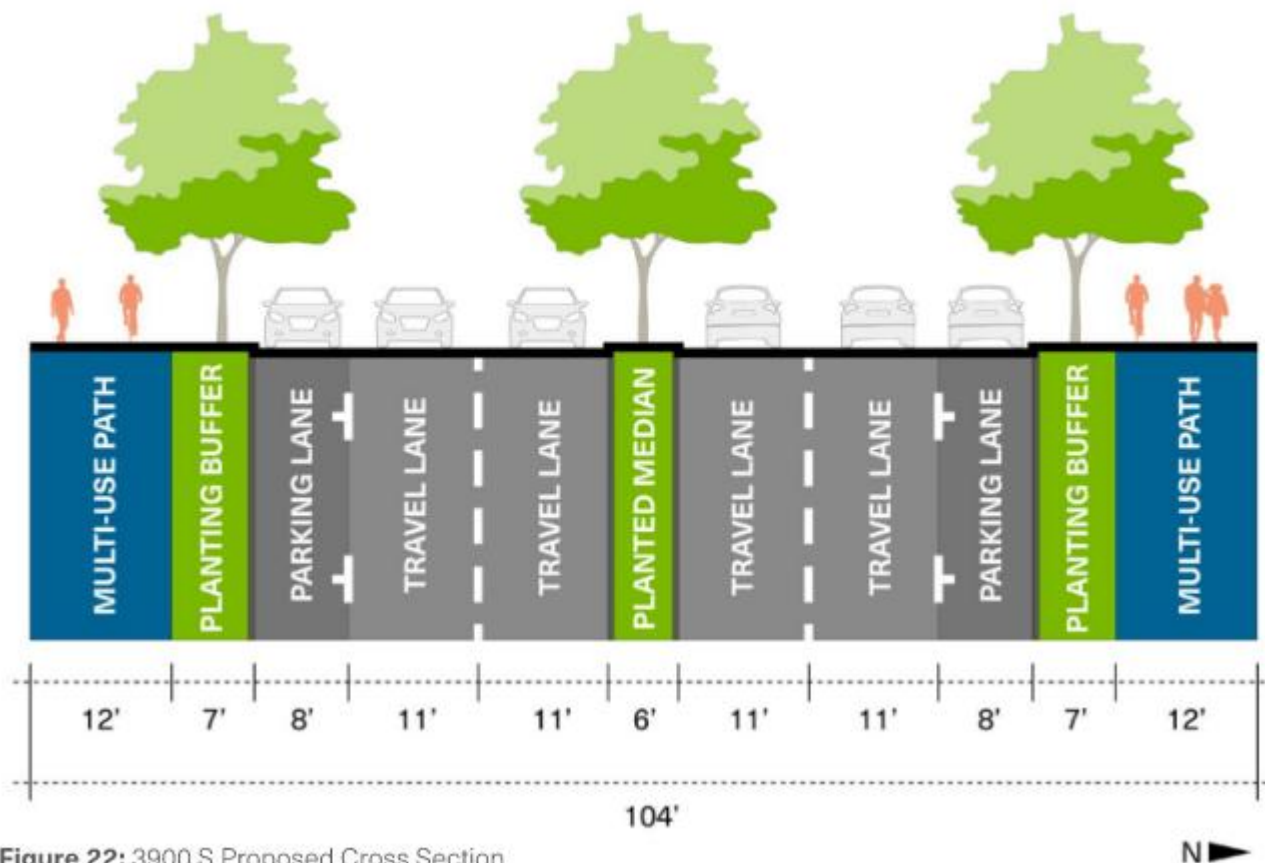


Figure 22: 3900 S Proposed Cross Section

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

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

PUBLIC NOTICE, RESIDENT, AND PROPERTY OWNER INPUT

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

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

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

COMMUNITY COUNCIL RECOMMENDATIONS

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

PLANNING COMMISSION RECOMMENDATION

The Millcreek Planning Commission met on October 15th and heard from planning staff, the Design Workshop consultant, and residents. The commission received a brief on the project, adoption timeline, and integration with existing plans from Francis Lilly, and then a detailed presentation by the Design Workshop team. After some initial questions between staff, the consultant, and commissioners, the commission heard from a resident in the station area that had concerns that this plan would push out economically viable businesses that exist in the area. These concerns were addressed by staff and were incorporated into an updated version of the SAP.

When discussing this plan at the meeting, the Millcreek planning staff and commission agreed with many of the recommendations made by the Millcreek Community Council and residents. Due to this, their final

motion and recommendation echoes that of the Millcreek Community Council. The Planning Commission forwarded a positive recommendation to the City Council to adopt the Meadowbrook & Millcreek Station Area Plan with the inclusion that the plan shows that the multi-use trail on 3900 S extends east past the station area outlined in the plan, that the Millcreek City Council should work aggressively to acquire open space within the plan area, the Millcreek City Council should prioritize a strategy to resolve the current food and medical desert in the area, that rezones need to be initiated by the property owner, and that the Millcreek City Council should consider the economic conditions of the area and proposed use when considering rezones. This motion passed unanimously.

Since this meeting, the plan has been updated to include these additions, and they can be found in numerous areas of the plan.

PLANNING STAFF RECOMMENDATIONS AND FINDINGS

Planning staff recommends that the City Council review the plan and ask questions at the upcoming meeting on October 27th. Staff believes this plan aligns with numerous city goals and objectives. The plan also meets the requirements found in Utah code 10-9a-403.1 which outlines the necessity of municipalities to create station area plans for areas within a half mile of fixed rail transit stations.

Findings:

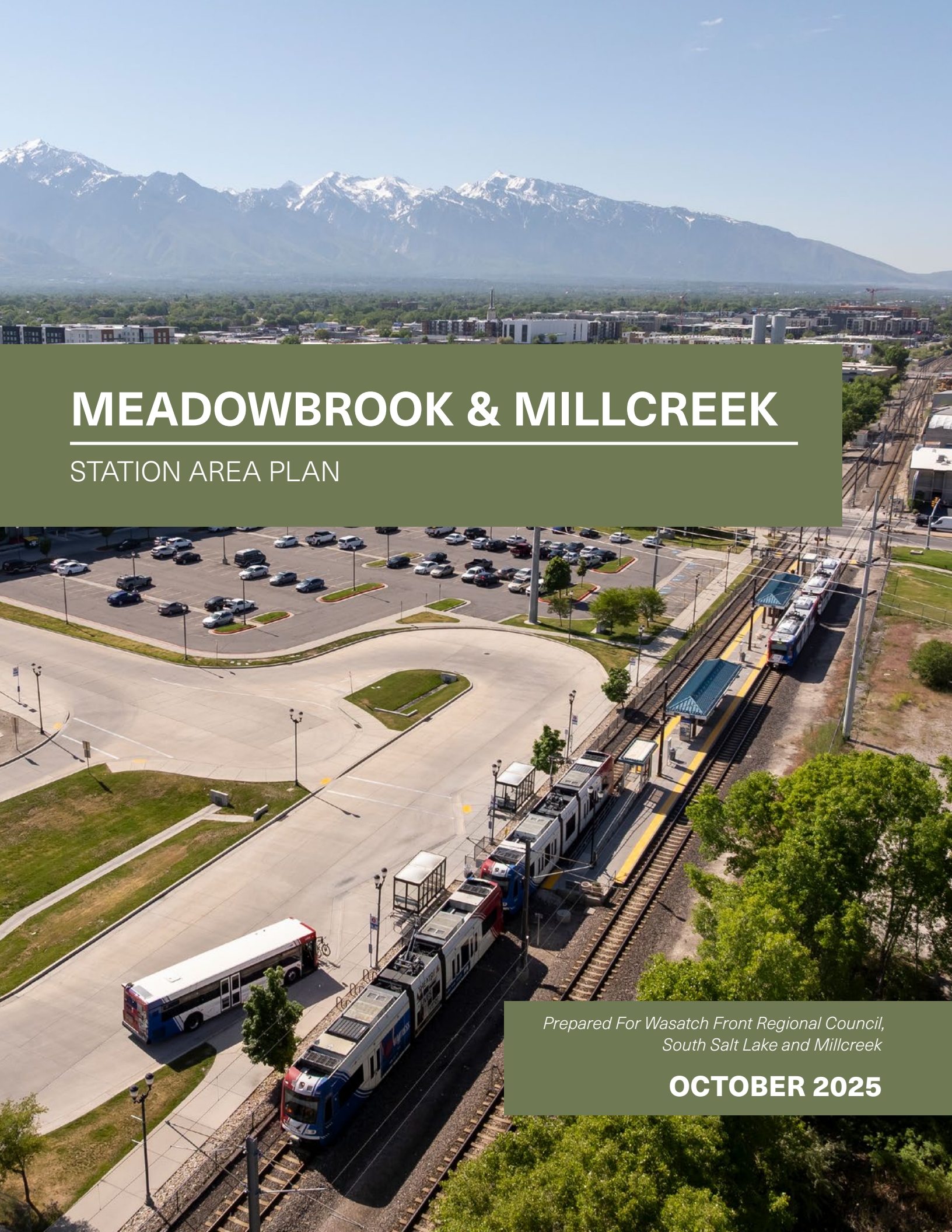
- The proposed SAP includes areas within a half mile of the Meadowbrook station on Millcreek's west side;
- The Meadowbrook & Millcreek SAP was drafted in coordination with SSLC;
- The plan addresses housing attainability, transportation connections and choices, enhancing opportunities for businesses,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

Conclusions:

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

SUPPORTING DOCUMENTS

- **Meadowbrook & Millcreek Station Area Plan**



MEADOWBROOK & MILLCREEK

STATION AREA PLAN

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

OCTOBER 2025

ACKNOWLEDGEMENTS

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.

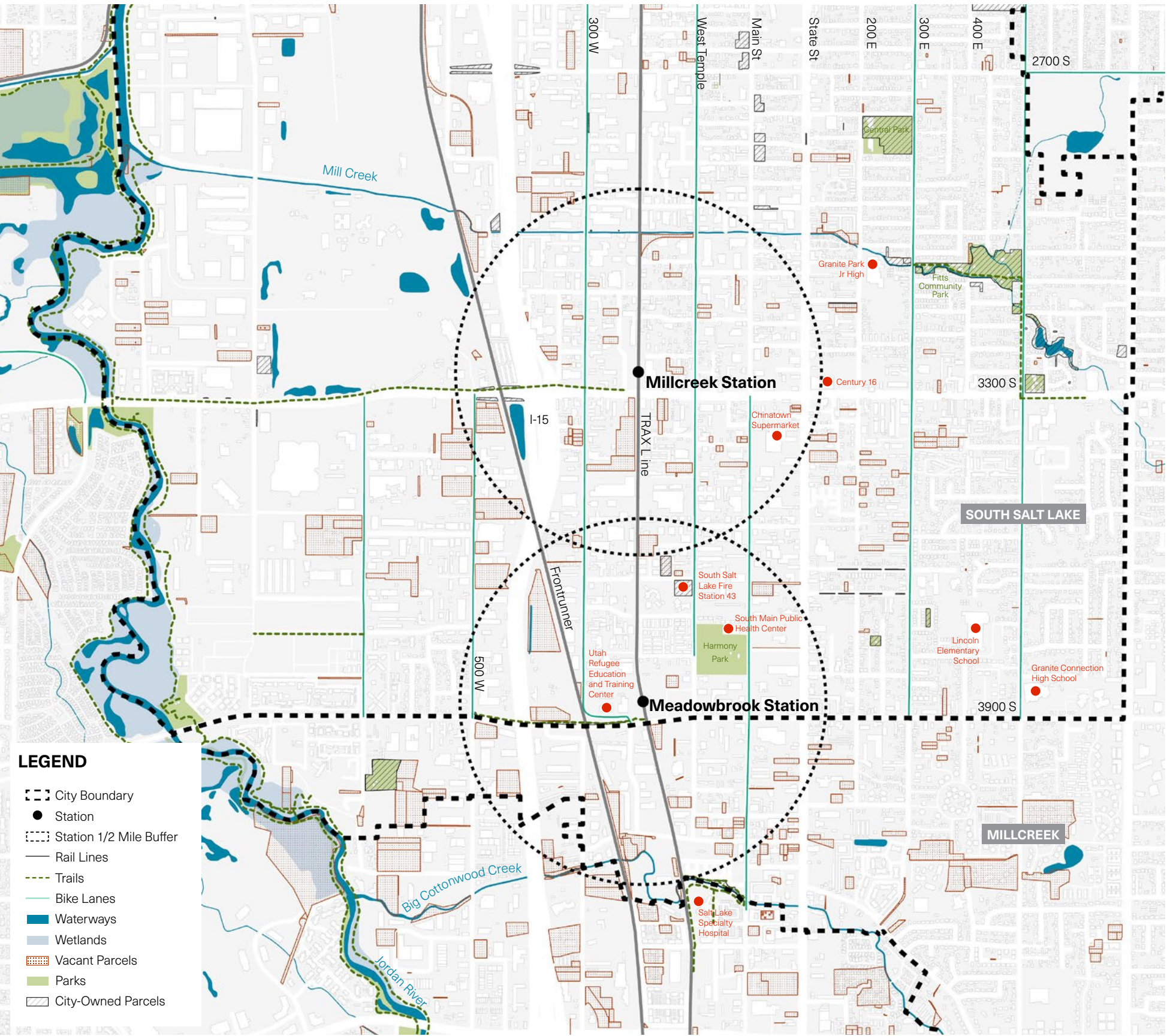


Figure 1: Project Area Map

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

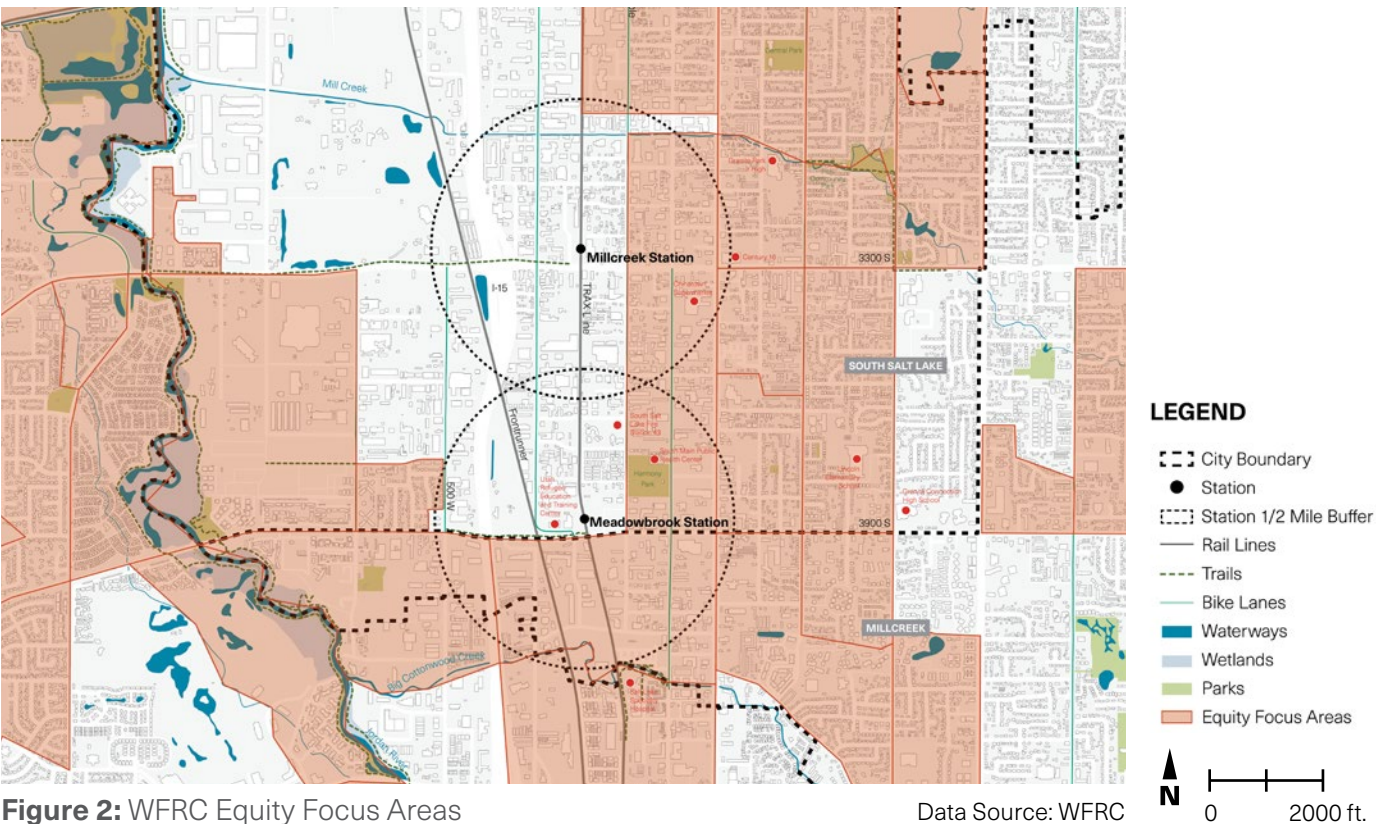


Figure 2: WFRC Equity Focus Areas

TIMELINE

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

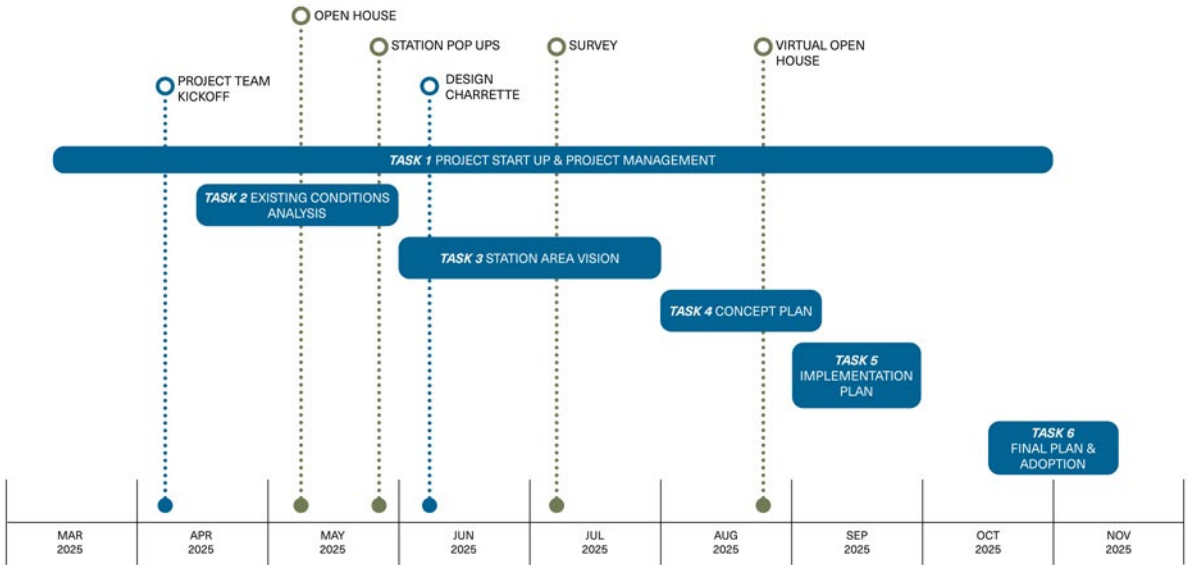


Figure 3: Project Timeline

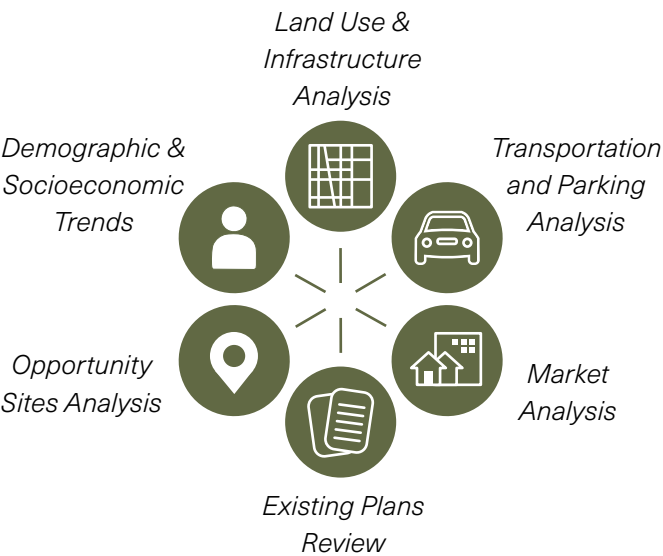


EXISTING CONDITIONS

ANALYSIS APPROACH

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

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



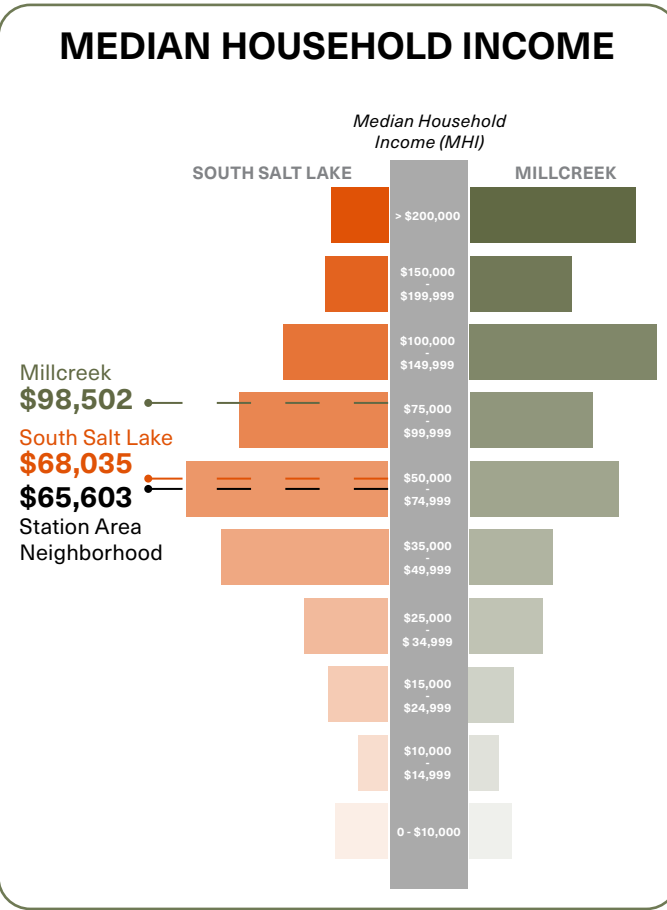
DEMOGRAPHIC & SOCIOECONOMIC TRENDS

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

AVERAGE HOUSEHOLD SIZE (2023)

2.45 MILLCREEK

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



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

MEDIAN AGE

36.5 MILLCREEK

32.5 SOUTH SALT LAKE

PROJECTED HOUSEHOLD GROWTH (2025-2029)

3% MILLCREEK

6% SOUTH SALT LAKE

LAND USE & INFRASTRUCTURE ANALYSIS

ZONING

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

KEY TAKEAWAYS

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

FUTURE LAND USE

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

KEY TAKEAWAYS

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

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

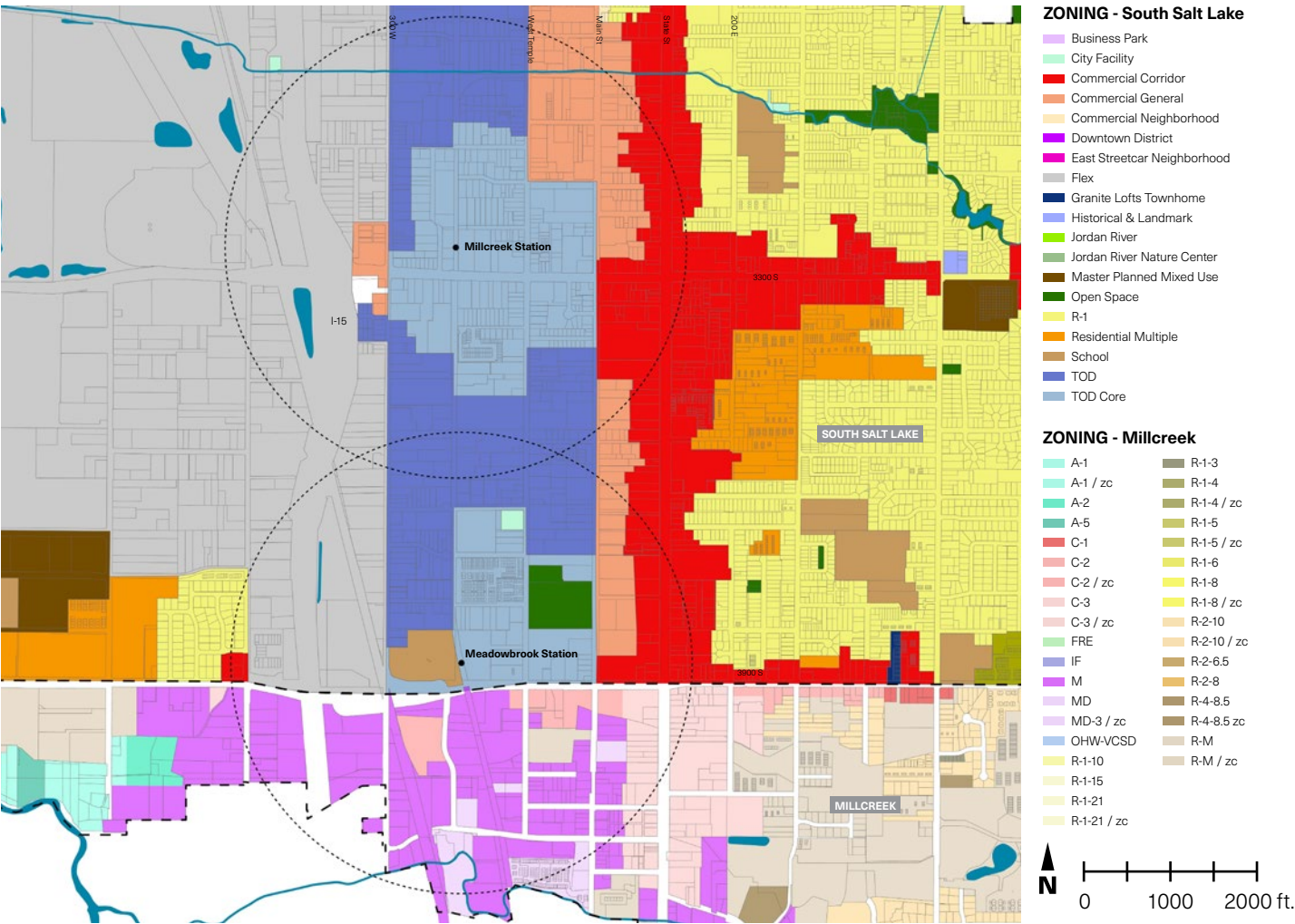


Figure 4: Existing Zoning

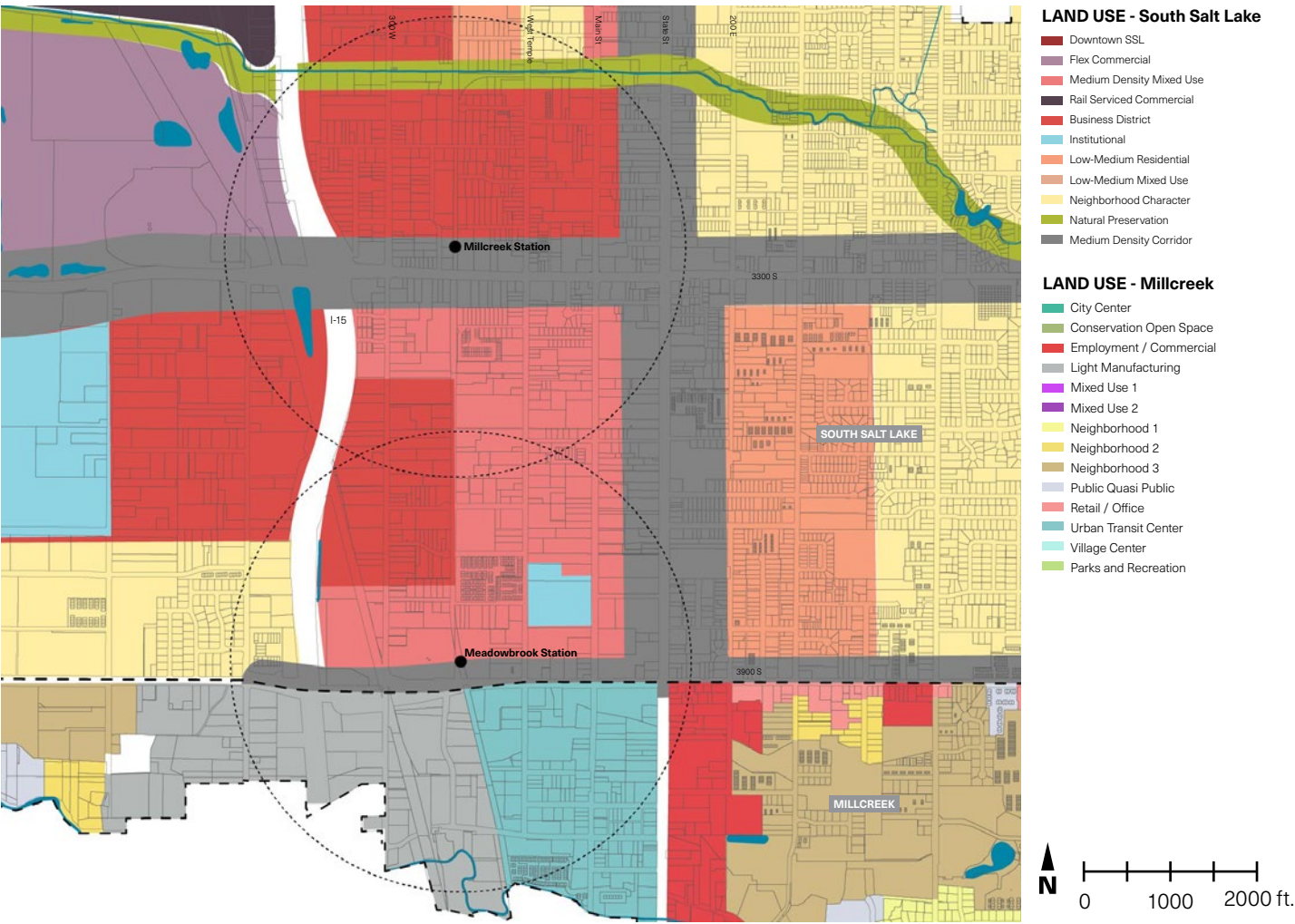


Figure 5: Future Land Use

ENVIRONMENT AND OPEN SPACE

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

KEY TAKEAWAYS

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

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

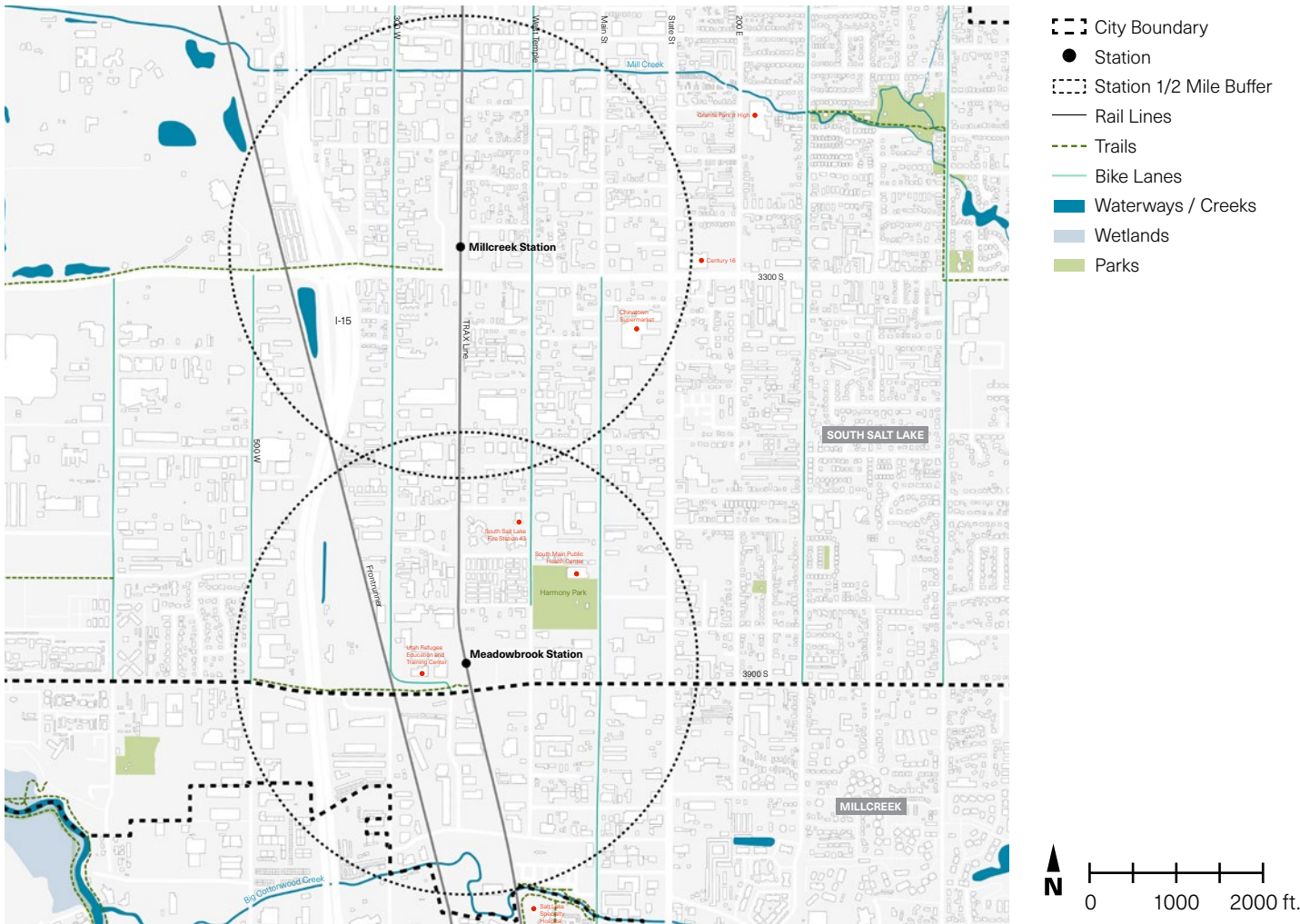


Figure 6: Existing Parks, Trails, and Open Spaces

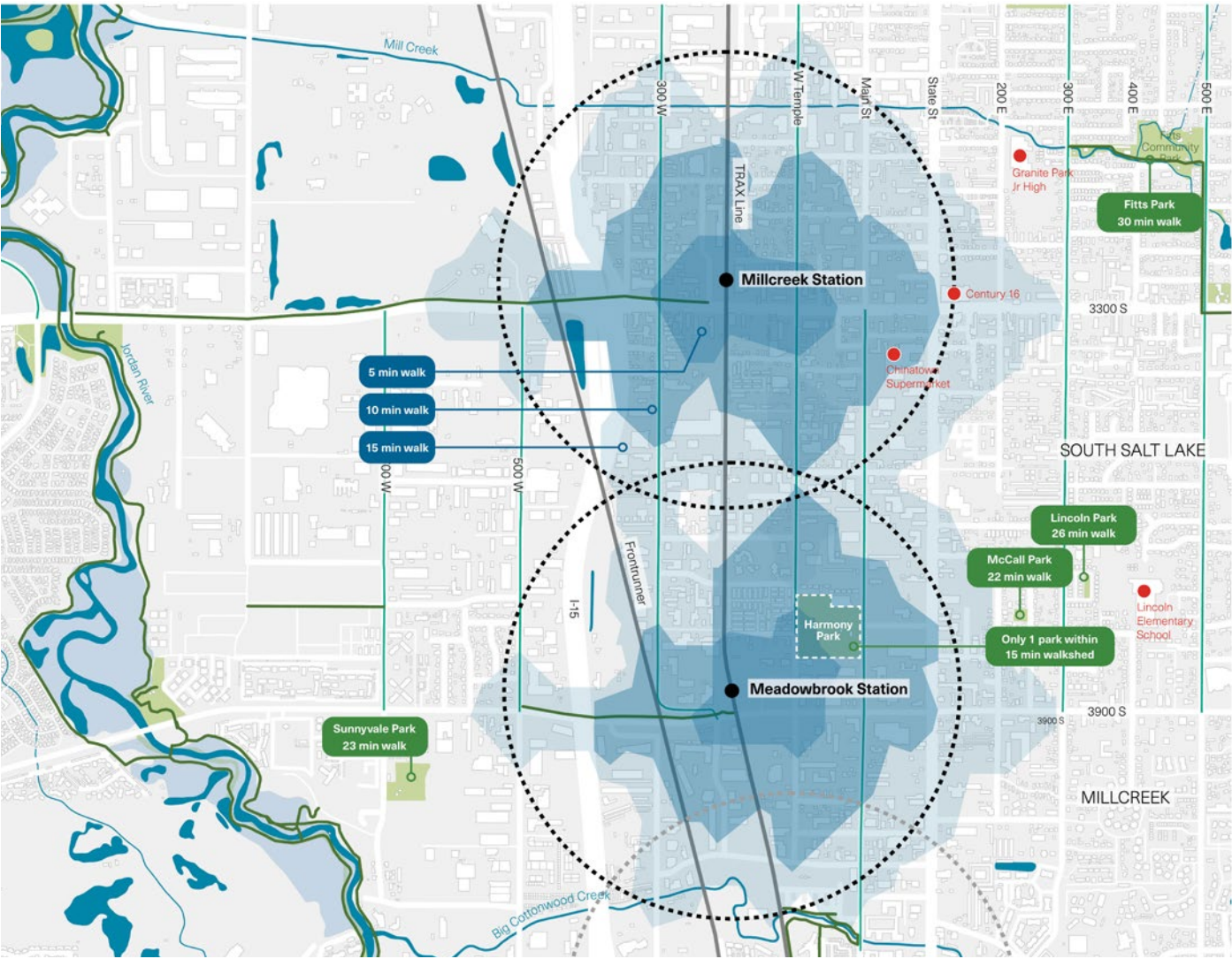


Figure 7: Existing Walkshed

EXISTING WALKSHED

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

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

MARKET ANALYSIS

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



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



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



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



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



Riverfront Industrial Building 1 | 3678 S 700 W., 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.

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.

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.

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.

INDUSTRIAL

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

TRANSPORTATION AND PARKING ANALYSIS

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

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

Millcreek TRAX Constraints

Missing segments of sidewalks

Limited east-west connections aside from 3300 South

3300 South & I-15 interchange have high vehicle traffic

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

Millcreek TRAX Opportunities

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

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

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

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

Consistent north-south connections

Meadowbrook TRAX Constraints

Sidewalk access across the south side of 3900 South

Limited connection directly south of the station

Limited east-west connections aside from 3900 South

Meadowbrook TRAX Opportunities

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

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

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

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

Ensure new developments contribute to building out the active transportation facilities

KEY TAKEAWAYS

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

EXISTING PLANS

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

The following plans were reviewed as part of this process:

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



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

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

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

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

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

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

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

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

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

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

6 Central Pointe Station Area Plan (South Salt Lake Downtown Connect) | 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

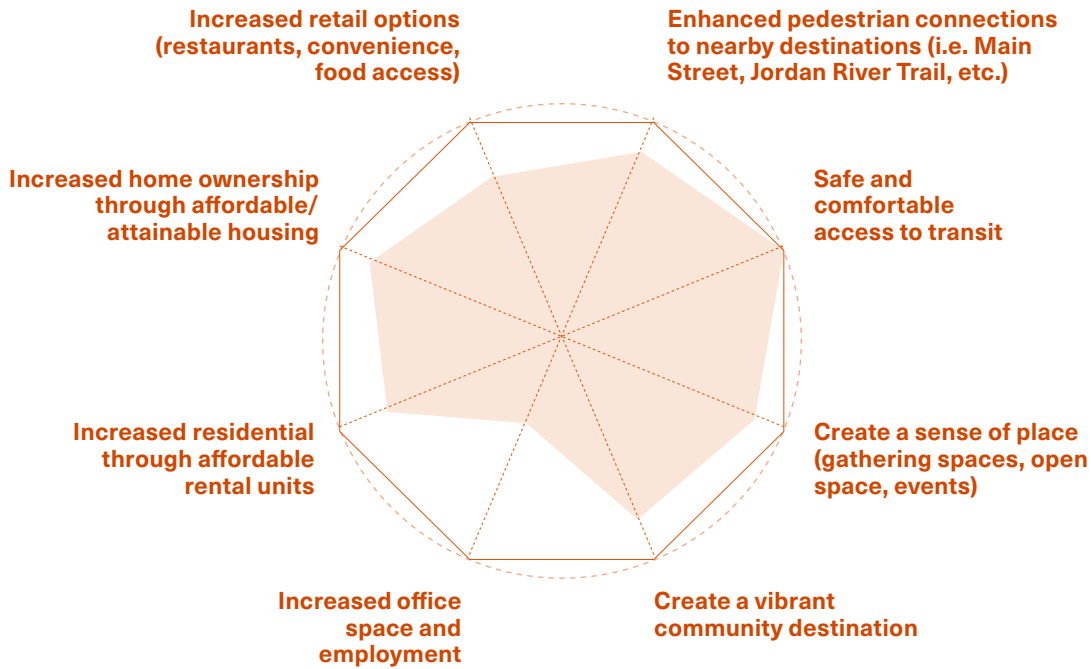
APPROACH

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.



STATION POP-UP TAKEAWAYS

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

ENGAGEMENT SUMMARY

MURAL FEST

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



Members of the public engage with boards at Mural Fest

STATION POP-UPS

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



Transit user stop to provide feedback at Meadowbrook Station

DESIGN CHARRETTE

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



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

INTERVIEWS & SMALL GROUP MEETINGS

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

ONLINE SURVEY

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

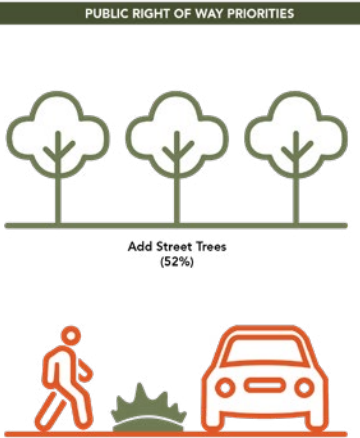
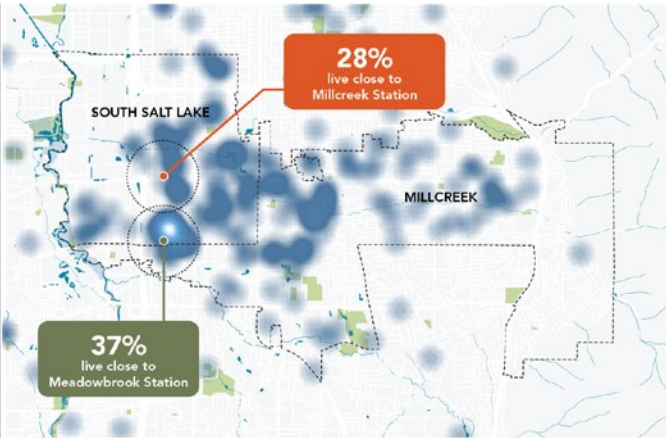
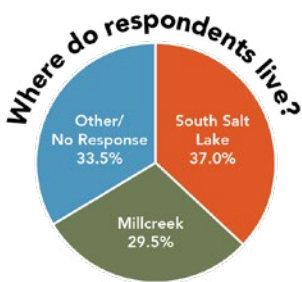
station. The survey was advertised on the project StoryMap and through social media channels for both South Salt Lake and Millcreek. The survey received 264 complete responses. Feedback from the survey was then used to develop a preferred alternative for each station.

VIRTUAL OPEN HOUSE

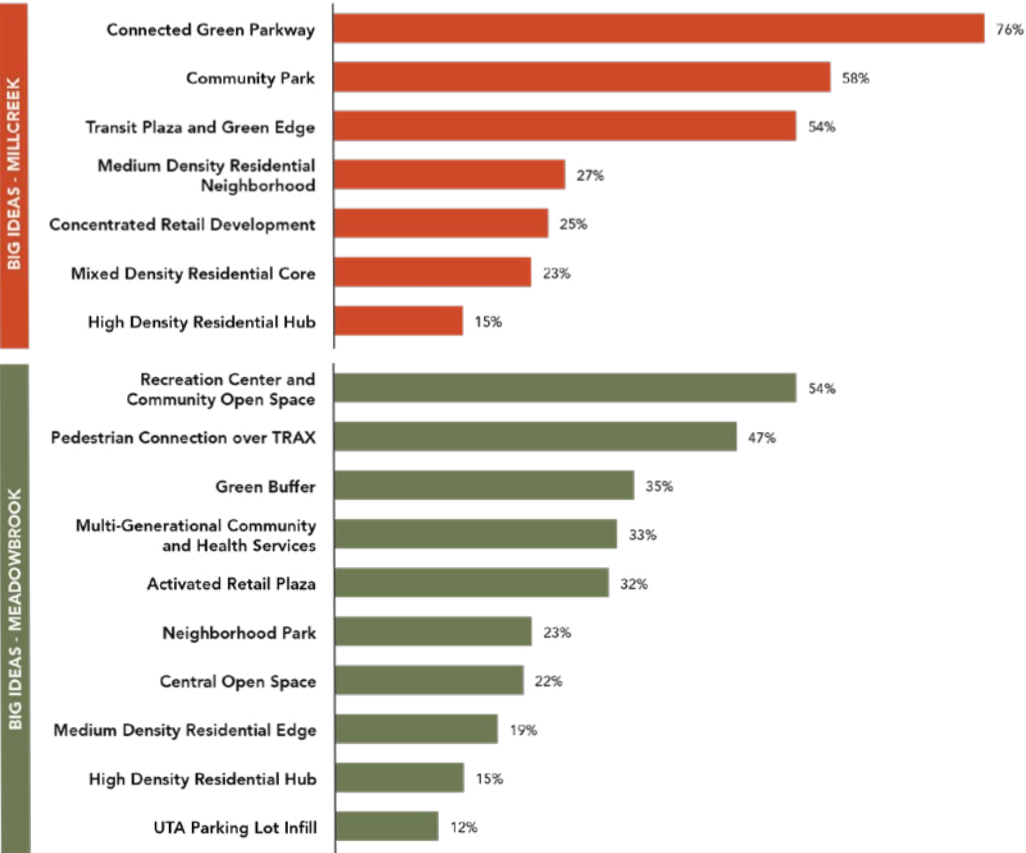
The project team hosted an online open house for stakeholders and representatives from South Salt Lake and Millcreek. Those in attendance were asked to respond virtually to questions about the presented concepts and provided valuable feedback about the area’s needs. The meeting began with a presentation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

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

264
RESPONSES



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

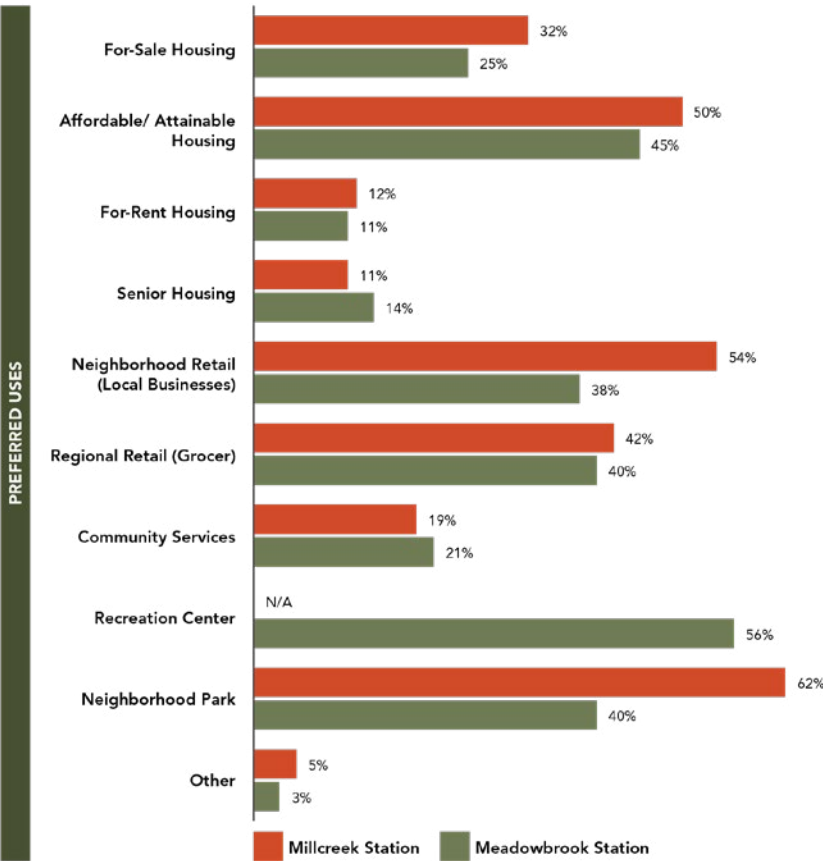


**MILLCREEK STATION
TOP 3 BIG IDEAS**

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 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.

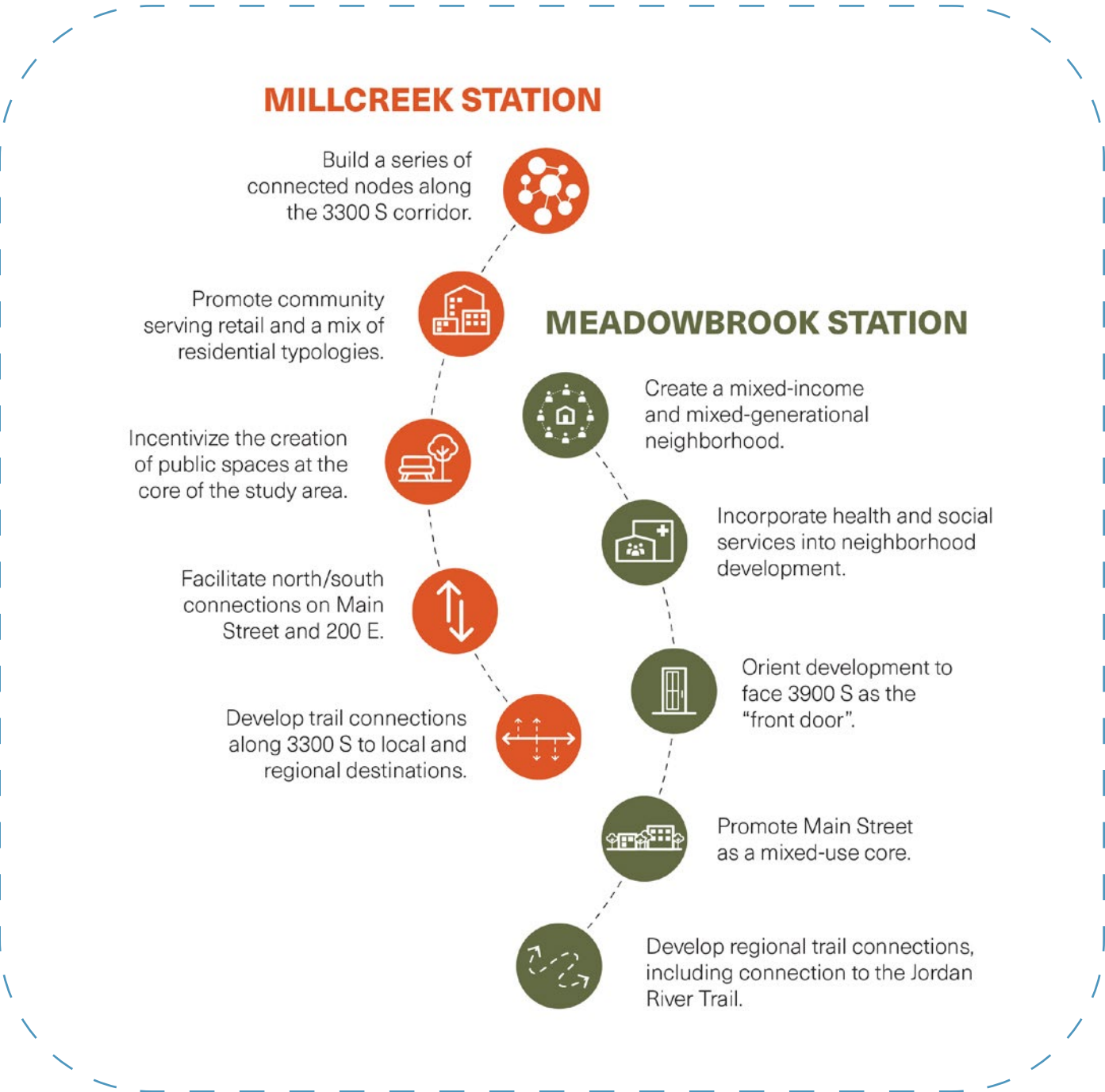


Figure 8: Guiding Principles



REGIONAL CONNECTIVITY

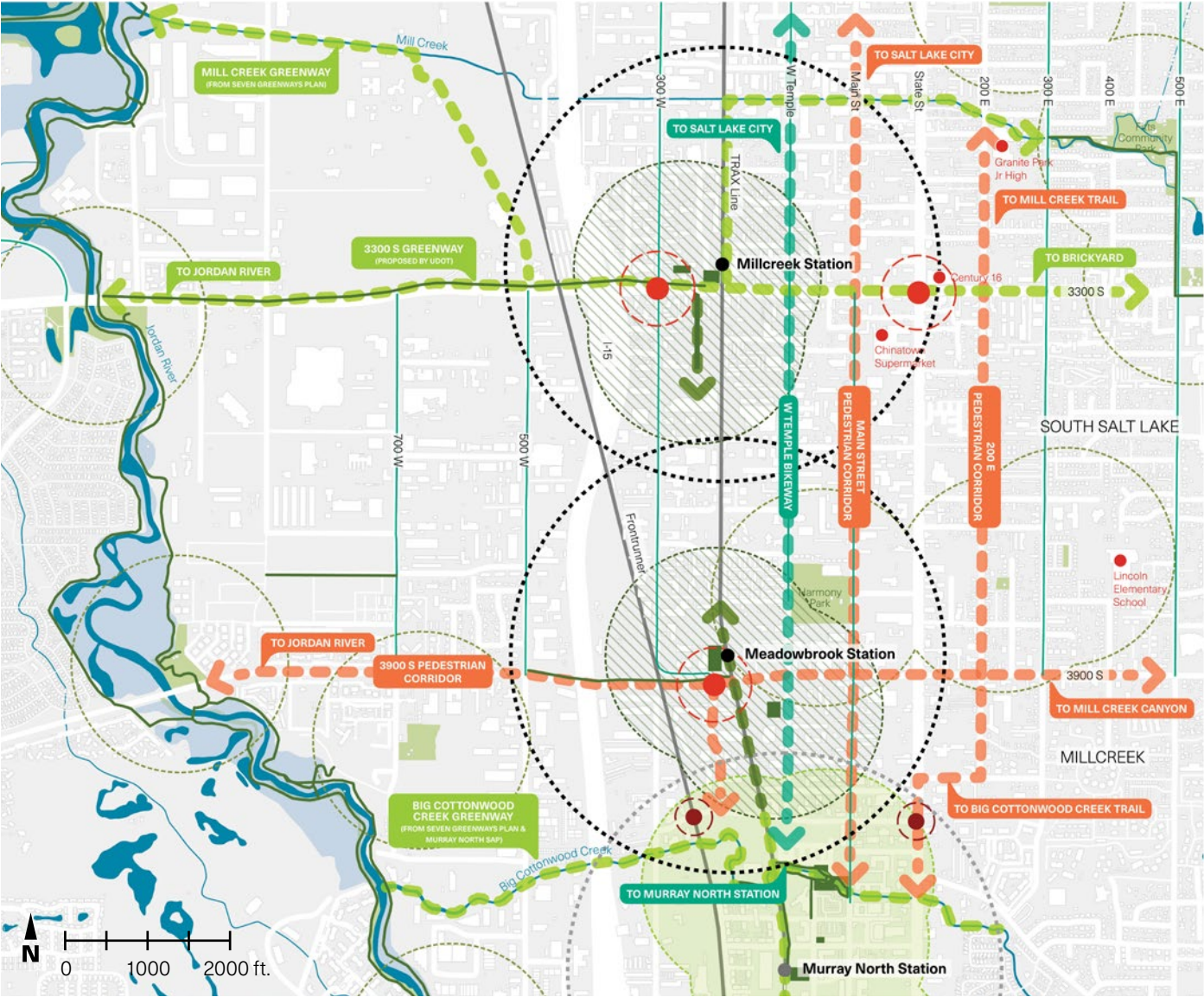


Figure 9: Station Areas Connectivity Vision

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. In the Meadowbrook station area, this includes a direct connection to greenways proposed by the Murray North SAP. 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 (SAP) 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

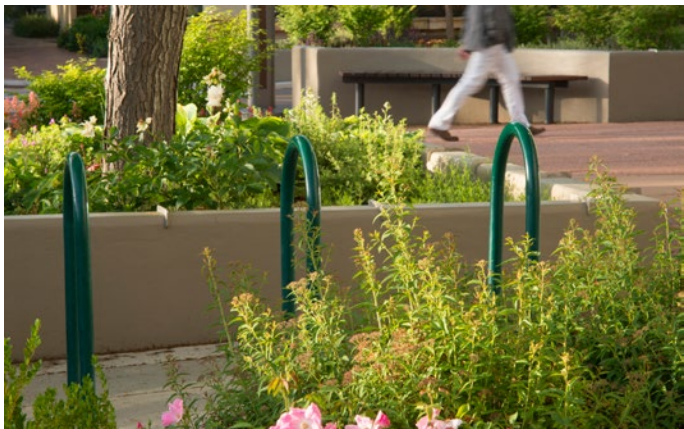
Pedestrian corridors are characterized as public streets that feature improved pedestrian infrastructure to encourage walking to destinations along that corridor. These corridors have been identified along roadways with less traffic or where roads are controlled by the Cities. Expanded sidewalks, planting 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. Pedestrian corridors should also connect to pedestrian routes proposed by other plans, such as the Murray North SAP.



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. Bikeways should also connect to bike routes proposed by other plans, such as the Murray North SAP.



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. Additionally, these proposed parks help extend the park network proposed by the Murray North SAP into the Meadowbrook station area.

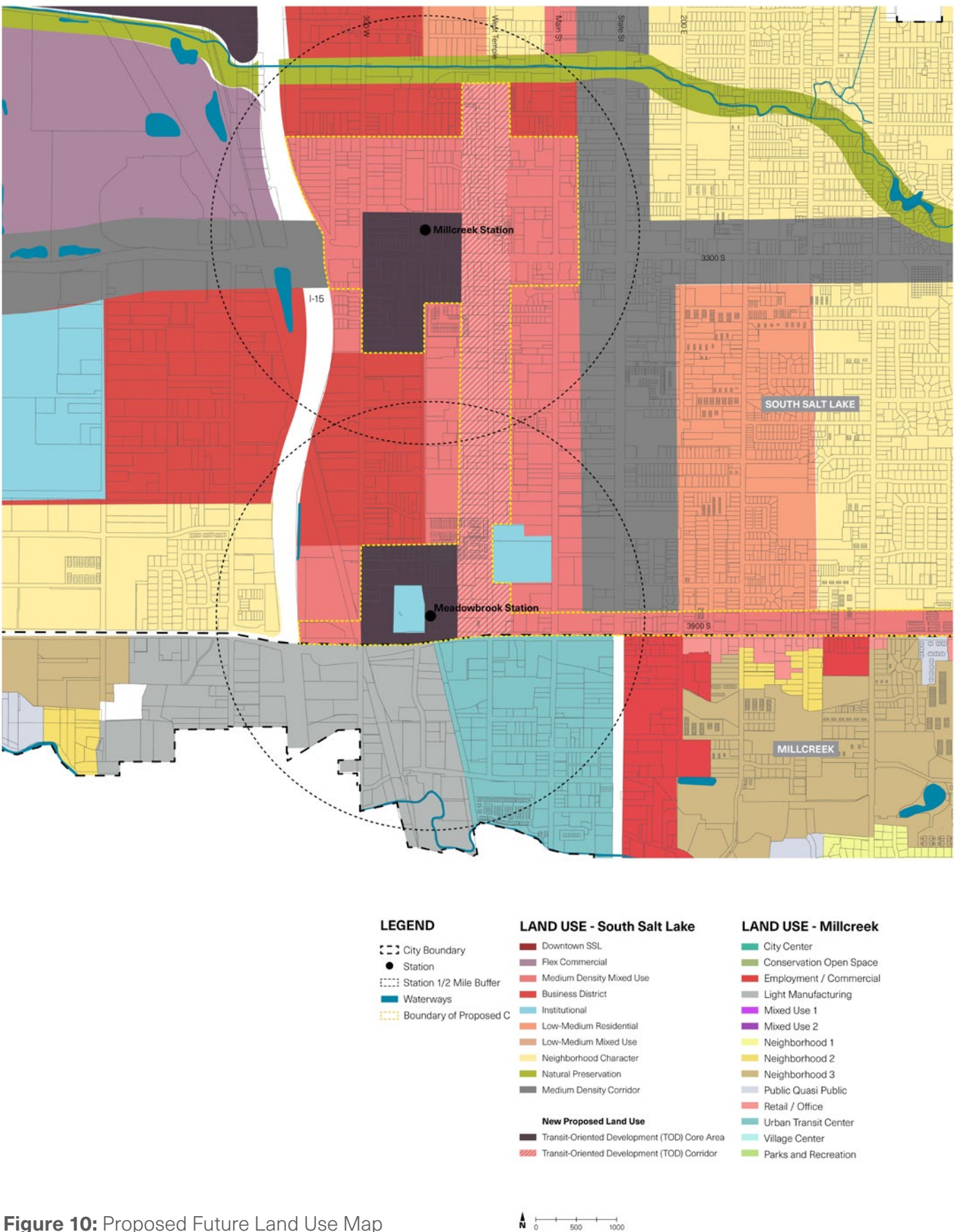


PROPOSED FUTURE LAND USE MAP ADJUSTMENTS

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.



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.

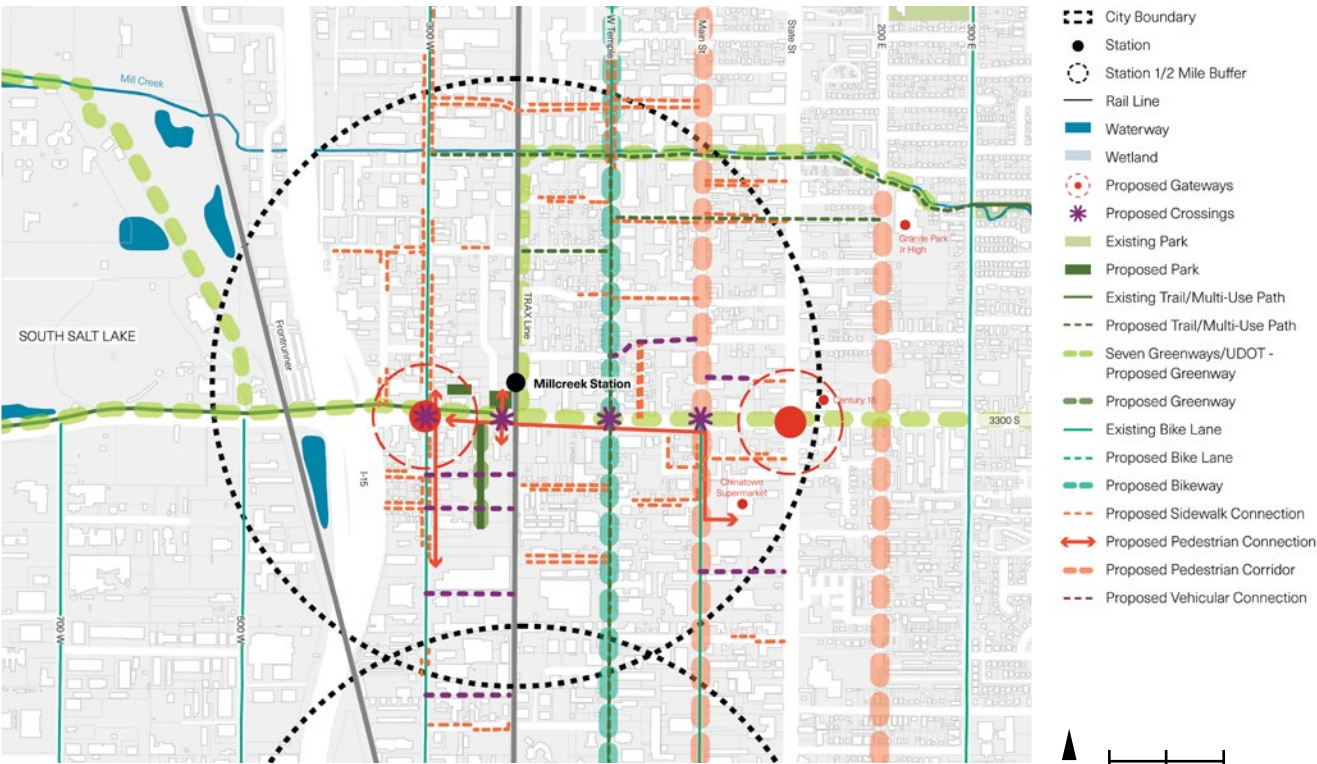


Figure 11: Millcreek Station Connectivity Vision

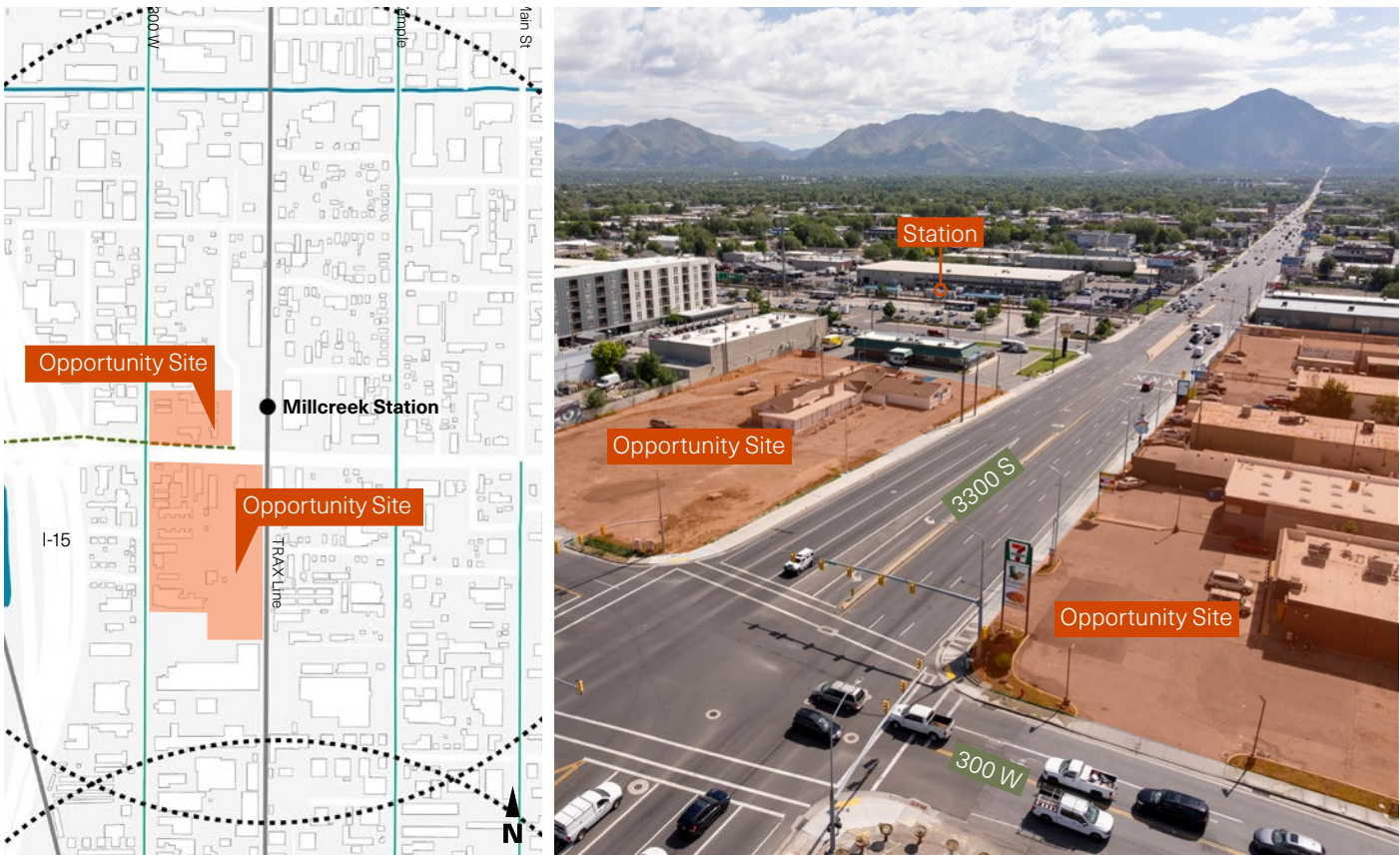


Figure 12: Millcreek Station Opportunity Sites

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.

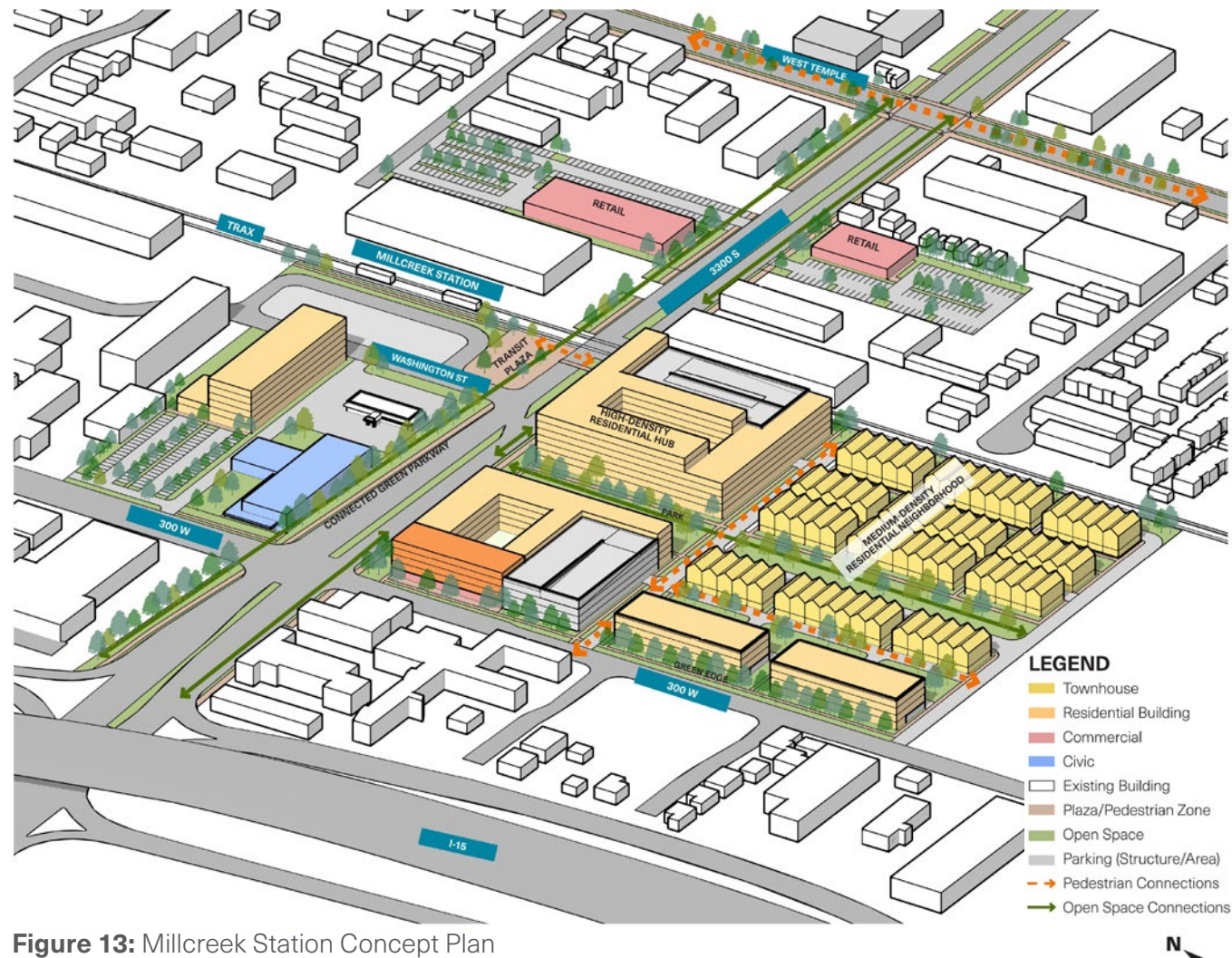
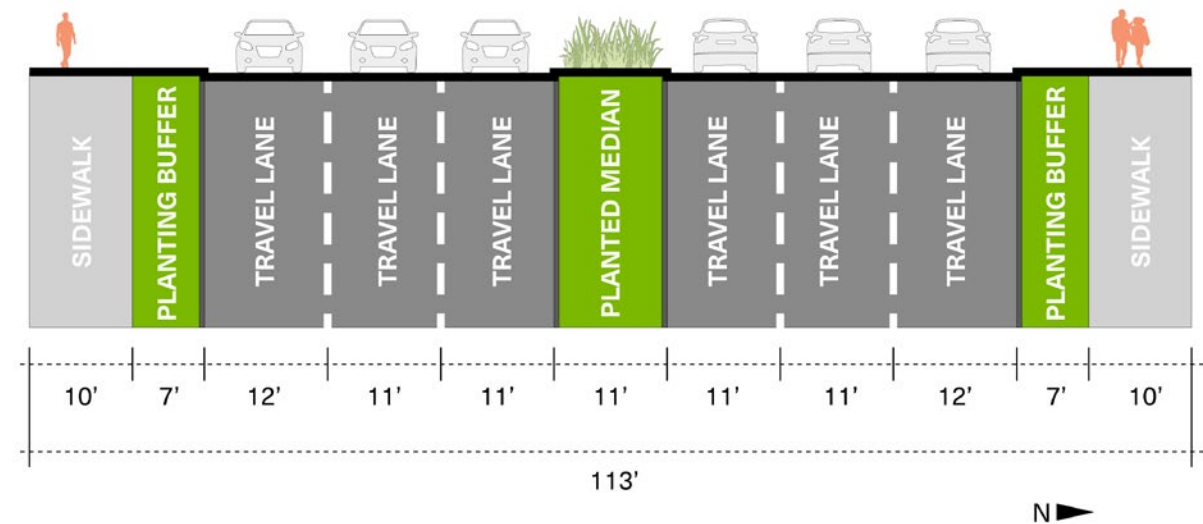


Figure 13: Millcreek Station Concept Plan



*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.

West Temple as a Major North-South Pedestrian Corridor

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

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

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

West Temple bikeway

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

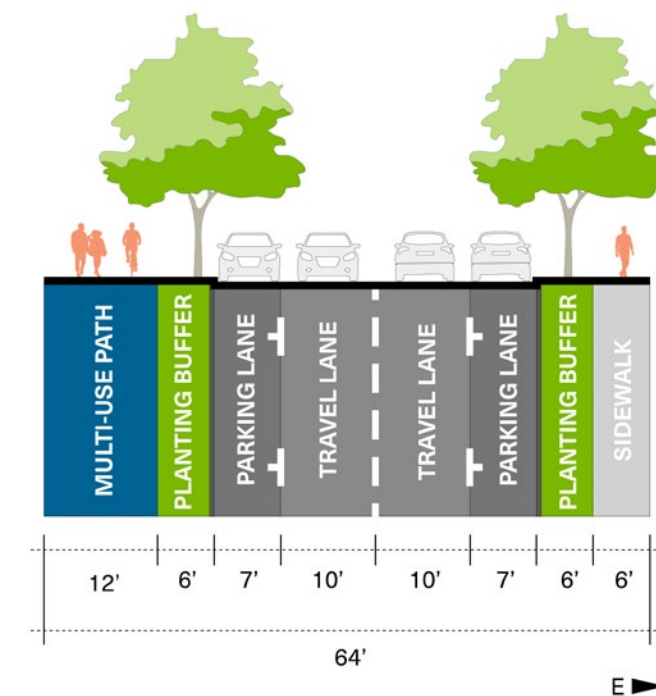


Figure 15: West Temple Proposed Cross Section

LAND USES – HOUSING DIVERSITY

High Density Residential Hub

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

Medium Density Residential Neighborhood

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

Activation through Retail

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

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

Supporting Community Services

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



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



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



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

TRANSPORTATION & CONNECTIVITY

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

Redesign 3300 South

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

Enhance Crossings at Major Intersections

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

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

Improve East-West connections

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

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

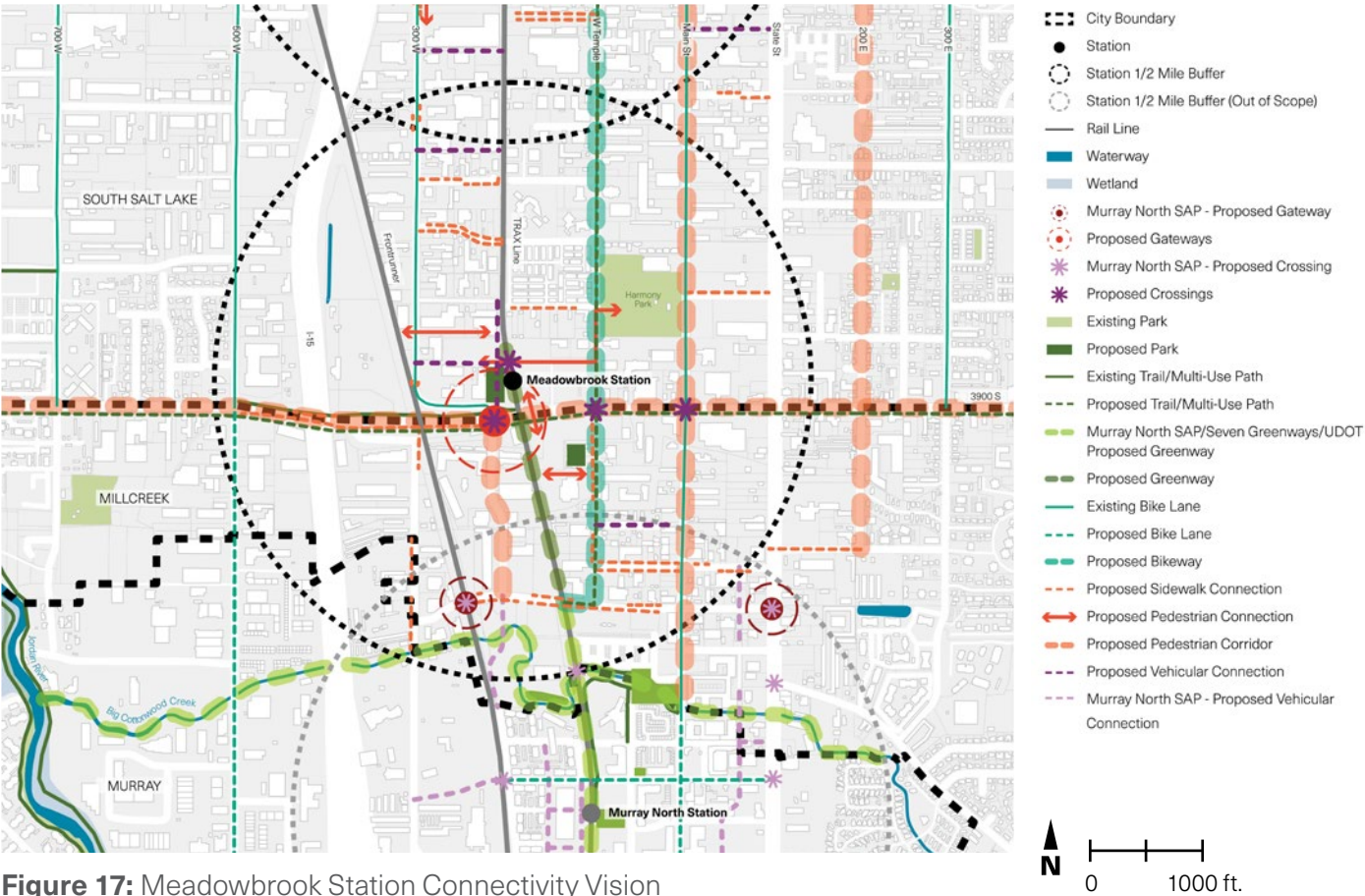


Figure 17: Meadowbrook Station Connectivity Vision



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.

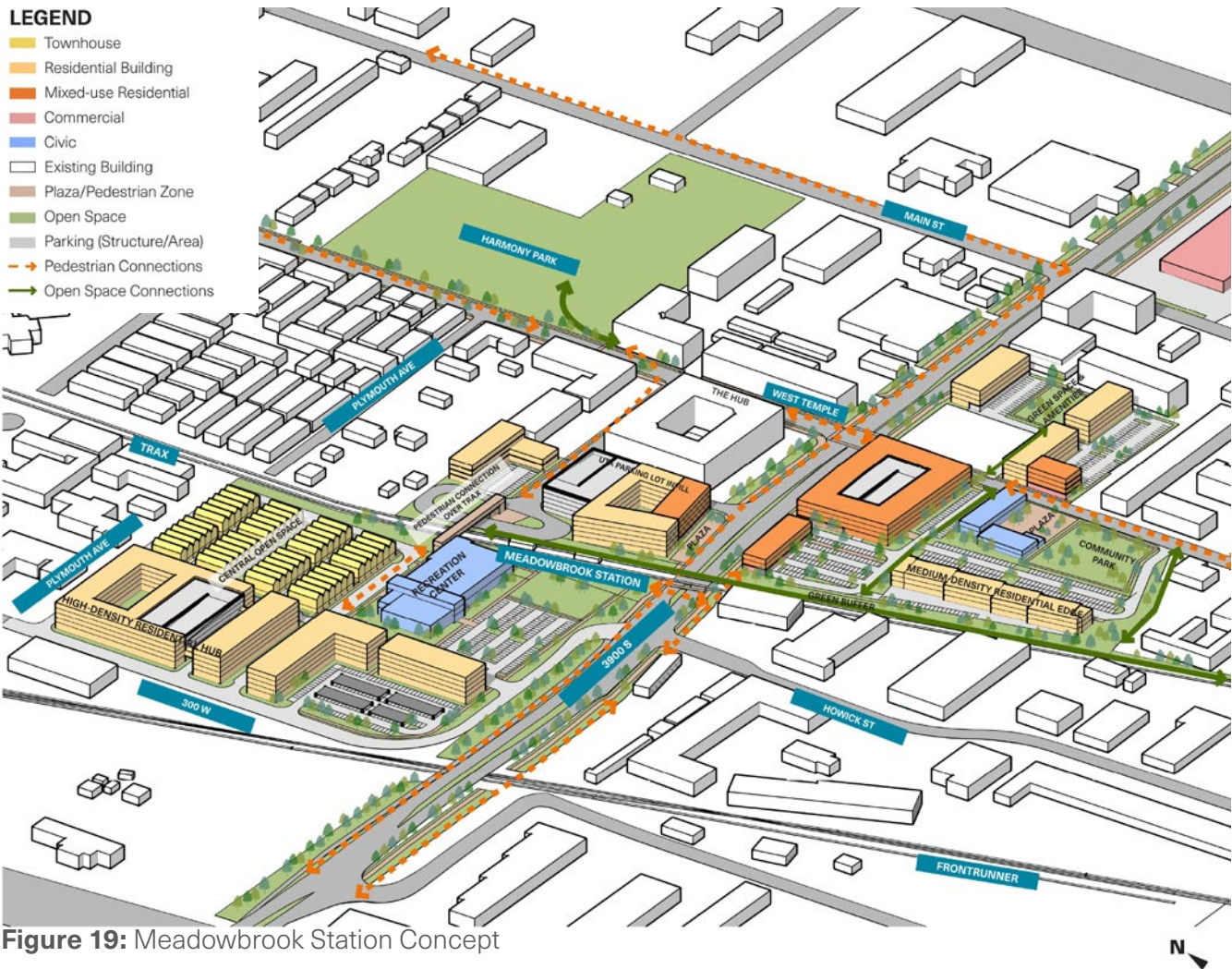


Figure 19: Meadowbrook Station Concept

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.

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

Improvements to 3900 S

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

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

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

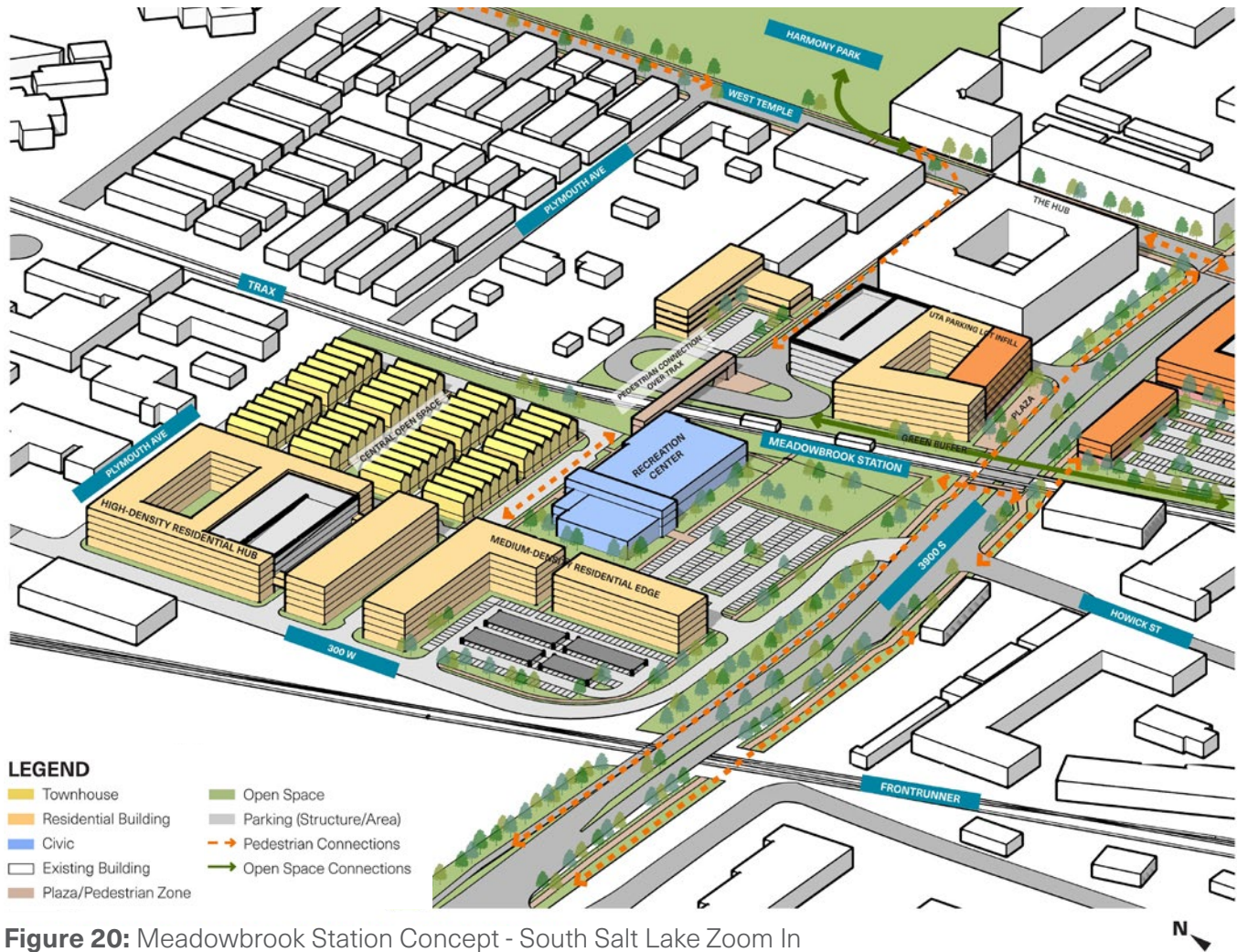


Figure 20: Meadowbrook Station Concept - South Salt Lake Zoom In

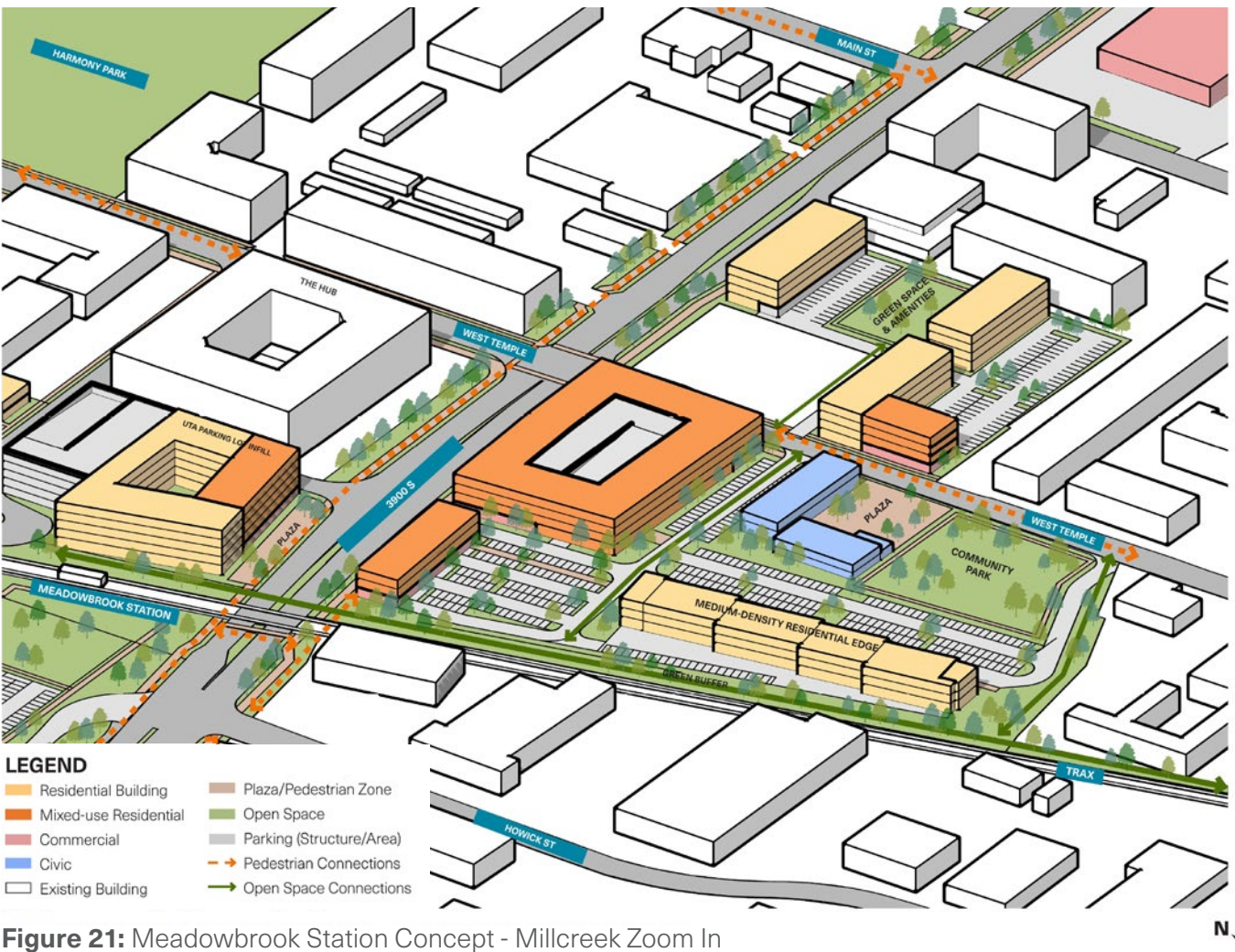


Figure 21: Meadowbrook Station Concept - Millcreek Zoom In

Redesign 3900 South

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

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

Enhance Crossings at Major Intersections

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

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

Create Active Transportation Connections

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

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

Improve East-West Connections

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

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

Right Size Parking

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

West Temple Bikeway

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

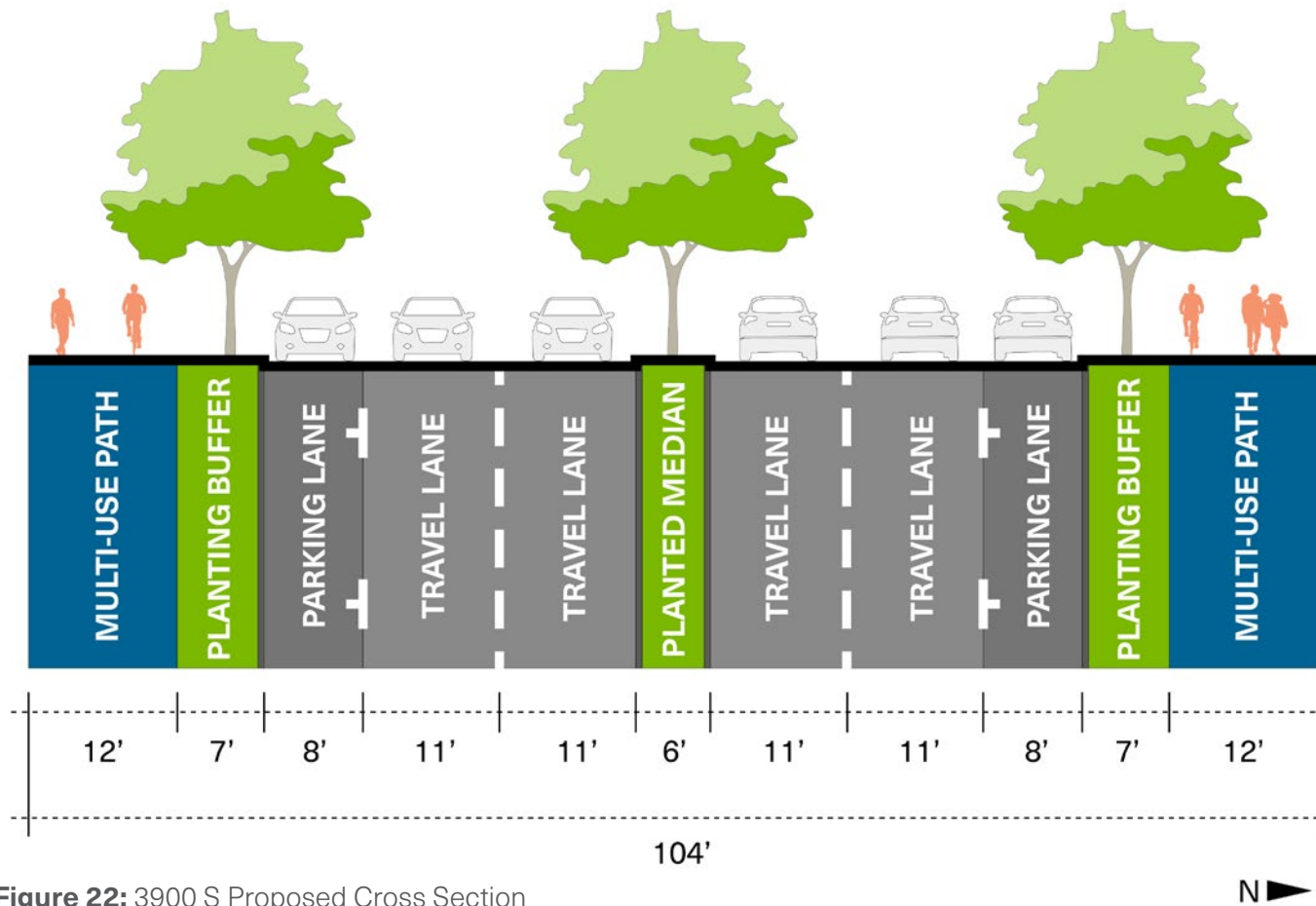


Figure 22: 3900 S Proposed Cross Section



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

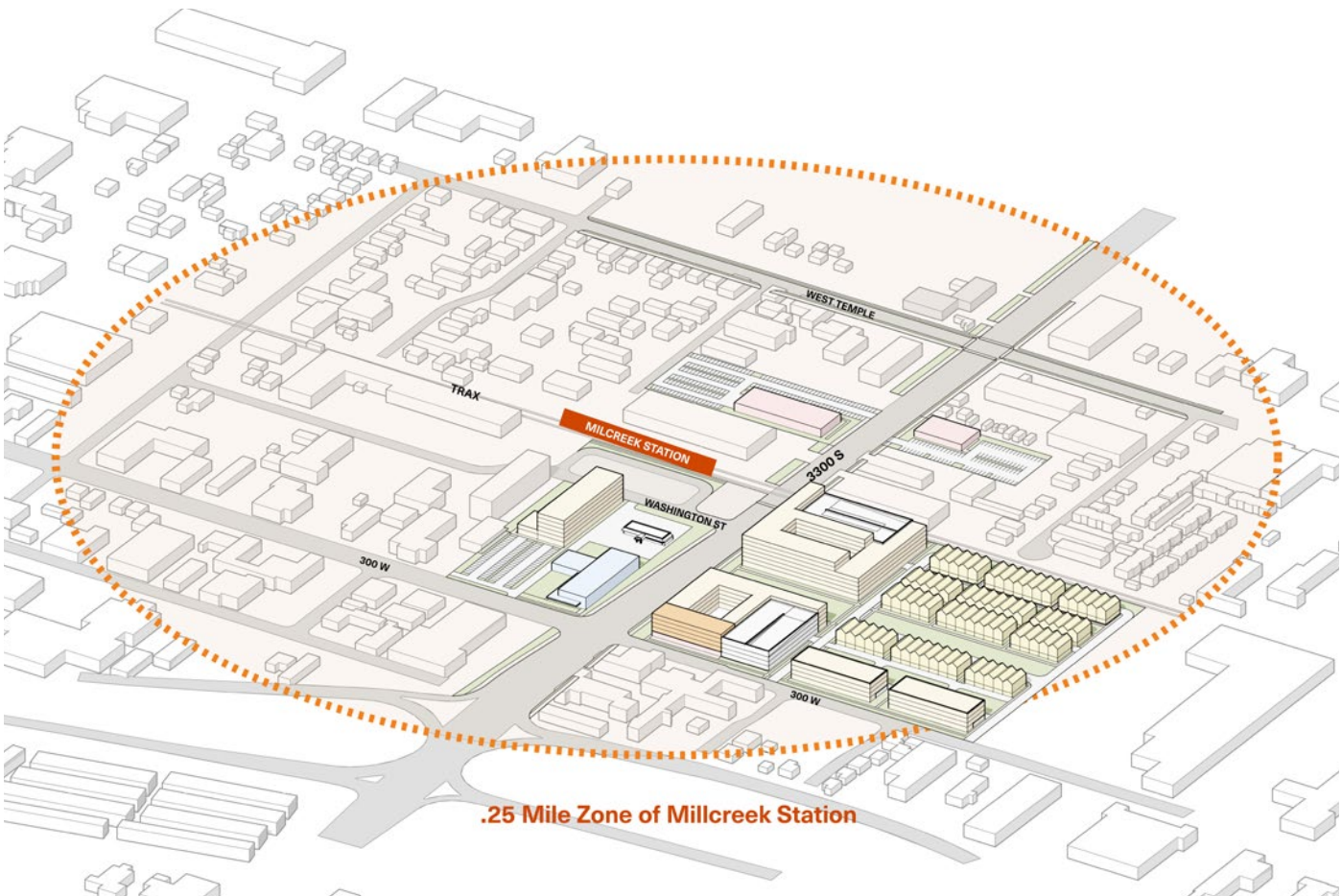


Figure 24: HTRZ at Millcreek Station

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

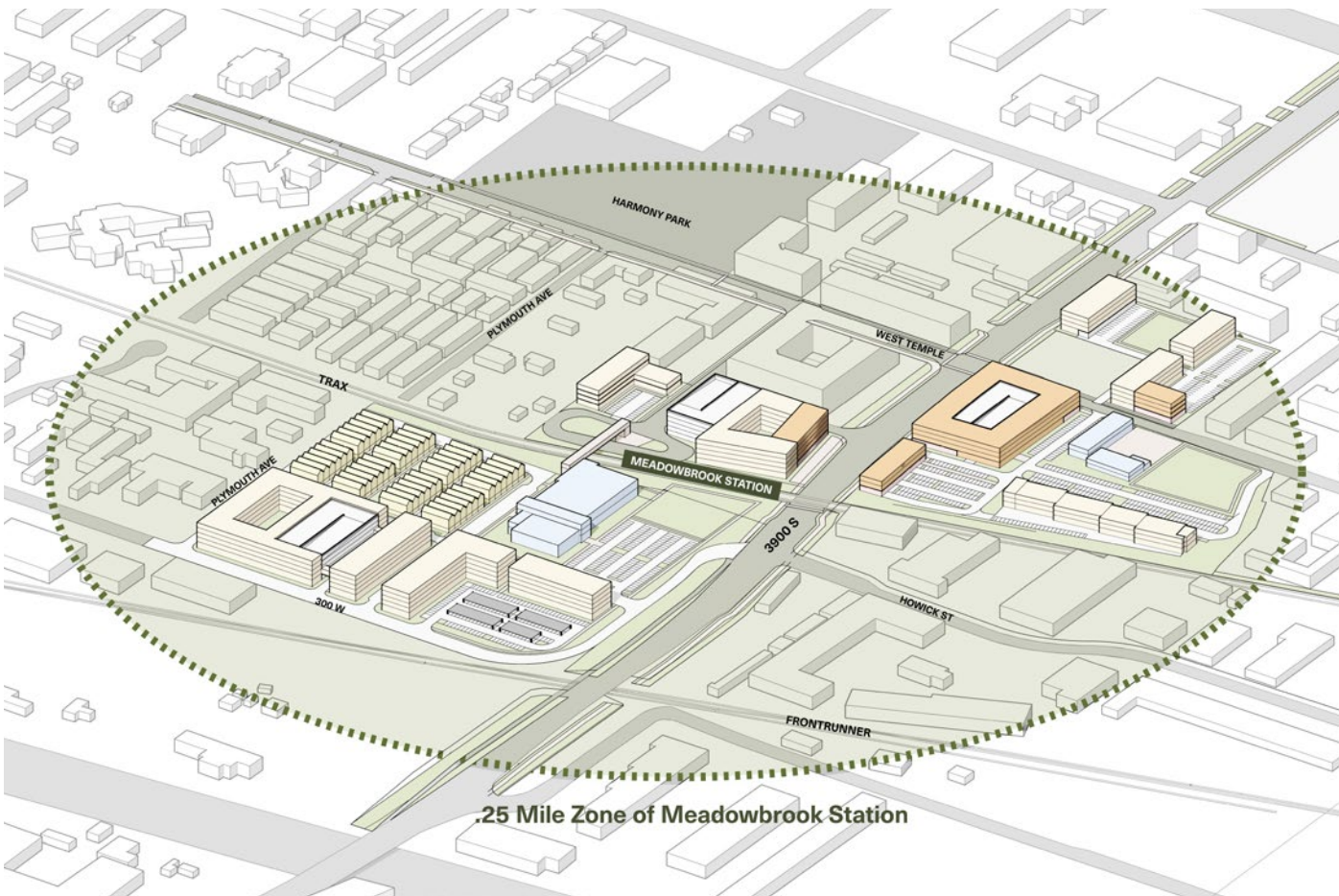


Figure 25: HTRZ at Meadowbrook Station

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

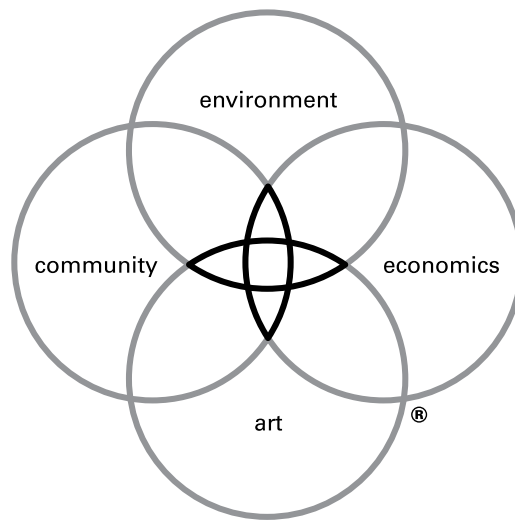
	ACTION ITEM	RESPONSIBLE PARTY*				FUNDING/ FINANCING
		SOUTH SALT LAKE	MILLCREEK	UTA	OTHER	
21	Design right-of-way improvements to 3900 South	X	X			TIF, Community Improvement District (CID); Local General Funds; CRP, CMAQ or TAP funds via UDOT/WFRC
22	Prepare a multi-jurisdictional design to implement 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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Legacy Design is the defining element of our practice. It is our commitment to an elevated level of design inquiry to arrive at the optimal solutions for clients. The process ensures that our projects reflect the critical issues facing the built environment and that they deliver measurable benefit to clients and communities. It is the foundation of the firm's workshop culture and guides all projects.

MILLCREEK, UTAH
ORDINANCE NO. 25-48

**AN ORDINANCE ADOPTING THE MEADOWBROOK STATION AREA PLAN AS AN
ELEMENT OF THE MILLCREEK GENERAL PLAN**

WHEREAS, the Millcreek Council (“Council”) met in regular session on November 10, 2025, to consider among other things, an ordinance adopting the Meadowbrook Station Area Plan as an element of the Millcreek Together General Plan; and

WHEREAS, the Council adopted the Millcreek Together General Plan in February 2019; and

WHEREAS, the Millcreek Together General Plan calls for development of new transit oriented development (TOD) and mixed use supporting base zoning and/or overlays to support the continued development and redevelopment of key corridors and centers, and to coordinate with neighboring municipalities as development projects are proposed for the Meadowbrook center; and

WHEREAS, Utah Code Ann. § 10-9a-403.1 requires municipalities located within a one-half mile radius of the center of a fixed guideway public transit station platform (“Station Area”) to adopt a station area plan for the development of land within the Station Area on or before December 31, 2025; and

WHEREAS, Millcreek’s municipal boundaries are located within the Station Area of the Meadowbrook TRAX Station, located at 188 West 3900 South, South Salt Lake City, Utah; and

WHEREAS, Utah Code Ann. § 10-9a-404 provides in part that the Council may make amendments to an adopted general plan; and

WHEREAS, Utah Code Ann. § 10-9a-404 also provides that the Council may not make any amendment to its general plan unless the amendment was first submitted to the planning commission for its recommendation; and

WHEREAS, Utah Code Ann. § 10-9a-503 also provides that the Council shall comply with the procedure specified in Utah Code Ann. § 10-9a-204 in preparing and adopting an amendment to a general plan; and

WHEREAS, Utah Code Ann. § 10-9a-404 provides planning commission shall provide notice as required by Subsection 10-9a-204(1)(a) and hold a public hearing on the proposed general plan amendment; and

WHEREAS, on September 30, 2025, the required notice was published; and

WHEREAS, on October 9, 2025, the proposed amendment was submitted to the planning commission for its recommendation; and

WHEREAS, on October 15, 2025, the planning commission held the required public hearing with respect to this general plan amendment; and

WHEREAS, at the October 15, 2025, planning commission meeting, the Millcreek Planning Commission recommended approval of the proposed general plan amendment; and

WHEREAS, the Millcreek Code of Ordinances, provides, among other things, that before finally adopting any such general plan amendment, the Council shall consider the application during a public meeting which has been properly noticed in compliance with the provisions of Title 52, Chapter 4, of the Open and Public Meetings Act; and

WHEREAS, on November 5, 2025, the Council caused the required notice to be given; and

WHEREAS, on November 10, 2025, the Council considered the general plan amendment during a public meeting; and

WHEREAS, Council finds that it is in the best interest of the residents of Millcreek to adopt the Meadowbrook Station Area Plan as recommended by the Planning Commission.

NOW THEREFORE, be it ordained by the Council that the Meadowbrook Station Area Plan is hereby adopted as an element of the Millcreek Together General Plan.

NOW, THEREFORE, be it ordained by the Council that the following attached in Exhibit “A” be adopted.

See Exhibit “A”

This Ordinance, assigned Ordinance No. 25-48, shall take immediate effect as soon as it shall be published or posted as required by law and deposited and recorded in the office of the City’s recorder.

PASSED AND APPROVED this 10th day of November 2025.

MILLCREEK COUNCIL

By: _____
Cheri Jackson, Mayor

ATTEST:

Alex Wendt, Deputy Recorder

Roll Call Vote:

Catten	Yes	No
DeSirant	Yes	No
Jackson	Yes	No
Uipi	Yes	No

CERTIFICATE OF POSTING

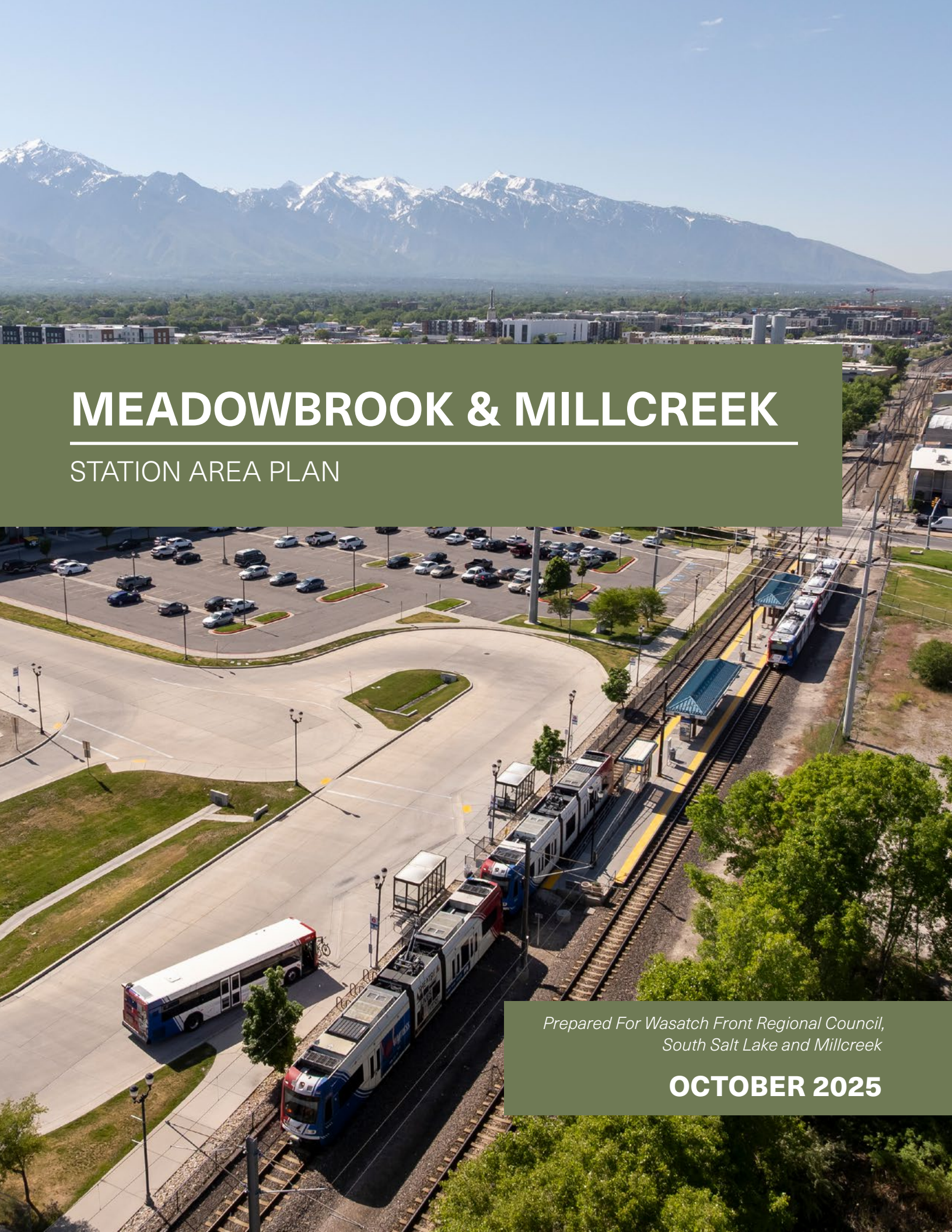
I, the duly appointed recorder for Millcreek, hereby certify that:

ORDINANCE 25-48: AN ORDINANCE ADOPTING THE MEADOWBROOK STATION
AREA PLAN AS AN ELEMENT OF THE MILLCREEK GENERAL PLAN

was adopted the 10th day of November, 2025 and that a copy of the foregoing Ordinance 25-48
was posted in accordance with Utah Code 10-3-711 this ____ day of November, 2025.

Elyse Sullivan, 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.

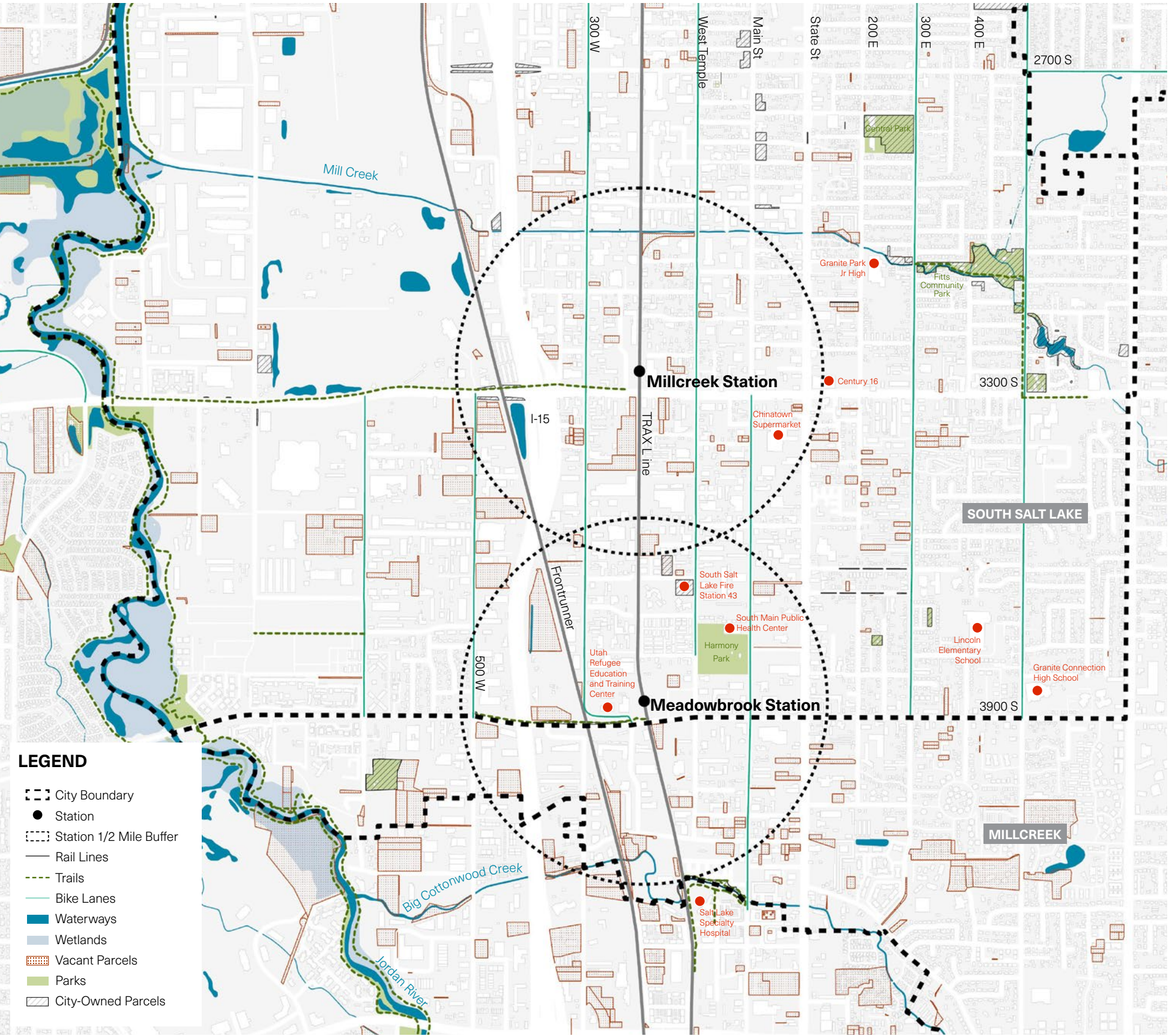


Figure 1: Project Area Map

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

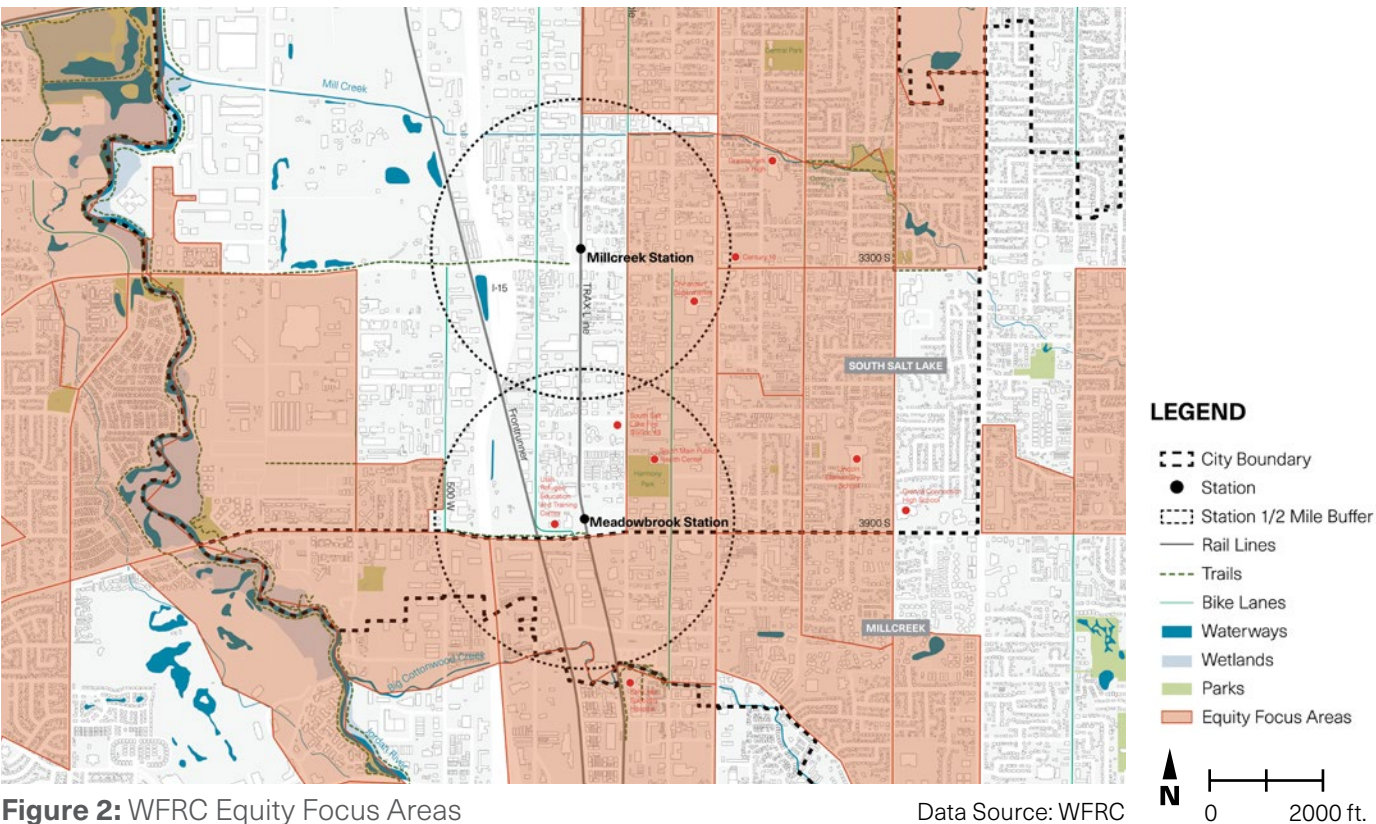


Figure 2: WFRC Equity Focus Areas

TIMELINE

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

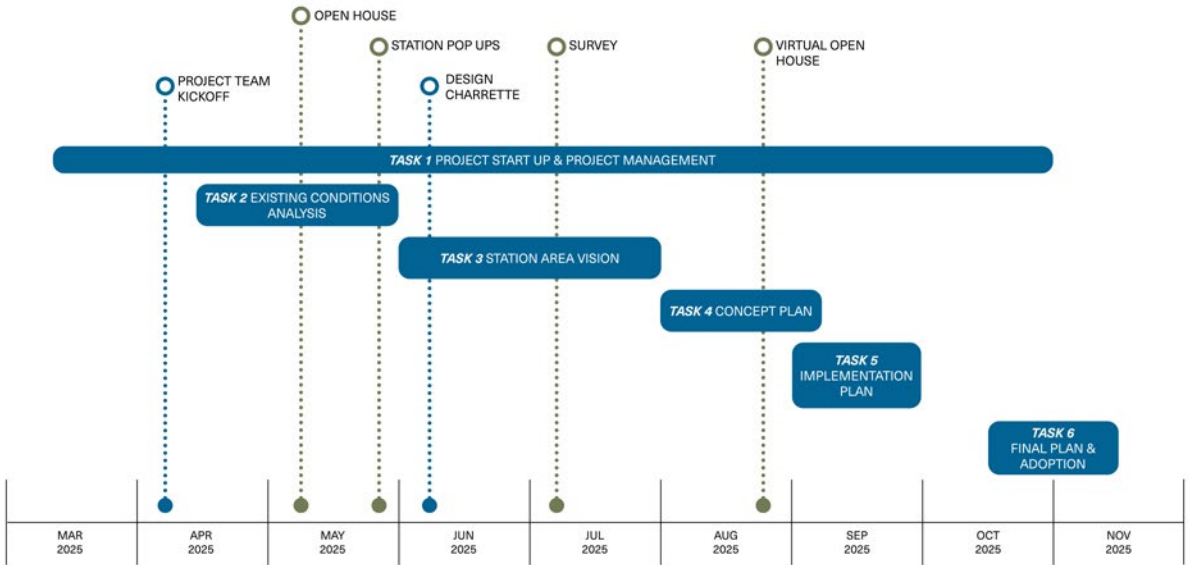


Figure 3: Project Timeline

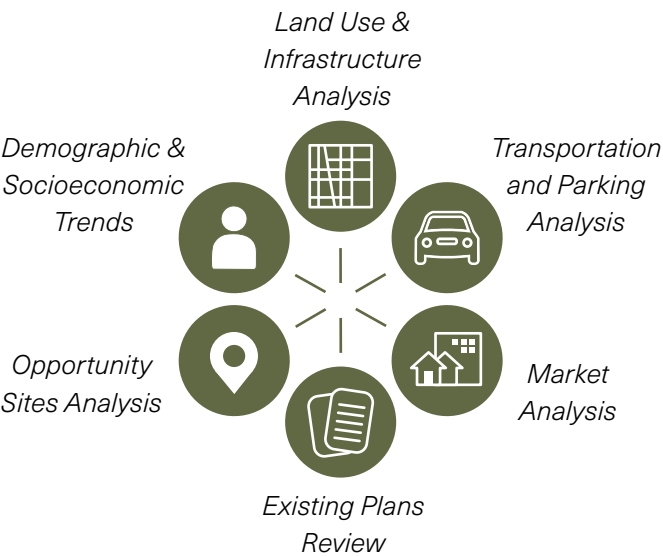


EXISTING CONDITIONS

ANALYSIS APPROACH

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

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



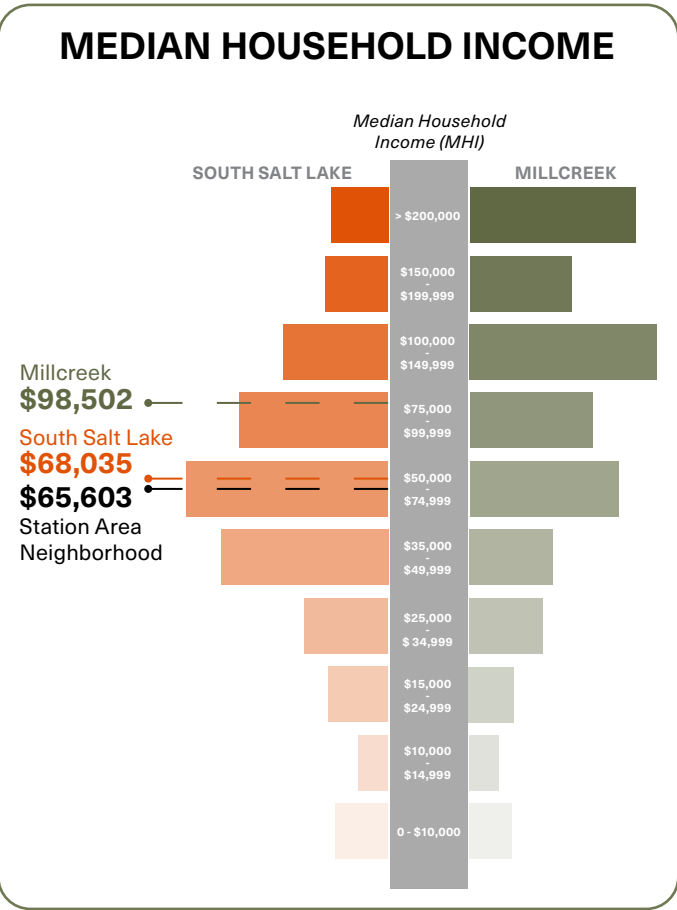
DEMOGRAPHIC & SOCIOECONOMIC TRENDS

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

AVERAGE HOUSEHOLD SIZE (2023)

2.45 MILLCREEK

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



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

MEDIAN AGE

36.5 MILLCREEK

32.5 SOUTH SALT LAKE

PROJECTED HOUSEHOLD GROWTH (2025-2029)

3% MILLCREEK

6% SOUTH SALT LAKE

LAND USE & INFRASTRUCTURE ANALYSIS

ZONING

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

KEY TAKEAWAYS

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

FUTURE LAND USE

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

KEY TAKEAWAYS

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

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

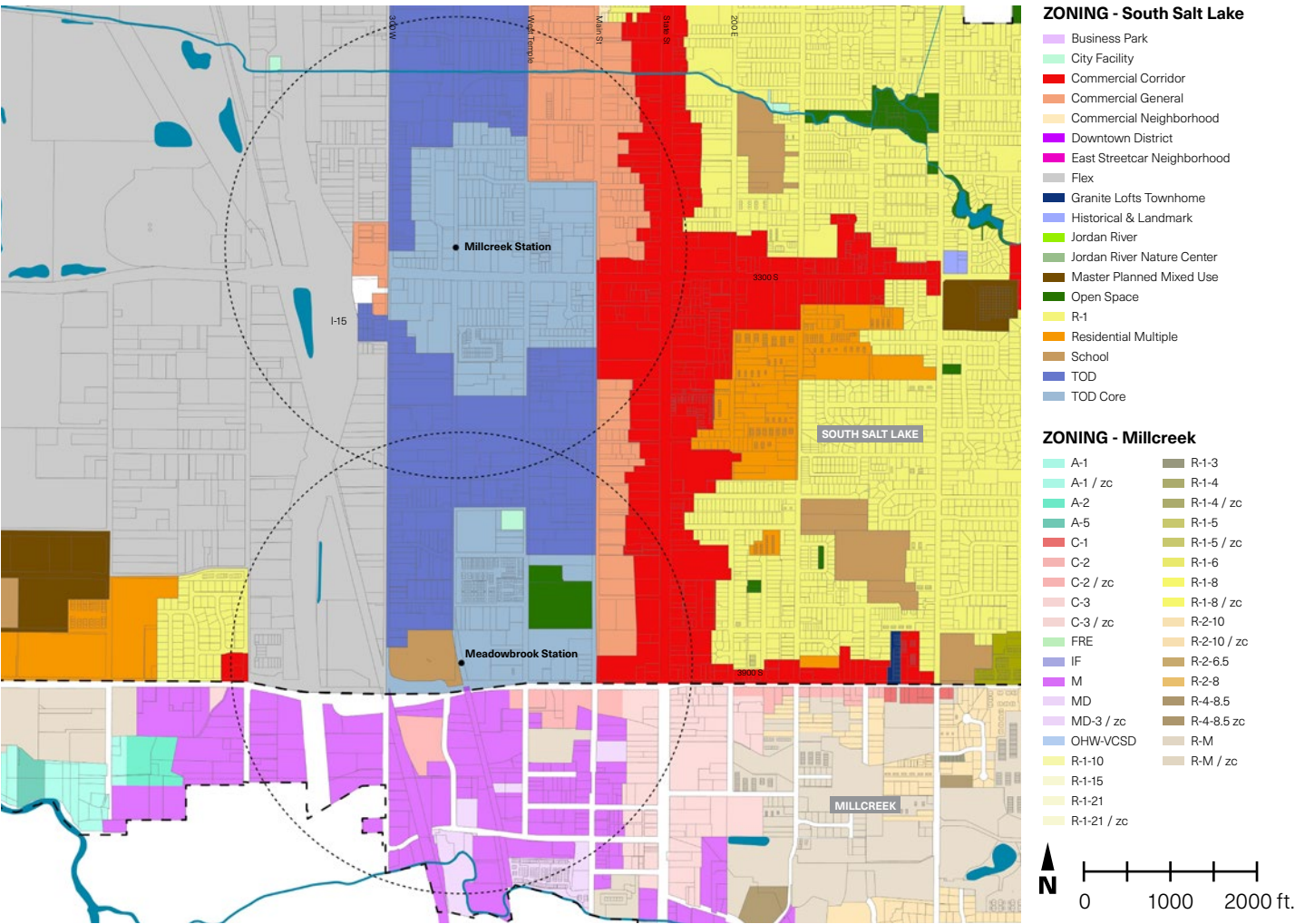


Figure 4: Existing Zoning

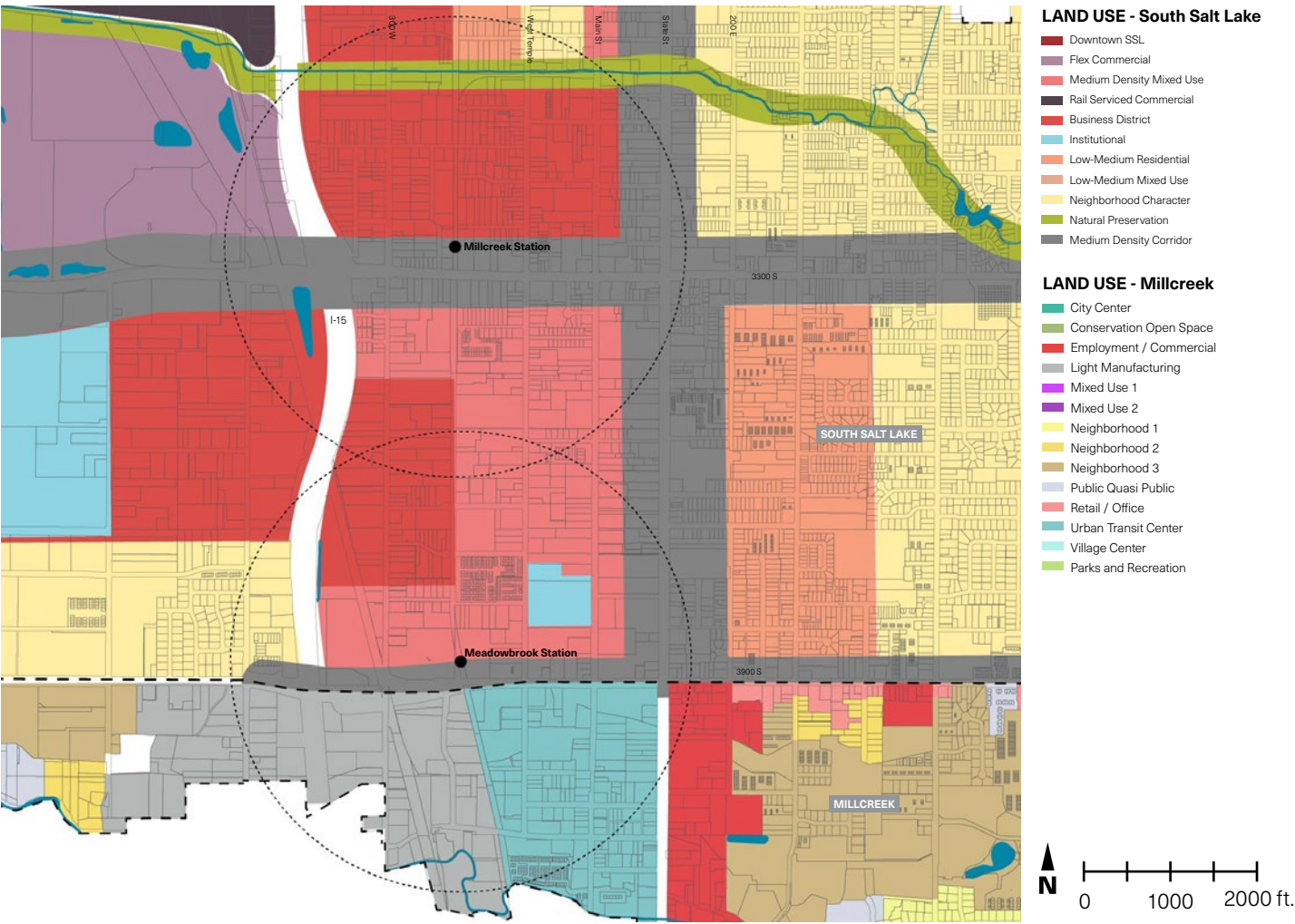


Figure 5: Future Land Use

ENVIRONMENT AND OPEN SPACE

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

KEY TAKEAWAYS

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

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

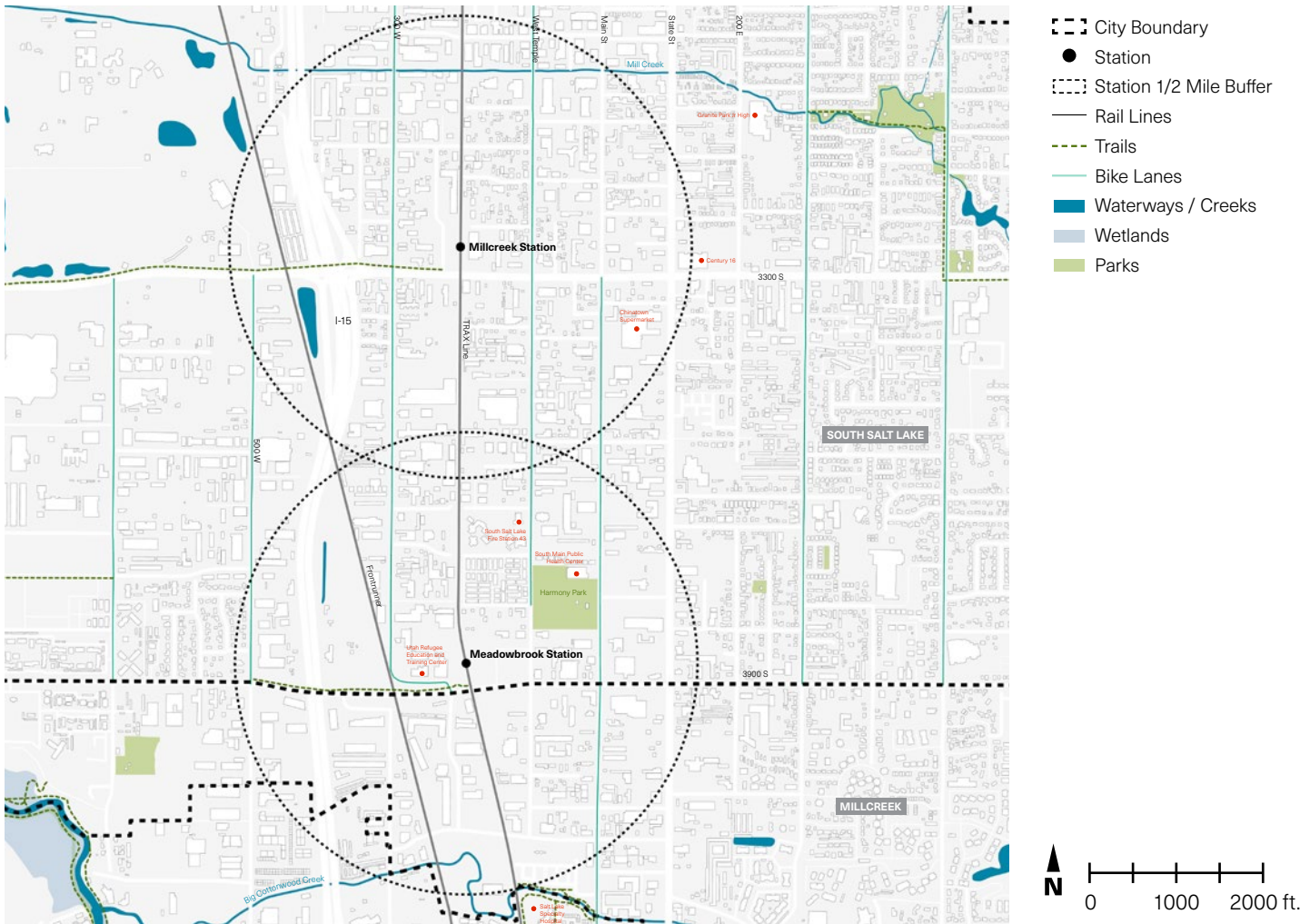


Figure 6: Existing Parks, Trails, and Open Spaces

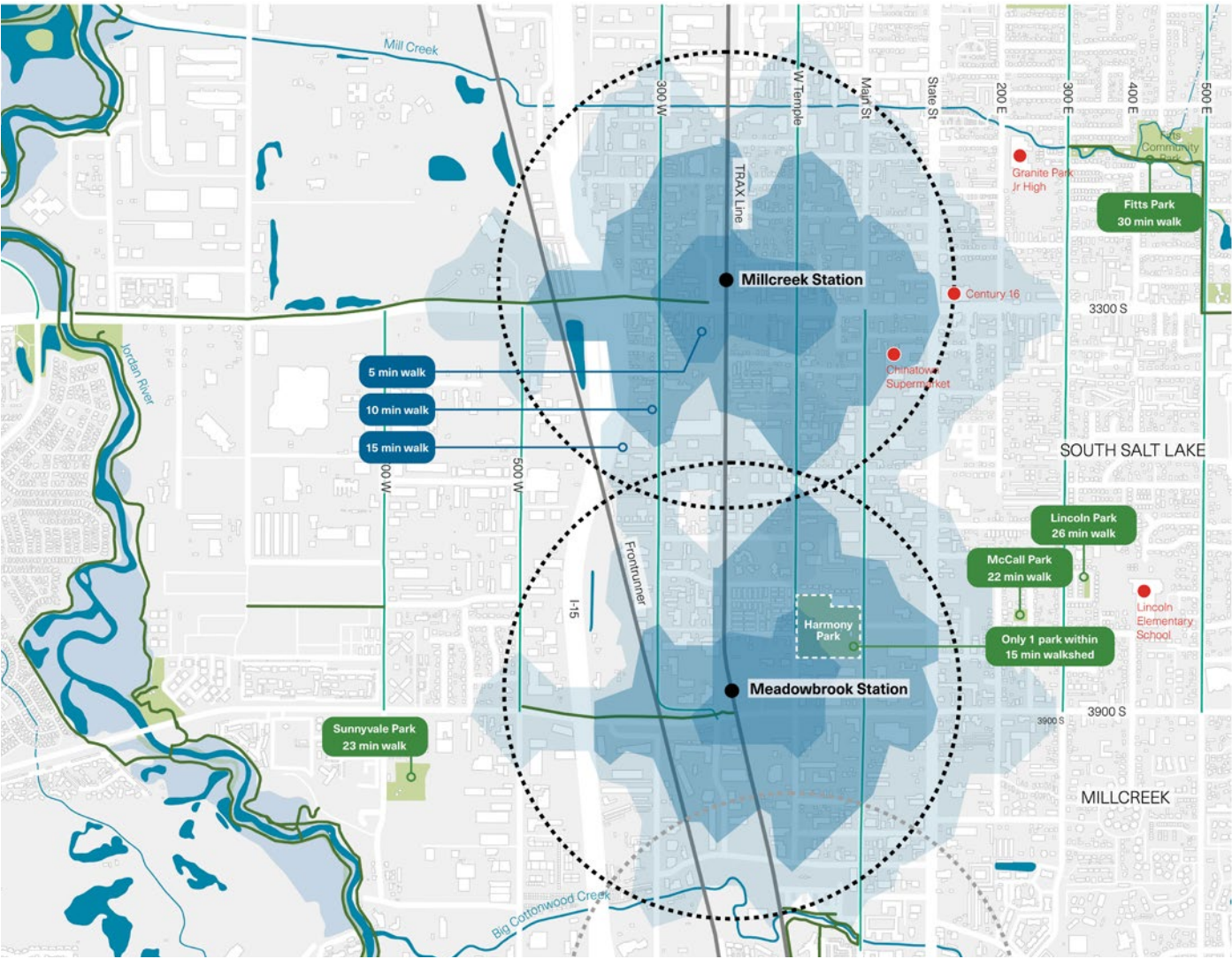


Figure 7: Existing Walkshed

EXISTING WALKSHED

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

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

MARKET ANALYSIS

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



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



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



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



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



Riverfront Industrial Building 1 | 3678 S 700 W., 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.

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.

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.

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.

INDUSTRIAL

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

TRANSPORTATION AND PARKING ANALYSIS

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

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

Millcreek TRAX Constraints

Missing segments of sidewalks

Limited east-west connections aside from 3300 South

3300 South & I-15 interchange have high vehicle traffic

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

Millcreek TRAX Opportunities

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

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

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

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

Consistent north-south connections

Meadowbrook TRAX Constraints

Sidewalk access across the south side of 3900 South

Limited connection directly south of the station

Limited east-west connections aside from 3900 South

Meadowbrook TRAX Opportunities

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

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

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

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

Ensure new developments contribute to building out the active transportation facilities

KEY TAKEAWAYS

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

EXISTING PLANS

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

The following plans were reviewed as part of this process:

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



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

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

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

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

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

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

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

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

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

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

6 Central Pointe Station Area Plan (South Salt Lake Downtown Connect) | 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

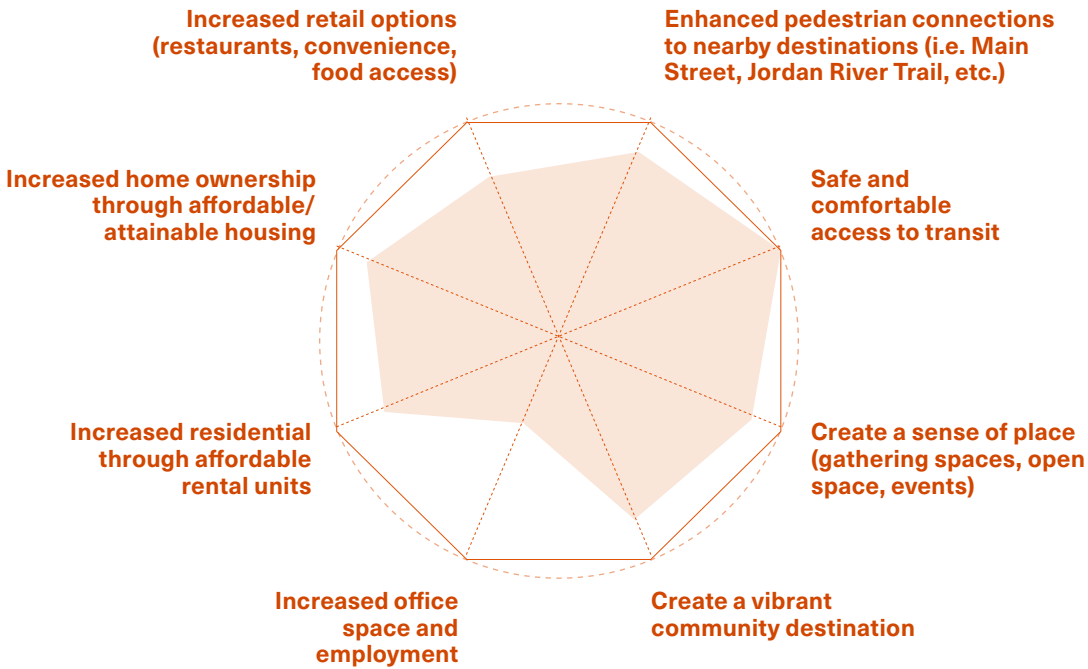
APPROACH

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.



STATION POP-UP TAKEAWAYS

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

ENGAGEMENT SUMMARY

MURAL FEST

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



Members of the public engage with boards at Mural Fest

STATION POP-UPS

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



Transit user stop to provide feedback at Meadowbrook Station

DESIGN CHARRETTE

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



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

INTERVIEWS & SMALL GROUP MEETINGS

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

ONLINE SURVEY

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

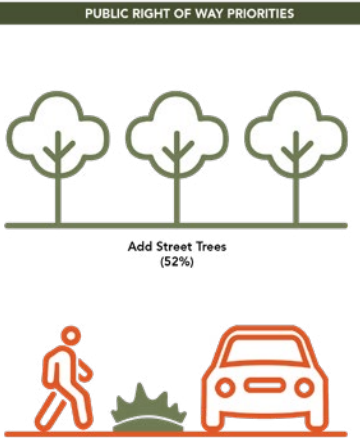
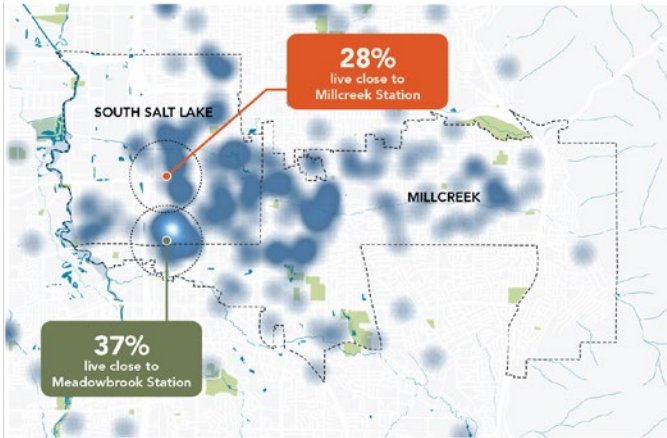
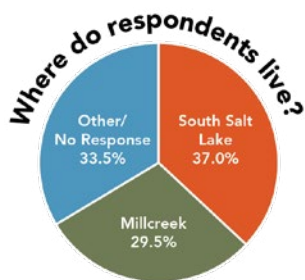
station. The survey was advertised on the project StoryMap and through social media channels for both South Salt Lake and Millcreek. The survey received 264 complete responses. Feedback from the survey was then used to develop a preferred alternative for each station.

VIRTUAL OPEN HOUSE

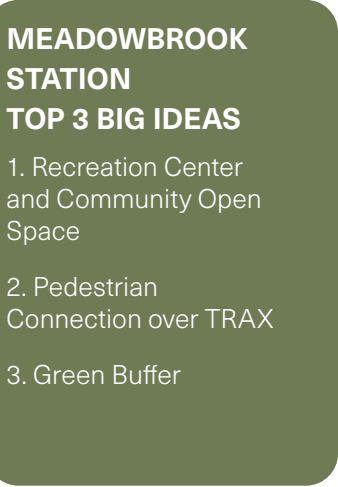
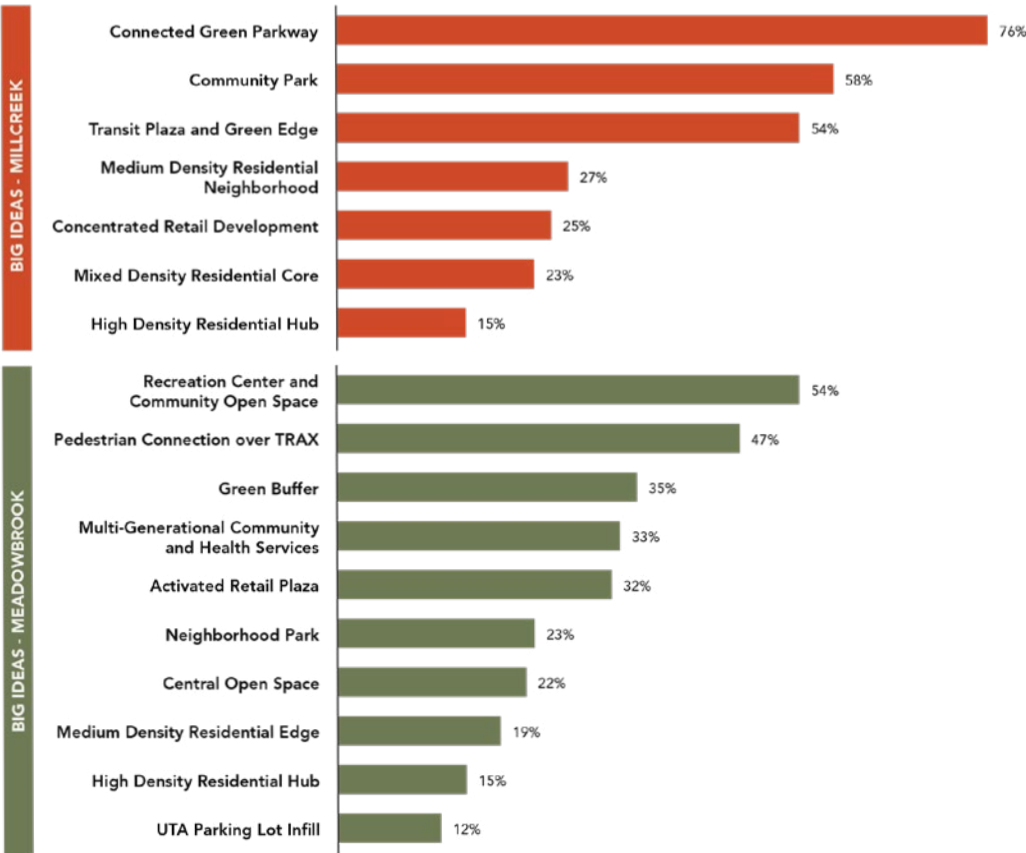
The project team hosted an online open house for stakeholders and representatives from South Salt Lake and Millcreek. Those in attendance were asked to respond virtually to questions about the presented concepts and provided valuable feedback about the area’s needs. The meeting began with a presentation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

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

264
RESPONSES



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



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

SURVEY RESPONSE THEMES



Improve connectivity for pedestrians and cyclists



Increase access to retail and grocery stores



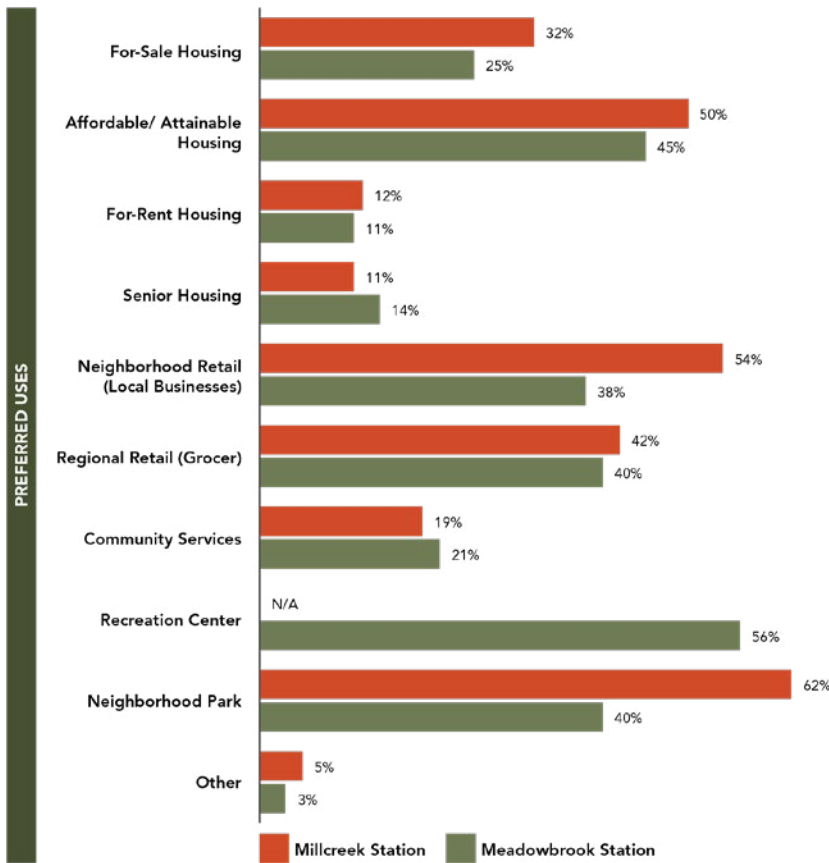
Prioritize green space, trees, and environmental resilience



Enhance safety and traffic calming



Support affordable housing development



Respondents ranked their preferred land uses for each station.



STATION AREA VISION

PROJECT VISION

GUIDING PRINCIPLES

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

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

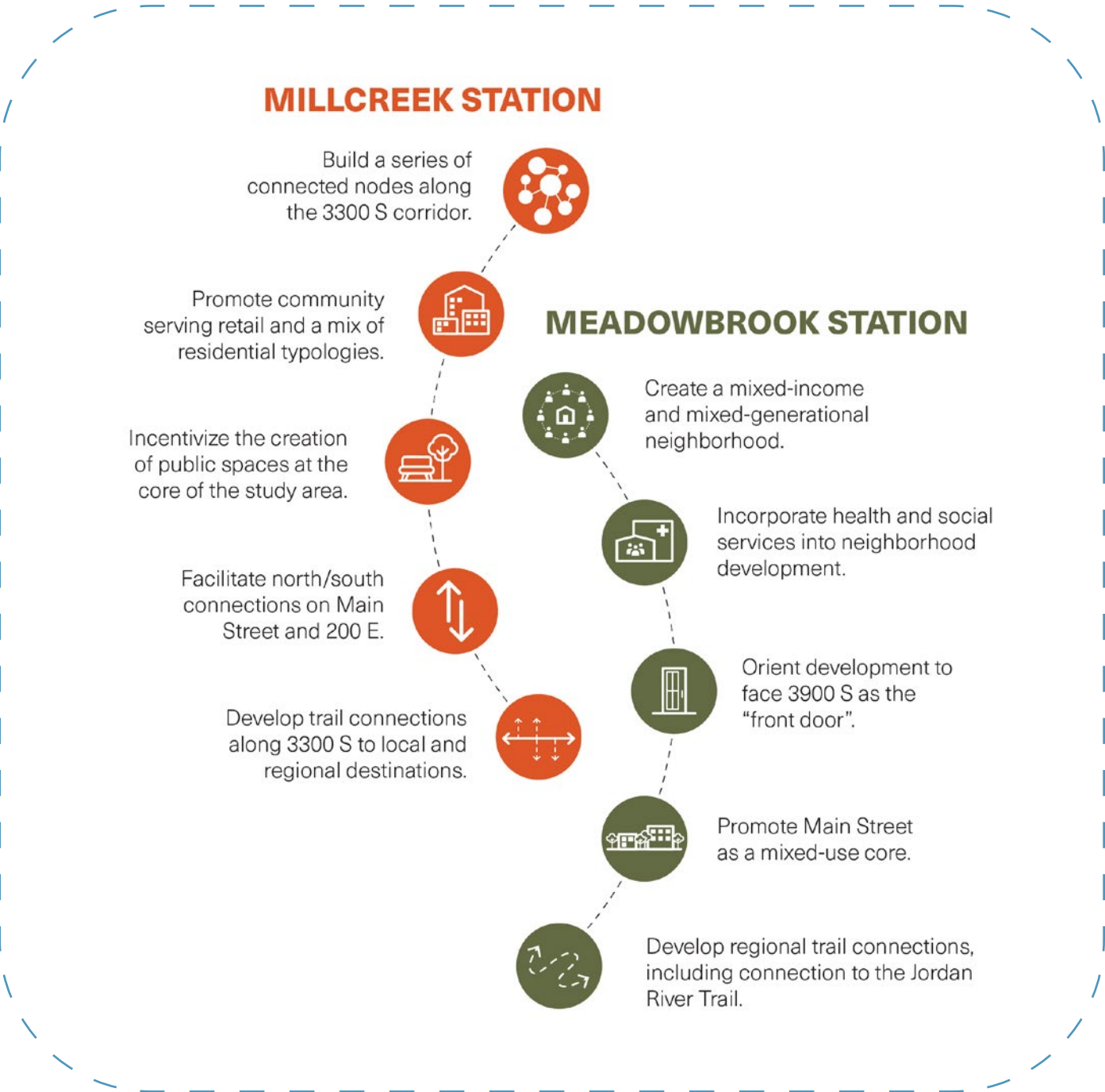


Figure 8: Guiding Principles



REGIONAL CONNECTIVITY

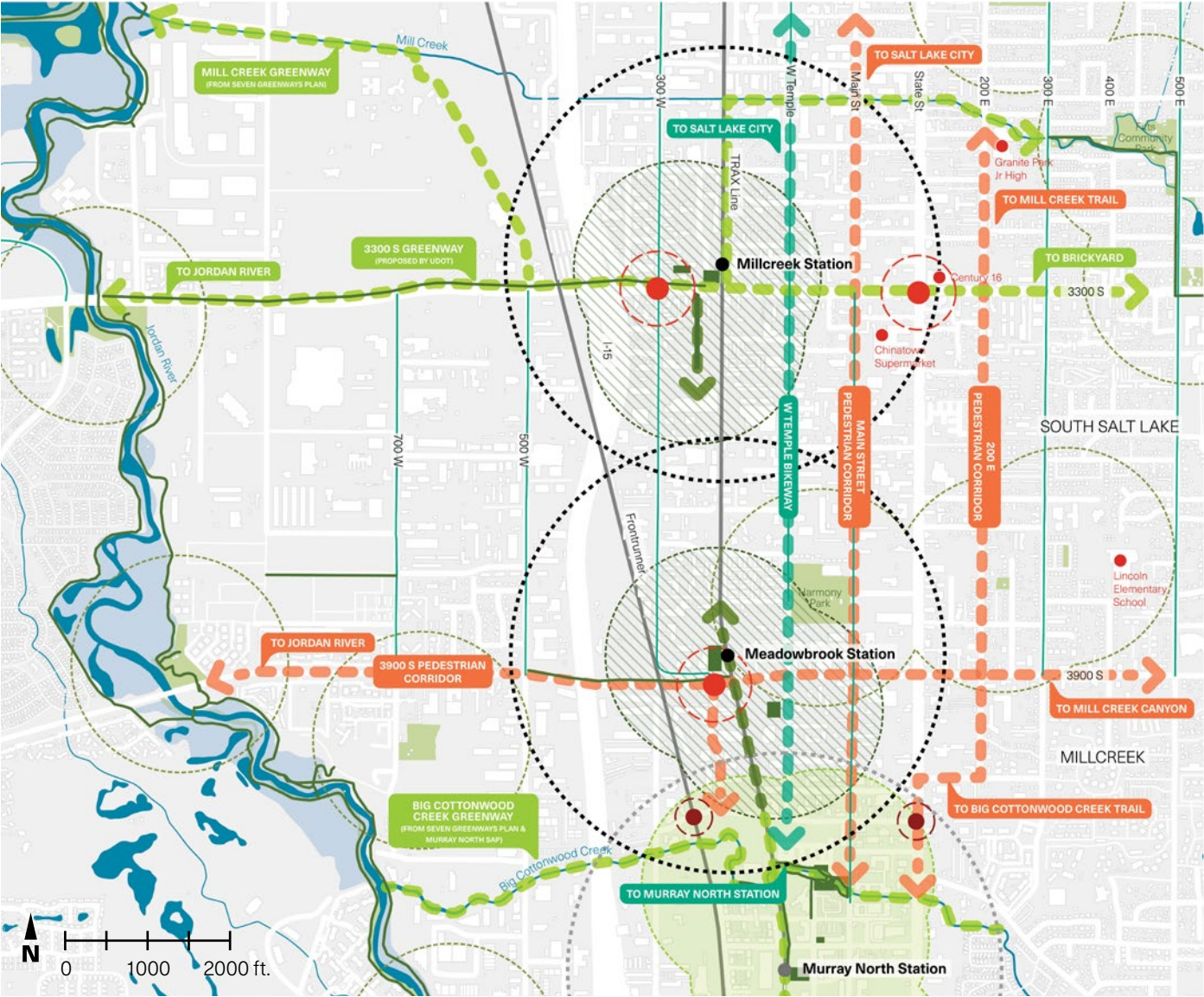


Figure 9: Station Areas Connectivity Vision

STATION AREA CONNECTIONS

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

Some of the key ideas incorporated into this network are:

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

GREENWAYS

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

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

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

TRAX Corridor: In areas where it is appropriate and safe, greenways parallel to a TRAX line can improve north/south connectivity in the core of the station area. In the Meadowbrook station area, this includes a direct connection to greenways proposed by the Murray North SAP. 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 (SAP) 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. Pedestrian corridors should also connect to pedestrian routes proposed by other plans, such as the Murray North SAP.



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. Bikeways should also connect to bike routes proposed by other plans, such as the Murray North SAP.



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. Additionally, these proposed parks help extend the park network proposed by the Murray North SAP into the Meadowbrook station area.



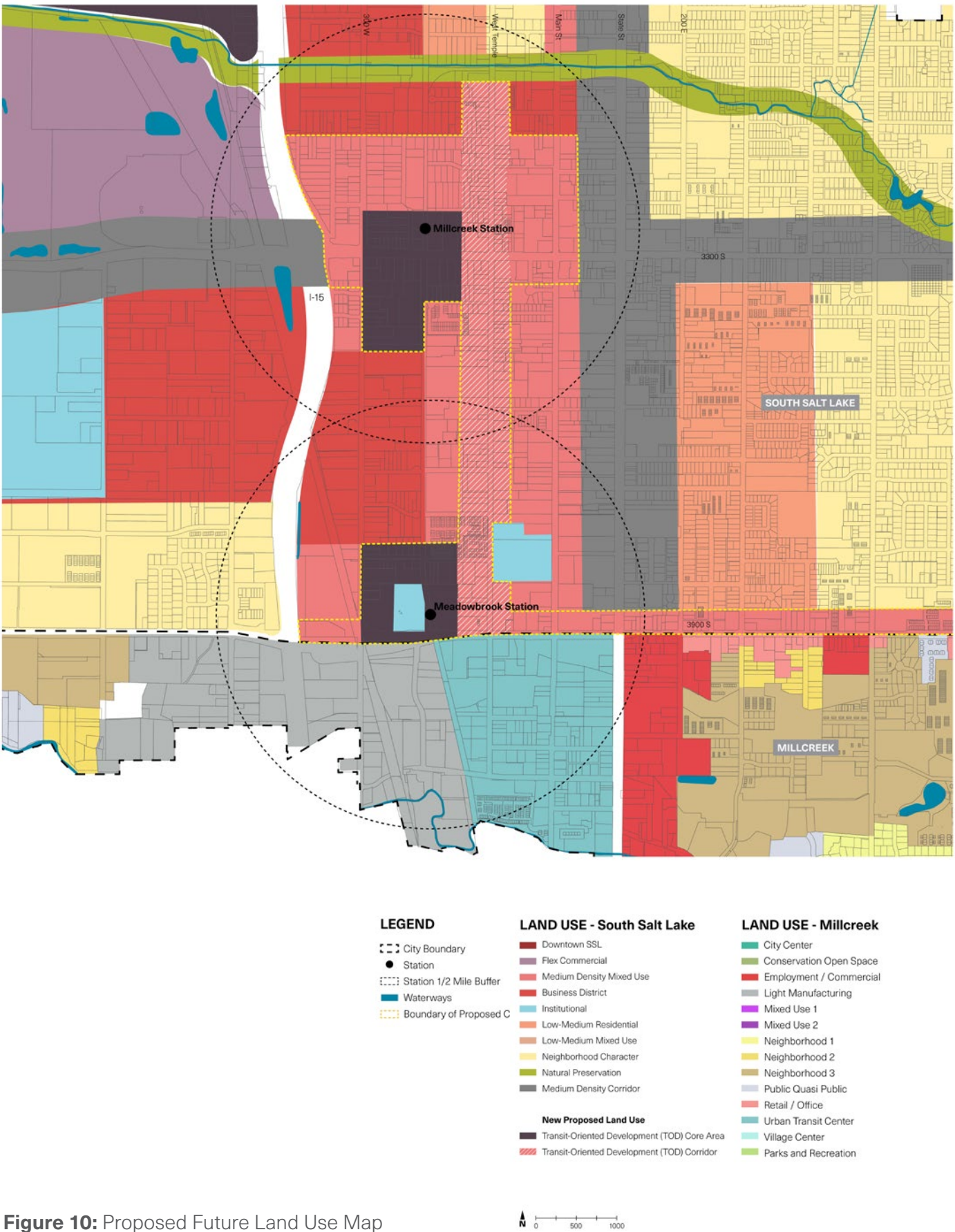
PROPOSED FUTURE LAND USE MAP ADJUSTMENTS

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.



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.

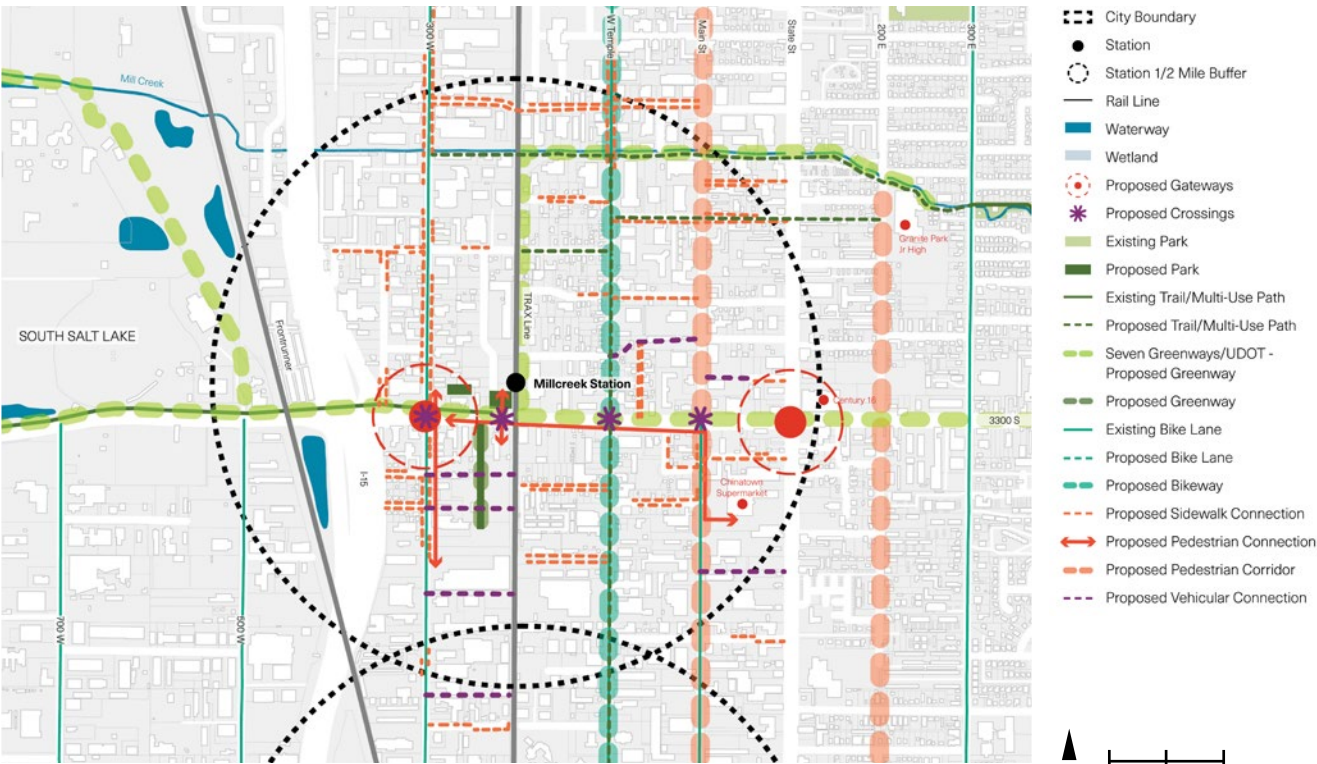


Figure 11: Millcreek Station Connectivity Vision

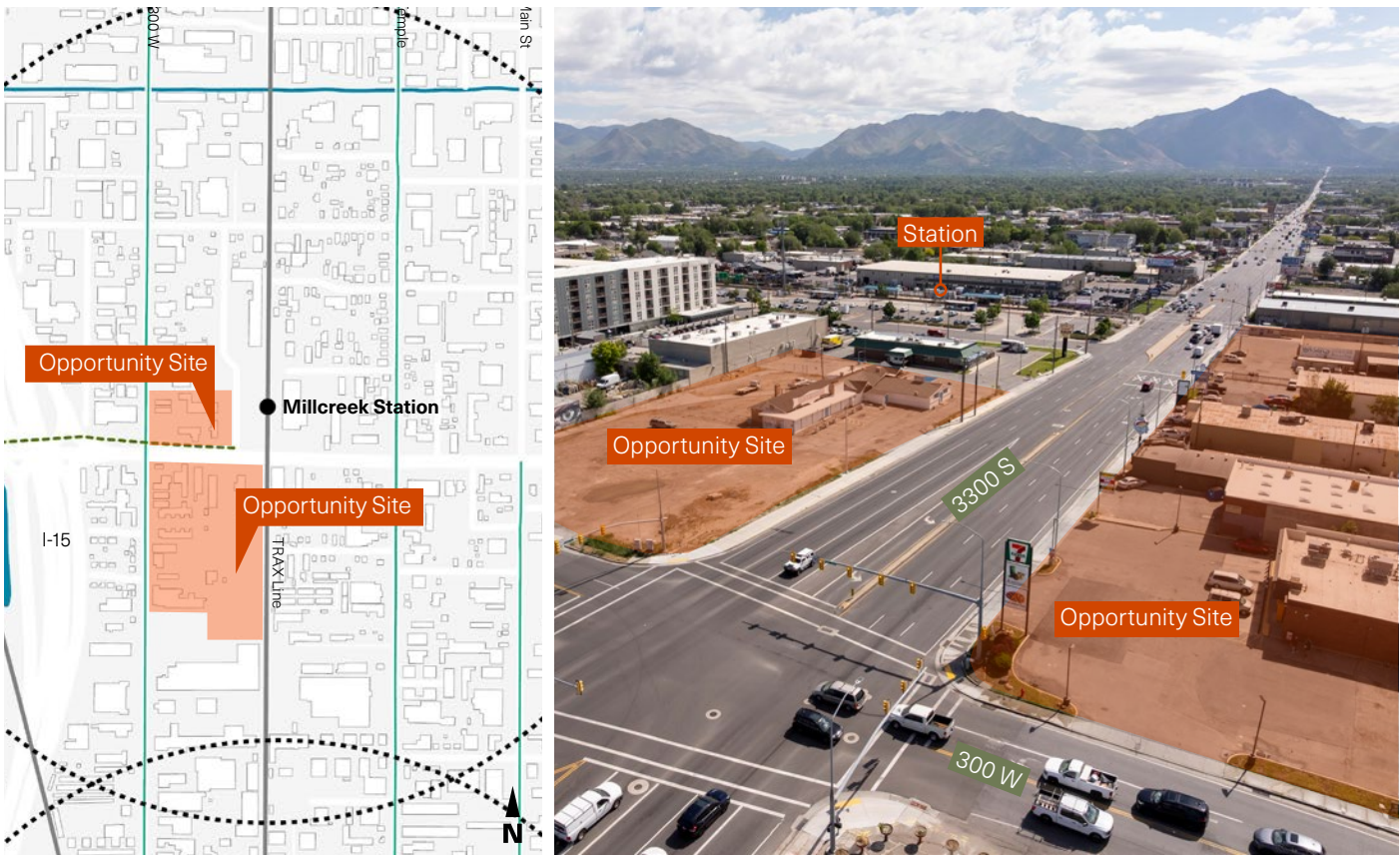


Figure 12: Millcreek Station Opportunity Sites

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.

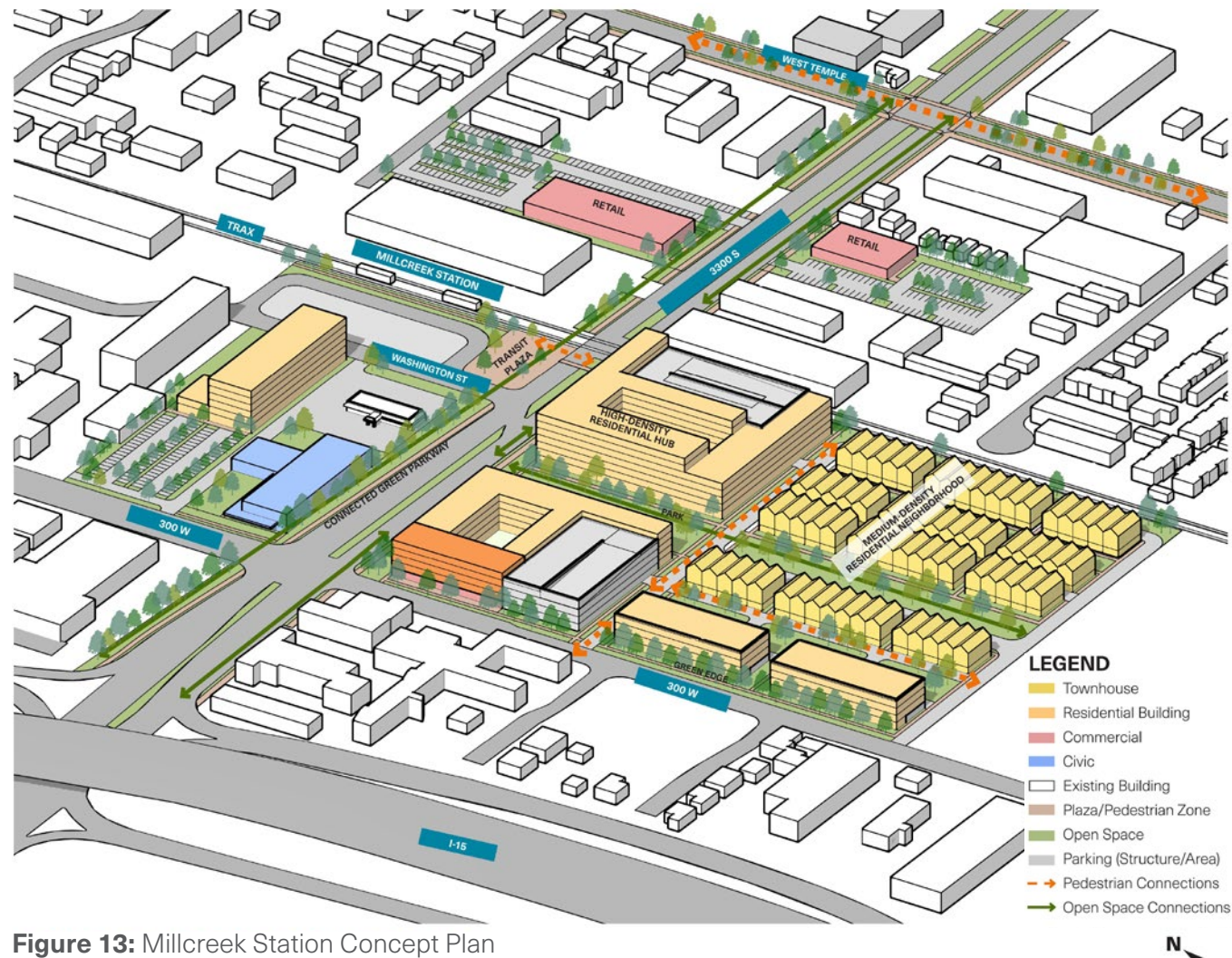


Figure 13: Millcreek Station Concept Plan

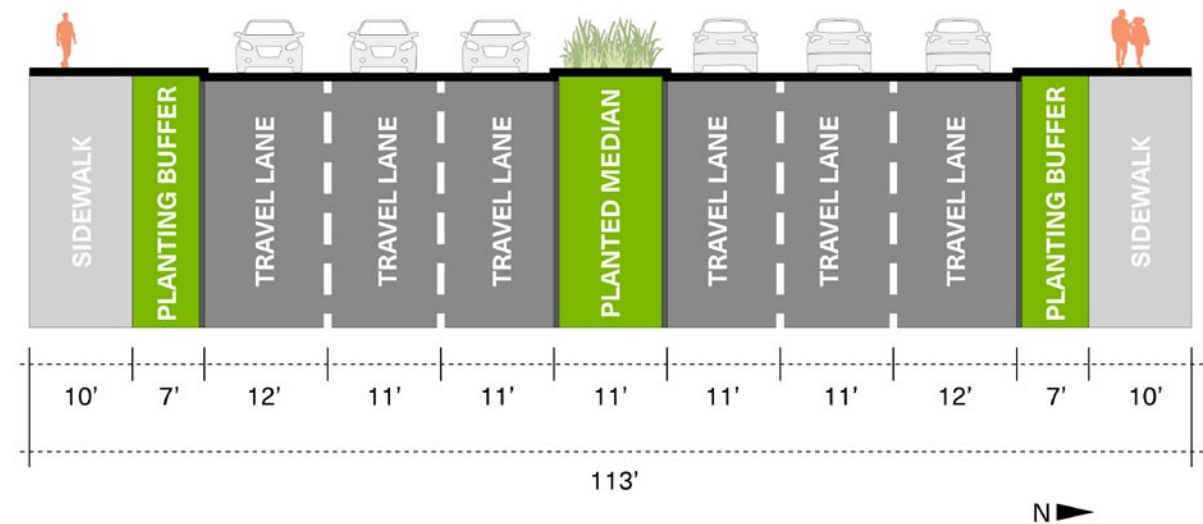


Figure 14: 3300 S Proposed Cross Section

Connected Green Parkway

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

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

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

West Temple as a Major North-South Pedestrian Corridor

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

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

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

West Temple bikeway

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

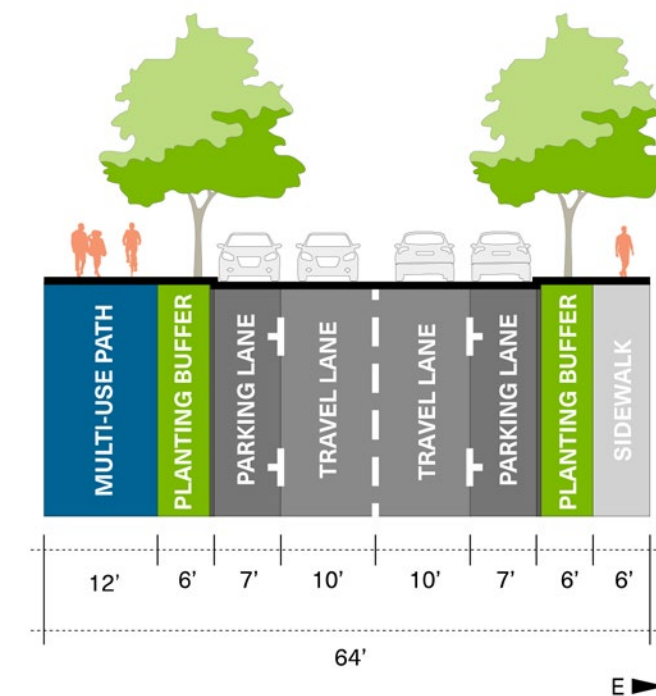


Figure 15: West Temple Proposed Cross Section

LAND USES – HOUSING DIVERSITY

High Density Residential Hub

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

Medium Density Residential Neighborhood

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

Activation through Retail

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

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

Supporting Community Services

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



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



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



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

TRANSPORTATION & CONNECTIVITY

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

Redesign 3300 South

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

Enhance Crossings at Major Intersections

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

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

Improve East-West connections

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

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

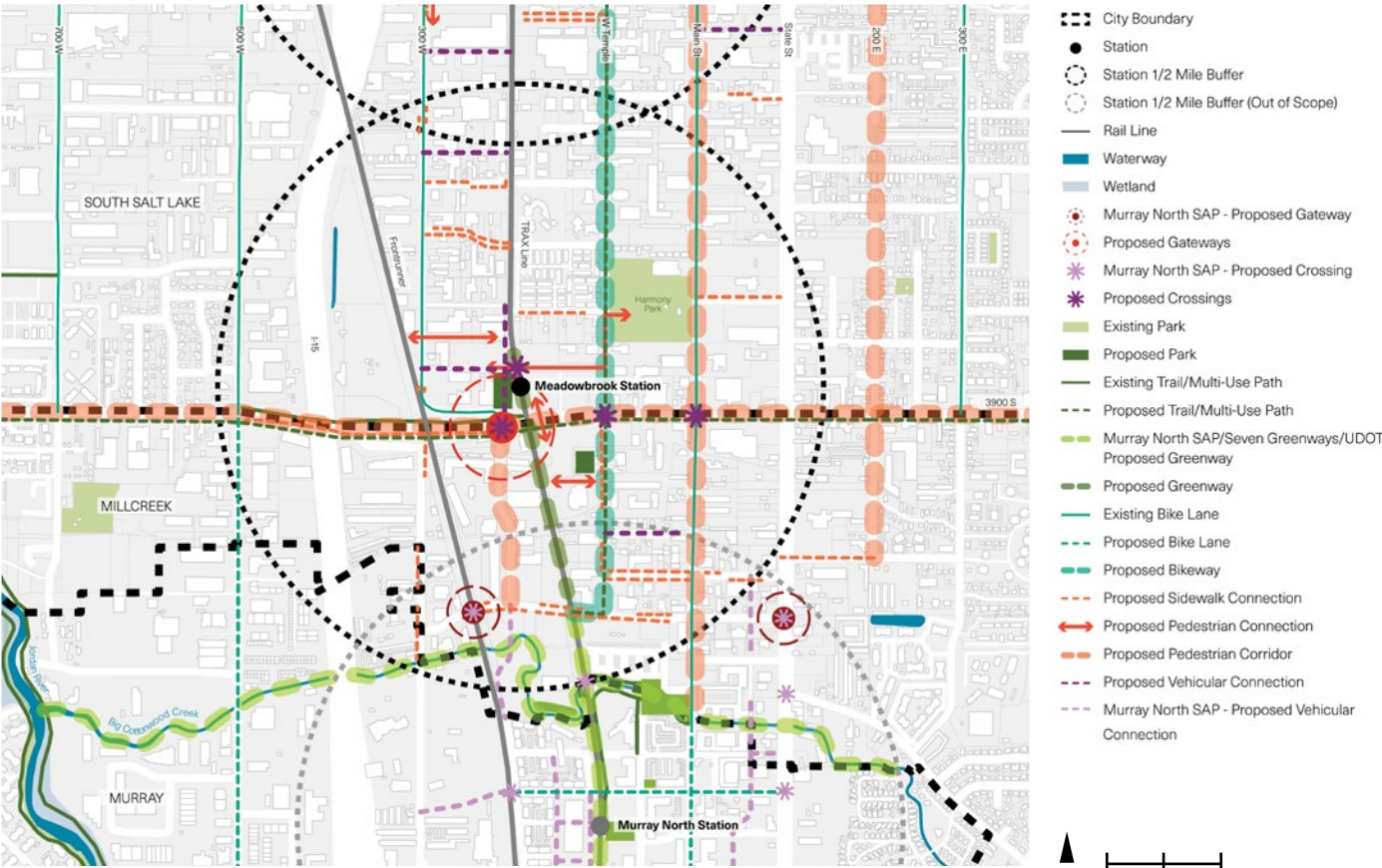


Figure 17: Meadowbrook Station Connectivity Vision



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.

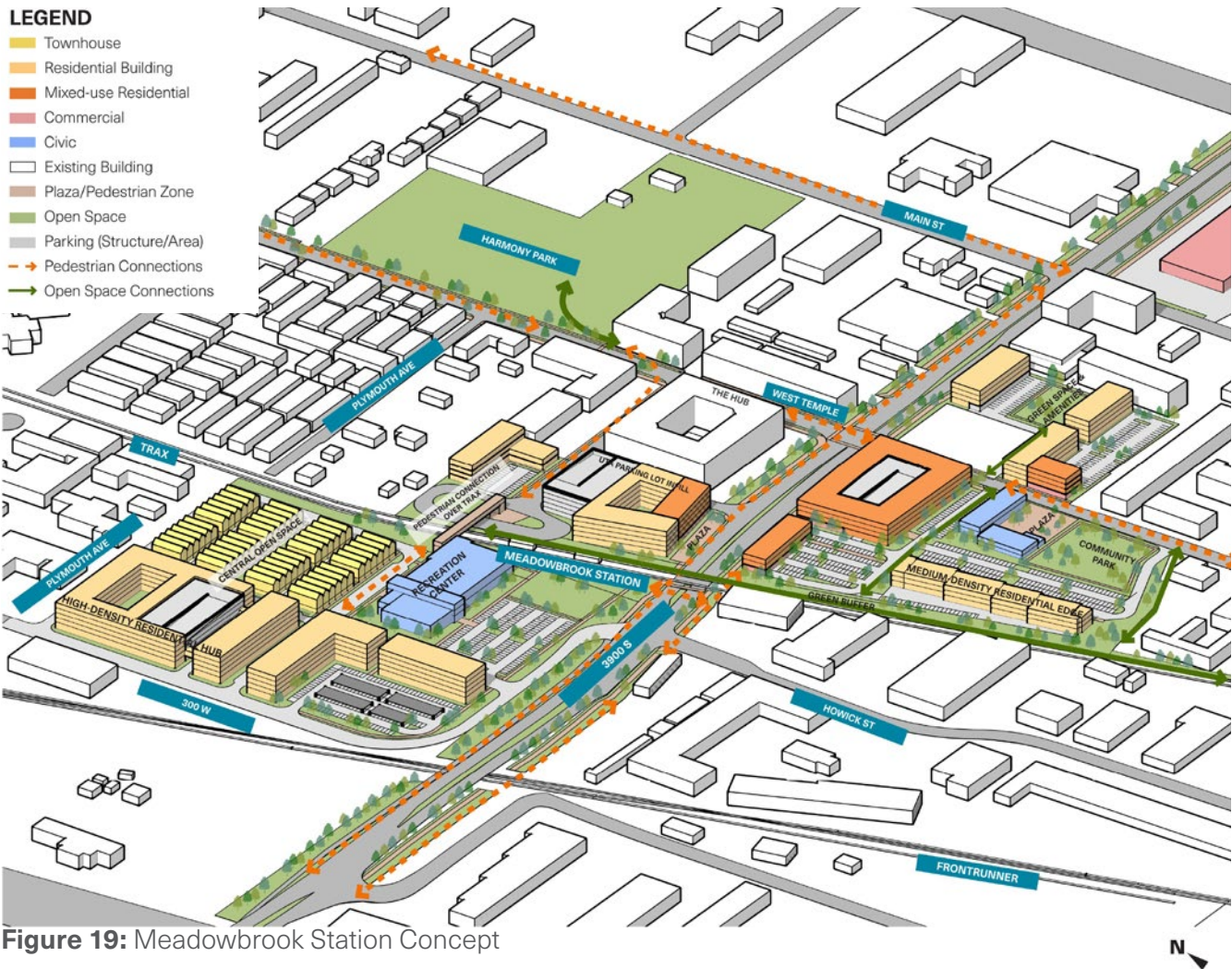


Figure 19: Meadowbrook Station Concept

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.

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

Improvements to 3900 S

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

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

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

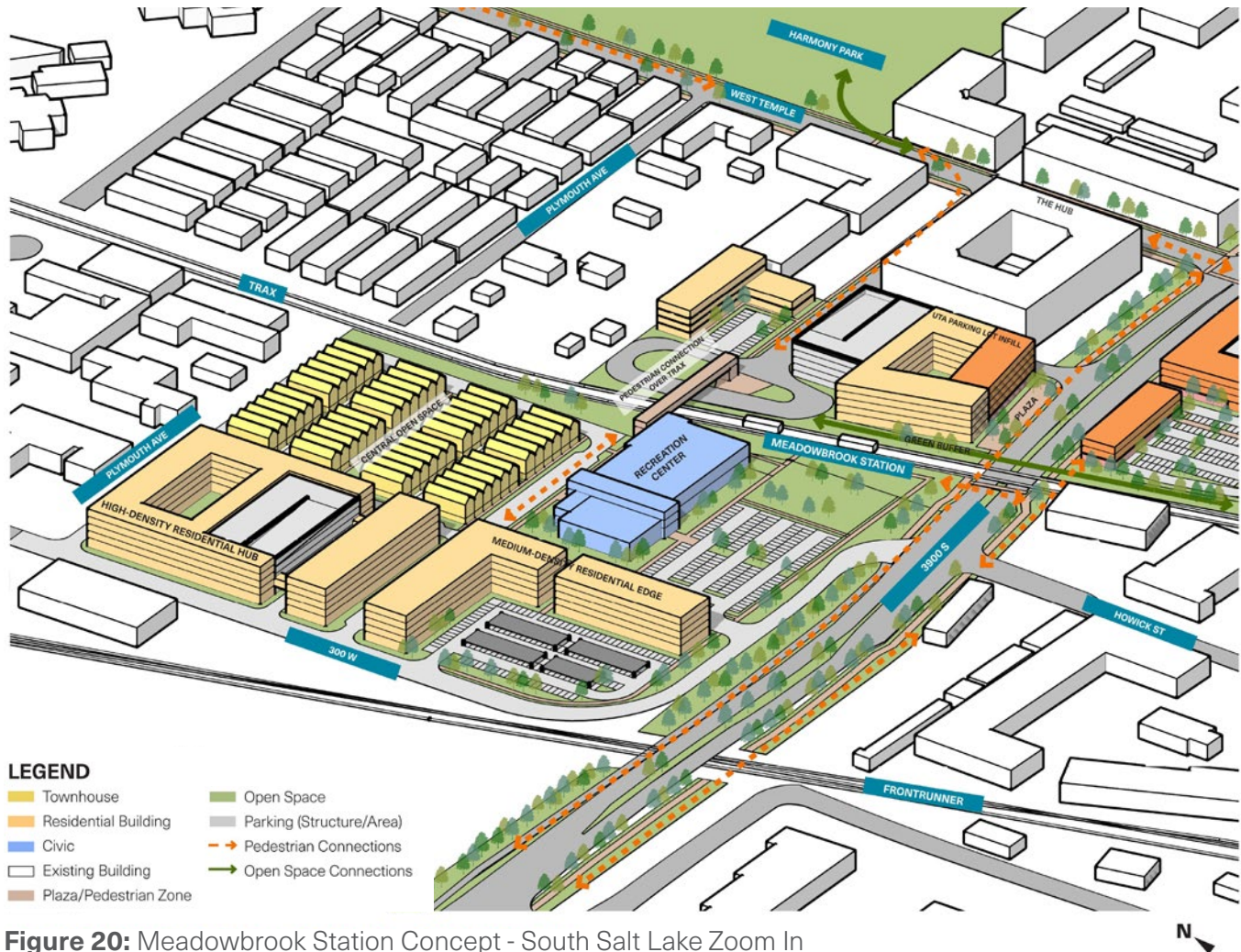


Figure 20: Meadowbrook Station Concept - South Salt Lake Zoom In

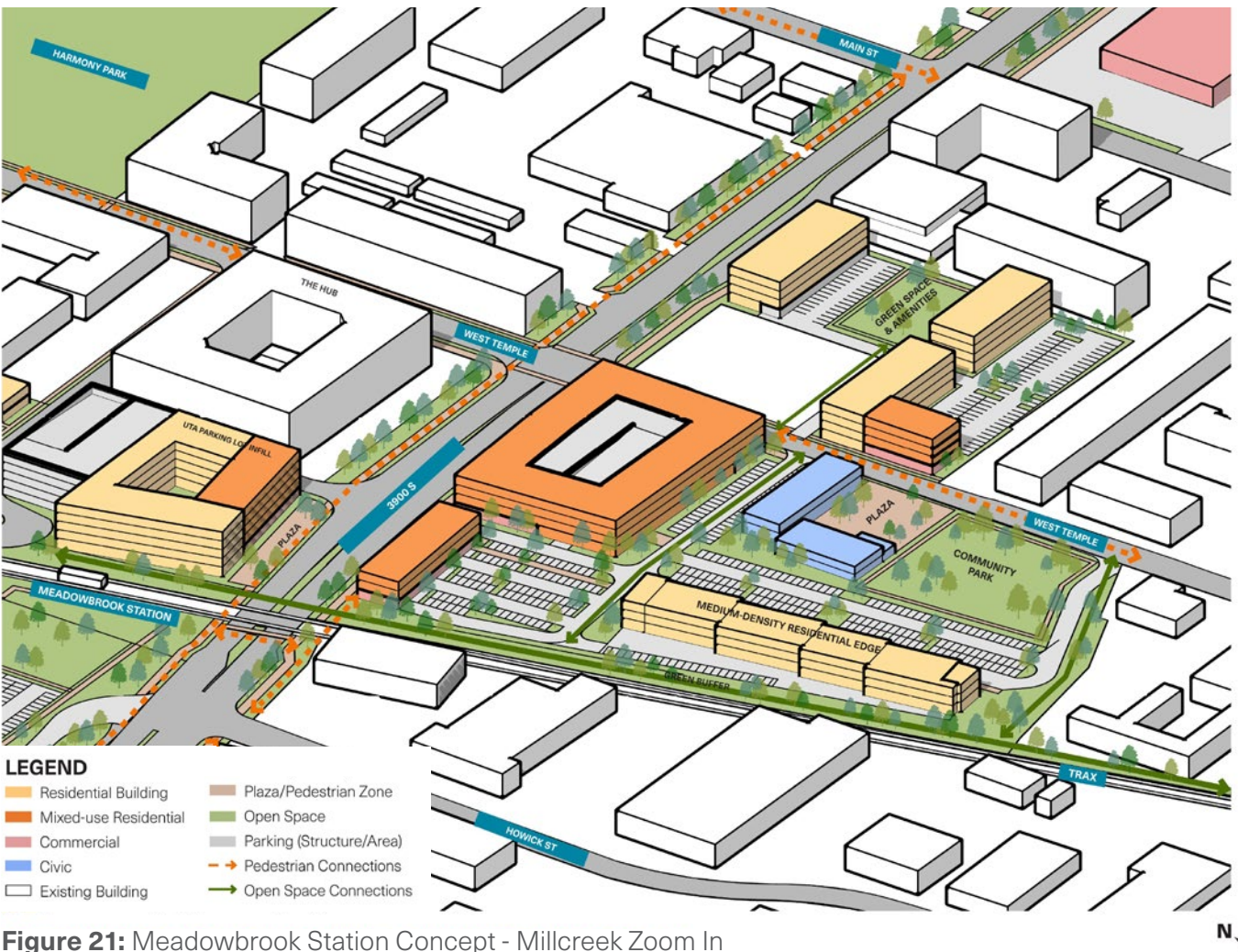


Figure 21: Meadowbrook Station Concept - Millcreek Zoom In

Redesign 3900 South

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

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

Enhance Crossings at Major Intersections

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

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

Create Active Transportation Connections

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

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

Improve East-West Connections

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

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

Right Size Parking

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

West Temple Bikeway

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

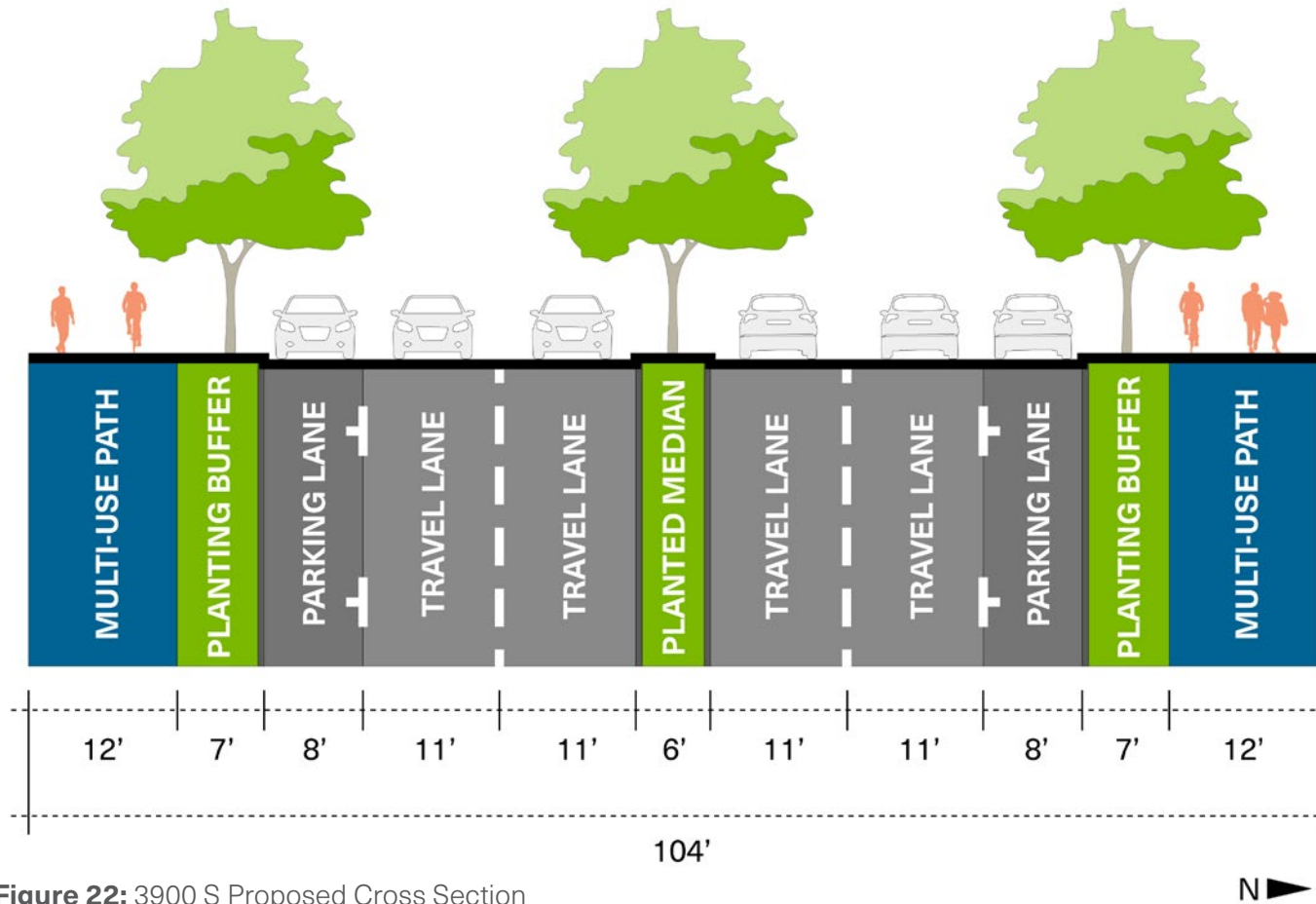


Figure 22: 3900 S Proposed Cross Section



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

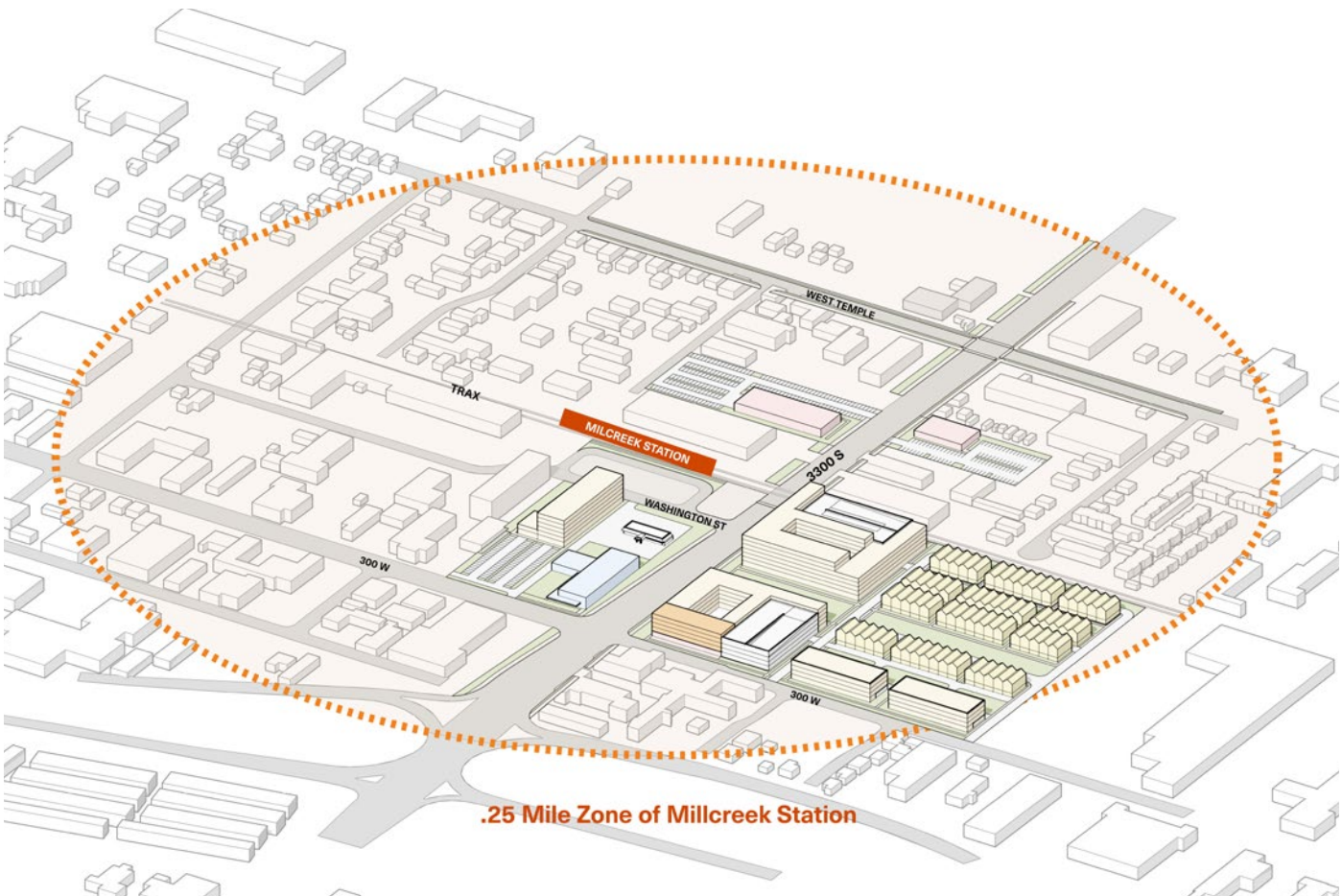


Figure 24: HTRZ at Millcreek Station

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

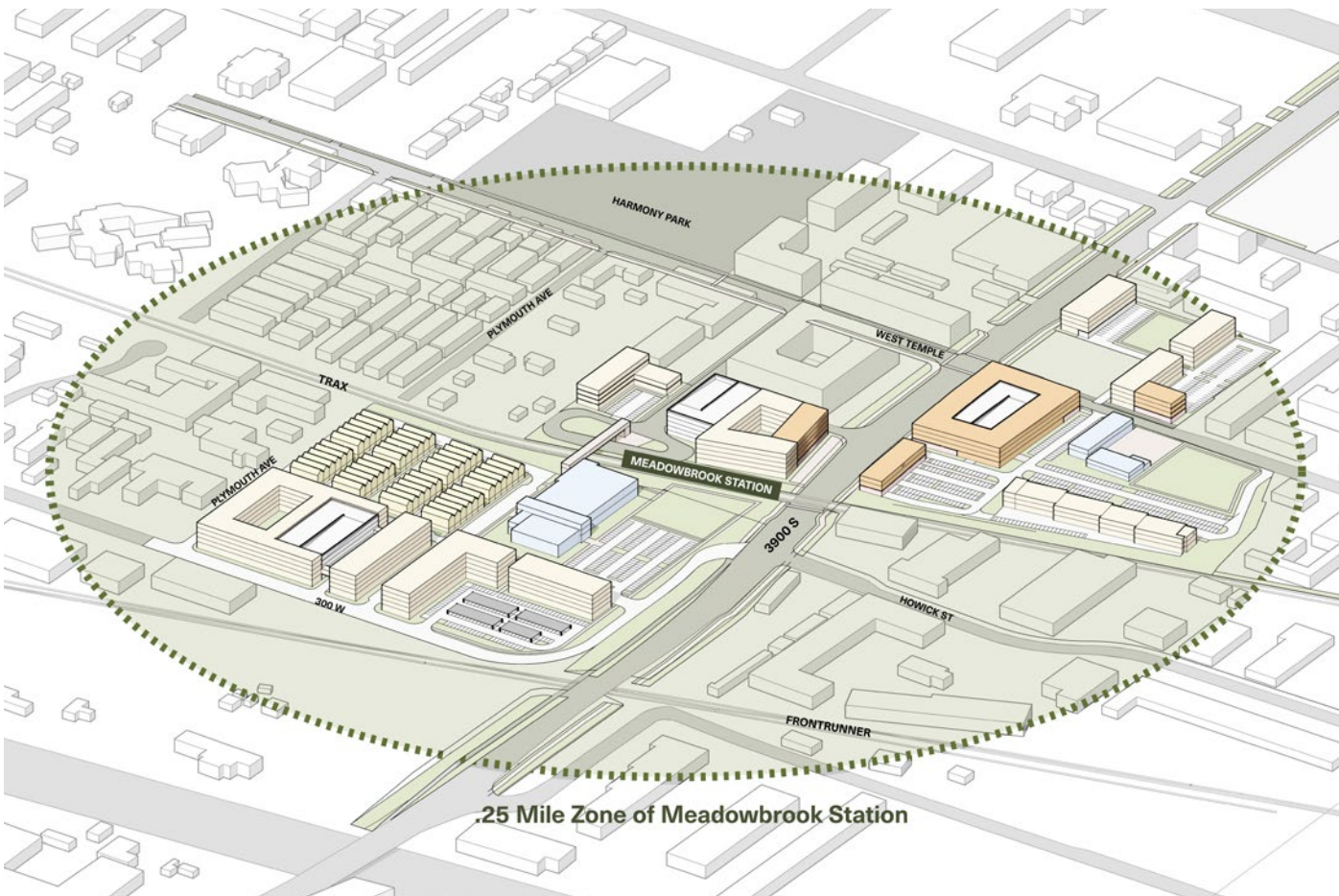


Figure 25: HTRZ at Meadowbrook Station

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

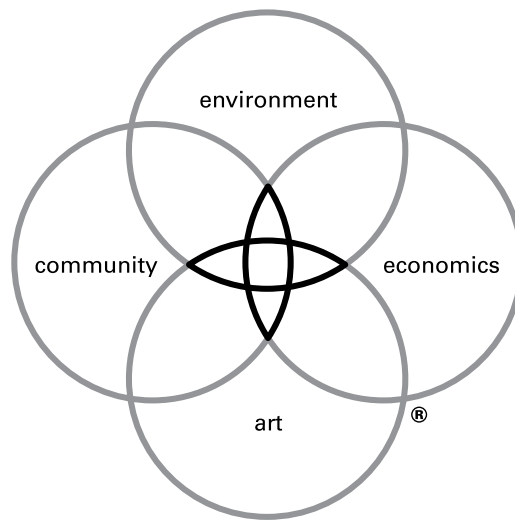
	ACTION ITEM	RESPONSIBLE PARTY*				FUNDING/ FINANCING
		SOUTH SALT LAKE	MILLCREEK	UTA	OTHER	
21	Design right-of-way improvements to 3900 South	X	X			TIF, Community Improvement District (CID); Local General Funds; CRP, CMAQ or TAP funds via UDOT/WFRC
22	Prepare a multi-jurisdictional design to implement 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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MILLCREEK, UTAH
ORDINANCE NO. 25-46

AN ORDINANCE AMENDING THE 2025-26 FISCAL YEAR BUDGET

WHEREAS, the Millcreek Council (“*Council*”) met in a regular session on November 10, 2025, to consider, among other things, amending the budget for the 2025-26 fiscal year; and

WHEREAS, the City Administration has presented a proposed amendment to the 2025-26 fiscal year budget (see attached Exhibit “A” identified as FY 2025-26 Budget Amendment #2); and

WHEREAS, on October 22, 2025, notice of a public hearing to consider the recommended amendment to the 2025-26 fiscal year budget was published on the Utah Public Notice website, Millcreek website, and at City Hall; and

WHEREAS, on November 10, 2025, a public hearing to receive public comment to consider the amendments to the 2025-26 fiscal year budget was held at the Millcreek City Hall located at 1330 E Chambers Avenue, Millcreek, Utah; and

WHEREAS, all interested persons in attendance at the public hearing were given an opportunity to be heard, for or against, amending the budget for the 2025-26 fiscal year; and

WHEREAS, it is the intent and desire of the city to comply with all applicable State and local laws regarding the adoption of and the amendment to the 2025-26 fiscal year budget; and

WHEREAS, the Council finds that it has satisfied all legal requirements required to amend a budget.

NOW, THEREFORE, BE IT ORDAINED by the Council that the budget for the 2025-26 fiscal year is hereby amended as set forth in the attached Exhibit “A” identified as FY 2025-26 Budget Amendment #2. This ordinance shall take effect upon passage and posting as required by law.

PASSED AND APPROVED this 10th day of November, 2025.

MILLCREEK COUNCIL

By: _____
Cheri Jackson, Mayor

ATTEST:

Alex Wendt, Deputy Recorder

Roll Call Vote:

Catten	Yes	No
DeSirant	Yes	No
Jackson	Yes	No
Uipi	Yes	No

CERTIFICATE OF POSTING

I, the duly appointed recorder for Millcreek, hereby certify that:
ORDINANCE 25-46: AN ORDINANCE AMENDING THE 2025-26 FISCAL YEAR
BUDGET was adopted the 10th day of November, 2025 and that a copy of the foregoing
Ordinance 25-46 was posted in accordance with Utah Code 10-3-711 this ____ day of November
2025.

Elyse Sullivan, City Recorder



FY2026 BUDGET AMENDMENT #2

Account Description		Original Budget	11/10/25 Requested Amendments	Proposed Amended Budget	Comments
General Fund					
<u>Revenue</u>					
100-3800-3840	Contributions - Other	-	10,000	10,000	Non-cash contribution of a painting by Matt Madsen
	Totals		10,000		
<u>Expenditures</u>					
Dept 100-4110	Mayor and Council				
100-4110-6100	Miscellaneous Expenditures	1,000	10,000	11,000	Non-cash contribution of a painting by Matt Madsen
	Totals		10,000		
			-		
Capital Outlay - Fund 450					
<u>Revenue</u>					
450-3310-3312	Intergovernmental Revenue	-	560,000	560,000	YTD = \$563,505
450-3310-3320	State Grants	-	400,000	400,000	UDOT Safe Sidewalk Program
450-3900-3920	Budgetary Use of Fund Balance	3,600,000	(50,000)	3,550,000	
	Totals		910,000		
<u>Expenditures</u>					
450-5410-7320	Sidewalk Projects	415,000	600,000	1,015,000	UDOT Safe Sidewalk Program
450-5410-7350	Active Transportation Projects	-	10,000	10,000	YTD Actual = \$5914
450-5410-7375	Parking Structure	-	300,000	300,000	YTD Actual = \$195,669
	Totals		910,000		
			-		



MILLCREEK

FY26 CONSOLIDATED FEE SCHEDULE

#	DESCRIPTION	CODE	FEE
Plan Review Fees			
22	Wildland-Urban Interface Code Review	15-08-040	\$120.00
Administrative Decisions - Other Land Use Decisions			
141	Change of Use Permit for Home Businesses	18-15-030 (c)	\$100.00
Millcreek Common Admission			
243	City-Supported Organization Recreation Passes	3-54-010	No fee
Millcreek Common Event - Venue Rental			
268	Alpenglobe - 2 hours	3-54-010	\$100.00
271	Millcreek Resident/ Businesses Discount on Venue Rental (Cannot be combined with any other discounts)	3-54-010	20% off original cost
Millcreek Common Miscellaneous Rentals and Services			
294	Millcreek Common Plaza Paver	3-54-010	\$250.00/paver

MILLCREEK, UTAH
ORDINANCE NO. 25-47

**AN ORDINANCE APPROVING A MONETARY CONTRIBUTION OF UP TO \$10,000
FOR THE PROMISE PROGRAM WINTER CLOTHING DRIVE**

WHEREAS, the Millcreek Council (“Council”) met in a regular session on November 10, 2025, to consider, among other things approving a monetary contribution of up to \$10,000 for the Promise Program Winter Clothing Drive (the “Appropriation”); and

WHEREAS, Utah Code Ann. § 10-8-2 requires, among other things, a study to support a monetary donation; and

WHEREAS, on or about October 21, 2025, a study ("Study") was completed by Bonneville Research, setting forth an analysis and demonstrating the purpose for the appropriation of up to \$10,000 for the Promise Program Winter Clothing Drive. A copy of the Study is attached to this Ordinance; and

WHEREAS, on October 22, 2025, the Study was made available in Millcreek for review by interested parties; and

WHEREAS, on October 22, 2025, a notice of a public hearing was published as a Class A notice under Section 63G-30-102; and

WHEREAS, on November 10, 2025, the Council held the requisite public hearing to receive public comments concerning the Appropriation; and

WHEREAS, all interested persons in attendance at the public hearing were given the opportunity to be heard, and written comments were solicited; and

WHEREAS, the Council finds that based on the Study and comments at the public hearing, the Appropriation will be used to enhance the safety, health, prosperity, moral well-being, peace, order, comfort, and convenience of the inhabitants of Millcreek; and

WHEREAS, the Council finds that the Appropriation is necessary and appropriate to accomplish the reasonable goals and objectives of Millcreek. Such goals and objectives include, but are not limited to, economic development, job creation, and job preservation; and

WHEREAS, the Council finds that the net value received for the monetary contribution is equivalent and includes certain intangible benefits to Millcreek, including, but not limited to, prosperity, moral well-being, comfort, and convenience to the inhabitants of Millcreek and economic development, job creation, and job preservation in Millcreek; and

WHEREAS, the Council finds that it has satisfied all the requirements of Utah Code Ann. § 10-8-2 to make the Appropriation.

NOW, THEREFORE, BE IT ORDAINED that the Council hereby approves a monetary contribution of up to \$10,000 for the Promise Program Warm Winter Clothing Drive.

This Ordinance assigned Ordinance No. 25-47, shall take effect as soon as it shall be published or posted as required by law, deposited, and recorded in the office of the City Recorder, and accepted as required herein.

PASSED AND APPROVED this 10th day of November, 2025.

MILLCREEK COUNCIL

By: _____
Cheri Jackson, Mayor

ATTEST:

Alex Wendt, Deputy Recorder

Roll Call Vote:

Catten	Yes	No
DeSirant	Yes	No
Jackson	Yes	No
Uipi	Yes	No

CERTIFICATE OF POSTING

I, the duly appointed recorder for Millcreek, hereby certify that:
ORDINANCE 25-47: AN ORDINANCE APPROVING A MONETARY CONTRIBUTION OF UP TO \$10,000 FOR THE PROMISE PROGRAM WINTER CLOTHING DRIVE was adopted the 10th day of November, 2025 and that a copy of the foregoing Ordinance 25-47 was posted in accordance with Utah Code 10-3-711 this ____ day of November 2025.

Elyse Sullivan, City Recorder

October 21, 2025

Introduction:

This analysis is intended to provide Millcreek, a Utah Municipality, and the Millcreek Council, the governing body responsible for approving or rejecting the proposed appropriations, with the information required by the Utah Code Section 10-8-2. Appropriations -- Acquisition and disposal of property -- Corporate purpose -- Procedure. The Council's role is to review the proposed appropriations, consider their legal and community benefits, and decide based on this analysis.

Reason for the Study:

-
- 1 Utah Code Section 10-8-2 (e) provides that: A study shall be performed before notice of the public hearing is given and shall be made available at the municipality for review by interested parties at least 14 days immediately before the public hearing, setting forth an analysis and demonstrating the purpose for the appropriation.

Key Elements of the Study:

In conducting the study, the following factors shall be considered:

(1)(b) A municipality may:

(i) Furnish all necessary local public services within the municipality;

(3) It is considered a corporate purpose to appropriate money for any purpose that, in the judgment of the municipal legislative body, provides for the safety, health, prosperity, moral well-being, peace, order, comfort, or convenience of the inhabitants of the municipality, subject to the following:

(a) The net value received for any money appropriated shall be measured on a

project-by-project basis over the life of the project, considering the direct and indirect benefits to the community.

(b) The municipality's legislative body shall establish the criteria for a determination under this Subsection (3). A determination of value received, made by the municipality's legislative body, shall be presumed valid unless it can be shown that the determination was arbitrary, capricious, or illegal. This determination is based on a thorough analysis of the direct and indirect benefits to the community, ensuring that the appropriations provide significant value to the municipality.

(c) The municipality may consider intangible benefits received by the municipality in determining net value received, such as improved community morale, increased social cohesion, and enhanced quality of life. These intangible benefits, while not easily quantifiable, are essential factors in the decision-making process, as they contribute to the overall well-being of the community.

(e) A study shall be performed before notice of the public hearing is given and shall be made available at the municipality for review by interested parties at least 14 days immediately prior to the public hearing, setting forth an analysis and demonstrating the purpose for the appropriation. In conducting the study, the following factors shall be considered:

(i) what identified benefit the municipality will receive in return for any money or resources appropriated;

(ii) the municipality's purpose for the appropriation, including an analysis of the way the appropriation will be used to enhance the safety, health, prosperity, moral well-being, peace, order, comfort, or convenience of the inhabitants of the municipality; and

(iii) whether the appropriation is necessary and appropriate to accomplish the reasonable goals and objectives of the municipality in the areas of economic development, job creation, affordable housing, blight elimination, job preservation, the preservation of historic structures and property, and any other public purpose.

GENERAL LIMITING CONDITIONS

Every reasonable effort has been made to ensure that the data contained in this study reflects accurate and timely information, and it is believed to be reliable. Our commitment to accuracy is unwavering.

The study is based on estimates, assumptions, and other information developed by Bonneville Research from its independent research effort, general knowledge of the region, and primary data sources, including Millcreek, the Utah State Tax Commission, and the Utah State Auditor's Office, as well as consultations with the Client's representatives.

No responsibility is assumed for inaccuracies in reporting by the Client, its agents, or any other data sources used in preparing or presenting this study. This report is based on information collected during October 2025, and Bonneville Research has not undertaken any updates to its research since then.

3

Bonneville Research makes no warranty that any of the projected values or results contained in this study will actually be achieved. This report is not to be used in conjunction with any public or private offering of securities or for any other similar purpose. This study is qualified in its entirety by, and should be considered in light of these limitations, conditions, and considerations.

Millcreek Agreement – Millcreek proposes to make monetary appropriations to the following:

- Millcreek Promise after-school and other programs that will benefit the youth of Millcreek.
- Solicit monetary donations during the winter clothing drive, held **from November 1 to November 30**, to support "up to \$10,000" in purchasing coats, gloves, hats, etc., for families with children in after-school programs.
- The objective is to help provide kids and their families participating in the

Millcreek Promise Program with the means to keep them warm this winter and beyond.

ANALYSIS

Chapter 2.56 of the Millcreek City Ordinance states the purpose of establishing community districts and recognizing community councils in the City is to provide a mechanism by which a geographical area may be identified as a community for purposes of formulating and presenting recommendations on actions within the authority of the City which affect that geographical area by force of law or practice, and:

Chapter 3.71.050 of the "Millcreek Code of Ordinances, 2017" states the City may appropriate funds or resources in aid of a private enterprise project as provided by state law.

4

The stated purposes of the proposed Millcreek, a Utah Municipal Corporation, appropriations are as follows:

The Millcreek Promise Program, a strategic alliance with the United Way or other established Community Service Providers, is a significant step towards enhancing the well-being of the youth in Millcreek. This partnership, with its potential to offer after-school and other programs, is poised to make a substantial impact, providing a secure and nurturing environment for personal and academic growth. Its importance cannot be overstated.

The municipality of Millcreek is unwavering in its commitment to the well-being of its inhabitants. The purpose of the above-listed appropriations is a direct reflection of this commitment, aiming to enhance the safety, health, prosperity, moral well-being, peace, order, comfort, or convenience of the community.

The appropriations are not only necessary but also appropriate to accomplish the reasonable goals and objectives of Millcreek, a Utah Municipal Corporation, in

the areas of economic development, job creation, affordable housing, blight elimination, job preservation, the preservation of historic structures and property, and any other public purpose. This confidence in the decision-making process is crucial for the success of the appropriations.

The municipality of Millcreek is deeply committed to the well-being of its inhabitants. The purpose of the above-listed appropriations is a testament to this commitment, aiming to enhance the safety, health, prosperity, moral well-being, peace, order, comfort, or convenience of the community. This commitment is unwavering and serves as a reassurance to the community.

The appropriations are not only necessary but also appropriate to accomplish the reasonable goals and objectives of Millcreek, a Utah Municipal Corporation, in the areas of economic development, job creation, affordable housing, blight elimination, job preservation, the preservation of historic structures and property, and any other public purpose. Thus, reaffirming the soundness of our decision-making process.

Conclusion and Required Finding:

The appropriations are necessary and appropriate to accomplish the public purposes of Millcreek, a Utah Municipal Corporation, in the areas of economic development, job creation, job preservation, to enhance the safety, health, prosperity, moral well-being, peace, order, comfort, or convenience of the inhabitants of Millcreek, and therefore Millcreek, a Utah Municipal Corporation, will receive adequate benefit in return for any money or resources appropriated.

Robert I. Springmeyer the Chairman of Bonneville Research

Performed this 10-8-2. Appropriations study.

Mr. Springmeyer is actively involved in redevelopment and other economic impact projects. He has provided independent financial and redevelopment analysis for numerous urban renewal agencies within the State and completed "Fair Value Analyses" for the cities of Holladay and South Salt Lake. Mr. Springmeyer is the Chairman of Bonneville Research. He has directed the Economic Analysis/Tax Studies completed for the Downtown Alliance, the Utah State Tax Review Commission, Salt Lake County, Brigham City, Salt Lake, Sandy, Bountiful and South Jordan Cities, including the Urban Renewal Agencies of Salt Lake, Taylorsville, Holladay, South Salt Lake, Draper, West Jordan, Ogden, South Jordan, Sandy, and Murray. He is educated in Political Science, Economics, and Business Management. He has consulted with local governments for over 40 years and has been listed in Who's Who in Finance and Who's Who in the West.

MILLCREEK, UTAH
RESOLUTION NO. 25-39

**A RESOLUTION OF THE MILLCREEK COUNCIL ADOPTING THE FIRST
AMENDMENT TO THE MILLCREEK NON-BENEFITED EMPLOYEE HANDBOOK –
FIRST EDITION**

WHEREAS, the Millcreek Council (“*Council*”) met in regular session on November 10, 2025, to consider, among other things, approving a resolution to adopt the first amendment to the “Millcreek Non-Benefited Employee Handbook – First Edition”; and

WHEREAS, the Council has determined that it is in the best interest of the inhabitants of Millcreek to adopt a resolution to adopt the First Amendment to the “Millcreek Non-Benefited Employee Handbook – First Edition”, a copy of which is attached hereto.

NOW, THEREFORE, BE IT RESOLVED that the First Amendment to the Millcreek Non-Benefited Employee Handbook – First Edition is hereby approved, and the City Manager is hereby directed to implement the Millcreek Non-Benefited Employee Handbook – First Edition and the Council hereby grants and further gives authority to the HR Director and the City Attorney to correct errors, omissions, or typos and to make any non-substantive alterations, changes or additions to the First Amendment to the Millcreek Non-Benefited Employee Handbook – First Edition a copy of which is attached hereto (designated by interlineating the words to be deleted and underlining the words to be added).

This Resolution, assigned No. 25-39, shall take effect immediately on passage.

PASSED AND APPROVED this 10th day of November 2025.

MILLCREEK COUNCIL

By: _____
Cheri Jackson, Mayor

ATTEST:

Alex Wendt, Deputy Recorder

Roll Call Vote:

Catten	Yes	No
DeSirant	Yes	No
Jackson	Yes	No
Uipi	Yes	No

- Upon receiving a valid garnishment, the City deducts wages from an employee's pay. The City continues to withhold the garnishment wages until a court order indicates satisfaction of the indebtedness or until the City is ordered to surrender the monies to the court or its agent.
 - Employees and the City are jointly responsible for ensuring correct payments for wages and deductions. Payroll errors may be corrected retroactively, but only for up to 26 pay periods.
4. **Non-Benefited Employee Rates of Pay**— Hourly wages are based on factors such as market compensation studies and the availability of funds appropriated by the City Council through the budget process.
5. **Incentive Policy** - The City values its employees' hard work and dedication and is committed to recognizing outstanding performance. All incentives must be awarded in accordance with this policy to ensure transparency, fairness, consistency, and adherence to budgetary guidelines.
- Seasonal Service Incentive Pay
 - Certain non-benefited employees may be eligible to receive service incentive pay at the end of each season to recognize their commitment to the City and to improve retention, subject to the availability of funds appropriated by the City Council through the budget process. Employees must complete the entire season to be eligible for service incentive pay.
6. **Overtime Provisions**—Funding from federal and state grants, external donations or sponsorships, or third-party fee schedule payments paid through City payroll stipulated for time and a half compensation will be paid as such.
- In situations where the Mayor has declared a "Local State of Emergency," FLSA non-exempt employees whose work assists the response during the designated emergency will be paid time and a half for any emergency hours worked outside of their regularly assigned work schedule.
7. **Travel Time** — Whether work-related travel time is compensable, "time worked" depends on the kind of travel involved. Situations not covered below should be resolved in consultation with the City Manager, designee, or Human Resources.
- Commuting travel time from home before the regular workday and returning home after the regular workday is not time worked. ~~This includes any assignment to a different work location within 50 miles of City Hall for an entire workday.~~
 - Time spent in travel as part of the employee's assigned duties during their workday after arriving at the employee's work location shall be considered time worked.

MILLCREEK, UTAH
RESOLUTION NO. 25-40

**A RESOLUTION OF THE MILLCREEK COUNCIL ADOPTING THE SECOND
AMENDMENT TO THE MILLCREEK EMPLOYEE HANDBOOK – FOURTH
EDITION**

WHEREAS, the Millcreek Council (“*Council*”) met in regular session on November 10, 2025, to consider, among other things, approving a resolution to adopt the second amendment to the “Millcreek Employee Handbook – Fourth Edition”; and

WHEREAS, the Council has determined that it is in the best interest of the inhabitants of Millcreek to adopt a resolution to adopt the Second Amendment to the “Millcreek Employee Handbook – Fourth Edition”, a copy of which is attached hereto.

NOW, THEREFORE, BE IT RESOLVED that the Second Amendment to the Millcreek Employee Handbook – Fourth Edition is hereby approved, and the City Manager is hereby directed to implement the Millcreek Employee Handbook – Fourth Edition and the Council hereby grants and further gives authority to the HR Director and the City Attorney to correct errors, omissions, or typos and to make any non-substantive alterations, changes or additions to the Second Amendment to the Millcreek Employee Handbook – Fourth Edition a copy of which is attached hereto (designated by interlineating the words to be deleted and underlining the words to be added).

This Resolution, assigned No. 25-40, shall take effect immediately on passage.

PASSED AND APPROVED this 10th day of November 2025.

MILLCREEK COUNCIL

By: _____
Cheri Jackson, Mayor

ATTEST:

Alex Wendit, Deputy Recorder

Roll Call Vote:

Catten	Yes	No
DeSirant	Yes	No
Jackson	Yes	No
Uipi	Yes	No

- Employees must be available and able to respond within one (1) hour and in compliance with the City's Drug/Alcohol Policy.

13. On-Call Compensation - Non-exempt employees officially assigned to on-call duties are eligible for on-call compensation.

- On-call compensation is issued at a flat rate of \$300 a week or \$42.86 a day during the assigned on-call duration.
- On-call compensation is not counted as hours worked to calculate overtime.

14. Incidental Phone Calls

- The time it takes to respond to incidental phone calls received while assigned on-call is anticipated and included in the on-call compensation rates described above.
- Time to respond to incidental phone calls received during off-duty hours is considered part of the normal work week and shall be counted as additional time worked.

15. Call-Back Compensation

- Non-exempt employees called back to work after scheduled work hours have ended and before the next regularly scheduled work time are eligible to receive call-back compensation.
- Upon call-back, travel time to and from a City work site is considered time worked.
- Call-back compensation shall be at least two (2) hours for each incident (including travel time) and calculated at the employee's overtime pay rate.
- Call-back compensation may be taken as paid overtime or added to the employee's comp time bank.

16. Travel Time – Whether work-related travel time is compensable, "time worked" depends on the kind of travel involved. Situations not covered below should be resolved in consultation with the City Manager, designee, or Human Resources.

- Commuting travel time from home before the regular workday and returning home after the regular workday is not time worked. ~~This includes any assignment to a different work location within 50 miles of City Hall for an entire workday.~~
- Travel time to a work location is time worked after ~~50 miles or more from City Hall for an entire workday is time worked~~, after excluding the time the employee would normally commute to the regular work site.



The current mileage reimbursement rate as determined by the IRS can be found at www.irs.gov.

MILLCREEK UTAH
RESOLUTION NO. 25-41

**A RESOLUTION ADVISING AND CONSENTING TO THE MAYOR'S
APPOINTMENT OF A TREASURER**

WHEREAS, the Millcreek Council ("*Council*") met in regular meeting on November 10, 2025, to consider, among other things, approving a resolution advising and consenting to the Mayor's appointment of a treasurer for Millcreek ("*City*"); and

WHEREAS, Utah Code Ann. § 10-3-916 provides, among other things, that the mayor, with the advice and consent of the city council, shall appoint a qualified person to the offices of city treasurer; and

WHEREAS, the Council has given advice for such appointment and hereby consents to such appointment; and

WHEREAS, after careful consideration, the Council has determined that it is in the best interest of the health, safety, and welfare of the residents of the City to consent to such appointment.

NOW, THEREFORE, BE IT RESOLVED that the Council hereby consents to the appointment of _____ City treasurer.

PASSED AND APPROVED this 10th day of November 2025.

MILLCREEK COUNCIL

By: _____
Cheri Jackson, Mayor

ATTEST:

Alex Wendt, Deputy Recorder

Roll Call Vote:

Catten	Yes	No
DeSirant	Yes	No
Jackson	Yes	No
Uipi	Yes	No



**Minutes of the
Millcreek City Council
October 27, 2025
5:30 p.m.
Work Meeting
7:00 p.m.
Regular Meeting**

The City Council of Millcreek, Utah, met in a public work meeting and regular meeting on October 27, 2025, at City Hall, located at 1330 E. Chambers Avenue, Millcreek, UT 84106. The meeting was recorded for the City's website and had an option for online public comment.

PRESENT:

Council Members

Jeff Silvestrini, Mayor
Silvia Catten, District 1
Thom DeSirant, District 2
Cheri Jackson, District 3
Bev Uipi, District 4

City Staff

Francis Lilly, Assistant City Manager
Elyse Sullivan, City Recorder
Kurt Hansen, Facilities Director
John Brems, City Attorney
Jim Hardy, Building Services Director
Brad Sanderson, Current Planning Manager
Sean Murray, Planner

Attendees: Rick Hansen, Suzanne Dunbar, Tiffany Smith, Chief Christine Petty-Brown, Chief Jason Mazuran, Chief Jon Wilde

WORK MEETING – 5:30 p.m.

TIME COMMENCED: 5:33 p.m.

Mayor Silvestrini called the work meeting to order.

1. Unified Fire Authority Quarterly Report; Battalion Chief Jon Wilde

Chief Wilde reported that during the third quarter, a total of 1,571 calls were recorded. The emergent response time data shows that for priority one calls, crews arrived on scene within 4 minutes and 34 seconds 50% of the time, while the 90th percentile response time—the primary performance benchmark—was six minutes and 55 seconds. Station 101, located near St. Mark's Hospital, continued to be the busiest station in the district, a trend consistent with previous quarters. Although Station 109 in Kearns often reports comparable activity levels, the recent opening of Station 107 and the addition of a new ambulance are expected to help Station 101 maintain its position as the leader in call volume for the foreseeable future.

Mayor Silvestrini emphasized the importance of response times and the quality of fire service provided to Millcreek residents. He explained that all Unified Fire Authority (UFA) crews in Millcreek operate with four-person teams, which allows firefighters to immediately begin suppression or rescue operations upon arrival—something smaller, two- or three-person crews

cannot safely do. While a response time of 4 minutes and 34 seconds may feel long to someone waiting for help, the mayor noted that it represents an excellent performance for a city covering 13 square miles. He also compared Millcreek's service level to that of Sandy City, where a recent bond allowed them to expand from two-person to three-person crews, highlighting that Millcreek's four-person staffing remains a significant advantage. Although recent tax increases through the Unified Fire Service Area were not popular, the mayor emphasized that they directly support high-quality emergency response and ensure residents receive top-tier fire and medical protection.

Chief Wilde expanded on the mayor's comments about the importance of four-person staffing, noting that this structure is equally vital for medical emergencies. On many high-priority medical calls, two personnel are needed in the ambulance with the patient, and four-person crews allow fire apparatus to remain in service rather than being taken out while assisting with transport. Updates were also provided on several departmental initiatives and events. The low-acuity unit, which began service in August and operates Monday through Thursday from 9 a.m. to 7 p.m., has responded to 123 calls and has helped keep Medic Engine 101 available for higher-priority incidents. The current UFA recruit camp will graduate 20 firefighters on November 13, with 16 entering the field immediately and four completing EMT training. Additionally, four new paramedics completed training in September, and five more will join the field in November.

Several community and organizational highlights were shared, including the UFA's success at the Firefighter Chili Cook-Off, where the team earned both the People's Choice and Best Booth awards while helping raise over \$70,000 for burn camp programs. The department also held its annual awards ceremony, where crews from Medic Ladder 117 and Medic Engine 125 received Unit Citations for their heroic unprotected searches during the Willow Glen fire, and Engineer Dustin Smith from Station 106 was honored as Firefighter of the Year for his exemplary dedication and leadership.

The report also covered the conclusion of a successful wildfire season with minimal major incidents and provided updates on prescribed burns occurring in Millcreek Canyon, Corner Canyon, and Camp Williams—efforts supported by favorable weather conditions. Residents were reminded that visible or scented smoke from these burns is normal and part of ongoing forest management efforts. A seasonal safety reminder emphasized the importance of carbon monoxide detectors in every home, advising replacement of batteries twice yearly and full unit replacement every seven years.

Finally, Chief Wilde highlighted Station 101's capabilities and staffing. The station houses Medic Engine 101, Medic Ambulance 101, the Low-Acuity Unit, and Battalion Chief 11, all operating on a 24/7 schedule. The four-person engine crew consists of a captain, engineer, paramedic, and firefighter. The station also serves as storage for a reserve ladder truck to ensure rapid equipment availability. Mutual aid activity has increased slightly, likely due to the Willow Glen incident, and UFA is continuing to monitor call distribution and interagency support to maintain balanced coverage throughout Millcreek and neighboring areas.

2. Planning Matters First Readings:

- a. ZM-25-007, Request for the City Center Overlay – Development Agreement Zone (CCOZ-DA) to Accommodate an 18-Unit Townhome Residential Project at 1265 E**

Villa Vista Avenue; Carlos Estudillo, Planner

Mayor Silvestrini said the applicant requested a continuance on this item earlier that day. Council Member DeSirant requested the developer install a closed box at the end of the irrigation line due to a resident's flooding concern. Francis Lilly preferred the irrigation company to set the standards on their ditch, but it was within the scope of the council to request a particular solution.

Council Member DeSirant moved to continue item 2a. Council Member Catten seconded. The Recorder called for the vote. Council Member Catten voted yes, Council Member DeSirant voted yes, Council Member Jackson voted yes, Council Member Uipi voted yes, and Mayor Silvestrini voted yes. The motion passed unanimously.

b. GP-25-002, Request for Adoption of the Meadowbrook Station Area Plan as an Amendment to the General Plan; Sean Murray, Planner

Sean Murray provided an update on the station area planning project, which has now reached its final stage with a complete plan ready for adoption. The project team, including consultant Marianne Stuck, reviewed previous discussions and noted that feedback from both the city and community stakeholders has been incorporated into the final version. This plan fulfills a state requirement mandating that cities with fixed rail transit systems—or areas within a half-mile of them—develop station area plans. While the station in question is located in South Salt Lake near 3900 South, its half-mile radius extends into Millcreek, making Millcreek's participation necessary.

The plan aligns with Millcreek's General Plan and is intended to guide future zoning and development considerations rather than directly rezoning land or imposing changes on property owners. City staff clarified that the plan outlines potential goals and visions for the area's long-term development, not mandatory alterations to existing properties. During community outreach, including presentations to the Millcreek Community Council and the Planning Commission, residents raised questions about how the plan might affect their properties and expressed concerns about displacement or affordability. Business owners in the area shared similar sentiments, balancing interest in redevelopment opportunities with concerns about being priced out.

The community council also discussed broader neighborhood needs, emphasizing the importance of addressing food access in what is currently considered a food desert, as well as increasing green space to support future population growth. These discussions and recommendations have been documented in the staff report and incorporated into the final plan.

Marianne Stuck, Design Workshop, presented the final Station Area Plan for the Meadowbrook and Millcreek TRAX stations, developed jointly by Salt Lake City, South Salt Lake, and Millcreek. She explained that the plan is a long-term, vision-based framework designed to coordinate land use, housing, and transportation within a half-mile radius of each station. The plan does not impose zoning or policy changes but rather offers strategic recommendations to guide future development toward more transit-oriented, sustainable, and equitable growth.

Stuck emphasized that the plan was informed by detailed mapping and analysis, including equity focus areas, pedestrian accessibility (“walk sheds”), and park access. The Meadowbrook and Millcreek station areas were identified as underserved in green space and recreational access, with significant barriers limiting pedestrian connectivity. The planning process also identified opportunity sites where redevelopment could occur sooner, focusing on mixed-use, walkable, and community-oriented projects.

The project—completed on an accelerated six-month timeline—featured three phases of community engagement, including 12 public events, pop-up meetings, and an online bilingual survey that gathered input from over 370 participants. Residents and stakeholders consistently prioritized affordable housing, a new recreation center, additional parks and green spaces, and access to local retail or groceries to address the area’s current food desert.

Key recommendations for the Meadowbrook Station area include promoting inclusive and diverse neighborhood development, improving regional trail connections, and redesigning 3900 South as a more pedestrian- and bike-friendly street. The plan envisions the creation of a recreation center and community park near West Temple, linked to the TRAX station by a new pedestrian overpass, as well as mixed-use redevelopment along 3900 South and West Temple. Proposed land use refinements include establishing a transit-oriented development corridor, encouraging active ground-floor uses, and integrating green buffers and open spaces along the rail line to improve livability and noise mitigation.

Additional adjustments following Planning Commission feedback include clarifying that any rezoning must be developer-initiated, urging the city to acquire open space, prioritizing efforts to resolve food and medical service shortages, and recommending formation of a multi-city task force to oversee plan implementation. Stuck concluded by emphasizing that the Station Area Plan is a collaborative framework that positions Millcreek and its partner cities for coordinated community-driven growth around their shared transit assets.

Council Member Catten felt rezones initiated by developers were in conflict from the council considering economic conditions of the area and of a proposed use prior to a rezone. Lilly said the community council recommended that because a couple property owners who were in the area were afraid of the city coming and doing categorical rezones. He noted the planning commission’s recommendation encompassed the community council’s recommendation. Mayor Silvestrini expressed concern about a lack of integration with the Murray North Station Area Plan.

3. Staff Reports

Jim Hardy shared a few key updates since discussing the Wildland Urban Interface at the last council meeting. Initially, the city had planned to host its own public meeting due to the lack of any scheduled state events. However, since then, the state has announced an H.B. 48 public meeting, which will be held on Thursday, November 6, at 6:00 p.m. in the Utah Department of Natural Resources auditorium. Given the value and relevance of the state-led session, the city has decided not to hold a separate meeting and has instead notified residents and encouraged their participation in the state’s event. Lilly noted the meeting was noticed by mail to those affected

(800 people in the SES 7 zone at the top of Olympus Cove). Mayor Silvestrini would still like to see more outreach from the city before the council acts on a map.

Hardy said another update to the discussion clarified a misunderstanding regarding the distinction between required and recommended actions under state guidelines. Upon further research, it was determined that the state requires cities to adopt a map identifying areas rated SES 7 and above, while the inclusion of zones 5 and 6 is not mandatory but recommended. This means the city must comply with the SES 7+ requirement but has discretion on whether to extend coverage to lower-risk zones. Hardy noted that further discussion and a policy decision will be needed to determine whether the city will adopt only the minimum required areas or also include the recommended zones five and six. The fee is only for zone 7 and above, but the more expansive map would require building code requirements apply to everything 5 and above.

Chief Wilde explained that the fire department's perspective focuses primarily on fire safety, which represents only one aspect of the broader considerations city leaders must balance. From a firefighting standpoint, it would be ideal for all areas to meet the highest safety standards, but such measures are often impractical or cost-prohibitive in many locations. The department emphasized that areas with a Structure Exposure Score (SES) of seven or higher present elevated wildfire risk and expanding protective measures across more zones would improve community preparedness. However, they acknowledged that fires can still have widespread impacts regardless of prevention efforts. The department's goal is to promote fire-wise community principles and enhance built-in fire protection wherever feasible, while recognizing that policymakers must weigh additional factors beyond fire safety alone. He also noted that Unified Fire Authority representatives will attend the state's public meeting on November 6

4. Discussion of Agenda Items, Correspondence, and/or Future Agenda Items

There was none.

Council Member DeSirant to adjourn the work meeting at 6:33 p.m. Council Member Jackson seconded. Mayor Silvestrini called for the vote. Council Member Catten voted yes, Council Member DeSirant voted yes, Council Member Jackson voted yes, Council Member Uipi voted yes, and Mayor Silvestrini voted yes. The motion passed unanimously.

REGULAR MEETING – 7:00 p.m.

TIME COMMENCED: 7:02 p.m.

1. Welcome, Introduction and Preliminary Matters

1.1 Pledge of Allegiance

Mayor Silvestrini called the meeting to order and led the pledge of allegiance.

1.2 Unified Police Department Millcreek Precinct Officer of the Month for September 2025

Chief Petty-Brown announced **Officer Nielson** as the Officer of the Month for September 2025. Officer Nielson responded to a welfare check involving a recently homeless man at Café Rio. She was able to buy him food and connect him with meaningful resources.

Chief Petty-Brown presented Mayor Silvestrini with a personalized engraved knife, the same they give to Officer of the Year. She expressed appreciation for his support, leadership, friendship, and dedication to the community. Chief Mazuran referred to the mayor as a friend, mentor and confidant. He noted the mayor would be hard to replace.

Mayor Silvestrini appreciated the recognition for his time as mayor. He is proud of the UPD and hoped the new mayor will support them, too.

1.3 Public Comment

Curtis Larsen submitted an online comment, *“I’m really glad to see the modifications to aggressively acquire open space, and develop strategy to alleviate the food and medical desert concerns. Greatly improved as these recommendations have been refined”* [regarding work meeting item 2b].

2. Planning Matters

2.1 Public Hearing to Consider Vacating a Portion of the 2700 E Public Street/Right-of-Way Between 3450-3550 South

Mayor Silvestrini said the city is considering the vacation of a portion of 2700 East as part of a property exchange agreement with John and Amy Garff, who are constructing a home at the corner of 2700 East and Brookburn Road. Under city code, property owners are typically required to install sidewalks, curbs, and gutters, but due to the area’s steep topography and existing infrastructure challenges, the standard sidewalk installation on the north side of Brookburn would be impractical and lead to a “sidewalk to nowhere.” Instead, the Garffs have proposed funding and constructing a sidewalk on the south side of Brookburn, which would connect to existing sidewalk segments and improve pedestrian safety—particularly for schoolchildren and residents who frequently walk in the area.

In addition to the sidewalk improvement, the project includes a land exchange between the city and the Garffs involving property along 2700 East. The area includes a historic rock wall and a private sidewalk currently located on the Garff’s property, which has long been used by the public but is not owned by the city. Through this agreement, the city will vacate an unneeded right-of-way in exchange for property and a permanent public easement over the existing sidewalk, ensuring continued public access while the Garffs retain maintenance responsibility. The arrangement preserves the character of the neighborhood, secures public pedestrian access, and achieves infrastructure goals without additional cost to taxpayers.

Brad Sanderson highlighted the areas on an aerial map to be vacated. He said the area proposed for vacation consists of two sections, primarily extending from the face of a historic rock wall to the back of the sidewalk, with some variation in width and depth. While the city would vacate this right-of-way, the portion between the wall and sidewalk would remain accessible to the public through a permanent easement, with an additional public utility easement located behind it. The subdivision plat has already received administrative approval, and this vacation is part of meeting the requirements for development.

Under state law, the legislative body may vacate a public street or easement if there is good cause and if the vacation does not materially injure the public or any individual. Written consent from affected utility providers has been obtained, confirming no objection or conditional approval contingent upon easement protections for existing or future utilities. City staff found good cause for the vacation, noting that it reduces taxpayer maintenance of the wall, preserves its historic value, and aligns with subdivision development standards, which otherwise would not accommodate the wall. Public notification was provided to property owners within 500 feet, and no objections were identified. The staff recommendation, consistent with the planning commission's review, is to hold a public hearing for transparency and consider approval of the right-of-way vacation, as it serves the public interest without causing material harm.

Chris Bick, engineer/applicant for the project, expressed appreciation to the city for working with the developers to make this project happen.

Council Member DeSirant moved to open the public hearing. Council Member Uipi seconded. Mayor Silvestrini called for the vote. Council Member Catten voted yes, Council Member DeSirant voted yes, Council Member Jackson voted yes, Council Member Uipi voted yes, and Mayor Silvestrini voted yes. The motion passed unanimously.

Tiffany Smith expressed appreciation and admiration for the Garffs and asked for any leniency if needed be granted to them so they could accomplish their project.

Curtis Larsen submitted an online comment, *"This sounds like a good deal for the City. Question: the Mayor mentioned the owner would maintain the property in perpetuity. What would happen if they sell?"*

Mayor Silvestrini said the proposed plan aligns closely with the Garff's goals while also meeting the city's priorities for neighborhood improvement and pedestrian safety. Through collaboration, the city and the Garffs were able to address challenges in a way that preserves the historic character and charm of the area, including the rock wall, while also providing new sidewalks for children and the broader community. The Garffs utilized a formal process to request an exception to install the sidewalk on a more practical side of the street, which was approved, creating a solution that benefits both the property owners and the public. The sidewalk easement is permanent, with maintenance obligations recorded to ensure it is preserved for future property owners. With these agreements in place, the ordinance under consideration (Ordinance 25-45) would officially vacate the easterly portion of 2700 East public right-of-way, formalizing the land exchange and ensuring the intended improvements and protections are implemented.

Council Member DeSirant moved to close the public hearing. Council Member Uipi seconded. Mayor Silvestrini called for the vote. Council Member Catten voted yes, Council Member DeSirant voted yes, Council Member Jackson voted yes, Council Member Uipi voted yes, and Mayor Silvestrini voted yes. The motion passed unanimously.

2.2 Discussion and Consideration Ordinance 25-45, Vacating the Easterly Portion of the 2700 East Public Street or Right of Way, Generally Located Between 3450 and 3550 South

Council Member Uipi moved to approve item 2.2, Ordinance 25-45, Vacating the Easterly Portion of the 2700 East Public Street or Right of Way, Generally Located Between 3450 and 3550 South. Council Member Jackson seconded. Council Member Uipi was glad to see maintenance of the sidewalk and wall. Council Member DeSirant thanked Brad Sanderson for his work on the application. Mayor Silvestrini thanked others for their work on this solution with the applicant. **The Recorder called for the vote. Council Member Catten voted yes, Council Member DeSirant voted yes, Council Member Jackson voted yes, Council Member Uipi voted yes, and Mayor Silvestrini voted yes. The motion passed unanimously.**

Mayor Silvestrini mentioned the city worked closely with neighbors and conducted multiple site visits to ensure community input and concerns were addressed. A notable feature of the area is a historic, stone-lined irrigation canal on the south side of the street, which has been removed in other parts of the city during street or sidewalk improvements. In this case, the project was carefully designed to preserve the canal, maintaining its historic character while allowing neighborhood improvements. The canal also serves as a practical feature, functioning as a dog watering area, which has been appreciated by local residents. Overall, the project balances infrastructure improvements with the preservation of the neighborhood's historical and community values.

3. Business Matters

3.1 Discussion and Consideration of Resolution 25-36, Approving an Interlocal Cooperative Agreement with UDOT for the Construction and Maintenance of a Multi-Use Facility for Pedestrian and Bicycle Access within the Right-of-Way of I-215 Along the West Side of Wasatch Boulevard from 4500 South to 3800 South

Mayor Silvestrini said the city has secured grant funding for the project, and a portion of the path adjacent to the upcoming John Elway Porsche dealership will be constructed by the developer, while the city will build and maintain the remaining sections. Since significant portions of the path fall on UDOT right-of-way, the agreement ensures legal permission to construct and maintain the facility, while respecting UDOT's control of the freeway corridor and complying with Federal Highway Administration requirements. This project specifically enhances safety for cyclists along Wasatch Boulevard, one of the region's most heavily used bicycle corridors, providing a protected route for riders traveling between local trails and nearby canyons.

Council Member Uipi moved to approve item 3.1, Resolution 25-36. Council Member DeSirant seconded. The Recorder called for the vote. Council Member Catten voted yes, Council Member DeSirant voted yes, Council Member Jackson voted yes, Council Member Uipi voted yes, and Mayor Silvestrini voted yes. The motion passed unanimously.

3.2 Discussion and Consideration of Resolution 25-37, Suspending Rule 7.1 of the Council Rules of Procedure (Regarding the Requirement that Every Council Member Who is in the Chambers Shall Vote) for Only the November 3, 2025, Council Meeting

Mayor Silvestrini provided background on an upcoming special meeting scheduled for November 3, during which the council will interview five candidates for the position of mayor to complete the current term. State law and public transparency require that these interviews occur in a public meeting. Council Member Cheri Jackson cannot vote for herself per state code, which creates a potential procedural awkwardness under the city

council's normal rules requiring all council members to vote on all matters in the chambers. To address this, the council plans to suspend that rule for this specific meeting. Additionally, to ensure fairness and avoid any candidate gaining an advantage from hearing others' responses, each candidate, including Council Member Jackson, will be asked to step out of the room while the others are interviewed. This approach is intended to provide each candidate with an opportunity to respond independently, while maintaining a transparent and orderly public process.

Council Member Uipi agreed that the council be consistent with all candidates and for the process to be transparent. Mayor Silvestrini said that suspending the voting rule for the upcoming special meeting is fair to Council Member Jackson and simplifies the process. The plan is to interview each mayoral candidate individually, after which all candidates would return to the room for open deliberation. This allows the council to explain their reasoning and voting decisions publicly, ensuring transparency for Millcreek residents. The suspension of the rule is distinct from the procedure of asking candidates to step out during others' interviews, which is intended to ensure fairness and independence in their responses. The councils' ballots will not have the council member's names on them.

Council Member Catten moved to approve Resolution 25-37, Suspending Rule 7.1 of the Council Rules of Procedure for Only the November 3, 2025, Council Meeting. Council Member DeSirant seconded. Mayor Silvestrini said he would acknowledge the rule suspension at the November 3rd meeting. The suspension had to be approved in a regular council meeting first. **The Recorder called for the vote. Council Member Catten voted yes, Council Member DeSirant voted yes, Council Member Jackson voted yes, Council Member Uipi voted yes, and Mayor Silvestrini voted yes. The motion passed unanimously.**

3.3 Utah Renewable Communities Update; Mayor Jeff Silvestrini

Mayor Silvestrini provided an update on the Utah Renewable Communities initiative, formerly known as the Utah Community Renewable Energy Agency, which Millcreek participates in as part of a coalition of 19 cities and counties partnering with Rocky Mountain Power/PacifiCorp. The program, originating from House Bill 411 (2019), aims to transition participating communities toward 100% renewable energy by 2030, using sources such as solar, wind, geothermal, and nuclear. Millcreek joined via city council resolution, partly funded by a resident donation, and has contributed financially to support program development, including legal and consulting costs totaling approximately \$700,000. The initiative is designed to scale clean energy beyond individual rooftop solutions, incorporate low-income participation programs, and maintain opt-out provisions for residents. Rocky Mountain Power has already begun shifting toward renewable generation, helping keep costs manageable. The Public Service Commission (PSC) is currently reviewing the program's rate application, with testimony hearings scheduled for December 16, 2025, and a potential decision expected by January 2026. Once the PSC establishes the rate, Millcreek and other participating communities will have 90 days to decide whether to formally join the program through local ordinance adoption. The program also includes committees for program design, low-income participation, and communications, as well as ongoing evaluation of proposed renewable energy facilities to ensure sufficient supply to meet program goals.

Council Member Uipi confirmed there was only one RFP. The Program Design Committee forwarded the top six bids to PacifiCorp for the next stage of evaluation in September 2025.

3.4 Millcreek Representation on Boards and Committees Discussion: UFA, UPD, CWC, URC, ULCT, WFRD, WFWRD, JRC, SSLMA, and MBC; Mayor Jeff Silvestrini

Mayor Silvestrini said he wanted to review boards Millcreek has been involved in to help with an easier transition once he leaves office. The mayor provided an overview of various boards, committees, and advisory groups that city council members might consider engaging with, noting that no immediate action is required and appointments could be discussed after the new mayor is sworn in on November 10. Key bodies include the Council of Governments (COG), which makes appointments to the Wasatch Front Regional Council, distributes certain road funding, and hosts quarterly public meetings, as well as the Conference of Mayors, a non-public forum for mayors to share ideas. Other opportunities include committees under the Utah Fire Authority (UFA) and Unified Police Department (UPD), which handle budgeting, compensation, and governance matters. The mayor emphasized that the mayoral position often carries greater influence in these bodies, though council participation is also valuable. Additional boards mentioned include the Community Renewable Energy Agency, Central Wasatch Commission, Millcreek Business Council, Interfaith Council, Promise Executive Council, Jordan River and Animal Services boards, the Legislative Policy Committee, and the Salt Lake County Criminal Justice Advisory Committee. These boards address a range of issues including clean energy, transportation, business development, homelessness, criminal justice, and legislative advocacy. The mayor encouraged council members to consider where their involvement would be most impactful, highlighted the potential time commitments, and offered to provide guidance as needed.

4. Reports

4.1 Mayor's Report

Mayor Silvestrini expressed gratitude for community recognition received, including messages from the Youth Council, in honor of his retirement.

4.2 City Council Member Reports

Council Member DeSirant provided an update on his role with the Wasatch Front Waste and Recycling District (WFWRD), noting a recent meeting with the new General Manager and CEO, who replaced longtime Millcreek resident Pam Roberts following her retirement. He highlighted the district's seasonal bulk trash program, known as the "Scrap Program," which has evolved from placing dumpsters on city streets to a reservation-based system for driveway delivery. This year, a tiered reservation system was implemented to prioritize those previously on the waitlist, followed by first-time users, and lastly, repeat users, which has reduced complaints. The board also discussed potential additional fees, including a \$25 fee for missed trash can pickups and fines for repeated contamination of recycling bins, though Millcreek currently has the lowest contamination rates among WFWRD communities. He noted he attended a recent craft market and expressed excitement for the upcoming holiday shops in the public market at city hall.

Council Member Uipi noted the Mt. Olympus Community Council would not be meeting in November. Council Member Jackson attended the Granite Credit Union 90th anniversary celebration and the annual UFA awards ceremony.

4.3 Treasurer's Report

Council Member Jackson reported that as of October 27, 2025, the city's total available cash amounts to \$37,676,415, comprising \$1,058,930 in the operating account and \$36,617,485 in the state treasury fund account. Year-to-date revenue includes \$160,288 in property taxes, representing 1.35% of expected collections, \$2,550,588 in general sales tax for two months, and \$425,835 from building permits, bringing total general fund revenue to \$10,375,987. For the month of September, the city issued 211 checks totaling \$2,744,420 and processed 20 bank drafts amounting to \$626,303, and 2 payroll expenditures of \$373,492.

4.4 Staff Reports

John Brems said Rancho Markets had asked the city permission to use the city's trademarked logo on their grocery bags and asked for council input. Mayor Silvestrini suggested a revocable license that could be revoked if misused. The council discussed the pros and cons and suggested the Business Council logo be used instead. Lilly said Mike Winder would show them a mockup of the bag, which would include logos from every city that had a Rancho Market.

Brems asked if the council had questions about an agreement he sent to them for a property exchange with Dr. Adib. There were none.

4.5 Unified Police Department Report

Chief Petty-Brown reviewed the September 2025 crime statistics. The September report highlights that the precinct's staffing is in excellent condition, with only one true vacancy and four officers in training or field programs. All specialty positions are filled, including four fully operational traffic enforcement vehicles. Response times remain strong, averaging six minutes for priority one and two calls, and 12–13 minutes for priority three calls. Overall case volume and calls for service are trending downward, reflecting department-wide and valley-wide reductions. Officers and community-oriented policing detectives, in coordination with Salt Lake County Public Works, removed 700 pounds of debris from under the 3900 South/300 West Bridge, maintaining safety and cleanliness. The mental health unit handled 61 calls, including a notable case where a 67-year-old resident at risk of displacement was successfully relocated to affordable housing, demonstrating the unit's impact on community stability. The social worker has become a widely recognized and valuable resource for officers and residents. Updates were also provided on K9 Millie, who is progressing well, and an upcoming intern starting in the spring.

The Drug Enforcement Unit (DEU) reported 20 arrests, 18 search warrants, the recovery of four stolen vehicles, firearms, and 23 grams of marijuana. A high-profile case involved the safe recovery of a missing child who had been left in the care of an acquaintance using drugs. Traffic enforcement in September included 258 stops, 215 citations, 99 warnings, 60 DUI arrests, and 82 accident responses, including three pedestrian or bicycle accidents, with a focus on high-violation areas like State Street. Criminal activity

5. Consent Agenda

Council Member Uipi moved to approve item 5.1. Council Member DeSirant seconded. Mayor Silvestrini called for the vote. Council Member Catten voted yes, Council Member DeSirant voted yes, Council Member Jackson voted yes, Council Member Uipi voted yes, and Mayor Silvestrini voted yes. The motion passed unanimously.

There was none.

- City Council Special Mtg. 11/3/25, 5:30 p.m.
- Mt. Olympus Community Council Mtg., 11/3/25, 6:00 p.m. – NO MEETING
- Millcreek Community Council Mtg., 11/4/25, 6:30 p.m.
- Canyon Rim Citizens Association Mtg., 11/5/25, 7:00 p.m.
- East Mill Creek Community Council Mtg., 11/6/25, 6:30 p.m.
- City Council Mtg. 11/10/25 7:00 p.m.

Council Member DeSirant moved to go back into the open meeting at 8:57 p.m. Council Member Uipi seconded. The Recorder called for the vote. Council Member Catten voted yes, Council Member DeSirant voted yes, Council Member Jackson voted yes, Council Member Uipi voted yes, and Mayor Silvestrini voted yes. The motion passed unanimously.

Attest: Elyse Sullivan, City Recorder