



ZT-26-002

Planning Commission Staff Report

Meeting Date: September 16, 2026

Applicant: Millcreek

Re: Zoning Code Changes

Prepared By: Francis Xavier Lilly, AICP, Planning Director

REQUEST AND SYNOPSIS

Since the zoning code update of 2025, staff have successfully employed the new code to various projects and developments around the city. So far this has proven to be a major improvement from the previous zoning code. After adopting the code, staff proposed a series of additional code amendments in Autumn 2025 and again earlier this year. The following updates are a third round of updates. Primarily, these updates are a response to changes in the State of Utah's Land Use Development and Management Act (LUDMA), which we are required to follow. In addition, staff is proposing some clarifying language that:

- Allows for nonconforming uses and noncomplying structures to be eligible for subdivision, provided the nonconformity or noncompliance does not increase;
- Clarifies that the minimum area for a lot or parcel created on a private street shall not include the area for the private street.
- Provides options for multifamily buildings to provide extra open space in lieu of balconies.
- Allows for retaining walls to abut a right-of-way, where currently the requirement is a four-foot setback.
- Allows for noncomplying retaining walls or fences to be replaced to the same height and location.
- Slightly increases the projection or "standoff" distances for wireless telecommunications antennae on monopoles and wall-mounted structures, upon the recommendation of wireless telecommunications users, in order to facilitate the relocation or removal of existing wireless telecommunications facilities in Millcreek.
- Corrects State statute references. Last year, LUDMA was recodified, and the statutory references changed.

Specifically, the changes are as follows:

Removal and Vacancy of Planning Commission Members – Page 1

Staff is proposing expanding the language for the removal and vacancy of planning commission members, in compliance with a State statute update adopted this year. See [Utah Code Ann. 10-20-301](#) for state statutory requirements.

Appeal Hearing Due Process – Pages 2-3

State statute was updated to limit public participation in appeals. Staff is proposing to update the ordinance in a manner compliant with State law. See [Utah Code Ann. 10-20-1106](#).

State statute also changed to establish a different burden of proof for applicants than for adversely affected parties. See [Utah Code Ann. 10-20-1105](#).

Nonconformities in Subdivisions – Pages 3-4

Currently, the code does not allow for a subdivision to be created that involves a noncompliant property or a nonconforming use. The noncompliance/nonconformity would have to be eliminated before subdivision. This has proven to be a substantial development impediment for residential subdivisions that would otherwise be legal, and could require the removal of housing. In the interest of preserving naturally-occurring affordable housing, staff is proposing to allow for noncompliant structures and nonconforming uses to be included in subdivisions, provided that the new lots created or the properties effected are compliant in terms of lot coverage, lot size, and setbacks.

Classification Requests – Pages 5-7

In 2025, State law required cities to create a process to establish standards to determine whether a proposed business use aligns with an existing land use listed in our code. That statute created an appeal process that required city council review. Earlier this year, the law was changed that clarified that classification requests are administrative in nature, and no automatic city council review was warranted. See [Utah Code Ann. 10-20-507](#) for the statutory requirements.

Determining Minimum Area for a Lot or Parcel on a Private Street – Page 7

Millcreek has a process for lots, parcels, and buildings on a private street. By definition, a lot or parcel is defined in a manner that excludes the street, however, staff is proposing a change to the ordinance that clearly states that the minimum area for a lot or parcel on a private street does not include the area used as the street itself. In the future, the city may be asked to take over private streets; unless the lot area does not include the private street, the lots could become nonconforming.

Calculating Side Yard Setbacks on Properties and Parcels 50% Larger than the Minimum Width – Pages 7-9

These proposed redlines do not change any standards, but the calculation language for determining the required setbacks is moved for clarity and enforceability.

Setbacks for Civic and Institutional Uses in the R-1 Zones – Page 8

Civic and Institutional Uses in all our residential zones have a consistent setback: 20 feet. However, there is an error in the R-1 zones: The table references 20 feet, but the text references 30 feet. The proposed change aligns the text with the table.

Balconies and Patios in the RM Zone – Page 9

Each unit in a building in the RM zone requires a balcony or patio. Notably, that requirement doesn't exist for multifamily or mixed use buildings in other zones. Balconies or patios provide useful open space and

building relief to buildings, however. In response to Salt Lake County's housing authority, which is seeking approval for a deeply affordable housing project in Millcreek, staff is suggesting an option where additional open space can be provided in lieu of a balcony or patio. In the case of the housing authority, balconies may not be appropriate for the senior housing project they are proposing. This proposal would maintain the open space requirement provided by the balconies, but would provide a developer with flexibility in how that open space is deployed.

Garage Sales – Page 8

Millcreek Code Compliance is requesting additional clarity for our regulations regarding yard and garage sales, to aid in enforceability and responsiveness to concerns reported by Millcreek residents.

Setback Requirements for Accessory Structures – Page 8

Staff identified an error in the language for setback requirements for accessory structures in rear or side yards that abut a public right-of-way, and clarified that the enhanced setback requirement only applies to the property boundary that abuts the right-of-way, and not all yards.

Ordinary Maintenance and Repair / Fences and Retaining Walls – Page 10

Staff is proposing to clarify that the replacement of a fence or retaining wall should be considered as "ordinary maintenance and repair", because it is often infeasible or impossible to repair a fence or retaining wall without addressing footings or foundations. For all other structures, ordinary maintenance and repair would prohibit any structural alterations. A definition of "ordinary maintenance and repair" is included on Page 15.

Retaining Wall Setbacks – Page 10

Currently, retaining walls are required to be set back 4 feet from a right-of-way. This has proven to be a challenging requirement for many homeowners in Millcreek, who are replacing existing, failing retaining walls. Staff is proposing modifying the language that would allow a retaining wall to abut a right-of-way, without a setback, provided a survey is included that establishes the right-of-way line.

Accessory Building Requirements – Pages 10-12

In the 2026 legislative session, the State of Utah made some significant changes to the statute that limits how cities can regulate ADUs. For the most part, Millcreek's code complies with the new statutory requirements. However, state statute plainly restricts regulating materials, roof pitch, and window placement on single-household buildings (See [Utah Code Ann. 10-20-618](#) for a list of prohibited design elements). Recent changes to state law extended that prohibition to detached ADUs (See [Utah Code Ann. 10-21-304\(3\)\(d\)](#)). Staff notes that elements of the new state law is unclear, and we are advocating for some greater municipal flexibility for regulating detached ADUs, particularly those that are built within the accessory building setbacks. For now, however, the staff recommendation is to remove our current design and window-placement requirements to ensure compliance with state statute.

Wireless Telecommunication Facilities – Pages 12-15

Staff is proposing some minor changes to wireless telecommunication facilities to promote the relocation of wireless telecommunication infrastructure in Millcreek. Specifically, the additional standoff distance allowance for a wall-mounted wireless antenna would facilitate the removal of the noncomplying monopole located at the southwest corner of 1300 East and 3300 South. Similarly, increasing the standoff distance for monopoles will facilitate collocation at an existing Millcreek facility. Neither situation appears to impose unreasonable aesthetic impacts on Millcreek. In both cases, the redlines include text modification and a revised image.

Updated Definitions – Pages 15-16

Staff is proposing a definition for “parking lot” and an revised definition for “recreational vehicle” that is identical to the definition for “recreational vehicle” in Title 14. Aligning definitions will aid Millcreek’s code compliance department in enforcing and clarifying requirements around unlicensed RVs in Millcreek.

Utah Code Statutory Reference Corrections – Pages 15-22

The redlines under this section are simple corrections to the numerous hyperlinked references in Millcreek code to state statute requirements. In 2025, the State of Utah recodified LUDMA, so the old references are no longer valid. No substantive changes to code are contemplated in this section.

PUBLIC COMMENT

No formal public comment was submitted for this application at the open house held on Tuesday, 1 September 2026. As of the submittal of this staff report, Community Councils have not provided comment. HousingConnect, Salt Lake County’s housing authority, submitted a letter expressing support of the proposed changes to the balcony requirements in the RM Zone. That letter is attached to this staff report.

Additional comment will be transmitted to the Planning Commission once it is received by staff.

PLANNING STAFF RECOMMENDATIONS

Staff recommends approval of the changes found in the zoning code attached at the end of this summary. Questions, comments, and discussion are encouraged to ensure that the update aligns with the goals and strategies outlined in the Millcreek Together General Plan.

SUPPORTING DOCUMENTS

- **Code Rewrite Redlines**
- **Letter of Support from HousingConnect**

18.03.010 Planning Commission

E. Removal and Vacancy. ~~The Mayor may remove members of the Planning Commission may be removed by the Mayor with the advice and consent of the City Council. The Mayor shall promptly fill any vacancy occurring on the Planning Commission with the advice and consent of the City Council for the unexpired term of such member. The Mayor shall also promptly fill any vacancy on the Planning Commission due to the expiration of a term, with the advice and consent of the City Council.~~

1. ~~The Mayor may remove members of the Planning Commission with the advice and consent of the City Council. Causes for removal include:~~
 - a. ~~Using public funds for a political purpose under Utah Code Title 20A, Chapter 11, Part 12, Political Activities of Public Entities Act;~~
 - b. ~~Violating a provision of Utah Code Title 10, Chapter 3, Part 13, Municipal Officers' and Employees' Ethics Act;~~
 - c. ~~Acting with the intent to influence a land use decision or an appeal of a pending land use application in a manner that creates actual impermissible bias or an unacceptable risk of impermissible bias in the planning commission member's administrative or quasi-judicial duties; and~~
 - d. ~~Any other cause as determined by the Mayor.~~
2. ~~A planning commission member deliberating about a specific pending land use application in a planning commission meeting with municipal staff, an elected official, or the land use applicant is not cause for removing a planning commission member from the planning commission.~~
3. ~~The Mayor shall promptly fill any vacancy occurring on the Planning Commission with the advice and consent of the City Council for the unexpired term of such member. The Mayor shall also promptly fill any vacancy on the Planning Commission due to the expiration of a term, with the advice and consent of the City Council.~~

18.03.020 Land Use Hearing Officer (LUHO)

C. Hearings, Meetings, and Due Process

1. The LUHO shall hold hearings or meetings as necessary and shall not have ex-parte contacts. It shall have the authority to administer oaths, provide an

opportunity for cross- examination, and direct the proceedings in a quasi-judicial manner, so that each participant's due process rights are respected. All hearings must be open to the public and recorded.

2. Notice Requirements. Noticing shall be as set forth in MKZ 18.14.080, Public Notice.
3. Upon request Millcreek will provide copies to all parties of public regarding the matter. Otherwise, no discovery shall be allowed except as specifically ordered and scheduled by the LUHO.
4. Hearings or meetings shall be conducted with appropriate formality and decorum to protect due process rights. The Utah Rules of Evidence and Rules of Civil Procedure are used as guidelines and are not strictly followed or applied. The rules regarding authorization, foundation, hearsay, or relevance shall not be strictly applied.
5. The LUHO may only allow the following people to present or speak during an appeal hearing:
 - a. The appellant or the appellant's representatives;
 - b. The land use applicant or the land use applicant's representatives;
and
 - c. Millcreek Staff or designated staff representatives.

18.04.010 Appeals

- A. Purpose. Appeals are intended to provide additional review of a decision made by the Land Use Authority. Appeals are subject to the standards as set forth in Utah Code Section 10-20-1101 et seq.
- B. Applicability. An applicant, Millcreek, or an adversely affected party may appeal any final decision made by the Land Use Authority regarding the administration or interpretation of this Code.
- C. Procedure for Legislative Decisions. Legislative decisions are appealed to the district court as set forth in Utah Code Section ~~10-9a-101~~ 10-20-101 et seq.
- D. Procedure for Administrative Decisions.
 1. A notice of appeal must be filed with the Planning Director within ten (10) business days of the issuance of a written administrative decision from a Land Use Authority.

2. Any applicable fee as set forth in the Consolidated Fee Schedule must be paid at the time of filing the notice of appeal.
 3. Upon receipt of the notice of appeal, the Planning Director will schedule the item for the next available public meeting of the Land Use Hearing Officer (LUHO), not to exceed forty-five (45) days from when the notice of appeal was received.
 4. Noticing shall be as set forth in MKZ 18.14.080, Public Notice.
 5. The LUHO shall make a determination at the meeting and issue a written decision within ten (10) days of the meeting.
- E. Approval Criteria **and Burden of Proof**. An appeal may be approved if the LUHO finds that there was an error in any order, requirement, decision, or determination made by the Land Use Authority in the administration or interpretation of this Code. In an appeal, the burden of proof is as follows:
1. If the appellant is a land use applicant, the appellant has the burden of proving that the land use authority's land use decision is illegal or is not supported by substantial evidence.
 2. If the appellant is an adversely affected party, the appellant has the burden of proving that the land use authority's land use decision is illegal, or that the factual findings are clearly erroneous.
- F. Appeals from Subdivision Improvement Plans. Notwithstanding the foregoing, appeals from subdivision improvement plans shall be handled in accordance with Utah Code Section ~~10-9a-604.2~~ 10-20-806.

18.15.020 Administrative Decisions

A. Minor Subdivision

4. Approval Criteria. The Planning Director shall approve the request if:
 - g. ~~No new lot nor any lot affected by the subdivision will have a noncomplying structure or a structure occupied by a nonconforming use, unless the lot created for the purpose of dividing a legally-established two-household dwelling pursuant to the standards as set forth in MKZ 18.26.~~ Any new lot or any lot affected by the subdivision that has a noncomplying structure or a structure occupied by a nonconforming use is subject to the following

additional approval criteria:

- (1) The noncomplying structure or the structure occupied by a nonconforming use shall be legally established through the process for a nonconformities determination as set forth in MKZ 18.15.040 (A).
- (2) Any new lot or any lot affected by the subdivision that has a noncomplying structure or a structure occupied by a nonconforming use meets all other requirements of the code, including but not limited to setbacks and lot coverage. No nonconformity or noncompliant condition may be created or expanded through a subdivision.

B. Major Subdivision

5. Approval Criteria. The Planning Commission shall approve the request if:

- g. The Planning Commission may not approve a Preliminary Subdivision with a noncomplying structure or a structure occupied by a nonconforming use ~~;~~ unless:

- (1) The noncomplying structure or the structure occupied by a nonconforming use was legally established through the process for a nonconformities determination as set forth in MKZ 18.15.040 (A).
- (2) Any new lot or any lot or parcel affected by the subdivision that has a noncomplying structure or a structure occupied by a nonconforming use meets all other requirements of the code, including but not limited to setbacks and lot coverage. No nonconformity or noncompliant condition may be created or expanded through a subdivision.

18.15.030 Administrative Decisions - Other Land Use Decisions

J. Classification Request

1. Purpose. The purpose of this Section is to establish standards for Classification Requests to determine whether a proposed ~~land~~ **business** use aligns with an existing land use specified in this Code in a manner compliant with state statute.
2. Applicability. An applicant may formally request a Classification Request. Classification Requests are limited to those land uses for which a Millcreek business license is required.
3. Procedure. The following application steps, as set forth in [MKZ 18.14, Land Use Application Steps](#), are required.
 - a. Pre-application Consultation.
 - b. Application Submittal.
 - c. Application Completeness Review.
 - d. Application Compliance Review.
 - e. Decision and Findings.
 - (1) The Planning Director shall be the Land Use Authority for Classification Requests.
 - (2) The City Council shall be the Land Use Authority for Reviews of Classification Requests.
4. Approval Criteria. The Planning Director shall find that a proposed land use aligns with an existing land use specified in this Code, if the proposed land use complies with all applicable provisions of this Code and other applicable Millcreek policies, including the following:
 - a. The applicant provided sufficient evidence demonstrating that the proposed land use complies with the zone district's development standards, including but not limited to parking and vehicular access requirements, inventory storage, lighting, noise, and landscaping.
 - b. The proposed land use is substantially similar to the uses allowed in that district and is more comparable to such uses than those uses allowed in a less restrictive district.

- c. If the proposed use is most similar to a conditional use authorized in the zone district in which it is proposed to be located, any Classification Request Determination for such use shall require that it may be approved only as a conditional use.
 - d. The proposed use is consistent with the purpose statement of the underlying zoning district.
 - e. The proposed land use requires a Millcreek business license.
- 5. Submittal Requirements. Any person seeking a Classification Request shall submit a complete application, a completed Classification Request Checklist, a fee as set forth in [MKZ 18.13.040, Submittal Requirements in General](#), any other relevant supporting documentation, maps, studies, and any other information that would inform Staff and allow the Land Use Authority to make a decision. As part of an application for a Classification Request, the Planning Director may require the submittal studies or plans following the procedure as set forth in [MKZ 18.69, Required Studies and Plans](#).
- 6. City Council Review of a Classification Request Determination. If the Planning Director determines that the proposed land use is new and unlisted, the applicant may submit an application to the City Council ~~to review the Planning Director's determination~~ requesting that the City Council adopt a land use ordinance that permits the new or unlisted business use as a permitted or conditional use, by following the procedure and paying a fee as set forth in [MKZ 18.15.010 \(B\)](#), ~~except that no Planning Commission recommendation is required~~. An application requesting that the City Council adopt a land use ordinance that permits the new or unlisted business use as a permitted or conditional use for City Council Review of a Classification Request must be submitted within ten (10) business days of issuing a written Classification Request Determination from the Planning Director.
 - a. The City Council shall schedule a public meeting to review the classification request within 60 days of filing a complete application for a City Council Review of a Classification Request Determination.
 - ~~b.—The City Council shall apply the approval criteria for Classification Requests as set forth in [MKZ 18.15.030 \(j\)\(4\)](#).~~

- ~~c. If the City Council approves the Classification Request, it shall designate an appropriate zone or zones for the proposed use and determine whether it is a conditional use or a permitted use.~~
 - d. b. The Planning Director shall notify the applicant in writing of the City Council's determination, and the reasons for their determination.
7. Appeal. ~~The City Council's decision of a review of a classification request is a legislative decision. Legislative decisions are appealed to the district court as set forth in Utah Code Section 10-20-1109 et seq. An Appeal of the City Council's determination shall follow the process as set forth in MKZ 18.04. Appeals.~~

18.25.020 Development Standards

All private streets shall be constructed to City standards as set forth in MKC 14.20, and development on lots or parcels along private streets are subject to the development standards of the underlying zone, except as follows:

1. Any lot or parcel fronting on a private street shall have the minimum lot or parcel width and area requirements of the underlying zone.
2. The minimum setback for buildings on lots or parcels on a private street that are located in an R-1, R-2, or A zone shall be the minimum setbacks required of the underlying zone measured from edge of private street.
3. ~~The minimum area for a lot or parcel on a private street shall not include the area dedicated or reserved by easement as a private street.~~

18.34.040 Spatial Requirements

- D. Side Yard Setbacks on Lots ~~or Parcels~~ Fifty Percent Larger Than Minimum Lot or Parcel Width. Lots or parcels with a width at least 50 percent larger than the required minimum lot or parcel width shall measure side yard setbacks as set forth in the following:
1. The combined measurements of the side yard setbacks shall be at least 25 percent of the ~~lot or parcel width~~ diameter of the largest circle that can be inscribed entirely within the lot or parcel excluding any streams, floodplains, wetlands, areas of thirty percent slope or greater, or other natural hazard areas shall be excluded from the circle, as illustrated in Figure 18.34.1.

2. No side setback shall be less than the required minimum side yard setback.
3. ~~The width of the lot or parcel is measured as the diameter of the largest circle that can be inscribed entirely within the lot or parcel excluding any streams, floodplains, wetlands, areas of thirty percent slope or greater, or other natural hazard areas shall be excluded from the circle, as illustrated in Figure 18.36.1.~~

18.36.040 Spatial Requirements

- B. Side and Rear Setbacks for Civic and Institutional Uses. Civic and Institutional Uses require a minimum ~~30~~20-foot rear and side yard setback when abutting and sharing a property line with a residential use.
- E. Side Yard Setbacks on Lots ~~or Parcels~~ Fifty Percent Larger Than Minimum Lot or Parcel Width. Lots or parcels with a width at least 50 percent larger than the required minimum lot or parcel width shall measure side yard setbacks as set forth in the following:
 1. The combined measurements of the side yard setbacks shall be at least 25 percent of the ~~lot or parcel width~~ diameter of the largest circle that can be inscribed entirely within the lot or parcel excluding any streams, floodplains, wetlands, areas of thirty percent slope or greater, or other natural hazard areas shall be excluded from the circle, as illustrated in Figure 18.36.1.
 2. No side setback shall be less than the required minimum side yard setback.
 3. ~~The width of the lot or parcel is measured as the diameter of the largest circle that can be inscribed entirely within the lot or parcel excluding any streams, floodplains, wetlands, areas of thirty percent slope or greater, or other natural hazard areas shall be excluded from the circle, as illustrated in Figure 18.36.1.~~

18.37.040 Spatial Requirements

- E. Side Yard Setbacks on Lots ~~or Parcels~~ Fifty Percent Larger Than Minimum Lot or Parcel Width. Lots or parcels with a width at least 50 percent larger than the required minimum lot or parcel width shall measure side yard setbacks as set forth in the following:
 1. The combined measurements of the side yard setbacks shall be at least 25 percent of the ~~lot or parcel width~~ diameter of the largest circle that can be inscribed entirely within the lot or parcel excluding any streams, floodplains, wetlands, areas of thirty percent slope or greater, or other natural hazard areas shall be excluded from the circle, as illustrated in Figure 18.37.1.
 2. No side setback shall be less than the required minimum side yard setback.

3. ~~The width of the lot or parcel is measured as the diameter of the largest circle that can be inscribed entirely within the lot or parcel excluding any streams, floodplains, wetlands, areas of thirty percent slope or greater, or other natural hazard areas shall be excluded from the circle, as illustrated in Figure 18.36.1.~~

18.39.090 Required Features

1. Storage. Each residential dwelling unit for developments with three or more dwelling units shall be required to contain interior storage equal to 100 cubic feet.
2. Washer and Dryer Connections. All multi-household residential developments shall include either washer and dryer connections for each dwelling unit or an on-site laundry.
3. Balconies or Patios or Additional Open Space. All residential units shall have a private balcony and/or patio with a minimum of 60 square feet with a minimum five-foot (5') depth, or shall provide open space in lieu of private balconies or patios. Open space in lieu of balconies or patios shall be provided for at least 60 square feet per residential unit that lacks a balcony or patio, in addition to the minimum requirements set forth in MKZ 18.39.050 (G), and shall meet all the standards in that section.
4. Management. Twenty-four-hour on-site management is required for all residential developments consisting of more than 50 dwelling units.

18.58.040 Allowed Temporary Uses And Structures

- E. Yard and Garage Sales, ~~Open houses~~, shall be limited to three (3) consecutive days in a calendar year and are only allowed within non-commercial zones or on a lot or parcel with a legally-established residential use. No consignment goods may be offered.

18.59.030 General Requirements For Accessory Structures

D. Setback Requirements:

3. On lots where the rear or side yard abuts a public right-of-way, the minimum setback requirement for an accessory structure is 20 feet from the ~~side and rear property lines~~ the property line that abuts the public right-of-way, unless

a noise barrier authorized and constructed by the Utah Department of Transportation or the City separates the right-of-way from the accessory structure.

18.60.050 Noncomplying Structures

- C. Ordinary Maintenance and Repair. ~~A noncomplying structure may be maintained or repaired provided no structural alterations are made and the degree of nonconformity is not increased.~~
1. Fences and Retaining Walls. ~~The replacement of a noncomplying fence or retaining wall with a new fence or retaining wall at the same height and location is considered ordinary maintenance and repair.~~
 2. All Other Noncomplying Structures. ~~Ordinary maintenance and repair for all other noncomplying structures is allowed provided no structural alterations are made and the degree of nonconformity is not increased.~~

18.66.140 Retaining Wall Setbacks

- A. The following shall apply to retaining walls within the front and street side yard setback areas:
1. Each retaining wall shall not exceed ~~four feet (4')~~ three feet (3') in height.
 2. The City shall require a survey establishing a right-of-way line as part of any land use application or building permit for a retaining wall that is to be located within four feet (4') of a current or future public right-of-way as set forth in the adopted Millcreek Transportation Master Plan. The survey must be completed by a surveyor licensed to practice in the State of Utah.
- B. Fences shall not be installed on the top of, or within four (4') feet parallel to the top of a retaining wall. Any retaining wall exceeding 30 inches in height and within 36 inches of a walking surface or a property line shall provide a minimum 42-inch high guardrail, or similar barrier on top of the retaining wall.
- C. ~~At no point shall a r~~Retaining walls ~~s shall not~~ be located within ~~four feet (4')~~ of the current ~~or future~~ public right-of-way as set forth in the adopted Millcreek Transportation Master Plan unless, otherwise approved in writing by the Public Works Director.

18.71.060 Development Standards Generally

- A. An accessory dwelling unit shall not be sold separately or subdivided from the principal dwelling unit or property.

- B. A property may have either an internal or attached ADU as part of a primary dwelling, or a detached ADU on the lot or parcel that is shared with the primary dwelling. No property may have more than one ADU.
- C. The design and size of the ADU shall conform to all applicable standards in the building, plumbing, electrical, mechanical, fire, health, and any other applicable codes. When a new ADU is proposed in an existing single-household dwelling, the entire ADU shall comply with all applicable standards.
- D. The installation of separate utility meters is prohibited.
- E. An ADU shall comply with the regulations of the underlying zone for accessory buildings. Where the provisions in this chapter are inconsistent with provisions found in any other chapters of City ordinances, the most restrictive provisions shall apply.

~~F. **Design Standards.** The ADU, attached or detached, shall incorporate at least one of the exterior materials used in the principal dwelling for 20 percent of all structure facades. The ADU must have a pitched roof unless the principal dwelling has a flat roof, in which case an ADU may have a flat roof or a pitched roof. The ADU shall maintain the same color of the primary dwelling for at least 50 percent of all facades.~~

~~G. F.~~ ADUs may not be built within a recorded easement.

~~H. G.~~ Additional requirements for internal ADUs shall be as set forth in [MKZ 18.71.070](#).

~~I. H.~~ Additional requirements for attached ADUs shall be as set forth in [MKZ 18.71.080](#).

~~J. I.~~ Additional requirements for detached ADUs shall be as set forth in [MKZ 18.71.090](#).

18.71.090 Development Standards For Detached Accessory Dwelling Units

- A. A detached ADU shall be a permanent structure. Trailers, mobile homes, and other portable structures, especially structures with wheels, shall not be permitted as a detached ADU.
- B. A detached ADU is not eligible for The Neighborhood Compatibility Modification provisions found in [MKZ 18.34](#) or [MKZ 18.36](#).
- C. A detached ADU shall not be used as a short-term rental.

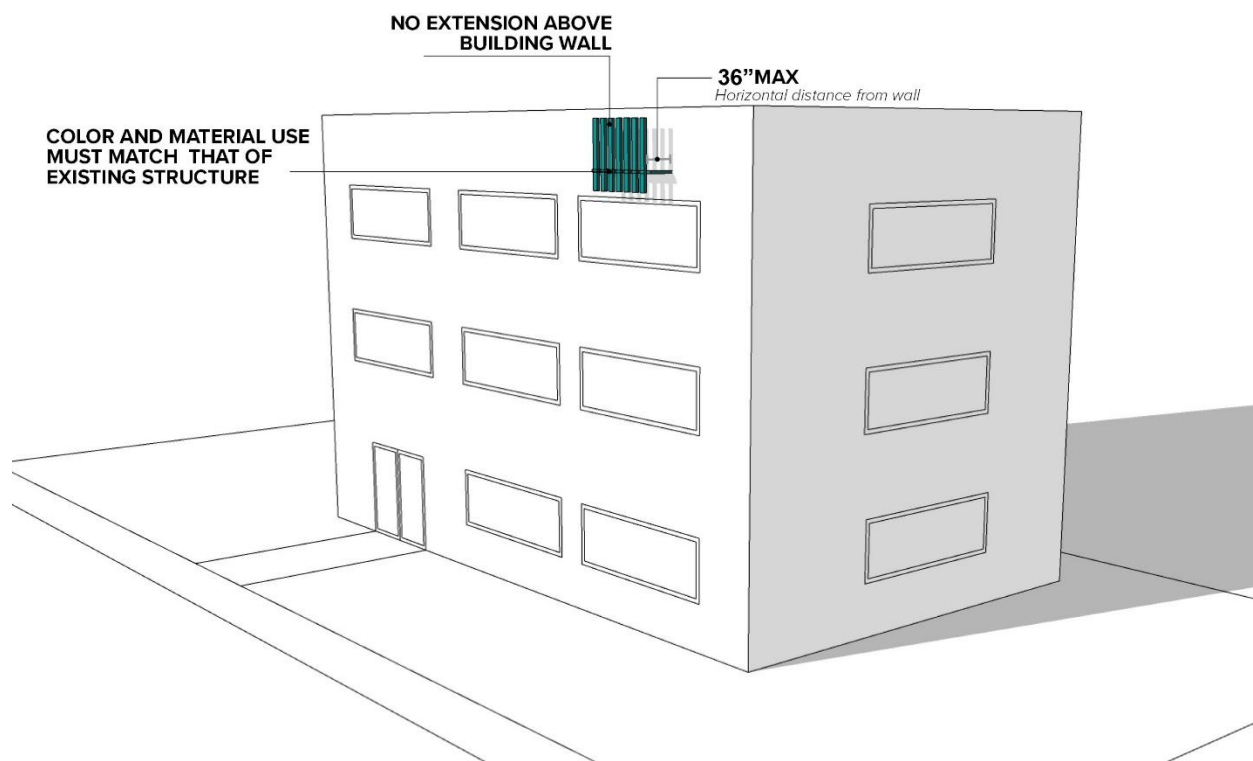
- D. Exterior lighting shall provide illumination directed downward and shall follow the standards as set forth in [MKZ 18.68, Outdoor Lighting](#). Light sources shall not be visible from abutting properties.
- ~~E. Windows on a façade, located within 15 feet of an abutting property containing a single-household, twin home, or duplex dwelling, shall be fixed (non-operable) and translucent or shall be installed skylights.~~
- ~~(F)~~ E. Entrances, parking, and stairways within 15 feet of an abutting property shall not be visible from the abutting property. This may be done with a fence along the side and rear property lines, landscaping that is dense enough to obscure activity or by placing the entrances and stairs out of view of abutting properties. Corner properties with ADU entrances facing a right-of-way are not required to screen the entrance if not facing the same right-of-way as the primary dwelling entrance.
- ~~(G)~~ F. Detached ADUs shall not be built on slopes of 30 percent or greater.
- ~~(H)~~ G. Balconies on the second story of an ADU are prohibited.
- ~~(I)~~ H. Exterior stairways and landing shall not encroach into a setback.

18.75.060 Wall Mounted Wireless Telecommunication Facilities

Wall-mounted wireless telecommunication facilities shall satisfy the following standards, as depicted in Figure 18.75.4:

- A. Wall mounted wireless telecommunication facilities shall be mounted to the wall of the primary structure and not extend more than ~~24 inches~~ 36 inches as measured from the surface edge of the wall to the front or furthest portion of the equipment.
- B. Wall-mounted wireless telecommunication facilities shall be located at least ~~30~~ thirty feet (30') above the finished grade of the wall surfaces to which it is mounted.
- C. Wall-mounted commercial transmission equipment shall not extend above the wall to which it is mounted.
- D. Wall-mounted wireless telecommunication facilities, including the supporting structure, shall be colored to match the building colors, textures, and materials.

Figure 18.75.4, Wall Mounted Transmission Equipment Illustration



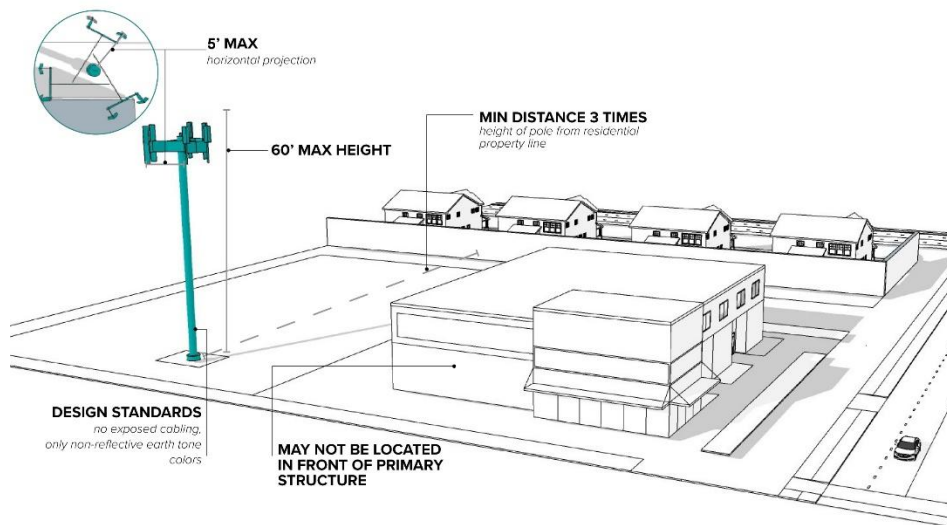
18.75.090 Monopole Wireless Telecommunication Facilities

Freestanding stealth Monopole wireless telecommunication facilities shall satisfy the following standards, as depicted in Figure 18.75.7, provided that:

- A. Monopole wireless telecommunication facilities may only be considered after the applicant has submitted a statement of need demonstrating why the proposed facility cannot be wall-mounted, roof mounted, co-located, or integrated into a freestanding structure.
- B. Monopoles are prohibited on properties within an R-1, R-2, R-4, or AG Zone, or a sensitive land designation unless the monopole and equipment are made stealth based upon the surrounding natural **environment** and/or architectural **elements located environment** within 1,320 feet of the facility, as directed by the Planning Director.
- C. Monopoles are prohibited in residential and agricultural zones except in public parks and schools or properties exceeding two (2) acres in size.
- D. A minimum of one-half (1/2) mile distance is required between monopoles.

- E. Monopoles shall not be allowed in the front yard setback of any lot or parcel, or between the primary building and abutting right-of-way.
- F. Monopoles shall be set back from any residential property line three times (3x) the height of the monopole.
- G. Monopoles shall not exceed 60 feet in height as measured from the top of the monopole or equipment to the finished grade.
- H. Monopoles and related pole-mounted transmission equipment, including antennas, shall have non-reflective or powder coated surfaces in unobtrusive earth-tone colors.
- I. External pole mounted antennas shall not project more than ~~four-five~~ feet ~~(4')~~ (5') as measured from the front of or furthest portion of the antenna, or similar equipment, to the nearest surface edge of the monopole.
- J. No exposed cabling is permitted, and all cables shall be routed internally within the pole and ~~or~~ buried underground. The Planning Director may consider exterior cable trays designed to replicate an existing vertical element. Standard cable trays painted and textured to match the existing facade do not satisfy the intent or qualify as hidden or concealed.

Figure 18.75.7, Monopole Installation



18.97.030 Alphabetized Definitions

Ordinary Maintenance and Repair means any maintenance or repair to any existing noncomplying structure that is for the limited purpose of correcting decay, deterioration or damage, and that doesn't increase the degree of noncompliance of the existing noncomplying structure.

Parking Lot means a property used for the storing or parking of vehicles, excluding properties that are used to store vehicles for sale or lease.

Recreational Vehicles (RVs) means ~~motor vehicles or trailers with living space for traveling, camping, or daily living. These may include campers, travel trailers, or motor homes.~~ A vehicle, snowmobile, trailer, camper, or watercraft with or without a motor, designed and constructed for recreational use or as temporary living quarters for travel or vacation purposes. Recreational vehicle includes a vehicle, snowmobile, trailer, camper, or watercraft with or without a motor, designed and constructed for recreational use. Recreational vehicle does not include human or battery powered personal apparatuses, such as bicycles, kick-scooters, or children's toys.

UTAH CODE STATUTORY REFERENCE CORRECTIONS

18.01.020 Purpose And Authority

- B. This title is adopted as set forth in Utah Code Section ~~10-9a-101~~ 10-20-101 et seq., Municipal Land Use, Development, and Management Act, the general welfare power delegated to municipalities as set forth in Utah Code Section 10-8-84, Ordinances, Rules and Regulations, and the police power authority of local government established by Utah common law.

18.03.020 Land Use Hearing Officer (LUHO)

- A. Creation. A Land Use Hearing Officer (LUHO) is hereby created as set forth in Utah Code Chapter ~~10-9a~~ 10-20, Municipal Land Use, Development, and Management Act. It is the intent of the City Council that the Land Use Hearing Officer (LUHO) satisfies the requirement of the above-referenced statute for an appeal authority to hear and decide requests for appeals from decisions applying land use ordinances.

18.13.060 Public Notice Requirements

- D. Mailed Notices Procedure. Applications requiring mailed notices as set forth in Table 18.13-3, Noticing Summary shall follow the requirements of Utah Code Section ~~10-9a-101~~ 10-20-101 et seq., Municipal Land Use, Development, and Management Act, and these procedures unless otherwise noted in in MKZ 18.15, Specific Procedures by Application Category and Type.
- E. Millcreek will mail notices for any application requiring a public meeting or public hearing. The applicant is responsible for the mailing expenses as set forth in the Consolidated Fee Schedule.

1. Mailed notices shall follow the requirements of Utah Code Section ~~10-9a-205~~10-20-205, Notice of public hearings and public meetings on adoption or modification of land use regulation.

18.14.010 Pre-Application Consultation

- B. Applicability. An applicant may request a pre-application consultation with the Planning Director prior to submitting any application. If a pre-application consultation is required, an application may not be accepted until after the pre-application consultation is completed. For purposes of Regular Residential Subdivisions, the pre-application consultation is a pre-application meeting for purposes of Utah Code Section ~~10-9a-604.1~~ 10-20-805.
- D. The informal evaluation of the application is not binding upon the applicant or Millcreek and does not constitute a pre-application meeting under Utah Code Section ~~10-9a-604.1~~ 10-20-805.

18.14.020 Concept Review

- B. Applicability. An applicant may request a concept review from the Planning Director prior to submitting any application. If an application type requires a concept review as set forth in [MKZ 18.15, Specific Procedures by Application Category and Type](#), the concept review must be completed prior to submission. For purposes of Regular Residential Subdivisions, the concept review is an alternative pre-application meeting for purposes of Utah Code Section ~~10-9a-604.1~~ 10-20-805.

18.14.050 Application Completeness And Compliance Review For Regular Residential Subdivisions

- E. Appeal from Subdivision Improvement Plans. For a dispute arising from the subdivision improvement plans, an appeal from Millcreek's final decision shall be made in accordance with Utah Code Section ~~10-9a-604.2~~ 10-20-806.

18.15.010 Legislative Decisions

- A. General Plan and Future Land Use Map Adoption or Amendment

2. Applicability. The City or any person may file an application requesting an amendment to the General Plan or Future Land Use Map. Applications for General Plan and Future Land Use Map Adoption or Amendments shall include the reasons or basis upon which the applicant believes the general plan should be amended. Amendments to the General Plan and Future Land Use Map shall comply with the procedures set forth in Utah Code Section ~~10-9a-101~~ 10-20-101 et seq., Municipal Land Use, Development, and Management Act. No application may be filed by any property to amend any part of the general plan for a period of one year after adoption of such part of the general plan by the council.

B. Land Use Code Text Amendment

2. Applicability. The City or any person may file an application requesting an amendment to the text of this Land Use Code. Applications for Land Use Code Text Amendments shall include the reasons or basis upon which the applicant believes the Land Use Code should be amended. Amendments to the Land Use Code shall comply with the procedures set forth in Utah Code Section ~~10-9a-101~~ 10-20-101 et seq., Municipal Land Use, Development, and Management Act.

18.15.020 Administrative Decisions

A. Minor Subdivision

3. Procedure. Unless noted otherwise, the following application steps are required, as set forth in MKZ 18.14, Land Use Application Steps.
 - e. Subdivision Plan Review. A subdivision plan review for Regular Residential Subdivisions includes the engineering drawings that are subject to the standards as set forth in this Title and constitute the subdivision improvement plans as identified in Utah Code Section ~~10-9a-604.2~~ 10-20-806.

B. Major Subdivision

4. Preliminary Subdivision Procedure. The following application steps, as set forth in MKZ 18.14, Land Use Application Steps, are required, unless noted otherwise.

- e. Subdivision Plan Review. A subdivision plan review for Regular Residential Subdivisions includes the engineering drawings that are subject to the standards as set forth in this Title and constitute the subdivision improvement plans as identified in Utah Code Section ~~10-9a-604.2~~ 10-20-806.

D. Subdivision Amendment for Minor Plat Adjustments

- 4. Approval Criteria. The Planning Director shall approve the request if:
 - e. The amended plat complies with all other applicable requirements of this Code, Utah Code Section ~~10-9a-608~~ 10-20-811, and regulations and standards.

F. Vacating a Subdivision Plat. The vacation of a subdivision plat shall comply with the requirements as set forth in, and shall follow the process as outlined below:

- 3. The City Council may vacate a subdivision or a portion of a subdivision by adopting and recording an ordinance as set forth in Utah Code Section ~~10-9a-609~~ 10-20-812, Land use authority approval of vacation or amendment of plat -- Recording the amended plat.

G. Public Street or Municipal Utility Easement Vacation

- 4. Procedure – Public Street or Municipal Utility Easement Vacation by Ordinance. In lieu of a Minor Subdivision, Major Subdivision, or Subdivision Amendment, a petition to vacate a public street or municipal utility easement may be filed following the procedure as set forth in Utah Code Section ~~10-9a-609.5~~ 10-20-813, Petition to vacate a public street, and shall follow the procedure as set forth below:

18.15.030 Administrative Decisions - Other Land Use Decisions

A. Conditional Use Permit

5. Conditions of Approval. Unless otherwise specified in this Code or Utah Code Section ~~10-9a-507~~ 10-20-506, Conditional Uses, the Planning Commission shall approve all conditional use applications with objective standards as set forth in the Land Use Code. In such cases, any conditions attached to approvals shall be directly related to the anticipated detrimental effects of the proposed use or development. No conditions of approval shall be less restrictive than the requirements of this Code, except where the Code allows flexibility. All conditional uses are presumed to be compatible with the zone and the General Plan's intent.

18.15.040 Administrative Decisions - Nonconformities And Variances

C. Variances

1. Purpose. The purpose of this Section is to establish standards for requests for variances from the standards of this Code. Variances are intended to provide a means of relief from the requirements of this Title if they have resulted in a hardship as they are applied to a property. Variances are subject to the standards as set forth in Utah Code Section ~~10-9a-701~~ 10-20-1101 et seq., Appeal authority required.

18.24.060 Improvement Assurance Guarantee

E. Inspections and Warranty Inspections.

5. Within 15 days after the warranty period expires, and upon a determination that the infrastructure improvement meets City standards, the City shall return the remaining 10% of the improvement completion assurance for that category, along with any remaining portion of a bond as described in Utah Code Section ~~10-9a-604.5(5)(b)~~ 10-20-807(5)(b).

18.60.100 Exemptions

- A. Billboards. The provisions of this chapter shall not apply to billboards. Nonconforming billboards shall be terminated in accordance with applicable provisions of Utah Code Section ~~10-9a-512~~ 10-20-607, Termination of a billboard and associated rights, and ~~10-9a-513~~ 10-20-608, Municipality's acquisition of billboard by eminent domain. In the event such provisions are repealed, nonconforming billboards shall be subject to the provisions of this chapter.

18.61.010 Purpose And Intent

- D. To provide for the health, safety, and welfare of residents, as well as protect urban and nonurban development, the good order and aesthetics of Millcreek, and protection of property values as set forth in Utah Code Section ~~10-9a-102~~10-20-101(1), General land use authority.

18.71.040 Permitted And Conditional Uses And Limitations

- A. Internal ADUs are a permitted use as set forth in Utah Code Section ~~10-9a-530~~ 10-21-303, with additional requirements set forth in MKZ 18.71.070.

18.71.070 Development Standards For Internal Accessory Dwelling Units

Internal ADUs are regulated pursuant to Utah Code Section ~~10-9a-530~~ 10-21-303, and additionally shall:

- A. Not change the appearance of the primary dwelling as a single-household dwelling;
- B. Be prohibited from having separate utility meters from the primary dwelling; and
- C. Be prohibited in a mobile home or manufactured home.

18.97.030 Alphabetized Definitions

Final Plat means an instrument approved for recording subdividing property into lots as depicted on a map that a licensed professional land surveyor makes and prepares in accordance with Utah Code Sections ~~10-9a-603~~ 10-20-803 or 57-8-13.

LUDMA (the Municipal Land Use Development Management Act) means the Utah State Law pertaining to land use codified at Utah Code Section ~~10-9a-101~~ 10-20-101 et seq.

Subdivision means any land that is divided, re-subdivided or proposed to be divided into two or more lots, parcels, sites, units, plots, or other division of land for the purpose, whether immediate or future, for offer, sale, lease, or development. Subdivision does not include a bona fide division or partition of agricultural land for agricultural purposes, as set forth in Utah Code Section ~~10-9a-605(2)~~10-20-808(2), a recorded conveyance document, consolidating multiple lots or parcels into one legal description encompassing all lots by

reference to a recorded plat and all parcels by metes and bounds description, joining a lot to a parcel, a bona fide division of land by deed or other instruments if the deed or other instrument states in writing that the division is in anticipation of future land use approvals on the parcel or parcels, does not confer any land use approvals, and has not been approved by the City, a boundary adjustment, a boundary establishment, road, street, or highway dedication plat, a deed or easement for a road, street, or highway purposes, or any other division of land authorized by law. The word “subdivide,” and any derivative thereof shall have reference to the term subdivision as defined in this Title.

Subdivision Amendment means an amendment to a recorded subdivision as set forth in Utah Code Section ~~10-9a-608~~10-20-811 that vacates all or a portion of a subdivision, increases the number of lots within a subdivision, that alters a public right-of-way, a public easement, or public infrastructure within the subdivision, or alters a common area or other common amenity within the subdivision. A subdivision amendment does not include a simple or full boundary adjustment.



3595 South Main Street,
Salt Lake City, UT 84115

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TDD: 801-284-4407
F: 801-284-4406
Reasonable Accommodations:
801-284-4439

August 27, 2026

Francis Xavier Lilly, AICP
Planning & Zoning Director
Millcreek City
1330 E. Chambers Avenue
Millcreek, UT 84106

RE: Parkhill Supportive Housing Project Request for Alternative Compliance with Balcony Requirement in Millcreek Municipal Code 18.39.090(C)

Dear Francis,

Thank you for meeting with representatives of Housing Connect, First Step House, and Blueline Development on August 6, 2026, to discuss the Parkhill Supportive Housing project and the applicability of the balcony requirement contained in Millcreek Municipal Code Section 18.39.090(C). We appreciate your willingness, along with Planner Carlos Estudillo, to consider how the City's development standards can be adapted to better serve the unique needs of supportive housing residents while maintaining the intent of the ordinance.

As currently written, Section 18.39.090(C) requires that all residential units include a private balcony or patio with a minimum of 60 square feet of area and a minimum depth of five feet. Housing Connect respectfully requests an exception or alternative compliance pathway for the Parkhill project that would allow the development to be constructed without private balconies.

Parkhill is being designed as a supportive housing community serving individuals who have experienced or at risk of homelessness and who are working toward long-term housing stability. While balconies are often an attractive amenity in conventional multifamily developments, we believe the goals of supportive housing are better served through thoughtfully designed shared indoor and outdoor spaces that encourage community, engagement, and access to services.

First, Housing Connect strives to create environments that support resident well-being and provide safe, accessible spaces for all residents. In our experience, shared amenity spaces and outdoor gathering areas are more effective and easier to design, program, and maintain in a manner that serves the diverse needs of supportive housing residents than private elevated outdoor spaces attached to individual units.

Second, private balconies can present building management and security considerations. Supportive housing communities rely on regular interaction between residents and onsite staff, as well as controlled access to residential areas. Focusing outdoor amenities in common areas allows those spaces to be more effectively monitored, maintained, and activated for resident use.

Third, supportive housing is intentionally designed to encourage resident engagement and connection. Experience has shown that thoughtfully designed common areas, community rooms, outdoor gathering spaces, gardens, and other shared amenities are more effective at promoting social interaction, reducing isolation, and supporting resident services than private balcony spaces that are used by individual residents.

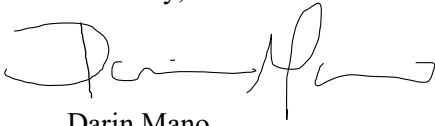


Importantly, Housing Connect is not seeking to eliminate resident amenities. Instead, we propose that the area otherwise required for private balconies be reallocated to enhanced common indoor amenity spaces and shared outdoor open space available to all residents. This approach would continue to provide meaningful access to outdoor recreation, fresh air, and gathering opportunities while better supporting the operational and resident-service goals of supportive housing.

We believe this alternative achieves the underlying intent of the ordinance by providing equivalent or greater resident amenity value while addressing the unique safety, security, and programmatic needs of permanent supportive housing. If the City Council wishes, this alternative compliance option could be limited to affordable housing or supportive housing developments where these considerations are particularly relevant.

We appreciate Millcreek City's partnership and willingness to consider innovative approaches that support both high-quality development and successful housing outcomes for vulnerable residents. Housing Connect looks forward to continuing to work with City staff and the City Council as the Parkhill project moves forward.

Sincerely,

A handwritten signature in black ink, appearing to read 'Darin Mano', with a stylized, flowing script.

Darin Mano
Director of Community Outreach and Development
Housing Connect

Millcreek City Council

Cheri Jackson, Mayor
Silvia Catten, District 1
Thom DeSirant, District 2
Nicole Handy, District 3
Bev Uipi, District 4



Millcreek City Hall

1330 East Chambers Avenue
Millcreek, Utah 84106
Millcreekut.gov
801-214-2700

CUP-26-007

Planning Commission Staff Report

Meeting Date: 9/16/2026
Applicant: Equipment Share
Re: Conditional Use Permit (CUP)
Property Address: 650 West 4100 South
Prepared By: Zack Wendel, Planner 1

Scope of Decision: **Administrative.** This is an administrative matter to be decided by the Millcreek Planning Commission. Your approval should be narrow in scope and primarily based on state statute and adopted local zoning, land use, and development codes.

REQUEST:

The applicant Equipment Share, is seeking a conditional use permit (CUP) to allow for an equipment transfer facility located at 650 W 4100 S. This property is located within Millcreek's Light Manufacturing (M) Zone which requires a conditional use permit prior to operating.

Equipment Share's facility will store a range of rental equipment such as aerial work platforms, earthmovers, and material handlers. The facility will handle repairs and delivery of equipment to customers.

There are proposed site modifications in conjunction with this conditional use permit application. However, no new development is being proposed at this time.

CONDITIONAL USE REVIEW:

Standards for Review:

The Planning Commission and Staff, in their review capacity, may impose site plan modifications and conditions to mitigate the reasonably anticipated detrimental effects of conditional use. Mitigation is required of reasonably anticipated detrimental effects arising from the conditional use, per the standards of approval as specifically listed in City Code Section 18.15.030.A(4).

MKZ 18.15.030.A Conditional Use Permit

Conditions of Approval: Unless otherwise specified in this Code or Utah Code Section 10-9a-507, Conditional Uses, the Planning Commission shall approve all conditional use applications with objective standards as set forth in the Land Use Code. In such cases, any conditions attached to approvals shall be

directly related to the anticipated detrimental effects of the proposed use or development. No conditions of approval shall be less restrictive than the requirements of this Code, except where the Code allows flexibility. All conditional uses are presumed to be compatible with the zone and the General Plan's intent.

Denial: If the reasonably anticipated detrimental effects of a proposed conditional use cannot be substantially mitigated by the proposal or the imposition of reasonable conditions to achieve compliance with applicable standards, the Land Use Authority may deny the conditional use.

FINDINGS:

1. The subject property is located in Millcreek's Light Manufacturing (M) Zone. The purpose of the Light Manufacturing (M) Zone is to provide areas for light manufacturing, warehousing, and commercial uses. (MKZ 18.46.010)
2. The subject property is approximately 6.19 acers in size.
3. The property contains an existing building that is approximately 7,255 square feet that will be utilized by the new tenant.
4. According to Millcreek's records, the property was previously used for a truck transfer facility. The business vacated the property in 2024, and the use expired in February of 2026.
5. The proposed use is similar in nature to the previous truck transfer facility. As such, the applicant requested a Classification Request application to have their business classified under a Truck Transfer Facility use. This was approved by the Planning Director on May 28, 2026.
6. Millcreek's Light Manufacturing Zone lists Truck Transfer Facility as a conditional use.
7. A Truck Transfer Facility means a facility serving as a transfer or trailer storage point for a trucking company, including associated offices, parking, and maintenance facilities.
8. Properties surrounding the subject property consist of Sunnyvale Park to the North, single-family dwellings and a recycling equipment yard to the South, single-family dwelling to the West, and a vacant lot and other light manufacturing businesses to the East. (See aerial map)
9. The applicant's business will operate from 7am to 5pm, Monday through Friday.
10. Anticipated number of 10-15 full-time employees.
11. Anticipated number of daily truck traffic will be 15-25 trips per day.
12. The site will utilize existing access from 500 West.
13. The storage area will be graveled to help prevent and mitigate dust.
14. The property is currently fenced, however there are some areas in need of repair.
15. The applicant will be planting one tree per 40 linear feet along the perimeter of the property.
16. The Conditional Use Permit will be subject to a Site Plan Review approval.

CONCLUSIONS:

1. The Conditional Use Permit is subject to a Site Plan review. The applicant is working with Staff to receive site plan approval for the proposed business.
2. The proposed use appears to meet all the approval criteria for a Conditional Use Permit.
3. Based on the findings and information provided by the applicant, it is staff's opinion that the proposed equipment share facility business will not create any detrimental effects that can't be mitigated.
4. The property has been used for light manufacturing uses, the existing building will be utilized, and will be accessed only from 500 W.

PLANNING STAFF RECOMMENDATIONS:

Staff Recommendation - Based on the findings and conclusions listed above, Staff recommends that the Planning Commission take public comments and approve the Conditional Use Permit application file number CUP-26-007 located at 650 W 4100 S, as presented and subject to the following condition:

1. The applicant shall obtain and maintain a valid Millcreek business license for the approved use and shall remain in compliance with all applicable business licensing requirements.
2. The applicant shall obtain Site Plan approval. All site improvements required by the approved Site Plan shall be completed within one (1) year of the date of Site Plan approval.
3. The applicant and any successor operator shall comply with the Operation Plan and Detrimental Effect Mitigation Plan submitted with the Conditional Use Permit application. Any modifications to the approved plans or operation of the use shall require review and approval by the Millcreek Planning Department prior to implementation.
4. To comply with Salt Lake County's noise ordinance, the loading, unloading, or moving of equipment or other sources of noise disturbances shall not start until 7:00 AM.

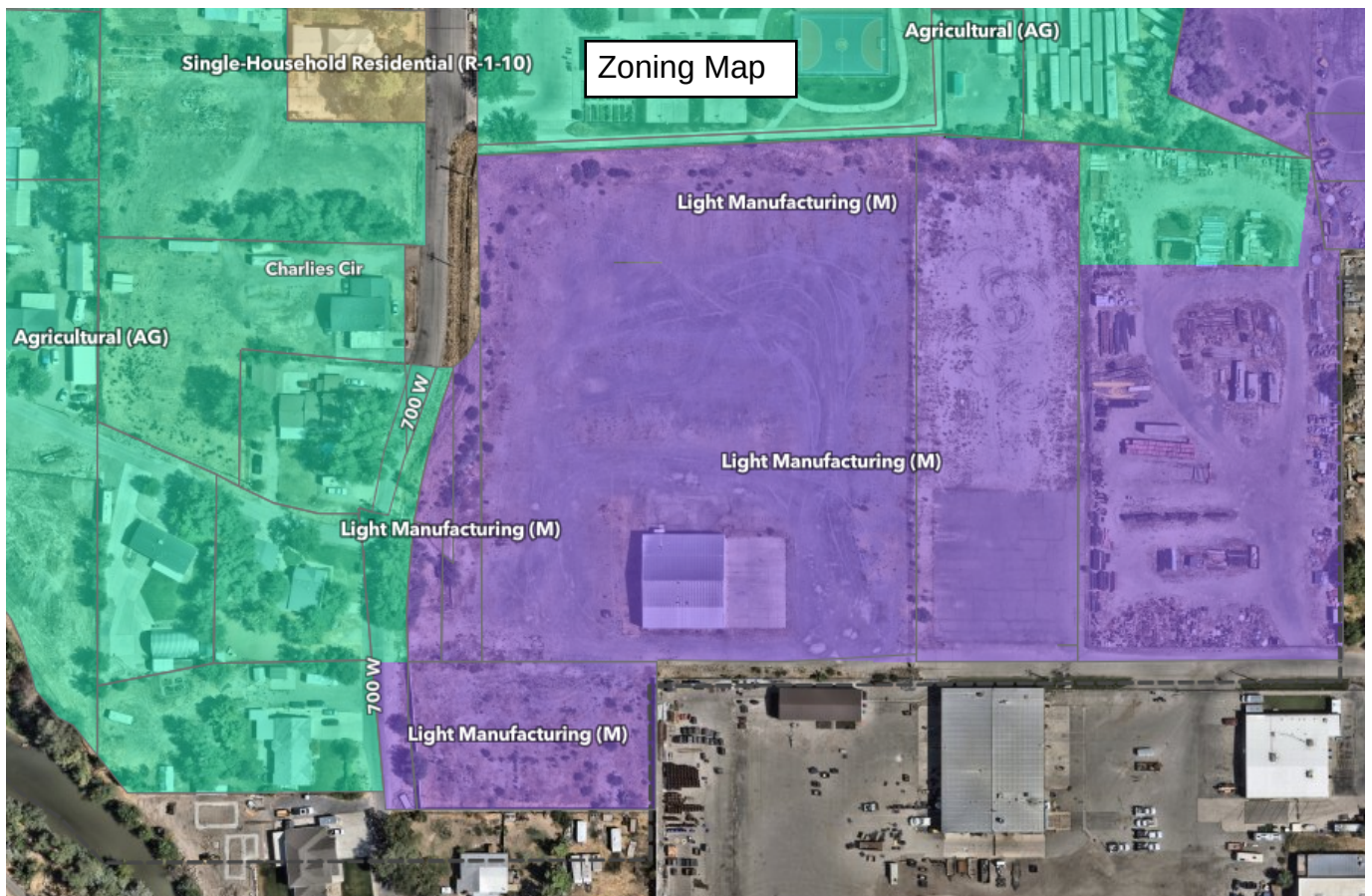
MODEL MOTION:

I move that the Planning Commission approve the Conditional Use Permit, file number CUP-26-007 based on the findings and conclusions listed and presented by Staff, subject to the following condition:

1. The applicant shall obtain and maintain a valid Millcreek business license for the approved use and shall remain in compliance with all applicable business licensing requirements.
2. The applicant shall obtain a Site Plan approval and have one (1) year to complete any necessary site improvements.
3. The applicant and any successor operator shall comply with the Operation Plan and Detrimental Effect Mitigation Plan submitted with the Conditional Use Permit application. Any modifications to the approved plans or operation of the use shall require review and approval by the Millcreek Planning Department prior to implementation.
4. To comply with Salt Lake County's noise ordinance, the loading, unloading, or moving of equipment or other sources of noise disturbances shall not start until 7:00 AM.

SUPPORTING DOCUMENTS:

- Aerial Map
- Zoning Map
- Operations Plan/Detrimental Effect Mitigation Plan
- Site Plan
- Classification Request Approval Letter



Operations and Detrimental Effects Mitigation Plan

EquipmentShare
650 W 4100 S, Millcreek, UT

Conditional Use Permit, Detrimental Effects Mitigation
Addressing MKZ 18.15.030(A)(4)(b)(1)–(11)

The proposed use is a Truck Transfer Facility (Classification Request CR-26-001, approved May 28, 2026), a conditional use in the Light Manufacturing (M) Zone. The operational profile, principal activities conducted within the enclosed building, low in-person visitor volume, and delivery-based customer service, inherently limits the effects the following criteria are intended to address. Each enumerated detrimental effect is addressed below.

(1) Street service levels and traffic patterns.

The site does not primarily function as a retail destination and typically serves two or fewer in-person visitors per day; customers are served through equipment delivery to their job sites. Site traffic consists primarily of scheduled inbound/outbound truck movements rather than continuous customer trips. Access is taken from West 4100 S, and ingress/egress, on-site circulation, and off-street parking are designed per MKZ 18.63. Average daily truck traffic falls between 15-25 trips per day.

(2) Utility systems - water, sewer, solid waste, service delivery.

The use is served by existing utility connections to the existing building and generates low demand relative to a manufacturing or high-occupancy commercial use. Refuse is managed on-site per 18.46.090(E), with no dumpster nearer than 20 feet to any perimeter property line and screening to Buffer C standards.

(3) Pedestrian and bicyclist connectivity and safety.

The low-traffic, delivery-based operation presents minimal conflict with pedestrian or bicycle movement. Frontage along 700 W is separated by fencing and landscape buffers, supporting safe connections consistent with 18.46.090.

(4) Nuisance effects - noise, odor, dust, fumes, vibration, light, etc.

Principal activities, including inspection, service, and upfitting, are conducted wholly within the enclosed building per 18.46.080(A)(3). The use generates no manufacturing-level noise, odor, or emissions, and will comply with the nuisance-minimization standard of 18.46.080(A)(2) and applicable health and safety codes. Outdoor storage surfacing will use a dust-mitigating material. Hours of operation are 7:00am-5:00pm, Monday through Friday. The use does not create an attractive nuisance.

(5) Contamination or damage to adjacent properties - waste, fire safety, geologic/soil/drainage hazards.

No hazardous-waste-generating processes are proposed. Stormwater will be managed on-site per MKC 17.20 and the Jordan Valley MS4 permit, including the required retention for the 100-

year/24-hour storm. Washbay activities are self-contained and operate under reclamation. Fire access, hydrant protection, Knox box, and fire-lane turning radii are addressed on the site plan.

(6) Exterior lighting conflicts with abutting properties.

Site lighting will be shielded and directed to avoid light trespass onto the abutting agricultural/residential parcels to the west and north, consistent with applicable lighting standards. No new lighting is proposed as part of this cup.

(7) Site and building design - scale, intensity, height, setbacks, screening, landscaping.

The use occupies the existing building and yard within the M Zone spatial standards (Table 18.46-3). Outdoor storage is depicted on the site plan, screened by a six-foot perimeter chain link fence with privacy slats and set back per the setback-to-height formula of 18.46.080(A)(1)(c).

(8) Emergency fire service and emergency vehicle access.

Fire apparatus access, turning radii, hydrant location and protection, Knox box installation, and posted addressing are provided per fire code and reflected on the site plan.

(9) Open space and sensitive lands.

The site is an existing developed industrial parcel with no known sensitive-lands constraints.

(10) Maintenance of property and structures in perpetuity.

EquipmentShare will maintain the building, screening, landscaping, and surfacing in good condition for the duration of the use. The perimeter wall, fencing, and landscaping will be inspected and repaired as needed, and the operator will remain subject to the City's compliance-review and monitoring provisions.

(11) Excessive stormwater generation.

As addressed under (5), all stormwater will be retained and managed per MKC 17.20 and the Jordan Valley MS4 permit, with a drainage plan and retention sized to the required storm events. Existing impervious area is largely unchanged from the current developed condition.

Millcreek City Council

Cheri Jackson, Mayor
Silvia Catten, District 1
Thom DeSirant, District 2
Nicole Handy, District 3
Bev Uipi, District 4



Millcreek City Hall

1330 East Chambers
Avenue
Millcreek, Utah 84106
801-214-2700

28 May 2026

Mark Wallace
EquipmentShare
5710 Bull Run Driver
Columbia, Missouri 65201

Via Email to mark.wallace@equipmentshare.com

RE: **Classification Request**
650 West 4100 South
File No. 926198 / CR-26-001

Dear Mark,

This letter constitutes formal approval of EquipmentShare's Classification Request Application, File No. 926198 / CR-26-001. Based on the findings set forth below, Millcreek Planning determines that the proposed use of approximately 8.2 acres of land located at 650 West 4100 South in the Light Manufacturing ("M") Zone is most appropriately classified as a "**Truck Transfer Facility**," which is listed as a conditional use in Table 18.46.1 of the Millcreek Code.

Background

EquipmentShare ("Applicant") is a construction equipment rental company with locations across the United States. In the application letter, the Applicant stated that "[t]he site [would function] as a truck-served fleet transfer and service point. Equipment arrives by semi-truck from manufacturers, job sites, and other EquipmentShare facilities, is received, inspected, upfitted, and serviced within the enclosed building, and is dispatched to customer job sites throughout the region. Equipment moves through the property on a transitional basis between inbound receipt and outbound dispatch with continuous throughput. The site does not primarily act as a retail destination; these facilities serve two or fewer in-person visitors per day, with customers served through digital coordination and direct jobsite delivery."

The Applicant approached the City last month seeking to establish a transfer and service point at the above-referenced address. Staff informed the Applicant that "Automobile, Equipment, or Recreational Vehicle Sales or Rental" is a conditional use in the M Zone, but that it was subject to limitations and restrictions that would render the property ineligible for the use. Upon learning additional details regarding the proposed operation, staff recommended that the Applicant apply for a Classification Request pursuant to Utah Code §10-20-507 and §18.15.030 (J) of the

Millcreek Code. Applicant filed an application on June 23, 2026, and submitted additional information at the request of staff on July 6, 2026. The application is included herein as Exhibit “A”.

Findings

1. Millcreek Code requires that the Planning Director shall find that a proposed land use aligns with an existing land use specified in this Code, if the proposed land use complies with all applicable provisions of this Code and other applicable Millcreek policies, including the following:
 - a. The applicant provided sufficient evidence demonstrating that the proposed land use complies with the zone district’s development standards, including but not limited to parking and vehicular access requirements, inventory storage, lighting, noise, and landscaping.
 - b. The proposed land use is substantially similar to the uses allowed in that district and is more comparable to such uses than those uses allowed in a less restrictive district.
 - c. If the proposed use is most similar to a conditional use authorized in the zone district in which it is proposed to be located, any Classification Request Determination for such use shall require that it may be approved only as a conditional use.
 - d. The proposed use is consistent with the purpose statement of the underlying zoning district.
 - e. The proposed use requires a Millcreek business license.
2. The subject property is located in the Light Manufacturing (M) zone.
3. Chapter 18.97 of the Millcreek Code defines the following uses:
 - A. “Automobile, Equipment, or Recreational Vehicle Sales or Rental means a business involved in selling, leasing, and renting new or used automobiles, equipment, commercial vans, trucks, semi-trailer trucks, motorcycles, recreational vehicles, or boats. This use may also include on-site service, repair, and washing.”
 - B. “Truck Transfer Facility means a facility serving as a transfer or trailer storage point for a trucking company, including associated offices, parking, and maintenance facilities.”
4. The Planning Director finds that the Applicant provided sufficient evidence demonstrating that the proposed land use complies with the M Zone development

standards. Staff received a concept site plan (Exhibit “B”) and indicated in their applicant letter that the proposed uses comply with the development standards in the code.

According to the applicant, the principal activities on the site will be conducted within an existing enclosed building, that storage will be limited to side and rear yards and setback pursuant to the development standards, and that a solid privacy fence will be installed along the perimeter of the property. The Truck Transfer Facility would be a new use, so a site plan review would be required, and the site may be subject to frontage improvements along 700 West .

5. The Planning Director finds that the Applicant provided sufficient evidence that the proposed use more closely aligns with “Truck Transfer Facility” and not “Automobile, Equipment, or Recreational Vehicle Sales and Rental”. The Applicant indicates that the facility is intended to serve as a transfer and storage point, where equipment is repaired and made ready for rental. Typically, rentals are arranged online and are delivered by the Applicant to the client. This is distinct from a typical automobile, equipment, or recreational vehicle rental business, where a client typically purchases and obtains the rental from the site. This implies a customer-facing infrastructure that is not present, nor is proposed, for the subject property. While the Applicant notes that clients can, on occasion, obtain rental equipment on the property, the transaction is arranged online, and the predominant practice is that the equipment is delivered to the client. The characteristics of the proposed use, which include maintenance, storage, and administrative offices, and the absence of a customer-facing element, more closely align with “Truck Transfer Facility”.
6. The Planning Director finds that the proposed use is substantially similar to the uses allowed in the M Zone and is more comparable to uses typically found in the M Zone, than those uses allowed in a less restrictive district. “Truck Transfer Facility” is only allowed in the M Zone, and “Automobile, Equipment, or Recreational Vehicle Sales and Rental” are only allowed in the M and Commercial “C” Zones, subject to restrictions. The proposed use is not similar to any other use in a less restrictive zone.
7. The Planning Director finds that the “Truck Transfer Facility” requires a conditional use permit, and the proposed use shall be approved a conditional use permit pursuant to §18.15.030 (J)(4)(d) of the Millcreek Code.
8. The purpose of the M Zone “is to provide areas for light manufacturing, warehousing, and commercial uses” (§18.46.010). The proposed use includes outdoor storage, which is permitted subject to development standards, and the warehousing and maintenance of equipment, both of which are allowed uses in the M Zone. These activities are consistent with the M Zone's purpose statement.

9. The Planning Director finds that the proposed use requires a Millcreek business license, pursuant to §§5.02.010 and 5.02.020 of the Millcreek Code.

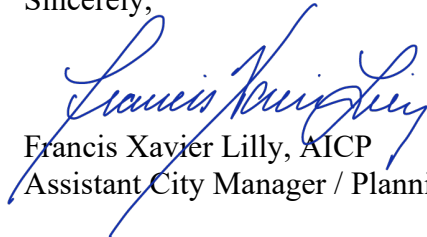
Conclusions

Based on the findings above, Millcreek Planning concludes that the proposed use, as indicated in Exhibits “A” and “B,” most closely aligns with “Truck Transfer Facility” in the M Zone and that it complies with all applicable provisions of the Millcreek Code and other applicable Millcreek policies. Accordingly, Classification Request CR-26-001 is hereby approved, and the proposed use shall be classified as a Truck Transfer Facility. Because Truck Transfer Facility is a conditional use in the M Zone, its establishment and operation remain subject to approval of a Conditional Use Permit and Site Plan Review, and compliance with all applicable provisions of the Millcreek Code.

Appeal

Pursuant to §18.04.010 of the Millcreek Code, an applicant or any adversely affected party may file an appeal of an administrative decision. The party taking the appeal shall file the appeal with the City Recorder’s Office within ten business days after the land use authority issues its written decision. The appeal must include filing an application and paying a fee as provided in the consolidated fee schedule.

Sincerely,



Francis Xavier Lilly, AICP
Assistant City Manager / Planning Director

Use Classification & Conditional Use Justification - 650 W 4100 S, Millcreek, UT

Summary of request

EquipmentShare requests a determination under MKZ 18.15.030(J) that the proposed operation is properly classified as a **Truck Transfer Facility** (alternatively, **Warehouse**) under Table 18.46-1, rather than as Automobile, Equipment, or Recreational Vehicle Sales or Rental.

EquipmentShare held a pre-application meeting on Tuesday, June 9, 2026 with Francis Lilly, Planning & Zoning Director, and Zachary Wendel, Planner, of Millcreek Planning, consistent with the pre-application consultation step required under 18.15.030(J)(3)(a). This narrative and the accompanying materials are submitted in furtherance of that consultation.

Nature of the operation

The site functions as a truck-served fleet transfer and service point. Equipment arrives by semi-truck from manufacturers, job sites, and other EquipmentShare facilities, is received, inspected, upfitted, and serviced within the enclosed building, and is dispatched to customer jobsites throughout the region. Equipment moves through the property on a transitional basis between inbound receipt and outbound dispatch with continuous throughput. The site does not primarily act as a retail destination; these facilities serve two or fewer in-person visitors per day, with customers served through digital coordination and direct jobsite delivery.

Why this is a Truck Transfer Facility, not Sales or Rental

The Millcreek definition of Truck Transfer Facility, "a facility serving as a transfer or trailer storage point for a trucking company, including associated offices, parking, and maintenance facilities", fits our operation as inbound/outbound semi-truck movement, on-site offices, fleet parking, and maintenance. By contrast, the Sales or Rental category is defined by the on-site customer-facing transactional business of selling, leasing, and renting which is largely absent here. Most fleet movement requests are executed digitally and off-site and the property's function is logistical throughput. Under 18.15.030(J)(4)(b), the proposed use is substantially more similar to Truck Transfer Facility than to Sales or Rental, and under (J)(4)(d) it is consistent with the M Zone purpose of "light manufacturing, warehousing, and commercial uses." Warehouse provides an equally fitting alternative classification: storage and movement of in-process and finished fleet assets, without noise, odor, vibration, or particulate effects on neighboring properties.

Acknowledgment of conditional-use status

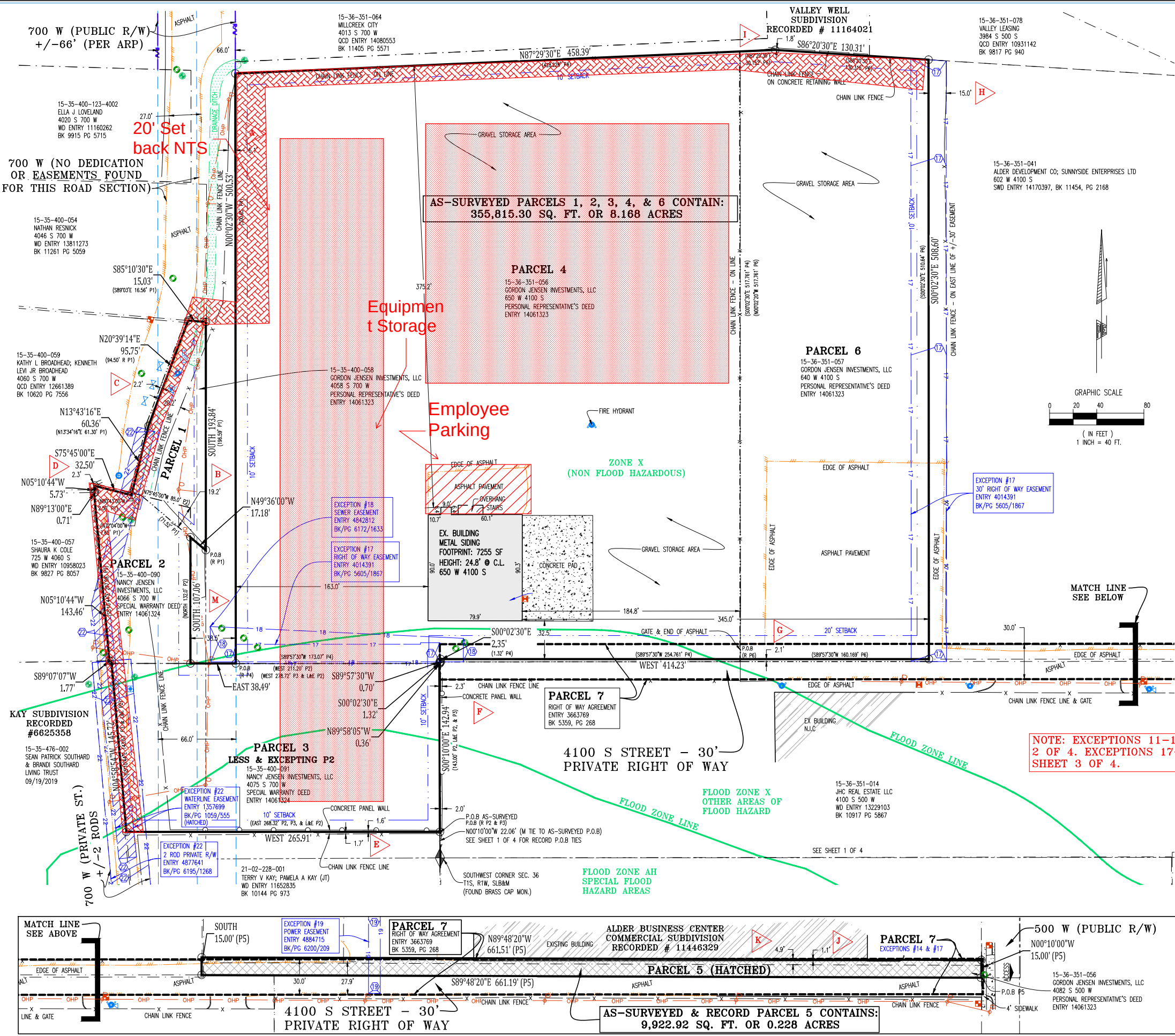
EquipmentShare recognizes that both Truck Transfer Facility and Warehouse are conditional uses where abutting a Residential Zone Boundary, and is prepared to proceed through Conditional Use Permit review under 18.15.030(A), including the neighborhood meeting and Planning Commission process.

Compliance with applicable separation and operating standards

The principal activities are conducted wholly within the enclosed building consistent with 18.46.080(A)(3). Outdoor activity is limited to the parking and servicing of vehicles and equipment and the loading and unloading of equipment, as permitted under 18.46.080(A)(1)(a)–(b). EquipmentShare will comply with the residential-adjacency standards of 18.46.090(H). Any temporary outdoor storage of operable equipment will be confined to side and rear yards, screened by a six-to-eight-foot solid perimeter barrier, surfaced and set back per the setback-to-height formula of 18.46.080(A)(1)(c), and will occupy less than sixty percent of the parcel. The site satisfies the M Zone spatial requirements of Table 18.46-3 (20,000 sf minimum area, 100-foot minimum width, 20-foot front yard, 20-foot side/rear yard abutting residential).

Requested action

Following the June 9, 2026 pre-application consultation with Director Francis Lilly and Planner Zachary Wendel, EquipmentShare respectfully requests (1) a Classification Request determination under 18.15.030(J), (2) confirmation of the Conditional Use Permit path and submittal requirements, and (3) guidance on business licensing and Certificate of Occupancy.



ALTA/NSPS LAND TITLE SURVEY

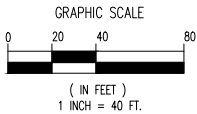
LOCATED WITHIN THE SOUTHWEST QUARTER OF SECTION 36 & SOUTHEAST QUARTER OF SECTION 35, TOWNSHIP 1 SOUTH, RANGE 1 WEST, SALT LAKE BASE & MERIDIAN, MILLCREEK CITY, SALT LAKE COUNTY, UTAH

AS-SURVEYED DESCRIPTION PARCELS 1, 2, 3, 4, & 6

A PARCEL OF LAND LOCATED WITHIN THE SOUTHWEST QUARTER OF SECTION 36 AND THE SOUTHEAST QUARTER OF SECTION 35, TOWNSHIP 1 SOUTH, RANGE 1 WEST, SALT LAKE BASE & MERIDIAN, MILLCREEK CITY, SALT LAKE COUNTY, UTAH; SAID PARCEL OF LAND DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT BEING NORTH 00°10'00" WEST 22.06 FEET FROM THE SOUTHWEST CORNER OF SAID SECTION 36; SAID SOUTHWEST CORNER OF SECTION 36 BEING SOUTH 89°57'26" WEST 1372.52 FEET FROM A WITNESS CORNER ALONG THE CENTERLINE OF 500 WEST STREET; SAID WITNESS CORNER ALONG THE CENTERLINE OF 500 WEST STREET BEING SOUTH 00°08'27" EAST 1754.44 FEET FROM A MONUMENT AT THE INTERSECTION OF 500 WEST AND 3900 SOUTH STREET; SAID MONUMENT AT THE INTERSECTION OF 500 WEST AND 3900 SOUTH STREET BEING SOUTH 89°54'15" EAST 1575.39 FEET FROM A MONUMENT AT THE INTERSECTION OF 700 WEST AND 3900 SOUTH STREET;

THENCE WEST 265.91 FEET FROM THE POINT OF BEGINNING ALONG THE NORTHERLY LINE OF A CERTAIN WARRANTY DEED AS ENTRY 11652835 IN BOOK 10144 AT PAGE 973 AT THE SALT LAKE COUNTY RECORDERS OFFICE TO THE EASTERLY LINE OF THE KAY SUBDIVISION AS ENTRY NUMBER 6625358 IN BOOK 97-4P AT PAGE 122 AT THE SALT LAKE COUNTY RECORDERS OFFICE; THENCE NORTH 04°58'54" WEST 145.72 FEET ALONG SAID EASTERLY LINE OF SAID KAY SUBDIVISION TO THE NORTHEAST CORNER OF SAID SUBDIVISION; THENCE SOUTH 89°07'07" WEST 1.77 FEET ALONG THE NORTHERLY LINE OF SAID KAY SUBDIVISION; THENCE NORTH 05°10'44" WEST 143.46 FEET TO THE SOUTHERLY LINE OF A CERTAIN QUIT CLAIM DEED AS ENTRY NUMBER 12661389 IN BOOK 10620 AT PAGE 7556 AT THE SALT LAKE COUNTY RECORDERS OFFICE; THENCE ALONG SAID SOUTHERLY LINE THE FOLLOWING THREE (3) COURSES: 1) NORTH 89°13'00" EAST 0.71 FEET; 2) NORTH 05°10'44" WEST 5.73 FEET; 3) THENCE SOUTH 75°45'00" EAST 32.50 FEET TO THE EASTERLY LINE OF SAID QUIT CLAIM DEED AS ENTRY NUMBER 12661389; THENCE ALONG SAID EASTERLY LINE THE FOLLOWING TWO (2) COURSES: 1) NORTH 13°43'16" EAST 60.36 FEET TO A POINT ON THE EASTERLY EDGE OF AN EXISTING ASPHALT ROAD; 2) THENCE NORTH 20°39'14" EAST 95.75 FEET TO THE SOUTHERLY LINE OF A CERTAIN WARRANTY DEED AS ENTRY NUMBER 13811273 IN BOOK 11261 AT PAGE 5059 AT THE SALT LAKE COUNTY RECORDERS OFFICE; THENCE SOUTH 85°10'30" EAST 15.03 FEET ALONG SAID SOUTHERLY LINE; THENCE SOUTH 193.84 FEET; THENCE NORTH 49°36'00" WEST 17.18 FEET; THENCE SOUTH 107.06 FEET; THENCE EAST 38.49 FEET; THENCE NORTH 00°02'30" WEST 500.53 FEET TO THE SOUTHERLY LINE OF THE VALLEY WELL SUBDIVISION AS ENTRY NUMBER 11164021 IN BOOK 2011P AT PAGE 41 AT THE SALT LAKE COUNTY RECORDERS OFFICE; THENCE ALONG SAID SOUTHERLY LINE THE FOLLOWING TWO (2) COURSES: 1) NORTH 87°29'30" EAST 458.39 FEET; 2) THENCE SOUTH 86°20'30" EAST 130.31 FEET TO THE WESTERLY LINE OF A CERTAIN SURETY DEED AS ENTRY NUMBER 14170397 IN BOOK 11454 AT PAGE 2168 AT THE SALT LAKE COUNTY RECORDERS OFFICE; THENCE SOUTH 00°02'30" EAST 508.60 FEET ALONG SAID WESTERLY LINE TO THE NORTHERLY LINE OF A CERTAIN WARRANTY DEED AS ENTRY NUMBER 13229103 IN BOOK 10917 AT PAGE 5867 AT THE SALT LAKE COUNTY RECORDERS OFFICE; THENCE SOUTH 00°02'30" EAST 2.35 FEET ALONG SAID WESTERLY LINE; THENCE SOUTH 89°57'30" WEST 0.70 FEET; THENCE SOUTH 00°02'30" EAST 1.32 FEET; THENCE NORTH 89°58'05" WEST 0.36 FEET; THENCE SOUTH 00°10'00" EAST 142.94 FEET TO THE POINT OF BEGINNING.



SIGNIFICANT OBSERVATIONS

- A** EXISTING CHAIN LINK FENCE LINE EXTENDS WESTERLY +/-6.1 FEET BEYOND THE WESTERLY BOUNDARY LINE OF THE SUBJECT PROPERTY, AS SHOWN HEREON.
- B** PARCEL 1 & 2 OVERLAP BY +/- 19.2', AS SHOWN HEREON.
- C** RECORD PARCEL 1 OVERLAPS WITH PARCEL 15-36-400-059 BY +/-2.2', AS SHOWN HEREON. AS SURVEYED DESCRIPTION RUNS ALONG SAID PARCEL 15-36-400-059 BOUNDARY.
- D** RECORD PARCEL 2 OVERLAPS WITH PARCEL 15-36-400-059 BY +/-2.3', AS SHOWN HEREON. AS SURVEYED DESCRIPTION RUNS ALONG SAID PARCEL 15-36-400-059 BOUNDARY.
- E** EXISTING CHAIN LINK FENCE LINE EXTENDS SOUTHERLY +/-1.7' BEYOND THE SOUTHERLY BOUNDARY LINE OF THE SUBJECT PROPERTY. OWNERSHIP OF SAID FENCE LINE IS UNKNOWN.
- F** EXISTING CONCRETE PANEL WALL EXTENDS +/-2.3' EASTERLY BEYOND THE SUBJECT PROPERTY EASTERLY BOUNDARY LINE, AS SHOWN HEREON. OWNERSHIP OF SAID CONCRETE PANEL WALL IS UNKNOWN.
- G** THE SUBJECT PROPERTY RECORD DESCRIPTION OVERLAPS WITH PARCEL 15-36-351-0140 BY +/- 2.1', AS SHOWN HEREON.
- H** EXISTING CHAIN LINK FENCE LINE EXTENDS EASTERLY +/-15.0' BEYOND THE EASTERLY BOUNDARY LINE OF THE SUBJECT PROPERTY, AS SHOWN HEREON. SAID FENCE LINE RUNS ALONG THE EASTERLY LINE OF A +/-30' RIGHT OF WAY EASEMENT. OWNERSHIP OF SAID FENCE LINE IS UNKNOWN.
- I** EXISTING CHAIN LINK FENCE LINE AND CONCRETE RETAINING WALL EXTENDS NORTHERLY +/-1.8' BEYOND THE NORTHERLY BOUNDARY LINE OF THE SUBJECT PROPERTY, AS SHOWN HEREON. OWNERSHIP OF SAID FENCE LINE IS UNKNOWN.
- J** EXISTING BUILDING EXTENDS +/-1.1' SOUTHERLY BEYOND THE NORTHERLY BOUNDARY LINE OF PARCEL 5, AS SHOWN HEREON.
- K** ALDER BUSINESS CENTER COMMERCIAL SUBDIVISION AS ENTRY NUMBER 11446329 OVERLAPS WITH PARCEL #5 +/-4.9', AS SHOWN HEREON.
- L** EXCEPTION #12 CROSSES THROUGH AN EXISTING BUILDING ON THE SUBJECT PROPERTY +/-24.8 FEET, AS SHOWN HEREON.
- M** DEED GAP OF +/-38.5 FEET BETWEEN RECORD PARCEL 1 AND RECORD PARCEL 4. OWNERSHIP OF AREA BETWEEN SAID PARCELS IS UNKNOWN.

NOTE: EXCEPTIONS 11-16 ARE SHOWN ON SHEET 2 OF 4. EXCEPTIONS 17-22 ARE SHOWN ON SHEET 3 OF 4.

Bock & Clark Corporation an NV5 Company

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Transaction Services 1-800-SURVEYS (787-8397)

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NO. 202304767-001-RLS

SURVEY ZONING ENVIRONMENTAL ASSESSMENT



**Minutes of the
Millcreek Planning Commission
August 19, 2026
5:00 p.m.
Regular Meeting**

The Planning Commission of Millcreek, Utah, met in a regular public meeting on Wednesday, August 19, 2026, at City Hall, located at 1330 E. Chambers Avenue, Millcreek, Utah 84106. The meeting was conducted electronically and live streamed via the city's website with an option for online public comment.

PRESENT:

Commissioners

Shawn LaMar, Chair
Christian Larsen, Vice Chair (excused)
Steven Anderson
Jenny Burgess
Robert Peterson
Jacob Richardson
Victoria Reid
Diane Soule
Ian Wright

city Staff

Elyse Sullivan, city Recorder
Francis Lilly, Planning Director
Brad Sanderson, Current Planning Manager
Sean Murray, Planner
Jake Green, Dev. Review Specialist

Attendees: Brad Reynolds, Kim Keisker, Nick and Marci Harris

REGULAR MEETING – 5:00 p.m.

TIME COMMENCED – 5:03 p.m.

Chair LaMar called the meeting to order and briefly explained the duties of the planning commission.

1. Public Hearing

1.1 Consideration of ZM-26-014, Request to Rezone from the R-1-8 and R-2-8 Zones to the R-1-5 and R-2-6.5 Zones Location: 3496 & 3500 S 1300 E Applicant: Ryan Reynolds with Brad Reynolds Construction Planner: Brad Sanderson

Brad Sanderson presented the proposed third phase of development of this property consisting of approximately 1.6 acres on the east side of 1300 East and comprising several parcels, including two existing homes and a long, narrow parcel that presents development challenges due to its configuration. He explained that the property is designated Neighborhood 1 in the General Plan and is currently zoned R-2-8 and R-1-8. The proposal would rezone the portion along 1300 East to R-2-6.5, consistent with the zoning approved across the street as part of Phase Two, while the remaining portion would be rezoned to R-1-5 to accommodate smaller, approximately 5,000-square-foot single-family lots. Sanderson reviewed several conceptual layouts illustrating potential combinations of single-family homes, duplexes, and twin homes, emphasizing that the concepts were illustrative and that the Commission was considering the

zoning rather than a specific site plan. He noted that staff had evaluated several access configurations due to driveway and intersection spacing concerns along 1300 East, including an option providing access from Lorraine Drive.

Sanderson also reviewed the dimensional and development standards for the proposed R-1-5 and R-2-6.5 zones, including lot widths, setbacks, and building height requirements. He explained that the maximum building height would remain 30 feet, although the applicable height-envelope requirements would provide greater flexibility on narrower lots. Conceptual architectural renderings were presented to demonstrate the type and scale of single-family and duplex development that could occur on the property. Sanderson reported that comments received during the public open house were overwhelmingly positive, with some concerns expressed regarding building height, trees, and other development details that are generally addressed through existing code standards. He asked the Commission to consider whether a development agreement would be warranted if it recommended approval of the rezone. He also noted that no comments had been received from the community council despite multiple outreach attempts.

Commissioner Reid asked about items for a development agreement. Brad Sanderson expressed his general preference to avoid development agreements when existing zoning regulations adequately govern development, noting that frequent reliance on such agreements may indicate deficiencies in the code. However, he acknowledged that the application is somewhat unique because it involves two proposed zoning classifications and that a development agreement could be appropriate if the Commission wished to impose standards more restrictive than the underlying code, such as requiring specific architectural elevations. Sanderson also suggested considering a pedestrian connection between the proposed development and the existing dead-end street to the west, which could provide walking and bicycle access between neighborhoods and improve connectivity to 1300 East. He noted that such a connection would further General Plan goals and policies related to neighborhood connectivity. Sanderson encouraged the Commission to identify any additional conditions or recommendations it believed the City Council should consider.

Commissioner Reid asked about adding a condition of having a connecting sidewalk without having a development agreement. Sanderson noted the application was not conditional use. Francis Lilly added that zone conditions can only deal with height and design, not necessarily site improvements.

Brad Reynolds, applicant, expressed appreciation for the Commission's consideration of the rezone and explained that the phase 3 concept was revised in response to feedback received at a previous community meeting, where residents strongly favored additional single-family homes rather than the greater number of duplexes originally contemplated for the western parcel. He noted that the narrow configuration of the property presents development challenges and that the proposed R-1-5 zoning would allow single-family homes while accommodating required street, sidewalk, and other city standards. Reynolds stated that the proposed homes would be similar to projects his company has previously constructed and would complement the surrounding neighborhoods. He added that the smaller homes could provide a comparatively more attainable homeownership option while maintaining high-quality design and finishes. Reynolds supported the proposed pedestrian connection to the neighborhood to the west and indicated a willingness to incorporate it into the project.

In response to Commission questions, Reynolds estimated that the single-family homes could begin in approximately the \$800,000 range, although final pricing had not yet been determined. He stated that all proposed units, including the twin homes or duplexes along 1300 East, are intended to be sold as owner-occupied units rather than retained as rentals. Reynolds further explained that the requested zoning would provide sufficient flexibility to accommodate the various conceptual site plans presented. He noted that the primary unresolved issue involves determining the most appropriate roadway access due to the proximity of existing and proposed intersections along 1300 East. The applicant and city engineers are continuing to evaluate potential configurations to minimize traffic conflicts, including the possibility of providing access from Lorraine Drive if necessary.

Chair LaMar opened the public hearing.

Kim Keisker identified her property as adjacent to the proposed development and expressed support for the proposed pedestrian walkway. She explained that the neighboring property to the west and the duplex across the street share a private lane and noted that coordination with the property owner may be necessary to maintain access. Keisker stated that pedestrian connections through the area are currently limited, resulting in people informally cutting through Ash Tree Cove and the vacant property behind her home. She believed the proposed walkway would provide a beneficial connection between the neighborhood and 1200 East.

Chair LaMar closed the public hearing.

Commissioner Reid felt the proposal was a good option for the neighborhood. Chair LaMar requested pedestrian access and preservation of mature trees. Commissioner Anderson asked if the owners of the private road would want pedestrian access. Reynolds was unsure but was willing to add a trail under HOA maintenance. Commissioner Richardson asked about development agreement implications of a trail. Sanderson explained that establishing the proposed pedestrian connection would not negatively affect the development, even if a neighboring property owner later restricted access on the adjoining property. He noted that although the subdivision road would likely be privately owned, a public access easement could be established to ensure continued pedestrian access through the development and to the proposed pathway. Sanderson stated that the easement could be limited to pedestrian use and would prevent a future homeowners association from restricting public access. He added that these provisions could be addressed through the subdivision approval process.

Commissioner Burgess asked if a traffic study was conducted. Reynolds noted there was not a study, that traffic had not been a concern. Jake Green, representing city engineering, explained that city code is driving the roadway access considerations for the proposed development. He stated that opposing intersections may not be offset by more than eight feet in order to avoid conflicting left-turn movements and that a minimum separation of 150 feet is required between rights-of-way. Due to the limited property dimensions, the proposed development cannot meet these standards along 1300 East, which may necessitate relocating access to Lorraine Drive. Green also noted that a traffic study is required for developments anticipated to generate more than 50 vehicle trips per day; however, the proposed development does not meet that threshold.

Commissioner Soule moved the Planning Commission recommend approval of ZM-26-014, a request to rezone property generally located between 3496 and 3500 South, along 1300 East, from the R-1-8 and R-2-8 zones to the R-1-5 and R-2-6.5 zones based on the findings and conclusions presented by staff. Commissioner Burgess seconded. Chair LaMar called for the vote. Chair LaMar voted no, Commissioner Anderson voted yes, Commissioner Burgess voted yes, Commissioner Peterson voted yes, Commissioner Reid voted yes, Commissioner Richardson voted yes, Commissioner Soule voted yes, and Commissioner Wright voted yes. The motion passed. Chair LaMar explained his no vote was due to the lack of a development agreement.

4. Commission Business

4.1 Approval of July 15, 2026 Regular Meeting Minutes

Chair LaMar moved to approve the minutes as presented. Commissioner Richardson seconded. Chair LaMar called for the vote. Chair LaMar voted yes, Commissioner Anderson voted yes, Commissioner Burgess voted yes, Commissioner Peterson voted yes, Commissioner Reid voted yes, Commissioner Richardson voted yes, Commissioner Soule voted yes, and Commissioner Wright voted yes. The motion passed unanimously.

4.2 Housing Subcommittee Report

Commissioner Richardson said the subcommittee reviewed Francis Lilly's presentation.

4.3 Updates from the Planning Director

Francis Lilly provided an overview of Millcreek's General Plan goals and existing strategies for increasing the supply of affordable housing and sought Planning Commission feedback on potential policy options prior to presenting the topic to the City Council. He referenced a 2024 Zions Bank Public Finance housing study identifying an overall shortage of affordable housing for households earning below 80% of area median income (AMI), with the greatest deficit occurring among households at the lowest income levels. Lilly also noted the disparity between Millcreek's median home value, \$615,000, and the State's benchmark for an affordable single-family home, emphasizing the challenges facing prospective homebuyers.

Lilly reviewed affordable housing strategies contained in the General Plan and the city's progress in implementing them. He highlighted approximately 300 affordable units approved through transit-oriented development projects, including the Howick, Morrissey, and Moda Meadowbrook developments, as well as projects where affordability requirements were established through development agreements, including Capri Park and MC29. He discussed the General Plan recommendation to consider requiring residential developments exceeding 50 units to provide at least 10% affordable housing and noted that the city could structure its regulations to prevent projects from being divided into smaller phases to avoid such requirements.

Lilly also discussed efforts to encourage smaller lots, increased residential densities, and alternative housing types, noting that the city has approved several rezones and recently amended residential zoning standards to facilitate these housing forms. He further explained that affordable housing has been established as a permitted use in residential zones, creating a more streamlined approval process. As an example, he described a proposed Housing Connect development on Park Hill Drive that would include approximately 70 units of permanent

supportive housing serving households at approximately 30–35% AMI, along with a future subdivision of approximately 10–15 affordable, owner-occupied townhomes. Lilly indicated that additional policy options, including potential implementation of recommendations from the 900 East corridor study, would be presented for Commission discussion and feedback.

Lilly continued his review of the city’s General Plan strategies for affordable housing and summarized progress made in implementing those goals. He noted that the city has reduced off-street parking requirements for affordable housing, initiated planning efforts to accommodate higher densities near centers and corridors, established density bonuses for affordable developments, expanded opportunities for accessory dwelling units (ADUs), and created zoning within areas such as the City Center and Meadowbrook that supports a broader variety of housing types. He explained that the city’s ADU regulations exceed state requirements by permitting detached ADUs on lots of at least 8,000 square feet and discussed how recent zoning amendments to building envelopes, setbacks, lot coverage, and private street standards have helped make additions, infill development, and smaller housing projects more feasible. Lilly also discussed the importance of balancing increased housing opportunities with General Plan policies intended to maintain compatibility with existing neighborhoods.

Lilly highlighted the city’s efforts to support housing for older adults, people with disabilities, and other populations needing supportive services, including age-restricted affordable housing, the Switchpoint Canyon Rim permanent supportive housing development, the Morrissey senior housing project, and Housing Connect’s proposed deeply affordable development. He stated that Millcreek has made significant progress through targeted affordable housing initiatives but continues to face a substantial housing affordability gap, with many households unable to find suitable housing within the city.

Lilly then introduced potential policy options for further consideration, beginning with allowing detached ADUs to be subdivided into separate, individually owned lots. He noted that communities including Heber City, Ogden, and Farmington have considered or implemented similar approaches and explained that the concept could create smaller, comparatively affordable homeownership opportunities through a market-driven approach without requiring direct public subsidy. He contrasted this with subsidized affordable housing projects, noting that high land and construction costs can require substantial public investment to achieve affordable sales prices. Lilly acknowledged that allowing separately owned ADUs would represent a significant policy change for traditional single-family neighborhoods and would warrant substantial public discussion. Implementation would also require standards addressing subordinate lot sizes, deed restrictions, easements, parking, utilities, and potentially owner-occupancy requirements.

Commissioners raised questions and concerns about unintended consequences, including property owners constructing ADUs solely to increase resale value, the need for separate utility connections, and how to avoid abuse of the program. Suggestions included possible time-based owner-occupancy requirements before subdivision, deed restrictions, and ensuring any code changes are carefully designed and supported by strong public engagement and data from other cities. The Commission next considered whether to require an affordability component when applicants seek rezonings for higher density, similar to Farmington and Salt Lake City; members generally favored further study but noted feasibility concerns for small

projects. The group then discussed “school-oriented development,” an emerging concept in which higher residential densities (e.g., duplexes, triplexes, fourplexes) could be allowed within a defined radius of public schools to help bolster school enrollment and provide family-sized housing near open space and playgrounds. Commissioners were interested in this idea, especially given its proximity to school amenities, but emphasized the need for design studies to test whether such housing types can fit within existing building envelopes, setbacks, and parking requirements, as well as legal review of any incentives tied to households with school-age children.

The Commission and staff focused on housing preservation, “missing middle” zoning, and how to sequence upcoming planning work. Lilly raised the question of whether Millcreek should adopt a policy similar to Salt Lake City’s, which requires replacement of housing demolished for commercial parking lots or payment into a housing fund. He noted that the St. Mark’s Hospital parking expansion highlighted the tension between preserving naturally occurring affordable housing and accommodating tax-generating institutional growth. Commissioners discussed concerns about incentivizing demolition of modest homes in poor condition, the risk of disincentivizing reinvestment if demolition is tightly restricted, and the difference between housing demolished for more housing versus housing demolished for parking. Some members argued that preserving existing affordable units, especially when they are replaced only with surface parking, should be a priority, suggesting that Millcreek could at least adopt a narrow rule targeting “housing to parking lot” conversions. Others cautioned that hospitals and key community institutions also provide vital services and jobs, so any preservation policy must be nuanced and consider increment generated for the city’s affordable housing fund.

Lilly suggested that the General Plan’s existing Neighborhood 1, 2, and 3 density categories may be too broad and that additional categories with narrower density ranges could provide clearer guidance for future rezoning decisions. He noted that although Millcreek has approved substantial townhome development, current townhome prices do not necessarily address the city’s affordable housing needs, suggesting that smaller-scale housing types such as duplexes, triplexes, and fourplexes may help fill an unmet housing gap. Lilly discussed the city’s ongoing evaluation of its zoning and Future Land Use Map, noting that staff is using GIS analysis to identify areas where existing land uses, zoning, and future land use designations do not align. He explained that many Millcreek neighborhoods contain a historic mix of single-family homes and duplexes due to previous zoning patterns and that a more detailed understanding of these areas could support more nuanced future land use decisions. Lilly acknowledged that although some neighborhoods may already function as mixed housing areas, previous decisions to convert R-2 neighborhoods to R-1 zoning reflected community preferences that should also be considered.

Lilly noted that the General Plan supports thoughtful increases in housing opportunities while also emphasizing preservation of established single-family neighborhoods. Lilly identified potential areas for targeted changes, including the 900 East corridor and portions of the area between 700 East and 900 East, where existing lot sizes and development patterns do not consistently align with current zoning. He cited other cities that have accommodated gradual increases in density without substantially changing neighborhood character but emphasized that any similar changes in Millcreek would require significant study and community engagement.

Lilly asked the Commission to consider the timing of these policy decisions in relation to the upcoming General Plan update. He questioned whether recently completed planning efforts, including the 900 East corridor study and the small area plan, should be adopted independently in the near term or incorporated into the comprehensive General Plan revision so that future land use policies can be evaluated consistently on a citywide basis. The Commission stressed the need to manage staff capacity and to use outside expertise effectively. Lilly proposed hiring a consultant early in the General Plan process to prepare concise policy briefs/white papers on each of the major housing options, conduct design and massing studies (e.g., for school-area density and missing-middle forms), and assist with targeted public outreach. Commissioners supported that approach and encouraged parallel developer outreach, such as inviting builders experienced in missing-middle and affordable projects, to ensure that any new policies are both practical and attractive to the market. The discussion closed with general consensus that these housing tools are promising but represent significant shifts that should be advanced deliberately, with clear analysis and community input, rather than rushed as stand-alone code changes.

5. Calendar of Upcoming Meetings

- City Council Mtg. 8/24/26, 7:00 p.m.
- Historic Preservation Commission Mtg. 9/10/26, 6:00 p.m.
- City Council Mtg. 9/14/26, 7:00 p.m.
- Planning Commission Mtg. 9/16/26, 5:00 p.m.

ADJOURNED: Commissioner Richardson moved to adjourn the meeting at 7:24 p.m. Chair LaMar seconded. Chair LaMar called for the vote. Chair LaMar voted yes, Commissioner Anderson voted yes, Commissioner Burgess voted yes, Commissioner Peterson voted yes, Commissioner Reid voted yes, Commissioner Richardson voted yes, Commissioner Soule voted yes, and Commissioner Wright voted yes. The motion passed unanimously.

APPROVED: _____ Date
Shawn LaMar, Chair

Attest: _____
Elyse Sullivan, Recorder

MILLCREEK

3300 South & 900 East

SMALL AREA PLAN

COMPLETED BY MHTN | JULY 2026



DRAFT

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- B: Neighborhood Open House Comments

The following contributed to the 3300 South & 900 East Small Area Plan

MILLCREEK STEERING COMMITTEE

- Mike Winder, City Manager & Economic Development Director
- Francis Xavier Lilly, Planning & Zoning Director
- Sean Murray, Planner

DESIGN TEAM

- Ryan Wallace, Urban Design Principal, MHTN Architects
- Daniel Smith, Landscape Architect, MHTN Architects
- Kate Ades, Community Planner, MHTN Architects
- Azure Briggs, Associate Landscape Architect, MHTN Architects
- Kristofer Long, Financial Analyst, Perpetual Housing Fund



ACKNOWLEDGEMENTS

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INTRODUCTION

01
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PROJECT PURPOSE

The project site contains the 3300 South and 900 East intersection and surrounding area in Millcreek. Located in the city’s northwest corner, the area was identified as a key location for a future village center. This village center is intended to serve the surrounding residential neighborhoods while complementing the nearby Millcreek City Center, reinforcing a cohesive and connected community structure. The purpose of this small area plan is to identify areas for potential redevelopment, new infrastructure improvements, and to set clear development standards for the future of the area.

The project area currently includes several notable landmarks and long-standing businesses that are valued by the community (see Figure 2). These existing assets contribute to the neighborhood’s character and play an important role in shaping local identity and fostering a sense of continuity over time. Many of these destinations serve as informal gathering places, supporting social interaction and reinforcing community ties.

Thoughtful development of the area has the potential to build on these strengths by respecting existing patterns of use while introducing complementary uses and design elements. Strategic infill and redevelopment could enhance streetscapes, improve pedestrian comfort, and create a more cohesive and navigable environment. New housing opportunities can support a more diverse and vibrant population, helping to sustain local businesses and activate the area throughout the day.

The introduction of high-quality, accessible public spaces will create new opportunities for gathering, events, and recreation. Improvements to the active transportation network will further strengthen accessibility within the area and to surrounding neighborhoods. Together, these investments can reinforce Millcreek’s distinct sense of place while positioning the village center as a welcoming and active hub.



Small Area Plan Project Boundary

SITE CONTEXT

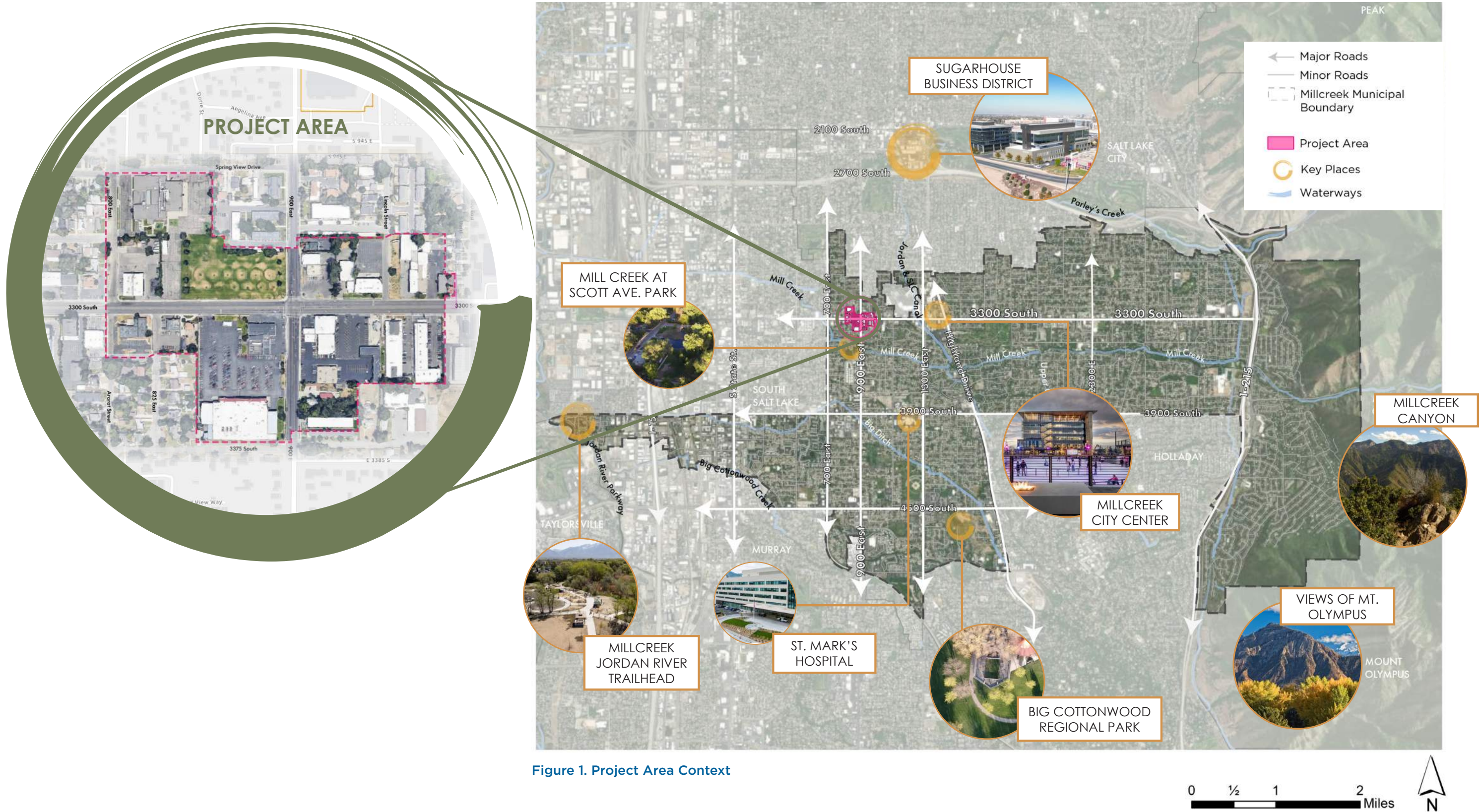


Figure 1. Project Area Context

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VISION STATEMENT

The 3300 South and 900 East Village Center will become a **WELCOMING NEIGHBORHOOD HUB** where housing, small businesses, and community life come together in a walkable, **VILLAGE-SCALED** setting.

Thoughtful redevelopment will enhance neighborhood **CHARACTER**, support new **HOUSING** opportunities, and create inviting **PUBLIC SPACES** that connect surrounding neighborhoods and strengthen Millcreek's sense of place.

PRINCIPALS & GOALS



ESTABLISH A WALKABLE VILLAGE CENTER

Create a cohesive mixed-use node that supports the neighborhood: serving retail, residential living, and small-scale services in a pedestrian oriented environment.



REINFORCE NEIGHBORHOOD CHARACTER & APPROPRIATE SCALE

Promote development that reflects the village center vision while transitioning sensitively in height, massing, and intensity toward adjacent residential neighborhoods.



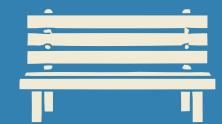
IMPROVE CONNECTIVITY & ACCESS

Enhance pedestrian crossings, walkability, and connections between surrounding neighborhoods, civic uses, and redevelopment sites.



SUPPORT HOUSING OPPORTUNITIES & COMMUNITY NEEDS

Encourage housing that helps meet community priorities, including opportunities for workforce or teacher-oriented housing and a mix of residential types.



CREATE HIGH-QUALITY PUBLIC SPACE & AMENITIES

Encourage development that contributes to inviting streetscapes, gathering spaces, and public amenities that strengthen community identity and everyday neighborhood life.

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PLAN ALIGNMENT

PREVIOUS & CURRENT PLANNING EFFORTS

The project team consulted several planning documents to ensure alignment with previous and current planning efforts and to gain a preliminary understand of existing conditions, future plans, and prior community engagement.

DOCUMENTS REVIEWED

- Millcreek General Plan
- 3300 South Corridor Study
- Local Link Study
- 900 E Engagement Staff Report
- Wasatch Choice Vision
- WFRC's Regional Transportation Plan
- Beehive Bikeways Vision Network
- Millcreek Sidewalk and Trails Master Plan



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EXISTING
CONDITIONS

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INTRODUCTION

This chapter presents a comprehensive overview of the existing conditions within the Small Area Plan project site. The qualitative and quantitative findings summarized herein were informed by communication with local stakeholders, field observations from site visits, and data provided by Millcreek. A clear understanding of existing conditions is critical to the success of the planning process, as it helps identify opportunities, constraints, and community priorities. By documenting current site characteristics, this analysis provides a foundation for informed decision-making and helps guide the development of targeted strategies and next steps for the project.

PHYSICAL CONDITIONS

The physical structure of the area shapes how the site functions today and how it may evolve in the future. This section examines the spatial context of the project site by assessing the Figure Ground, Parcel Size & Ownership patterns, and Land Use & Zoning to identify opportunities and challenges for each. Together, these maps illustrate how buildings and open spaces are arranged, how land is subdivided and controlled, and how current zoning and land use influence development patterns. Analyzing these elements provides insight into the area's walkability, development intensity, and capacity for change, and establishes a foundation for future design and policy recommendations.

TRANSPORTATION ANALYSIS

The configuration of roadways, availability of transit, and comfort and continuity of pedestrian and bicycle networks all influence how people move through the area, how safe and inviting the public realm feels, and how successfully the site can support future growth that is less auto-dependent. This section evaluates the existing transportation conditions of the project site through three key components: Roadway Ownership

& Classification, Transit Network, and Pedestrian & Bicyclist Networks. These maps illustrate the hierarchy of streets and the strengths and deficiencies of transportation infrastructure for all modes. Understanding these relationships will lay the groundwork to address connectivity gaps and inform future transportation and streetscape recommendations.

DEVELOPMENT OPPORTUNITIES

Building on the analysis of existing physical and transportation conditions, this section identifies where change is most likely to occur and where it may be most impactful. Not all areas within the project site are equally suited for redevelopment; some locations function well today and should be reinforced, while others present opportunities for transformation based on underutilization, strategic location, or public ownership. This section focuses on two key concepts, Areas of Stability and Change and Catalytic Areas, to establish a clear and strategic framework for directing future development and investment.

EXISTING BUILDINGS & INFRASTRUCTURE



Commercial use in residential buildings



Heavy traffic along 3300 South



Low-density commercial uses



Unimproved transit stop along 3300 South

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Low-quality active transportation infrastructure



Small-scale commercial



Improved transit stop along 3300 South



Vacant building

FIGURE GROUND

The figure ground map depicts the core urban form components: streets, buildings, and open space. The spatial organization of the area illustrates development patterns, gaps, and opportunities. Buildings near one another can provide a sense of enclosure, further drawing in visual interest and enhancing comfort for pedestrians navigating the area.

The project site is characterized by low density, large format buildings while the surrounding neighborhood is comprised of a more regular pattern of smaller structures. Aside from the large school yard on the northwest corner of the central intersection, the open spaces are predominantly surface parking lots. This kind of development pattern often results in degraded block structure, weak corner conditions, and reduced street wall continuity. All of these factors detract from the pedestrian experience and can create a less inviting place.

CHALLENGES

- Gaps between buildings for curb cuts, parking lots, or other inactive uses mean fewer destination and less visual interest.
- A discontinuous building facade reduces the rhythm and enclosure, creating a less inviting pedestrian experience.

OPPORTUNITIES

- Underdeveloped parcels offer potential for infill development
- Underutilized spaces between buildings can be activated in the short term with temporary uses or place-making strategies.



Figure 1: Existing Structures

PARCEL SIZE & OWNERSHIP

Patterns of parcel size and ownership directly shape the feasibility, phasing, and design strategy for redevelopment. Parcel size influences both the physical form and the development potential of an area: larger parcels support coordinated, large-scale projects while smaller, fine-grained parcels often require incremental improvements, adaptive reuse, or more complex land assembly. Ownership patterns determine what is possible as well as how quickly change can be implemented.

Most parcels within the site are privately owned with the exception of the Granite School District parcel (5.9 acres) shown in dark blue and the Salt Lake County parcel (0.8 acres) shown in teal. Rancho Market is the largest privately owned parcel (4.2 acres). Other private parcels range from 0.2 to 1 acre.

CHALLENGES

- Many small parcels with individual owners will require collaboration with the different property owners, which may be energy and resource intensive.

OPPORTUNITIES

- The largest parcels are under the ownership of engaged individuals who are invested in the improvement of the area.
- Publicly owned parcels are at strategic locations within the site
- Small parcel sizes allow for incremental change and phased development



Figure 2: Parcel Ownership

LAND USE & ZONING

The majority of the project site is zoned Commercial with a few exceptions. The location of the former Roosevelt Elementary is zoned Single-Household Residential and a few parcels are zoned Residential Mixed which is intended to provide a transitional zone between commercial and residential. The Commercial zone includes various uses: retail, restaurants, offices, community care facilities, and industrial. Three parcels are currently vacant, all in the northeast corner of the intersection.

CHALLENGES

- Vacant parcels are detrimental to the area

OPPORTUNITIES

- Ample neighborhood support for the area is promising for additional uses and amenities
- Strong “third place” identity associated with some existing uses

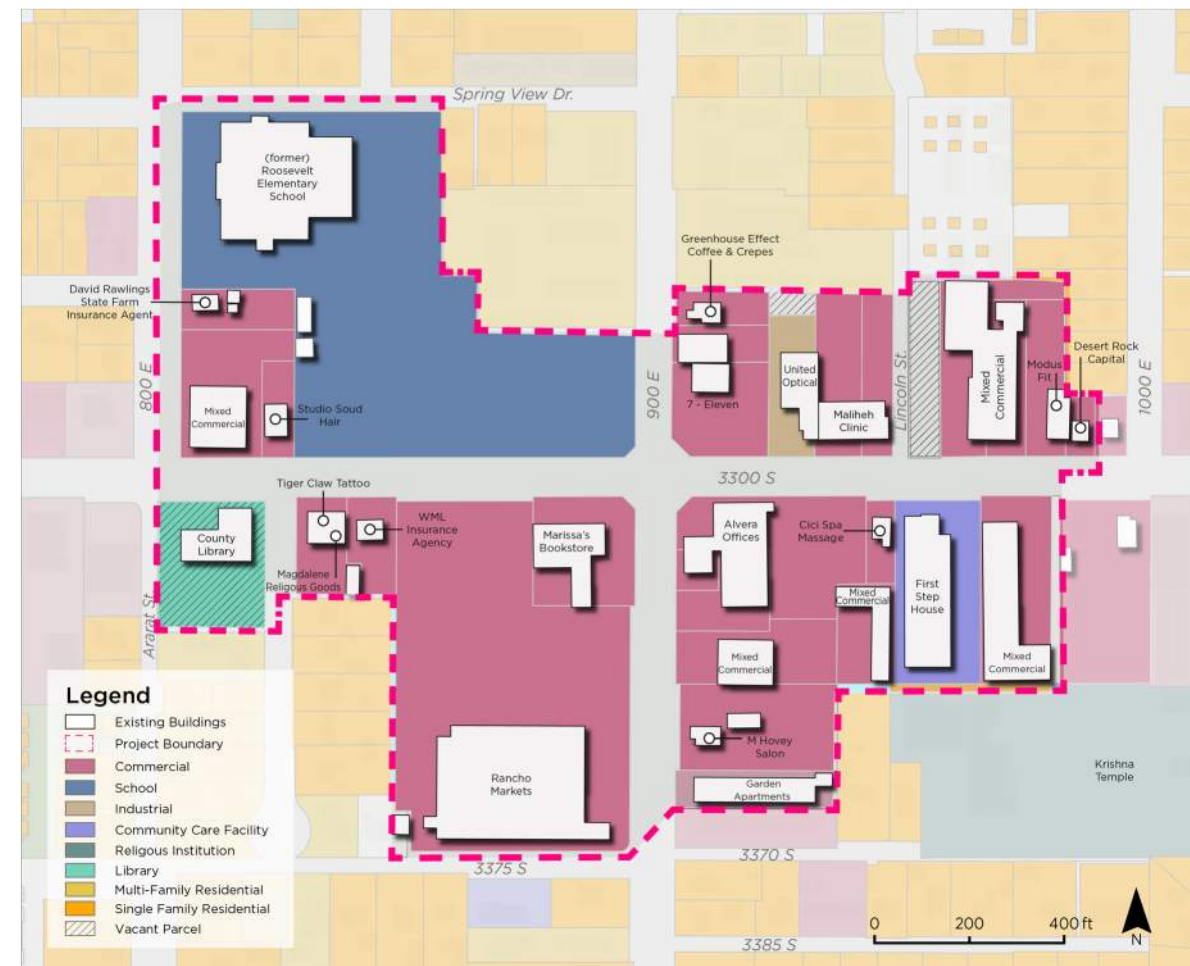


Figure 3: Land Uses, Businesses, & Vacancies

ROADWAY OWNERSHIP & CLASSIFICATION

Understanding road ownership and classification directly shapes what improvements are feasible and how effectively the plan can enhance walkability and connectivity. The only east-west roadway in the project site is 3300 South, a heavily used UDOT-owned arterial. The primary north-south connection is 900 East is designated as a major collector and owned by the city. All other roadways are local, city-owned streets. Both primary thoroughfares through the site are approximately 50' in width.

CHALLENGES

- Potential misalignment between City and UDOT goals and priorities for 3300 S
- Wider roads without adequate active transportation infrastructure present as connectivity barriers

OPPORTUNITIES

- City ownership of most roads is advantageous for redevelopment
- Opportunity to divide up the existing block structure with additional north-south roads, particularly on the site of the Roosevelt Elementary School



Figure 4: Roadway Ownership & Classification

TRANSIT NETWORK

Recognizing existing and potential transit access influences how well the area can better support walkability, reduce car dependence, and strengthen overall cohesion. There are two Utah Transit Authority bus routes serving the project site. Routes 209 and 33 run Monday through Saturday and operate on the most frequent schedule offered by UTA due to high ridership. UTA measures ridership through the number of times individual passengers board (enter the vehicle) and alights (exit the vehicle) at each stop or station. See Figure 5 for average daily boardings (ADB) and alightings (ADA) closest to the 3300 South and 900 East intersection.

CHALLENGES

- Few improved bus stops or bus shelters
- Limited infrastructure (e.g., bus pull outs) to ease circulation near

OPPORTUNITIES

- Already a strong transit ridership base
- High concentration of transit stops with good connectivity

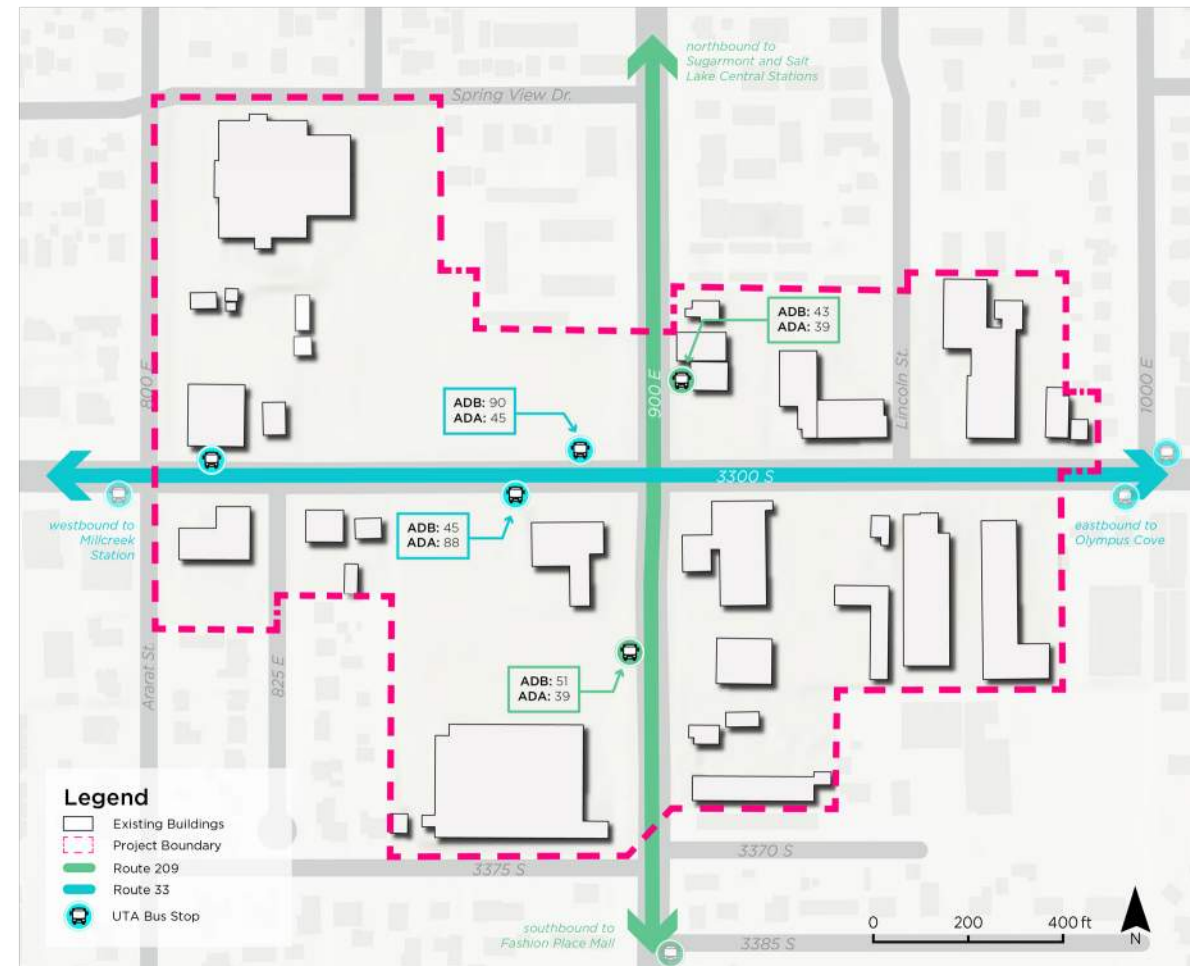


Figure 5: UTA Bus Routes, Stops, & Average Daily Boardings (ADB) / Alightings (ADA)

PEDESTRIAN & BICYCLE NETWORKS

Sidewalks and bikeways in the area currently provide little comfort or safety to cyclists and pedestrians, particularly along 3300 South. Sidewalks exist but vary in width and condition. The busy traffic along 3300 South make those sidewalks particularly uncomfortable to walk on and biking along this road gets a high stress score as shown in the map below. Conditions improve pedestrians and cyclists on adjacent neighborhood streets, but lack crossings and connections across 3300 South.

CHALLENGES

- Conditions along 3300 S regarding vehicular traffic and sidewalk width and proximity to traffic.
- Lack of bike lane connectivity along 900 E to the north of 3300 S.
- Lack of overall crossing options across 3300 S.

OPPORTUNITIES

- Adjacent neighborhoods with a variety of housing types create the conditions for residents to use and enjoy safer bike lanes and sidewalks.
- There are existing businesses like markets, bookstores, coffee shops, and barber shops that are desirable for pedestrians and cyclists to access.



Figure 6: Active Transportation Networks & Comfortability

POTENTIAL AREAS OF STABILITY & CHANGE

Areas of stability, anticipated change, and potential change were identified through a combination of quantitative analysis and engagement with the project team and stakeholders. This work began as an economic development “heat map,” examining locations where improvement value appeared to be below land value, and was then refined through qualitative discussions to account for community priorities. Areas of stability include places that perform well or serve an important role in the neighborhood; while they may not represent the highest and best economic use, they have become valued community landmarks and are intended to remain largely undisturbed. Areas of anticipated change include vacant, underutilized, or disconnected sites and are high priorities for improvement, while areas of potential change represent properties with longer-term opportunities for adaptive reuse or redevelopment that can reinforce what makes the neighborhood work while recognizing the significant opportunity present.



Figure 7: Potential Areas of Stability & Change

CATALYTIC AREAS

Key parcels have been identified with the potential to catalyze substantial change within the project area and surrounding neighborhoods. The vacant County Library site presents a significant redevelopment opportunity and, together with the adjacent Granite School District property, could establish a strong western gateway along 3300 South.

Additional gateways at the eastern edge of the project area, along with smaller north and south gateways on 900 East, will help frame new development and reinforce a clear sense of entry into the district.

Parcels at the southeast corner of 3300 South and 900 East are also identified for their catalytic potential. While this area currently supports valued local businesses, it would benefit from targeted enhancements, including opportunities for additional housing and redevelopment of underutilized or vacant spaces at this prominent intersection. The introduction of a potential teacher village, combined with the existing bookstore and coordinated redevelopment, could create a distinctive, identity-defining node for Millcreek.

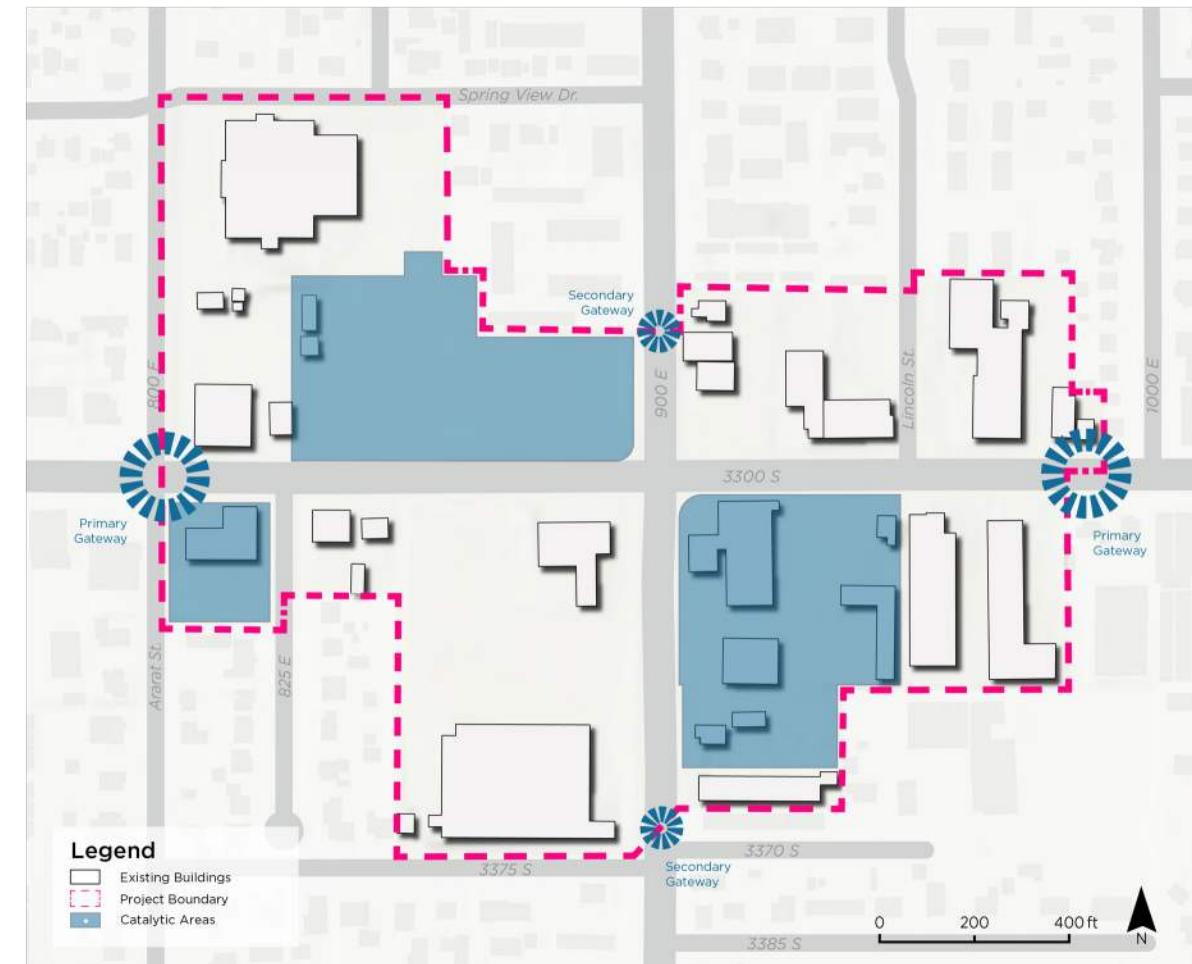


Figure 8: Catalytic Areas for Infill & Redevelopment

COMMUNITY ENGAGEMENT

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INTRODUCTION

Community engagement for the 3300 South and 900 East Small Area Plan involves, consults, and collaborates with key stakeholders and community members. Engaged stakeholders will be the key to developing an achievable plan adopted by Millcreek City and a catalyst for future discussions.

The planning process for this effort included multiple tiers of community engagement. The Core Team was involved in the closest and most frequent collaboration. Key Stakeholders and the Neighborhood Group were involved through periodic engagement events.

PURPOSE OF COMMUNITY ENGAGEMENT

- Create ownership of final plan outcomes from Millcreek community members and key stakeholders, including business owners, property owners, potential investors, and others.
- Confirm vision and goals and co-create innovative solutions for a revitalized village center.
- Provide necessary input on progress to ensure the planning aligns with shared goals and values.
- Build consensus across perspectives.
- Foster a transparent and open process through multiple accessible and safe channels.
- Make strategic and thoughtful collective decisions about planning and development.

ENGAGEMENT GROUPS

CORE TEAM

- Consultant Team
 - MHTN Architects
 - GIV Group
- Millcreek staff representatives

KEY STAKEHOLDERS

- Planning Commission representative(s)
- City Council representative(s)
- Community Council representative(s)
- Granite School District
 - Chief of Staff
 - Business Administrator
- Salt Lake County Library
- Property owners within the project boundary

NEIGHBORHOOD GROUP

- Property owners neighboring the project boundary
- Community members

PROCESS

PROPERTY OWNER INTERVIEWS | MARCH - MAY 2026

Our initial outreach focused on engaging property owners of several catalytic sites within the project area that the community identified as key assets. These conversations with the Core Team helped us better understand owners' perspectives on the area, any potential future plans for their properties, and the processes and constraints that may influence development and future use of publicly owned sites.

SITE VISIT | MARCH 26, 2026

A site visit and assessment of the project area was conducted by the Core Team listed above and Planning Commission representatives. Through this effort, initial information about the site was gathered and planning challenges and opportunities within and relevant to the project area were identified.



Site Visit



STAKEHOLDER WORKSHOP | MAY 19, 2026

Property owners within the project boundary were invited by the city to join the Key Stakeholders Group in reviewing initial concepts. Feedback from this meeting resulted in an updated project boundary, informed the design approach, and helped strategically refine the concepts for the Neighborhood Open House. See the appendix for the final boards and comments from this meeting.



Stakeholder Workshop

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NEIGHBORHOOD OPEN HOUSE | JUNE 4, 2026

Nearby property owners, residents, and other community members were invited by the city to provide feedback on the refined concepts. The comments, concerns, and preferences shared by the 40+ community members in attendance directly impacted the preferred design. See the appendix for the boards and comments from this meeting.

Major themes from the discussion and written comments included:

- Safety concerns, particularly regarding vehicular traffic on 3300 S
- Preference for preserving a large, cohesive green space
- Limiting building heights to two and three stories to preserve views and neighborhood feel
- Parking concerns during school events
- Suggestions for a community recreation center including a pool
- Medium- and low-density housing is preferred over high-density
- Requests for traffic calming measures (e.g., speed bumps)
- Active transportation improvements including sidewalk widening and additional bike lanes/paths
- Generally supportive of distinct gateway treatment(s)
- Strong support to preserve and bolster landmark local businesses



Neighborhood Open House



SUMMARY OF FINDINGS

The public engagement process provided valuable insights into what matters most to the community and how people experience the project area every day. Throughout the engagement process, residents consistently expressed a strong desire to maintain the neighborhood's lower-density character. That feedback directly influenced the recommendation to establish a maximum building height of three stories (approximately 30 to 32 feet). Conversations about appropriate density, building massing, and neighborhood scale helped shape recommendations that thoughtfully accommodate future growth while preserving the character and identity that residents value.

Community members also highlighted the importance of preserving the places that give the neighborhood its unique sense of identity. Local landmarks, gathering spaces, and other cherished destinations were repeatedly identified as important anchors for social connection, community pride, and everyday life. Recognizing these valued places ensures that future improvements build upon the neighborhood's existing strengths rather than replace them.

Discussions with property owners led to refinements to the project area boundary, allowing it to better reflect existing conditions, ownership patterns, and stakeholder perspectives. The engagement process also provided a deeper understanding of how residents and visitors use parks, trails, and other open spaces throughout the year, including when these spaces are most active and which features contribute most to their success.

Together, these conversations helped create a plan that is rooted in the community's values and aspirations. The resulting recommendations are responsive to local priorities, respectful of the neighborhood's existing character, and designed to guide thoughtful, sustainable growth that will benefit both current and future residents.

DESIGN RECOMMENDATIONS

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OVERVIEW

This section presents a comprehensive framework of design recommendations intended to guide the long-term evolution of the 3300 South and 900 East area into a vibrant, walkable neighborhood village. Building upon the community vision established throughout the planning process, these recommendations address development character, public realm improvements, redevelopment opportunities, and transportation enhancements that together create a more connected, attractive, and resilient district. To illustrate how these recommendations could be implemented, three conceptual redevelopment scenarios were developed for the Teacher Village and surrounding properties. Each concept explores a different approach to balancing housing, open space, and neighborhood character while reinforcing the plan's goals of supporting new housing opportunities, improving connectivity, enhancing the public realm, and creating a distinctive mixed-use destination.

DESIGN STANDARDS

The recommendations presented in this section are guided by a set of design principles intended to create a cohesive, walkable, and context-sensitive neighborhood village. While individual redevelopment projects will vary over time, these standards establish a common framework for building form, site design, and public realm improvements that reinforce a recognizable identity throughout the district. Future development should balance new investment with compatibility to surrounding neighborhoods while supporting a vibrant mix of housing, businesses, and community gathering spaces.

New buildings should generally range from two to three stories in height and be oriented toward public streets and open spaces to create an active pedestrian environment. Building massing should be articulated through changes in rooflines, façade materials, and architectural detailing to avoid large monolithic structures. Landscaping, street trees, pedestrian-scale lighting, and high-quality site furnishings incorporated throughout the district will create comfortable, attractive public spaces while strengthening connections between destinations.

PUBLIC REALM IMPROVEMENTS

Creating a successful neighborhood village will require coordinated investments in streets, sidewalks, landscaping, transit facilities, and public spaces that support both existing residents and future redevelopment. These improvements can be implemented incrementally through public capital projects, private investment, and grant funding as opportunities arise.

Priority improvements include enhanced pedestrian crossings along 3300 South, widened sidewalks, buffered bicycle facilities, improved transit stops, additional street trees, pedestrian lighting, wayfinding, and new plazas and gathering spaces. Together, these enhancements create a more connected public realm that encourages walking, supports local businesses, and strengthens the district's identity.

TEACHER VILLAGE

Providing attainable housing for educators emerged as one of the most significant opportunities identified during the planning process. Rising housing costs continue to affect the Granite School District's ability to recruit and retain teachers and staff, while the former Roosevelt Elementary property offers a unique opportunity to demonstrate how workforce housing can become an asset to both employees and the surrounding neighborhood. To better serve educators with families, the concepts prioritize larger, multi-bedroom units of approximately 900 to 1,000 square feet rather than smaller apartment layouts.

The following concepts illustrate several approaches for developing a Teacher Village that combines thoughtfully designed housing with meaningful public open space, safe pedestrian connections, and neighborhood-serving amenities. Rather than representing a single recommended design, these scenarios explore different site planning strategies that respond to community feedback while supporting the broader vision for a walkable neighborhood village center.

LIBRARY SITE

The former Salt Lake County Library property occupies a highly visible location at the northwest corner of 3300 South and 900 East. Although the property remains under Salt Lake County ownership, the library has relocated to a new facility nearby, creating an opportunity to consider the property's long-term use. Its prominent gateway location makes it well positioned to support future neighborhood revitalization and reinforce the identity of the district.

Future redevelopment could include housing, childcare, neighborhood-serving commercial space, civic uses, or other mixed-use development that complements the surrounding neighborhood. Regardless of the ultimate use, redevelopment should create an active street presence with quality architecture, generous landscaping, and pedestrian amenities that strengthen connections to the Teacher Village, nearby neighborhoods, transit, and surrounding businesses. Thoughtful redevelopment of this long-vacant site represents a significant opportunity to strengthen the character, identity, and vitality of the project area.



CONCEPT A: VILLAGE GREEN



The Village Green concept organizes redevelopment around a central neighborhood green that establishes a welcoming gateway along 3300 South and serves as the focal point of the Teacher Village. A mix of townhomes and apartments is arranged to frame the open space while preserving a comfortable neighborhood scale and creating strong connections to surrounding streets, transit, and adjacent residential areas. The result is a balanced development pattern where housing, open space, and pedestrian amenities work together to create an inviting village environment.

Concept A | Aerial

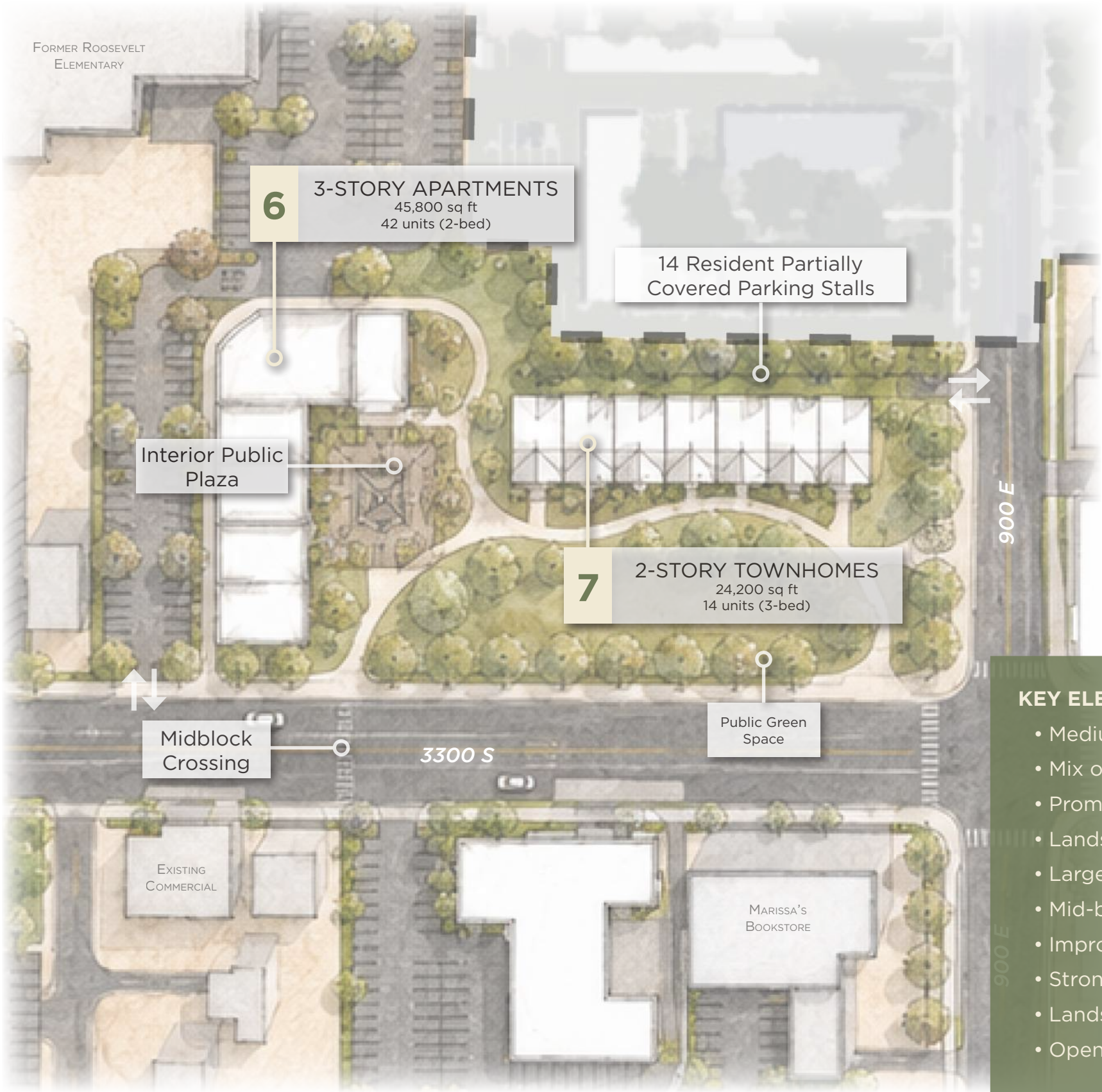
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Concept A | Looking East

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TEACHER'S VILLAGE



KEY ELEMENTS

- Medium-density residential neighborhood
- Mix of two-story townhomes and three-story apartments
- Prominent public-facing neighborhood green
- Landscaped pedestrian “green loop”
- Large shaded community plaza
- Mid-block pedestrian crossing
- Improved pedestrian connection along 3300 South
- Strong connection between the Teacher Village and transit
- Landscape buffer and decorative concrete wall along 3300 S
- Open, park-oriented neighborhood character

Concept A | Teacher's Village

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PARKING 125 Stalls	GREEN SPACE 35,800 SF
RESIDENTIAL 56 Total Units	PLAZA/HARDSCAPE 11,200 SF



Concept A | Looking Northwest at 3300 S & 900 E Intersection

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CONCEPT B: URBAN VILLAGE

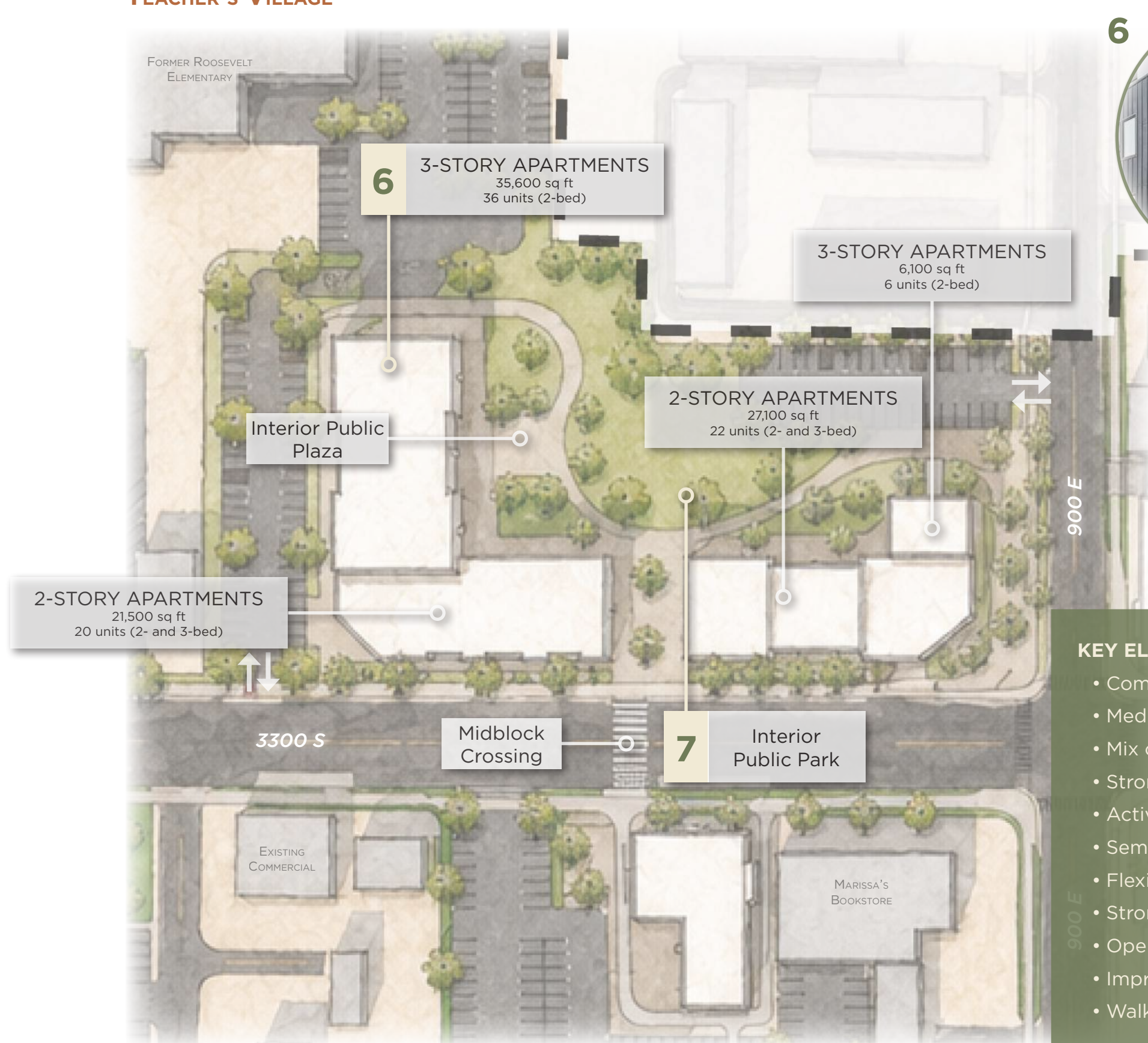




Concept B | Looking East

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TEACHER'S VILLAGE



KEY ELEMENTS

- Compact village center
- Medium-density residential neighborhood
- Mix of two- and three-story apartment buildings
- Strong building streetwall along primary streets
- Active building frontages
- Semi-private courtyards and green spaces
- Flexible plazas, play areas, and community gathering spaces
- Strong sense of pedestrian enclosure
- Open space buffered from 3300 S through building placement
- Improved sidewalks and multi-use path
- Walkable, mixed-use neighborhood character

Concept B | Teacher's Village

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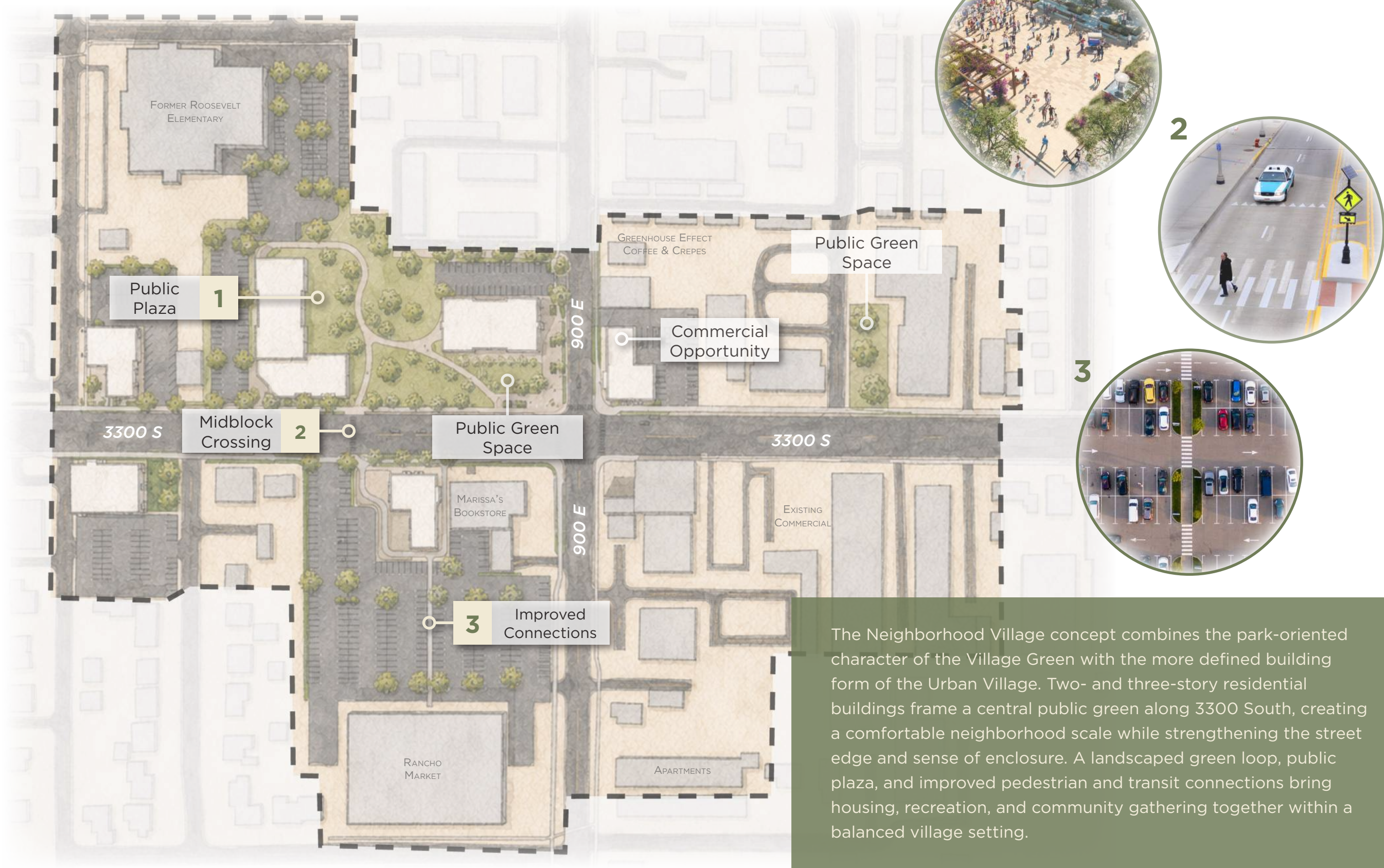
PARKING 145 Stalls	GREEN SPACE 25,000 SF
RESIDENTIAL 84 Total Units	PLAZA/HARDSCAPE 21,000 SF



Concept B | Looking Northwest at 3300 S & 900 E Intersection

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CONCEPT C: NEIGHBORHOOD VILLAGE



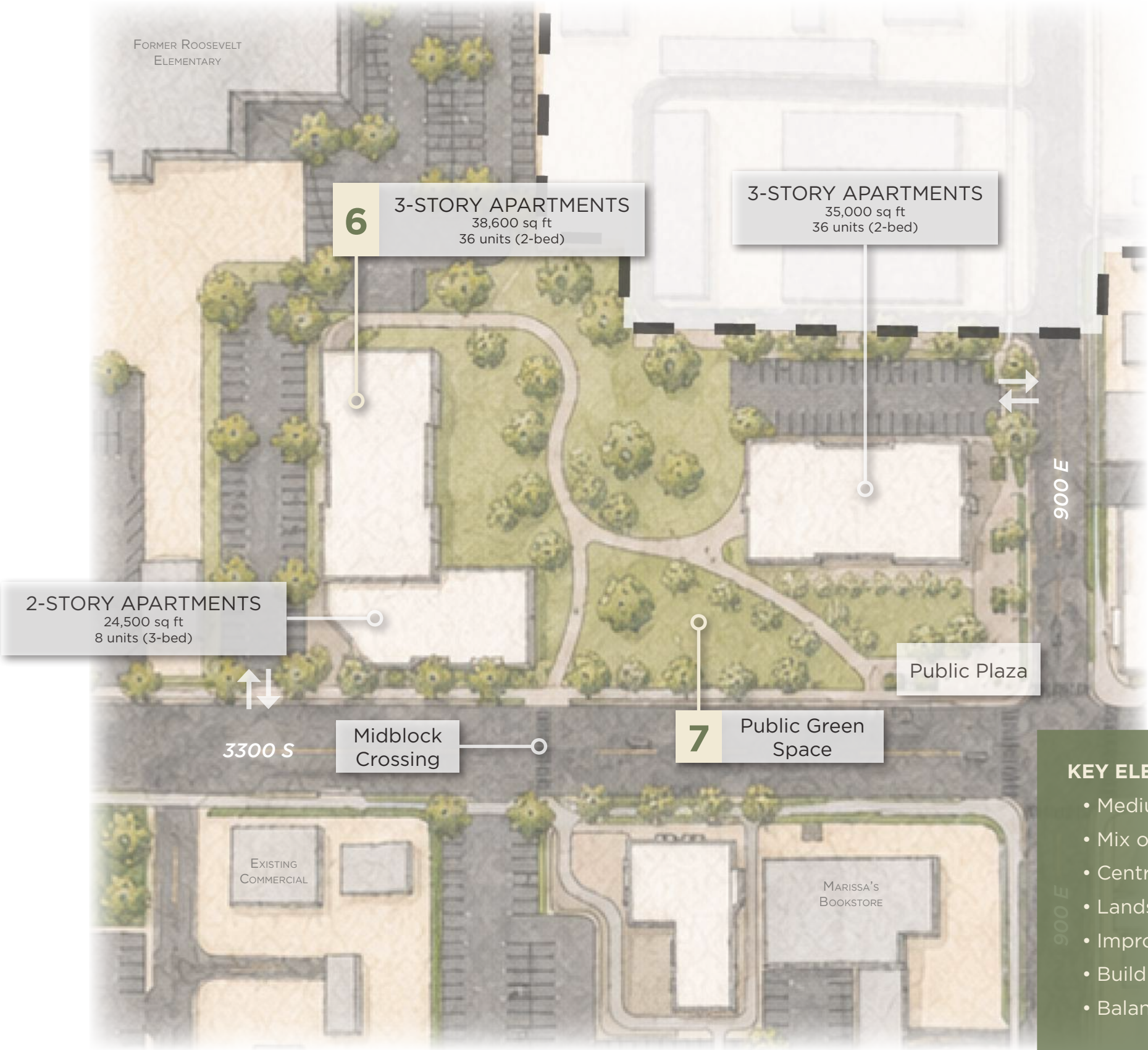
The Neighborhood Village concept combines the park-oriented character of the Village Green with the more defined building form of the Urban Village. Two- and three-story residential buildings frame a central public green along 3300 South, creating a comfortable neighborhood scale while strengthening the street edge and sense of enclosure. A landscaped green loop, public plaza, and improved pedestrian and transit connections bring housing, recreation, and community gathering together within a balanced village setting.



Concept C | Looking East

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TEACHER'S VILLAGE



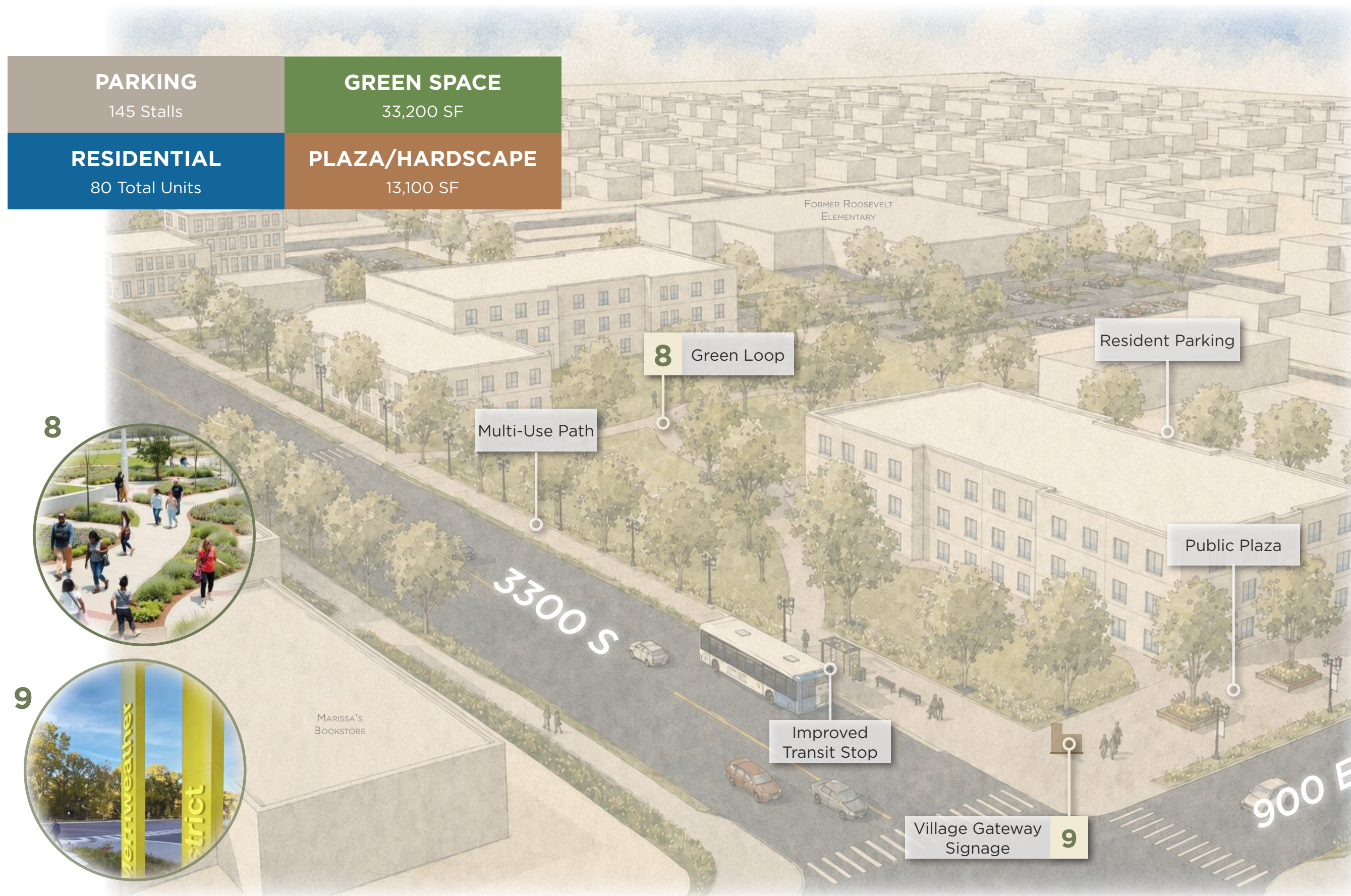
KEY ELEMENTS

- Medium-density residential neighborhood
- Mix of two-story townhomes and three-story apartments
- Central public green and community plaza
- Landscaped pedestrian “green loop”
- Improved pedestrian and transit connections
- Buildings and open space work together to define the public realm
- Balanced neighborhood village character

Concept C | Teacher's Village

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PARKING 145 Stalls	GREEN SPACE 33,200 SF
RESIDENTIAL 80 Total Units	PLAZA/HARDSCAPE 13,100 SF



Concept C | Looking Northwest at 3300 S & 900 E Intersection

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DESIGN RECOMMENDATIONS SUMMARY

Each of the three concepts advances the overall vision and goals of the Small Area Plan while exploring a different relationship between housing, public space, and neighborhood character. Rather than identifying a single preferred design, the concepts demonstrate different approaches to implementing the same planning principles and creating a vibrant, walkable neighborhood village.

THE VILLAGE GREEN

This concept emphasizes landscape, recreation, and community gathering by organizing development around a prominent public green that creates a welcoming gateway, strengthens neighborhood identity, and provides a comfortable transition to surrounding residential areas.

THE URBAN VILLAGE

This concept emphasizes building form and street definition by creating a more compact neighborhood center where buildings frame plazas, courtyards, and pedestrian spaces. This approach reinforces walkability, encourages neighborhood activity, and creates a stronger sense of place.

THE NEIGHBORHOOD VILLAGE

This concept combines the defining characteristics of the first two approaches by balancing building form with generous open space, community gathering areas, and landscaped pedestrian connections. The result is a cohesive neighborhood environment where housing, architecture, and public spaces reinforce one another.

Together, the three concepts illustrate a range of redevelopment possibilities that remain consistent with the community's vision while responding to different site planning priorities. Rather than representing competing proposals, they provide a flexible framework for future decision-making, allowing the City and its partners to refine a preferred approach that draws from the strengths of each concept as redevelopment opportunities emerge.



DRAFT

A: STAKEHOLDER WORKSHOP COMMENTS

DRAFT



CONCEPT A

KEY ELEMENTS

- Enhance neighborhood connectivity (long-term)
- Create excellent walking and biking connections on side streets
- Break down of large blocks for walkability
- Enhance streetscapes on side streets
- Cluster teacher housing

What else would you like to see? Leave comments on sticky note here:

- Complimentary development on both sides of 33rd would create a sense of a gateway into the village area

FOR THIS CONCEPT, EXPLAIN HOW YOU FEEL ABOUT:

Building Form/Massing
Clustered Housing, Lower Intensity, Small Block Sizes

I think this scale + massing is most appropriate given the context, location, and surrounding land uses / development patterns

- Small, low density, detached units are less ideal for this corridor + a lost opportunity to increase massing - CL

Transportation
Emphasis on side streets for walking & biking

Ped + bike focus on side streets is the most consistent with the neighborhood center/urban "village" model could be combined w/ traffic calming on 3300 S.

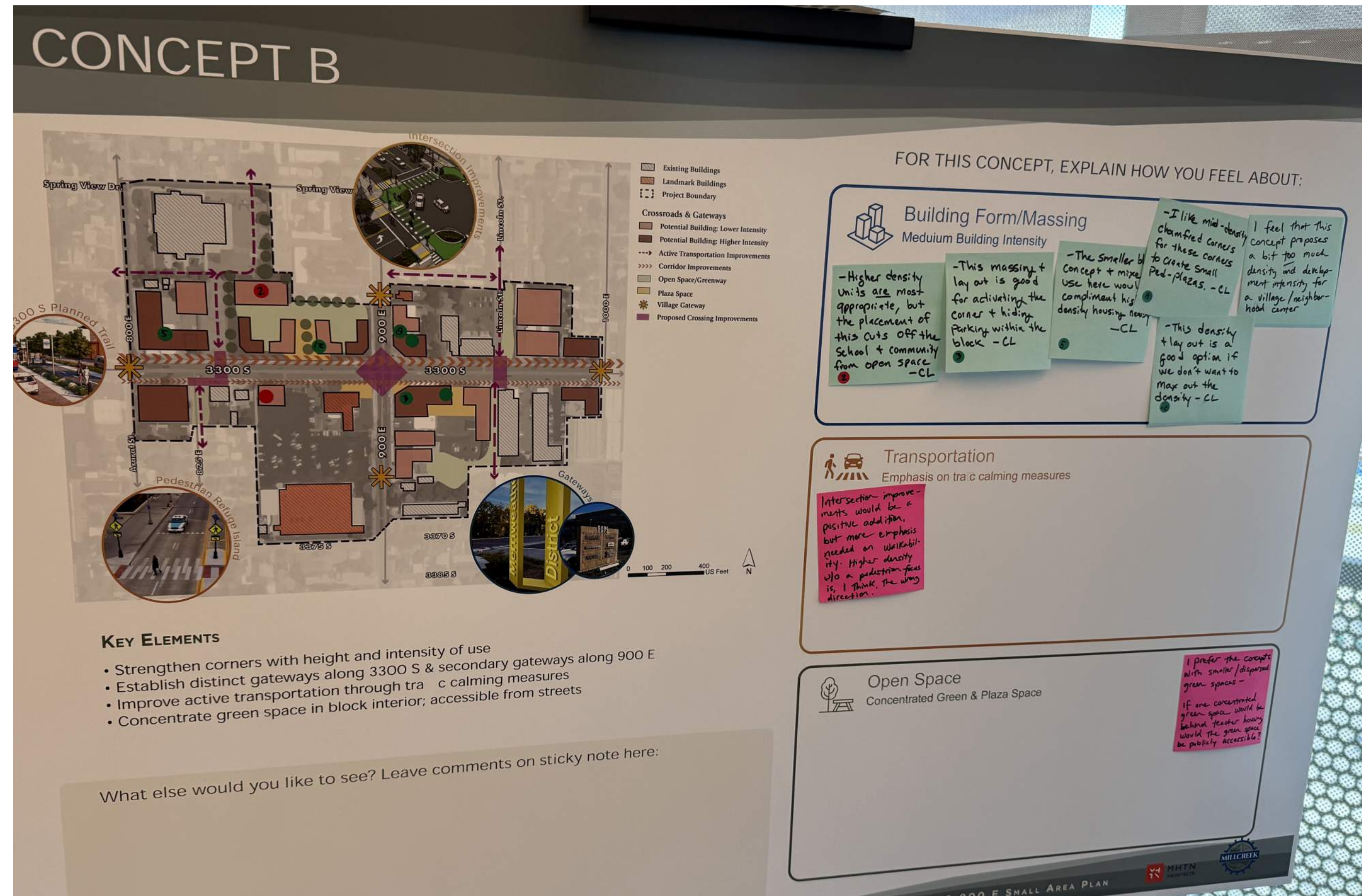
Protected, or improved side-walks are a must for 33rd

- Install HAWK Crossing

Open Space
Greenways

linear greenways along side streets are nice and would really enhance this neighborhood

STAKEHOLDER COMMENTS | CONCEPT B



DRAFT

CONCEPT C

KEY ELEMENTS

- Create consistent street wall with 3300 S fronting buildings
- Improve connectivity with paths, green spaces in teacher village
- Create identifiable, landscaped gateways on 3300 S
- Parking concentrated behind buildings

What else would you like to see? Leave comments on sticky note here:

FOR THIS CONCEPT, EXPLAIN HOW YOU FEEL ABOUT:

Building Form/Massing

Strong Street Wall, Higher Building Intensity

- High density units are best for this busy corridor & to maximize the opportunity for affordable housing - CL

- Street Wall here please, to protect green-space & community - CL

If a consistent street wall is proposed along 3300 S, the building mass needs to be broken up into smaller sections (as in the "Mixed Use Development" photo on the DESIGN INTENT board)

↑ Agreed - CL (not one entire Street wall)

Transportation

Emphasis on 3300 Corridor Activation

3300 S. corridor activation as the main transportation strategy makes sense if transit service will be increased/improved.

Open Space

Optimized Large Green Space

- Maintain an interior pocket Park for school, resident, & community use, as large as possible - CL

STAKEHOLDER VISUAL PREFERENCE | DESIGN INTENT

DESIGN INTENT

MOOD BOARD

Place a green dot on your favorite images, or red dot on less preferred images.



Building Form/Massing



Transportation



Open Space



DRAFT

SITE MASSING ACTIVITY



DRAFT

B: NEIGHBORHOOD
OPEN HOUSE
COMMENTS

A
DRAFT



CONCEPT A

KEY ELEMENTS

- Enhance neighborhood connectivity (long-term)
- Create excellent walking & biking connections on side streets
- Break down of large blocks for walkability
- Enhance streetscapes on side streets
- Cluster teacher housing

What else would you like to see?
Leave comments on sticky notes here:

Much prefer low density overall

Low Density housing - OK!
Green Space - Excellent!

Bike & Walk paths are important

We live on Dorie Street & the alternative school already does not have enough parking & many park on our street

FOR CONCEPT A, SHARE YOUR THOUGHTS ON:

Building Form & Massing

Clustered Housing, Lower Intensity, Small Block Sizes

do not build right up to the sidewalk

DEFINITELY CHOOSE CONCEPT A OVER B & C

Lower Density

Transportation

Emphasize Active Transportation on Side Streets

Many concerns about traffic problems & accidents

Open Space

Greenways

Hard to use existing green space at school. Always stay in dog poop and dogs running without leashes. Scared the kids

INCREASED GREEN SPACE

Community Rec Center

MILLCREEK 3300 S & 900 E SMALL AREA PLAN

MTN
CITY OF
MILLCREEK

DRAFT

NEIGHBORHOOD COMMENTS | CONCEPT B

CONCEPT B

KEY ELEMENTS

- Strengthen corners with height & intensity of use
- Establish distinct gateways along 3300 S & secondary gateways along 900 E
- Improve active transportation through traffic calming measures
- Concentrate green space in block interior; accessible from streets

FOR CONCEPT B, SHARE YOUR THOUGHTS ON:

Building Form & Massing

Medium Building Intensity

Nothing Above 3 Stories EVER

Adding a sense of "Arrival" would be very welcome (Village Gateway)

do not build right up to the sidewalk

PREFER A OVER B & C
SMALLER BUILDINGS

Transportation

Emphasis on Traffic Calming Measures

traffic concerns

concern: Increased traffic & speeding automobiles neighborhood
- lots of small children & disabled
- lots of people walking
Request: speed bumps
Home Ave → 11th E

Speed Bumps For Low Income too many cars too fast

Lower Intensity

Open Space

Concentrated Green & Plaza Space

Increased GREEN SPACE

Community Rec Center?

Increase Green space

Green space Park/walk open space

Bike paths with sidewalks

Semi Private Courtyards
Are Not the same as Public green spaces

What else would you like to see?
Leave comments on sticky notes here:

prefer B

A BUSINESS - OR COMMERCIAL BUILDING IN PLACE OF LIBRARY

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CONCEPT C

KEY ELEMENTS

- Create consistent street wall with 3300 S fronting buildings
- Improve connectivity with paths, green spaces in teacher village
- Create identifiable, landscaped gateways on 3300 S
- Parking concentrated behind buildings

What else would you like to see?
Leave comments on sticky notes here:

Traffic on 3300 S is a huge concern. There have been many seniors not available at 3300 S + 1100 E.

do not build right up to the sidewalk

INCREASED GREEN SPACE

Lower rent retail for affordable stores

Many concerns about traffic problems + accidents

FOR CONCEPT C, SHARE YOUR THOUGHTS ON:

Building Form & Massing

Strong Street Wall, Higher Building Intensity

The town hall exceeds height & setbacks from original proposal. Not enough parking!!

LOWER DENSITY

The school does not have enough parking anytime they have an activity

Keep MARSA's!! Book Store

are important. Also walkable communities.

Transportation

Emphasis on 3300 Corridor Activation

Open Space

Optimized Large Green Space

Botanical garden Tree forest

Can we get comm. rec center? including outdoor pool?

Too much height ruins views & saturates road view

Green space by school is well used & much needed. No building there!

MILLCREEK 3300 S & 900 E SMALL AREA PLAN

MHTN ARCHITECTS

MILLCREEK

DRAFT

NEIGHBORHOOD VISUAL PREFERENCE | DESIGN INTENT

DESIGN INTENT

MOOD BOARD

Place **green dots** on concepts you would like in the project area
Place **red dots** on those you would not like here



Building Form & Massing



CHAMFERED CORNERS



MIXED-USE DEVELOPMENT



SETBACKS



TOWNHOMES



SMALLER BLOCK STRUCTURE



STREET WALLS

smaller with setbacks



Transportation



BIKE STORAGE



INTERSECTION TRAFFIC CALMING DESIGN



PEDESTRIAN LIGHTING



PAVING PATTERNS



PROTECTED SIDEWALKS



WAYFINDING SIGNAGE



Open Space



CONCENTRATED



INTERIOR BLOCK PLAZA



LINEAR GREENWAYS



SEMI-PRIVATE COURTYARD



URBAN PLAYGROUND



WOONERF

DRAFT

DRAFT

Central Jordan River
RECONNECT

VISION PLAN

DRAFT Report

July 2026 | Prepared by PORT

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E. Market Analysis Report

OVERVIEW

Introduction & Background

Overview

INTRODUCTION

The Jordan River is one of the most significant continuous open space systems in the Salt Lake Valley. Flowing north from Utah Lake to the Great Salt Lake, the river and the Jordan River Parkway form a regional landscape that supports habitat, recreation, and mobility while connecting communities across multiple jurisdictions.

The **Central Jordan River Reconnect is a Vision Plan** for a seven-mile stretch of this corridor, passing through five municipalities—South Salt Lake, West Valley City, Taylorsville, Millcreek, and Murray—and Salt Lake County. In 2022, the Utah Legislature recognized the importance of this segment, amending the Jordan River Recreation Area to include land within 250 yards of the river between SR-201 and 5400 South and authorizing investment in safety, recreation, and conservation improvements within that zone.

A vision plan establishes a shared framework rather than a fixed design. It sets direction, identifying corridor-wide strategies and site-specific opportunities that decision-makers and partners can advance over time. This plan reimagines the stretch as a more unified regional landscape and linear park, coordinating the priorities of the many jurisdictions that share responsibility for the river so that future investment strengthens the corridor as a whole.

“This plan provides a coordinated vision that reimagines the Jordan River Regional Park Area and identifies opportunities to strengthen the corridor as a regional landscape and linear park connecting communities across the corridor.”



AERIAL VIEW OF THE JORDAN RIVER AND THE WIDE RANGE OF CONTEXTS—INCLUDING INDUSTRIAL, RESIDENTIAL, COMMERCIAL, AND ROADWAY—LINE THE CORRIDOR.



JUST NORTH OF GENERAL HOLM PARK CANOPY TREES AND SHRUBS OVERHANG THE BANKS OF THE JORDAN RIVER PROVIDING BANK STABILIZATION AND HABITAT.

Overview

Purpose of the Plan

While the Jordan River Parkway already provides an important recreational and ecological resource, this stretch of the corridor remains uneven in how communities access, experience, and steward the river. A primary purpose of this plan is to identify how this corridor can function as a more cohesive regional landscape, strengthening connections between neighborhoods, expanding recreation, improving ecological health, and organizing existing parks into a more unified linear park system.

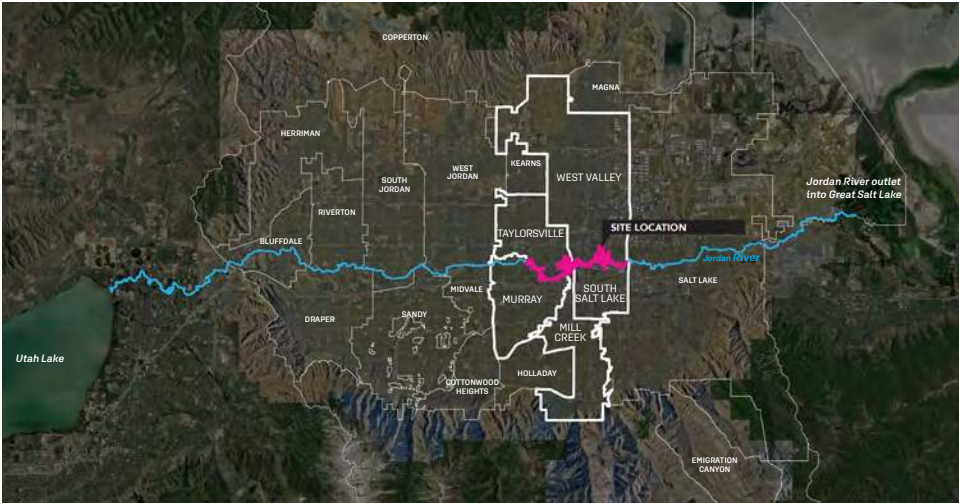
The plan is intended as a practical tool for the people who shape the corridor: Salt Lake County, the Jordan River Commission, the five municipalities, and the community partners and agencies working along the river. It brings their priorities together with technical analysis and community input to establish shared direction for future investment.

The Vision Plan presents corridor-wide recommendations and conceptual projects meant to guide decision-making, not to serve as construction-ready designs. Any future project will require additional study, design, engineering, environmental review, and public engagement under the standards of the responsible jurisdictions and agencies.

Together with the Implementation Strategy, the plan provides a roadmap for advancing improvements over time and a common reference that helps coordinated action replace jurisdiction-by-jurisdiction effort to enhance recreation, habitat health, safety, and long-term stewardship along the corridor.



AERIAL VIEW LOOKING NORTHEAST TOWARDS SALT LAKE CITY, WITH TAYLORSVILLE TO THE LEFT AND GERMANIA PARK TO THE RIGHT.

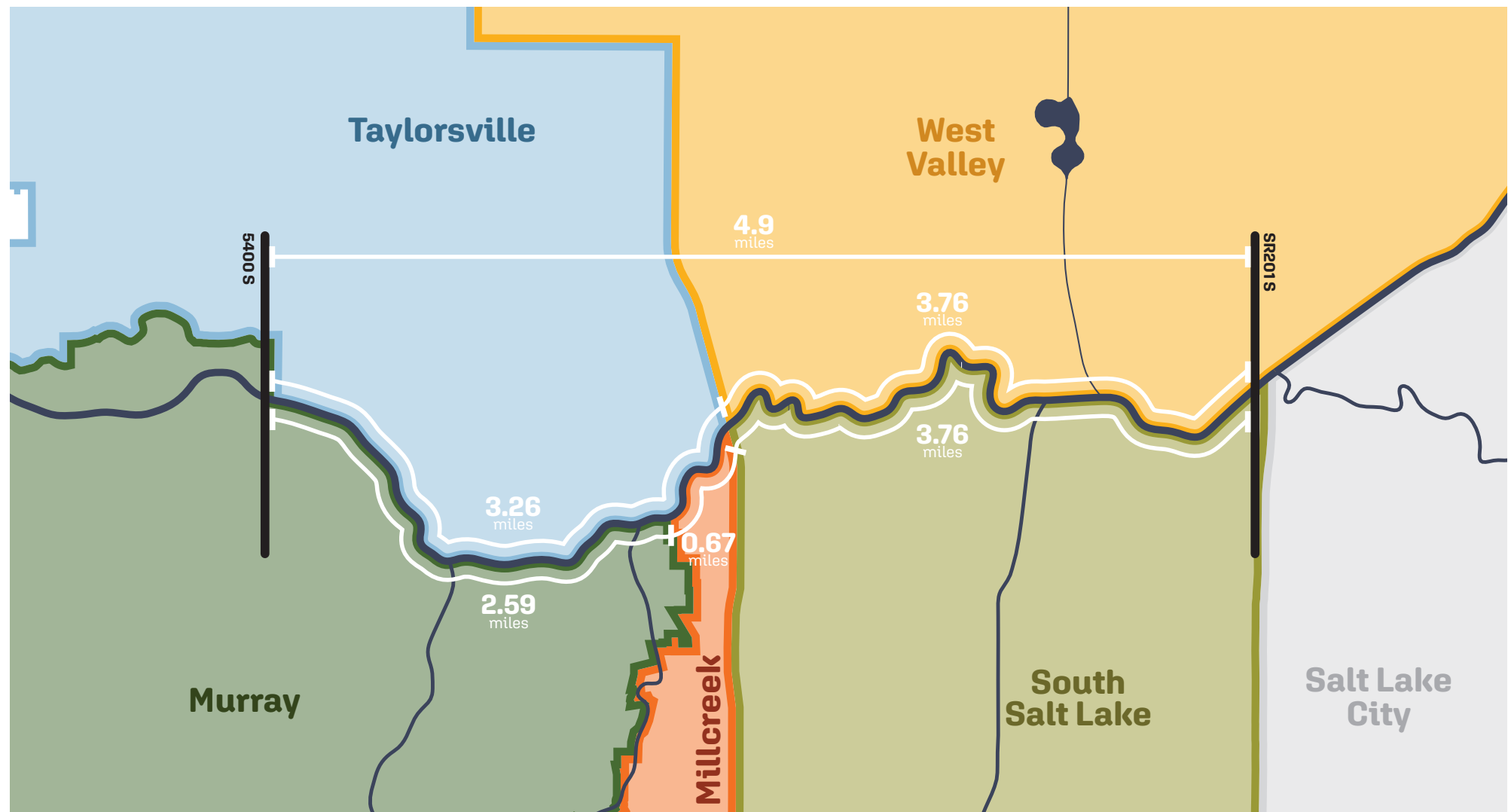


THE CENTRAL JORDAN RIVER RECONNECT LOOKS AT A 7-MILE STRETCH THROUGH FIVE CITIES: SOUTH SALT LAKE, WEST VALLEY CITY, TAYLORSVILLE, MILLCREEK, AND MURRAY.

Designated Project Area

Across the five cities, the way each city meets the river, connects to the trail network, and manages its riverfront is widely varied. While the river is viewed as an asset, coordinating uniform maintenance and management can be a struggle. This planning process endeavors to build a coalition of partners from each of the adjacent cities to develop a strategic and coordinated approach to the corridor through the Central Jordan River area.

- South Salt Lake**
3.76 miles of river frontage
- West Valley City**
3.76 miles of river frontage
- Taylorsville**
3.26 miles of river frontage
- Millcreek**
0.67 miles of river frontage
- Murray**
2.59 miles of river frontage



Overview

Collaborative Planning

The Central Jordan River Reconnect builds on decades of planning along the corridor. Salt Lake County, the Jordan River Commission, the five jurisdictions, and partner agencies have produced numerous plans, studies, and policies that guide how the river and parkway are managed, restored, and experienced today.

Rather than duplicating or replacing this work, the Vision Plan acts as a companion to it, drawing together the goals, strategies, and investments already identified by regional partners and setting them within a shared, corridor-wide framework. The plans, studies, and community aspirations that came before remain the authority for their own areas; this plan adds the connective view that helps them work toward a common direction.

What distinguishes this plan is that it treats the seven-mile stretch as one continuous landscape, aligning these separate efforts so that connectivity, ecological health, recreation, and stewardship are considered together rather than in isolation. That body of existing work—spanning ecological systems, transportation, land use, and community priorities—directly informed both the site analysis and the recommendations that follow, helping ensure the Vision Plan reinforces existing policies and the long-term stewardship of the corridor.

The result is a plan that reinforces existing policies and ongoing initiatives while adding the corridor-wide coordination that no single prior effort could provide.

- **Jordan River Corridor Plans:** Documents—including the *Seven Greenways Vision Plan*, *Blueprint Jordan River*, *Jordan River Comprehensive Management Plan*, and the *Jordan River Trail Master Plan*—established long-term goals for recreation, habitat restoration, and regional connectivity that helped shape the direction of this Vision Plan.
- **Watershed & River Studies:** Technical documents such as the *Jordan River Wetland Assessment*, *Jordan River Natural Conservation Corridor Report*, *Jordan River Stability Study*, and Salt Lake County watershed plans provide important insights into river processes, habitat conditions, and water quality that informed restoration and ecological recommendations.
- **Design & Technical Guidance:** Technical documents that serve as reference standards include regional and state resources such as the *Southern Utah Regional Trail Standards*, *Utah Native Trees and Shrubs*, and other engineering, landscape, and environmental guidance that support consistent approaches to trail design, vegetation, and river corridor improvements.
- **City & Community Plans:** These plans provide guidance on land use, community development, and public space priorities that helped ensure the Vision Plan aligns with broader local planning goals.
- **Station Area Plans:** TOD development plans outline opportunities for improved access, public spaces, and neighborhood connectivity around transit stations that can strengthen links between surrounding communities and the Jordan River Parkway.
- **Active Transportation Plans:** Regional and local active transportation plans helped inform recommendations for priority routes and mobility improvements that strengthen access between surrounding neighborhoods and the regional trail system.

Overview

Project Partners

The **Central Jordan River Reconnect Vision Plan** is guided by a collaborative and multi-disciplinary approach, with the Salt Lake County Parks and Recreation Division serving as the project's client. The Jordan River Commission (JRC) also serves a central role in the development of this work. In addition to the JRC, the County has brought together a range of stakeholders, technical experts, and government agencies to ensure the successful planning, design, and implementation of this important river restoration initiative.

Project Development Team (Client Group)

The Salt Lake County Parks and Recreation Division leads this initiative, working closely with various county departments and local municipalities. The County's leadership ensures that the project aligns with broader regional goals, including ecological restoration, flood management, and enhanced public access along the Jordan River corridor.

Key governmental departments include:

- **Parks Planning and Development:** Overseeing the strategic vision and day-to-day management of the project.
- **Parks Operations and Maintenance:** Consulting on the needs and goals of the operations and maintenance team.
- **Flood Control:** Mandated with protecting life, property, and watershed from damage or destruction from flood and storm waters
- **Local Municipalities:** *Millcreek, Murray, South Salt Lake, Taylorsville, and West Valley City*, as well as Salt Lake City, are key participants in the plan, helping to establish the goals and priorities for recreational needs, safety, and community access across the parkway.

Key Stakeholders and Collaborative Efforts

Stakeholders and Advisory Committees include:

- **Jordan River Commission**
- **Technical Advisory Committee (TAC):**
- **Utah Division of Water Quality**
 - **Utah Division of Wildlife Resources**
 - **U.S. Fish and Wildlife Service**
- **Nonprofit Partners**

Governmental Involvement

Government agencies include:

- **State of Utah Division of Forestry, Fire, and State Lands**
- **U.S. Army Corps of Engineers**
- **Salt Lake County Public Works**
- **Local Public Works and Planning Departments**

Consultant Team

- **PORT** – project lead, urban design, and planning
- **Rio ASE** – hydrological & riparian health advisory
- **PROS Consulting** – parks & open space advisory
- **Horrocks Engineers** – civil engineering and infrastructure advisory
- **Ecosystem Sciences** – ecological restoration and habitat advisory
- **Psomas** – land use and planning advisory
- **Zions Public Finance** – economic and financial advisory

Overview

Planning Process

The Central Jordan River Reconnect was developed through a collaborative process that combined technical analysis, community engagement, and coordination with regional partners. Building on the extensive body of planning already completed for the corridor, the project began with a comprehensive review of existing conditions and previous studies, documenting the ecological systems, recreation patterns, infrastructure constraints, and community assets that shape the corridor today. The full findings of this work are provided in the Site Analysis Report [Appendix B].

Community outreach was central to the process. Through on-the-ground events and interactive activities along the river, residents shared how they use the Jordan River Parkway today and what they want to see in the future. These conversations—tested against input from the Jordan River Commission, the five jurisdictions, and key technical partners—surfaced four recurring themes: a corridor that is more connected, more active, more ecological, and better stewarded. A complete account of the outreach process and what was heard is provided in the Engagement Report [Appendix C].

These four themes became the north stars for the plan. They organize what the team heard into a clear set of priorities and carry forward into the corridor-wide strategies that structure the Vision Plan, ensuring the recommendations that follow remain grounded in both community aspirations and the practical realities of managing a complex regional corridor.

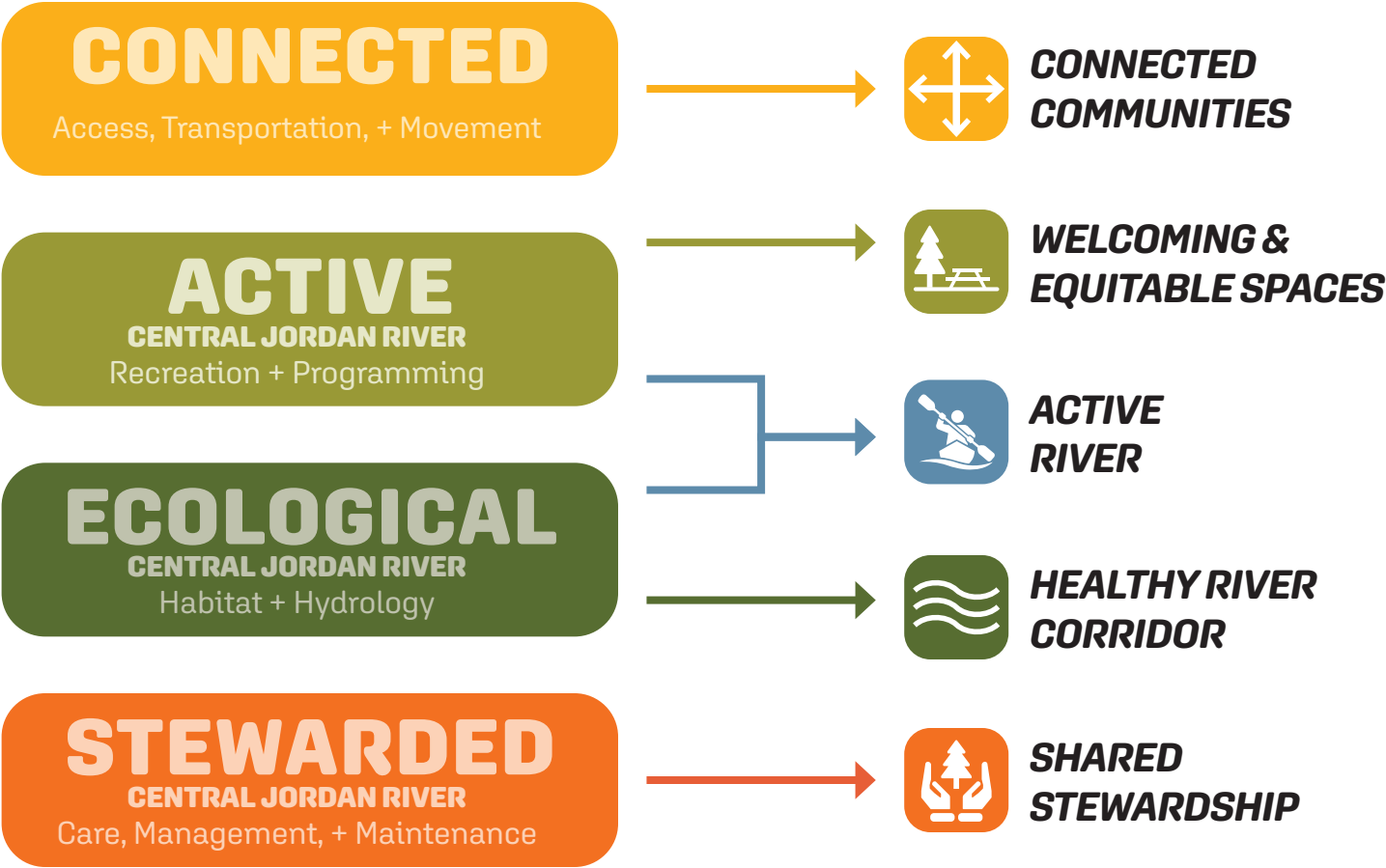
Community Engagement—Four Primary Themes

CONNECTED	Improve Ped + Bike Access	Expand East-West Connections	Increase Awareness
ECOLOGICAL	Keep the River Wild	Preserve Habitat	Mitigate Pollution
ACTIVE	Prioritize Biking	Introduce Riverside Amenities	Invest in Water Rec
STEWARDED	Keep the Trail Clean	Address Sources of Fear	Add More Facilities

Overview

From Themes to Strategies

The Jordan River is one of the most significant continuous open space systems in the Salt Lake Valley, connecting communities, ecosystems, and recreation destinations along its north-south corridor. Flowing from Utah Lake to the Great Salt Lake, the river and the Jordan River Parkway form a regional landscape supporting habitat, recreation, mobility, and community gathering across multiple jurisdictions. Over time, the corridor has evolved into an important public resource, offering trails, parks, and natural areas that connect residents more closely to the river and surrounding landscape.



Overview

How to Use This Plan

The Central Jordan River Reconnect Vision Plan is organized into three primary sections that move from the introduction, to the long-term vision for the corridor, to the tools needed to implement it:

The Plan

The Strategies & Recommendations section presents the corridor’s long-term framework: five corridor-wide strategies that set direction, applied across seven Focus Areas that translate them into place-based recommendations, and supported by Enabling Projects that strengthen access, recreation, habitat, and connectivity.

Action Plan

The Implementation Strategy translates the vision into action, organizing recommended projects into a matrix that identifies responsible partners, readiness, and current stage — giving jurisdictions and agencies a shared reference for coordinating future investment. Setting priorities rests with each jurisdiction and Salt Lake County.

Appendices

The remaining content is provided in the appendices, which contain the research, technical analysis, and supporting documentation behind the plan’s recommendations:

- APPENDIX A — RESOURCES
- APPENDIX B — DETAILED MAINTENANCE STANDARDS
- APPENDIX C — SITE ANALYSIS REPORT
- APPENDIX D — ENGAGEMENT REPORT
- APPENDIX E — MARKET ANALYSIS REPORT

FIVE CORRIDOR-WIDE STRATEGIES

Five strategies establish the overall direction for the corridor, addressing connectivity, ecological health, river recreation, welcoming public spaces, and coordinated stewardship.

FOCUS AREAS: ANCHOR PROJECTS & CONNECTING SEGMENTS

The corridor is organized into seven Focus Areas—four Anchor Parks and three Connecting Segments—that translate the corridor-wide strategies into place-based recommendations for each portion of the river..

ENABLING PROJECTS

A series of smaller, targeted projects support the broader vision, strengthening access, recreation, habitat, and connectivity throughout the corridor.

OPERATIONS & MAINTENANCE

The final section provides technical guidance and implementation tools related to hydrological strategies, connectivity improvements, river recreation, and long-term operations and maintenance.



POP-UP EVENT WITH INTERACTIVE SITE MAP AT MILLCREEK COMMON





VIEW OF PIONEER CROSSING PARK, OXBOW JAIL, AND 3300 S

Central Jordan River
RECONNECT

THE PLAN

Strategies & Recommendations

July 2026 | Prepared by PORT

Vision Plan

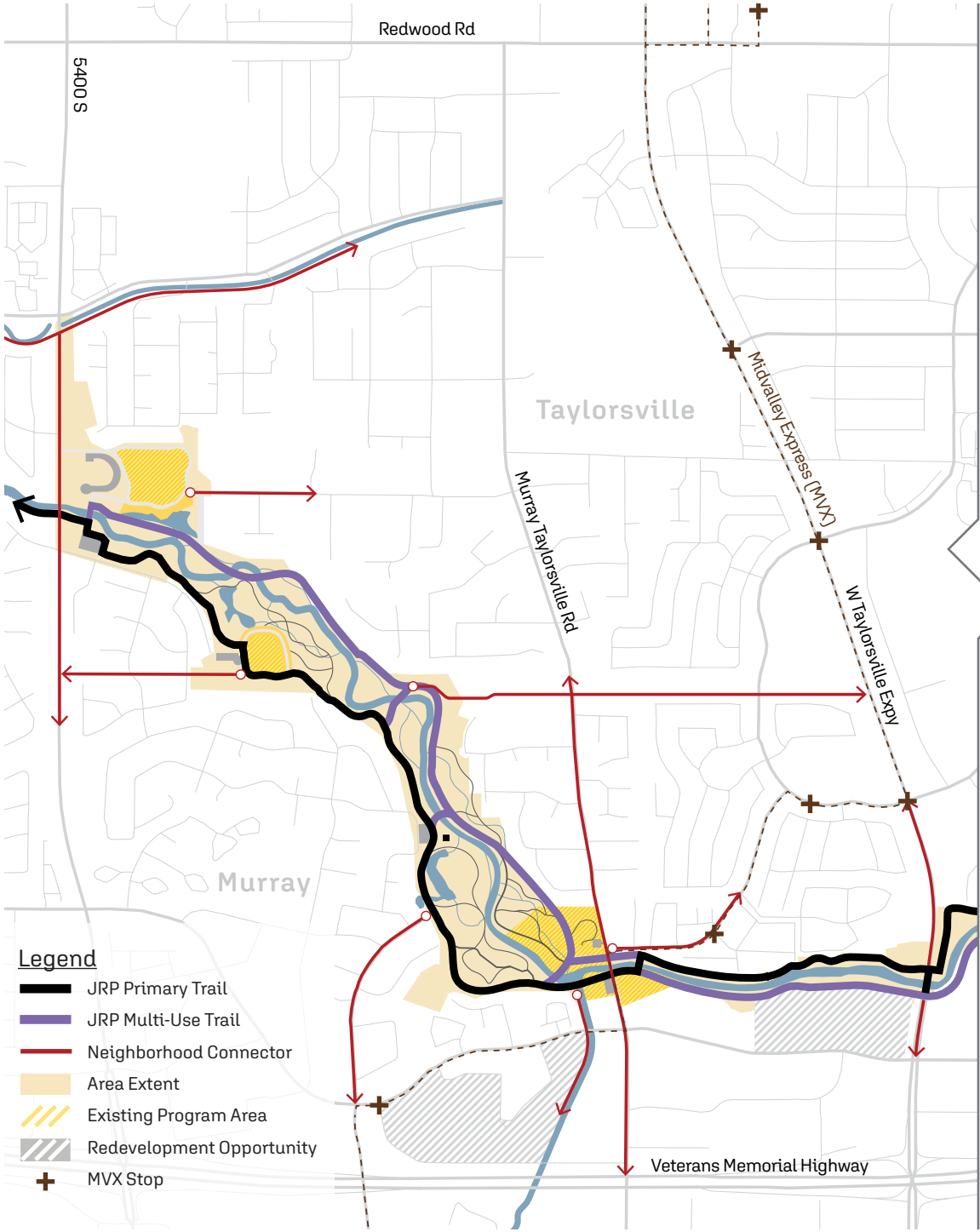
PLAN FRAMEWORK

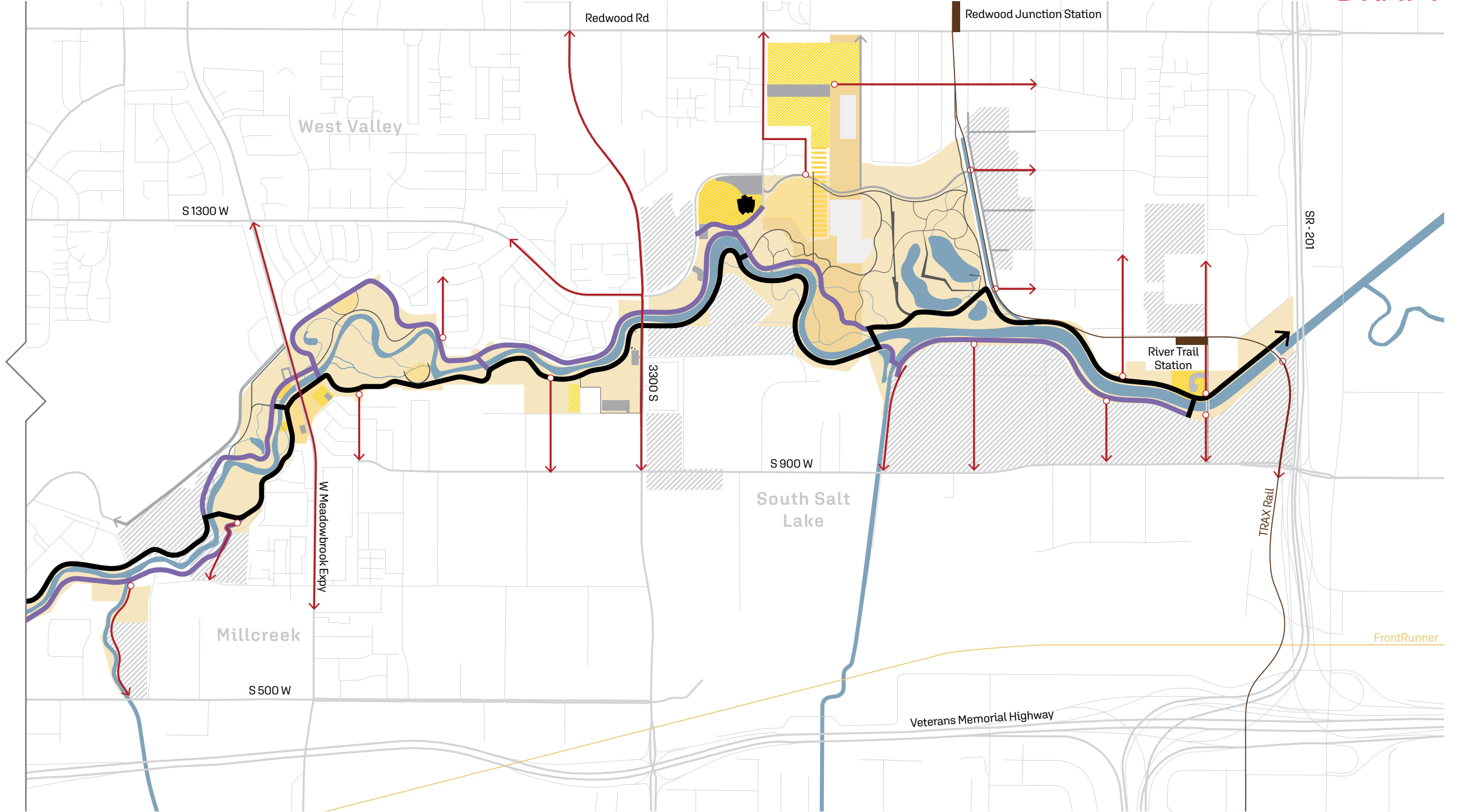
The five corridor-wide strategies introduced in the Overview translate what the community shaped through engagement into a clear direction for the corridor. The Plan Framework diagram at right brings those strategies together into a single coordinated picture, showing how recommendations across the seven-mile corridor work as one regional landscape rather than a series of separate projects.

The framework identifies opportunities to enhance connectivity, expand river access, restore ecological function, introduce new parks and gathering spaces, and improve safety through better visibility, lighting, emergency access, and the coordinated management structure recommended later in this plan. Each recommendation builds on the existing Jordan River Parkway Trail and surrounding open spaces, reinforcing the river as a shared regional destination that supports ecological health, recreation, and community life across five municipalities.

This framework presents the full set of strategies and recommendations the plan envisions, but it does not rank them. Setting priorities rests with the jurisdictions and Salt Lake County. The accompanying Implementation Strategy supports those decisions, identifying each project’s readiness to advance and its current stage, so partners can coordinate investment and pursue the right project at the right moment.

Together, these strategies establish a long-term vision for the Central Jordan River Reconnect corridor as a continuous linear park that supports ecological health, recreation, and community life while linking cities across the Salt Lake Valley.





Vision Plan

FIVE CORRIDOR- WIDE STRATEGIES

The Vision Plan organizes recommendations for the Central Jordan River Reconnect corridor into five corridor-wide strategies that guide future improvements along the river and parkway. These strategies translate the findings from the site analysis and community engagement process into a set of priorities that shape how the corridor can evolve over time.

Each strategy addresses a fundamental aspect of the Jordan River corridor—from strengthening ecological systems and improving public access to expanding recreation opportunities and supporting long-term stewardship and safety. Together they establish a coordinated approach for enhancing the river corridor across multiple jurisdictions while recognizing the operational, environmental, and infrastructure constraints that shape the landscape today.

The strategies are intentionally interconnected. Improvements to access, habitat, recreation, and stewardship reinforce one another and collectively strengthen the corridor as a shared regional resource.

The following pages describe the five strategies that guide the Vision Plan's recommendations and provide the foundation for future projects that advance the long-term vision of the Central Jordan River Reconnect corridor.



AERIAL VIEW OF JORDAN RIVER FACING NORTH.



 **CONNECTED
COMMUNITIES**

Large linear parks are most successful when they are easy to reach and move through. Strengthening connections between neighborhoods and the Jordan River Parkway helps ensure the corridor functions as a shared community resource, supporting recreation, everyday travel, and stronger relationships between surrounding communities and the river.



 **HEALTHY RIVER
CORRIDOR**

The long-term success of the Jordan River Parkway depends on the health of the river itself. Strengthening ecological function, habitat, and riparian landscapes helps support wildlife, improve water conditions, and create a more resilient river system that can sustain recreation, natural processes, and environmental benefits over time.



 **ACTIVE
RIVER**

Rivers offer unique opportunities for recreation and exploration that cannot be experienced on land alone. Encouraging safe and appropriate use of the Jordan River helps people connect more directly with the water while expanding the range of activities that make the corridor an active and engaging public space.



 **WELCOMING &
EQUITABLE SPACES**

Public spaces along the river should feel inviting and accessible to people from all communities. Providing comfortable, inclusive places to gather, rest, and spend time along the corridor helps ensure the Jordan River Parkway serves as a welcoming shared landscape for people of all ages and backgrounds.



 **SHARED
STEWARDSHIP**

Because the Jordan River Reconnect spans multiple jurisdictions and agencies, its success depends on coordinated care, management, and public safety. Shared stewardship helps maintain consistent standards, coordinate programming and maintenance, and support a corridor that remains safe, welcoming, and well-maintained for years to come.



Corridor-Wide Strategies

Connected Communities

The Jordan River corridor already serves as an important regional spine linking neighborhoods, parks, and destinations across the Salt Lake Valley. However, many surrounding communities remain disconnected from the river due to limited access points, gaps in trail infrastructure, and barriers created by adjacent development and infrastructure. Strengthening these connections is essential to ensuring the Jordan River Parkway functions as a shared and accessible public space for residents throughout the corridor.

The Connected Communities strategy focuses on improving how people reach and move along the river. A central recommendation is establishing a continuous trail on both sides of the river, creating greater flexibility for movement and expanding opportunities to experience the river corridor. Additional neighborhood access points will help connect surrounding communities directly to the parkway while also supporting operational access for emergency responders, law enforcement, and maintenance.

Together, these improvements help integrate the Jordan River Parkway more fully into the surrounding urban fabric, reinforcing the corridor as a regional linear park that supports recreation, everyday mobility, and stronger connections between communities and the river.



EXISTING STREET NETWORK THAT INTERSECTS THE JORDAN RIVER RECONNECT DOES NOT CURRENTLY SUPPORT MULTI-MODAL TRANSPORT.



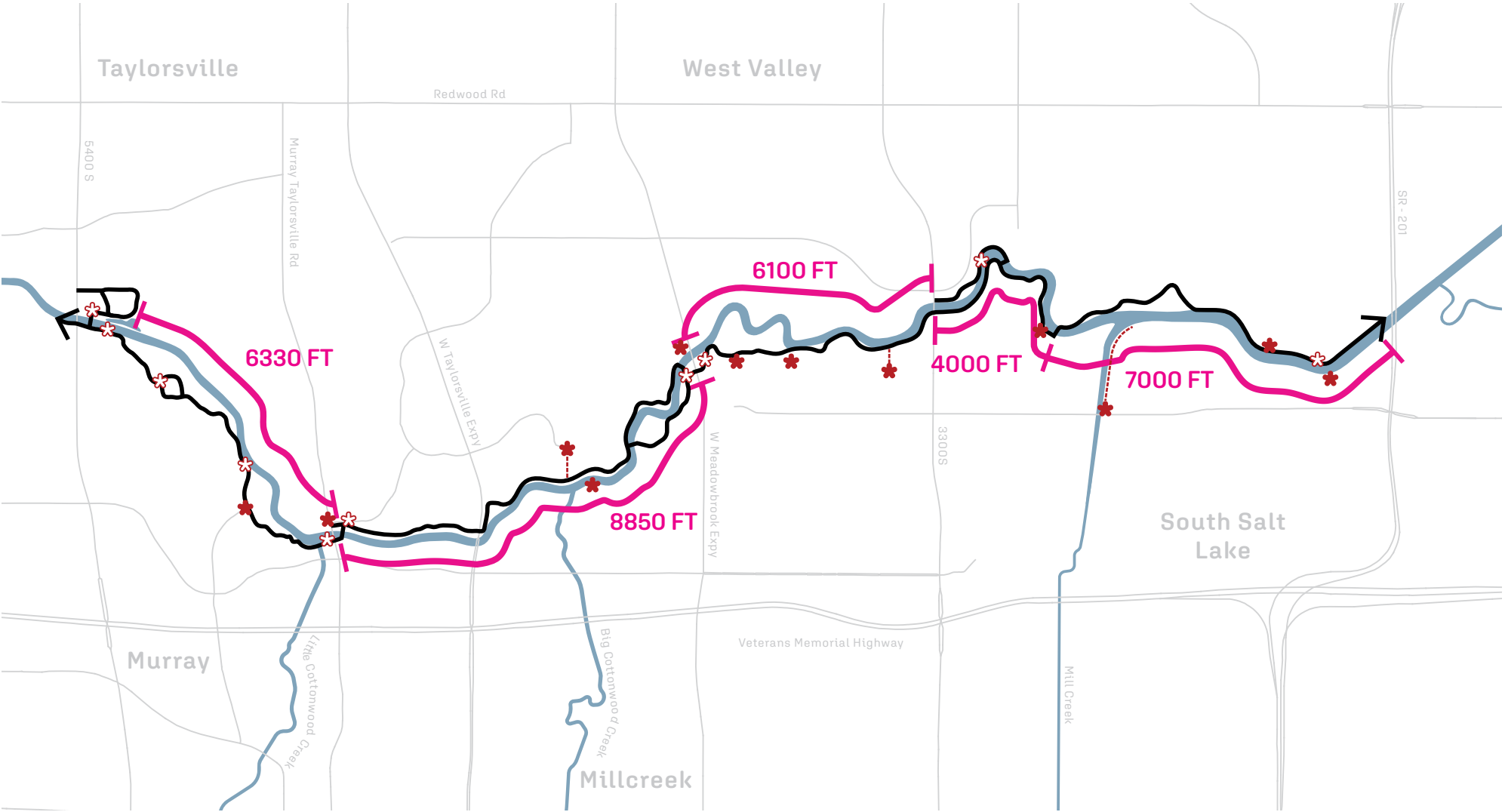
ALONG THE JORDAN RIVER CORRIDOR THERE ARE NUMEROUS OPPORTUNITIES TO CONVERT MAINTENANCE ROADS INTO PUBLIC ACCESS PATHS.

**Connected Communities:
Trail Gap Analysis**

This diagram highlights where the Jordan River Parkway Trail currently exists on only one side of the river and identifies long gaps between public access points. Reducing these trail and access gaps will strengthen east–west neighborhood connections while improving safety, visibility, and continuity along the corridor.

Legend

- Existing Trail
- Existing Access Points
- Gated or Restricted Access Points



Connected Communities – Priority Initiatives

Three priorities for enhancing connectivity along the Jordan River Park and between the park and adjacent communities.



Continuous Trail on Both Sides

Complete a continuous trail system on both sides of the Jordan River. The corridor will include two complementary trail types: a primary, direct route with designated pedestrian and bicycle space for both recreation and commuting, and a secondary multi-use path that follows a more sinuous alignment for walkers, joggers, and casual riders.



Access Points

Improved existing and add new access points to the Jordan River trail system to make the corridor easier and safer to reach. Many existing access locations will be reopened or enhanced, providing clear points of public entry and exit while also supporting dependable access for emergency responders and police along the corridor.



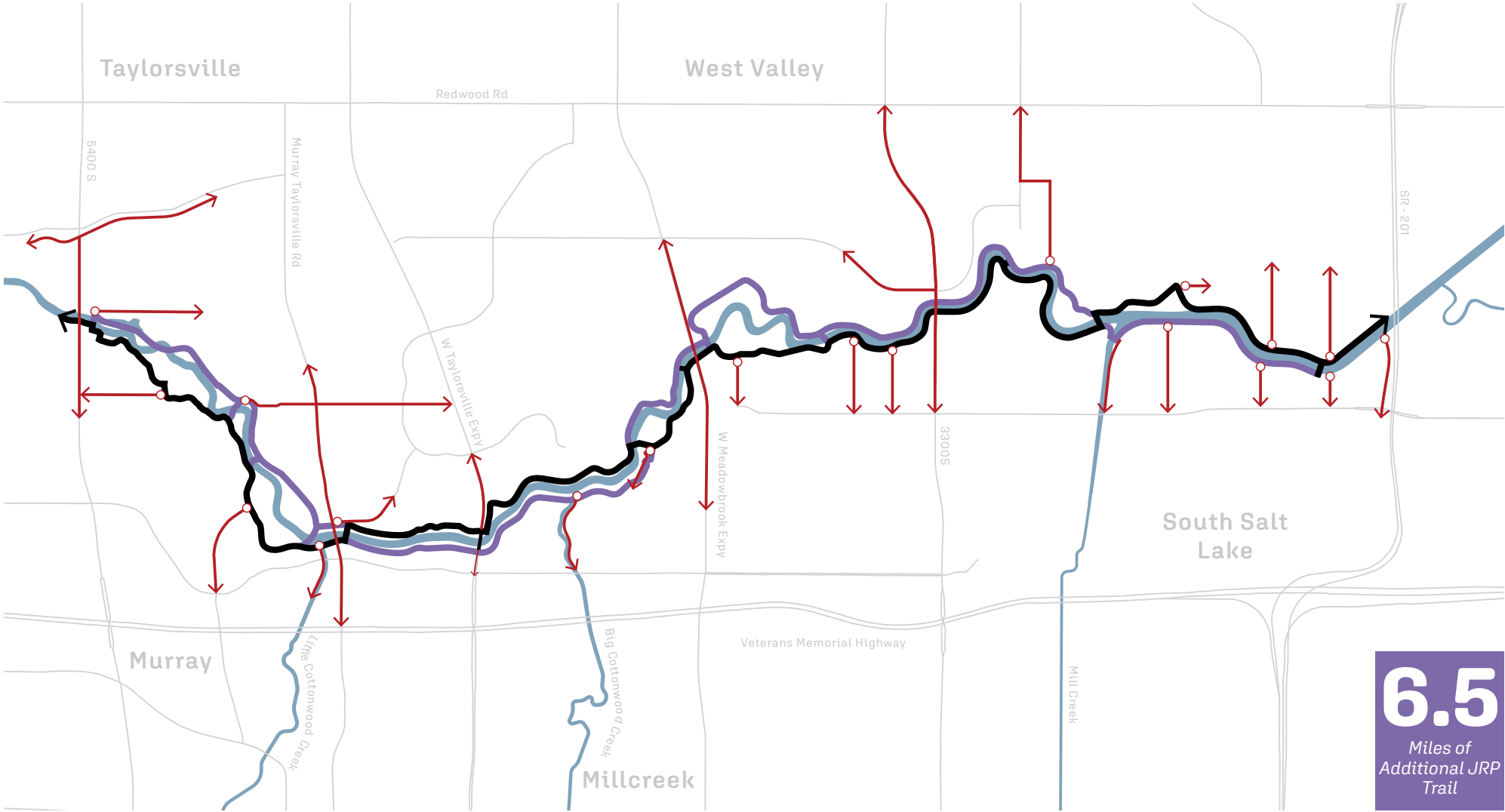
Neighborhood Connectors

Strengthen connections between surrounding communities and the parkway through on-street bicycle and pedestrian routes. Many of these connections already exist to some degree or are in planning. This plan identifies and highlights them as priorities to ensure they are safe and welcoming, bringing residents directly to the river corridor.

**Connected Communities:
Proposed Trail & Access
Network**

This diagram illustrates the vision of the continuous trail on both sides of the river, expanded access points that increase the frequency of public entry, and key neighborhood connectors that strengthen connections between surrounding communities and the Jordan River Parkway. Together, these improvements support a more continuous and intuitive experience along the corridor while making the river easier and safer to reach.

- Legend**
- JRP Primary Trail
 - JRP Multi-Use Trail
 - Neighborhood Connector
 - Expanded + Improved Access Points





Corridor-Wide Strategies

Healthy River Corridor

The Jordan River is the defining natural system of the corridor, supporting riparian habitat, water movement through the Salt Lake Valley, and a range of ecological functions that shape the surrounding landscape. Over time, flood control infrastructure, channel modifications, and urban development within the historic floodplain have altered many of the natural processes that once supported the river’s ecological health. Strengthening the river corridor therefore requires approaches that improve ecological conditions while continuing to support the river’s essential role in regional flood management.

The Healthy River Corridor strategy focuses on improving overall habitat conditions, strengthening riparian vegetation, and restoring elements of the river’s natural form and function in opportunity areas. Within these areas, there is potential to enhance riverbank conditions, increase habitat complexity, and support more resilient riparian systems along portions of the Jordan River corridor. These improvements can help stabilize banks, improve water quality conditions, and expand habitat for wildlife that rely on the river corridor.

Together, these efforts support a more resilient and ecologically functional river system—one that continues to convey flood flows while providing a healthier and more diverse landscape along the Jordan River corridor.



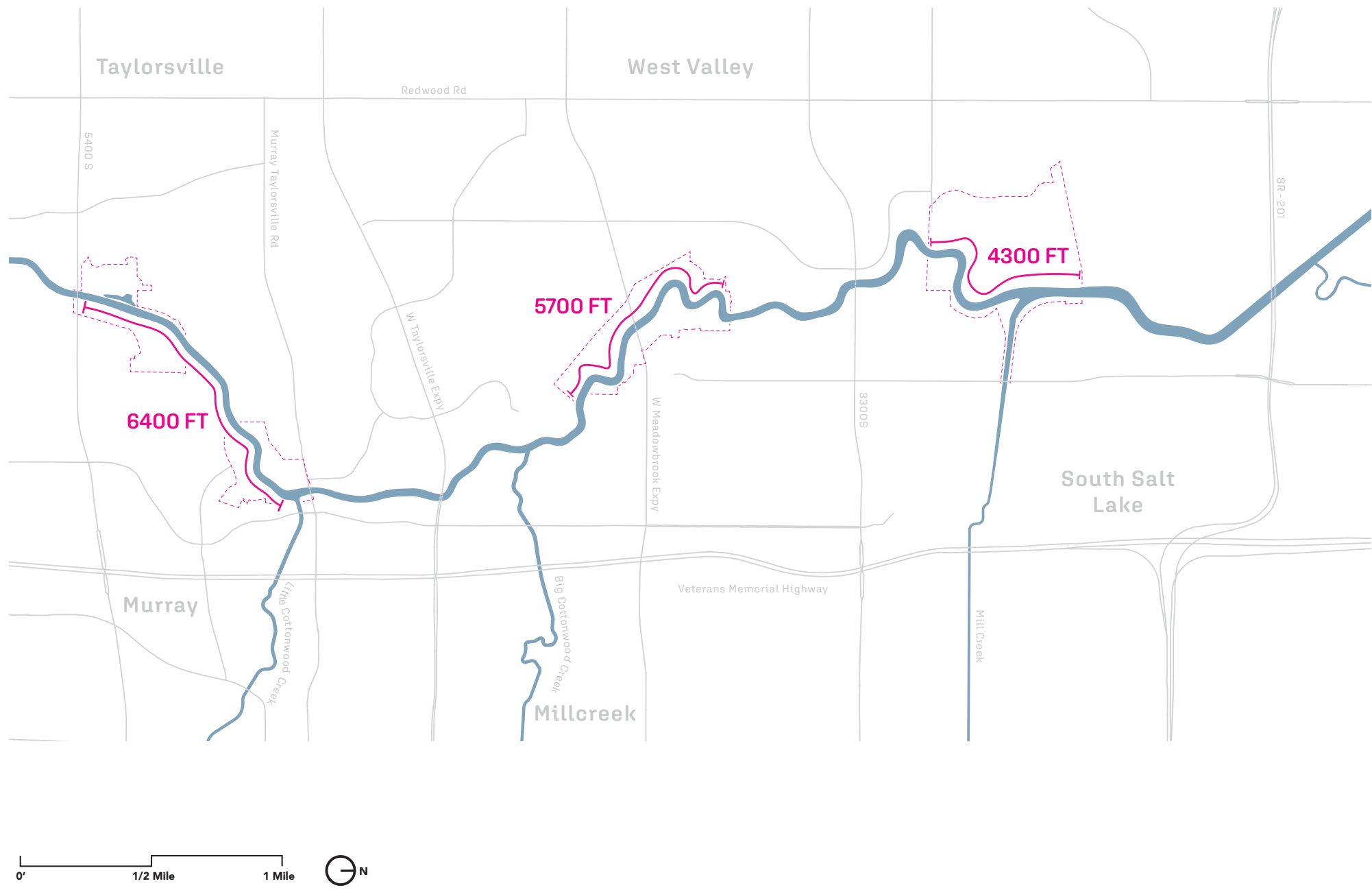
INVASIVE PHRAGMITES ALONG SHORELINE.



OVERLY STRAIGHTENED SECTION OF JORDAN RIVER NEAR 5400 S.

**Healthy River Corridor:
Ecological Opportunity
Areas**

This diagram identifies key areas along the corridor where ecological restoration can meaningfully improve habitat, water quality, and overall river function. These opportunity areas occur primarily on publicly administered lands where greater corridor width, and fewer existing amenities, allow space for ecological enhancements without adversely affecting park infrastructure or adjacent private property.



Healthy River Corridor — Priority Initiatives

Three priorities for enhancing riparian health along the Jordan River corridor.



Restore River Function

Improve the ecological and hydrological function of the Jordan River by creating space for the river to move and adjust within the corridor. Targeted channel improvements, side channels, and in-stream structures will help reduce erosion, improve habitat conditions, and support a healthier river system.



Expand Habitat & Riparian Vegetation

Strengthen habitat along the Jordan River by restoring native riparian vegetation and creating more diverse aquatic and wetland environments. These improvements support birds, fish, and other wildlife while enhancing the ecological resilience and natural character of the river corridor.

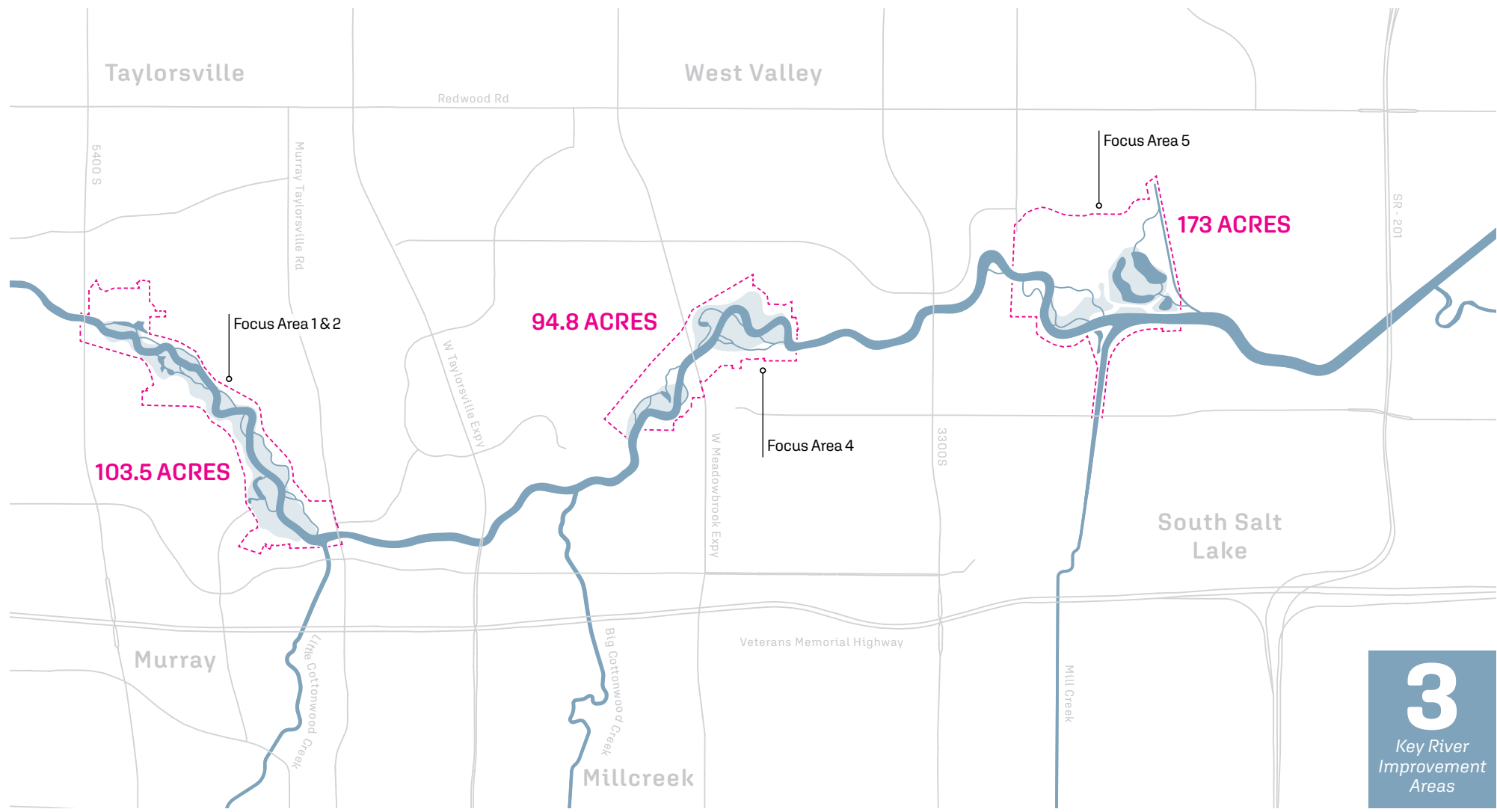


Improved Water Quality

Support improved water quality through expanded wetlands, riparian vegetation, and naturalized river edges that help filter runoff and capture sediment within the corridor. While many water quality issues originate upstream, these strategies contribute to healthier conditions along the Jordan River.

**Healthy River Corridor:
River Restoration
Framework**

This diagram illustrates the opportunity areas for proposed ecological restoration strategies, including new side channels, wetland ponds, and targeted channel adjustments that reintroduce historic meanders where feasible. These strategies are most effective where corridor width and existing conditions allow the river room to move and adjust. Together, these improvements support habitat diversity, strengthen riparian landscapes, and contribute to a healthier and more resilient river corridor. See *Appendix A: Resources* for more information about the hydrological strategies.



3
Key River
Improvement
Areas



Corridor-Wide Strategies

Active River

Historically, the Jordan River supported recreational canoeing and kayaking and was an important waterway for residents throughout the Salt Lake Valley. Over time, changes in water quality, industrial development along portions of the corridor, and shifting public perception reduced the extent to which the river has been used for water-based recreation. As water quality and river conditions continue to improve, and with ongoing efforts by the Jordan River Commission and Salt Lake County to expand boating access, there is a renewed opportunity to support safe and appropriate ways for people to engage directly with the river.

The Active River strategy focuses on creating welcoming opportunities for water-based recreation and river interaction where conditions allow. Potential improvements include locations for hand-launched watercraft such as kayaks and paddleboards, expanded river overlooks, and areas designed to support fishing and informal interaction with the water's edge. These elements allow people to experience the river as a dynamic landscape while maintaining the ecological and operational needs of the corridor.

By thoughtfully introducing these opportunities along the river, the corridor can support a wider range of recreation while strengthening public appreciation and stewardship of the Jordan River.



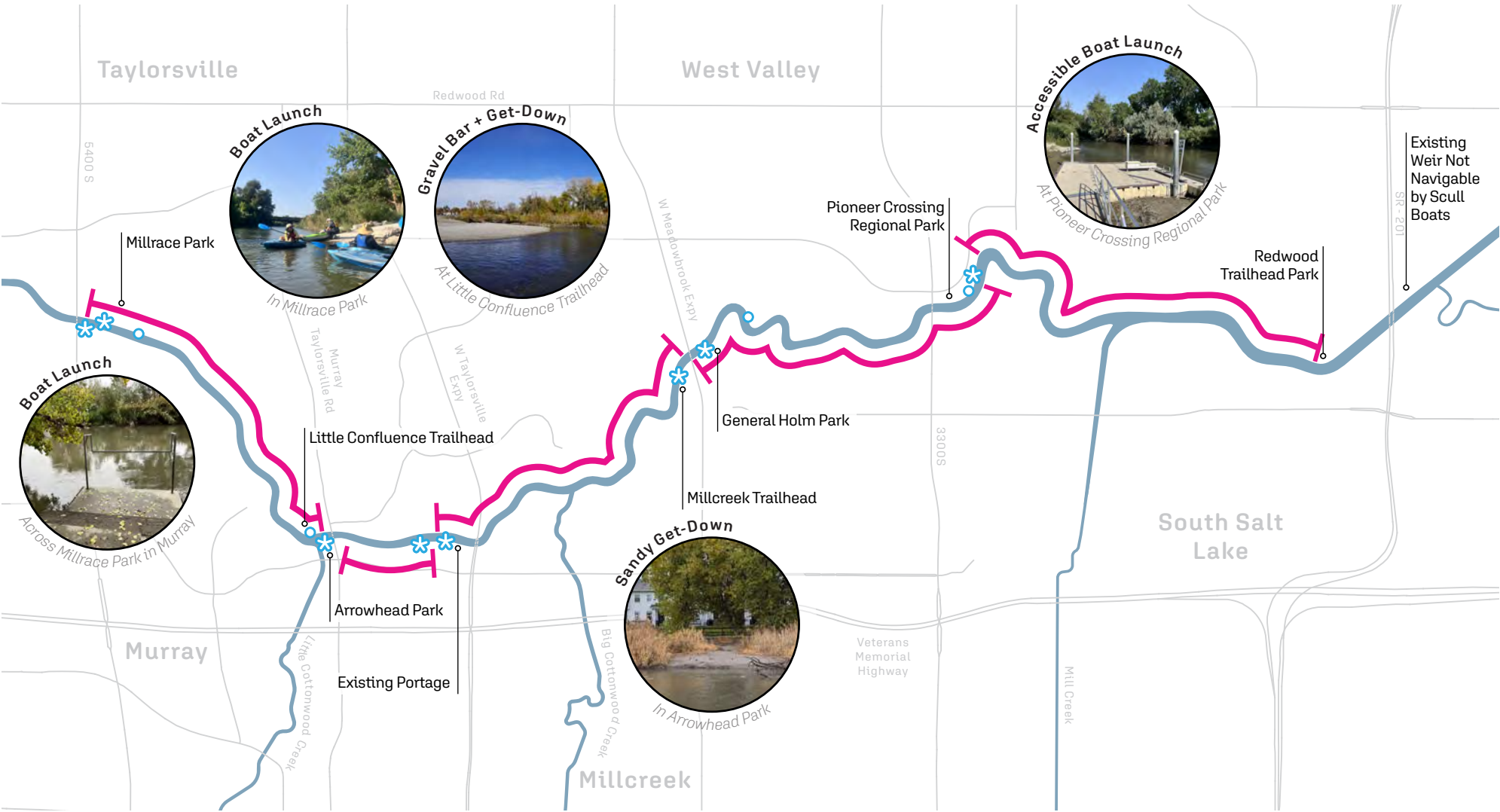
EXISTING BOAT LAUNCH AND RIVER ACCESS ACROSS FROM MILL RACE PARK IN MURRAY IS NOT ADA ACCESSIBLE.



EXISTING BOAT RAMP AT CONFLUENCE PARK IS FULLY ACCESSIBLE AND PROVIDES EASY KAYAK AND CANOE ENTRY INTO THE RIVER.

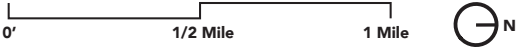
Active River: Existing River Access & Navigation Conditions

This diagram highlights existing boat launches and river get-down locations along the Jordan River corridor. It also identifies areas where river conditions currently require portage during certain flows, revealing gaps in continuous navigation and opportunities to improve how people experience the river from the water.



Legend

- Existing Water Get-Down
- Existing Boat Launch



Active River – Priority Initiatives

Three priorities for enhancing river recreation along the Jordan River corridor.



Boat Launch & Dock Access

Continue to expand and improve boat launch and dock access along the Jordan River to support kayaks, canoes, and other small craft. Recommendations include upgrading existing facilities to improve accessibility, including ADA access, while also supporting new launch locations already planned or underway by the County.



River Edge Get-Downs

Create safe and intentional access to the river’s edge where people can interact directly with the water. These “get-down” locations support activities such as water play, fishing, nature learning, and informal exploration while helping manage where river access occurs.



Improve River Navigation

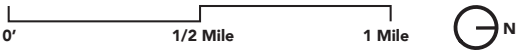
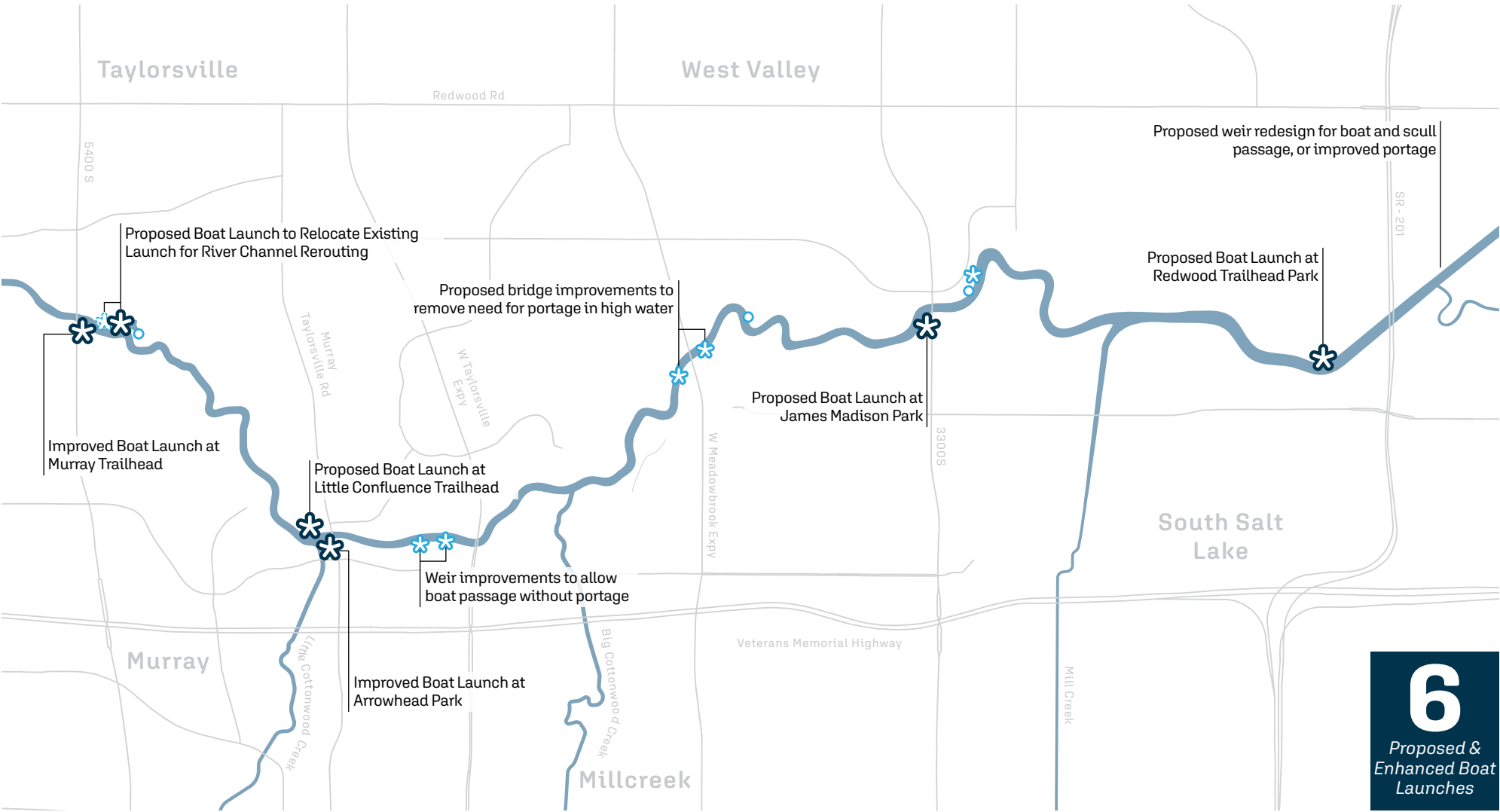
Enhance the ability to travel along the Jordan River by kayak or canoe by addressing locations that currently require portage during low or high flows. Targeted improvements help create a more consistent and enjoyable boating experience along the corridor.

Active River: Proposed River Access Improvements

Building from existing launches and get-downs, this diagram identifies where new and improved access points can strengthen continuity for paddling and river recreation. Expanding and upgrading these locations helps create a more engaging corridor where residents and visitors can safely reach and experience the river.

Legend

- Existing Water Get-Down
- Existing Boat Launch
- Proposed Boat Launch Improvements



6
Proposed & Enhanced Boat Launches



Corridor-Wide Strategies

Equitable & Welcoming Spaces

The Jordan River corridor already includes a diverse collection of parks, open spaces, and community destinations that serve neighborhoods throughout the Salt Lake Valley. From established recreation areas to smaller open spaces along the parkway, these assets form an important foundation for how people experience the river today. Strengthening the identity, visibility, and safety of these spaces can help the corridor function not only as a trail network, but as a series of welcoming places where people gather, spend time outdoors, and connect with the river landscape.

The Equitable and Welcoming Spaces strategy focuses on unifying and enhancing existing parks and community assets while improving the amenities that support everyday use. This includes combining adjacent parks into larger, unified destinations, highlighting key places, strengthening their connections to the parkway, and introducing targeted improvements such as seating, shade, gathering areas, lighting, and restrooms. Smaller enhancements between major parks can also create a more comfortable, safe, and inclusive experience along the corridor.

Together, these improvements help transform the corridor into a continuous sequence of destinations and gathering spaces—connecting parks that today often function in isolation—and reinforcing the Jordan River Parkway as a true regional linear park rather than simply a trail running along the river.



THE EXISTING REDWOOD TRAILHEAD PARK CURRENTLY PROVIDES MINIMAL AMENITIES. IMPROVEMENTS ARE SUGGESTED TO EXPAND USE.

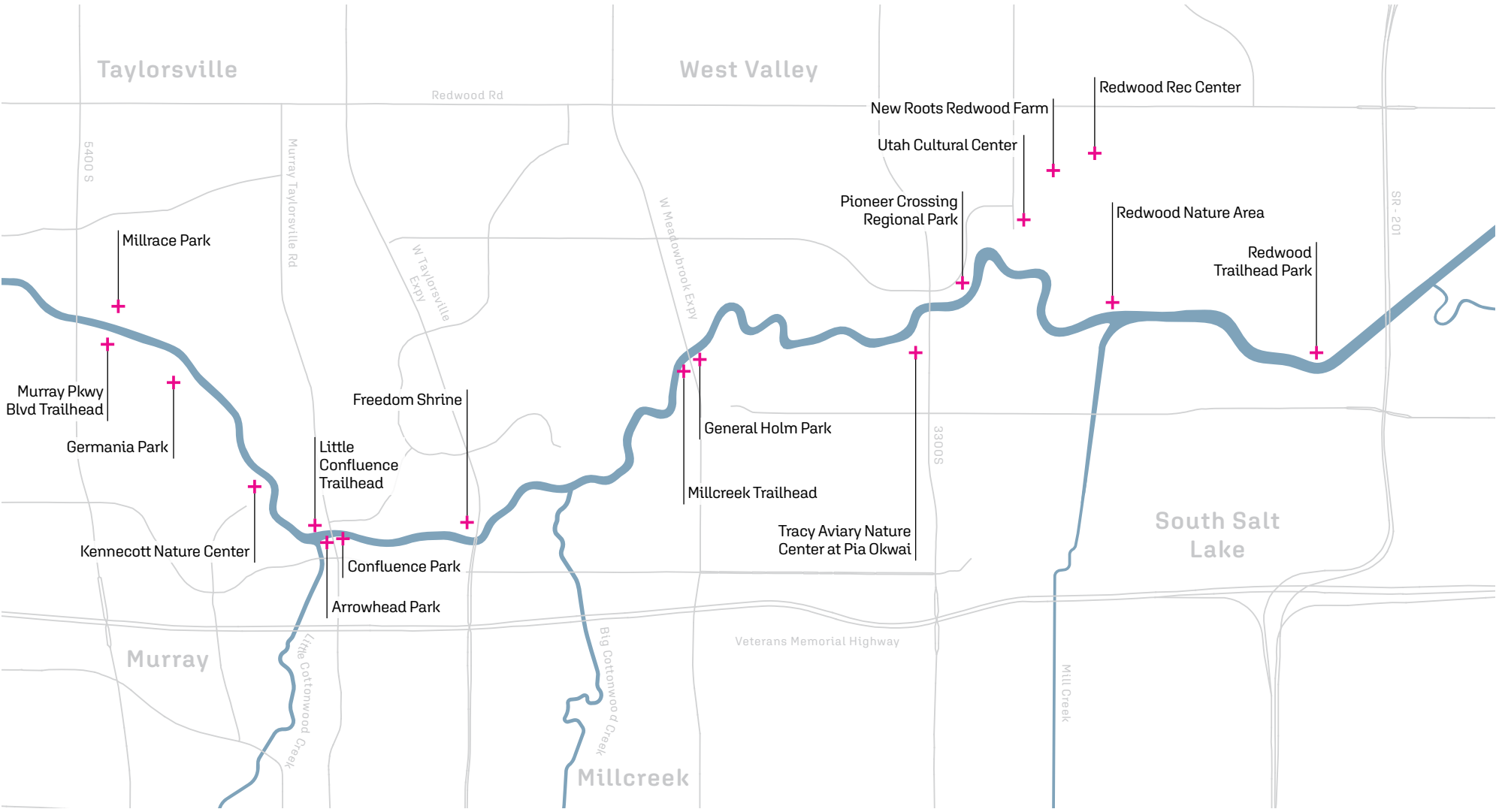


PIONEER CROSSING AT 3300S IS A RIVER FOCUSED REGIONAL PARK COMPLETE WITH AN ADAPTIVE BOAT LAUNCH, FISHING PLATFORMS, AND PRESERVED FLOODPLAIN.

Equitable & Welcoming Spaces: Existing Parks & Community Destinations

This diagram highlights the parks, cultural destinations, and public spaces already located along the Jordan River corridor. These places provide important gathering areas and recreational opportunities that help shape how surrounding communities experience and access the river today.

Legend
+ Existing Park & Community Destination



Equitable & Welcoming Spaces – Priority Initiatives

Three priorities for enhancing park spaces and programming along the Jordan River Park.



Destination Anchor Parks

Establish a series of destination parks along the Jordan River that serve as major gathering places for surrounding communities. These anchor locations build on existing parks or large publicly owned lands, creating unified destinations with expanded amenities, programming opportunities, and stronger connections to the river corridor.



Spaces for Gathering & Everyday Use

Provide smaller spaces along the corridor that support everyday use by nearby communities. Seating areas, open lawns, and flexible gathering spaces allow people to meet, relax, and spend time along the river while complementing the larger destination parks.



Comfort, Safety & Essential Amenities

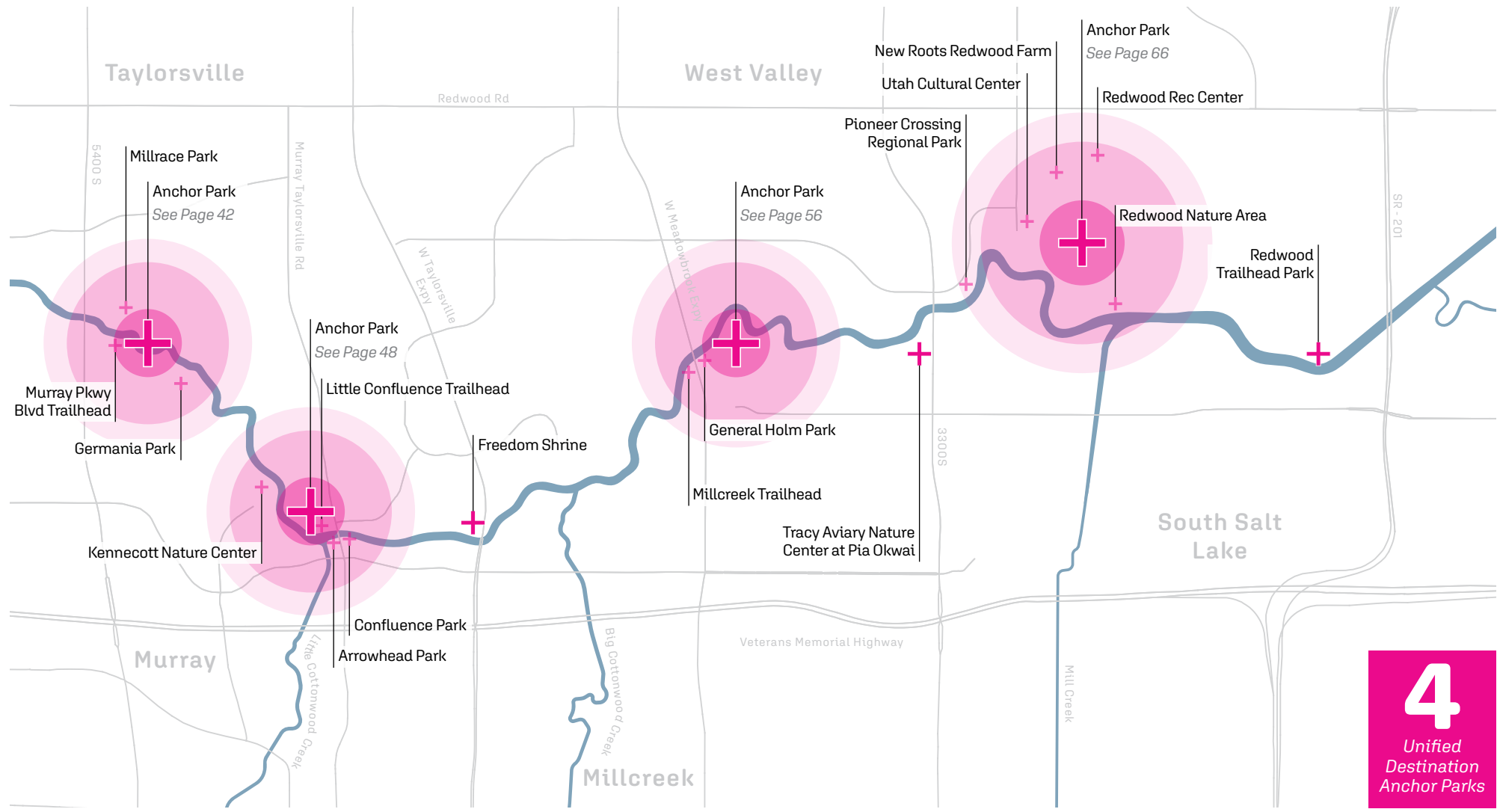
Improve comfort and usability along the corridor through thoughtful park design, lighting, and clear visibility. Clean, open restrooms and other essential amenities help ensure the Jordan River Parkway feels safe, welcoming, and accessible for people of all ages and abilities.

Equitable & Welcoming Spaces: Destination Parks & Gathering Spaces

Building on these existing places, this diagram illustrates the plan's proposed network of destination anchor parks and smaller gathering spaces along the corridor. Together, these locations support community events and programming, everyday recreation, and comfortable places to rest, meet, and enjoy time along the river.

Legend

-  Unified Destination Anchor Park
-  Improved Parks + Amenity Spaces



4
Unified
Destination
Anchor Parks



Corridor-Wide Strategies

Shared Stewardship

The Jordan River corridor is managed by a wide range of jurisdictions, agencies, and community organizations. Salt Lake County, the five municipalities, the Jordan River Commission, state agencies, and community partners all shape how the river and parkway are maintained, programmed, policed, and experienced. Today, much of this responsibility is handled jurisdiction by jurisdiction, presenting both challenges and opportunities for how the corridor evolves.

The Shared Stewardship strategy focuses on strengthening coordination among these partners while supporting long-term care of the corridor. Effective stewardship includes maintenance, public safety, habitat management, and the coordination of recreation and programming, along with the organizations and volunteers who care for the river through cleanups, education, and community initiatives. To advance this, the plan recommends a shared management structure, detailed in Operations and Maintenance [page 96], giving the corridor’s partners a common venue for aligning standards, programming, and response across jurisdictions.

By reinforcing collaboration among agencies and community partners, the corridor can benefit from more coordinated management and a stronger sense of shared ownership. This collective stewardship helps keep the Jordan River corridor safe, well-maintained, and welcoming while supporting the long-term vision of the Central Jordan River Reconnect linear park.

Collaborative Management

Strengthen coordination and management among Salt Lake County, the five cities, state agencies, and the Jordan River Commission to support consistent stewardship of the corridor. A shared structure helps align investments, maintenance, and emergency and public-safety response that today stop at jurisdictional lines, giving the corridor coordinated coverage along its full length.

Consistent Operation Standards

Establish shared maintenance and operational standards across jurisdictions to support a clean, safe, and reliable experience along the Jordan River Parkway. Coordinated expectations for landscape care, sign standards, rules and safety standards, facilities, restrooms, and trail maintenance help ensure users encounter a consistent level of service throughout the corridor.

Coordinated Programming

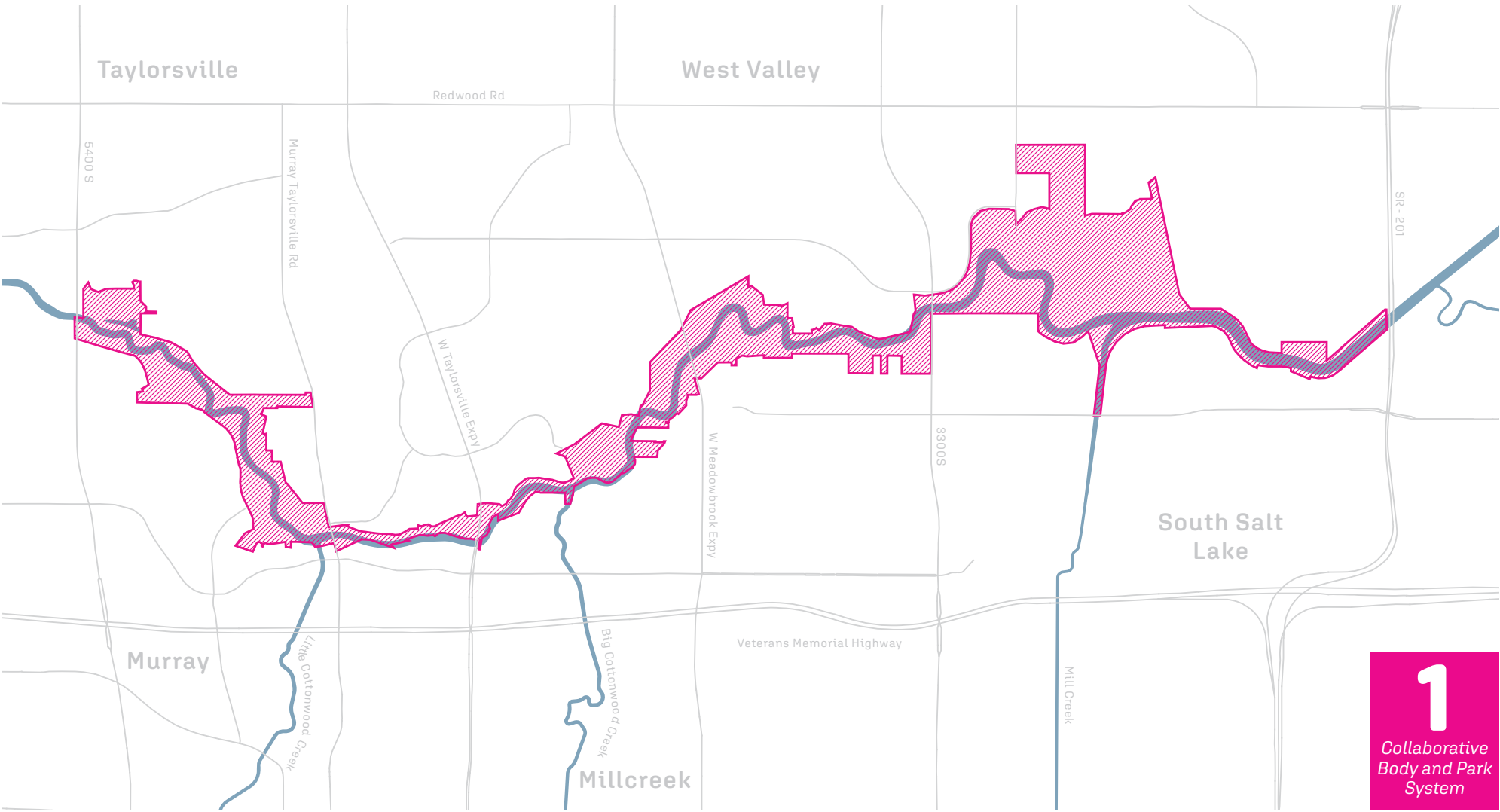
Encourage coordinated programming and community activities that activate the corridor and highlight the Jordan River as a shared regional resource. Partnerships between jurisdictions, community organizations, and stewardship groups can expand events, volunteer efforts, and educational opportunities throughout the parkway.

**Shared Stewardship:
Coordinated Management
Area**

This diagram illustrates the corridor-wide area where coordinated operations and management are recommended along the Jordan River Parkway. This area encompasses the publicly administered land within the Jordan River Recreation Area—the zone extending 250 yards on each side of the river between SR-201 and 5400 South, as defined by the Utah Legislature. The strategy outlines opportunities for more unified management across jurisdictions, creating a framework for shared operations, stewardship, programming, and public safety. A cohesive structure strengthens identity, safety, and the overall experience of the Jordan River.

Legend

 Coordinated Management Area



1
Collaborative
Body and Park
System

Focus Areas

ANCHOR PARKS & CONNECTING SEGMENTS

Focus Areas

ANCHOR PARKS & CONNECTING SEGMENTS

Seven Focus Areas—four Anchor Parks and three Connecting Segments—divide the corridor by shared characteristics, allowing focused study of recommendations within each area’s context and conditions. Each Focus Area is examined through the five Corridor-wide Strategies below.



Throughout all Focus Areas, a proposed two-sided trail system serves both sides of the river, with expanded and improved access points along the corridor. These are shown as the proposed JRP Primary and Multi-Use Trails.



In the four Anchor Parks, ecological enhancements for a healthy river corridor are outlined, including river re-routing, introduced side and perennial channels, expanded wetlands, and several new ponds.



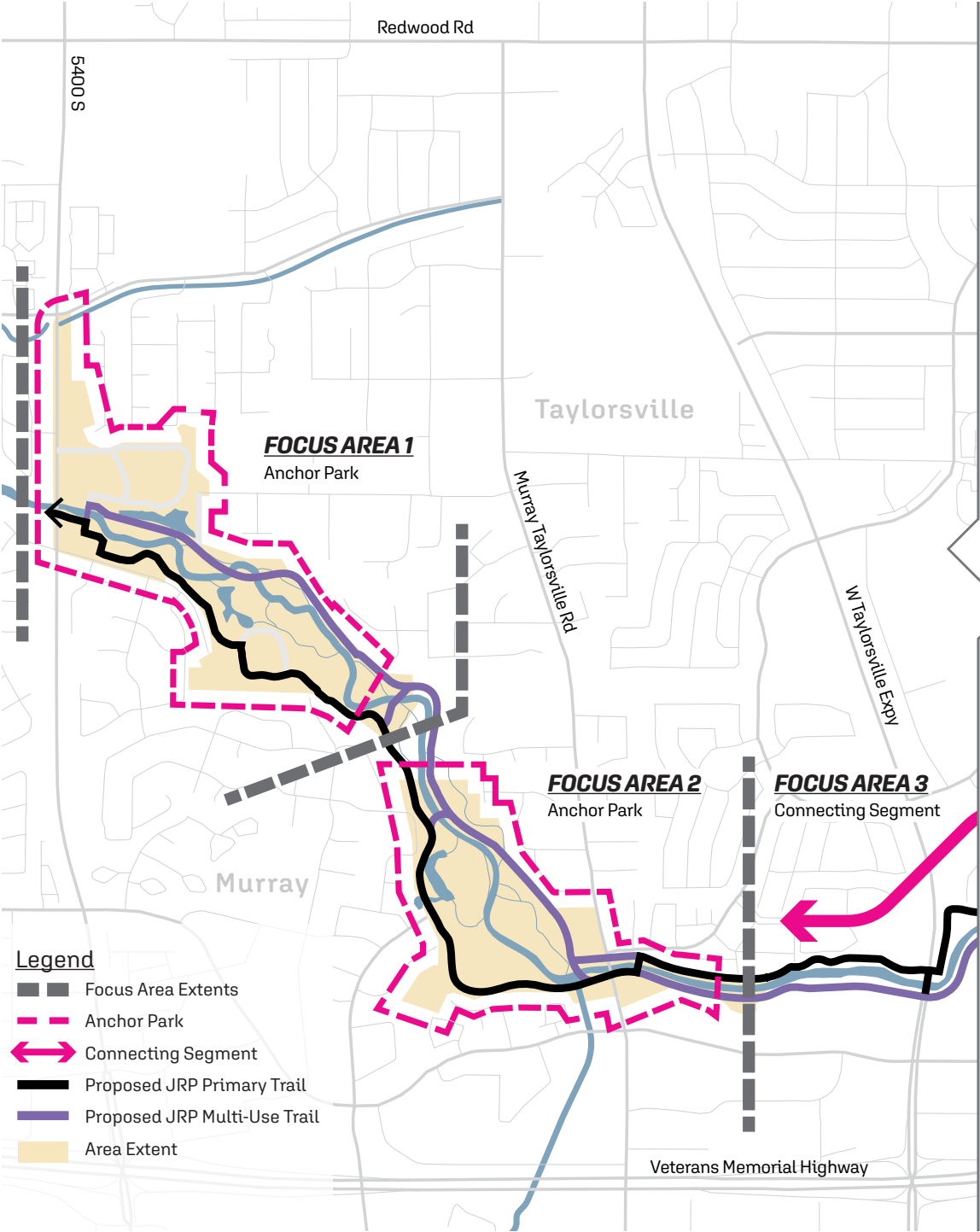
In several Focus Areas, new and improved boat launches and river programming are outlined alongside existing recreation features. Enhancing in-water recreation experiences where possible is critical.

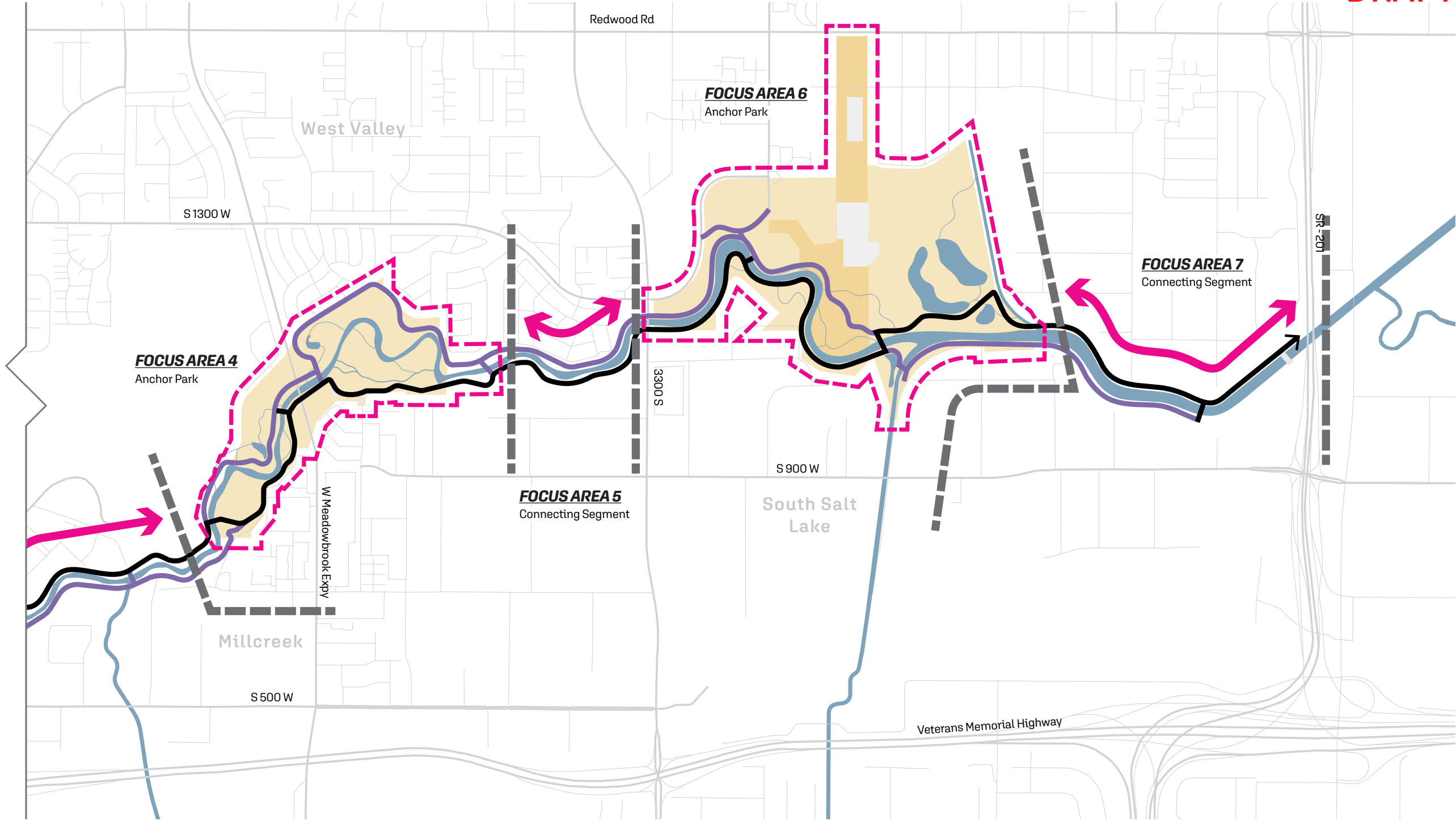


In each Focus Area, at least one existing park feature has added amenities and proposed improvements. These vary in scale and investment to consider existing conditions while also exploring potential opportunities.



Across the corridor, coordinated management, including public safety that today stops at jurisdictional lines, helps keep the Jordan River safe, well-maintained, and welcoming for years to come.





Focus Area 1

Anchor Park
Millrace + Germania Park



Circulation enhancements include the proposed JRP two-sided trail system, local paths and boardwalks, and new trail bridges.



Ecological enhancements include main river channel re-routing, new side/perennial channels, expanded wetlands, and added woody structures.



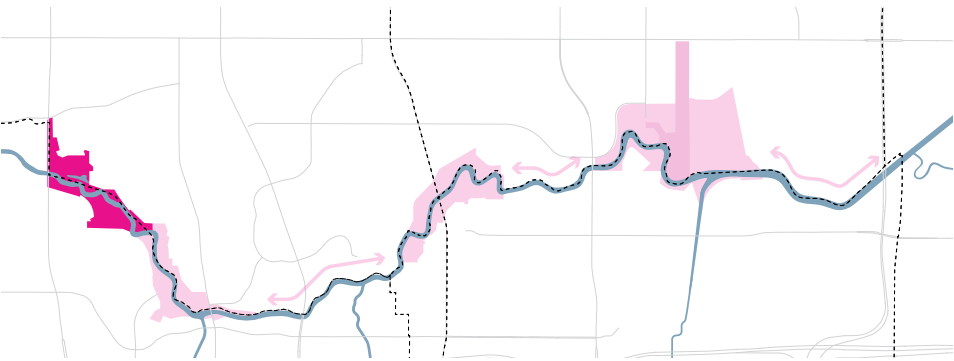
River recreation enhancements include improving the existing launch to ADA standards and a proposed boat launch at Millrace Pond.



Park space enhancements unify Millrace and Germania Parks with lawn upgrades, new Millrace Pond programming, and Germania furnishings.



Murray and Taylorsville coordinate programming and park amenities to support a unified visitor experience across the anchor park.



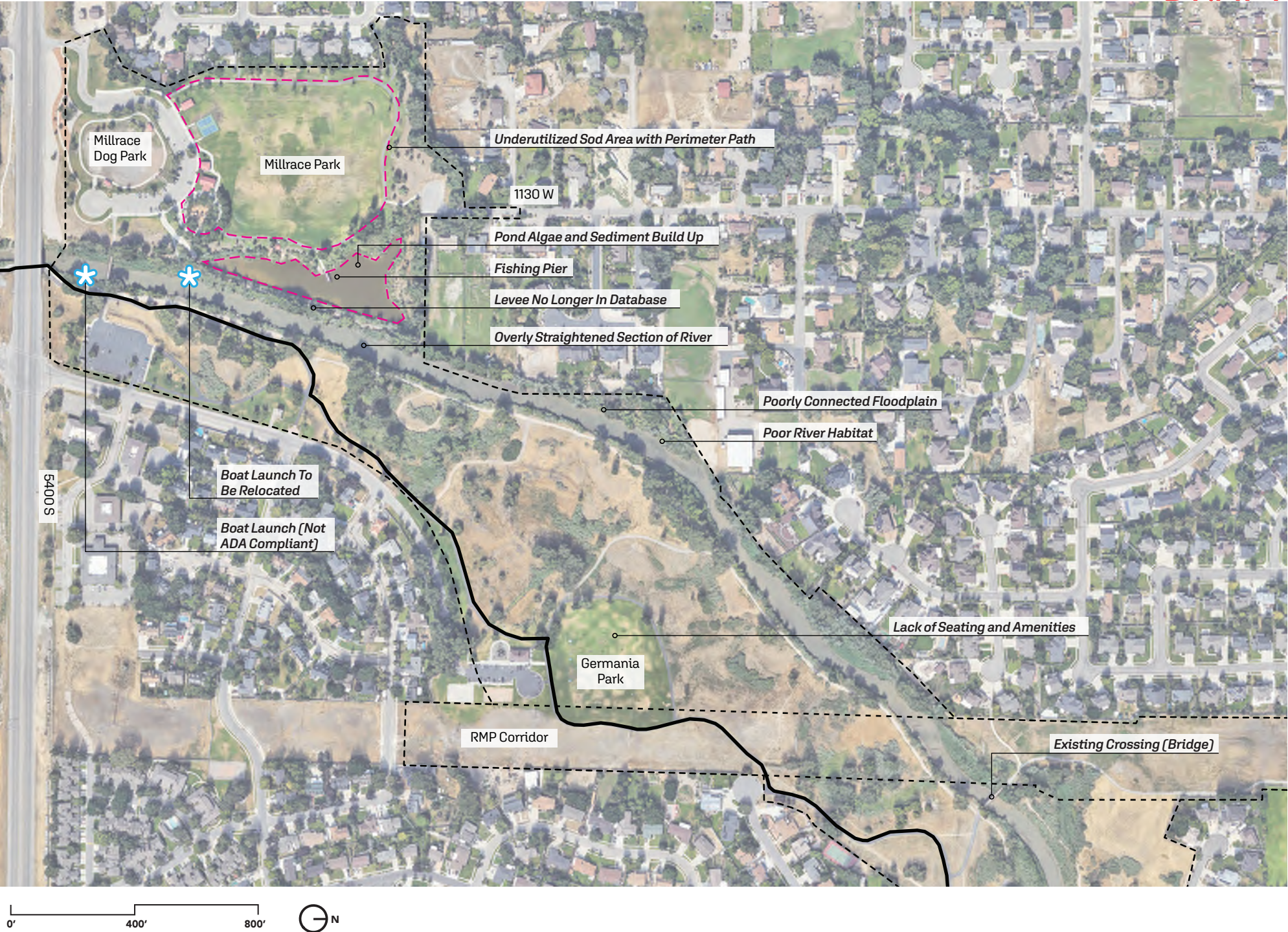
GROUND LEVEL VIEW LOOKING NORTH TOWARDS MILLRACE PARK POND AND FISHING DOCK, WITH SOFT SURFACE TRAIL IN THE FOREGROUND.



AERIAL VIEW LOOKING SOUTH WEST TOWARDS THE RMP CORRIDOR, GERMANIA PARK, AND MILLRACE PARK.

Existing Conditions & Constraints

Key existing conditions and constraints to be considered in this plan include the overly straightened sections of the Jordan River, the Millrace Park pond, fishing pier, and open lawn area as well as Germania Park’s open recreational space. A network of soft surface trails meander around the open natural space that surround Germania Park, which bring visitors closer to the river.



- Legend
- Existing JRPT
 - Site Boundary
 - Site Feature

Ecological Enhancements

The three priorities for enhancing riparian health along the Jordan River in Focus Area 1.



Channel Rerouting

This overly straightened section is rerouted and realigned into a more geomorphically appropriate channel network with improved habitat. Channels are redirected toward areas with better floodplain connection, mature riparian vegetation, and greater habitat potential. [See Appendix A pp. 8]



Navigable Side Channels

By creating an opening in the existing levee along the Millrace Park pond, a proposed navigable side channel would offer calm-water boat put-in and take-out, with continuous river recreation from the pond to the main channel. [See Appendix A pp. 10]



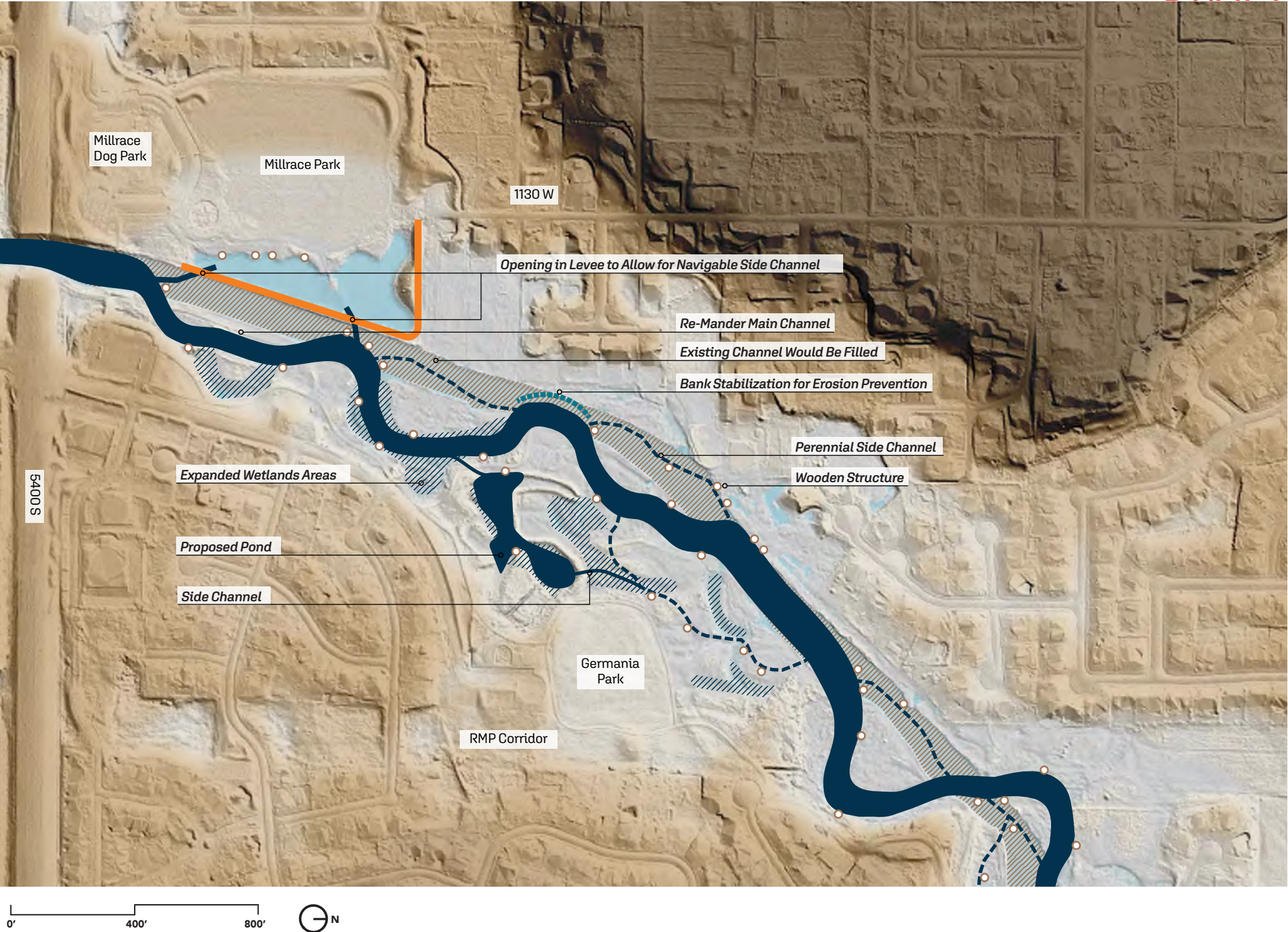
Woody Structures

Woody structures are added along the rerouted main channel, introduced side channels, and Millrace Pond to stabilize banks and prevent erosion. They create in-channel complexity and depth variability while providing cover for improved habitat. [See Appendix A pp. 14]

Ecological Enhancements

This LiDAR diagram overlays the proposed ecological enhancements on the river’s existing topography, showing how the rerouted main channel follows the historic meander pathway visible in the terrain. It locates the levee openings adjacent to the pond, side and perennial channels, expanded wetlands, and woody structures relative to existing high points and grade, illustrating how the proposed network works with the site’s natural form.

- Legend
- Levee
 - High Point
 - Chanel Reroute
 - Side Channel
 - Perennial Side Channel
 - Bank Stabilization
 - Expanded Wetlands
 - Woody Structure
 - 5 Meters Above Water
 - 2 Meters Below Water



Focus Area Opportunities

The three priorities for enhancing river recreation, park spaces, and programming along the Jordan River in Focus Area 1.



***Millrace Park
Existing Lawn Enhancements***

The existing Millrace Park open lawn space can be amplified with enhancements to provide more types of interaction and usages. Added enhancements with landscaping, seating, shade, or small program spaces will continue to shape the character of the unified anchor park.



***Millrace Park
New Pond Programming***

The area between Millrace Park and the Millrace Pond is a prime area to activate and consider. With a proposed boat launch, this area would provide more direct engagement with the pond and offer a new experience to engage with the water, in addition to the existing fishing pier.



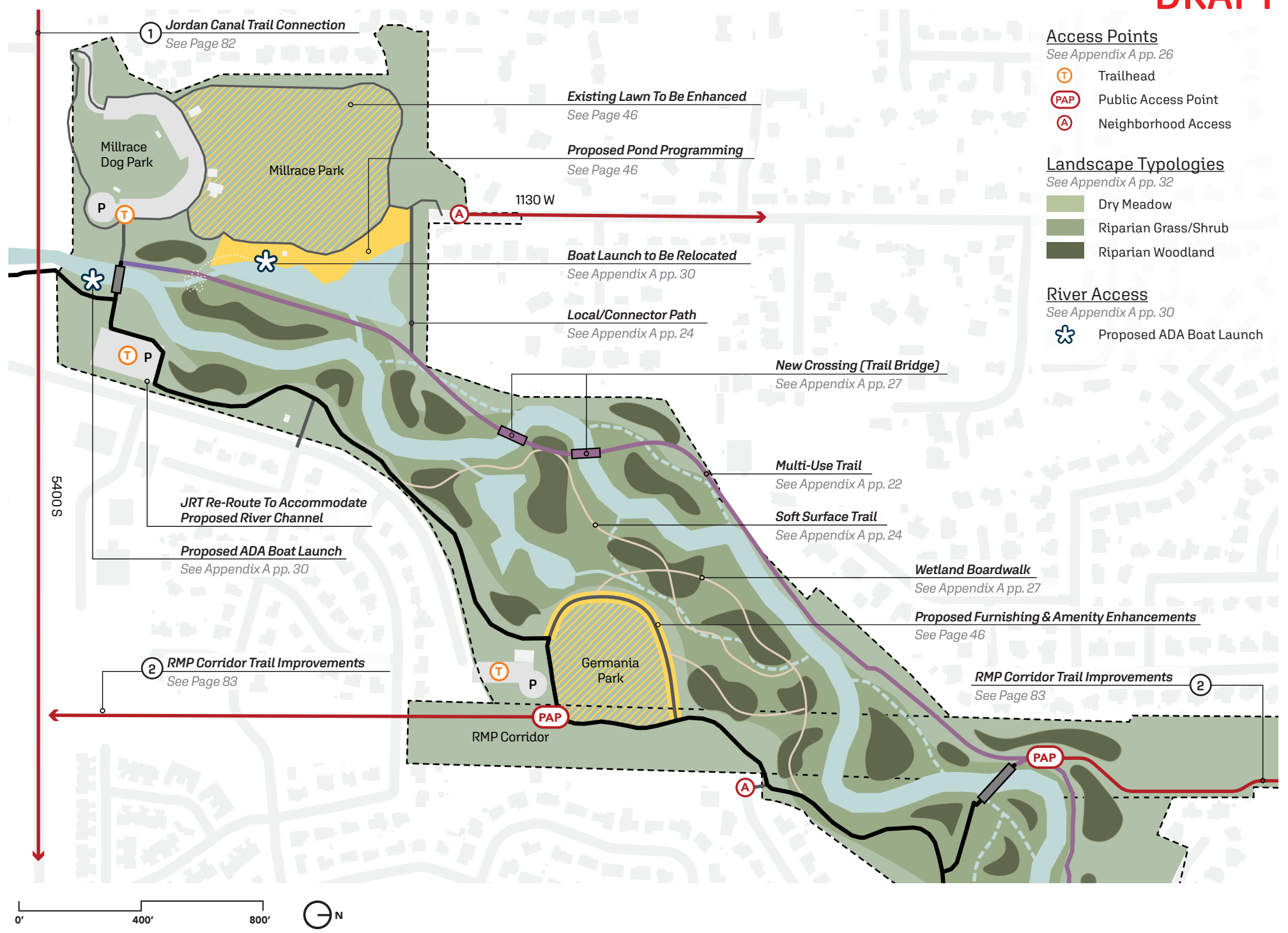
***Germania Park
Furnishing & Amenity Enhancements***

As the two park areas become unified, added furnishings and amenities along Germania Park’s ecological facing edge would continue to define the new character and identity with enhanced seating, shade, lighting, and welcoming elements that complement the park’s existing playing fields.

Focus Area Opportunities

- ① Jordan Canal Trail Connection, See Page 82
- ② RMP Corridor Trail Connection, See Page 83
- Ecological Restoration

- Legend
- Site Boundary
 - JRP Primary Trail
 - JRP Multi-Use Trail
 - Connector Trail
 - Wetland Boardwalk
 - Soft Surface Path
 - Neighborhood Connector
 - ▨ Programmed Area
 - Waterbody



- Access Points**
See Appendix A pp. 26
- T Trailhead
 - PAP Public Access Point
 - A Neighborhood Access
- Landscape Typologies**
See Appendix A pp. 32
- Dry Meadow
 - Riparian Grass/Shrub
 - Riparian Woodland
- River Access**
See Appendix A pp. 30
- ★ Proposed ADA Boat Launch

Focus Area 2

Anchor Park
Confluence Park



Circulation enhancements include the JRP two-sided trail, boardwalks, and a new path bypassing the constricted boardwalk segment.



Ecological enhancements include side and perennial channels that provide pond flow-through, plus expanded wetlands and woody structures.



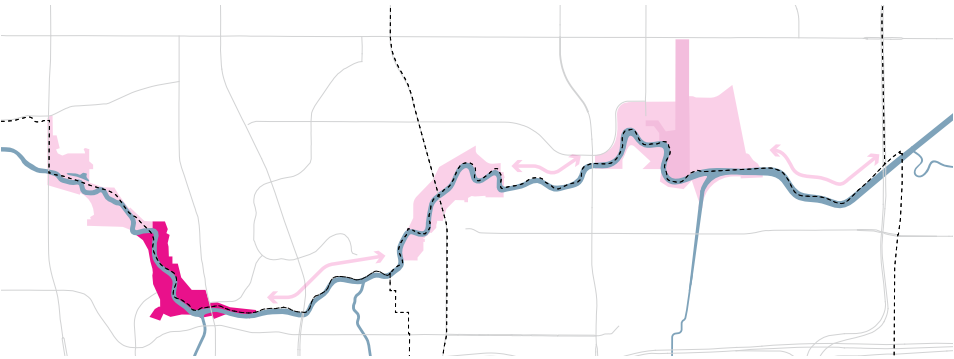
River recreation enhancements include improving a existing launch to ADA standards and a proposed boat launch at Little Confluence Trailhead.



Enhancements unify Arrowhead and Confluence Parks, including an elevated overlook at Arrowhead and gathering programming at Confluence.



Murray, Tracy Aviary, and Kennecott Nature Center align programming and educational stewardship across this unified anchor park.



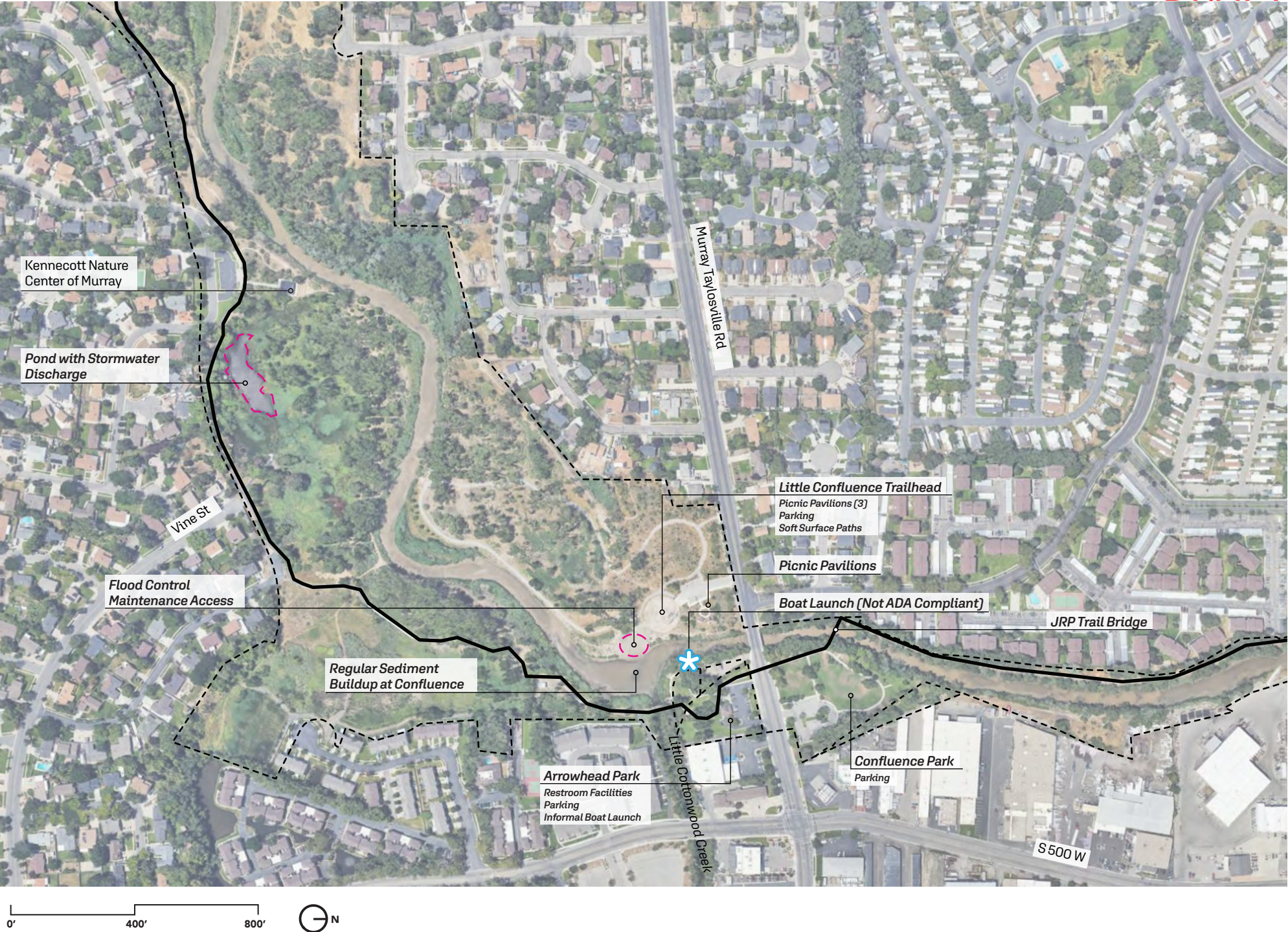
AERIAL VIEW LOOKING SOUTH EAST TOWARDS LITTLE CONFLUENCE TRAILHEAD, ARROWHEAD PARK, AND THE SURROUNDING TRAILS.



GROUND LEVEL VIEW OF THREE PICNIC PAVILIONS AT LITTLE CONFLUENCE TRAILHEAD.

Existing Conditions & Constraints

Key existing conditions and constraints include three recreational areas, Little Confluence Trailhead, Arrowhead Park, and Confluence Park, that each operate as separate destinations with their own entrances, parking, and amenities, but lack easy pedestrian or bicycle connections between them. The plan considers how to unify these areas into one shared park space, introduce ecological riparian enhancements that echo the mission of the Kennecott Nature Center of Murray, and add passive trail loops that link the areas through improved natural open space.



Ecological Enhancements

The three priorities for enhancing riparian health along the Jordan River in Focus Area 2.



Side/Perennial Channels

Side and perennial channels reconnect and restore existing low-lying topography where geomorphically appropriate, while improving flow-through that reduces stagnation in the adjacent pond. These channels create diverse off-channel habitat with cover and access to the main Jordan River channel. [See Appendix A pp. 10]



Expanded Wetlands

Building on the existing wetlands surrounding the current boardwalk, side and perennial channels expand these areas into the larger low-lying terrain south of the river. These wetlands feature native trees, shrubs, grasses, and shallow water that manage stormwater and support diverse wildlife. [See Appendix A pp. 32]



Woody Structures

Woody structures vary in size and intent, working to maintain in-channel velocity and guide where sediment settles. By influencing flow and capturing sediment upstream, they can reduce buildup at the Little Cottonwood Creek confluence and lessen the need for frequent dredging. [See Appendix A pp. 14]

Ecological Enhancements

This LiDAR diagram overlays the proposed ecological enhancements on the river's existing topography, showing how side channels reconnect the existing pond to improve flow-through, where expanded wetlands fill the larger low-lying terrain south of the river, and how a side channel north of the river holds distance from the existing non-regulated levee. Read against the terrain, the diagram illustrates how the proposed network works with the site's natural form while easing pressure on the adjacent residential edge.

- Legend
- Levee
 - High Point
 - Chanel Reroute
 - Side Channel
 - Perennial Side Channel
 - Bank Stabilization
 - Expanded Wetlands
 - Woody Structure
 - 5 Meters Above Water
 - 2 Meters Below Water



Focus Area Opportunities

The three priorities for enhancing river recreation, park spaces, and programming along the Jordan River in Focus Area 2.



Arrowhead Park
New Crossing & Overlook

A featured bridge would connect Little Confluence Trailhead and Arrowhead Park, unifying them into one core park space. Beyond spanning the Jordan River, scenic overlooks along the crossing would frame views of both recreation and ecology.



Little Confluence Trailhead
Wetland Boardwalk

Wooden or concrete wetland boardwalks provide an immersive way to explore the site’s ecology and riparian character by facilitating slower, more exploratory pedestrian access. Additional features, including interpretive signage and learning opportunities, add to the recreational experience.



Confluence Park
New Community Programming

As park features become unified, Confluence Park’s underutilized space offers room for new programmed elements, helping define the park’s new character and identity with enhanced play spaces, shaded pavilions, and furnishings.

Focus Area Opportunities

- Unified Confluence Park
- New Crossings [Trail Bridges]
- Ecological Restoration
- Redevelopment Opportunities,
See Murray Transit Area Plan

- Legend
- Site Boundary
 - JRP Primary Trail
 - JRP Multi-Use Trail
 - Connector Trail
 - Wetland Boardwalk
 - Soft Surface Path
 - Neighborhood Connector
 - Programmed Area
 - Waterbody



- Access Points
See Appendix A pp. 26
- T Trailhead
 - PAP Public Access Point
 - A Neighborhood Access
- Landscape Typologies
See Appendix A pp. 32
- Dry Meadow
 - Riparian Grass/Shrub
 - Riparian Woodland
- River Access
See Appendix A pp. 30
- Proposed ADA Boat Launch

Focus Area 3

Connecting Segment
Freedom Shrine



Circulation enhancements complete the JRP two-sided trail through this segment, with a new trail bridge north of Big Cottonwood Creek.



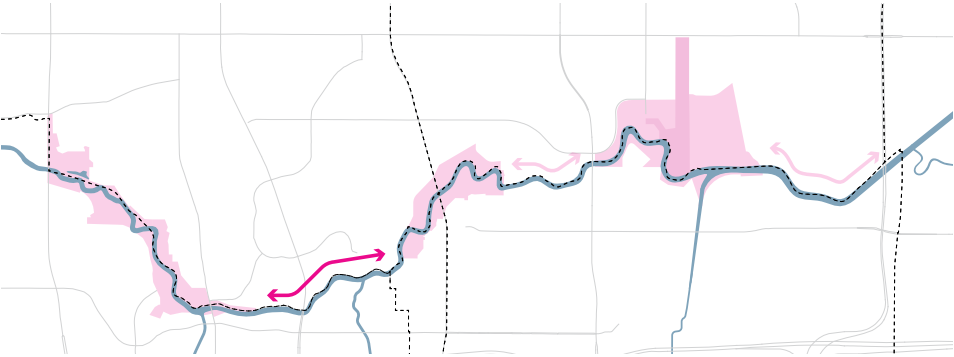
River recreation enhancements include weir improvements that allow continuous boat passage at the existing portage.



Park space enhancements include formalizing the Freedom Shrine Trailhead with new parking and wayfinding.



Taylorsville and Murray support corridor-wide maintenance and wayfinding standards along this segment between two anchor parks.



GROUND LEVEL VIEW OF JORDAN RIVER PARK TRAIL RUNNING ADJACENT TO AN APARTMENT COMPLEX.



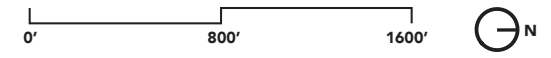
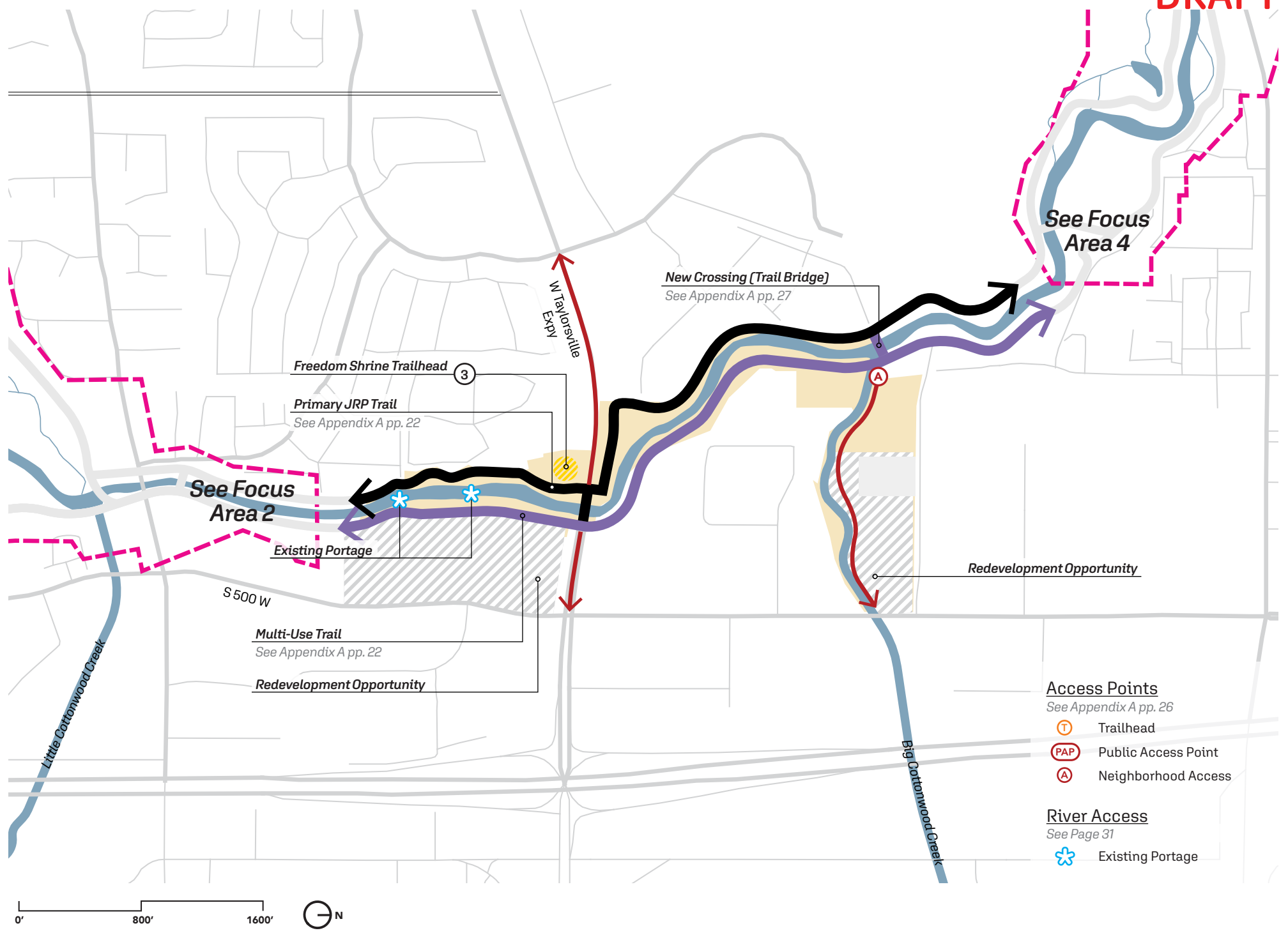
GROUND LEVEL VIEW OF JORDAN RIVER PARK TRAIL WITH MURRAY CITY'S PUBLIC WORKS FACILITY ACROSS THE RIVER IN THE BACKGROUND.

Ecological Spine

- ③ Freedom Shrine Trailhead,
See Page 84
- New Crossing [Trail Bridge]
- Redevelopment Opportunities,
See Murray Transit Area Plan

Legend

- JRP Primary Trail
- JRP Multi-Use Trail
- Neighborhood Connector
- Area Extent
- Existing Program Area
- Redevelopment Opportunity
- Parking



Focus Area 4

Anchor Park
Four Corners Commons



Circulation enhancements include the JRP two-sided trail, paths and wetland boardwalks through the Meadowbrook Natural Area, a new road, and bridges.



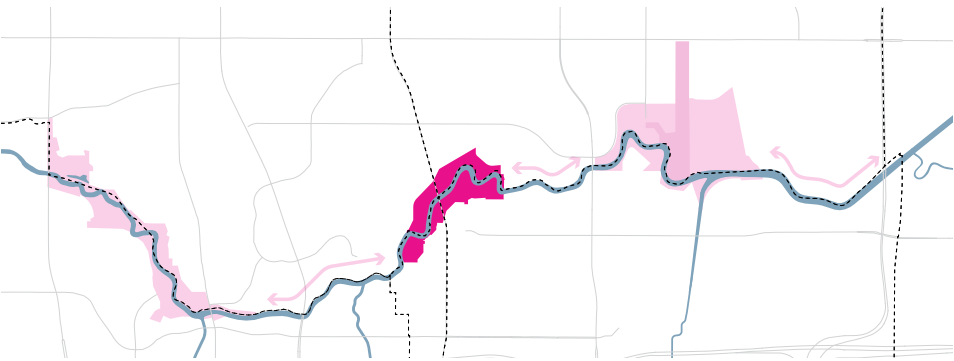
Ecological enhancements include new ponds, side and perennial channels, and expanded wetlands with woody structures along the river's meander.



Park space enhancements include river programming for fishing, added nature play areas, and a new overlook at the Meadowbrook Natural Areas.



Murray, Millcreek, South Salt Lake, and West Valley coordinate programming and access at this multi-jurisdictional anchor.



AERIAL VIEW LOOKING NORTH TOWARDS GENERAL HOLM PARK AND THE MEADOWBROOK NATURAL AREA.



GROUND LEVEL VIEW AT GENERAL HOLM PARK ON THE JORDAN RIVER PARK TRAIL LOOKING TOWARDS PEDESTRIAN BRIDGE CROSSING AT MEADOWBROOK EXPRESSWAY.

Existing Conditions & Constraints

Key existing conditions and constraints include unifying the separated General Holm Park and Millcreek Trailhead into a larger recreational hub, and rerouting and adding trails to connect the unified programming with the expansive Meadowbrook Natural Area. This circulation also anticipates the aging pedestrian bridge at Meadowbrook Expressway and the eventual need to raise the expressway, which is difficult to pass beneath during higher water levels.



- Legend
- Existing JRPT
 - Site Boundary
 - Site Feature

Ecological Enhancements

The three priorities for enhancing riparian health along the Jordan River in Focus Area 4.



Proposed Ponds

The two proposed ponds in Focus Area 4 would be smaller-scale and provide hydrological services to connect and feed side and perennial channels, facilitate surrounding wetland expansion and enhance riparian conditions, and provide new habitat. [See Appendix A pp. 18]



Side/Perennial Channels

These side channels work with the proposed ponds to create diverse off-channel habitat with cover and connection to the main Jordan River channel. The perennial channel east of the river also helps limit human access through the Meadowbrook Natural Area, reinforcing it as a habitat preservation area. [See Appendix A pp. 10]



Woody Structures

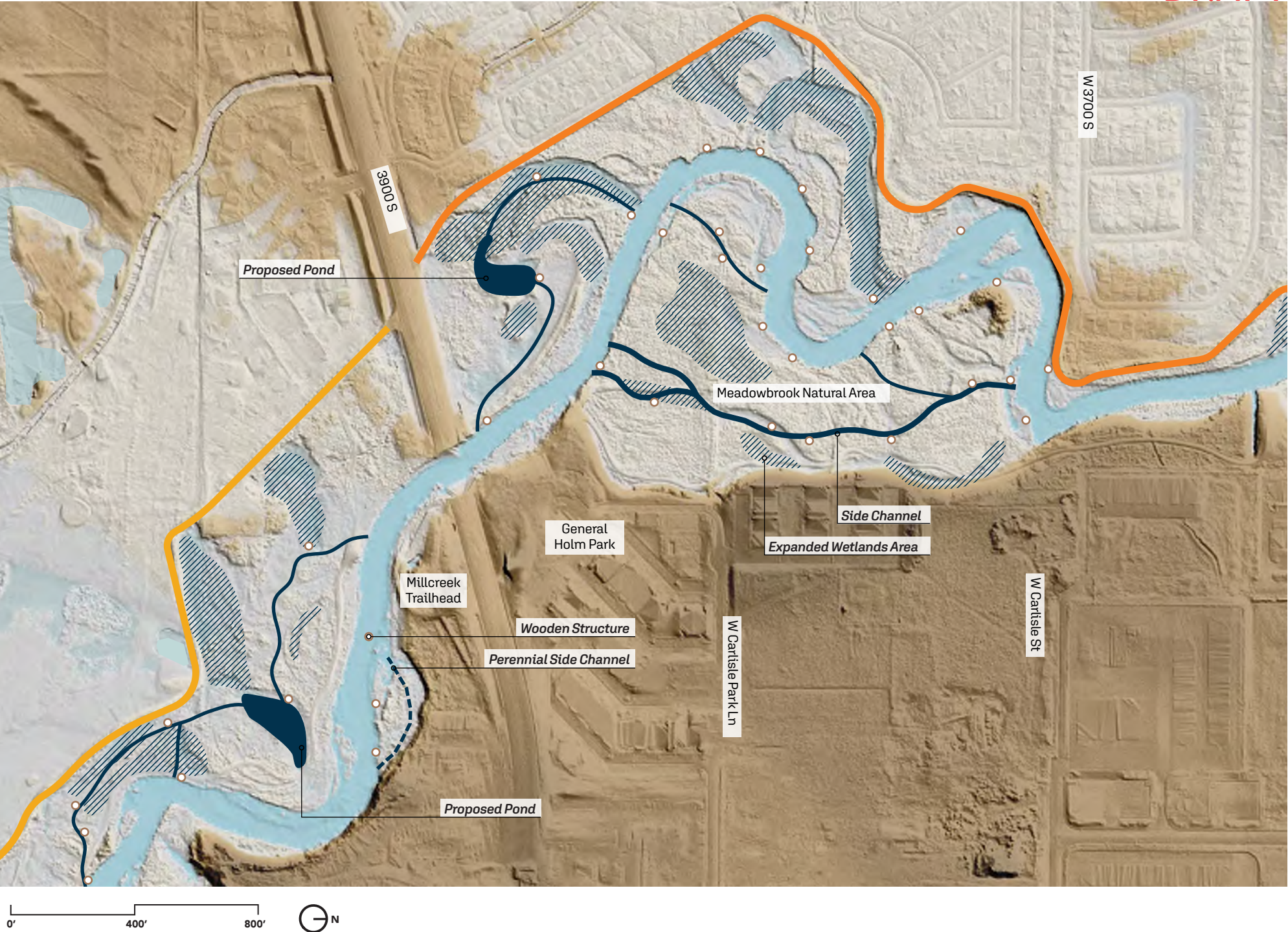
Woody structures are added along this section's larger meanders, which are more pronounced here than elsewhere along the corridor, to mitigate erosion and control where sediment settles. Varying in size and intent, they also create in-channel complexity, depth variability, and cover for improved habitat. [See Appendix A pp. 14]

Ecological Enhancements

This LiDAR diagram overlays the proposed ecological enhancements on the river's existing topography, showing how two new ponds and a network of side and perennial channels expand and deepen the existing Meadowbrook Natural Area wetlands. It locates these features relative to the levee and high points used as passive circulation routes, along with woody structures along the channel, illustrating how the proposed network works with the site's natural form.

Legend

- Levee
- High Point
- Chanel Reroute
- Side Channel
- Perennial Side Channel
- Bank Stabilization
- Expanded Wetlands
- Woody Structure
- 5 Meters Above Water
- 2 Meters Below Water



Focus Area Opportunities

The three priorities for enhancing river recreation, park spaces, and programming along the Jordan River in Focus Area 4.



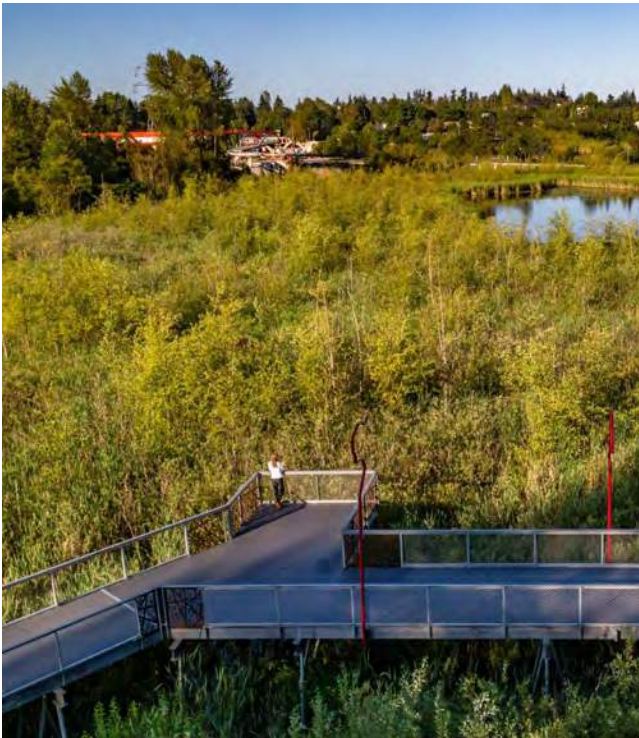
***Four Corners
River Programming + Fishing Area***

Positioned across the river from the proposed unified Millcreek Trailhead and General Holm Park, this area would serve as a key water get-down opportunity, where river programming for passive recreation, fishing, and water access would offer a new way to experience the river.



***General Holm Park
Enhanced Nature Play***

Building upon existing play equipment and features, an enhanced play area would attract more families, while building upon the Meadowbrook Natural Area’s character to provide a play space that is centered around nature-based education and experiences.



***Meadowbrook Community
Meadowbrook Nature Overlooks***

Small designated moments throughout the trail and boardwalk system offer moments for rest, view onto ecological scenery, or engage with educational signage to learn more about the site’s unique characteristics and ecology.

Focus Area Opportunities

- ④ New Road Connection, See Page 85
- ⑤ 3900 S St Bridge Improvements See Page 86
- ⑥ Meadowbrook Natural Area Overlook, See Page 87
- Ecological Restoration
- Redevelopment Opportunities

Legend

- Site Boundary
- JRP Primary Trail
- JRP Multi-Use Trail
- Connector Trail
- Wetland Boardwalk
- Soft Surface Path
- Neighborhood Connector
- ▨ Programmed Area
- Waterbody



Access Points
See Appendix A pp. 26

- Trailhead
- Public Access Point
- Neighborhood Access

Landscape Typologies
See Appendix A pp. 32

- Dry Meadow
- Riparian Grass/Shrub
- Riparian Woodland

Case Study

Riparian Forest Park
Stockholm, Sweden

The Arninge-Ullna Riparian Forest Park opens riparian forested areas to the public through the use of charismatic boardwalks and branching walkways. Along the path system, small additions such as the benches and overlook decks create unique moments to observe unique moments of ecology across the site. Small additions such as these could be placed along the proposed circulation network in Focus Area 4 to provide small pausing points and add character to the boardwalk and trail systems on the western side of the river and its riparian features.



SMALL DECK WITH SEATING OVERLOOKING THE ULLNA LAKE.



DECK ELEMENTS ARE DESIGNED FULLY WITHIN EXISTING ECOLOGY AND PLANTING.



LOW BOARDWALKS WITH CHARACTER CREATE A STRONG IDENTITY FOR THE PARK SYSTEM.

Case Study

Polaris Pavilion
Lawrence, Kansas

Polaris Pavilion is an accessible shaded picnic shelter situated in a clearing within the woods to provide a moment of rest along the Wells Ridge Trail. A small, accessible shelter along the JRP trail or boardwalk network would provide a place for rest. Such pavilions also provide infrastructure for nature centers or educational groups to use as outdoor classrooms. These are small structural opportunities to enhance the JRP trail experience.



THE PAVILION OFFERS SHADE AND A SMALL PICNIC AREA.

Case Study

Unity Park
Greenville, South Carolina

The Reedy River Wetlands Preserve is a unique feature at Unity Park. The project worked to restore wetlands and re-route the main river channel feeding this ecosystem, aligning to similar ecological goals outlined in this plan across the Jordan River. Low impact boardwalks with educational wayfinding with unique and exciting architectural structures adds strong character to make this wetland unique. Similar to a pavilion or scenic overlook deck, small yet charismatic elements such as these could be placed along the JRP trail network to enhance scenic wayfinding experiences.



BOARDWALK AND SMALL OVERLOOK WITH ADDED WAYFINDING AND ARCHITECTURAL ELEMENTS.

Focus Area 5

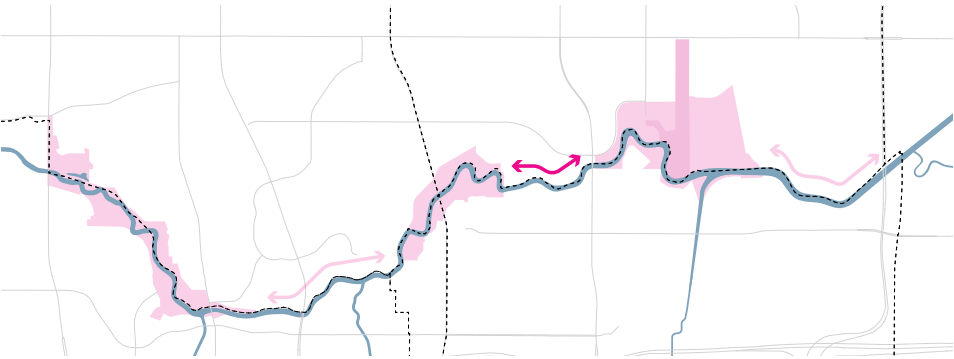
Connecting Segment
Tracy Aviary Nature Center



Circulation enhancements include the proposed JRP two-sided trail system, SSL Police Substation access point, and new trail link to 3300 S.



South Salt Lake and Tracy Aviary support corridor-wide trail maintenance, safety, and visitor access along this segment.



GROUND LEVEL VIEW OF JORDAN RIVER PARK TRAIL ALONG THE TRACY AVIARY.



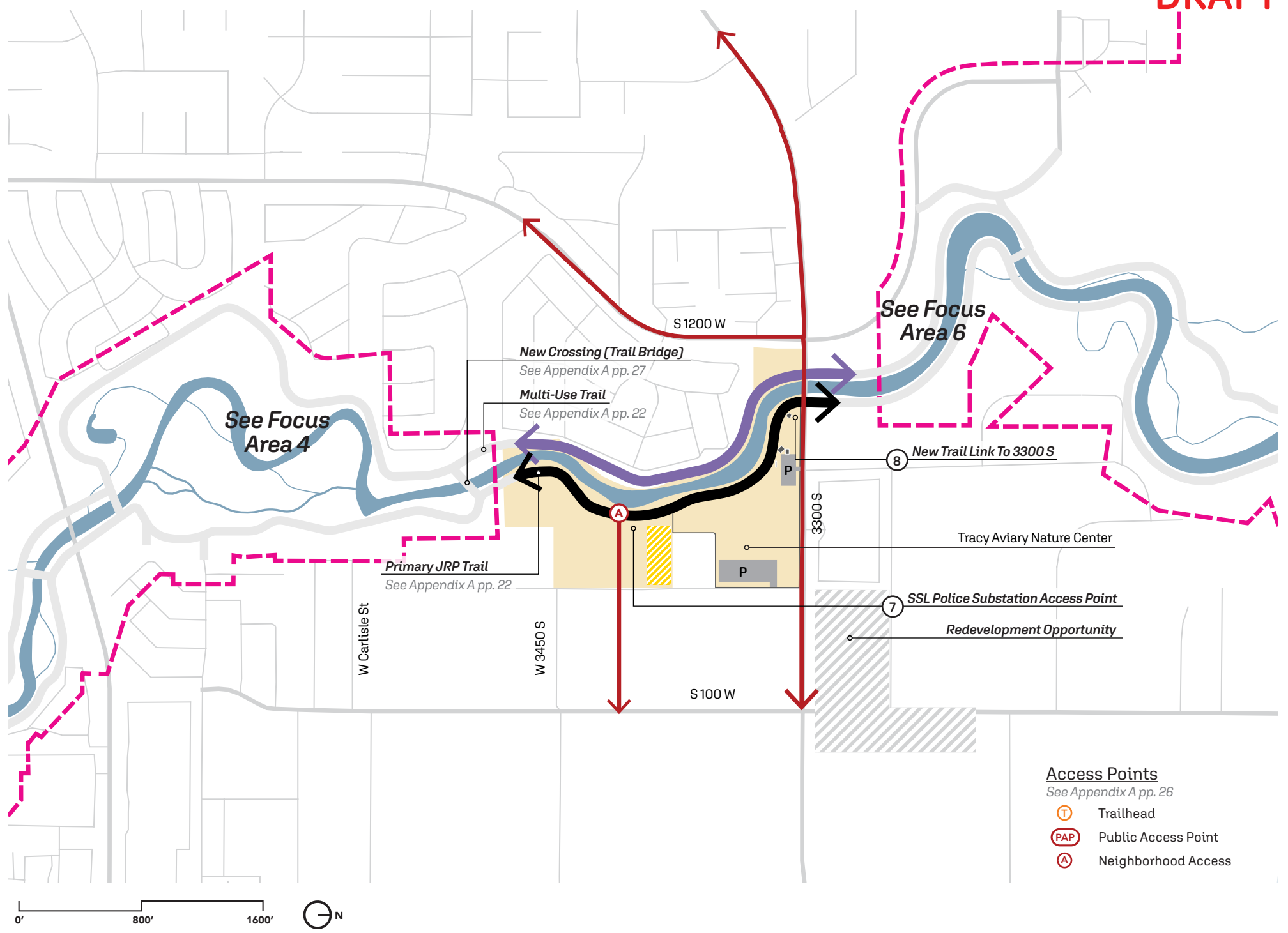
GROUND LEVEL VIEW OF JORDAN RIVER PARK TRAIL AFTER PASSING UNDER 3300 S.

Tracy Aviary Area

- ⑦ SSL Police Substation Access Point, *See Page 88*
- ⑧ New Trail Link to 3300 S, *See Page 89*

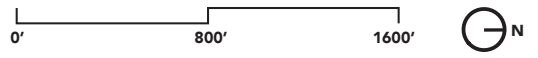
Legend

- JRP Primary Trail
- JRP Multi-Use Trail
- Neighborhood Connector
- Area Extent
- Existing Program Area
- Redevelopment Opportunity
- Parking



Access Points
See Appendix A pp. 26

- T Trailhead
- PAP Public Access Point
- A Neighborhood Access



Focus Area 6

Anchor Park
Redwood Nature Area



Circulation enhancements include the JRP two-sided trail, with elevated wetland boardwalks and trails winding through the Redwood Nature Area.



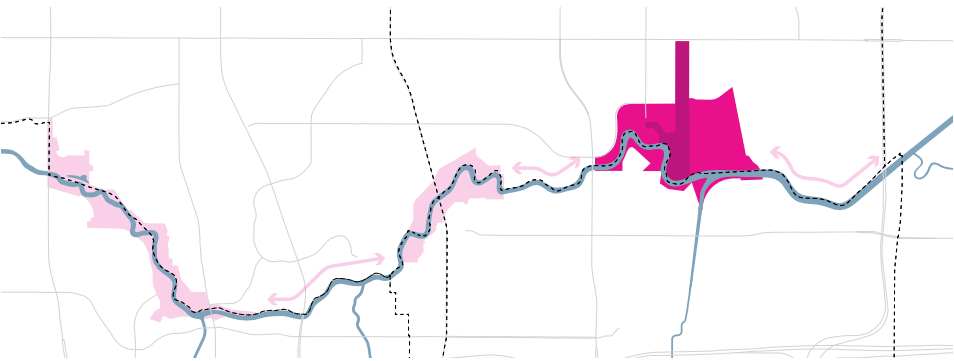
Ecological enhancements include proposed large pond areas, new side/perennial channels, expanded wetlands, and added woody structures.



Park space enhancements include formalizing Redwood Nature Area into an ecological destination park and new wheel sports and active areas.



West Valley, Salt Lake County, and the Utah Cultural Celebration Center coordinate programming and stewardship across this destination park.



AERIAL VIEW LOOKING ACROSS THE JORDAN RIVER AT THE REDWOOD NATURE AREA.



GROUND LEVEL VIEW OF RMP SUBSTATION WITHIN THE NATURA AREA.

Existing Conditions & Constraints

Key existing conditions and constraints include maintaining the existing regulating levee system and considering adjacent assets such as Pioneer Crossing Park, the Utah Cultural Celebration Center, and New Roots Redwood Farm. The plan takes advantage of prime open natural land to create an ecological and educational destination, while strengthening connections between these existing assets and the Redwood Nature Area and its designated wetlands.



- Legend**
- Existing JRPT
 - Site Boundary
 - Site Feature

Ecological Enhancements

The three priorities for enhancing riparian health along the Jordan River in Focus Area 6.



Proposed Ponds

Proposed ponds in Focus Area 6 would be larger-scale and provide hydrological services to connect and feed side and perennial channels, facilitate surrounding wetland expansion and enhance riparian conditions, and provide new habitat. [See Appendix A pp. 18]



Side Channels

These side and perennial channels would work to improve wetland conditions and support the larger two ponds. These channels would continue to create diverse off-channel habitat with cover and access to the main Jordan River channel. [See Appendix A pp. 10]



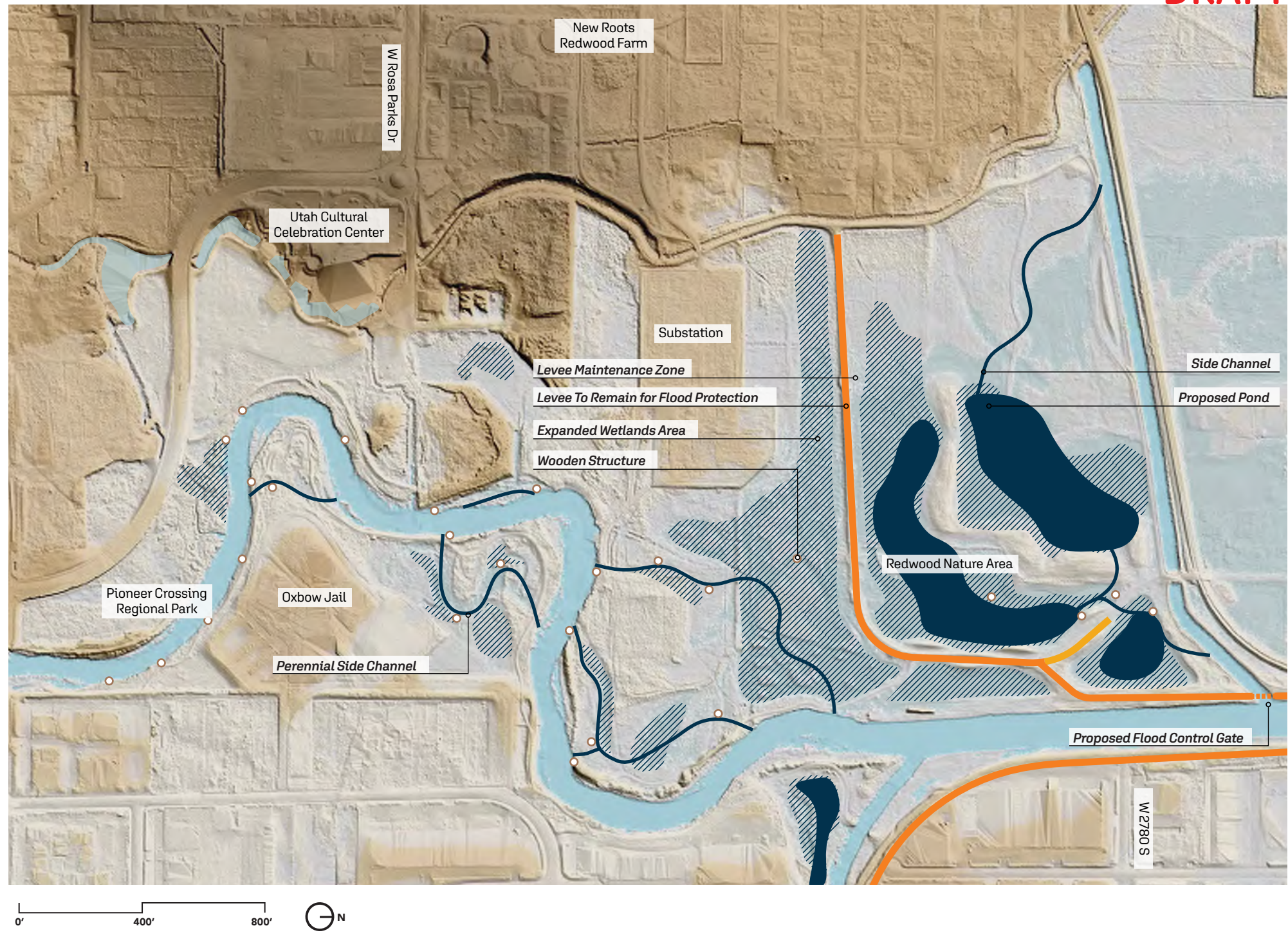
Expanded Wetlands

With the addition of side and perennial channels, expanded wetlands areas become surrounding ecological enhancements. These varying riparian conditions would support the proposed regional destination park and provide a unique character that celebrates the local ecology. [See Appendix A pp. 32]

Ecological Enhancements

This LiDAR diagram overlays the proposed ecological enhancements on the river's existing topography, showing how two large ponds and a network of side and perennial channels drive significant wetland expansion across this prime open land. It locates these features relative to the existing regulating levee, which is protected for flood control and maintained with the necessary offset for maintenance and emergency access, while using the levee and high points as passive circulation routes.

- Legend
- Levee
 - High Point
 - Chanel Reroute
 - Side Channel
 - Perennial Side Channel
 - Bank Stabilization
 - Expanded Wetlands
 - Woody Structure
 - 5 Meters Above Water
 - 2 Meters Below Water



Focus Area Opportunities

The three priorities for enhancing river recreation, park spaces, and programming along the Jordan River in Focus Area 6.



Redwood Nature Area
Elevated Wetland Boardwalk

Elevated wetland boardwalks create a dynamic way to engage with the ecological character of the site. Designed elements within the boardwalks offer scenic overlooks, moments to rest, and a passive pedestrian experience that feels immersive and unique to the site.



Redwood Nature Area
Educational Programming

Building upon New Roots Redwood Farm and the Redwood Nature Area, a proposed Learning Plant Nursery expands urban, community-oriented growing practices, while education signage and wayfinding highlight the site's unique social and ecological character.



Redwood Nature Area
Wheel Sports + Active Programming

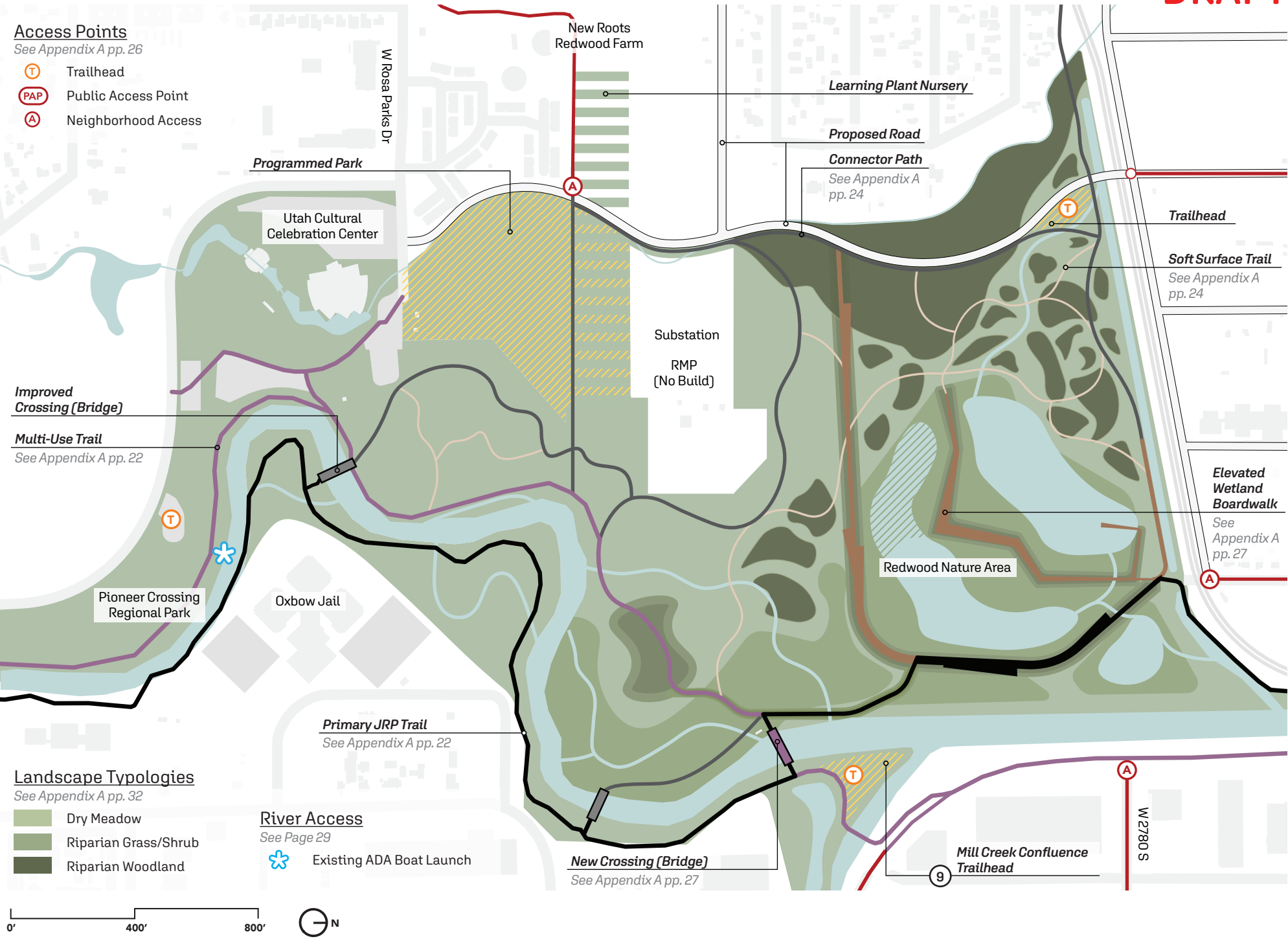
The large open space to the north of the Utah Cultural Celebration Center served as the active recreation hub as key component of the overall regional destination park. Programming could include wheel-sports parks, sport courts, or plazas for play and large and high energy activities.

Focus Area Opportunities

- ⑨ Mill Creek Confluence Trailhead, See Page 90
- Redwood Nature Area County Destination Park
- New Road Connection
- Redwood Recreation Center - Redevelopment
- Redevelopment Opportunities
- Ecological Restoration

Legend

- Site Boundary
- JRP Primary Trail
- JRP Multi-Use Trail
- Connector Trail
- Wetland Boardwalk
- Soft Surface Path
- Neighborhood Connector
- Programmed Area
- Waterbody



Case Study

Osage Park
Bentonville, Arkansas

Despite being in an urban context, Osage Park is situated within a complex wetland system that captures and filters stormwater. While the park features large areas for active programming, the wetland boardwalk system provides an intimate way to experience the landscape. As river restoration and riparian enhancements are key pieces to this masterplan, this projects serves as a key precedent for Focus Area 6 to plan a destination park with both active and passive elements that also works to embrace and continue to enhance the ecological character of the site.



INTERSECTING WIDE WOODEN BOARDWALKS CREATE CIRCULATION INTEREST.



BOARDWALKS CREATE SCENIC MOMENTS, WITH OVERLOOK AREAS FOR WAYFINDING AND REST.



LOW BOARDWALKS “FLOAT” ABOVE WETLANDS, CREATING A UNIQUE AND IMMERSIVE EXPERIENCE.



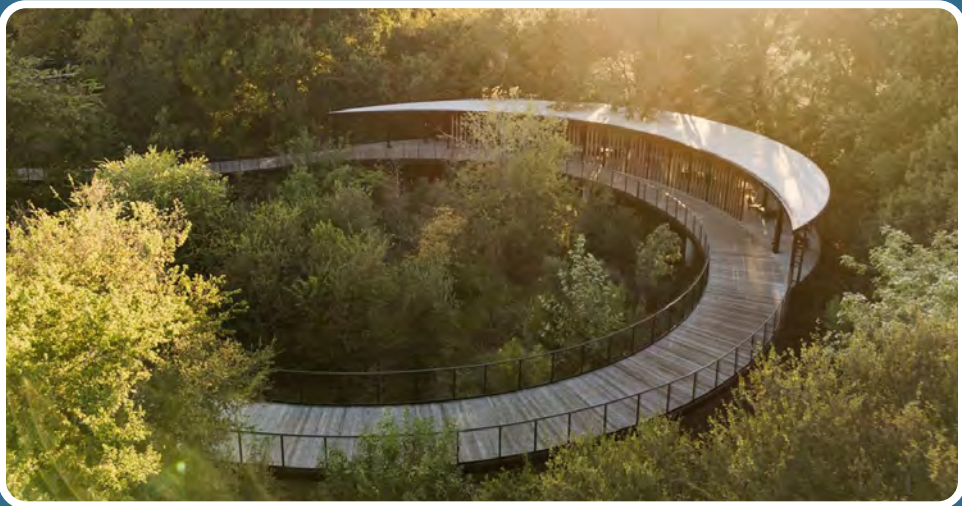
Case Study

Springdale Green
Austin, Texas

Although designed for a workplace campus, Springdale Green has immersive trails and small moments within a restored riparian landscape. The woodland pavilion, social hammocks, viewing decks, and bird blinds all work to enhance engagement while maintaining ecological sensitivity. Within the proposed destination park of Focus Area 6, small moments such as the ones from Springdale Green can be integrated into the site's circulation network and dynamic ecological character.



BOARDWALKS WORK WITH THE EXISTING ECOLOGY AND PROVIDE MOMENTS TO OVERLOOK.



ELEVATED BOARDWALKS AND PAVILION SIT WITHIN AN ENHANCED RIPARIAN FOREST.



SMALL MOMENTS SUCH AS HAMMOCKS CREATE FUN MOMENTS FOR REST ALONG THE TRAIL.

Case Study

Longwood Gardens

Kennet Square, Pennsylvania

The spacious meadow at Longwood Gardens attracts and excites visitors with its expansive natural yet designed landscape. With an emphasis on native planting that attracts pollinators and supports nearby wetlands, this meadow not only provides scenic views, it supports a critical habitat that people can learn from. Since Focus Area 6 would have an expansive ecological system that includes riparian shrub and grassland, a focal bridge or exciting structure that seamlessly integrates into the park’s trail network would add to the park’s identity, while also providing rest and wayfinding.



A BRIDGE SITS ATOP THE WET MEADOW AND SERVES A PLACE TO REST AND GATHER.

Case Study

Buffalo Bayou

Houston, Texas

The Buffalo Bayou Partnership works to bring new parks, trails, vibrant desitnations, and infrastructure improvements to connect Houstonians along the Buffalo Bayou river corridor, a significant ecological and historical waterway in the city. Set in an urban context with a significant river system, this trail system has a lot in common with the goals outlined in this masterplan. It models how to serve multiple different communities and distinct neighborhoods while also creating an investment in waterways and recreation that feels collaborative and unified.



THE URBAN TRAIL NETWORK RUNNING ON ALONG THE BUFFALO BAYOU RIVER IN HOUSTON.

Focus Area 7

Connecting Segment
Redwood Park Trailhead



Circulation enhancements convert an existing maintenance path into part of the JRP two-sided trail, with the proposed Mill Creek Trail Connection



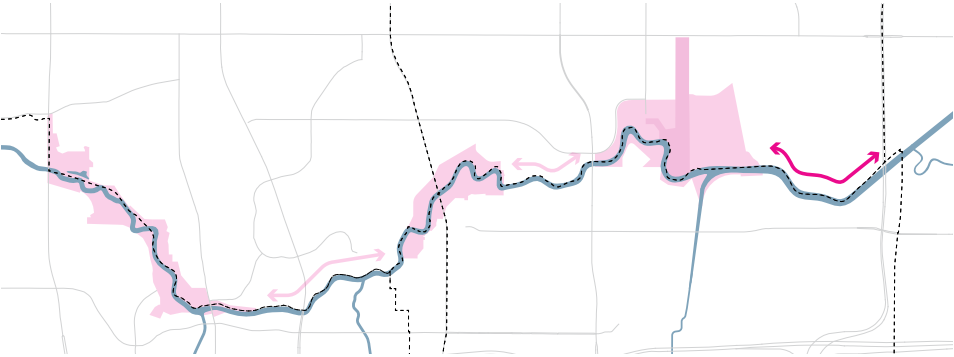
River recreation enhancements include a proposed accessible boat launch at Redwood Park, recommended as a water-based recreation destination.



Park space enhancements expand Redwood Trailhead Park for water-based recreation and add a landscape buffer screening the adjacent industrial area.



West Valley and Salt Lake County support corridor-wide trail and edge condition standards along this segment connecting to Salt Lake City.



AERIAL VIEW LOOKING SOUTH AT THE SOUTHERN END OF THE REGULATED LEVEE SYSTEM OF THE JORDAN RIVER.



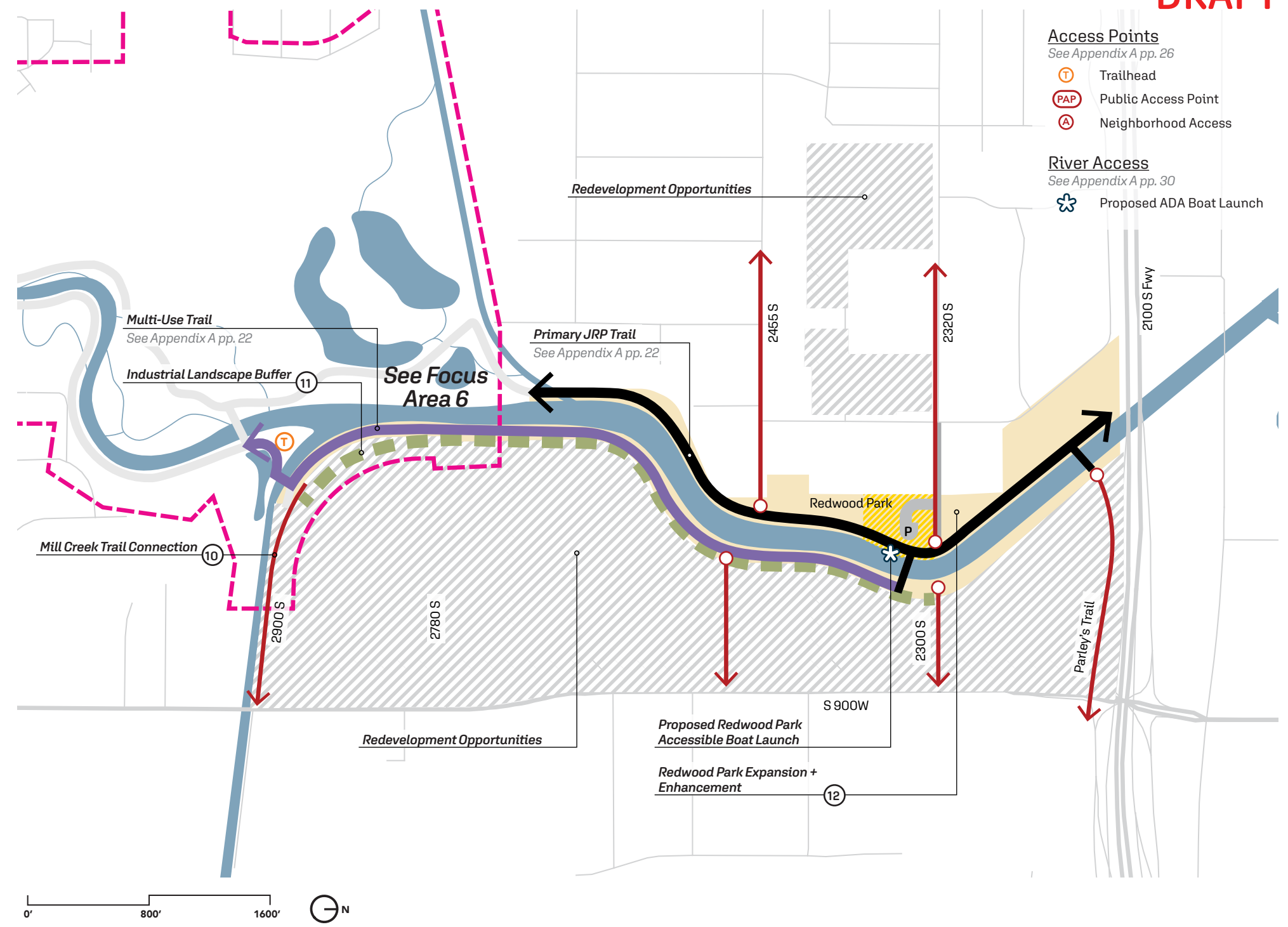
GROUND LEVEL VIEW OF THE PLAYGROUND AT REDWOOD TRAILHEAD PARK.

Water-Based Recreation + River Edge Renewal

- ⑩ Mill Creek Trail Connection,
See Page 91
- ⑪ Industrial Landscape Buffer,
See Page 92
- ⑫ Redwood Trailhead Park
Expansion & Enhancement,
See Page 93
- Proposed Redwood Trailhead
Park Accessible Boat Launch
- Redevelopment Opportunities

Legend

- JRP Primary Trail
- JRP Multi-Use Trail
- Neighborhood Connector
- Area Extent
- Existing Program Area
- Redevelopment Opportunity
- Parking



- ### Access Points
- See Appendix A pp. 26
- T Trailhead
 - PAP Public Access Point
 - A Neighborhood Access
- ### River Access
- See Appendix A pp. 30
- * Proposed ADA Boat Launch

Master Plan

ENABLING PROJECTS

Vision Plan

ENABLING PROJECTS

Enabling projects are site specific interventions and independent projects that benefit the overall plan framework and support the five corridor wide strategies. They have been identified in direct conversations with stakeholders as projects that would address existing constraints. These projects are organized in part three of this plan, within an implementation matrix, to assist jurisdiction in identifying these projects and their necessary partnerships.

FOCUS AREA 1

- ① Jordan Canal Trail Connection
- ② Rocky Mountain Power (RMP) Corridor Trail Connection

FOCUS AREA 3

- ③ Freedom Shrine Trailhead

FOCUS AREA 4

- ④ New Road Connection
- ⑤ W Meadowbrook Expressway Bridge Improvements
- ⑥ Meadowbrook Nature Overlook

FOCUS AREA 5

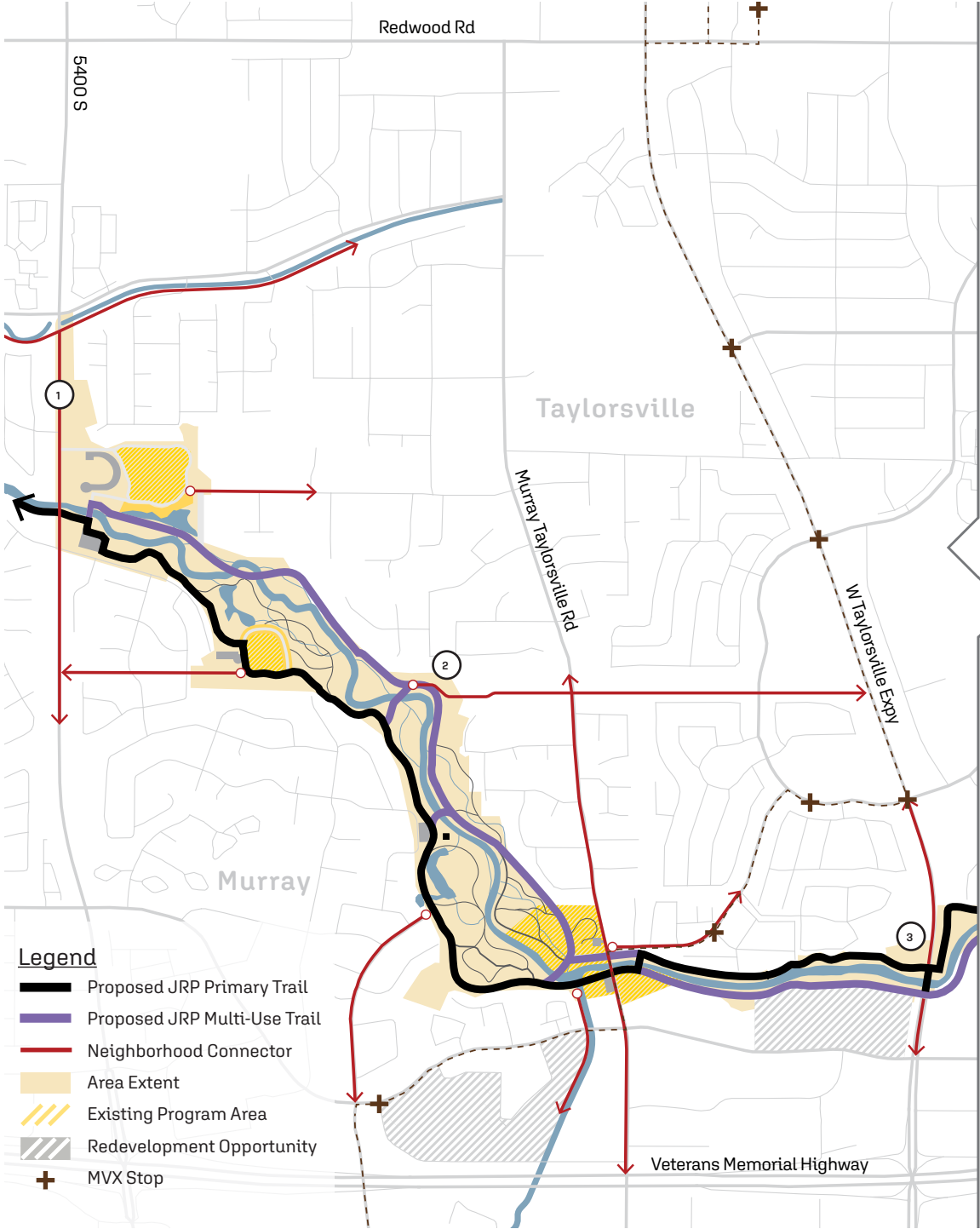
- ⑦ SSL Police Substation Access Point
- ⑧ 3300 S Trailhead & Connector

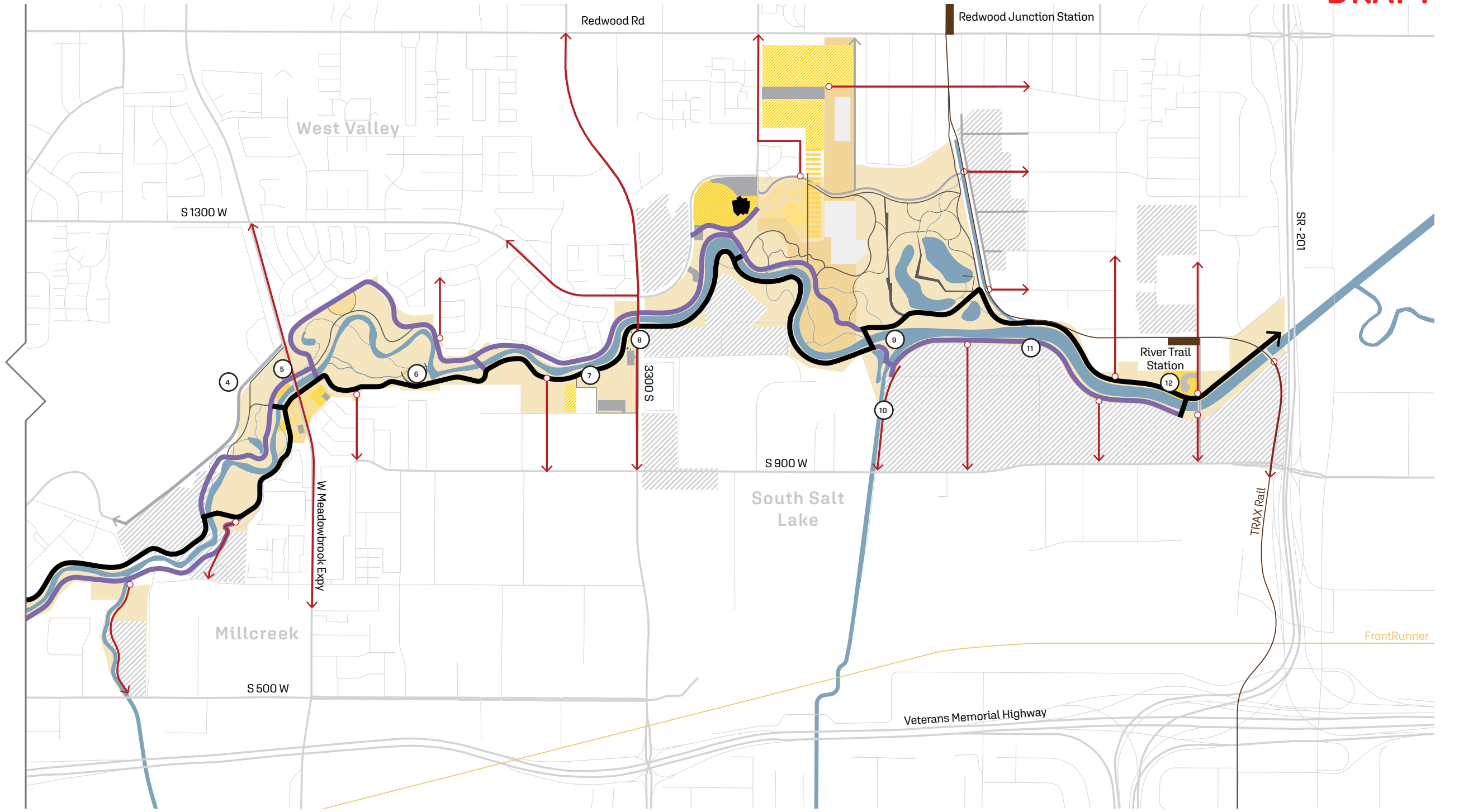
FOCUS AREA 6

- ⑨ Mill Creek Confluence Trailhead

FOCUS AREA 7

- ⑩ Mill Creek Trail Connection
- ⑪ Industrial Landscape Buffer
- ⑫ Redwood Park Expansion





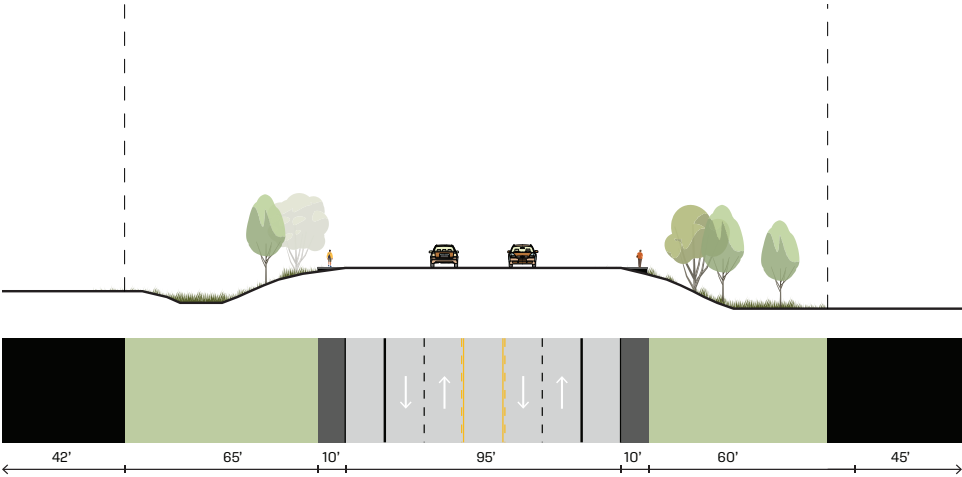
Enabling Projects

① North Jordan Canal Trail Connection

Sidewalk access that connects the N Jordan Canal Trail to the existing JRP Trail and to Millrace Park was recently completed. This North Jordan Canal Trail Connection formally connects the Canal Trail to Millrace Park along the northern edge of 5400 S and connects to the existing JRP Trail along the southern edge of 5400 S. A proposed 10 foot wide trail connection would provide increased accessibility and neighborhood access between the trail and park.



LOCATION OF PROPOSED JORDAN CANAL TRAIL CONNECTION.



SECTIONAL STUDY OF 5400 S WITH PROPOSED NORTH JORDAN CANAL CONNECTOR PATH ON EITHER SIDE AT RECOMMENDED 10' WIDTH.



LOOKING EAST ALONG 5400 S AT RECENTLY COMPLETED NORTH SIDE SIDEWALKS.



LOOKING EAST ALONG 5400 S AT RECENTLY COMPLETED SOUTH SIDE SIDEWALKS.



Enabling Projects

② RMP Corridor Trail Connection

Currently, there is no trail access that runs from 5400 S through the Rocky Mountain Power (RMP) Corridor all the way to Murray Taylorsville Road. There is only a segment of the trail that is annotated on the below aerial. This RMP corridor trail extension would serve to provide more access to the proposed JRP Primary and Multi-Use Trails and enhance local neighborhood connections.



THE PARKLANDS IN FLOYDS FORK, LOUISVILLE



LOCATION OF PROPOSED RMP CORRIDOR TRAIL.



Enabling Projects

③ **Freedom Shrine Trailhead**

Currently, there is a lack of formal parking and clear access. A clear and formal drive aisle for a right turn into a small parking lot and a right turn out onto W Taylorsville Expy would simplify and formalize vehicle access. The area outlined in pink would accommodate parking spaces. Wayfinding signage and/or a small trailhead can be positioned by the parking, providing information for those visiting or accessing the JRP Primary Trail.



LOCATION OF PROPOSED ACCESS AND PARKING



AERIAL VIEW OF PROPOSED ACCESS AND PARKING AREA
LOOKING NORTH TOWARDS W TAYLORSVILLE EXPY



GROUND LEVEL VIEW OF THE FREEDOM SHRINE



Enabling Projects

④ New Road Connection

Currently, there is vehicular access that connects 3900 S to Riverboat Rd. With the propositions outlined in Focus Area 4, a new park road would hug the edge of county property, and run parallel to the Meadow Brook Golf Course to connect to those existing roadways and offer more access for the four corner commons proposed programming. The road design would be in accordance to the Salt Lake County Engineering Standards and Design Guidelines.



LOCATION OF NEW ROAD CONNECTION



AERIAL VIEW LOOKING NORTH TOWARDS 3900 S



AERIAL VIEW LOOKING SOUTH TOWARDS RIVERBOAT RD

Enabling Projects

⑤ **W Meadowbrook Expy Bridge Improvements**

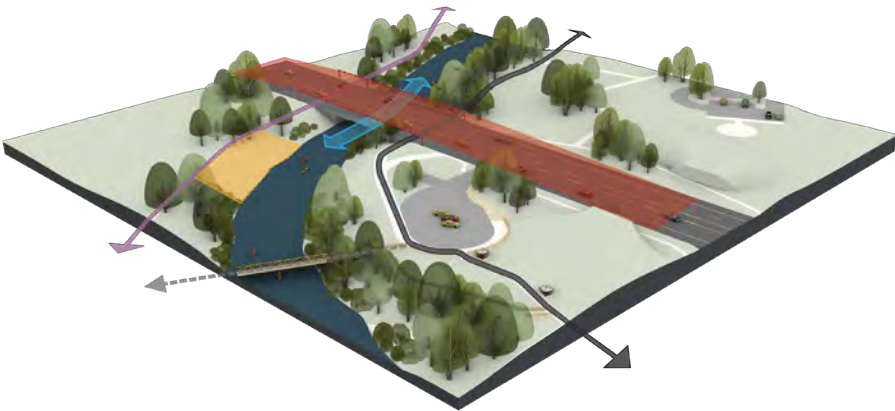
The existing W Meadowbrook Expy would need to be elevated to allow for the JRP Primary and Multi-Use Trails to pass under, especially with the existing pedestrian bridge to be decommissioned in the future. While this would be a large infrastructural change, it would create a safe passage for pedestrians and bikers to travel below traffic and avoid the heavy traffic. Additionally, navigation underneath the bridge during high water flow is impossible, thus the need for the General Holm boat launch and Millcreek Trailhead which functions as a portage.



PROPOSED W MEADOWBROOK EXPY BRIDGE ELEVATION AREA



EXISTING W MEADOWBROOK EXPY BRIDGE CONDITION



PROPOSED W MEADOWBROOK EXPY BRIDGE ELEVATION



Enabling Projects

⑥ Meadowbrook Nature Overlook

While the Meadowbrook Natural Area is a protected ecological asset, the area highlighted in pink and see in the top right image is open space along the JRP Primary Trail that can be programmed as a nature overlook. This would offer visitors a place to rest with seating and furnishing, decks to look out onto the scenic views, and present wayfinding material and educational signage about the Meadowbrook Natural Area.



LOCATION OF PROPOSED NATURE OVERLOOK



GROUND LEVEL VIEW OF OPEN SPACE FOR PROPOSED NATURE OVERLOOK.



FOREST PARK OVERLOOK IN GERMANY.

Enabling Projects

7 SSL Police Substation Access Point

To the South of the Tracy Aviary Center, a SSL Police Substation is proposed just east to the JRP Primary Trail Route. An access point that connects the trail to S 100 W is proposed to provide neighborhood access.



LOCATION OF PROPOSED TRAILHEAD



AERIAL VIEW OF THE PROPOSED PUBLIC ACCESS POINT LOCATION NEAR THE SOUTH SALT LAKE POLICE SUBSTATION.



EXISTING CONDITIONS OF THE AREA THE PUBLIC ACCESS CONNECTION WOULD MEET THE JORDAN RIVER PARKWAY.



Enabling Projects

⑧ 3300 S Trail Link

The new trail link and connection from 3300 S to the JRP Trail allows for pedestrian, bike, and emergency or police response to access the trail directly from the south side of 3300 South. This connection recently finished construction and is now complete. It consists of a 10-foot wide concrete path that extends south to the Jordan River Trail, right from the east end of the road's bridge south side barrier.



LOCATION OF PROPOSED TRAIL LINK



GROUND LEVEL VIEW OF CONSTRUCTED TRAIL LINK FACING 3300 S.



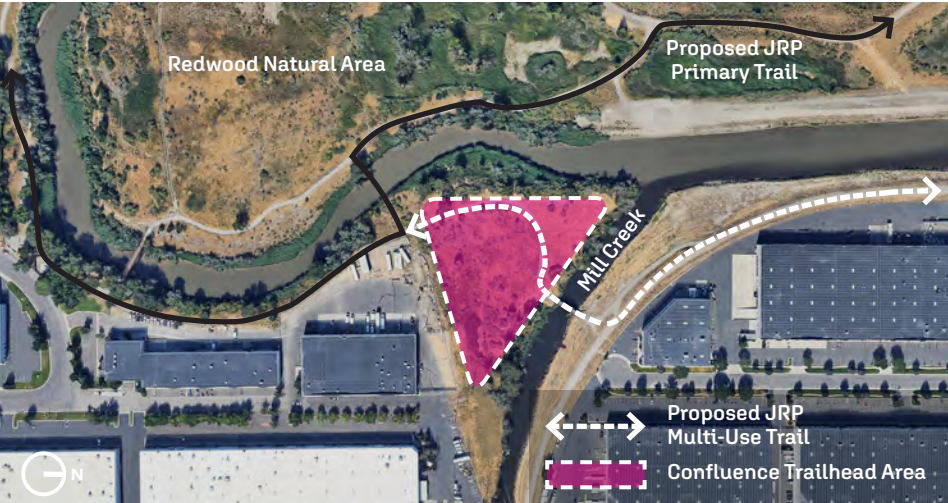
GROUND LEVEL VIEW OF CONSTRUCTED TRAIL LINK FACING THE JORDAN RIVER TRAIL.



Enabling Projects

⑨ **Mill Creek Confluence Trailhead**

To the east of the Redwood Natural Area and in between Mill Creek is an area for a potential trailhead that is directly adjacent to the river and creek. It is positioned where the proposed JRP Primary Trail bridge and JRP Multi-Use Trail meet, potentially serving as a key area for rest, wayfinding, and scenic views across the river to the proposed Redwood Natural Area Destination Park.



LOCATION OF PROPOSED TRAILHEAD



AERIAL VIEW FACING EAST OF PROPOSED TRAILHEAD



ST. PATRICK'S ISLAND IN CALGARY, ALBERTA - CANADA



Enabling Projects

⑩ Mill Creek Trail Connection

This segment of the proposed JRP Multi-Use trail would serve as a key connector to from the proposed Mill Creek Confluence Trailhead, to the northern industrial trail buffer segment, and towards S 900 W. This connector would improve accessibility for visitors traveling to and from the east.



LOCATION OF PROPOSED TRAIL CONNECTION



GROUND LEVEL VIEW FACING EAST OF OPEN CORRIDOR FOR TRAIL CONNECTION



HUNTER'S POINT SOUTH WATERFRONT PARK IN NEW YORK, NEW YORK

Enabling Projects

11 Industrial Landscape Buffer

A landscape buffer that sits between the industrial zoning and the Jordan River can be designed as a segment of the proposed JRT Multi-Use Trail. Given the adjacent land uses, this portion of the trail could have a unique character that complements the industrial land uses. This segment would also connect to potential Redwood Trailhead Park expansion opportunities, which would activate both side of the Jordan River.



AREA OF INDUSTRIAL LANDSCAPE BUFFER



SCULPTURE STUDIO AT THE UNIVERSITY OF ARKANSAS IN FAYETTEVILLE, ARKANSAS



MAYFIELD PARK IN MANCHESTER, UNITED KINGDOM



Enabling Projects

⑫ Redwood Trailhead Park Enhancement

The existing Redwood Trailhead Park features a small picnic area and shade pavilion, adjacent restrooms, a small playground, and paths that lead to the river's edge and nearby bridge crossing. Potential ways to enhance the park would be to activate river recreation with a proposed boat launch, accessible docks or recreation facilities, and larger formal gathering spaces for larger community events.



AREA OF REDWOOD TRAILHEAD PARK ENHANCEMENT



LONG DOCK PARK IN BEACON, NEW YORK



RIVERFRONT PROMENADE PARK IN FORT WAYNE, INDIANA

Vision Plan

OPERATIONS & MAINTENANCE

Vision Plan

OPERATIONS & MAINTENANCE

The long-term success of the Central Jordan River Reconnect depends on coordinated operations and maintenance across the five municipalities, Salt Lake County, and the many partner agencies that share responsibility for the corridor. Building on the Shared Stewardship strategy, this section translates that vision into a practical framework for collaborative management.

The recommendations that follow outline governance structures, operational performance standards, and funding strategies that can support consistent stewardship across jurisdictions. These are intended as a starting point — a reference for the partners who will refine and adopt them over time — rather than a finalized operations manual. Together, they help ensure the corridor remains a welcoming, well-maintained regional resource as the vision plan moves from concept to implementation.

MANAGEMENT AND GOVERNANCE STRATEGIES

The recommended management and governance strategies supporting this *Jordan River Regional Park Master Plan* have been developed specific to the unique aspects of the park being wholly within Salt Lake County, including parcel, infrastructure, and amenity ownership of five distinct municipalities, and being within the purview of Jordan River Commission. The recommended strategies are intended to build the “infrastructure” of collaborative management in a manner that creates equitable partnerships, aligns with the core competencies of all participating agencies, and sets a path forward to create a consistent and seamless park experience for generations to come.

OBJECTIVES

The key objectives or desired outcome of these recommendations are to:

1. Establish and enforce shared operational and maintenance standards for the park.
2. Coordinate daily and annual operations of the park:
 - a. **Develop and track annual priorities for the park as a whole** — this could include but not be limited to quarterly discussions about current and foreseen priorities for the park involving maintenance, facilities management, programming, and/or new construction projects over the next 12 months and beyond.
 - b. **Coordinate the efforts of all the partners** — coordinate maintenance responsibilities, infrastructure projects, programming or major events, collective fundraising (i.e. grants), and other partner priorities that may affect the park.
 - c. **Maintain ongoing maintenance priorities and upcoming capital projects** — maintain a shared and revolving portfolio of maintenance priorities throughout the park including the coordination and scheduling of new capital projects.
 - d. **Maintain an annual program calendar for Jordan River Regional Park (JRRP)** — maintain an annual program calendar that incorporates all programs and special events organized and facilitated by the partners that occur in the park.
3. Create a partnership structure where municipal partners will not be relinquishing any authority over the sites and amenities within the park that are on their properties.

KEY PARTNERS

Jordan River Regional Park exists within a complicated landscape of multiple public and non-profit partners. The recommended management and governance strategies take into account the various parcel and infrastructure ownership circumstances, operational and maintenance commitments, core competencies, and legal authority of all partners. The table below and on the following page details the primary partners involved in JRRP.

Partner	Type of Involvement	Primary Activities
Salt Lake County	Land-owner, maintenance provider, flood control	Maintenance of park lands and amenities on owned land and on municipal partner properties through agreements
City of Millcreek	Land-owner	Contracts maintenance of parcels and infrastructure within JRRP with Salt Lake County
City of Murray	Land-owner, maintenance provider	Maintenance and programming of parcels within JRRP
City of South Salt Lake	Land-owner	Contracts maintenance of parcels and infrastructure within JRRP with Salt Lake County
City of Taylorsville	Land-owner	Contracts maintenance of parcels and infrastructure within JRRP with Salt Lake County
City of West Valley	Land-owner	Contracts maintenance of parcels and infrastructure within JRRP with Salt Lake County
Jordan River Commission	Legal partnership of governmental and non-governmental entities	Coordinates environmental stewardship, resource management activities, and public engagement along the entire Jordan River
Tracy Aviary	Non-profit site operator	Maintenance and programming of parcel within JRRP owned by Salt Lake County
Utah Department of Natural Resources - Division of Wildlife Resources	State natural resource management agency	Environmental management of the river and riparian corridor
Utah Department of Natural Resources – Division of Forestry, Fire and State Lands	State natural resource management agency	Environmental management of the river and riparian corridor

There are additional partners involved in JRRP not listed in this table, however, these are the primary partners with regular and ongoing ownership or management responsibility of sites and assets within the park.

RECOMMENDED STRATEGY

The Jordan River Commission (JRC) is best suited to be the convener of this effort for several reasons, primarily because this agency is already an established partnership of all the involved entities in JRRP. It is already a public forum through which community members and organizations engage on matters pertaining to the Jordan River, including the stretch of the JRRP.

This opportunity could also provide a productive precedent in which existing or future projects along the Jordan River would benefit from collaborative management and operations. The demonstrated success of a multi-jurisdictional partnership created within the JRC infrastructure to facilitate collaborative management and operation of a shared park or program could be a powerful solution for other similar collaborative efforts along the Jordan River. Finally, the coordination of this effort is within the core competencies of the JRC, however, there is no existing funding to support their operational participation in ongoing maintenance of sites or amenities. Resultantly, this is the recommended strategy:

1. Establish a Jordan River Regional Park sub-committee of the Jordan River Commission for the purposes of serving as the convening venue through which management and operations of the JRRP is coordinated.
2. This sub-committee should be comprised of appropriate representatives from Salt Lake County, the five municipalities, Tracy Aviary and potentially additional state agencies as are relevant.
3. The sub-committee should elect officers annually to include at minimum a Chair and Vice-chair.
4. This sub-committee will set and enforce the shared operations and maintenance standards for the park, as well as coordinate programming.
5. This sub-committee will help to coordinate programming and public activities occurring in the park.
6. Existing maintenance agreements and responsibilities will continue which are primarily currently provided by Salt Lake County and the City of Murray.
7. Future maintenance responsibilities can be adjusted based upon need, organizational efficiencies, and potential future funding and revenue sources.

ADDITIONAL CONSIDERATIONS

FUNDING AND FLOW OF FINANCES

The JRC is not a taxing entity and therefore would never have the authority to leverage public funding opportunities to support the operations and management of the JRRP. If funding were ever available to support JRRP operations from sources such as dedicated sales tax proceeds, TIF funds, special district revenues, etc., it would most likely be generated by Salt Lake County given they are the overarching public jurisdiction of the park. Hypothetically, those funds could be designated for JRRP priorities and either distributed to municipal partners directly to resource their activities in the park, or distributed to the JRC to be allocated as needed by the proposed sub-committee.

ACCOUNTABILITY

It is recommended that all partners that comprise the proposed sub-committee sign and maintain a multi-jurisdiction agreement such as the example provided in the appendix of this plan. This agreement can serve as the de facto “bylaws” of the sub-committee, outlining how the committee is structure, how it operates, and its lines of authority. By signing this agreement, all land-owning partners in particular also agree to adhere to the established operations and maintenance standards as referenced by the agreement. Failure to comply with the standards and agreed obligations as a partner could result in various consequences including but not limited to written notice of noncompliance, suspension or removal from the committee until the issue is resolved, or even possible fines.

ANNUAL EVALUATION PROCESS

It is a best practice that a sub-committee such as this also develop an annual review or evaluation process both of operational and maintenance standards, as well as the organizational effectiveness of the committee itself. In this case, it would be most appropriate if this evaluation process was overseen by the sub-committee itself, appointing an evaluation task force that could include both committee members and non-committee members to organize and complete that evaluation process. Review and potential refinement of the operational and maintenance standards would be their primary charge, and also a simple evaluation process of the effectiveness of the committee in meeting its goals, objectives, and overall charge.

FUNDING AND REVENUE STRATEGIES

Currently there is no dedicated funding established to support the operations and maintenance of JRRP. Existing activities at the sites and amenities within the newly established JRRP are funded through the regular annual operations and maintenance funds available through each of the primary partners. It is possible that a dedicated funding strategy could be pursued to directly support the operations, maintenance, and programming of JRRP albeit it is not known if these strategies would be politically palatable in the current environment. What has been identified here are national best practices from similar examples around the United States and what is legally possible in the State of Utah.

SPECIAL IMPROVEMENT OR BUSINESS IMPROVEMENT DISTRICTS

Special Improvement Districts (SIDs) or Business Improvement Districts (BIDs) are typically established in communities in a downtown business district but can also be established around a regional attraction. The SID/BID district typically requires 60% of the owners to support the BID before it can be put into place. Revenues generated are typically derived from property assessments on commercial properties and is generally used for maintenance and enhancements of the designated sites and amenities within the district, and resourcing public engagement opportunities. The development of Jordan River Regional Park intuitively will stimulate business growth in the immediate vicinity making the potential revenues generated from SID/BID greater. Given the circumstances of the JRRP crossing multiple municipal boundaries, the most logical entity to create a potential special district would be Salt Lake County as the park is wholly within the county’s jurisdictional authority.

Parks drive successful business improvement districts in several ways:

- **Attract visitors and talent:** High-quality parks boost a city's "curb appeal," attracting tourists, residents, and businesses. A pleasant, green environment is a major selling point for attracting and retaining a skilled workforce.
- **Increase property values:** Properties located near well-maintained parks experience higher values, which generates greater property tax revenue for the city.
- **Enhance commercial viability:** Parks increase foot traffic for nearby businesses, such as restaurants, cafes, and retail shops. They also provide venues for festivals, concerts, and other events that attract customers.
- **Improve quality of life:** By offering recreational opportunities, green spaces contribute to a better quality of life. This makes a district more desirable for residents and businesses alike, spurring investment and growth.

Pros: Dedicated focus to further elevate and improve to the areas immediately adjacent to JRRP can benefit distressed areas of the district and re-energize these areas

Cons: Can be seen as a property “tax” on businesses and property owners, direct economic impact restricted to the district

Successful examples of BIDs stimulated by the development of a signature park or parks:

- Klyde Warren Park, Dallas, Texas
- Bryant Park, New York City, New York
- Downtown Boston Parks, Boston, Massachusetts
- Great Rivers Greenway District, St. Louis, Missouri

DEDICATED SALES TAX

Dedicated sales tax districts designate an area, often a municipality, county, or a smaller, specifically defined zone within those jurisdictions, where an additional sales tax (an incremental sales tax) is levied to generate revenue for specific purposes or projects. Currently, the ZAP tax (Zoo, Arts and Parks) is a 0.1% dedicated sales tax that supports distinct eligible projects within Salt Lake County but does not fund regular and ongoing operations and maintenance of any particular site or entity. This could be reviewed to be potentially increased nominally to support JRRP. In some cases, instead of a new or additional tax being levied the enabling tax policy has designated the existing sales tax revenues collected from designated items or services to be dedicated for parks and recreation purposes. This revenue is then to those predefined uses, rather than being used for general government expenses.

The key factors of success for these programs include:

- **Dedicated funding source:** Successful sales tax initiatives earmark a specific portion of the revenue exclusively for parks and recreation, preventing it from being diverted to other uses.
- **Voter approval:** Public buy-in is critical. Many successful programs secure their funding via ballot measures that amend state or local laws to constitutionally protect the funding.
- **Targeted funding:** Dedicating revenue from an existing tax on related items, like sporting goods, can be more popular with voters than proposing a new, broad-based tax. This creates a direct link between the consumers of sporting goods and the benefits they receive from the tax.
- **Clear purpose:** Programs that clearly define how the tax revenue will be used—for example, for operations, maintenance, and capital improvements—are more likely to win voter support.

Pros: Can be levied at different geographies (district, city, county), captures revenue from broader economic activities including from visitors, eases tax burden on just residents, could be dedicated to parks and trails city-wide or regionally

Cons: Will be seen as additional tax by voters and will require voter approval

Successful examples of local-level park sales tax programs:

- **City of Heath, Texas:** The city dedicates 25% of its annual sales tax revenue to fund the Parks and Community Improvement Projects, showing how a local sales tax can effectively contribute to community parks.
- **Overland, Missouri:** This city uses a dedicated sales tax exclusively for local parks and community center operations and improvements. This frees up general funds for other city departments while providing a protected revenue stream for parks.
- **Columbia, Missouri:** This city has a successful park sales tax that has been renewed by voters. It plays a key role in funding recreational facilities and boosting the local economy through "sports tourism".

LEVERAGE THE JORDAN RIVER FOUNDATION

Given the existence of the Jordan River Foundation (JRF), this is a opportunity to engage this partner to better leverage private sector philanthropy and community awareness around priorities and needs in the park. A park-focused foundation such as JRF and potential designated fund they can create can raise money for park and trail related improvements, programs for disadvantaged users and support the development of new facilities that are needed in the city. The high-profile nature of the development of Jordan River Regional Park could be a philanthropic catalyst for the establishment of a county-wide parks foundation.

Key characteristics of successful park foundations include:

- **Strategic Funding:** They acquire charitable contributions from corporations, private donors, and foundations for specific projects that improve parks.
- **Community Engagement:** They mobilize volunteers for park cleanups, tree planting, and other maintenance tasks, creating a sense of community ownership and participation.
- **Partnerships:** They work closely with local government park departments and other organizations to align their efforts and maximize impact.
- **Diverse Projects:** They support a wide range of initiatives, from capital improvements like benches and trail systems to programs that engage residents and children.
- **Advocacy:** They promote the value of parks and advocate for their protection and enhancement within the community.
- **Organizational Structure:** Many operate as 501(c)(3) non-profits, allowing them to receive tax-deductible donations and build capacity to serve their communities.

Pros: Leverages public funding with private sector philanthropy and institutional giving can champion the social and economic value of investments in parks and trails across the community

Cons: Requires a staffed organization with decent capacity to do this well, can take years to develop overall effectiveness as a fundraising partner

Successful examples of park foundations:

- **National Park Foundation (NPF):** The official charity and nonprofit partner of the National Park Service, it raises funds for national parks and promotes an inclusive narrative.
- **Allen Parks Foundation:** A local example that provides funding for playground enhancements, community park cleanup tools, and a park ambassador program in Allen, Texas.
- **McKinney Parks Foundation:** This foundation partners with the McKinney Parks Department to support the maintenance and beautification of natural spaces through volunteer events and other projects.
- **Austin Parks Foundation:** A non-profit dedicated to the development and maintenance of Austin's outdoor spaces.

TAX INCREMENTAL FINANCING

Tax Incremental Financing is a public funding tool used by municipalities to subsidize development improvements in a defined area, such as a public park or other public benefit. A TIF works by dedicating the future increase in property tax revenue from a project to be specifically used to pay for that project rather than going into the general fund. The municipality or county must define the area for the park and create a “base value” of the area that is set by the current property value of the defined district. Then, for a set number of years, tax revenue beyond the base value that is generated is put into a special fund for the project and are used to pay for costs associated with the park. After the TIF expires, all additional tax revenue is put back into the municipality’s general fund.

Pros: TIF’s are often used to revitalize blighted areas; can encourage development or redevelopment as it subsidizes development costs and reduces financial risks; helps to increase the tax base of a municipality.

Cons: There is a financial risk that if the project fails to increase projected property values the municipality must pay off any TIF bonds that are issued; in some cases, TIF’s can lead to gentrification and displacement of low-income residents and small businesses; TIF projects can be complex and may not be understood resulting in public backlash if residents feel that the funds are being diverted from needed public services. Informing the public is critical to the success of a TIF project.

Successful examples of TIF projects:

- **The Atlanta Beltline** This major project, which includes a network of parks, trails, and transit, is a prominent example of TIF funding for a public space initiative. TIF bonds were issued and backed by the future tax revenues to fund the ambitious plan.
- **Chicago Riverwalk:** The development of the Chicago Riverwalk was funded in part through a special TIF district created in the downtown area. The revenue helped pay for infrastructure improvements that created public access to the riverfront.
- **Milwaukee’s Menomonee Valley:** In this large-scale brownfield redevelopment, a TIF district was used to transform a former rail yard into an industrial park and 70 acres of parks and trails.
- **Northwood, NH:** This town identified extending walking and snowmobile trails as a potential use of its TIF funds.

OTHER PUBLIC FUNDING SOURCES

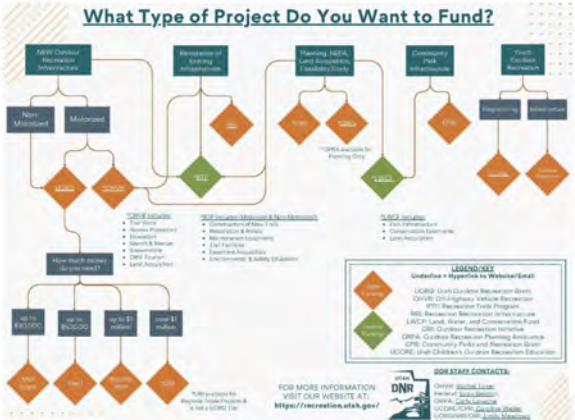
There are a number of public funding opportunities that could be further explored and pursued to support facility and infrastructure investment at JRRP. These are listed and detailed below.

Federal

- **Department of Commerce, Economic Development Administration**
Once the economic impact assessment is complete, this could be a potential source of funding to support job creation and general economic impact to the local area and region.
- **Department of Housing and Urban Development**
 - Community Development Block Grants Program: urban and rural community development and economic resiliency
- **House and Senate Congressionally Directed Spending** – areas that are regularly funded that could apply to JRRP include:
 - Commerce and Related Agencies
 - Environment and Related Agencies
 - Housing and Urban Development and Related Agencies

State of Utah

- **Utah Office of the Legislative Fiscal Analyst** - A Utah state senator or state representative can secure capital funding for district projects primarily by filing a Request for Appropriation (RFA) with the Office of the Legislative Fiscal Analyst. These requests, due by the 11th day of the General Session, are reviewed by subcommittees and the Executive Appropriations Committee (EAC).
- **State Grant Programs** – there are a number of state grant programs primarily through the Department of Natural Resources Division of Outdoor Recreation in which JRRP projects may be eligible for funding support. These include
 - Utah Outdoor Recreation Grant
 - Youth Engagement Grants
 - Recreation Restoration Infrastructure Grant
 - Community Parks and Recreation Grant
 - Recreational Trails Program
 - Outdoor Recreation Planning Assistance



Source: <https://recreation.utah.gov/grants/>

Operations & Maintenance

Operational Performance Measures

The suggested Performance standards have been developed based on industry best practices nationally and should be reviewed and tailored to the unique circumstances and environment of Jordan River Reconnect (JRR). They have been developed to support the core amenities and services of JRR sites and amenities. The standards focus on establishing what constitutes high-quality experience, cost management, marketing and communication standards for users to access the amenity or service, and performance measures to track desired outcomes that hold staff accountable to those standards.

General Performance Measures

JRR should consider adopting the following performance measures to track desired outcomes and to demonstrate to key leadership the value of the investment being made in its sites, services, and amenities.

- Visitor/user satisfaction levels met at 90% or greater at all sites and amenities.
- Safety or emergency call-outs per visitor are decreased as a result of improved visitor awareness on safety rules and regulations, and improved safety-related infrastructure (signage, lighting, security protocols, etc.).

- All special events generate at least 50% cost recovery of JRR costs for supporting the event through permit and/or concession fees.
- Volunteer hours make up 10% of the total work force hours for maintaining parks and trails.

Standards of High-Quality Park or Recreational Experience

For all amenities and services, the following standards should be in place to promote a high-quality state park experience:

- All staff qualifications are consistent with in-the-field experience.
- Any guided or facilitated programs provided either by JRR or concessionaires/partners should have a staff/volunteer-to-participant ratios that is appropriate for participants to feel safe and attended to.
- Staff and volunteers are trained in customer service and diversity training to help ensure all visitors and users feel welcome and appreciated.
- Customer feedback methods are in place to seek input from visitors on their expectations of park services and the results of their experience.
- All park policies and usage regulations are available and accessible to visitors.
- Any volunteers and partner program providers or employees working

with children will have certified background checks.

- Performance measures tracked will be shared with staff and volunteers.
- All regulatory requirements for sites and services are complied with.

Maintenance Standards

- Establish maintenance zones within parks that correlate with regular maintenance attention and activities performed. This should range from Level 1 areas that are highly utilized by visitors and require routine and daily maintenance, to Level 3 areas that require little to no regular maintenance beyond resource stewardship.
- Minimize Level 1 areas that require regular mowing during the growing season to optimize maintenance crew efficiency by utilizing native plantings.
- Maintain an active invasive management plan to continually improve the quality of the natural resources at JRR sites.
- Utilize a maintenance management system to strategically prioritize and allocate staff resources to necessary maintenance tasks, as well as track capital asset lifecycle.
- Regularly inspect built infrastructure to identify maintenance priorities.
- Utilize volunteers where appropriate and possible to improve maintenance staff efficiency.

- Track the asset value of the park system and try to budget for 3%-5% of total asset value as an annual reinvestment in capital infrastructure.

Financial Standards

- Any fee schedule in place, and staff understand the philosophy behind it and how to communicate price to users.
- Pricing of all services including concessions and permitting will be established commensurate with the prices of other available or similar park amenities and consistent with JRR financial management standards.
- JRR will reserve the right to review concessionaire books as requested.
- Partnerships with service or program providers will be updated yearly, their level of contribution will be documented, and tracking performance measures will be shared with each partner or transferred to other service providers, thus reducing the impact on staff time.



Central Jordan River
RECONNECT

ACTION PLAN

Implementation Strategy

July 2026 | Prepared by PORT

Action Plan

VISION TO ACTION

The Vision Plan describes what the Central Jordan River corridor can become. The Action Plan describes how to get there. Its recommendations—from corridor-wide ecological restoration to trail crossings, improved boat launches, and park enhancements—represent years of potential investment across five cities, Salt Lake County, and many partner agencies. Building out this vision will take a coordinated effort, advanced collectively rather than by any single entity or timeline. It will depend on coordination among the jurisdictions and agencies that own and maintain the corridor.

The diagram at right distills the full set of improvements from The Plan into a single, legible reference for the Action Plan. It consolidates the corridor’s work—the five corridor-wide strategies, Anchor Park enhancements, Connecting Segment improvements, and Enabling Projects—showing what is proposed and where it falls across the five jurisdictions. Each is detailed in the Project Matrix that follows and fully visualized in The Plan.

KEY LEGEND

SW

SYSTEM-WIDE STRATEGY
See pp. 18-37

AP

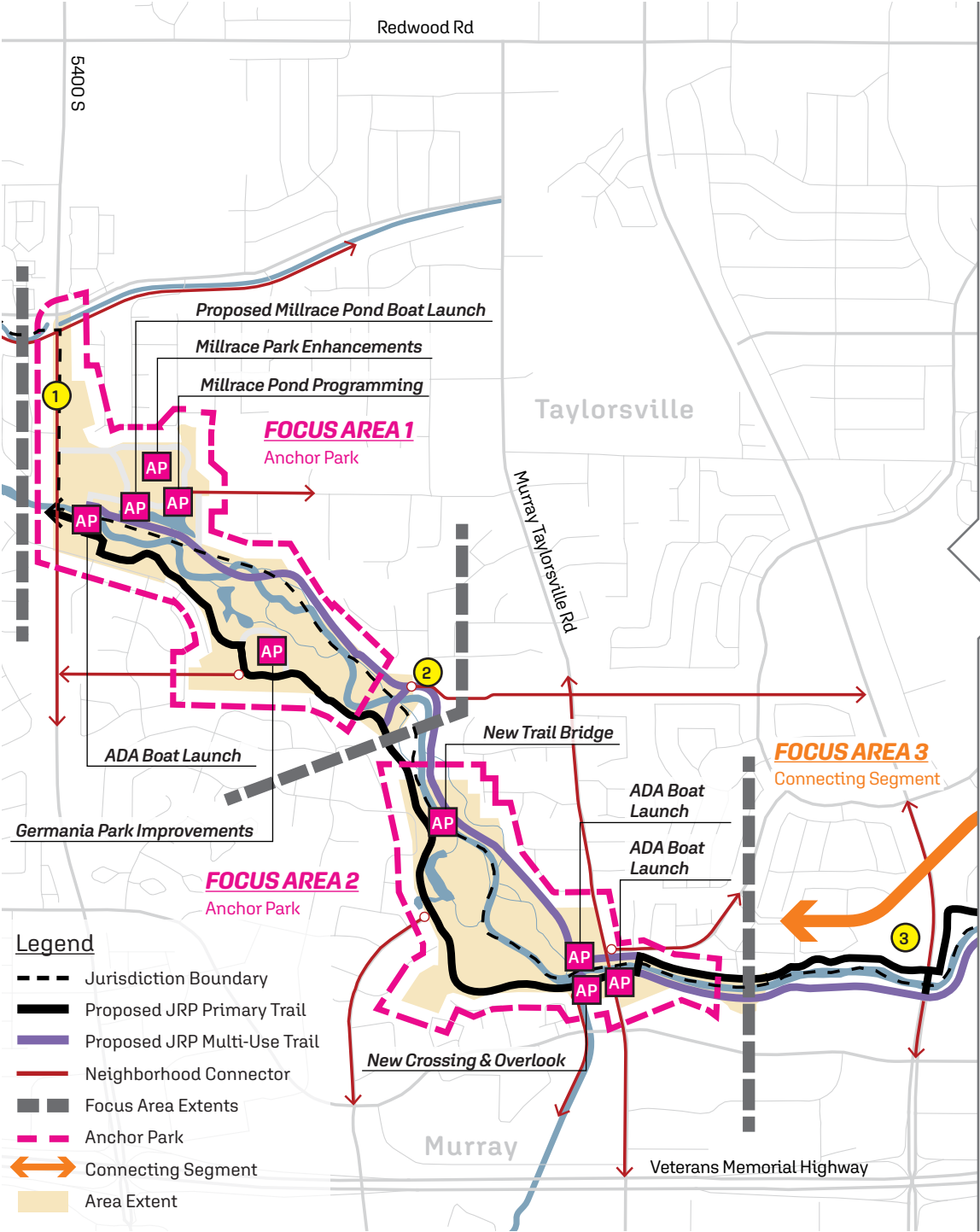
ANCHOR PARK ENHANCEMENT
See pp. 40-77

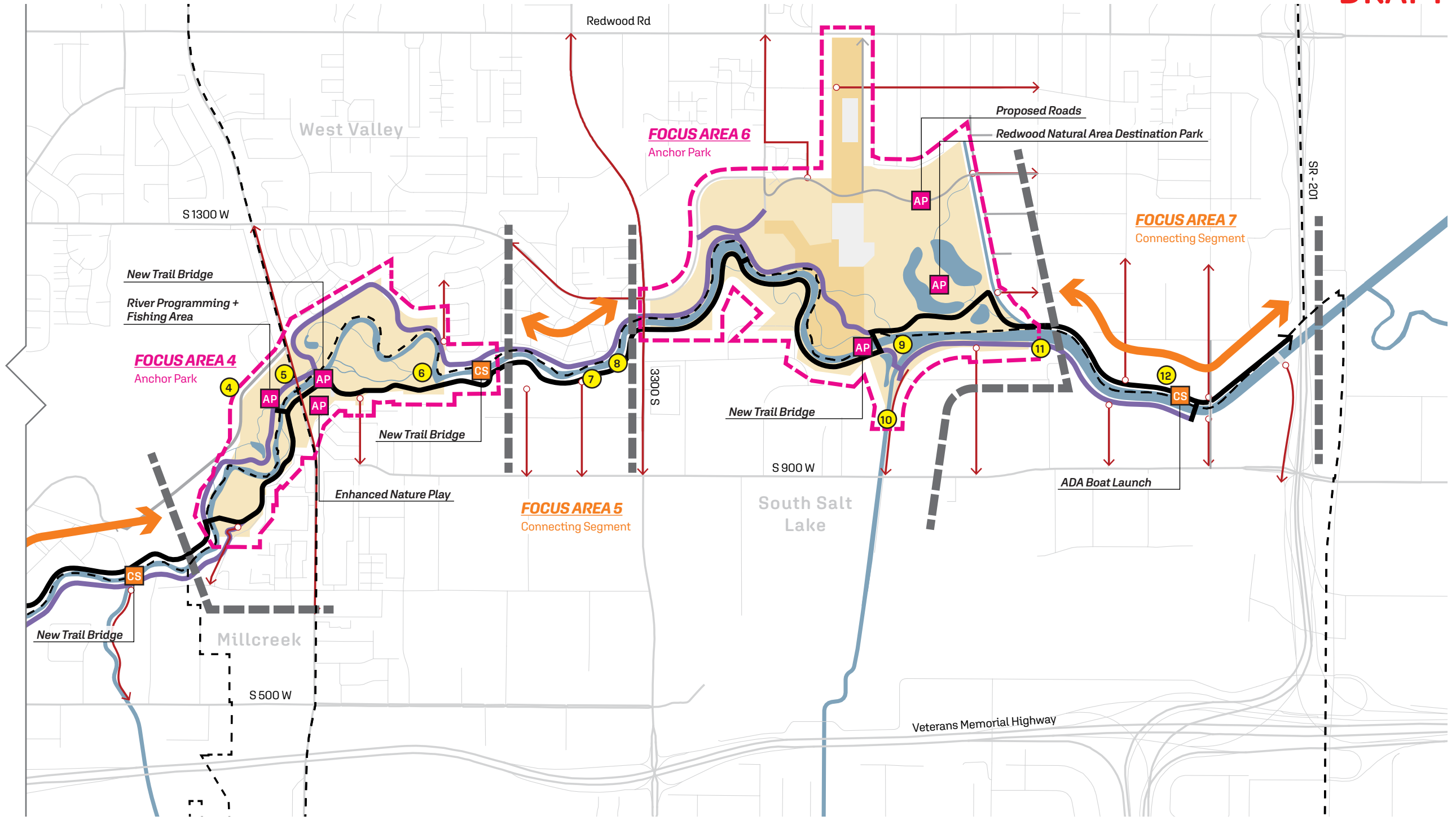
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CONNECTING SEGMENT ENHANCEMENT
See pp. 40-77

X

ENABLING PROJECT
See pp. 80-93





Action Plan

Implementation Strategy

The pages that follow organize every recommendation in the plan into a project matrix: a shared, quick reference identifying each project's focus, the partners involved, and where it stands today. Each project carries two measures, defined in the columns at right: stage of implementation, which records work already underway, and readiness, which looks ahead to how soon a project may advance.

Critically, these measures stand in place of a priority ranking. The timelines here do not rank one project against another; they separate what is actively moving or near complete from what still has significant work ahead. Which projects to pursue, and in what order, rests with the jurisdictions and Salt Lake County, each weighing its own goals, budgets, and community needs. Every recommendation in this matrix is instrumental to realizing the vision the corridor's communities and partners shaped through this plan.

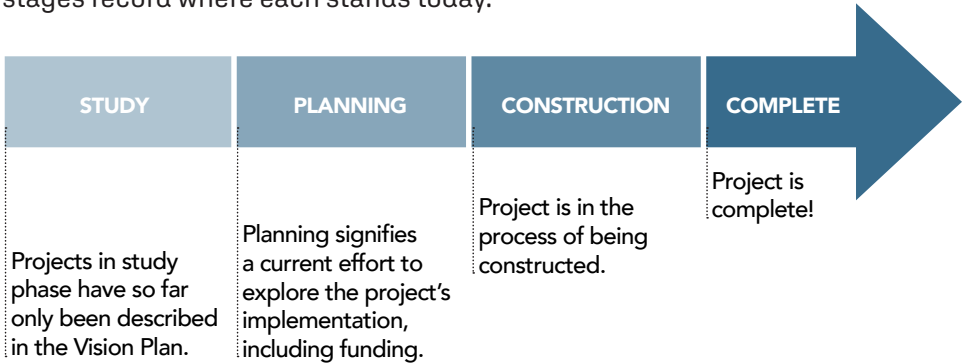
Project Readiness
Readiness reflects how soon a project is likely to advance, based on its complexity and coordination needs, not its importance.

Near-term projects build momentum and can move relatively quickly, often on existing plans and available funding.

Mid-term projects involve larger coordination efforts, additional design, or partnerships across multiple jurisdictions.

Long-term are the most complex initiatives, depending on coordination across multiple agencies, future funding, land acquisition, or broader investment.

Stage of Implementation
Every project sits somewhere on the path from idea to completion. These stages record where each stands today.



Action Plan

Project Matrix

The matrix that follows lists every recommendation in the plan, organized by jurisdiction so each community can quickly find the projects within its boundaries. Projects spanning more than one city appear under each. For every project, the matrix identifies the corridor-wide strategy it advances, a brief description, the jurisdictions and coordinating agencies involved, its anticipated phasing, and its current stage. Each entry corresponds to recommendations detailed earlier in the Vision Plan, where full context, diagrams, and design concepts appear.

AGENCY ABBREVIATION KEY

SLCO	SALT LAKE COUNTY
JRC	JORDAN RIVER COMMISSION
[CITY] PW	PUBLIC WORKS (OF INVOLVED CITIES)
SLCO PW	SALT LAKE COUNTY PUBLIC WORKS
SLCO FLD CNTRL	SALT LAKE COUNTY FLOOD CONTROL
UTAH DOR	UTAH DIVISION OF OUTDOOR RECREATION
UTAH DWR	DIVISION OF WILDLIFE RESOURCES
FFSL	FORESTRY FIRE AND STATE LANDS
UDOT	UTAH DEPARTMENT OF TRANSPORTATION
USACE	U.S. ARMY CORPS OF ENGINEERS
RMP	ROCKY MOUNTAIN POWER
TBID	TAYLORSVILLE BENNION IMPROVEMENT DIST.

Salt Lake County

Corridor Project Summary

Projects are not listed in order of priority

The County leads or co-leads the two corridor-spanning project types—ecological restoration and the continuous two-sided trail—that recur in every Focus Area, along with multi-jurisdictional anchors. These are listed once here as corridor-wide initiatives and referenced, not repeated, under each city.

KEY	PROJECT	DESCRIPTION	REPORT PAGES	JURISDICTIONS	PERMITTING & INVOLVED AGENCIES	PROJECT READINESS	STAGE OF PROJECT IMPLEMENTATION
	CORRIDOR-WIDE ECOLOGICAL RESTORATION	SIDE & PERENNIAL CHANNELS, EXPANDED WETLANDS, AND WOODY STRUCTURES WITHIN THE FOUR CORNERS COMMONS FOR RIPARIAN ENHANCEMENT AND ECOLOGICAL BENEFIT.	26, 27	SALT LAKE COUNTY (ALL FIVE CITIES)	SLCO FLD CNTRL, USACE, UTAH DWR, FFSL	MID	STUDY
	CORRIDOR-WIDE TWO-TRAIL SYSTEM	IMPLEMENTATION OF THE PROPOSED JRP PRIMARY AND MULTI-USE TRAIL SYSTEM, CONNECTOR & SOFT-SURFACE TRAILS, AND BOARDWALKS.	22, 23	SALT LAKE COUNTY (ALL FIVE CITIES)	SLCO PARKS & REC, SLCO FLD CNTRL, JRC	MID	PLANNING
	COORDINATED MANAGEMENT & OPERATIONS & MANAGEMENT FRAMEWORK	ESTABLISH THE RECOMMENDED SHARED MANAGEMENT STRUCTURE (JRRP SUB-COMMITTEE OF THE JRC), ALIGNING MAINTENANCE, PROGRAMMING, AND PUBLIC-SAFETY STANDARDS ACROSS JURISDICTIONS.	36, 37	SALT LAKE COUNTY, JRC	SLCO PARKS & REC, JRC	MID	STUDY

Millcreek

Corridor Project Summary

Projects are not listed in order of priority

Millcreek meets the Jordan River along its shortest frontage in the corridor, but its stretch anchors the Four Corners Commons where West Valley City, Taylorsville, Millcreek, and South Salt Lake meet. Projects here center on ecological restoration within the Meadowbrook Natural Area and completing the two-sided trail and crossings that knit Millcreek’s riverfront into the larger anchor park shared with Taylorsville, South Salt Lake, and West Valley City.

KEY	PROJECT	DESCRIPTION	REPORT PAGES	JURISDICTIONS	PERMITTING & INVOLVED AGENCIES	PROJECT READINESS	STAGE OF PROJECT IMPLEMENTATION
SW	ECOLOGICAL RESTORATION	SIDE & PERENNIAL CHANNELS, EXPANDED WETLANDS, AND WOODY STRUCTURES WITHIN THE FOUR CORNERS COMMONS FOR RIPARIAN ENHANCEMENT AND ECOLOGICAL BENEFIT.	26, 27	MILLCREEK	SLCO FLD CNTRL, USACE, UTAH DWR, FFSL, SLC FLD CNTRL	MID	STUDY
SW	TRAIL IMPROVEMENTS	IMPLEMENTATION OF THE PROPOSED JRP PRIMARY AND MULTI-USE TRAIL SYSTEM, CONNECTOR & SOFT-SURFACE TRAILS, AND BOARDWALKS.	22, 23	MILLCREEK, TAYLORSVILLE, SOUTH SALT LAKE	SLCO PARKS & REC, JRC, FLC FLD CNTRL	NEAR	PLANNING
Focus Area 4—Anchor Park <i>[see pp. 56-63]</i>							
AP	ENHANCED NATURE PLAY	AN ENHANCED, NATURE-BASED PLAY AREA AT GENERAL HOLM PARK THAT BUILDS ON EXISTING PLAY FEATURES AND DRAWS ON THE MEADOWBROOK NATURAL AREA'S ECOLOGICAL CHARACTER, WITH DIRECT ACCESS TO PARKING AT THE UNIFIED JRT MILLCREEK TRAILHEAD.	60	MILLCREEK	SLCO PARKS & REC	NEAR	PLANNING
AP	RIVER PROGRAMMING + FISHING AREA	A WATER GET-DOWN ACROSS THE RIVER FROM THE UNIFIED MILLCREEK TRAILHEAD / GENERAL HOLM PARK SUPPORTING PASSIVE RECREATION, FISHING, AND WATER ACCESS.	60	MILLCREEK, TAYLORSVILLE	SLCO PARKS & REC JRC, SLCO FLD CNTRL, UTAH DWR, TBID	LONG	STUDY
5	3900 S BRIDGE IMPROVEMENTS	REPLACE AND RAISE THE W MEADOWBROOK EXPY. BRIDGE TO ALLOW THE JRP PRIMARY AND MULTI-USE TRAILS AND HIGH-WATER KAYAK NAVIGATION TO PASS SAFELY BENEATH TRAFFIC, REMOVING THE NEED TO REPLACE THE EXISTING PED BRIDGE AS IT NEARS THE END OF ITS SERVICE LIFE.	86	MILLCREEK, TAYLORSVILLE, SOUTH SALT LAKE, WEST VALLEY CITY, SALT LAKE COUNTY	SLCO FLD CNTRL, UDOT, CITY PW, FFSL, SLCO FLD CNTRL	LONG	STUDY

City of Murray

Corridor Project Summary

Projects are not listed in order of priority

The Jordan River corridor in Murray includes established parks, residential neighborhoods, and sections where ecological restoration and improved trail connections can strengthen the riverfront. Existing assets such as Germania Park and Millrace Park in Taylorsville provide key recreational anchors. The projects identified here focus on enhancing these spaces while improving habitat conditions, river access, and neighborhood connections along the Jordan River Parkway.

KEY	PROJECT	DESCRIPTION	REPORT PAGES	JURISDICTIONS	PERMITTING & INVOLVED AGENCIES	PROJECT READINESS	INITIAL STAGE
SW	ECOLOGICAL RESTORATION	CHANNEL RE-ROUTING, NEW PONDS, SIDE & PERENNIAL CHANNELS, WOODY STRUCTURES, AND EXPANDED WETLANDS FOR RIPARIAN ENHANCEMENT AND ECOLOGICAL BENEFIT.	26, 27	MURRAY, TAYLORSVILLE	SLCO FLD CNTRL, USACE, UTAH DWR, FFSL	MID	STUDY
SW	TRAIL IMPROVEMENTS	IMPLEMENTATION OF THE PROPOSED JRP PRIMARY AND MULTI-USE TRAIL SYSTEM, CONNECTOR & SOFT SURFACE TRAILS, AND BOARDWALKS	22, 23	MURRAY	JRC	NEAR	PLANNING
Focus Area 1—Anchor Park [see pp. 42-47]							
2	ROCKY MOUNTAIN POWER (RMP) CORRIDOR TRAIL CONNECTION	TRAIL EXTENSION THROUGH THE RMP (POWER EASEMENT) CORRIDOR PROVIDING MORE ACCESS TO THE PROPOSED JRP PRIMARY AND MULTI-USE TRAILS AND ENHANCING LOCAL NEIGHBORHOOD CONNECTIONS.	83	MURRAY	RMP, JRC	MID	PLANNING
AP	GERMANIA PARK IMPROVEMENTS	PROPOSED FURNISHING AND AMENITIES SUCH AS ENHANCED SEATING, SHADE, LIGHTING TO CREATE A WELCOMING SPACE AND DEFINE THE NEW CHARACTER OF THE PARK.	46	MURRAY	JRC	NEAR	STUDY
AP	ADA BOAT LAUNCH [TRAILHEAD @ 5400 S]	AN EXISTING BOAT LAUNCH AT TRAILHEAD @ 5400 S TO BE CONVERTED INTO A FORMAL, ADA ACCESSIBLE BOAT LAUNCH	47	MURRAY	SLCO PARKS & REC, JRC	NEAR	PLANNING
Focus Area 2—Anchor Park [see pp. 48-53]							
AP	NEW CROSSING AT KENNECOTT NATURE CENTER OF MURRAY (TRAIL BRIDGE)	A PROPOSED PEDESTRIAN BRIDGE NEAR THE KENNECOTT NATURE CENTER WOULD CONNECT THE PROPOSED TRAILS ACROSS MURRAY AND TAYLORSVILLE	53	MURRAY, TAYLORSVILLE	SLCO FLD CNTRL, SLCO PARKS & REC, FFSL, JRC	MID	STUDY
AP	NEW CROSSING & OVERLOOK AT LITTLE CONFLUENCE TRAILHEAD & ARROWHEAD PARK	A FEATURE ELEMENT THAT WOULD FACILITATE THE CONNECTION OF LITTLE CONFLUENCE TRAILHEAD, ARROWHEAD PARK, AND CONFLUENCE PARK TO UNIFY THEM INTO ONE CORE PARK SPACE	53	MURRAY, TAYLORSVILLE	SLCO FLD CNTRL, SLCO PARKS & REC, FFSL, JRC	LONG	STUDY
AP	ADA BOAT LAUNCH	ADD AN ADA ACCESSIBLE BOAT LAUNCH TO THE EXISTING LAUNCH AT ARROWHEAD PARK	53	MURRAY	SLCO FLD CNRL, JRC, FFSL	MID	PLANNING
Focus Area 3—Connecting Segment [see pp. 54-55]							
CS	NEW CROSSING (TRAIL BRIDGE)	A PROPOSED PEDESTRIAN BRIDGE THAT ALIGNS CLOSELY TO BIG COTTONWOOD CREEK AND W TWIN RIVER WAY	55	MURRAY, TAYLORSVILLE	SLCO FLD CNTRL, SLCO PARKS & REC, FFSL, JRC	LONG	STUDY

South Salt Lake

Corridor Project Summary

Projects are not listed in order of priority

South Salt Lake holds the corridor’s downstream gateway toward Salt Lake City, including the Tracy Aviary Nature Center and the southern reach of the Four Corners anchor. Projects here focus on completing trail crossings and access points—including a police-substation connection that improves both neighborhood access and public safety—and supporting the Mill Creek confluence connections that link South Salt Lake into the Redwood Nature Area destination park.

KEY	PROJECT	DESCRIPTION	REPORT PAGES	JURISDICTIONS	PERMITTING & INVOLVED AGENCIES	PROJECT READINESS	INITIAL STAGE
SW	ECOLOGICAL RESTORATION	CHANNEL RE-ROUTING, NEW PONDS, SIDE & PERENNIAL CHANNELS, WOODY STRUCTURES, AND EXPANDED WETLANDS FOR RIPARIAN ENHANCEMENT AND ECOLOGICAL BENEFIT.	26, 27	SOUTH SALT LAKE	SLCO FLD CNTRL, USACE, UTAH DWR, FFSL	MID	STUDY
SW	TRAIL IMPROVEMENTS	IMPLEMENTATION OF THE PROPOSED JRP PRIMARY AND MULTI-USE TRAIL SYSTEM, CONNECTOR & SOFT SURFACE TRAILS, AND BOARDWALKS	22, 23	SOUTH SALT LAKE	SLCO PARKS & REC, JRC	NEAR	PLANNING
Focus Area 4—Anchor Park <i>[see pp. 56-63]</i>							
5	3900 S BRIDGE IMPROVEMENTS	REPLACE AND RAISE THE W MEADOWBROOK EXPY. BRIDGE TO ALLOW THE JRP PRIMARY AND MULTI-USE TRAILS AND HIGH-WATER KAYAK NAVIGATION TO PASS SAFELY BENEATH TRAFFIC, REMOVING THE NEED TO REPLACE THE EXISTING PED BRIDGE AS IT NEARS THE END OF ITS SERVICE LIFE.	86	SOUTH SALT LAKE, TAYLORSVILLE, MILLCREEK, WEST VALLEY CITY	SLCO FLD CNTRL, UDOT, CITY PW, FFSL, SLCO FLD CNTRL	LONG	STUDY
AP	NEW CROSSING AT GENERAL HOLM PARK (TRAIL BRIDGE)	A PROPOSED PEDESTRIAN BRIDGE NEAR GENERAL HOLM PARK WOULD CONNECT THE PROPOSED TRAILS IN WEST VALLEY CITY AND SOUTH SALT LAKE.	61	SOUTH SALT LAKE, WEST VALLEY CITY	SLCO FLD CNTRL, SLCO PARKS & REC, FFSL, JRC	MID	STUDY
6	MEADOWBROOK NATURAL AREA OVERLOOK	A PROPOSED OVERLOOK WOULD OFFER VISITORS A PLACE TO REST WITH SEATING AND FURNISHING, DECKS FOR SCENIC VIEWING, AND WAYFINDING MATERIALS AND EDUCATIONAL SIGNAGE ON THE NATURAL AREA.	87	SOUTH SALT LAKE, MILLCREEK	SLCO PARKS & REC	NEAR	STUDY
AP	NEW CROSSING AT MEADOWBROOK NATURAL AREA (TRAIL BRIDGE)	A PROPOSED PEDESTRIAN BRIDGE NEAR THE MEADOWBROOK NATURAL AREA WOULD CONNECT THE PROPOSED TRAILS IN WEST VALLEY CITY AND SOUTH SALT LAKE.	61	SOUTH SALT LAKE, WEST VALLEY CITY	SLCO FLD CNTRL, SLCO PARKS & REC, FFSL, JRC	MID	STUDY
CS	NEW CROSSING NEAR TRACY AVIARY NATURE CENTER (TRAIL BRIDGE)	A PROPOSED PEDESTRIAN BRIDGE NEAR THE TRACY AVIARY NATURE CENTER WOULD CONNECT THE PROPOSED TRAILS IN SOUTH SALT LAKE AND WEST VALLEY CITY.	65	SOUTH SALT LAKE, WEST VALLEY CITY	SLCO FLD CNTRL, SLCO PARKS & REC, FFSL, JRC	MID	STUDY
Focus Area 5—Connecting Segment <i>[see pp. 64-65]</i>							
7	SSL POLICE SUBSTATION ACCESS POINT	AN ACCESS POINT THAT CONNECTS THE TRAIL TO S 100 W IS PROPOSED TO PROVIDE NEIGHBORHOOD ACCESS.	88	SOUTH SALT LAKE	SSL POLICE, SLCO PARKS & REC, JRC	NEAR	PLANNING

KEY LEGEND:

SW

SYSTEM-WIDE STRATEGY
See pp. 18-37

AP

ANCHOR PARK ENHANCEMENT
See pp. 40-77

CS

CONNECTING SEGMENT ENHANCEMENT
See pp. 40-77

X

ENABLING PROJECT
See pp. 80-93

South Salt Lake (Cont.)

Corridor Project Summary

Projects are not listed in order of priority

KEY	PROJECT	DESCRIPTION	REPORT PAGES	JURISDICTIONS	PERMITTING & INVOLVED AGENCIES	PROJECT READINESS	INITIAL STAGE
8	NEW TRAIL LINK TO 3300 S	A NEW TRAIL LINK AND CONNECTION FROM 3300 S TO THE JRP TRAIL WILL ALLOW FOR PEDESTRIAN, BIKE, AND EMERGENCY OR POLICE RESPONSE TO ACCESS THE TRAIL DIRECTLY FROM THE SOUTH SIDE OF 3300 SOUTH.	89	SOUTH SALT LAKE	SLCO PARKS & REC	NEAR	COMPLETE
Focus Area 6—Anchor Park <i>(see pp. 66-75)</i>							
AP	NEW CROSSING AT THE PROPOSED REDWOOD NATURAL AREA DESTINATION PARK (TRAIL BRIDGE)	A PROPOSED PEDESTRIAN BRIDGE THAT WOULD CONNECT THE REDWOOD NATURE AREA DESTINATION PARK TO THE PROPOSED MILL CREEK CONFLUENCE TRAILHEAD.	71	SOUTH SALT LAKE, WEST VALLEY CITY	SLCO FLD CNTRL, SLCO PARKS & REC, FFSL, JRC	NEAR	STUDY
9	MILL CREEK CONFLUENCE TRAILHEAD	THE AREA OF THIS PROPOSED TRAILHEAD IS POSITIONED WHERE THE PROPOSED JRP PRIMARY TRAIL BRIDGE AND JRP MULTI-USE TRAIL MEET, POTENTIALLY SERVING AS A KEY AREA FOR REST, WAYFINDING, AND SCENIC VIEWS ACROSS THE RIVER TO THE PROPOSED REDWOOD NATURAL AREA DESTINATION PARK	90	SOUTH SALT LAKE	SLCO PARKS & REC, JRC	MID	STUDY
Focus Area 7—Connecting Segment <i>(see pp. 76-77)</i>							
10	MILL CREEK TRAIL CONNECTION	THIS SEGMENT OF THE PROPOSED JRP MULTI-USE TRAIL WOULD SERVE AS A KEY CONNECTOR FROM THE PROPOSED MILL CREEK CONFLUENCE TRAILHEAD, TO THE NORTHERN INDUSTRIAL BUFFER SEGMENT, AND TOWARDS S 900W	91	SOUTH SALT LAKE	SLCO PARKS & REC, JRC, FFSL, USACE	NEAR	STUDY
11	INDUSTRIAL LANDSCAPE BUFFER	A LANDSCAPE BUFFER THAT SITS BETWEEN THE INDUSTRIAL ZONING AND THE JORDAN RIVER CAN BE DESIGNED AS A SEGMENT OF THE PROPOSED JRP MULTI-USE TRAIL WITH A UNIQUE CHARACTER THAT COMPLEMENTS THE INDUSTRIAL LAND USES.	92	SOUTH SALT LAKE	SSL PW, PRIVATE PROPERTY OWNERS, USACE	NEAR	STUDY

Taylorsville

Corridor Project Summary

Projects are not listed in order of priority

Taylorsville carries one of the longest frontages in the corridor and shares both the Millrace & Germania and Confluence Park anchors with Murray. Projects here focus on formalizing access at Millrace Park and the Freedom Shrine Trailhead, completing trail crossings shared with neighboring cities, and supporting ecological restoration and river programming within the anchor parks along its reach.

KEY	PROJECT	DESCRIPTION	REPORT PAGES	JURISDICTIONS	PERMITTING & INVOLVED AGENCIES	PROJECT READINESS	INITIAL STAGE
SW	ECOLOGICAL RESTORATION	IMPROVEMENTS TO THE JORDAN RIVER CORRIDOR THROUGH CHANNEL RE-ROUTING, NEW PONDS, SIDE & PERENNIAL CHANNELS, WOODY STRUCTURES, AND EXPANDED WETLANDS FOR RIPARIAN ENHANCEMENT AND ECOLOGICAL BENEFIT.	26, 27	TAYLORSVILLE	SLCO FLD CNTRL, USACE, UTAH DWR	MID	STUDY
SW	TRAIL IMPROVEMENTS	IMPLEMENTATION OF THE PROPOSED JRP PRIMARY AND MULTI-USE TRAIL SYSTEM, CONNECTOR & SOFT SURFACE TRAILS, AND BOARDWALKS	22, 23	TAYLORSVILLE	SLCO PARKS & REC, JRC	NEAR	PLANNING
Focus Area 1—Anchor Park <i>[see pp. 42-47]</i>							
1	NORTH JORDAN CANAL TRAIL CONNECTION	THIS CONNECTION WOULD FORMALLY CONNECT THE CANAL TRAIL TO MILLRACE PARK ALONG THE WESTERN EDGE OF 5400 S AND CONNECT TO THE EXISTING JRP TRAIL ALONG THE EASTERN EDGE OF 5400 S.	82	TAYLORSVILLE	SLCO PARKS & REC, JRC, UDOT	NEAR	COMPLETE
AP	MILLRACE PARK ENHANCEMENTS	ENHANCEMENTS TO THE EXISTING MILLRACE PARK LAWN SPACE INCLUDE ADDED LANDSCAPING, PARK FURNITURE & SEATING, SHADE, AND SMALL PROGRAMMED SPACES	46	TAYLORSVILLE	SLCO PARKS & REC	NEAR	PLANNING
AP	MILLRACE POND PROGRAMMING	THE AREA ADJACENT TO MILLRACE PARK HAS THE POTENTIAL TO BE ACTIVATED WITH SMALL PROGRAMMING, A PROPOSED BOAT LAUNCH, AND CREATE MORE ACTIVE SPACE AROUND THE EXISTING FISHING PIER	46	TAYLORSVILLE	JRC, SLCO PARKS & REC	MID	STUDY
AP	PROPOSED MILLRACE POND BOAT LAUNCH	DUE TO JORDAN RIVER CHANNEL RE-ALIGNMENT, AN EXISTING BOAT LAUNCH WOULD NEED TO BE RELOCATED TO MILLRACE POND	47	TAYLORSVILLE	SLCO PARKS & REC JRC, SLCO FLD CNTRL, FFSL	MID	STUDY
Focus Area 2—Anchor Park <i>[see pp. 48-53]</i>							
AP	NEW CROSSING AT KENNECOTT NATURE CENTER OF MURRAY (TRAIL BRIDGE)	A FEATURE ELEMENT THAT WOULD FACILITATE THE CONNECTION OF LITTLE CONFLUENCE TRAILHEAD, ARROWHEAD PARK, AND CONFLUENCE PARK TO UNIFY THEM INTO ONE CORE PARK SPACE	53	TAYLORSVILLE, MURRAY	SLCO FLD CNTRL, SLCO PARKS & REC, FFSL, JRC	NEAR	STUDY
AP	NEW CROSSING & OVERLOOK AT LITTLE CONFLUENCE TRAILHEAD & ARROWHEAD PARK	A FEATURE ELEMENT THAT WOULD FACILITATE THE CONNECTION OF LITTLE CONFLUENCE TRAILHEAD, ARROWHEAD PARK, AND CONFLUENCE PARK TO UNIFY THEM INTO ONE CORE PARK SPACE	52	TAYLORSVILLE, MURRAY	SLCO FLD CNTRL, SLCO PARKS & REC, FFSL, JRC	MID	STUDY
AP	PROPOSED BOAT LAUNCH	AN EXISTING WATER GET-DOWN AT LITTLE CONFLUENCE TRAILHEAD TO BE CONVERTED INTO A FORMAL, ADA ACCESSIBLE BOAT LAUNCH	53	TAYLORSVILLE	SLCO PARKS & REC JRC	NEAR	PLANNING

KEY LEGEND:

SW

SYSTEM-WIDE STRATEGY
See pp. 18-37

AP

ANCHOR PARK ENHANCEMENT
See pp. 40-77

CS

CONNECTING SEGMENT ENHANCEMENT
See pp. 40-77

X

ENABLING PROJECT
See pp. 80-93

Taylorsville (Cont.)

Corridor Project Summary

Projects are not listed in order of priority

KEY	PROJECT	DESCRIPTION	REPORT PAGES	JURISDICTIONS	PERMITTING & INVOLVED AGENCIES	PROJECT READINESS	INITIAL STAGE
Focus Area 3—Connecting Segment <i>[see pp. 54-55]</i>							
	FREEDOM SHRINE TRAILHEAD	A FORMALIZED TRAILHEAD WITH ACCESSIBILITY ENHANCEMENTS TO INCLUDE A DRIVE AISLE, PARKING, AND TRAIL ENTRANCE SIGNAGE	84	TAYLORSVILLE	SLCO PARKS & REC, TAYLORSVILLE EXCHANGE CLUB, UDOT	NEAR	STUDY
	NEW CROSSING (TRAIL BRIDGE)	A PROPOSED PEDESTRIAN BRIDGE THAT ALIGNS CLOSELY TO BIG COTTONWOOD CREEK AND W TWIN RIVER WAY	55	TAYLORSVILLE, MURRAY	SLCO PARKS & REC JRC	NEAR	STUDY
Focus Area 4—Anchor Park <i>[see pp. 56-63]</i>							
	PROPOSED ROAD	A NEW PARK ROAD WOULD HUG THE EDGE OF MEADOW BROOK GOLF COURSE TO CONNECT RIVERSIDE DRIVE AND MEADOWBROOK EXPY. AND OFFER MORE ACCESS FOR THE FOUR CORNERS COMMONS PROPOSED PROGRAMMING.	85	TAYLORSVILLE	SLCO, TAYLORSVILLE PW, TBID	MID	STUDY
	3900 S BRIDGE IMPROVEMENTS	REPLACE AND RAISE THE W MEADOWBROOK EXPY. BRIDGE TO ALLOW THE JRP PRIMARY AND MULTI-USE TRAILS AND HIGH-WATER KAYAK NAVIGATION TO PASS SAFELY BENEATH TRAFFIC, REMOVING THE NEED TO REPLACE THE EXISTING PED BRIDGE AS IT NEARS THE END OF ITS SERVICE LIFE.	86	TAYLORSVILLE, MILLCREEK, WEST VALLEY CITY, SOUTH SALT LAKE	SLCO PW, UDOT, CITY PW, FFSL, SLCO FLD CNTRL	LONG	STUDY
	RIVER PROGRAMMING + FISHING AREA	POSITIONED ACROSS THE RIVER FROM THE MILLCREEK TRAILHEAD AND GENERAL HOLM PARK, THIS AREA WOULD SERVE AS A KEY WATER GET-DOWN OPPORTUNITY, WHERE RIVER PROGRAMMING FOR PASSIVE RECREATION, FISHING, AND WATER ACCESS WOULD OFFER A NEW WAY TO EXPERIENCE THE RIVER	60	TAYLORSVILLE, MILLCREEK	SLCO PARKS & REC JRC, SLCO FLD CNTRL, UTAH DWR, TBID	MID	STUDY

West Valley City

Corridor Project Summary

Projects are not listed in order of priority

West Valley City anchors the northern end of the study corridor, including the Redwood Nature Area — the plan’s largest proposed ecological destination park — and the Redwood Park Trailhead gateway toward Salt Lake City. Projects here focus on transforming the Redwood Nature Area into a regional destination, completing trail crossings shared with South Salt Lake, and supporting ecological restoration and new park roads that open access to the proposed programming.

KEY	PROJECT	DESCRIPTION	REPORT PAGES	JURISDICTIONS	PERMITTING & INVOLVED AGENCIES	ANTICIPATED TIMELINE	INITIAL STAGE
SW	ECOLOGICAL RESTORATION	IMPROVEMENTS TO THE JORDAN RIVER CORRIDOR THROUGH CHANNEL RE-ROUTING, SIDE & PERENNIAL CHANNELS, WOODY STRUCTURES, AND EXPANDED WETLANDS FOR RIPARIAN ENHANCEMENT AND ECOLOGICAL BENEFIT.	26, 27	WEST VALLEY CITY	SLCO FLD CNTRL, USACE, UTAH DWR, FFSL	MID	STUDY
SW	TRAIL IMPROVEMENTS	IMPLEMENTATION OF THE PROPOSED JRP PRIMARY AND MULTI-USE TRAIL SYSTEM, CONNECTOR & SOFT SURFACE TRAILS, AND BOARDWALKS	22, 23	WEST VALLEY CITY	SLCO PARKS & REC, JRC, SLCO FLD CNTRL	NEAR	PLANNING
Focus Area 4—Anchor Park [see pp. 56-63]							
5	3900 S BRIDGE ELEVATION	REPLACE AND RAISE THE W MEADOWBROOK EXPY. BRIDGE TO ALLOW THE JRP PRIMARY AND MULTI-USE TRAILS AND HIGH-WATER KAYAK NAVIGATION TO PASS SAFELY BENEATH TRAFFIC, REMOVING THE NEED TO REPLACE THE EXISTING PED BRIDGE AS IT NEARS THE END OF ITS SERVICE LIFE.	86	WEST VALLEY CITY, TAYLORSVILLE, MILLCREEK, SOUTH SALT LAKE	SLCO FLD CNTRL, UDOT, CITY PW, FFSL, SLCO FLD CNTRL	LONG	STUDY
AP	NEW CROSSING AT GENERAL HOLM PARK (TRAIL BRIDGE)	A PROPOSED PEDESTRIAN BRIDGE NEAR GENERAL HOLM PARK WOULD CONNECT THE PROPOSED TRAILS IN WEST VALLEY CITY AND SOUTH SALT LAKE.	61	WEST VALLEY CITY, SOUTH SALT LAKE	SLCO FLD CNTRL, SLCO PARKS & REC, FFSL, JRC	MID	STUDY
AP	NEW CROSSING AT MEADOWBROOK NATURAL AREA (TRAIL BRIDGE)	A PROPOSED PEDESTRIAN BRIDGE NEAR THE MEADOWBROOK NATURAL AREA WOULD CONNECT THE PROPOSED TRAILS IN WEST VALLEY CITY AND SOUTH SALT LAKE.	61	WEST VALLEY CITY, SOUTH SALT LAKE	SLCO FLD CNTRL, SLCO PARKS & REC, FFSL, JRC	MID	STUDY
CS	NEW CROSSING NEAR TRACY AVIARY NATURE CENTER (TRAIL BRIDGE)	A PROPOSED PEDESTRIAN BRIDGE NEAR THE TRACY AVIARY NATURE CENTER WOULD CONNECT THE PROPOSED TRAILS IN SOUTH SALT LAKE AND WEST VALLEY CITY.	65	SOUTH SALT LAKE, WEST VALLEY CITY	SLCO FLD CNTRL, SLCO PARKS & REC, FFSL, JRC	MID	STUDY
Focus Area 6—Anchor Park [see pp. 66-75]							
AP	PROPOSED ROADS	A NEW PARK ROAD WOULD HUG THE WESTERN EDGE OF PROPOSED DESTINATION PARK AND CONNECT TO EXISTING STREETS TO THE NORTH AND WEST TO OFFER MORE ACCESS FOR THE PROPOSED PROGRAMMING.	71	WEST VALLEY CITY	SLCO PW, WEST VALLEY CITY PW	MID	STUDY
AP	REDWOOD NATURAL AREA DESTINATION PARK	ONE OF THE MAJOR ANCHOR PARKS PROPOSED IN THE PLAN, THE EXISTING REDWOOD NATURE AREA WOULD BECOME A LARGE ECOLOGICAL PARK, WITH AN EXPANSIVE TRAIL SYSTEM THAT WOULD CONNECT VISITORS TO PASSIVE SPACES SUCH AS PROPOSED WETLANDS TO LARGER ACTIVE SPACES AND PROGRAMMING.	71	WEST VALLEY CITY, SALT LAKE COUNTY	SLCO PARKS & REC, UTAH CULTURAL CELEBRATION CENTER, DWR, SLCO FLD CNTRL, USACE	MID	STUDY

KEY LEGEND:

SW

SYSTEM-WIDE STRATEGY
See pp. 18-37

AP

ANCHOR PARK ENHANCEMENT
See pp. 40-77

CS

CONNECTING SEGMENT ENHANCEMENT
See pp. 40-77

X

ENABLING PROJECT
See pp. 80-93

West Valley City (Cont.)

Corridor Project Summary

Projects are not listed in order of priority

KEY	PROJECT	DESCRIPTION	REPORT PAGES	JURISDICTIONS	PERMITTING & INVOLVED AGENCIES	ANTICIPATED TIMELINE	INITIAL STAGE
AP	NEW CROSSING AT THE PROPOSED REDWOOD NATURAL AREA DESTINATION PARK (TRAIL BRIDGE)	A PROPOSED PEDESTRIAN BRIDGE THAT WOULD CONNECT THE REDWOOD NATURE AREA DESTINATION PARK TO THE PROPOSED MILL CREEK CONFLUENCE TRAILHEAD.	71	WEST VALLEY CITY, SOUTH SALT LAKE	SLCO FLD CNTRL, SLCO PARKS & REC, FFSL, JRC	NEAR	STUDY
Focus Area 7—Connecting Segment <i>(see pp. 76-77)</i>							
12	REDWOOD PARK TRAILHEAD EXPANSION AND ENHANCEMENT	ADD A BOAT LAUNCH, ACCESSIBLE DOCKS OR RECREATION FACILITIES, AND LARGER FORMAL GATHERING SPACES FOR LARGER COMMUNITY EVENTS.	93	WEST VALLEY CITY	SLCO PARKS & REC, SLCO FLD CNTRL, FFSL, JRC	MID	PLANNING
CS	ADA BOAT LAUNCH	ADD AN ADA ACCESSIBLE BOAT LAUNCH AT REDWOOD TRAILHEAD PARK	77	WEST VALLEY CITY	SLCO PARKS & REC, SLCO FLD CNTRL, FFSL, USACE, JRC	NEAR	CONSTRUCTION

Central Jordan River
RECONNECT

APPENDIX

Vision Plan

July 2026 | Prepared by PORT

Appendix A

RESOURCES

Vision Plan

HYDROLOGICAL STRATEGIES

The Jordan River is a highly managed and altered system shaped by decades of flood control infrastructure, channel modifications, and development within the historic floodplain. While these interventions have allowed the river to function within an urban environment, they have also simplified channel conditions and reduced many of the natural processes that support ecological health and habitat diversity. As a result, improving the river’s long-term resilience requires approaches that work with the river’s hydrology and geomorphic processes rather than relying solely on engineered controls.

This section provides an overview of hydrological and river restoration strategies that can help improve habitat conditions, strengthen floodplain connections, and enhance overall river function along the corridor. The strategies presented here are not site-specific design solutions, but rather a collection of potential treatment approaches that may be considered where appropriate as projects move forward.

Together, these strategies serve as a technical reference for agencies, designers, and project partners as future improvements along the Jordan River corridor advance through more detailed planning, engineering, and environmental review.



AERIAL VIEW OF JORDAN RIVER AND ECOLOGICAL BANK CONDITIONS.



AERIAL VIEW OF JORDAN RIVER AND ADJACENT RESIDENTIAL LAND USE.

DRAFT



Hydrological Strategies

Overview & River Processes

The Jordan River operates as part of a dynamic system shaped by the interaction of flowing water, sediment movement, channel form, and riparian vegetation. Together, these forces determine how the river evolves over time. High flows transport sediment and reshape the channel, while vegetation stabilizes banks, influences channel alignment, and provides shade and habitat along the river corridor. Floodplains play an equally important role by allowing water to spread during high flows, reducing erosive energy and supporting wetlands and riparian ecosystems.

These natural processes continuously influence the form and function of the river corridor. Channel migration, sediment deposition, and vegetation growth create the diverse physical conditions that support aquatic habitat, floodplain ecosystems, and long-term channel stability.

Understanding how these processes interact helps identify opportunities to improve river function while working within the constraints of an urban corridor. The strategies outlined in the following pages describe restoration approaches that strengthen these natural dynamics, helping the river maintain ecological function while continuing to safely convey flows through the Salt Lake Valley.



GROUND LEVEL VIEW OF SEDIMENT CHANNEL AND RIPARIAN VEGETATION.



GROUND LEVEL VIEW OF SIDE CHANNEL AND RIPARIAN EDGE PROTECTION.

Regulatory Levee- Controlled River Segment

The northern portion of the study area includes the federally regulated levee system that directs flows into the Jordan River Surplus Canal bypass. This infrastructure plays a critical role in regional flood control and public safety. While essential for protecting surrounding communities, the levee system limits opportunities for channel migration, floodplain interaction, and ecological restoration within this segment of the corridor.



AERIAL VIEW LOOKING NORTH WHERE THE JORDAN RIVER IS
WITHIN THE FEDERALLY REGULATED LEVEE SYSTEM.

Hydrological Strategies

Channel Realignment & System Reconfiguration

Channel realignment is used to establish a more geomorphically appropriate channel network in reaches where natural recovery is unlikely to occur within a reasonable timeframe. Through selective cut-and-fill earthwork, the channel can be relocated away from negative response areas and toward zones with improved floodplain connection, mature riparian vegetation, and stronger habitat potential.

This strategy optimizes channel form and structure to meet biological objectives, including increasing habitat unit frequency and diversity. Where feasible, process-based restoration principles are integrated by identifying dominant geomorphic processes and designing around them. In depositional areas, strategic structures can capture sediment to form new bars, islands, and floodplain surfaces. In erosional settings, a narrow pilot channel paired with instream structure can guide channel migration and shape future flow paths.

Target planform, side-channel character, and channel geometry are defined conceptually based on reach-scale geomorphic and biological objectives and refined through two-dimensional hydraulic modeling. While realignment may increase localized floodwater and groundwater elevations, it can significantly improve hydraulic performance, habitat complexity, and long-term system resilience.



CHANNEL REALIGNMENT AND FLOODPLAIN CREATION IMMEDIATELY AFTER CONSTRUCTION; EAST FORK SOUTH FORK SALMON RIVER, ID



NEW CHANNELS WITH BANK TREATMENTS AND INCREASED FLOODPLAIN ACTIVATION 6 MONTHS AFTER CONSTRUCTION AT SPRING RUNOFF; LEMHI RIVER, ID

In Process Construction of Channel Re-Alignment

Channel realignment during construction illustrating new sinuous main-stem channel with riffles, pools, bank stabilization, log structures, side channels, and improved floodplain connection.



IN-PROGRESS CONSTRUCTION ON THE CHANNEL REALIGNMENT OF CATHERINE CREEK IN OREGON.

Hydrological Strategies

Side Channels

Side channels reconnect low-lying topography to the main stem and create diverse off-channel habitat with cover and seasonal refuge. Where geomorphically appropriate, new side channels may be excavated or reactivated to improve hydraulic diversity and expand habitat opportunities while maintaining connection to the primary flow path.

Frequent, short, and relatively narrow side channels—typically conveying less than 35 percent of total flow—is generally preferred to fewer, wider channels. Smaller and more frequent habitat units provide improved rearing conditions and refuge, particularly during winter and summer low-flow periods. Channel form responds to hydrologic regime: spring-fed systems with limited bedload tend toward narrower, sinuous channels stabilized by dense riparian vegetation, while snowmelt-driven or high bedload systems may support more braided configurations maintained by instream structures such as log jams.

Inlets and outlets are typically located in pools or glides upstream of riffles, with higher-angle inlets used to limit sediment entry. Where feasible, natural scour and deposition processes are leveraged to form channels with minimal earthwork.



LEMHI RIVER, ID; OVER-WIDENED, SINGLE-THREAD CHANNEL; AVERAGE CHANNEL WIDTH OVER 100 FT.



LEMHI RIVER, 1.5 YEARS AFTER CONSTRUCTION OF MULTI-THREADED CHANNEL NETWORK USING VARIOUS BANK AND INSTREAM STRUCTURES TO SPLIT FLOW INTO MANY, SHORT, NARROW SIDE CHANNELS.

Channel Typologies



Primary Navigable Channel

A continuously flowing secondary channel that maintains year-round connection to the main stem. Designed to convey a controlled portion of flow while supporting boat passage, sediment transport, and aquatic habitat.



Perennial Side Channel

A perennially flowing off-channel feature that conveys flow throughout the year, with reduced discharge during low-flow periods. Provides smaller, more frequent habitat units and juvenile fish rearing refuge while maintaining consistent connection to the main channel.



Seasonal Side Channel

A floodplain-connected channel that activates during seasonal high flows or storm events. Functions as high-flow refuge, sediment storage, and flood energy dissipation. Typically relies on natural scour and deposition processes and may remain dry during low-flow periods or ponded during high-flow periods.

Hydrological Strategies

Floodplain Conveyance

Floodplain conveyance can be improved by raising the channel bed or water surface to increase the frequency and duration of overbank flow. This may be achieved through channel fill, constructed riffles, increased sinuosity (lowering gradient), channel narrowing, added roughness, or a combination of these measures. The goal is to reconnect the river to its floodplain so that high flows are more readily dispersed across vegetated areas.

Reactivating the floodplain dissipates flood energy, promotes deposition of fine sediment, and strengthens hydrologic connectivity with riparian zones and adjacent wetlands. More frequent inundation also creates valuable high-flow refuge habitat and supports long-term riparian health.

Design should promote overbank flow in densely vegetated areas while incorporating sufficient floodplain roughness to reduce avulsion risk and prevent undesirable channel incision or simplification.



BEFORE CHANNEL FILL.



AFTER CHANNEL FILL.

Hydrological Strategies

Bank Stabilization

Bank fill treatments are used to stabilize eroding or over-widened channel margins while improving habitat complexity and riparian function. These approaches reduce effective channel width, create bank roughness, and provide both short- and long-term stability depending on site energy and geomorphic context.

Fabric Encapsulated Soil Lifts (FESL) are used to temporarily stabilize banks—often along outside bends—until vegetation is established. Brush layers dissipate energy and create significant bank roughness, promoting sediment accumulation and vegetative establishment in moderate-energy settings. Wetland sod treatments provide immediate surface stabilization, increase rates of vegetative establishment, and promote development of a durable root mat for long-term structure. Willow clumps can be installed along banks to create instream structure, reduce effective channel width, and provide cover and velocity diversity across a range of flows.

These treatments may be used independently or in combination, with material selection, spacing, and configuration informed by anticipated stream energy, hydraulic response, and long-term riparian objectives.



Low Energy: Appropriate in areas with lower velocities and limited erosive forces. Treatments rely on vegetation-based stabilization such as wetland sod, brush layers, and willow clumps to promote root development, bank roughness, sediment capture, and long-term habitat complexity.



Medium Energy: Applied along outside bends and transitional zones with variable hydraulic forces. Treatments may combine fabric encapsulated soil lifts (FESL), brush layers, willow clumps, and wood elements to stabilize banks, reduce channel width, guide flow, and support riparian vegetation.



High Energy: Used in reaches with sustained shear stress or concentrated flow. Treatments prioritize structural stability through reinforced soil lifts, large wood elements, and strategically placed deflectors to buffer erosive forces, define the thalweg, and maintain long-term bank integrity.

Hydrological Strategies

Instream Habitat Structures

In-stream habitat structures are used to increase hydraulic and biological complexity within the active channel. These treatments introduce velocity gradients, depth variability, and structural cover by strategically obstructing, splitting, or redirecting flow. Wood-based structures—including large wood material (LWM), apex log jams, small wood installations, and channel-spanning elements—are designed to create scour pools, backwater areas, gravel sorting, and localized sediment deposition.

These structures can be used individually or in series to define the thalweg, create channel constrictions, activate side channels, or improve floodplain connection. By altering flow patterns, they generate areas of contraction and expansion that enhance habitat diversity across a range of flows. Incorporating slash and smaller woody material increases interstitial cover for aquatic species.

Design requires evaluation of anticipated hydraulic response, stream energy, sediment transport, recreational safety, regulatory floodplain impacts (i.e. FEMA floodpain), and long-term stability to ensure structures function as intended while supporting dynamic channel processes.



SMALL WOODY DEBRIS.



LARGE WOOD STRUCTURE.

Split Flow Structures

Split flow structures divide and redirect channel flow to create multiple flow paths and increase hydraulic diversity. Treatments such as apex log jams composed of large woody debris or willow clumps are used to split flow directly, while other structures can create localized backwater conditions encouraging overbank flow across a point bar to split flow into a side channel over time. By splitting flow into secondary channels or activating relic pathways, these structures can initiate new channel formation and enhance floodplain connection. Proper sizing, orientation, and embedment are essential to ensure stability and guide the thalweg as intended.



LARGE WOODY DEBRIS



WILLOW CLUMPS

Bank Structures

Bank structures stabilize eroding margins while increasing habitat complexity. Large wood material, small wood installations, bank roughening features, and bank deflectors (barbs) redirect flow away from vulnerable banks and create velocity gradients along the channel edge. These treatments form localized scour pools and depositional areas that improve habitat diversity and provide instream cover. Installed in series or alternating patterns, they help define the thalweg and guide channel migration in a controlled manner. Design must consider stream energy, anticipated scour, and long-term stability to ensure structures buffer erosive forces while supporting dynamic channel processes.



CHANNEL CONSTRICTIONS



WILLOW CLUMPS

Wetland Control Structures

Wetland control structures influence water surface elevations to promote sustained floodplain inundation and groundwater connectivity. Low-profile, channel-spanning riffles and beaver dam analogues along with channel constrictions work together or independently to create backwater conditions activating side channels and floodplain wetlands. These treatments increase floodplain saturation, support riparian and wetland vegetation establishment, and provide low-velocity refuge during high flows. In sediment-rich systems, structures are designed to accommodate material accumulation while maintaining function. Monitoring and adaptive maintenance may be required to ensure long-term hydraulic performance and habitat benefits.



CONSTRUCTED RIFFLE



LARGE PONDS BY BEAVER DAMS

Hydrological Strategies

Long-Term Hydrologic
Function & Maintenance

Sediment transport: Ensure sediment deposits where desirable/allowable while in-stream velocity remains sufficient to prevent excessive deposition where it is not desirable. Future hydraulic modeling can evaluate and validate sediment transport conditions for existing vs. proposed conditions.

Ponds with adequate flow-through via appropriately sized inlet and outlet channel will be less stagnant and provide habitat continuity for aquatic species passage into and out of the pond. Adequate flow-through should also reduce the potential for undesirable algal blooms and reduce mosquito larvae. Flow-through into ponds will also increase the amount of fine sediment entering and therefore depositing in the ponds, which may lead to the need for long-term maintenance (dredging). Groundwater inflows (e.g. rock drain) may provide limited flow-through with less risk of sediment infilling, but lacking habitat continuity.

Evaluating the risk around recreational safety will be important for in-stream structures that could pose hazards to swimmers and personal watercraft. We recommend following established guidelines and risk analysis surrounding the use of large woody material in streams.

Side channels can serve multiple purposes on the landscape. Some side channels may best serve the overall goals of the project by providing floodwater conveyance, while others provide off-channel habitat. It may be preferable for some side channels to remain perennial, while others are seasonal. Some side channels could grow over time and capture the main-channel, while others perhaps should not. It will be important to define the objectives for each side channel proposed to ensure the design intent is met and objectives for each can be managed.

Wetlands range from seasonal wet areas that are well-vegetated, to perennially damp, to open water ponds. Some wetland hydrology is maintained by seasonal surface water floods while others are maintained by groundwater. Similar to side channels, it will be important to understand the intent and constraints associated with each proposed wetland. Sediment transport: Ensure sediment deposits where desirable/allowable while in-stream velocity remains sufficient to prevent excessive deposition where it is not desirable. Future hydraulic modeling can evaluate and validate sediment transport conditions for existing vs. proposed conditions.

Flood Control Operations

Salt Lake County Flood Control performs ongoing maintenance along the Jordan River to maintain channel capacity and ensure safe conveyance during high flow events. All recommendations in this plan recognize the importance of these operations. Proposed strategies and improvements are intended to work within this operational framework, maintaining access for maintenance activities while supporting opportunities to improve habitat, channel stability, and overall river function where feasible.



VIEW OF ONGOING RIVERINE MAINTENANCE AND EXCAVATION.

Vision Plan

CONNECTIVITY STRATEGIES

While the current Jordan River Trail system has allowed visitors to enjoy the river within an urban environment, portions lack a systematic and organized underlying trail system that has specific design and programming along both sides of the river. As a result, improving the river’s two-sided trail system requires approaches that categorizes trail types and wayfinding strategies.

This section provides an overview of connectivity strategies that can help improve visitor safety and recreational experience along the river corridor. The strategies presented here are both site-specific trail design solutions that are illustrated in this plan as well as a collection of potential wayfinding approaches that may be considered to be implemented corridor-wide.



EXISTING PORTION OF THE JORDAN RIVER TRAIL SURFACE WITH DESIGNATED LANES.



EXISTING JORDAN RIVER TRAIL NEAR COTTONWOOD PARK AND 700 N.

A Highly Connected Recreation System

The Jordan River Trail system has the potential to be a cohesive two-sided river recreation corridor that links potential ecological restoration, anchor parks, and connecting segments. This would create a larger, dynamic park system with a circulation at its core with unique destinations for local communities.



Connectivity Strategies

JRP Primary Trail & JRP Multi-Use Trail

The proposed Primary JRP and Multi-Use Trails are the main organizing feature and central framework to carrying out the objectives in this plan.

The JRP Primary trail would be paved, sixteen-foot wide trail, intended to be shared between bikers and pedestrians. This route follows the more urbanized edge across the Jordan River purposefully, as it is intended for visitors who might be moving more quickly across the trail system. With the ground marking, bikers have a central, designated lane and walking pedestrians have their own on either side of the path. This helps improve trail safety and clarifies how the trail should be utilized by its visitors.

The JRP Multi-Use trail would be paved, fourteen-foot wide trail, intended to be shared between bikers and pedestrians as well. In addition to being slight more narrow, this route would also only be paved for eight feet of width, with the other 6 feet as a softer type of paving or material. This route follows the less urbanized edge across the Jordan River. Unlike the Primary trail, the multi-use would allow users to decide what type of surface they would like to experience, as the trail designations and layout are much more informal. Rather than specific ground markings, the two different materials improve trail safety to provide users options if they intend to move more quickly or slowly.



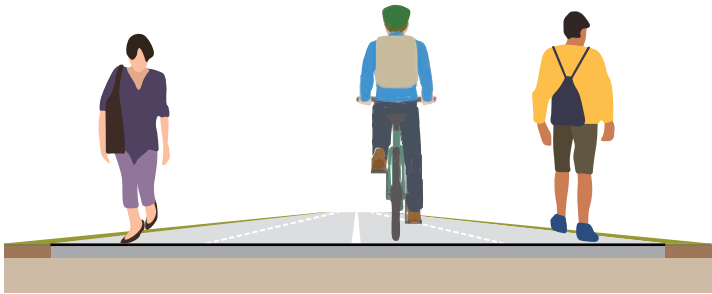
GROUND LEVEL VIEW OF CONDITIONS SIMILAR TO THE PROPOSED PRIMARY TRAIL CONDITIONS.



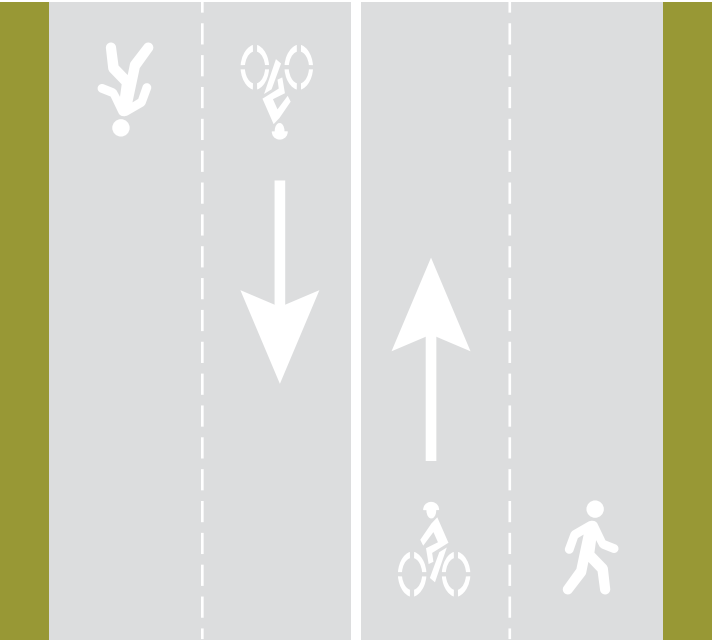
GROUND LEVEL VIEW OF CONDITIONS SIMILAR TO THE PROPOSED MULTI-USE TRAIL CONDITIONS.

Jordan River Park System Trails

Proposed JRP Primary Trail illustrated on the left, with Proposed JRP Multi-Use Trail illustrated on the right.



16'

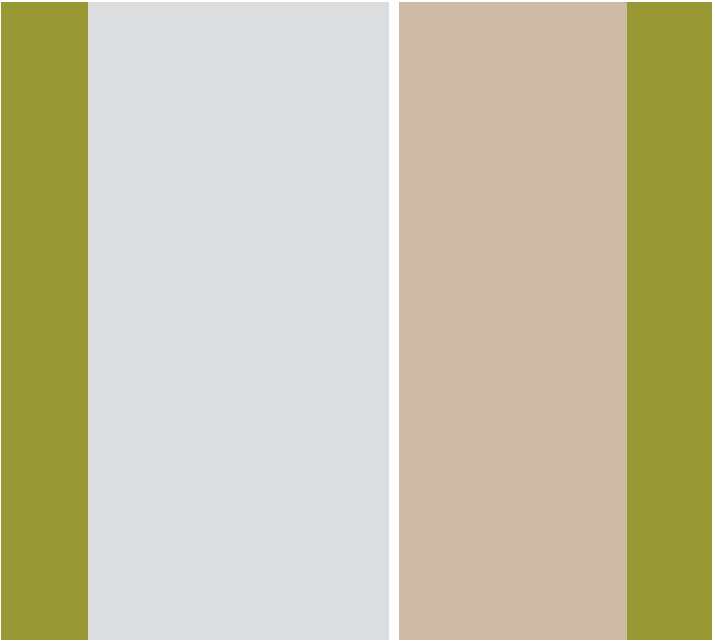


4' 8' 4'

JRP PRIMARY TRAIL

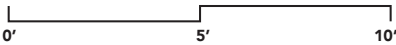


14'



8' 6'

JRP MULTI-USE TRAIL



Connectivity Strategies

Connector & Soft Surface Trails

Connector and soft surface local trails serve as smaller, more informal trails that connect or spur off of the proposed Primary JRP or Multi-Use Trails.

Proposed connector trails would be paved, but more narrow than the typical proposed JRP Primary and Multi-Use Trails. These would be combined paths for bikers or pedestrians but more suited for slower paced travelers. These are tertiary paths ultimately would help visitors navigate to the closest point of entry to a JRP Primary or Multi-Use Trail.

Soft surface paths are the smallest trail type in the greater trail network. These are the most informal, with no paving but rather crushed stone or dirt. Being quite narrow, these path spur off of wider, formal trails to bring pedestrians or hikers within a natural landscape to provide more of slower experience, bringing them closer to the ecology.



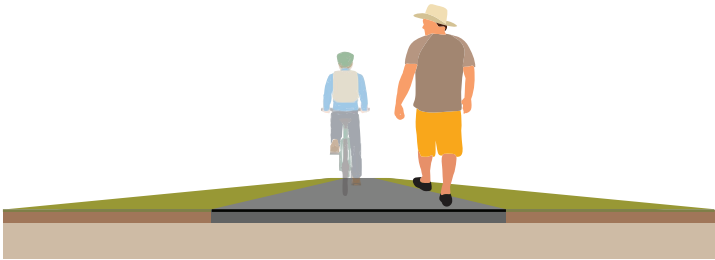
THE PARKLANDS OF FLOYDS FORK IN LOUISVILLE, KENTUCKY.



SOFT SURFACE PATH ALONG JORDAN RIVER TRAIL.

Jordan River Park Local Trails

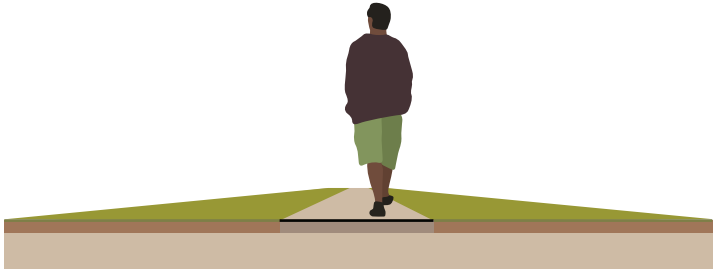
Proposed connector trails illustrated on the left, with proposed soft surface path illustrated on the right.



6' To 8'



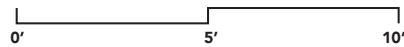
CONNECTOR TRAIL



4'



SOFT SURFACE PATH



Connectivity Strategies

Access Points

Three types of access Points are proposed: Trailheads, Public Access Points, and Neighborhood Access points. Each consist of different elements and are limited based on the size and capacity of the existing conditions. Each are described below, with Trailheads being the largest access point, PAP's being mid-sized, and Neighborhood Access points being the smallest.



A **Trailhead** should include a larger parking lot, amenities for river and bike recreation (ideally aligned with boat launches), and features found in the Public Access Points and Neighborhood Access points.



A **Public Access Point** should include parking access for emergency vehicles and 1-2 spaces for individual use, safety call boxes, basic amenities for river and bike recreation, and clear wayfinding.



A **Neighborhood Access** point is the simplest of access points, intended for local and adjacent residential communities. These would have clear trail entrances and clear wayfinding onto the nearby trail system.



WAYFINDING SIGNAGE ALONG THE JORDAN RIVER TRAIL.

Connectivity Strategies

Typical Bridge Crossing

Throughout the proposed JRP Primary Trail and JRP Multi-Use Trail system, multiple bridge crossings are proposed to enhance connections across the JRP River, provide access to East and West neighborhoods, and create recreational loops that to allow visitors to experience both sides of the river in a trail circuit.

A typical pedestrian bridge crossing would follow any required design specifications with an emphasis on safety, ADA-compliant access.



EXISTING PEDESTRIAN BRIDGE CONNECTION JUST NORTH OF 500 SOUTH.

Connectivity Strategies

Wetland Boardwalks

Wetland boardwalks offer a charismatic experience that compliments unique moments across the trail system. Either in a wooden or concrete system, a boardwalk can compliment the natural wetland ecology. An elevated walking surface minimizes the impact and disturbance to the vegetation and soil.



CONCRETE ELEVATED BOARDWALK AT HALLS BAYOU IN HOUSTON, TEXAS.

Connectivity Strategies

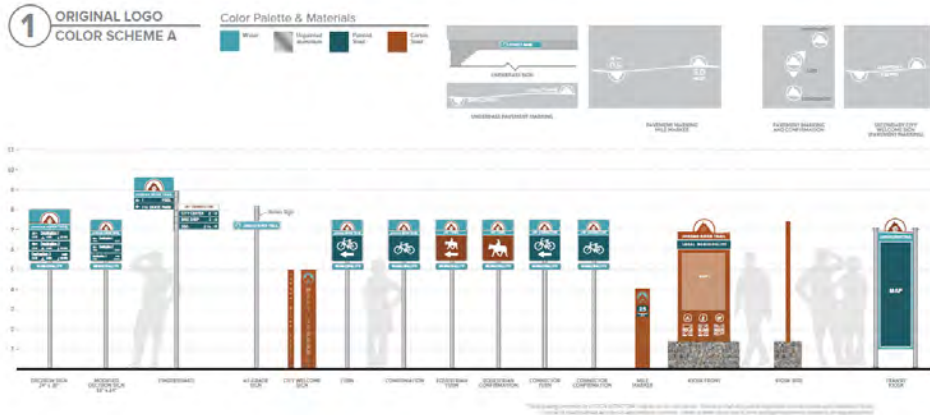
Wayfinding & Signage

With the proposed JRP Primary and Multi-Use Trails, consistent wayfinding and signage graphics are critical for the every user's safety, accessibility, and positive user experience. Existing documentation exists that frames the design guidelines of the Jordan River, as well as signage standards that the Jordan River Commission and its project partners have led to standardize a cohesive design strategy.

Wayfinding and signage enhance the trail experience, but especially help to improve bike and pedestrian safety. While these elements seem small, they play a larger role in encouraging local residents and visitors to feel welcomed to the trail and park systems and enjoy the river through recreation or even their commute.



PRELIMINARY DESIGN GUIDELINES DOCUMENT FOR THE JORDAN RIVER PARKWAY.



PROPOSED WAYFINDING AND SIGNAGE DESIGN BY ALTA PLANNING + DESIGN.

Connectivity Strategies

Ground Graphics

Consistent and standardized ground graphics would be painted onto the surfaces of the Proposed JRP Primary and Multi-Use Trails. The graphics would reflect the primary or multi-use trail layout, as visualized in the previous sections of the Connectivity Strategies portion of this plan. The graphics organize bikers, pedestrians, or both users into their respective or shared lanes to enhance safety and the visitor’s experience.



GROUND GRAPHICS OF A SHARED USE BIKE AND PEDESTRIAN TRAIL IN PHILADELPHIA.

Connectivity Strategies

Distance Markers

In accompaniment with the with proposed wayfinding and signage plan proposed by the Jordan River Commission, these distance markers are critical for improving safety, aiding navigation, and enhancing the pedestrian and biking experience. Markers can either be placed with signage or embedded into the trail surface and ensure visitors can identify their exact location as they manage their visit or are aware of their location in case of an emergency.



EXISTING DISTANCE MARKERS AND TRAIL MAPS ALONG THE JORDAN RIVER TRAIL.

Vision Plan

WATER ACCESS STRATEGIES

Water access and river recreation are essential features to the Jordan River Park Trail system. Though formal, accessible boat launches or more informal, smaller water-get downs, it is important to provide a range of river access experiences for visitors who are enjoying boating down the river, or simply wanting to get close to experience the riverine ecology.



GROUP CANOE EXPERIENCE ON THE JORDAN RIVER.



PADDLE BOARDING ACROSS THE JORDAN RIVER.

Water Access Strategies

Boat Launches

Several boat launches are proposed across the plan's extent of the Jordan River. Some of these proposals take existing boat launch areas and convert them to more formal launches with ADA accessible features, such as the one seen at Pioneer Crossing Regional Park. Other proposals call for accessible launches in new locations, such as at Redwood Trailhead Park. These new launches promote accessible river recreation for all users of all abilities to enjoy. Specific boat launch plans can found in the Appendix section of this plan.



EXISTING ACCESSIBLE BOAT LAUNCH AT PIONEER CROSSING REGIONAL PARK.

Water Access Strategies

Water Get-Downs

Water get-downs are more informal river access points that allow people to approach the river's edge. They enhance the recreational experiences across the trail system, highlight exciting and scenic moments along the river, and simply provide another way for people to enjoy be close to the river.



EXISTING WATER GET-DOWN AT THREE CREEKS CONFLUENCE PARK AT 1300 SOUTH AND 900 WEST

Vision Plan

PLANTING STRATEGIES

Several existing reports provide specific goals and methods for controlling invasive species, introducing native species for their respective micro-habitats, and maintaining existing and new vegetation for long-term ecosystem success and health.

Proper planting strategies ensure ecosystems fulfill their roles in providing stormwater management, improving water quality, and increasing habitat quality and biodiversity. These strategies will be critical for the success of the proposed ecological restoration areas this plan establishes.

Best practices for revegetation along the Jordan River (Utah, USA) following control of invasive plant species

Rae Robinson, Keith Hambrecht, and Eric McCulley

Version 2 | January 2024

This document was informed by the experience of practitioners working in wetland and riparian areas in the region, including those working with the Jordan River Commission and Division of Forestry, Fire and State Lands.

Introduction

A common goal for land managers along the Jordan River is to control Phragmites (*Phragmites australis* subsp. *australis*), Russian olive (*Elaeagnus angustifolia*), tamarisk (*Tamarix* species), and puncturevine (*Tribulus terrestris*) and restore diverse plant communities (with numerous native tree, shrub, grass, and forb species). We summarize best practices for revegetation from our experience and those of practitioners working on the Jordan River in UT.

Why pursue active revegetation

Removing large populations of invasive species may result in the loss of important ecosystem functions (e.g., temperature regulation/shade, nutrient cycling, bank stabilization, habitat). Ideally this loss is temporary and diverse native plants replace (and improve) these ecosystem functions. But often native plants fail to quickly recover, especially if environmental conditions are not favorable, secondary invasions threaten the restoration site, or surrounding native plant populations (in the seedbank and adjacent areas) are insufficient. **Active revegetation can accelerate native species establishment and prevent reinvasion of invasive species.**

When to revegetate

Revegetation can be implemented at a restoration site before, during, or after invasive plant control, depending on the site. The timing of revegetation will depend on restoration goals, the extent of the invasion, and how well the species has been controlled. Multiple years of revegetation may be necessary to achieve the desired cover or density of species.

Revegetation prior to invasive species control

Example: Planting trees earlier in the restoration process gives planted trees a "head start". Caution—be sure not to plant or seed in areas that will be in the way of future invasive species control treatments.

Revegetation during invasive species control

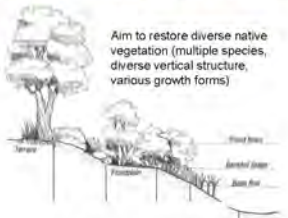
Example: If removing Russian olive and tamarisk trees patch by patch at a site, consider revegetating newly barren patches using a phased approach.

Revegetation after effective invasive species control

Example: When revegetating an area that was previously occupied by a dense Phragmites stand, be sure Phragmites cover and biomass is minimal (after many years of treatment) before proceeding with revegetation.

Revegetation after a disturbance of earth (e.g., utilities, trails, boat ramps)

Revegetate within two weeks of the disturbance, no matter the time of year. Follow up with additional revegetation treatments in the fall and spring.



Source: Litzky et al. 2011. Riparian Planting: Effect of the Invasiveness of the Plant Species on the Success of the Restoration. *Restoration Ecology* 19: 1072-1078. <https://doi.org/10.1002/eco.1072>



Page 1



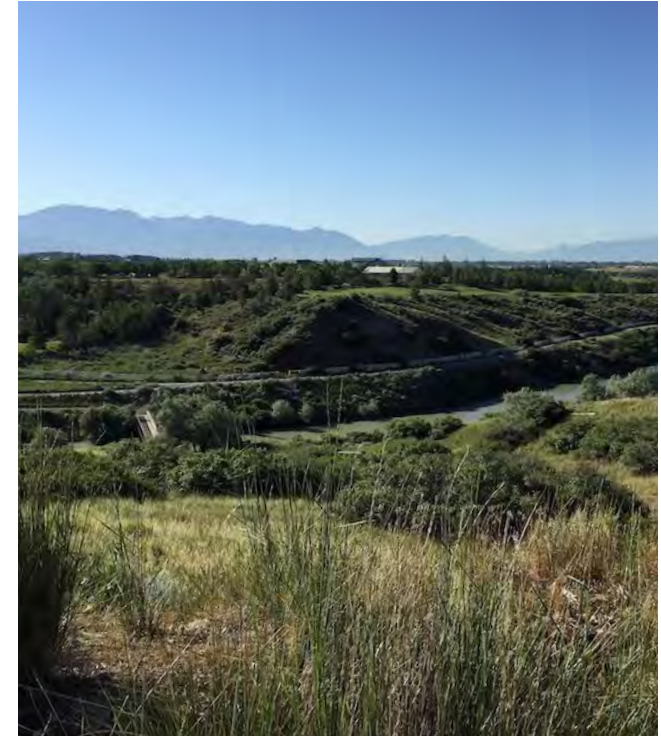
Invasive Control

A key species to control along the Jordan River is Phragmites, Russian olive, tamarisk, and puncturevine. Not only is the removal of such invasive critical, it is necessary to utilize best practices for re-vegetation of native species to restore diverse plant communities.



Drought Tolerance

Despite riverine and wetland conditions being prevalent along the Jordan River, drought and the need for plants to be drought tolerant is critical. With the planting of native species that are suited for drier or more upland sites, the vegetation has a better chance at establishing to reach maturity.



Low-Maintenance

With hundreds of acres to account for across the plan's site extent, the maintenance of these new landscapes is critical. Ensuring that meadows and woodland need low-maintenance, especially in the areas with new wetlands or vegetated landscapes, is critical for the ecological long-term health.

Appendix B

DETAILED **MAINTENANCE** **STANDARDS**

Operations & Maintenance

Detailed Maintenance Standards

Three maintenance levels are generally defined. The difference between levels is frequency of maintenance as determined by ability. Maintenance Standards have these three general characteristics.

Level 1 Maintenance – High profile areas where the entire area is visible to foot traffic such as entrances to community centers, signature facilities, and areas where funding permits a higher level of maintenance. Example of maintenance activities include: Mowing and edging twice per week, 95 percent turf coverage at start of season with 5 percent weeds and 0 percent bare area, edging once per week, tree pruning cycle once annually, litter pickup twice per week.

Level 2 Maintenance – Moderate to heavy use typical of most parks. Example maintenance activities include: Mowing and edging once per week, 88 percent turf coverage at start of season with 8 percent weeds and 4 percent bare area, tree pruning cycle every seven years, litter pickup once per week.

Level 3 Maintenance – Typical for low usage parks or when funding is limited. Example maintenance activities include: Mowing and edging every 10 days, 80 percent turf coverage at start of season with 20 percent weeds, edging once per week or every 2 weeks in off-season, tree pruning cycle every 10 years, litter pickup every other week.

In areas where turf does not impact quality of experience (i.e., dog parks) or non-landscaped open space areas, demand-based maintenance is provided according to funding availability.

Level One Maintenance Standards and Definitions for Parks

- Turf Maintenance - high profile areas (small areas, entire area visible to foot traffic)
 - » Mowing will occur 2 times/week
 - » Mowing heights
 - » 2 ½” during warm season (day time highs consistently above 75 degrees)
 - » Edging of all turf perimeters will occur 1 time/week
 - » 95% turf coverage
 - » 3% weed infestation for existing areas (all efforts should be made to keep new areas 100% weed free)
 - » 2% bare area
 - » Remove grass clippings if visible
 - » Aerate 1 time/year (additionally if needed)
 - » Inspect thatch layer regularly and remove as needed
 - » Test soil and water annually
 - » Additional testing will occur if deemed necessary

- » Soil moisture will be consistent
- » No wet areas
- » No dry areas
- » Firm enough for foot and mower traffic
- » Apply wetting agents to assist in uniform soil moisture
- » Hand water as needed
- » Inspect daily for insects, disease, and stress and respond to outbreaks within 24 hours
- » Fertilize 3 times per year
- » Top dress/over seed once a year
- Tree and Shrub Maintenance
 - » Prune/trim trees and shrubs as dictated by species twice annually during spring and fall
 - » Remove sucker growth annually
 - » Test soil annually to ensure application of appropriate nutrients as needed
 - » Apply fertilizer to plant species according to their optimum requirements as needed or yearly
 - » Inspect regularly for insects and diseases. Respond to outbreaks within 48 hours
 - » Place 2" of organic mulch around each tree within a minimum 18" ring
- » Place 2" of organic mulch around shrub beds to minimize weed growth
- » Remove hazardous limbs and plants immediately upon discovery
- » Remove dead trees and plant material immediately unless located within an environmental area
- » Remove or treat invasive plants within 5 days of discovery
- » Flower bed maintenance done yearly
- » Fertilize once a year
- Water features maintained weekly
 - » Invasive plant removal annually
 - » Storm Cleanup
 - » Inspect drain covers at least twice monthly, before rain and immediately after flooding
 - » Remove debris and organic materials from drain covers immediately
 - » Maintain water inlet height at 100% of design standard
- Irrigation Systems
 - » Inspect irrigation systems at least once per month or computer monitors as necessary
 - » Initiate repairs to non-functioning systems within 24 hours of discovery
 - » Back flow testing done annually

- Litter Control
 - » Pick up litter and empty containers at least once daily or as needed
 - » Remove leaves and organic debris once a week or as necessary
 - Playground Maintenance
 - » Audit each playground to ensure compliance with the current version of ASTM Performance Standard F1487 and the Consumer Product Safety Commission “Handbook for Public Playground Safety”
 - » Complete low-frequency playground inspections at least bi-monthly or as required. All low-frequency inspections are to be completed by a Certified Playground Safety Inspector [CPSI]. Complete safety-related repairs immediately, and initiate other repairs within 48 hours of discovery
 - » Complete high-frequency inspections at least weekly
 - » Grooming surface three times weekly, nine months a year
 - » Hard Surface Maintenance
 - » Remove debris and glass immediately upon discovery
 - » Remove sand, dirt, and organic debris from walks and hard-court surfaces weekly
 - » Remove trip hazards from pedestrian areas immediately upon discovery
 - » Paint fading or indistinct instructional / directional signs annually
 - » Blow grass clippings after mowing around hard surfaces
 - » Remove grass growing in cracks as needed
- Outdoor Court Maintenance
 - » Inspect tennis and basketball courts at least once monthly. Complete all repairs within 48 hours of discovery
 - » Repaint lines at least once each year
 - » Replace basketball nets when frayed, broken, or removed
 - » Maintain basketball goal posts, backboards, rims, tennis net posts, fencing, and hardware to original design specifications
 - Trail Maintenance
 - » Inspect hard and soft surface trails at least once monthly
 - » Remove dirt, sand, and organic debris from hard surfaces at least once weekly
 - » Remove organic debris from soft surfaces at least once weekly
 - » Maintain a uniform 3 to 4” depth of compacted material on soft surface trails at all times
 - » Graffiti removed weekly
 - » Remove overhanging branches within 84” of the trail surface at least twice annually
 - » Mechanically or chemically control growth 24” on either side of the

- trails
- » Inspect signs, benches, and other site amenities at least once monthly. Complete repairs within 10 days of discovery
- » Inspect and make necessary repairs to lighting systems at least once monthly
- » Repair / replace bulbs to maintain lighting levels to design specifications at all times
- Site Amenity Maintenance
 - » Inspect benches, trash containers, picnic tables and grills, bicycle racks, flag poles, drinking fountains, and other site amenities at least monthly. Complete repairs within 24 hours of discovery
 - » Cleaning, scrub and power wash of amenities twice yearly
 - » Inspect daily for insects, disease, and stress and respond to outbreaks within 24 hours
- Athletic fields grounds maintenance (Baseball, Soccer, Softball and Rugby)
 - » Fields that are dedicated to softball, baseball, soccer and rugby only
 - » Use mower capable of “striping” the turf
 - » Mowing will occur twice weekly
 - » Mowing heights
 - » 2” during cool season (day time highs consistently below 75 degrees)
 - » Edging of field perimeters will occur twice monthly
 - » 95% turf coverage at the start of every season
 - » 80% turf coverage after play begins
 - » 5% weed infestation
 - » No bare areas at the start of every season
 - » 15% bare and weak areas will be acceptable after play begins
 - » Apply pre-germinated seed to heavily worn areas after every tournament
 - » Remove grass clippings if visible
 - » Aerate 3 times annually
 - » Spot aerate high use areas as needed
 - » Inspect thatch layer regularly and remove as needed
 - » Test soil and water annually
 - » Additional testing will occur if deemed necessary
 - » Soil moisture will be consistent
 - » No wet areas
 - » No dry areas
 - » Firm enough for foot and mower traffic
 - » Apply wetting agents to assist in uniform soil moisture
 - » Hand water as needed
 - » Inspect daily for insects, disease and stress and respond to

- outbreaks within 24 hours
- » Fertilize monthly
- » Aerate and over seed yearly
- Fence and Gate Maintenance
 - » Inspect fences, gates and bollards at least twice annually. Complete safety-related repairs immediately. Complete other repairs within 48 hours of discovery
 - » Annually free fence of debris
- Sign Maintenance
 - » Inspect sign lettering, surfaces, and posts at least once monthly
 - » Repair / replace signs to maintain design and safety standards within 24 hours of discovery
 - » Clean signs twice a year
 - » Cut back plant material annually or more if needed
- Pest Control
 - » If the Department has an Integrated Pest Management Program (IPM) policy, address problem areas and inspected monthly and remedied immediately upon discovery
- Vandalism and Graffiti Removal
 - » Initiate repairs immediately upon discovery. Document and

- photograph damage as necessary
- Picnic Shelters
 - » Reserved units cleaned and litter removed prior to and after each reservation
 - » Minor repairs are made immediately upon discovery
 - » Non-reserved units are cleaned weekly by power washing, or as necessary
- Lighting Security/Area
 - » Foot-candle levels will be maintained to preserve original design
 - » Inspect once monthly
 - » Repairs/bulb replacement will be completed within 24 hours of discovery
- Broken Equipment Standard
 - » Broken equipment shall be repaired immediately, as staff is capable and parts are available when noticed or reported
 - » If staff is not able to repair, the broken equipment will be signed and roped off with emergency tape indicating that the amenity is broken, not to be used and if and when it will be repaired
- Lifecycle Replacement
 - » The Department should develop a lifecycle replacement program

that must be built into the Capital Improvement Program based on contractor and product specifications

- Concession Standards (outdoor)

- » Concession facilities cleaned, wiped down, and sanitized before opening
- » Electrical appliances checked for compliance and repaired if damaged
- » Lights checked and repaired as needed
- » Concession operating permits secured before opening
- » Appliances cleaned thoroughly before opening
- » Prices for concessions will be posted
- » Cash registers tested to ensure they work properly
- » Circuit breakers tested prior to opening
- » Cleaning and sanitization supplies on hand before opening
- » Pick up debris daily

- Closing Concession Standards (outdoor)

- » Equipment cleaned thoroughly
- » Supplies removed and discarded
- » Electricity should be turned off
- » Refrigerators and cables turned off and sealed

- » Facility floors, sinks, and counters cleaned thoroughly

- » Hoses cleaned and drained

- » Kitchen cleaned thoroughly

- » Inspections of standards will occur monthly

- » Restrooms

- » Restrooms cleaned twice per day unless contracted

- » Restrooms inspected hourly

- » Restrooms locked/unlocked daily

- » Replace waterless urinal cartridges monthly

- » Leaks dealt with immediately and repaired within 24 hours of discovery

- Open Space Standard

- » Maintain natural appearance to open space areas

- » Remove trees and branches that pose a hazard to the users of the area

- » Respond to disease and insect outbreaks within 24 hours of identification

- » Inspect areas monthly

- » Remove and clean dump sites within 48 hours of identification

- » Post and maintain appropriate signage for each individual area

- » Implement strategies to assist in reducing the stand of non-native

- invasive plants by 5% annually
- » No large branches or debris will be allowed in parks and along perimeters

Level Two Maintenance Standards for Parks

Maintenance standards can change by season and month depending on the park and level of use. Standards will be calculated by time and equipment needed to develop the required operation budgets. The difference between Level 1 and Level 2 standards is the frequency rate.

- Turf Maintenance
 - » Mowing will occur once weekly
 - » Mowing heights
 - » 2½” during cool season (day time highs consistently below 75 degrees)
 - » Edging of all turf perimeters will occur weekly during season and every 2 weeks in off-season
 - » 88% turf coverage
 - » 8% weed infestation
 - » 4% bare area will be acceptable after play begins
 - » Remove grass clippings if visible
 - » Aerate once annually in low use areas

- » Aerate twice annually in high use areas (additional if needed)
- » Inspect thatch layer regularly and remove as needed
- » Test soil and water annually
- » Additional testing will occur if deemed necessary
- » Soil moisture will be consistent
- » No wet areas
- » No dry areas
- » Firm enough for foot and mower traffic
- » Apply wetting agents to assist in uniform soil moisture
- » Hand water as needed
- » Inspect weekly for insects, disease, and stress and respond to outbreaks within 24 hours
- » Fertilize twice yearly
- Tree and Shrub Maintenance
 - » Prune/trim trees and shrubs as dictated by species at least once annually
 - » Apply fertilizer to plant species only if plant health dictates
 - » Remove sucker growth as needed
 - » Inspect regularly for insects and diseases. Respond to outbreaks within 48 hours
 - » Place 2” of organic mulch around each tree within a minimum 18”

- ring
- » Place 2" of organic mulch around shrub beds to minimize weed growth
- » Remove hazardous limbs and plants immediately upon discovery
- » Remove dead trees and plant material within 30 days of discovery
- » Remove or treat invasive plants yearly
- Storm Cleanup
 - » Inspect drain covers at least once monthly and immediately after flooding occurs
 - » Remove debris and organic materials from drain covers within every other month
 - » Inspect and clean drains before forecasted storms begin
 - » Maintain water inlet height at 100% of design standard
 - » Invasive plant removal once a year or as needed
 - » Drain system maintenance done once a year
- Irrigation Systems
 - » Inspect irrigation systems a minimum of once per month and as necessary
 - » Initiate repairs to non-functioning systems within 48 hours of discovery
 - » Annual back flow inspection done yearly

- Litter Control
 - » Pick up litter and empty containers at least every other day or as needed
 - » Remove leaves and organic debris once a week
- Playground Maintenance
 - » Audit each playground to ensure compliance with the current version of ASTM Performance Standard F1487 and the Consumer Product Safety Commission "Handbook for Public Playground Safety"
 - » Complete low-frequency playground inspections at least bi-monthly or as required. All low-frequency inspections are to be completed by a Certified Playground Safety Inspector (CPSI). Complete safety-related repairs immediately and initiate other repairs within 48 hours of discovery
 - » Complete high-frequency inspections at least weekly
 - » Grooming surface two times weekly
 - » Hard Surface Maintenance
 - » Remove debris and glass immediately upon discovery
 - » Remove sand, dirt, and organic debris from walks, lots, and hard surfaces every 30 days
 - » Remove trip hazards from pedestrian areas immediately upon discovery

- » Paint fading or indistinct instructional/directional signs every other year
- » Remove grass in the cracks monthly
- Outdoor Court Maintenance
 - » Inspect basketball courts at least once monthly. Complete repairs within 10 days of discovery
 - » Repaint lines at least once every 2 years
 - » Replace basketball nets within 10 days when frayed, broken, or removed
 - » Maintain basketball goal posts, backboards, rims, fencing and hardware to original design specifications. Complete repairs within 10 days of discovery
- Trail Maintenance
 - » Inspect hard and soft surface trails at least once monthly
 - » Remove dirt, sand and organic debris from hard surfaces at least once monthly
 - » Remove organic debris from soft surfaces at least once monthly
 - » Maintain a uniform 2-4" depth of compacted material on soft surface trails
 - » Mechanically or chemically control growth 24" on either side of the trails
- » Remove overhanging branches within 84" of the trail surface at least once annually
- » Inspect signs, benches, and other site amenities at least once monthly. Complete repairs within 10 days of discovery
- Site Amenity Maintenance
 - » Inspect benches, trash containers, picnic tables, grills, bicycle racks, drinking fountains, and other site amenities at least monthly. Complete repairs within 5 days of discovery
 - » Cleaning and washing annually
 - » Inspect daily for insects, disease, and stress and respond to outbreaks within 24 hours
- Athletic Field Grounds Maintenance (baseball, soccer, softball, and rugby)
 - » Fields that are dedicated to soccer, baseball, softball and rugby only
 - » Mowing will occur twice weekly
 - » Mowing heights , 2 ½" during cool season (day time highs consistently below 75 degrees), 3" during warm season (daytime highs consistently above 75 degrees)
 - » Edging of all field perimeters will occur once monthly
 - » 80% turf coverage at the start of every season
 - » 65% turf coverage after play begins

- » 20% weed infestation
- » 5% bare area at the start of every season
- » 15% bare and weak areas will be acceptable after play begins
- » Remove grass clippings if visible
- » Aerate once annually
- » Inspect thatch layer regularly and remove as needed
- » Test soil and water annually
- » Additional testing will occur if deemed necessary
- » Soil moisture will be consistent
- » No wet areas
- » No dry areas
- » Firm enough for foot and mower traffic
- » Inspect weekly for insects, disease, and stress, and respond to outbreaks within 24 hours
- Fence and Gate Maintenance
 - » Inspect fences, gates, and bollards at least once annually. Complete safety-related repairs immediately, and complete other repairs within 5 days of discovery
 - » Clean debris annually
- Sign Maintenance
 - » Inspect sign lettering, surfaces, and posts at least once every 3 months

- » Repair/replace signs to maintain design and safety standards within 5 days of discovery
- » Clean sign once a year
- Pest Control
 - » In accordance with the Department's Integrated Pest Management Program (IPM), inspect problem areas monthly and remedy immediately upon discovery
- Vandalism and Graffiti Removal
 - » Initiate repairs immediately upon discovery. Document and photograph damage as necessary
- Picnic Shelters
 - » Reserved units cleaned and litter removed prior to and after each reservation
 - » Minor repairs are made immediately upon discovery
 - » Non-reserved units are cleaned bi-weekly, or as necessary
- Lighting Security/Area
 - » Inspect quarterly
 - » Repairs/bulb replacement will be completed within 72 hours of discovery
- Restrooms

- » Restrooms cleaned daily unless contracted
- » Restrooms inspected every three hours
- » Restrooms locked/unlocked daily
- » Replace waterless urinal cartridges monthly
- » Leaks dealt with immediately and repaired within 24 hours of discovery

Level Three Maintenance Standards and Definitions for Parks

Maintenance Standards can change by season and month depending on the type of park and level of use. Standards will be calculated by time and equipment needed to develop required operation budgets.

- Turf Maintenance (dog parks)
 - » Mowing will occur once every 10 days
 - » Mowing heights
 - » 2½” during cool season (day time highs consistently below 75 degrees)
 - » 50% turf coverage
 - » Up to 50% weed coverage for existing
 - » Up to 20% bare area
 - » Safety of hazard only action

Appendix C

COMMUNITY **ENGAGEMENT**

Appendix D

SITE ANALYSIS