



CITY COUNCIL

MEMBERS:

JOY GLAD
COREY THOMAS
SHARLA BYNUM
NICK MITCHELL
IRVIN JONES
RAY DEWOLFE
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South Salt Lake City Council Work Meeting Agenda

Public notice is hereby given that the **South Salt Lake City Council** will hold a Work Meeting on **Wednesday, September 9, 2026** in the City Council Chambers, 220 East Morris Avenue, Suite 200, commencing at **6:00 p.m.**, or as soon thereafter as possible.

To watch the meeting live click the link below to join:

<https://zoom.us/j/93438486912>

Watch recorded City Council meetings at: [youtube.com/@SouthSaltLakeCity](https://www.youtube.com/@SouthSaltLakeCity)

Conducting: Council Chair Bynum

Matters for Discussion:

- | | |
|--|-----------------------------|
| 1. Presentation – FrontRunner 2x Project | FrontRunner 2x Team, 30 min |
| 2. Discussion – Landscape Ordinance Revision | Sharen Hauri, 20 min |

Adjourn

Posted September 4, 2026

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

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

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

**CITY OF SOUTH SALT LAKE
CITY COUNCIL WORK MEETING**

COUNCIL MEETING **Wednesday September 9, 2026
6:01 p.m.**

CITY OFFICES **220 East Morris Avenue
South Salt Lake, Utah 84115**

PRESIDING: **Council Chair Sharla Bynum**

CONDUCTING: **Council Vice Chair Corey Thomas**

COUNCIL MEMBERS PRESENT:
Joy Glad, Corey Thomas, Nick Mitchell,
Irvin Jones, Clarissa Williams (Zoom), and Ray deWolfe

COUNCIL MEMBERS NOT PRESENT:
Sharla Bynum (excused)

STAFF PRESENT:
Mayor Cherie Wood
Josh Collins, City Attorney
Terry Addison, Fire Chief
Jared Christensen, Deputy Fire Chief
Tyler Cluff, Deputy Police Chief
Sharen Hauri, Neighborhoods Director,
Stewart Okobia, Finance Director
Jonathan Weidenhamer, Community & Economic Development Director
Spencer Redden, Police Officer
Eliza Ungricht, Community Development Deputy Director
Lee Garbett, Neighborhoods Deputy Director
Ariel Andrus, City Recorder
Sara Ramirez, Deputy City Recorder

Matters for Discussion

1. Presentation – FrontRunner 2x Project

Utah Department of Transportation Deputy Project Director, Braden Andersen, along with Marcus Bennett from the Utah Transit Authority and other project leads, presented on the FrontRunner 2x project.

Mr. Andersen explained that the project is a partnership wherein the Utah Department of Transportation executes the construction and hands the completed project over to the Utah Transit Authority for operation. The primary goal of the project is to add double-tracking to the FrontRunner alignment, which currently suffers from delays due to single-track limitations. By adding eleven new double-track sections, one new station in Bluffdale, ten new trains, and a new maintenance facility, the project aims to decrease wait times from thirty minutes to fifteen minutes during peak rush hour. The construction phase is anticipated to begin in 2027 and

conclude by 2030, at which point FrontRunner travel is projected to eventually outpace travel on Interstate 15.

The presenters detailed the specific impacts the project would have within the City. The South Salt Lake segment will see approximately two miles of new track added primarily on the east side of the existing rail corridor between 1700 South and 3300 South. Environmental studies indicated no significant noise or vibration impacts that would require mitigation walls, and only minor impacts to Millcreek. The project requires the acquisition of right-of-way space from fifteen commercial properties, though no total acquisitions are necessary.

Council Member Williams asked about the expected disruption to surrounding businesses, specifically inquiring about construction timelines, access restrictions, and how the City and project teams plan to coordinate with local business owners to mitigate revenue loss and traffic impacts.

The design lead explained that the property impacts vary from minor strip takes to larger impacts, such as the removal of a back row of storage units at Cook Storage, for which the owners are being compensated at fair market value to rebuild elsewhere. Regarding the storm drain, it was explained that a shared City and rail corridor storm drain currently located along 600 West will be relocated into the street at the project's expense, eventually tying back into the rail corridor drainage system further north.

Council Member Mitchell asked the project team to clarify their approach regarding the impacted commercial properties along the corridor, specifically inquiring whether the project team expected to use eminent domain (condemnation) to acquire partial property rights or right-of-way, or if they anticipated reaching voluntary agreements with all affected landowners.

The presenters emphasized that their primary goal and ongoing practice is working collaboratively with property owners to negotiate mutually agreeable offers based on fair market value. They noted that, up to this point in the process, they have not had to resort to eminent domain. While standard project protocols allow eminent domain as a legal fallback to prevent project deadlocks, the team expressed optimism that all necessary partial property acquisitions for the FrontRunner 2X corridor can be finalized through standard negotiation without condemnations.

Council Member Mitchell inquired if the project was driven by the upcoming 2034 Olympics.

Mr. Andersen clarified that while the Olympics serve as a good motivator, the expansion has long been part of the Utah Transit Authority's phased long-term plan.

Council Member Glad asked what kind of service disruptions could be anticipated.

The project team acknowledged that there will be service impacts, but they plan to utilize creative supplemental bus bridges and schedule major shutdowns around holidays to minimize rider inconvenience. Major track closures and full-service shutdowns will be scheduled around holidays or major non-peak travel periods to minimize disruption during standard weekday commute hours.

Council Member Glad pointed out what appeared to be a timeline gap: if double-tracking and infrastructure improvements were scheduled to finish around 2030, why did the presentation highlight a speed advantage metric measured against I-15 in 2050?

Mr. Andersen and Mr. Bennett clarified that the FrontRunner train itself won't necessarily be driving faster in 2050 than in 2030; rather, because double-tracking (completed by 2030) enables fixed, reliable 15-minute peak service that bypasses highway traffic, taking FrontRunner will become 17% faster on average compared to driving on I-15 as traffic gridlock worsens over those decades.

Further discussion occurred regarding the speed of the trains versus the frequency of the service.

Mr. Bennett explained that within the thirty-year planning horizon, travel time improvements for riders will primarily come from increased frequency rather than increased vehicle velocity.

Council Member Williams asked why the focus was on expanding FrontRunner instead of simply increasing TRAX service, considering the City already utilizes TRAX.

Mr. Bennett explained that while both networks require significant investment, they serve different operational spectrums; TRAX features stops every half mile for short trips, whereas FrontRunner is designed for longer regional commutes.

Finally, the team confirmed that the \$3 billion dollar project had recently received a recommendation for a \$1.3 billion-dollar federal grant, and no funding was being requested from the City.

A copy of the presentation is attached and incorporated by this reference.

2. Discussion – Landscape Ordinance Revision

Neighborhoods Director, Sharen Hauri, presented proposed revisions to the City landscape Ordinance. She explained that the current Ordinance had become clunky and outdated due to various additions over the years, and the proposed revisions aimed to align the Ordinance with new goals for urban tree canopy increase, air quality improvement, heat island mitigation, utility and infrastructure protection, and water conservation.

The revised Ordinance would provide better guidance on plant health during droughts, stormwater support, tree preservation, and noxious weeds. She noted that the new rules would apply to new construction, changes of use, significant parking or floor area expansions, relandscaping of over fifty percent of a property, and newly applicable public parks and open spaces. City facilities would remain largely exempt but would require review to demonstrate landscaping adequacy.

Ms. Hauri detailed the potential financial impacts of the revisions, noting areas where costs and time burdens might increase or decrease for developers. Increased costs would stem from requiring professionally prepared and stamped drawings by licensed landscape architects for commercial, mixed-use, multi-family, and right-of-way projects. Additional costs would also

arise from requiring larger soil volumes for trees in downtown areas, specifically using soil cells under pavement to prevent soil compaction, and requiring separate irrigation valves for trees to ensure their survival during droughts while other landscaping goes dormant. To balance these costs, the revised Ordinance would offer savings by reducing the required minimum plant and tree sizes at planting, which would also improve plant survival rates. Further savings would come from a modified tree replacement ratio based on canopy size rather than a strict per-tree count, reduced setback sizes in urban corridors, and greater flexibility in plant species selection and placement.

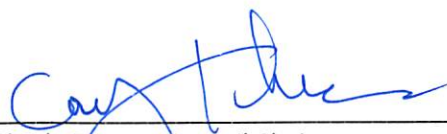
During the presentation, Ms. Hauri highlighted proposed prohibitions on artificial turf and landscape fabric. She stated that artificial turf would be banned as a general ground cover due to its tendency to absorb and reflect heat, though it would still be permitted in designated active-use areas. Similarly, landscape fabric would be prohibited over plant roots to ensure proper air and water flow but would remain allowable under bark or rock mulch where no live plants are present.

Council Vice Chair Thomas and other Council Members inquired about how to provide feedback on the extensive changes.

Ms. Hauri requested that the Council Members email their questions and feedback to the Mayor and City staff, as internal conversations regarding the specific terms of the Ordinance were still ongoing.

A copy of the presentation is attached and incorporated by this reference.

The meeting adjourned at 7:00 p.m.



Sharla Bynum, Council Chair
Corey Thomas

Ariel Andrus, City Recorder

9-Sep-26

****Please sign in for each meeting****

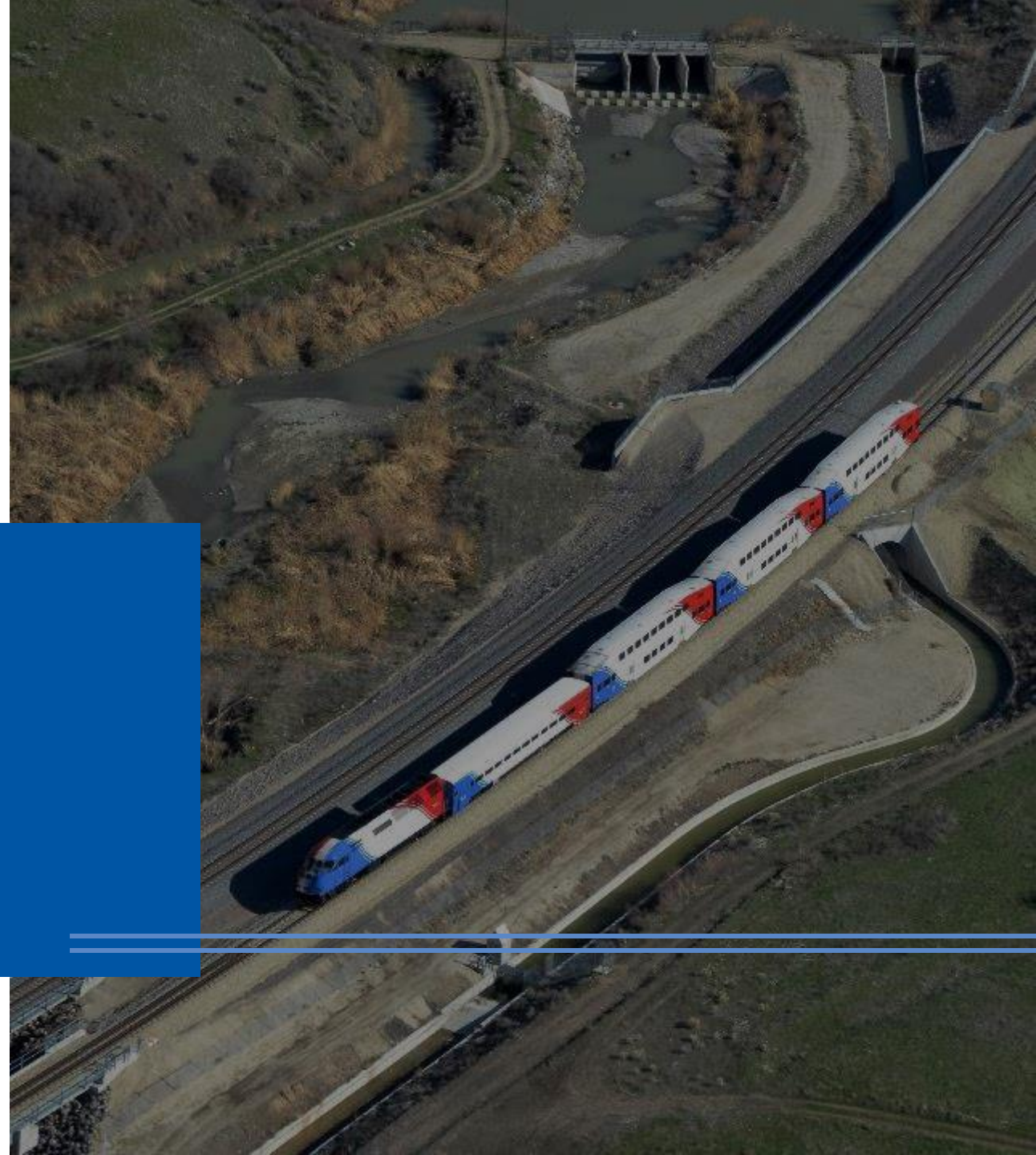
CITY COUNCIL - WORK & REGULAR MEETING LIST OF ATTENDEES

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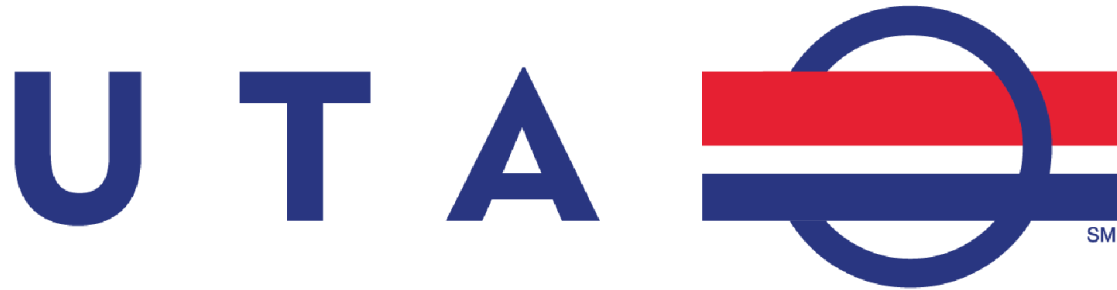


South Salt Lake City Council Presentation

September 9, 2026



Project Team



Why Strategic Double Tracking?



Project Purpose



- Ridership is at 90% capacity in the peak hour peak direction
- Doubles (2X) train frequency on the existing FrontRunner corridor to reduce congestion and increase ridership



Project Benefits



Increased Frequency
(15-minute peak, 30-minute off peak)



Increased Ridership
(53% increase)



Improved Reliability



Increased Choice
(17% faster than I-15 by 2050)



Supports Economic Development

FrontRunner 2X Improvements



11 Double Track Sections



1 New Station



1 Track Realignment

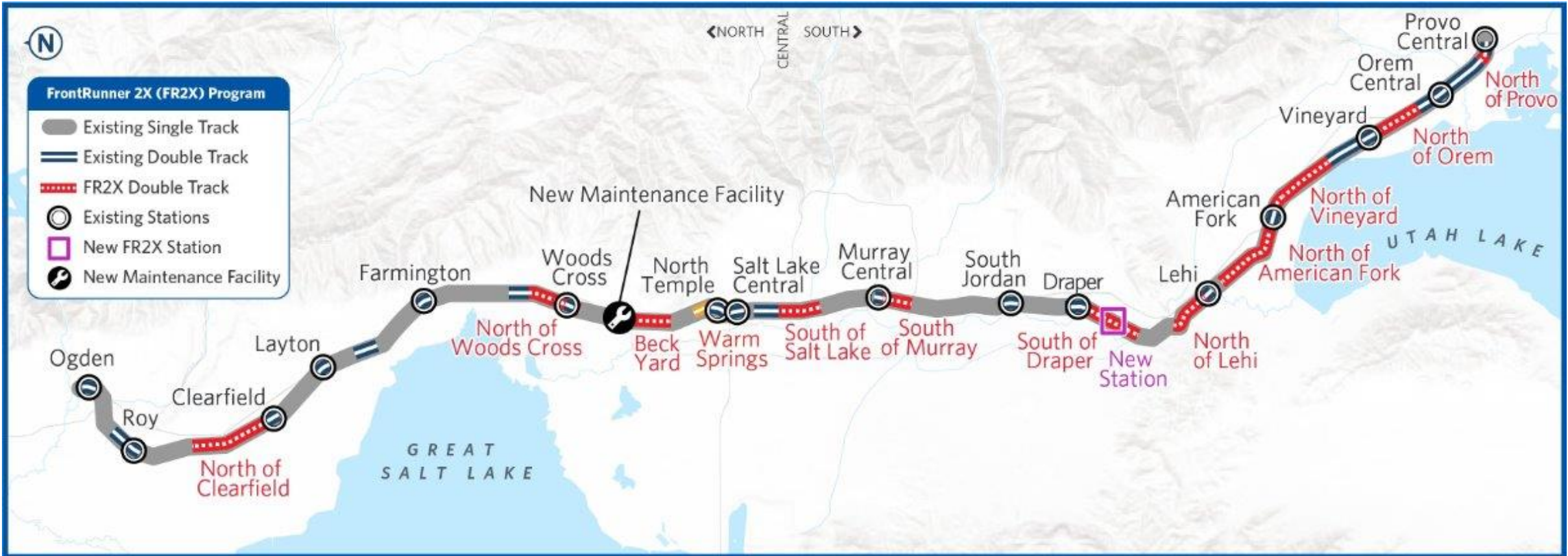


10 New Trainsets



1 Maintenance Facility

Project Map



Project Timeline

2023 - 2024

-  Progressive Design-Build Request for Proposal
-  Progressive Design-Builder Selection
-  Start of Preconstruction
-  Start of Environmental Study

2025 - 2026

-  Environmental Study Completion
-  Design and Preconstruction
-  Final Design
-  Train Procurement

2027 - 2030

-  Construction
-  Train Manufacturing, Delivery, and Testing
-  Federal Grant Approval*

*Expected 2027

2030

-  Construction Substantial Completion
-  New Vehicles Testing and Start of Operation
-  15-minute Peak Service

Schedule is dependent on federal grants

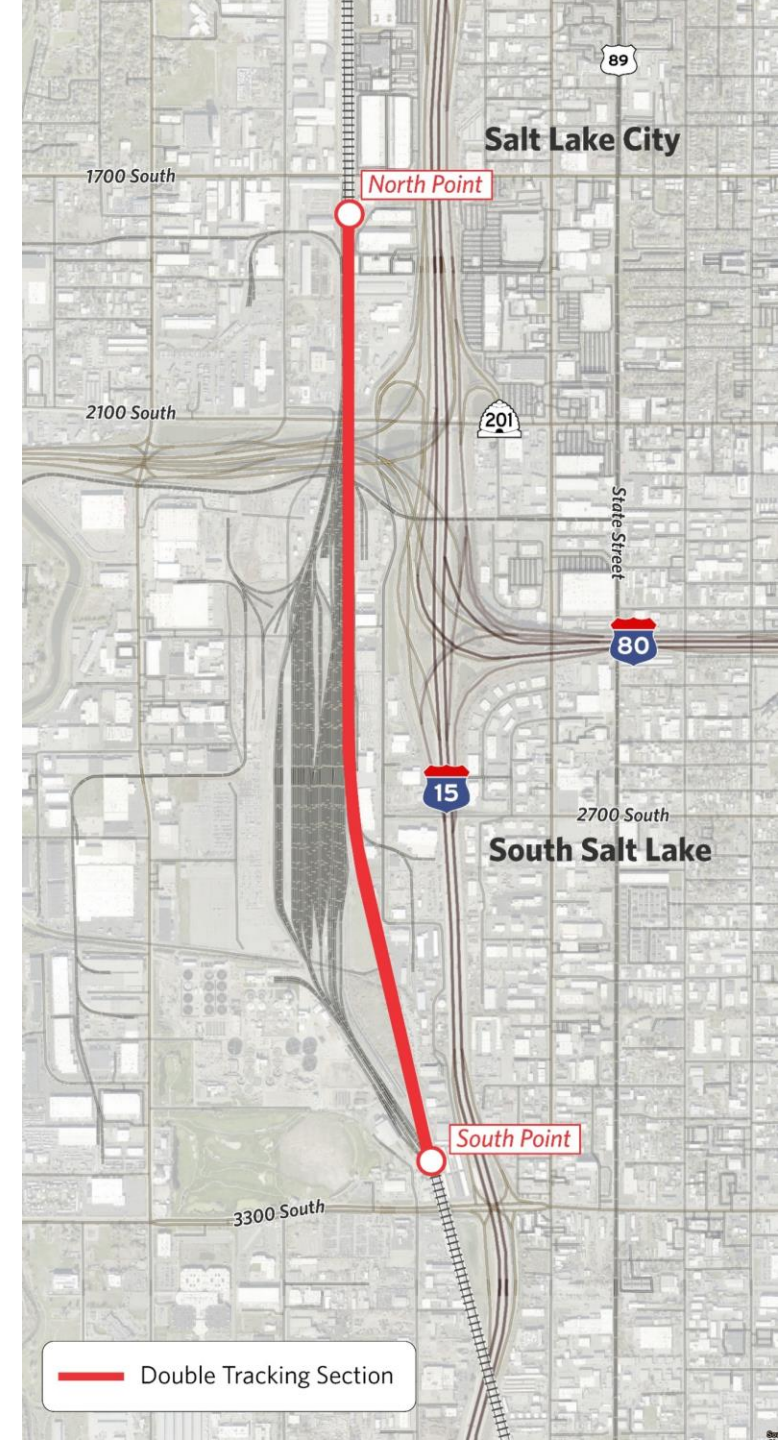
Section Overview

Section Name: South of Salt Lake

North Point: 1700 South, Salt Lake City

South Point: 3300 South, South Salt Lake

Length: ~ 2 mi





Environmental Process

- Overseen by Federal Transit Administration (FTA)
- Completed a Categorical Exclusion for each section
- Completed Planning and Environmental Linkage Study for entire FR2X project



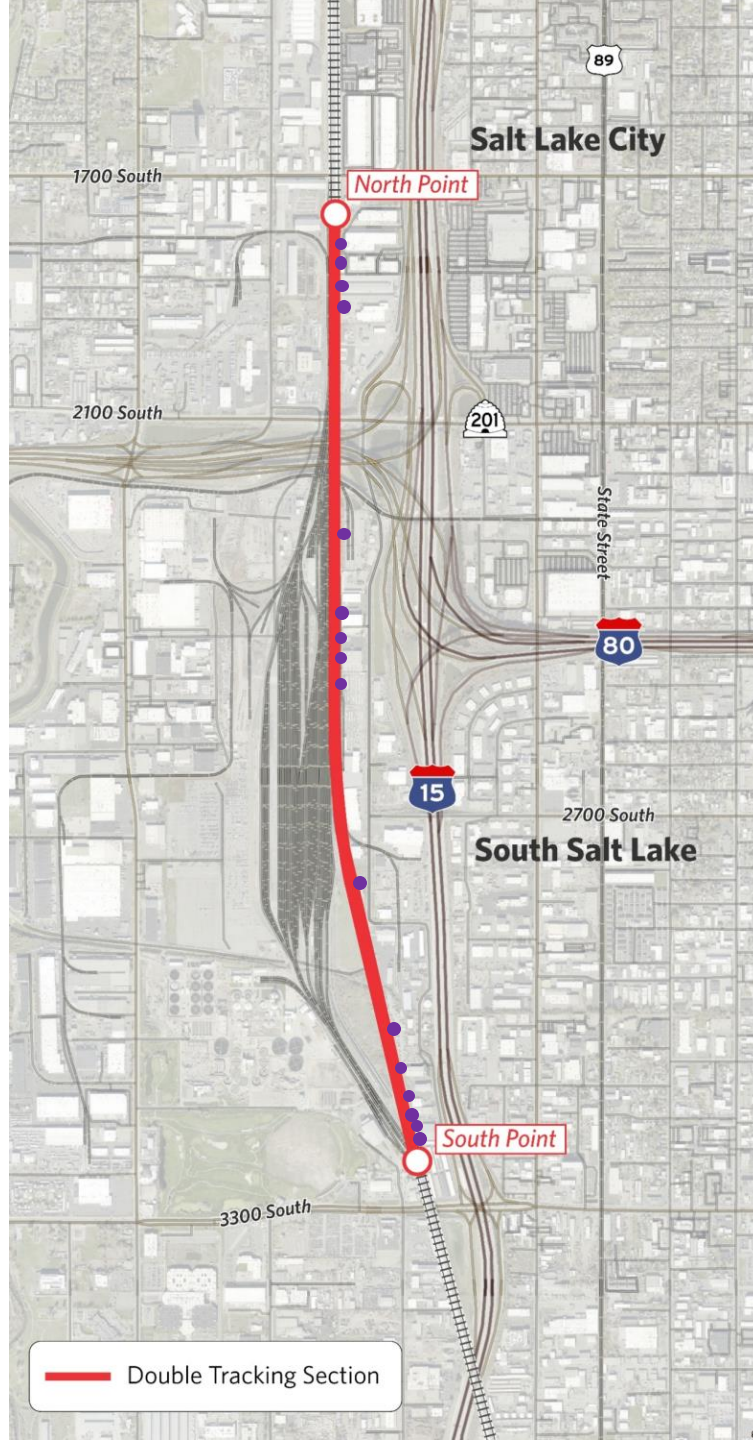
Environmental Overview

- Environmental Review completed November 2023
- Minor impacts to Mill Creek
- Utility relocations (sewer lines)
- Potential to encounter soil contamination, material management plans are being developed

Noise & Vibration

- FTA process for evaluation noise and vibration
- No noise and vibration impacts





Right-Of-Way Process

- All property acquired in compliance with state and federal laws
- Property owner assistance from Office of the Property Rights Ombudsman
- Limited ROW impacts within South Salt Lake
 - 15 impacted commercial properties
 - No total acquisitions
 - One building impact to a storage unit facility

Construction Noise

- Temporary increase in noise and vibrations
- Trains will sound horns in construction zones, when needed
- Public awareness before and during construction activities



Quiet Zones

- Quiet Zone status is granted by the Federal Rail Administration
- Quiet Zone status will remain during and following construction
- Trains are required to use horns near construction areas for safety



Stay Informed

Website: FrontRunner2X.utah.gov

Email: FrontRunner2X@utah.gov

Phone: 888-882-0373

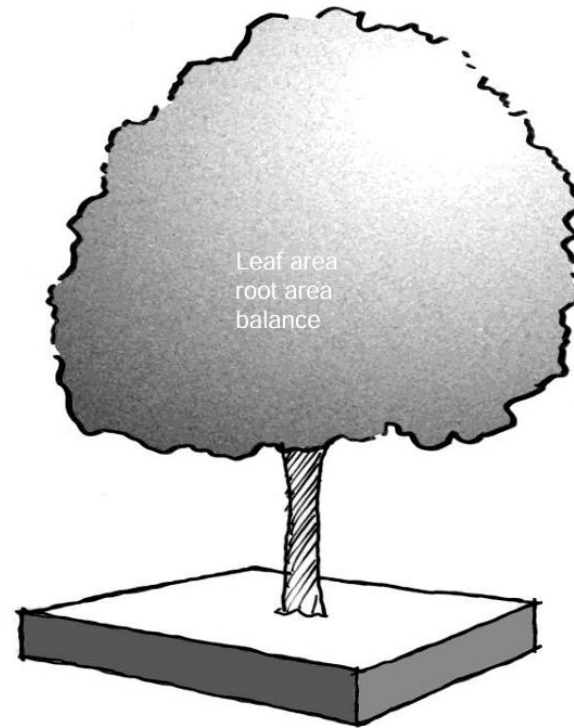


Landscape Ordinance Update



What changes are needed?

- **New purposes:**
 - Urban tree canopy increase,
 - Air quality improvement,
 - Urban heat island mitigation,
 - Utility and infrastructure protection
- **Better guidance**
 - Water conservation
 - Plant health strategies
 - Stormwater support
 - Tree protection and preservation
 - Noxious weeds
- **Practicality**
 - Clear direction and application
 - Reasonable and common expectations
 - More flexibility



What changes are needed?

- Technical integration

- Engineering Standards and Stormwater Manual
- Street Cross Sections (revising)
- Land Use Code Update
- 12.52.00 Tree Ordinance and Urban Forest Plan
- 8.09 Weeds, Waste Material, Litter and Clearing of Property

- Improved regulation and compliance:

- Inspections by engineering inspectors, support by urban forester
- Construction substitutions (plants & trees) go back to city

- Authority and Appeals

- Power to City Engineer and Mayor
 - Where conflicts with infrastructure, roads or sidewalks exist

Areas of Improvement

- Water conservation
 - Active Recreation Area
 - Irrigation standards
 - Tree canopy
- Stormwater perviousness
 - landscape vs hardscape
 - limits on landscape fabric and artificial turf
- Tree preservation, removal and replacement
 - reality check on standards - benchmarking
 - new tools: Tree Fund + cash-in-lieu relief valve for tree removal and hard sites
- Tree requirements (building on *Urban Forestry Plan*)
 - minimum soil volume and optional soil cells
- Soil standards (no “garbage bin” backfill)
 - preservation, preparation and testing
- Private property standards
 - parking lots, buffers, relandscaping



Applicability

Already applies

- New construction and conditional use permits
- A change of use
- Building permits (non-residential) that increase floor area or parking by 50%
- Building permits (residential) that increase floor area or parking by 75%
- Expanded parking lot over 15% additional
- Re-landscaping that changes over 50% of existing landscaping

Newly applicable

- Public parks, recreation facilities, and open space

Exempt: City Facilities in the City Facility Zone are exempt from Title 17, but require a review/approval:

To demonstrate...the adequacy of landscaping, screening and buffering, building setbacks, parking, open space, or other development characteristics necessary to mitigate the impact of the City Facility on neighboring properties.

Review of Burden

*Analyzing new code vs old code—
the burden placed on owner, developer or contractor*

Major areas of additional cost or time:

- Professionally prepared and stamped drawings by Landscape Architect
- Soil volume for trees in high ped/bike areas - in a planter or a soil cell
- Required irrigation for larger park strips and separate valves for trees

Areas of cost savings:

- Tree Replacement and minimum plant size requirements
- Setback size
- More flexibility in size, species, and placement

Landscape Ordinance - Standards

Topic	Old standard	New standard	change in cost or time?
Landscape Plan prepared by Landscape Architect	none	required for commercial, mixed use, multifamily, and right of way (except SF)	increased cost, increased time
Landscape Plan requirements	detailed requirements	detailed requirements	none
Percent pervious	75%	75%	none
Size of plants / trees	5 gallon plant 2" tree	2 gallon plant 1.5" tree	reduced cost
Artificial Turf	none	prohibited in certain areas	none, reduced runoff
Landscape fabric	none	prohibited over plants	reduced cost, reduced runoff
Rock mulch	none	border edge required	none; increased cost
Bark mulch	none	border edge required	increased cost

Landscape Ordinance - Standards

Topic	Old standard	New standard	Change in cost or time?
Landscape coverage	75% plant coverage	% site coverage varies by zone	increased options
Site trees - single family	2 trees per front yard	2 trees per 1000 sf <u>or</u> 30% canopy	increased options
Site Trees - multi family	2 trees per 1000 sf	2 trees per 1000 sf <u>or</u> 30% canopy	increased options
Live Plant Coverage	75%	75%	no change
Turf restrictions - SF	35%	35%	none
Turf restrictions - all others	Active Recreation Area only	Active Recreation Area only	none
Downtown Streets	10.5 min concrete sidewalk	not specified	reduced cost
Urban Corridor Streets	15' landscape buffer	no buffer required; setback per zone	reduced cost

Landscape Ordinance - Site Trees

Topic	Old standard	New standard	change in cost or time?
Spacing of Trees in buffer	25'-30'	varies by size 15-30'	increased quantity/cost for small trees
Tree irrigation	no separation	separate valve	increased cost
Tree replacement	4:1 replacement, multiple trees allowed	2:1 replacement, multiple trees allowed	reduced cost for small trees increased cost for large trees
Tree substitutions	none	requires approval	increased time
Cash in Lieu for tree planting or replacement	none	allows Cash in Lieu - a new system	reduces cost, increases options

Landscape Ordinance - Park Strip Trees

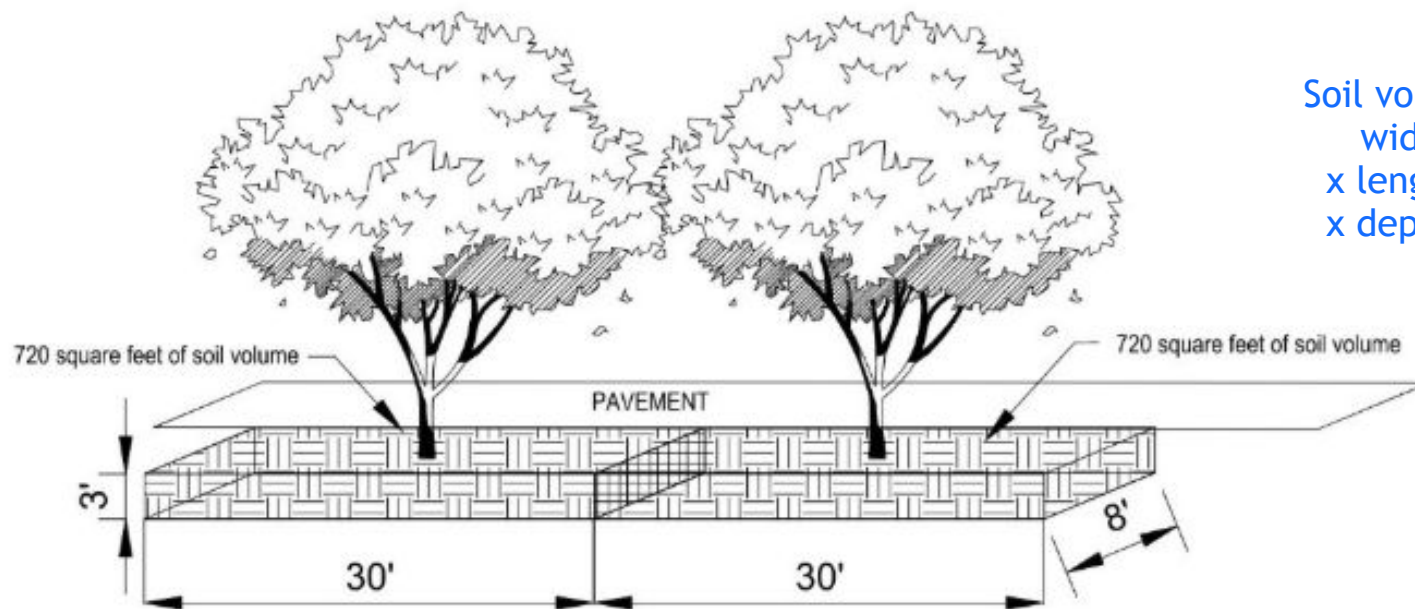
Topic	Old standard	New standard	change in cost or time?
Irrigation separated for trees	not required	required for 5' + strips	increased cost
Tree planting by city	allowed	required and clarified	reduced cost to owner increased cost to city
Trees in 2'-3' park strips	"not encouraged"	prohibited	reduced cost
Tree types, species	thorough standards	Updated, prohibits columnar trees states genus not species	cost neutral, more flexible
Tree soil volume	none	required for all trees	increased cost to owner reduced cost to city by reducing damage
Pavement over trees	yes with tree grate	yes with soil cells	increased cost for soil cell

Landscape Ordinance - Park Strip

Topic	Old standard	New standard	change in cost or time?
Plant coverage minimum	50%	50%	none
Concrete paving in park strip	allowed in residential (under 2')	not allowed pavers allowed	neutral
Cobble rock strip to retain mulch	not required	required for 18" back of curb	increased cost from bark mulch alone
Landscaping where no curb, gutter and park strips exist	none	exempts owner	none
Hardscape	none	limited to 25%	none
Irrigation	not required	required for 5' + width	increased cost
Plant heights and clear view	specified but conflicting	specified and uniform	none
Tree canopy counted as plant coverage	not counted	allowed to count as plant coverage in Downtown	decreased cost

Soil Volume: Two Options

1. **Larger volume required only in Downtown.** Possibly TOD and Commercial Parking Lot.
2. **Variable volume applied to all zones.** Match the available soil of a typical park strip with allowed trees sized to the existing soil volume.
 - Large 720 cf (8' wide x 30' long x 3' deep)
 - Medium 350 cf (5' wide x 22.5' long x 3' deep)
 - Small 150 cf (3' wide x 15' long x 3' deep)



Soil volume =
width of park strip
x length of tree spacing
x depth (3')

Soil Cells: Optional

1. Open planter eliminates need for soil cell.
 - Uncompacted soil with plants and mulch.
2. Pavement over roots requires soil cells.
 - Compacted rock under pavement is replaced by the rigid grid soil cell.
 - Uncompacted soil in the cell supports the tree.



Landscape Ordinance: Parking + Buffers

Topic	Old standard	New standard	Change in cost or time?
Soil volume minimum-trees	none	430 cf	added cost
Landscape planters	8' wide	6' or 8' for trees	reduced cost
Perimeter landscape buffer	7'	8'	added cost
Perimeter landscape trees	1 per 400 sf	1 per 240 sf or 30 lf	added cost
Buffer landscaping - screening	plants not defined	defined standard; defines opacity; removes evergreen requirement	none none reduced cost

Tree Replacement

EXISTING:

- Identify existing trees that are non-invasive and not noxious
- Replace each tree removed with four (4) trees, each with a minimum caliper of four (4) inches.

PROPOSED:

- Identify existing Significant Trees (over 4” caliper)
- Replace at a ratio of 2:1 inches caliper (which may exceed 4 trees)
- Replace with minimum caliper 1.5” tree
- Option to pay Cash in Lieu to a tree fund to plant elsewhere

Major Policy Questions

Major areas of additional cost or time: Landscape

- Professionally prepared and stamped drawings by Landscape Architect
- Limiting use of landscape fabric and artificial turf
- Separating irrigation for trees
- Containment of mulch
- Reducing plant sizes at planting
- Removing extra landscape buffer on Urban Corridors
- Tree replacement system
- Trees on site instead of park strips