



# WALKABLE SALT LAKE CITY

## EXECUTIVE SUMMARY

“ As we grow and our city becomes denser and more urbanized, we must ensure that our community is walkable and provides access to amenities that contribute to our quality of life.

- Plan Salt Lake (2015)

### WHAT IS WALKABLE SLC?

Walkability is an important factor in promoting public health, reducing environmental impact, and supporting the local economy. One key variable in walkability is the proximity to essential amenities—people are more likely to walk when everyday services like grocery stores, schools, parks, and public transportation are close to where they live.

Walkable SLC is a data-driven mapping tool developed by SLC Planning to better understand and visualize the city's current access to amenities that support a high quality of life, like grocery stores, parks, and schools. By analyzing the access to amenities at a city-wide and neighborhood level, staff can identify areas that are more or less accessible than others. This approach supports planning efforts by highlighting areas where increased access to amenities may improve quality of life, promote alternative transit options, and reduce reliance on cars.

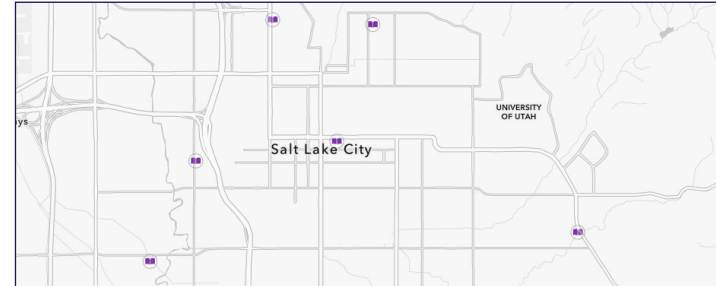
# WALKABILITY MAP

## HOW WAS THE WALKABILITY MAP CREATED?

The Walkability Heat Map identifies areas of the city with the greatest variety of amenity types within walking distance. The greater variety of amenities available in an area, the more walkable. Areas with a high variety of amenities are shown in bright yellow, while areas with less variety are represented in dark purple.

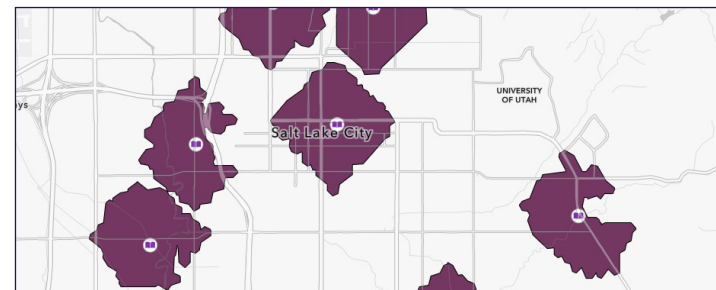
### 1. IDENTIFY AMENITY LOCATIONS

To determine the locations of existing amenities, our team collaborated with the City's business licensing division and analyzed zoning data. This process helped identify the precise locations of amenities like grocery stores, parks, schools, and other community resources to create a database cataloging amenities throughout the city.



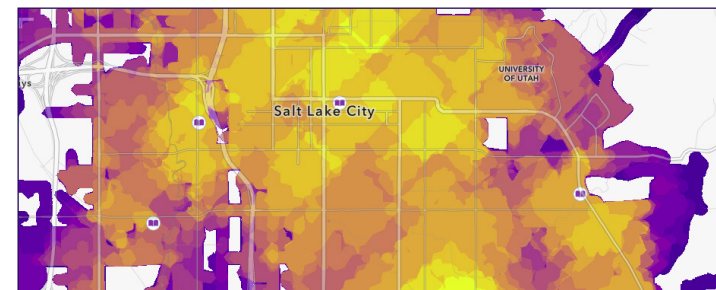
### 2. CREATE "WALKSHEDS"

Using the database of amenities, our team employed mapping software to visualize walking distances around each amenity. These "walksheds" represent the areas within which residents can easily walk to within 15 minutes to access a particular amenity.



### 3. OVERLAY WALKSHEDS

Once the walksheds were created for each amenity, our team combined them into a single layer on the map. This resulted in a heatmap that highlights areas, based on either city block or parcel, with the highest variety of accessible amenities providing a visual representation of where residents have the greatest access to services and resources.



*Walkability analysis is inherently complex, and multiple factors may influence the outcomes for any given neighborhood. While every effort has been made to utilize the most accurate and up-to-date data, the findings should be considered as general guidance rather than precise determinations. For additional information on each amenity category, see the "Identified Amenities" explanations at the end of this report.*

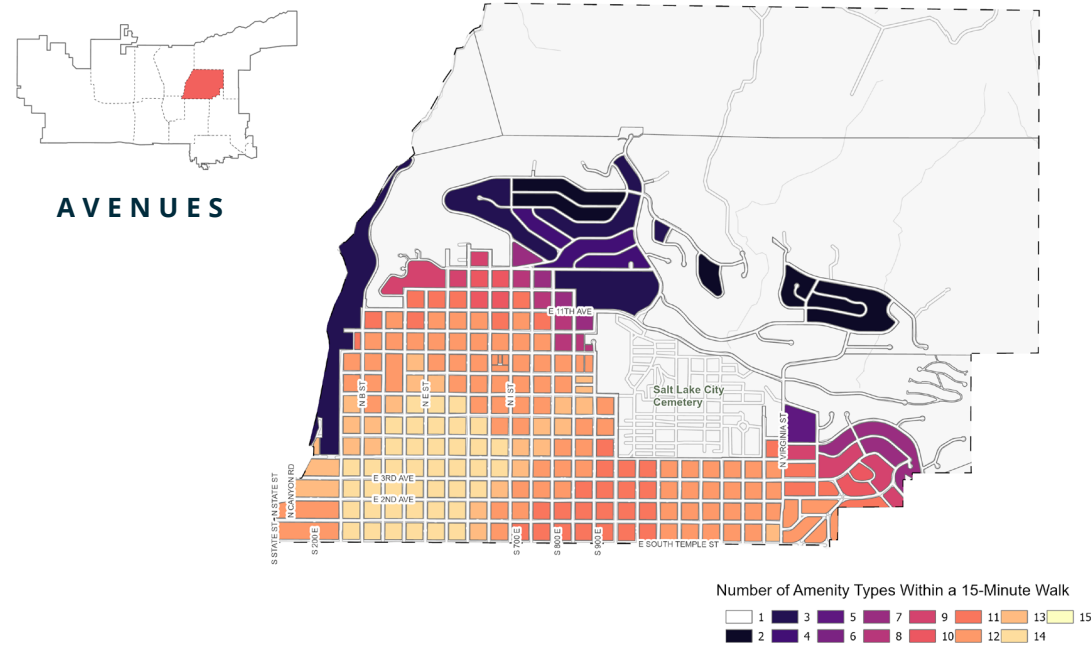


Scan the QR code to visit the StoryMap.

View our website here:  
[www.bit.ly/4bfEQXQ](http://www.bit.ly/4bfEQXQ)

# AVENUES

## WALKABILITY ANALYSIS



PERCENTAGE REFERS TO TOTAL HOUSING UNITS WITH WALKABLE ACCESS TO AMENITIES



### WALKABLE AMENITIES OVERVIEW

The majority of housing units in the Avenues are within a 15-minute walk of essential amenities. The only amenity that is accessible to less than 50% of housing units in the area is TRAX. Additionally, amenities such as libraries, childcare centers, grocery stores, offices, restaurants, retail outlets, and trails are generally less accessible to Avenues residents when compared to the city-wide average.

Access to amenities tends to decline as one moves from the lower Avenues into the upper Avenues or Federal Heights. This is due to the prevalence of single-family zoning throughout much of the Avenues. As a result, the further one travels from places which permit commercial uses, such as South Temple, the more limited amenity access becomes.

However, affordable housing and adaptive reuse incentives may allow for the development of additional housing units near existing amenities so more people may be able to live closer to existing amenities. Stakeholders and policymakers should explore opportunities for growth and improvements, particularly through the creation of compatible commercial nodes within existing single-family neighborhoods.

### CRITICAL AMENITY GAPS

While over 99% of Avenues residents have access to bus stops, the nearest TRAX stops are located along 400 S, meaning only 37% of residents are within a reasonable walking distance of this transit option.

Due to the area's steep topography and narrow roads, it is unlikely that TRAX service will extend further north in the near future. However, the community is well-served by a number of bus stops, which provide residents with access to public transportation options.

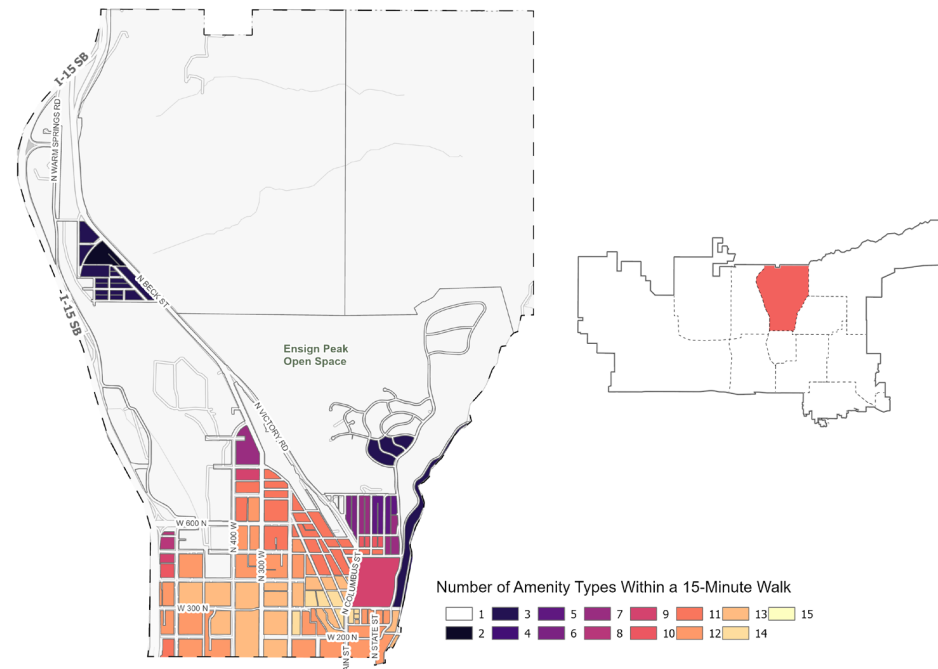
### HOUSING UNITS WITH WALKABLE ACCESS TO AMENITIES

Amenities	City-wide	Avenues	Difference
Bus Stops	98.3%	99.9%	+1.7%
Childcare	90.7%	76.7%	-14.1%
Grocery Stores	81.0%	71.3%	-9.7%
Healthcare	91.0%	93.3%	+2.3%
Hospitals	31.4%	95.5%	+64.1%
Libraries	41.1%	63.6%	+22.5%
Offices	96.7%	89.2%	-7.5%
Parks	98.7%	100.0%	+1.3%
Pharmacies	77.6%	91.6%	+13.9%
Recreation	90.6%	96.4%	+5.7%
Restaurants	96.0%	91.9%	-4.0%
Retail	94.6%	88.7%	-6.0%
Schools	93.9%	98.1%	+4.2%
Trails	82.1%	73.5%	-8.6%
TRAX Stops	52.4%	37.0%	-15.4%

In addition to the limited access to TRAX, the Avenues community faces a shortage of childcare facilities. Childcare is a vital component of the local economy, as it supports working parents and helps local businesses thrive.

It is important that future plans prioritize allowing a diverse range of mixed commercial and residential uses and multi-modal transit options. These measures would not only make the Avenues more accessible and affordable, but also allow for residents to more easily make use of the area's abundant amenities, all without relying on a car.

# CAPITOL HILL WALKABILITY ANALYSIS



PERCENTAGE REFERS TO TOTAL HOUSING UNITS WITH WALKABLE ACCESS TO AMENITIES



## WALKABLE AMENITIES OVERVIEW

The Capitol Hill community plan area generally has adequate access to amenities within a 15-minute walking distance. Only two of the 15 amenities – hospitals and pharmacies – are accessible to less than 50% of the area’s housing units.

The areas lacking amenities the most are predominantly zoned for large single-family lots, such as the FR-1, FR-2, and FR-3 districts. These districts are in the foothills of the City and are quite far from any zoning districts that could support amenities. As one gets closer to downtown, the walkability of the community plan area improves significantly. There are numerous zones within the Capitol Hill area that can and do support amenities, such as the TSA, MU, and R-MU districts. Additionally, there is a mix of residential zones throughout the area, including various RMF, SR, R-2, and R-1 districts. This has allowed for a greater mix of housing stock and could lead to a greater number of housing units.

Prior to Lee’s Marketplace reopening, Capitol Hill residents lacked adequate access to a grocery store. Before reopening, less than one-third of housing units in the Capitol Hill area were within a 15-minute walk of a grocery store. Now, more than 80% of housing units are within a 15-minute walk to their nearest grocery store. Notably, Lee’s Marketplace is the only grocery store within the Capitol Hill area.

## CRITICAL AMENITY GAPS

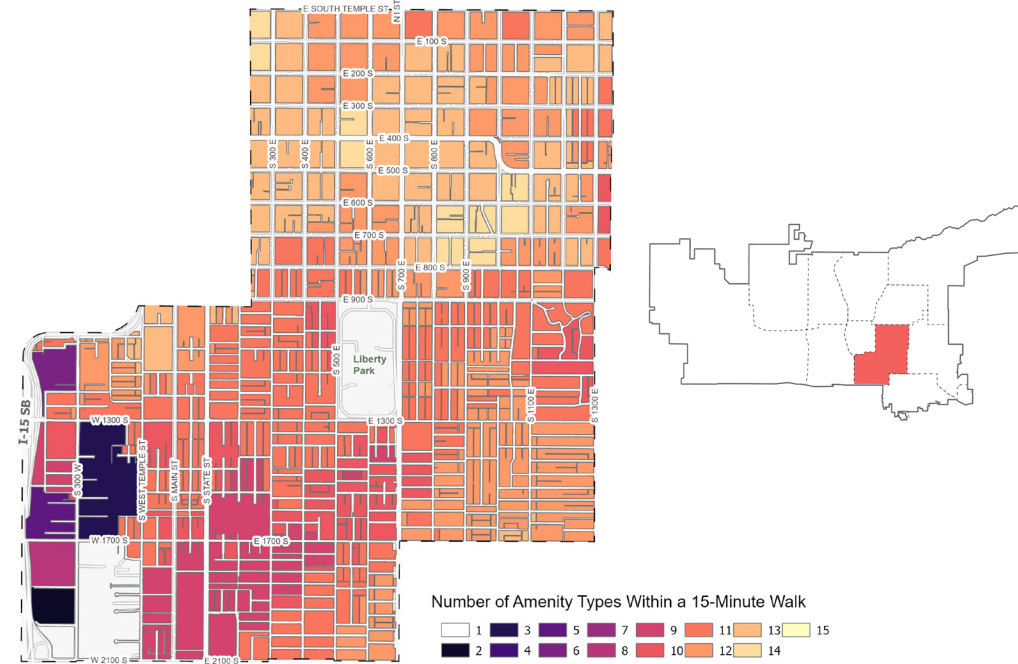
While Capitol Hill has lower access than the City-wide average to only two amenities, the gaps are significant. Pharmacies are within walking distance to 77.6% of all SLC housing units, but only 46.3% of Capitol Hill. For hospitals, 31.4% of all SLC housing units can walk to a hospital against only 6.2% for those within Capitol Hill. Encouraging and supporting development of these amenities within walking distance would make Capitol Hill more walkable.

## HOUSING UNITS WITH WALKABLE ACCESS TO AMENITIES

Amenities	City-wide	Capitol Hill	Difference
Bus Stops	98.3%	98.6%	+0.4%
Childcare	90.7%	90.7%	+0.0%
Grocery Stores	81.0%	83.7%	+2.7%
Healthcare	91.0%	95.5%	+4.5%
Hospitals	31.4%	6.2%	-25.2%
Libraries	41.1%	91.4%	+50.3%
Offices	96.7%	97.9%	+1.2%
Parks	98.7%	100.0%	+1.3%
Pharmacies	77.6%	46.3%	-31.4%
Recreation	90.6%	97.5%	+6.9%
Restaurants	96.0%	97.1%	+1.2%
Retail	94.6%	97.5%	+2.9%
Schools	93.9%	97.1%	+3.2%
Trails	82.1%	98.6%	+16.6%
TRAX Stops	52.4%	70.7%	+18.3%

Policymakers should consider allowing more mixed use nodes within the Capitol Hill area to increase overall accessibility. Mixed use nodes can accommodate numerous amenities and can provide different housing options. Additionally, because the Capitol Hill area has adequate access to numerous existing amenities, focusing on increasing density around the areas that already have adequate access already will help Capitol Hill become more walkable.

# CENTRAL CITY WALKABILITY ANALYSIS



PERCENTAGE REFERS TO TOTAL HOUSING UNITS WITH WALKABLE ACCESS TO AMENITIES



## WALKABLE AMENITIES OVERVIEW

All housing units in the Central City community plan area are within a 15-minute walk of six amenity types: bus stops, offices, parks, restaurants, retail, and schools. However, there are three amenities—hospitals, libraries, and trails—that are accessible to fewer than 60% of housing units in the area. Libraries and trails are less accessible to Central City residents when compared to the city-wide average.

While Central City has broad access to a variety of amenities, their distribution is uneven across the neighborhood, with amenities clustered near downtown and at commercial nodes like 9th and 9th in the northeast. Conversely, the southwestern part of the community, dominated by big-box retail and light industrial uses, has particularly limited access to essential services. Additionally, some single-family zoned areas, especially those south of 1300 S and west of State Street, also experience reduced access to amenities.

Enhancing the availability of amenities in the southwestern portion of Central City would better serve existing residents while accommodating future population growth, ensuring that all areas of the community have equitable access to essential amenities.

## CRITICAL AMENITY GAPS

With barely one-quarter of households within a 15-minute walk to a library, the Central City Community has the lowest library access of any neighborhood in the city. There are no libraries within the community itself, and the nearest library is the Salt Lake City Public Library, located outside the community plan boundary at 200 E and 400 S.

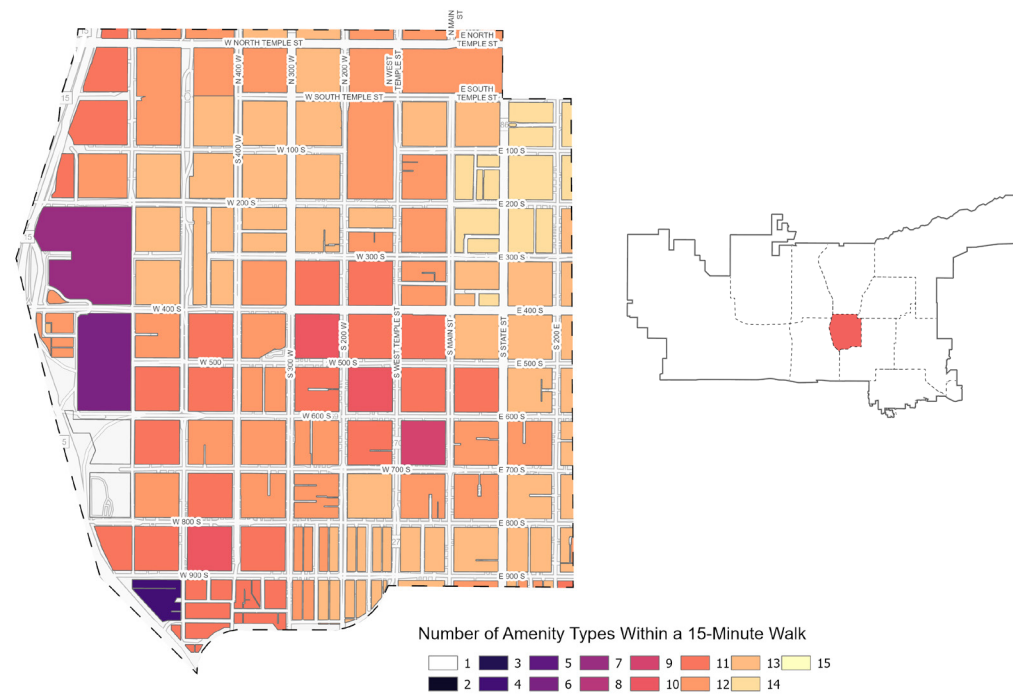
## HOUSING UNITS WITH WALKABLE ACCESS TO AMENITIES

Amenities	City-wide	Central City	Difference
Bus Stops	98.3%	100.0%	+1.7%
Childcare	90.7%	99.8%	+9.1%
Grocery Stores	81.0%	92.6%	+11.7%
Healthcare	91.0%	98.5%	+7.4%
Hospitals	31.4%	37.9%	+6.5%
Libraries	41.1%	26.2%	-14.9%
Offices	96.7%	100.0%	+3.3%
Parks	98.7%	100.0%	+1.3%
Pharmacies	77.6%	94.4%	+16.8%
Recreation	90.6%	97.3%	+6.7%
Restaurants	96.0%	100.0%	+4.0%
Retail	94.6%	100.0%	+5.4%
Schools	93.9%	100.0%	+6.1%
Trails	82.1%	53.8%	-28.3%
TRAX Stops	52.4%	65.2%	+12.8%

Trail access is also limited in the Central City Community, with only 53.8% of households within a 15-minute walk of a trail, which is significantly lower than the city-wide average of 82.1%.

To address these disparities, the City could look for opportunities to provide a new library in the neighborhood and continue adding to connections to existing trails like the 9-Line and Liberty Park Loop. This would help ensure broader access to amenities and improve the overall quality of life for all residents.

# DOWNTOWN WALKABILITY ANALYSIS



PERCENTAGE REFERS TO TOTAL HOUSING UNITS WITH WALKABLE ACCESS TO AMENITIES



## WALKABLE AMENITIES OVERVIEW

The majority of the Downtown Community's housing units are within a 15-minute walk of community amenities. There are only two amenities that are accessible to fewer than 50% of housing units within Downtown Salt Lake City: libraries and hospitals. These two amenities, in addition to schools, are the only amenities that are less accessible than the city-wide average.

Downtown Salt Lake City features some of the most walkable blocks in the entire city, with several amenities offered to 100% of housing units within a 15-minute walk. This includes childcare, offices, parks, recreation, restaurants, retail, and TRAX stops. The Downtown area also has the highest concentration of amenities in the city, making it a highly desirable location for residents.

Policies that support increasing residential density in Downtown Salt Lake City could further enhance accessibility to amenities, while also improving affordability. Higher residential density would expand the percentage of housing units within walking distance of essential services. It would also increase the demand for amenities that currently fall below the city-wide average, such as libraries, hospitals, and schools, helping to create a more vibrant and well-rounded community.

## CRITICAL AMENITY GAPS

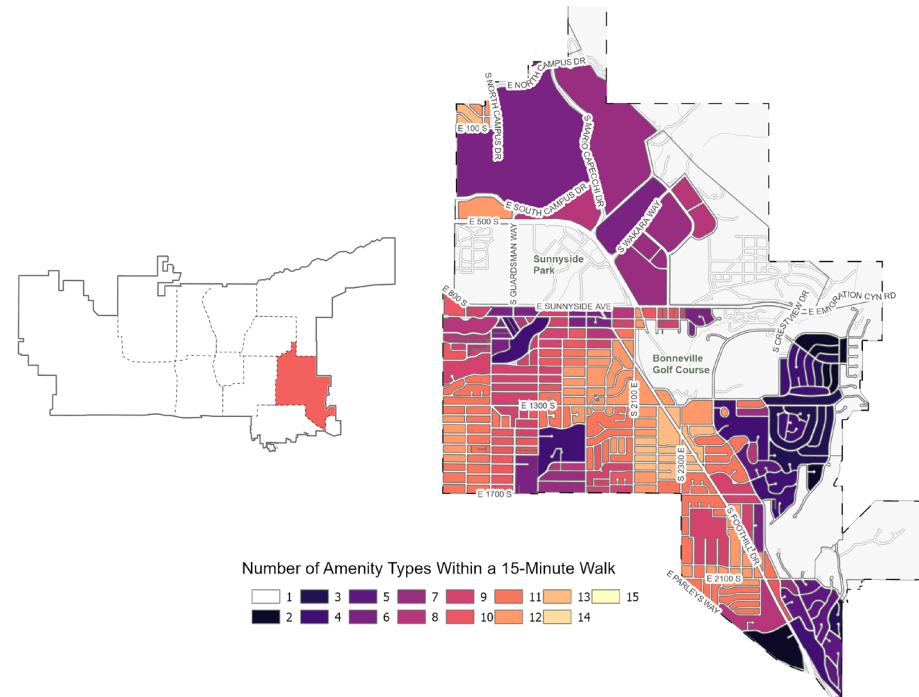
Downtown Salt Lake City has very few amenity gaps, with the most significant being access to hospitals. While several transit options are available to bring residents to hospitals near the University of Utah and beyond the city, a new downtown hospital has been proposed by Intermountain Health at approximately 800 South and State Street. This new facility would fill the gap for many downtown residents, improving access to hospital care within the core of the city.

## HOUSING UNITS WITH WALKABLE ACCESS TO AMENITIES

Amenities	City-wide	Downtown	Difference
Bus Stops	98.3%	100.0%	+1.7%
Childcare	90.7%	100.0%	+9.2%
Grocery Stores	81.0%	96.8%	+15.8%
Healthcare	91.0%	99.8%	+8.8%
Hospitals	31.4%	0.0%	-31.4%
Libraries	41.1%	35.1%	-6.0%
Offices	96.7%	100.0%	+3.3%
Parks	98.7%	100.0%	+1.3%
Pharmacies	77.6%	94.6%	+16.9%
Recreation	90.6%	100.0%	+9.4%
Restaurants	96.0%	100.0%	+4.0%
Retail	94.6%	100.0%	+5.4%
Schools	93.9%	91.8%	-2.1%
Trails	82.1%	99.1%	+17.0%
TRAX Stops	52.4%	100.0%	+47.6%

As Downtown Salt Lake is, and should continue to be, one of the most walkable areas in Utah, the focus for the neighborhood should be on increasing the amount of housing available, both market-rate and affordable. Expanding the housing supply will support the growing demand for amenities and ensure that more people can live in proximity to the services and opportunities that Downtown offers.

# EAST BENCH WALKABILITY ANALYSIS



PERCENTAGE REFERS TO TOTAL HOUSING UNITS WITH WALKABLE ACCESS TO AMENITIES



## WALKABLE AMENITIES OVERVIEW

The East Bench community lies on the far east edge of Salt Lake City, with neighborhoods stretching into the foothills of Emigration and Parley's Canyons. The map shows a distinct difference in amenity access between the center of the community and the outer edges to the north and east.

An analysis of the area's zoning reveals that the majority of the community is zoned exclusively for single-family residential uses. There are very few lots that allow for multi-family development, comprising only a few scattered pockets along 2100 S and between Foothill Drive and Parley's Way. This neighborhood is designed to prioritize privacy and proximity to nature over convenience and a mix of land uses. This is also reflected in the fact that 100% of housing units in this neighborhood are within walking distance to a park, and 99.8% of housing units are within walking distance to a trail.

The East Bench is the least served by public transportation of any neighborhood in Salt Lake City. The only TRAX stations serving the area are located on the University Campus, which limits light rail access for most residents. Additionally, the neighborhood is served by only one bus line—Route 21—which runs along 2100 S and 2100 E, and operates at a frequency of every 15 minutes.

## CRITICAL AMENITY GAPS

The limited transit access in the East Bench community is likely driven by a combination of factors, including the high-income, car-dependent culture, geographic location, and low-density land use patterns. Additionally, the community's steep topography makes biking and walking challenging, further discouraging alternative transportation options.

The lack of childcare services in the area can likely be attributed to the absence of commercial zoning throughout the community. Without the density

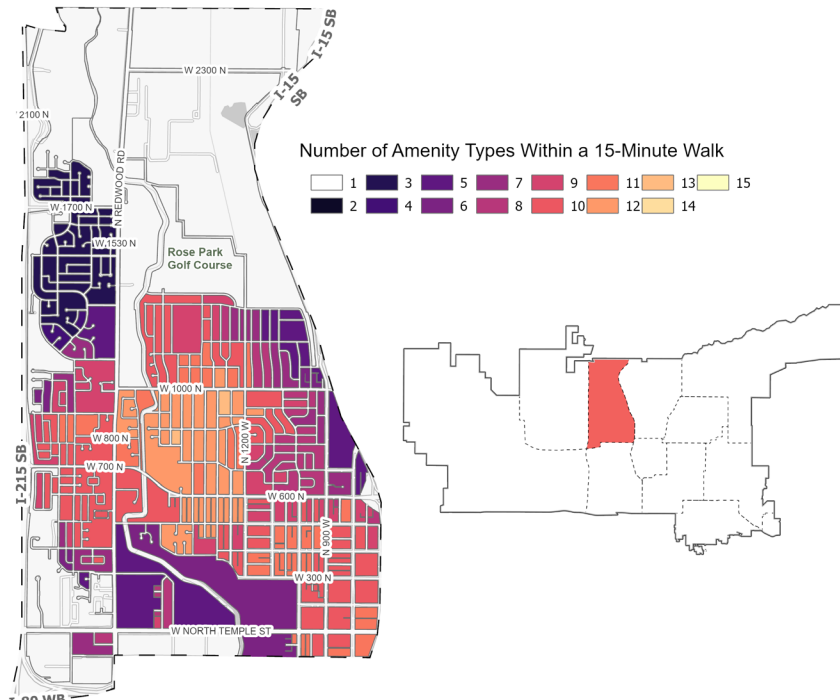
## HOUSING UNITS WITH WALKABLE ACCESS TO AMENITIES

Amenities	City-wide	East Bench	Difference
Bus Stops	98.3%	93.7%	-4.6%
Childcare	90.7%	70.8%	-20.0%
Grocery Stores	81.0%	55.3%	-25.7%
Healthcare	91.0%	88.9%	-2.1%
Hospitals	31.4%	40.5%	+9.1%
Libraries	41.1%	26.7%	-14.4%
Offices	96.7%	93.0%	-3.7%
Parks	98.7%	100.0%	+1.3%
Pharmacies	77.6%	89.7%	+12.0%
Recreation	90.6%	95.3%	+4.7%
Restaurants	96.0%	90.7%	-5.2%
Retail	94.6%	77.4%	-17.3%
Schools	93.9%	77.4%	-16.5%
Trails	82.1%	99.8%	+17.7%
TRAX Stops	52.4%	39.9%	-12.5%

or commercial activity that typically supports such services, childcare providers may not find enough demand to justify the high costs associated with operating in this area.

The lack of childcare services in the East Bench community may also be partly attributed to its higher household incomes. Families with higher incomes may be more likely to rely on private care or other alternatives, which can reduce the demand for publicly accessible childcare services. As stakeholders and City leaders plan for the future of East Bench, development efforts should prioritize creating a more diverse mix of commercial uses, expanding the variety of housing types, and enhancing public transit options.

# NORTHWEST WALKABILITY ANALYSIS



PERCENTAGE REFERS TO TOTAL HOUSING UNITS WITH WALKABLE ACCESS TO AMENITIES



## WALKABLE AMENITIES OVERVIEW

Many of the identified amenities are less accessible to the Northwest Community households than the city-wide average. Some amenities, such as healthcare, pharmacies, and recreation are significantly less accessible to homes in the Northwest than the rest of the city. Hospitals lie at the bottom of the list, with no hospital within walking distance of Northwest neighborhood blocks. Only childcare and trail amenities are slightly above the city-wide average.

This community has access to a variety of greenspace and trail amenities, including the Jordan River Trail, Riverside Park, Cottonwood Park, and Rosewood Park. However, as the majority of this community is zoned for single-family residential units, commercial uses are confined to only a few commercially zoned areas. The commercial uses tend to be standalone establishments and in strip mall style developments with large parking lots. Future retail development should focus on infilling empty or underutilized lots adjacent to existing retail uses, to allow patrons to walk to multiple amenities in a single trip.

## CRITICAL AMENITY GAPS

There is a gap in access to health and wellness resources within the Northwest community. Furthermore, there are no hospitals within a 15-minute walk, and access to healthcare facilities and pharmacies is well below the city-wide average. This limited access to essential health services presents a challenge for residents, particularly those without easy access to transportation.

While many residents in the Northwest community live within walking distance of at least one grocery store, shop, or restaurant, the neighborhood lacks the variety and density of shopping options found in other Salt Lake City communities. Restaurants and recreational amenities are also sparse and spread out, making it harder for residents to access dining and leisure activities.

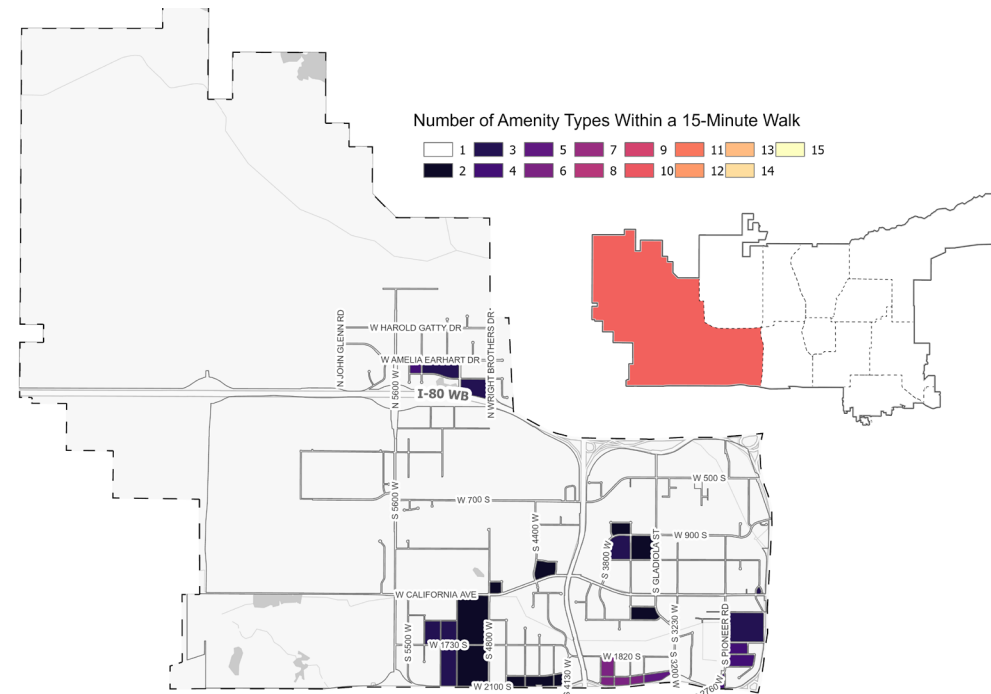
## HOUSING UNITS WITH WALKABLE ACCESS TO AMENITIES

Amenities	City-wide	Northwest	Difference
Bus Stops	98.3%	94.0%	-4.2%
Childcare	90.7%	95.5%	+4.8%
Grocery Stores	81.0%	80.9%	-0.1%
Healthcare	91.0%	75.1%	-15.9%
Hospitals	31.4%	0.0%	-31.4%
Libraries	41.1%	37.4%	-3.7%
Offices	96.7%	89.6%	-7.1%
Parks	98.7%	98.5%	-0.2%
Pharmacies	77.6%	35.2%	-42.4%
Recreation	90.6%	48.2%	-42.5%
Restaurants	96.0%	90.8%	-5.2%
Retail	94.6%	91.6%	-3.1%
Schools	93.9%	86.3%	-7.6%
Trails	82.1%	85.0%	+2.9%
TRAX Stops	52.4%	40.9%	-11.5%

To address these gaps, there should be a focus on increasing access to health and wellness resources, as well as improving the variety and density of commercial and recreational amenities in the Northwest. Expanding zoning which permits both commercial and residential uses, instead of one or the other, would help create a more accessible community for residents.



# NORTHWEST QUADRANT WALKABILITY ANALYSIS



PERCENTAGE REFERS TO TOTAL HOUSING UNITS WITH WALKABLE ACCESS TO AMENITIES



## WALKABLE AMENITIES OVERVIEW

There are only a handful of residential units in the Northwest Quadrant plan area, most of which have limited amenities within walking distance. The existing residential units are all nonconforming uses in the M-1 Light Manufacturing District, and no new residential development is planned in the area. In fact, the Northwest Quadrant Master Plan states that a residential component was considered for the area, but ultimately was not included in the plan due to environmental and other concerns. Almost all amenity categories are less accessible to properties in the Northwest Quadrant plan area than the city-wide average. The few residential units that exist in the area are within walking distance of an office. The entire plan area has been classified as “car-dependent” for the purpose of this analysis.

The areas lacking the most amenities are the areas with the largest lots, often those used for warehousing and distribution center uses. Areas with a mixture of smaller-scale industrial and commercial uses, while still largely car-dependent, tend to include more amenities for those living and working nearby. Since the long range plan for the area does not envision any future residential development, expanding public transit options throughout the area would likely be the most impactful policy to promote walkability.

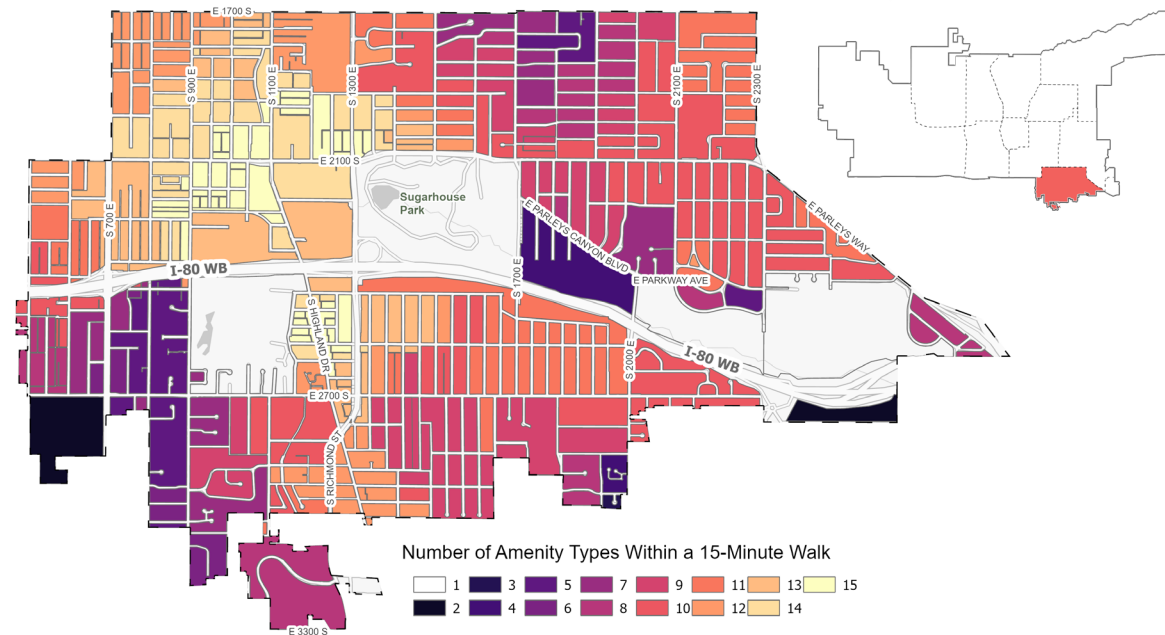
## CRITICAL AMENITY GAPS

As previously noted, this area is the least walkable area in Salt Lake City, with low access to amenities in all categories. There are no grocery stores, hospitals, libraries, parks, schools, or TRAX stations within the plan area boundaries. Many of these amenities may not be appropriate for the area, but amenities that support the area’s workforce, such as restaurants and transit stops, should be encouraged.

## HOUSING UNITS WITH WALKABLE ACCESS TO AMENITIES

Amenities	City-wide	Northwest Quadrant	Difference
Bus Stops	98.3%	35.0%	-63.3%
Childcare	90.7%	10.0%	-80.7%
Grocery Stores	81.0%	0.0%	-81.0%
Healthcare	91.0%	10.0%	-81.0%
Hospitals	31.4%	0.0%	-31.4%
Libraries	41.1%	0.0%	-41.1%
Offices	96.7%	100.0%	+3.3%
Parks	98.7%	0.0%	-98.7%
Pharmacies	77.6%	10.0%	-67.6%
Recreation	90.6%	10.0%	-80.6%
Restaurants	96.0%	25.0%	-71.0%
Retail	94.6%	45.0%	-49.6%
Schools	93.9%	0.0%	-93.9%
Trails	82.1%	0.0%	-82.1%
TRAX Stops	52.4%	0.0%	-52.4%

# SUGAR HOUSE WALKABILITY ANALYSIS



PERCENTAGE REFERS TO TOTAL HOUSING UNITS WITH WALKABLE ACCESS TO AMENITIES



## WALKABLE AMENITIES OVERVIEW

While the majority of housing units in Sugar House are within a 15-minute walk of essential amenities, there are three amenities—hospitals, libraries, and TRAX stops—that are accessible to fewer than 50% of housing units in the area. However, access to hospitals, including the Sugar House Health Center, remains above average. Furthermore, access to healthcare is exceptional, with almost 100% of housing units within a 15-minute walk to a healthcare facility.

The areas with the most limited access to amenities are those predominantly zoned for single-family homes. To address this, stakeholders and policymakers should consider allowing more residential units in and around areas that already have better access to amenities. Additionally, supporting the creation of compatible commercial nodes within single-family neighborhoods could help bridge these gaps. These commercial nodes would improve amenity accessibility for residents while promoting sustainable growth.

Given that Sugar House already has above-average accessibility to amenities compared to Salt Lake City as a whole, the focus should shift towards increasing the density of housing. By doing so, more residents could live within walking distance of essential services, which would enhance the overall accessibility and sustainability of the community.

## CRITICAL AMENITY GAPS

While 87.6% of housing units within Sugar House are within a 15-minute walk to childcare, the area north of I-80 and east of Sugar House Park is not within walking distance to a childcare facility.

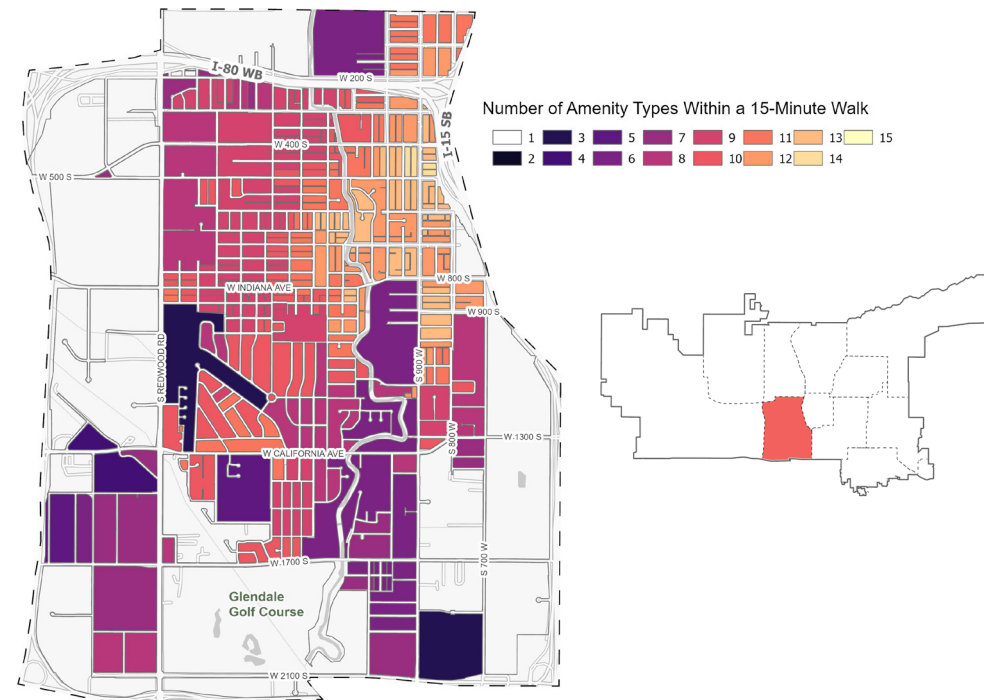
With the planned expansion of the S Line streetcar to Highland Drive, the percentage of housing units within a 15-minute walk to alternative transportation options will likely increase. Long term, further expansion of the streetcar can provide more transportation options within walking distance.

## HOUSING UNITS WITH WALKABLE ACCESS TO AMENITIES

Amenities	City-wide	Sugar House	Difference
Bus Stops	98.3%	100.0%	+1.7%
Childcare	90.7%	87.6%	-3.1%
Grocery Stores	81.0%	78.7%	-2.2%
Healthcare	91.0%	99.0%	+8.0%
Hospitals	31.4%	42.7%	+11.3%
Libraries	41.1%	41.6%	+0.5%
Offices	96.7%	99.8%	+3.1%
Parks	98.7%	92.4%	-6.3%
Pharmacies	77.6%	88.2%	+10.6%
Recreation	90.6%	99.8%	+9.1%
Restaurants	96.0%	98.1%	+2.2%
Retail	94.6%	100.0%	+5.4%
Schools	93.9%	99.5%	+5.7%
Trails	82.1%	95.3%	+13.2%
TRAX Stops	52.4%	43.2%	-9.1%

There is also a gap in housing units with access to grocery stores, with only 78.7% of units being within a 15-minute walk compared to 81% of housing units city-wide. There are eight grocery stores within the bounds of Sugar House, many of them are concentrated along 2100 South or within the Sugar House business district which has seen a recent increase in residential development. Residents living further away from the business district are more likely to drive to the grocery store, particularly as the highway bisects the community into north and south.

# WEST SALT LAKE WALKABILITY ANALYSIS



PERCENTAGE REFERS TO TOTAL HOUSING UNITS WITH WALKABLE ACCESS TO AMENITIES



## WALKABLE AMENITIES OVERVIEW

Compared to the city-wide average, the West Salt Lake community has a lower percentage of housing units within walking distance for six of the fifteen amenities measured. Less than 60% of housing units are within walking distance of pharmacies and hospitals, with access to recreation, restaurants, and TRAX stops all below the city-wide average.

West Salt Lake surpasses the city-wide average in several amenities, including bus stops, childcare services, grocery stores, libraries, offices, parks, schools, and trails. These amenities are more accessible to residents in the area, contributing to a strong foundation of community services.

The areas with the greatest gaps in amenity access are those primarily zoned for manufacturing or along major car-oriented thoroughfares, such as Redwood Rd. To address these gaps, incorporating commercial nodes within existing neighborhoods would improve access to amenities for residents who are not within walking distance of the commercial zones. This approach would help create a more balanced and accessible community, ensuring that all residents have the resources they need nearby.

## CRITICAL AMENITY GAPS

The most significant shortfalls in amenity access for West Salt Lake are hospitals, healthcare, pharmacies, and TRAX stops, all of which fall considerably below the city-wide average. Currently, no hospitals are within a 15-minute walk, and there are only two pharmacies: one at the University of Utah Redwood Health Center, which is outside the residential area, and another at Smith's in the northeast of West Salt Lake. Neither of these pharmacies is centrally located within the neighborhood. Supporting mixed-use zoning will allow for more health-related amenities to be within walking proximity of homes.

## HOUSING UNITS WITH WALKABLE ACCESS TO AMENITIES

Amenities	City-wide	West SLC	Difference
Bus Stops	98.3%	100.0%	+1.7%
Childcare	90.7%	99.7%	+9.0%
Grocery Stores	81.0%	81.7%	+0.7%
Healthcare	91.0%	58.6%	-32.4%
Hospitals	31.4%	0.0%	-31.3%
Libraries	41.1%	68.6%	+27.5%
Offices	96.7%	100.0%	+3.3%
Parks	98.7%	100.0%	+1.3%
Pharmacies	77.6%	33.1%	-44.6%
Recreation	90.6%	81.0%	-9.6%
Restaurants	96.0%	93.8%	-2.2%
Retail	94.6%	100.0%	+5.4%
Schools	93.9%	98.1%	+4.2%
Trails	82.1%	100.0%	+17.9%
TRAX Stops	52.4%	9.7%	-42.6%

In West Salt Lake, the second most notable amenity gap is access to TRAX stations. At present, only 9.7% of homes are within a 15-minute walk of a TRAX station, and no TRAX stations are located within West Salt Lake itself. Expanding the TRAX system would enhance public transportation options, allowing residents to travel longer distances and supporting a more sustainable community. Additionally, light rail stations can drive the development of higher-density, mixed-use neighborhoods around transit hubs, promoting walkability and reducing dependence on cars.

# AMENITIES | IDENTIFIED

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## HEALTHCARE

This category includes mental health clinics, orthodontists, medical clinics, dental clinics, therapists, nursing homes, and other similar healthcare amenities.



## TRAILS

This category includes natural trails, such as the Bonneville Shoreline Trail, and urban trails, like Parley's Trail.



## RESTAURANTS

This category includes full-service restaurants and fast-food locations. Bars and cafes were not included unless licensed as a restaurant.



## HOSPITALS

Hospitals include the Redwood Health Center, Sugar House Health Center, LDS Hospital, Salt Lake Regional Medical Center, Intermountain Salt Lake Clinic, the Veterans Affairs Medical Center, Shriners Hospital for Children, Primary Children's Medical Center, the University of Utah Medical Center, and the Huntsman Cancer Institute



## PARKS

This category includes public parks maintained by Salt Lake City, like Liberty Park, Fairmont Park, and the Jordan River Parkway. The category also includes parks maintained by Salt Lake County (Tanner Park), the State of Utah (This is the Place Park), and the University of Utah (Red Butte Garden).



## GROCERY STORES

This category includes only those stores offering year-round fresh food. This includes grocery stores like Smith's or Rancho Market, supermarkets like Target and Walmart, and warehouse stores like Costco and Sam's Club.



## PHARMACIES

This category includes all licensed pharmacies within city boundaries. Examples include hospital pharmacies, grocery store pharmacies, and retail pharmacies.



## RECREATION

This category includes recreation and entertainment businesses outside of parks and trails, such as movie theatres, escape rooms, and museums. This also includes outdoor venues, such as tennis courts and the Tracy Aviary.



## RETAIL

This category includes licensed retail goods businesses such as clothing and jewelry stores, sporting goods stores, and bookstores.

# AMENITIES | IDENTIFIED

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## OFFICES

This category includes businesses dedicated to office-related uses. This includes a wide variety of office types, such as law firms, financial services, real estate offices, corporate headquarters, and other general office uses.



## CHILD CARE

Daycares and childcare centers were mapped based on all licensed daycare facilities. These facilities range in size from a small home daycare to larger preschools. Examples include The Foothill Montessori of Salt Lake and Fun Time Child Care.



## BUS STOPS

The bus stop data includes all UTA bus stops. Data includes all stops within city boundaries, mapped at their physical location on either side of the street.



## LIBRARIES

This category includes all public libraries in the Salt Lake City Public Library System.



## SCHOOLS

This category includes public and private elementary, middle, and high schools. The category does not include colleges, universities, or trade schools.



## TRAX STOPS

This category includes all UTA Trax Stations.

