SUSTAINABILITY DEPARTMENT

SALT LAKE CITY FOOD ENVIRONMENT MAP REPORT

SEPTEMBER 2026

Prepared for the Food Systems Program
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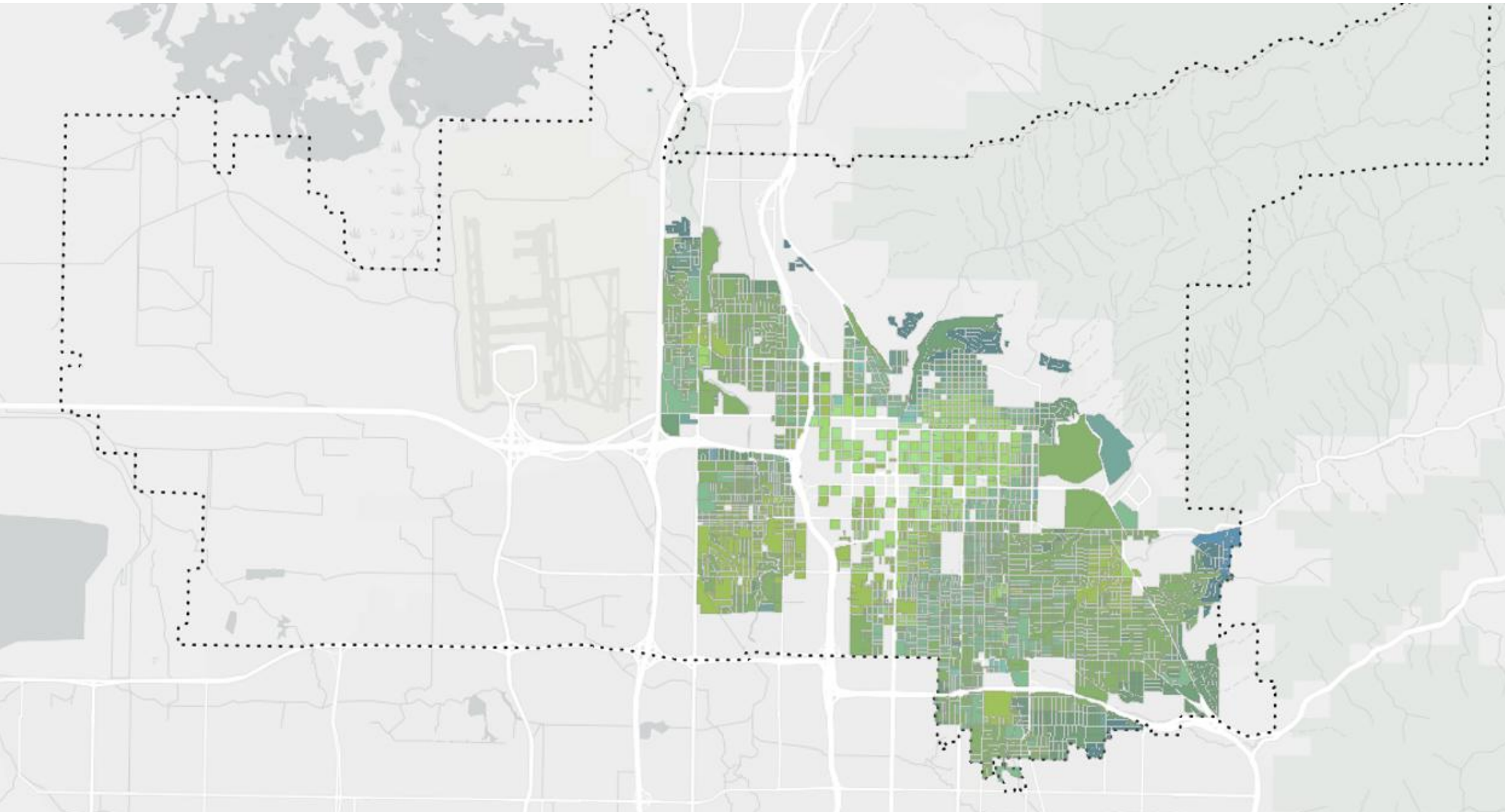


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Introduction

Food systems—the complex network of activities that shape how food is produced, distributed, and consumed—are a critical part of city life. Although they intersect with traditional planning concerns like transportation, housing, green space access, and economic development, food systems and food access are often left out of municipal planning efforts.

People need to eat every day, and food is a key destination in daily life. Whether someone is shopping at the grocery store, going out to eat, ordering take-out, stopping at the food bank, visiting a community garden, or getting a snack at a convenience store, the built environment shapes the experience of getting the food they need. Food access also impacts health and the ability to thrive. In many communities, accessing healthy food is tied to generational cycles of poverty and inequitable distribution of resources and community investment often rooted in or upheld by city planning decisions.

For these reasons, cities should intentionally "plan for food." Integrating food into planning frameworks and decisions can positively impact urban residents' daily lives and overall health while also supporting broader urbanist goals like walkability, affordability, and community connection.

Salt Lake City (SLC) is working to better understand its local food environment and how residents interact with it. The following report details the creation and analysis of the *SLC Food Environment Map*. This map was modeled off similar planning projects in other cities, particularly Baltimore, which has successfully used mapping to identify priority areas for food access investment. The goal of the SLC Food Environment Map project is to use a geospatial analysis of the local food environment, analyze what it reveals about food access, and use the results to suggest how SLC can more effectively "plan for food."

Case Studies

Although it is not a mainstream part of urban planning work, “planning for food” is a growing practice in the United States. The following section offers case studies from four cities (Baltimore, Detroit, Boston, and Austin) working to improve food access by using planning tools like mapping, zoning ordinances, and plan creation. These examples of best practices in food systems planning offered a framework for building the SLC Food Environment Map and guided the analysis and recommendations included in this report.

Baltimore - Food Environment Mapping

In 2011, Baltimore City’s Department of Planning and its Food Policy and Planning Division began working with Johns Hopkins Center for a Livable Future on research that culminated in their 2018 Food Environment Brief. The report includes a map identifying Healthy Food Priority Areas (HFPAs), measured by a Healthy Food Availability Index (HFAI) and other relevant demographic and spatial factors such as income, race, families with children, vehicle access, and distance to a supermarket. The map measured what kind of food was available within stores and mapped them—alongside data on their SNAP and/or WIC acceptance—to see if residents using those programs *could* shop at stores with healthy food offerings. The map also included counts of Food and Nutrition Assistance sites, summer meal sites, after school meal sites, food pantries, and virtual supermarkets. Farmers markets, community gardens, and urban farms were included as separate categories, and were also compared against data on SNAP acceptance.

Map findings were detailed and analyzed in the report's corresponding report. This understanding of the landscape, alongside the analysis that followed, has since informed planning objectives and policy decisions that have improved and changed food access in the city. Strategies that came from the 2018 report are outlined in the Healthy Food Environment Strategy (*Healthy Food Environment Strategy*, 2026). The eight goals of this strategy include:

- Support resident-driven processes to guide equitable food policy, priorities and resources
- Improve small groceries, corner, and convenience stores

- Retain and attract supermarkets
- Increase the ability of the public markets to anchor the healthy food environment
- Implement supply chain solutions that support healthy food distribution and small businesses
- Support urban agriculture, emphasizing historically disenfranchised populations and geographies
- Maximize the impact of nutrition assistance and meal programs
- Address transportation gaps that impact food access

In the updated 2024 report, new maps show that the HFPAs have shifted since the first mapping effort.
As the model for the mapping portion of this project, Baltimore demonstrates why using map-based planning tools and approaches is prudent for understanding equity and access to healthy food across a community. Like the mapping of connectivity of sidewalks, bike paths, or transit, exposure to environmental pollution or heat, mapping access to healthy food makes it easier to see where there are resources and circumstances to learn from and where there are not, and where investment should be directed. This is evidenced in the resulting Healthy Food Environment Strategy, and the policies and plans that came from it, including ongoing collaboration with the Resident Food Equity Advisors.

Key takeaways

- Using maps as a tool to visualize where healthy food access is lacking in concentrated parts of a community is an effective way to gather information on where to prioritize resources and initiatives to address need and resource gaps
- Mapping different types of food access sites alongside other factors, like SNAP acceptance in this instance, lends a better idea about what access really looks like on the ground

Detroit - Supportive Ordinances

While Detroit has been known for decades for its economic blight following the loss of the automotive industries that built it, the spaces left behind have provided opportunities to grow an economy of local food production and access. Detroit has a long cultural history of urban agriculture that began as a response to early 20th century poverty and wartime scarcity and has grown to support and celebrate grassroots efforts and coalition-building among Black farmers in the early 21st century.

As the modern movement has grown, urban farmers and gardeners have run into issues with the city and legal concerns around land ownership, animal husbandry, irrigation, and permits, which led to the city creating its first urban agriculture ordinance, passed in 2013 (*Detroit's New Urban Agriculture Is a Good Start*, 2013). The ordinance offers definitions and regulations for how urban agriculture and related activities can function in the city. Notable among these is the allowance of urban garden and farm properties for accessory use of the property as a site for selling products from farm stands, as well as setback and height requirements for structures and different kinds of growing areas on the property. Other regulations include considerations about nuisance, pests, trash and compost, property maintenance, and drainage.

Unlike urban agriculture ordinances in Salt Lake City, these finer details in Detroit's code are tailored to the unique realities of property used for farming, making them supportive of those uses. Salt Lake City's code models existing general codes for accessory use, riparian areas, fencing, and business licensing. SLC code around farm stands and selling products grown on urban farms or gardens is contrastingly prohibitive, mostly in their requirements for temporary structures, signs, and function of the stand (Salt Lake City Corporation, 2025).

In 2023, Detroit hired its first Director of Urban Agriculture, housed in the Sustainability Department, and the following year hired an assistant director to help specifically with land access for growers and producers and bolster urban agriculture's economic contributions to the city via Agribusiness (*Mayor Duggan Names Patrice Brown New Associate Director of Urban Agriculture*, 2024). The Detroit Land Bank Authority is another important tool for managing unused land for useful community

purposes and works directly with community partners for the sale of properties for a variety of community uses, including transition to urban agriculture (*Activating Vacant Land*, 2026).

Key takeaways

- Supportive ordinances make it easier to produce and sell products grown in urban farms and gardens, which can create a stronger economy around urban agricultural outputs.
- Creative land use programs can expand the potential for building opportunities to create a diverse and opportunity-filled local food economy.

Boston - Community-Centered Codes and Programs

Like Detroit, Boston boasts a supportive zoning code for urban agriculture and ambitious goals around fostering urban agriculture in the city. Article 89, passed in 2013, sets forth rules that set standards for agriculture across the city, including specific standards for Boston's robust rooftop gardening culture. The article governs the uses of land (allowed, conditional, forbidden) for ground-level farms based on their size and location. All ground level urban farms up to one acre are allowed outright in any zone in the city. Ground level farms greater than one acre are allowed outright in industrial areas and are conditional in all others.

Article 89 is easily accessible by those who need to review it by way of a comprehensive guide with all types of farm requirements listed in one place. The document plainly describes the zoning code in a way that is useful and accessible to everyday residents and offers definitions and examples of what compliance of different elements of urban agriculture are, including accessory uses, selling goods, animal husbandry, and even hydroponics.
Boston also centers community in its Office of Urban Agriculture's 2024 Urban Agricultural Recommendations report, which used robust community outreach, including youth, to see what kinds of urban agricultural installations and investments made most sense across four targeted neighborhoods that lacked such investment. Recommendations tailored to each neighborhood were

developed from this effort. Another program from the city, Grassroots Open Space Development, accepts applications for development of community gardens or gathering spaces in low- and moderate-income neighborhoods, assisting applicants with grant funding, access to City-owned land, or other technical needs.

Key takeaways:

- Boston's Article 89 provides a supportive base for urban agriculture in the city, with easy-to-access versions available to residents who need to review it for compliance.
- Boston focuses on low- and moderate-income neighborhoods not only to develop their detailed list of urban agricultural recommendations, but for their community-led open space program.

Austin - Identifying Food System Needs for Planning Applications

The Austin State of the Food System Report from 2022, published by their Office of Sustainability, was an initial survey of the food system landscape in Austin. The report describes the trends, challenges, existing policy actions, key questions, and facts about each step of the food system: food production; food processing and distribution; food markets and retail; food consumption and access; post-consumption and food waste; and food justice. The report also seeks to answer the question, "why plan for food?" explaining in its introductory pages, "Growing, selling, eating, and recovering food locally sustains employment and creates new jobs, strengthens the economy, improves public health, and reduces transportation impacts." This report was quickly turned around to inform the Austin/Travis County Food Plan in 2024. This adopted plan emphasizes:

- Addressing historical power imbalances between local government and communities in planning efforts,
- Building trust to create long-term relationships in communities and organizations by taking an anti-racist stance with an equity focus (a coordinated effort across Austin's departmental planning efforts),
- And using an asset-based approach that builds on existing strengths in communities and provides a framework for ownership by those communities.

The plan outlines priorities for city- and county-wide partners to focus on in the next five years (meaning they are one year into this process at the time of this writing), considers prior plans and efforts by other local agencies around food systems issues, and is intended to remain a living document to spur continuing work towards the plan's goals. Goals can be reviewed and their progress tracked at the plan's Progress Dashboard. Transparency with community, a focus on equity, and methodical research gathering resulted in a promising and intentional food plan, building off the equally strong Austin State of the Food System Report.

Key takeaways

- Austin's methodical way of identifying the status of each element of the food system in the city teases out the intricacies of a system that is often obscured and difficult to make policy around.
- The research and community feedback in the food system report and plan allowed the larger county systems around Austin to develop an adopted and actionable food plan with clear goals and recommendations to pursue.

The examples from these four cities inform how SLC can better "plan for food" and realize food access goals by applying traditional planning tools to understand and develop the local food system.

SLC Food Environment Map

Purpose and Scope

The overall goal of the SLC Food Environment Map project is to demonstrate how food fits into the ecosystem of city planning and to highlight areas where food accessibility can be improved in different neighborhoods. Some key questions that informed the development of the map included:

- *Where do people get food in SLC?*
- *What kinds of food resources are available in different neighborhoods?*
- *How do people travel to food?*
- *What kinds of neighborhood environment, zoning, or street designs allow for easy access to healthy food?*
- *Do green spaces foster food production? If so, where and for whom?*

By layering food access sites with housing density, walkability, transit connectivity, income, land use, and redlining history, the tool visualizes nuances in how the built environment shapes access to healthy food at a hyper-local level. The map helps identify priority areas where the greatest gaps in food accessibility are evident and offers recommendations to strengthen food availability, mobility, and neighborhood-scale interventions. Inclusion of recent changes to mixed-use zoning that allows commercial activity are highlighted to identify opportunities for food retail development. Open spaces and public lands are also included to show where urban agriculture sites may be possible.

The map is intended to be a tool for both city planners and elected leaders. The data is viewable by planning areas and by City Council District to facilitate use as a planning tool in small area development efforts as well as informing investment opportunities and priorities.

Selected Responses from the 2022 SLC Resident Food Access Survey

While geospatial analysis is critical to understanding a local food environment, it is insufficient to understand the needs and desires of a community. To further inform the analysis of the SLC Food Environment Map and the recommendations for action to improve food access across the city, this research project integrated results from the 2022 SLC Resident Food Access Survey.

Based on recommendations and input from the Resident Food Equity Advisor Program, the SLC Sustainability Department developed a food-focused survey, which was conducted in 2022 by Y2 Analytics. The survey was 30 questions long and focused on a wide variety of food security, access, and consumption issues as well as collected robust demographic data. A representative sample of 1,144 Salt Lake City residents participated in the survey. Census tracts within the city identified as having higher risk of food insecurity were oversampled to ensure representation among those households. Survey invitations were distributed via mailed invitations, text messages, and emails, and responses were collected online. Some survey questions were targeted at the entire group of respondents, while others were targeted only to those who answered other questions specifically. For example, those whose answers indicated that they qualified for federal food assistance programs also answered questions about their interests and priorities for helpful food assistance resources.

This report used a narrowed set of questions from the survey to further inform the analysis of geospatial data captured by the map and the recommendations for action. The survey demographics examined for this report include respondents' reported zip codes, district residence, BIPOC status, age, disability status, and Federal Poverty Line status. Selected survey breakdowns by district are included alongside map data for each district to better show how the context that these surveys reveal aligns with what is visualized on the map/part of respondents' everyday food landscape.

Survey questions included in this report's analysis included:

- *How do you typically get to the store, market, food pantry, meal site, and/or other location(s) where you most often get food?*
- *Do you typically shop at the closest grocery store to where you live?*
- *Below is a list of some of the ways people grow or raise their own food. Which, if any, of the following apply to you? Please select all that apply.*
- *Which of the following additional food stores or resources, if any, would you be most interested in having in your neighborhood? Please select up to three (3).*
- *How often do you typically engage in the following activities? (dine out; order delivery or takeaway; cook or prepare meals from scratch; consume ready-to-eat packaged or prepared meals at home) (respondents who don't shop at the nearest store)*
- *Which of the following additional resources, if any, would you be most interested in having in your neighborhood? Please select up to three (3).*

- *Below is a list of potential resources that may help residents meet their food needs. Which of the following resources would be most helpful for your household? Please select up to three (3).*

Table 1 - Citywide Averages of Key Survey Questions

Below is a list of potential resources that may help residents meet their food needs. Which of the following resources would be most helpful for your household? Please select up to three (3).*	**For respondents that may qualify for Food Assistance Programs.*	More healthy and affordable grocery stores or neighborhood markets in my area **71%**
How do you typically get to the store, market, food pantry, meal site, and/or other location(s) where you most often get food?*	**Respondents that may qualify for Food Assistance Programs.*	Drive my own car **84%**
Do you typically shop at the closest grocery store to where you live?*	**All respondents*	Yes **59%**
Which of the following additional food stores or resources, if any, would you be most interested in having in your neighborhood? Please select up to three (3).*	**All respondents*	More farmers markets or places to buy fresh, locally grown food **39%**

How often do you typically engage in the following activities?*	*Respondents that do not typically shop at the closest grocery store	Purchase prepared meals to eat out away from home (i.e., at a restaurant, café, food truck, cafeteria, etc.)	Order prepared meals for pick-up or delivery to eat at home	Cook or prepare meals from scratch	Consume ready-to-eat packaged or prepared meals at home (i.e., frozen or microwave dinners, canned meals, etc.)
		A few times a month	A few times a month	Every day | A few times a week	A few times a month
		46%	**38%**	**41% | 41%**	**34%**

Below is a list of some of the ways people grow or raise their own food. Which, if any, of the following apply to you? Please select all that apply.*	**Respondents that grow their own food*	I grow fruits and vegetables in a home garden **94%**
Which of the following additional resources, if any, would you be most interested in having in your neighborhood? Please select up to three (3).*	**Respondents that do not grow their own food*	Access to land to grow more food (more community or neighborhood gardens or farms, community orchards, or similar) **32%**

See Appendix for full survey.

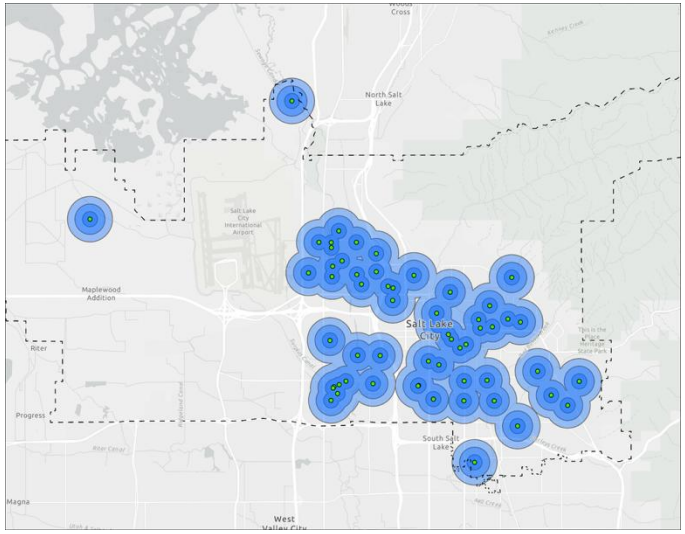
Methods, Definitions, and Map Layer Purposes

Foundational questions	Context needed	Action to take	Context provided							Mapped context	Map product		
1. How does *location* (districts / neighborhoods) impact residents' food consumption, behaviors, travel, desires, needs? And how do the social contexts of race/ethnicity, age, gender, FPL status / household median income map onto these?	To answer Q1, "*location*" needs context from what food access site types exists in a district / neighborhood to then consider the social contexts	**Plot food access site type:** →	**# of grocery stores and types**	**# of convenience stores**	**# of food assistance sites**	**# of farmers markets and fresh fruit/veg stands**	**# of urban agriculture sites and types**			*Food access site types become:*			
		Questions to ask about each food site type:	Do they meet *needs*? (affordable, fresh, nutritious, proximity/accessibility, culturally appropriate)	Do they fill *gaps* of *need?*	Do they fill *gaps* of *need*?	Do markets / stands meet *needs*?	What types? Serve who?	Produce most?	Are they filling *gaps* of *need*?		**Map point data**		
				Is that a permanent solution? Should it be?		Why or why not? For whom? Where? When?					+		
Selected 2022 Food Access Survey Questions	How do you typically get to the store, market, food pantry, meal site, and/or other location(s) where you most often get food?*	Do you typically shop at the closest grocery store to where you live?		Which of the following additional food stores or resources, if any, would you be most interested in having in your neighborhood?	How often do you typically engage in the following activities [means of getting or making meals on daily, weekly, monthly, and yearly basises]?*		How do you grow or raise your own food?	Which of the following additional [good growing or production] resources, if any, would you be most interested in having in your neighborhood?		→	**Resident-identified, place-based food access needs, desires, and customs**	=	**Abundance/gaps in resources made visible by the points and layers on the map are contextualized by the resident feedback that shows how they interact with the everyday realities of their food environment**
Q2: How are food access sites *distributed*, considering:	To answer Q2, "location" needs context from the land uses, boundaries, and plans that inform distribution of food access sites	**Plot zones, district boundaries, planning areas:** →	**New mixed-use zoning that allows commercial use**	**Agriculturally zoned land, open space, green space**		**District boundaries**	**Planning areas / neighborhoods**			*Distribution context becomes:*	+		
		Questions to ask about land uses, boundaries, and plans:	How can commercial opportunity be used to fill *gaps**?	How can vacant lots or spaces zoned agriculturally or as open space be used to fill *gaps** in needs	How are different types of open space used in the city?	How do districts differ? How do historic redline maps factor in? How are they differently exposed to different	How do planning documents explain the context of these locations or plan for these spaces' futures?			→	**Map Layer Data**		

**Gaps* can also refer to the needs/desires identified in the survey

The figure above shows the framework that guided the development of the SLC Food Environment Map, built from guiding questions around the context of "location" and what kinds of food access exists in different places. Questions cascade from each consideration of food access site types and zoning layers in ways that inform the analysis of this report. Throughout this report, different places where people get food (restaurants, grocery stores, food pantries, community gardens, convenience stores, urban agricultural sites) will be referred to collectively as food access sites. The term "food desert" is not used in this report.

Map Creation



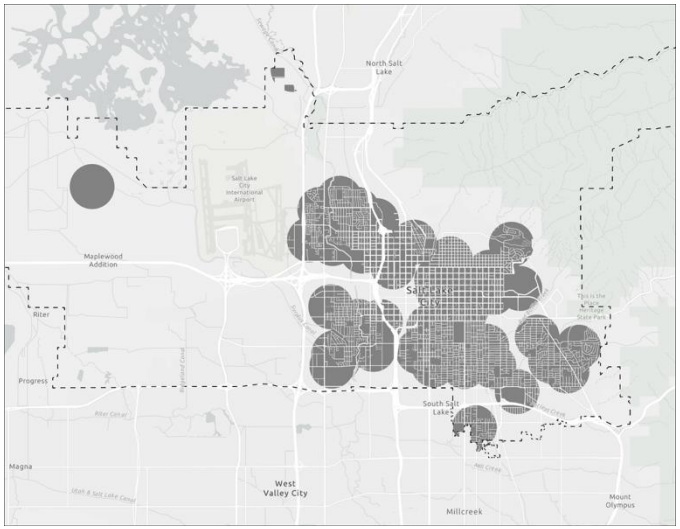


Figure 1, left
Figure 2, right

Figures 1 and 2 show the process of creating the map using the example of agricultural sites as reference points.

The SLC Food Environment Map was built using existing City and federal datasets, which included food access sites, housing density, transit routes, zoning, and demographic data. The Walkable Salt Lake City project was especially helpful in providing local mapping layers and informing how the SLC Food Environment Map would look and function. 2023 ACS 5-year estimates were the primary source for demographics, population, and income data.

To assess the food environment at the block level in SLC, this map developed two key analysis tools: a food site scoring matrix (Table 2) and a food access scoring matrix (Figure 3). Both tools use point data on different kinds of food access sites and a housing block layer of Salt Lake City which also contained information on the density of housing parcels per block. Three buffer layers were created around the point data, each representing walking times outward from each point to represent 5, 10, and 15 minute walking times (Figure 1). These buffers were intersected with the housing block layer, so that each block then carried information on walking time to points around them (Figure 2). These walking times helped to create the scores in the scoring matrix, which also granted points to different site types, detailed in Figures 3 and 4.

Overall, the calculation was:

Housing parcel density + food site type score + walkability score per site + SNAP acceptance status = total food access score by block

Table 2: Food Site Scoring Matrix

Food Access Site Type	***Scoring criteria***	**5 minute walk**	**10 minute walk**	**15 minute walk**	**SNAP acceptance**
Grocery	More often fresh, choice of food, range of prices	6	5	4	1
Farmers Market/Stand	More often fresh, choice of food, range of prices, limited access/by season	6	5	4	1
Food Assistance	Less often fresh, less choice, affordable/free	5	4	3	0

Restaurant	Less often fresh, more expensive	5	4	3	0
Convenience Store	Less often fresh, choice of food, affordable	4	3	2	1
Urban Agriculture Sites (farms, gardens)	Fresh, limited access/by season, can be affordable	4	3	2	0

Each block was assigned a score by adding a scoring field for each site type into the housing blocks layer (calculated on each site type's walking distance to blocks) and then adding those scores into a total score field (Figure 4). The food environment score is symbolized by showing each housing block score weighted by the housing parcel density of each block. This ensures places with low scores and low density are represented differently than places with low scores and high density. Food access scores can reach a maximum of 34 points—a block with that score means that the highest scoring site types (like grocery stores) are within the highest scoring walking distance (5 minutes). These scores were split into four even categories between 0 and 34, shown by the horizontal rows of color in Figure 3.

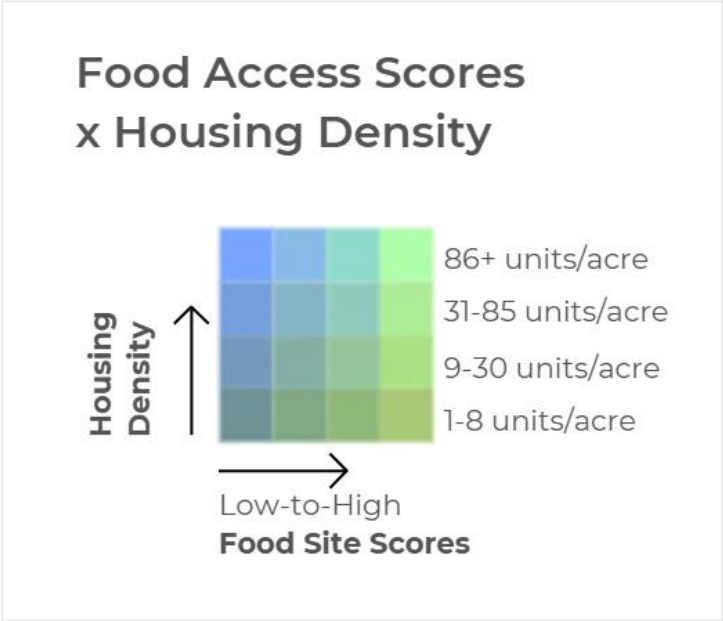


Figure 3. Food Access Scoring Matrix

The vertical column of colors in the bivariant chart is the density weight. A similar method was used to score housing density type. Based on average units per acre in different types of residential housing, density was split into four categories: 1-8 units per acre (representing single-family housing); 9-30 units per acre (representing medium-low to medium density multi-family housing); 31-85 units per acre (representing medium to medium-high density multi-family housing); and 85+ units per acre

(representing high density). These categories were pulled from a combination of what is possible to build based on approved zoning, not exactly what kind of density currently exists in SLC. This choice was made considering the rapid rate of apartment building that has occurred in the city in the last several years, making the allowed zoning potentially true to life especially in denser areas. Combining the two demonstrates the places where more people live where access to food is low can be analyzed and addressed differently than places where less people live and have less access.

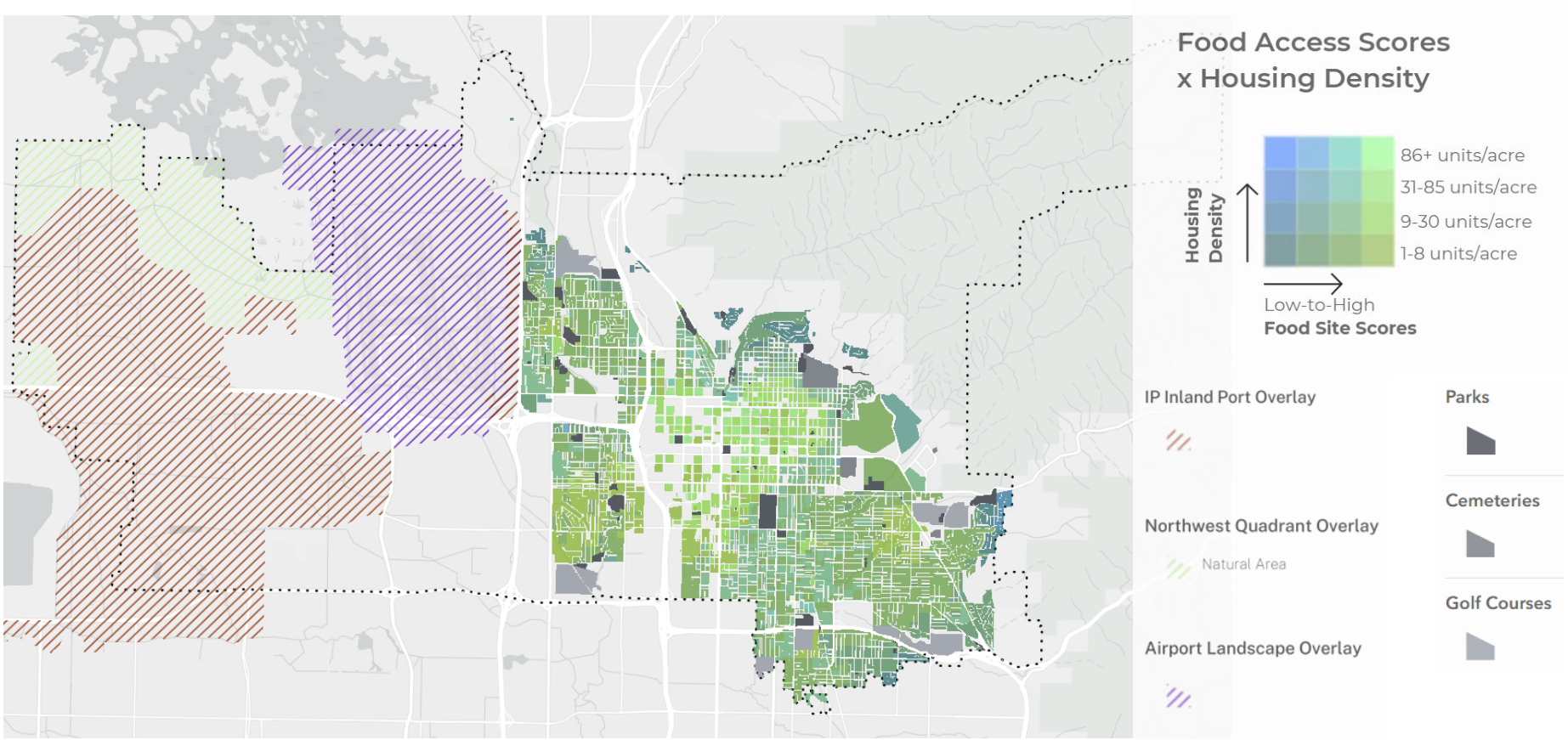


Figure 4 – The overlays help to show why the food access scores are not in the western parts of the city. Parks, cemeteries, and golf courses fill out what would otherwise look like large housing gaps.

The resulting map (Figure 4) shows the highest scoring areas (HSA) (highest density + highest food access score) as bright green, and lowest scoring areas (LSA) (lowest density + lowest food access score) as a dark teal. The two colors make up two ends of a bivariant gradient where shades of blue and blue-green represent lower-scoring areas with varying levels of density and scores and where shades of bright to dark greens represent higher-scoring areas with varying levels of density and scores. While density was split into four categories via quantile classification in ArcGIS, food access scores were manually split into four even categories ranging from the highest possible score of 32 points to 0, creating a high, medium-high, medium-low, and low range of scores for visualization in the 4X4 gradient.

Walkability as an index of access

This map was made with walkability as its measure of accessibility to food access sites. The decision to not use *drivability* to food was made based on the reality that most of Salt Lake City is built out around car accessibility, which creates a barrier for anyone who doesn't drive. The city is small so driving from place to place doesn't take long, but because of the size of our blocks, other means of transportation like walking, biking, or taking transit are often less accessible, or at least perceived as such. Salt Lake City has been prioritizing active transportation and public transit options in recent years, so it makes sense to consider these elements in the food environment map and to emphasize access to food via transportation that does not have as high of a barrier to access as owning a car does. Another reason to use walkability as a measurement for accessibility to food is because it is the most basic way we all get around before we can afford to buy, know how to operate, or are able to operate cars, bicycles, or other vehicles. For disabled individuals, the same issues that impact walkability impact their ability to get around easily, and that includes how possible it is to get to resources like food without a car.

Since spatial analysis tools to do a walking network analysis to map walkability were not available for this project, walkability is more general and generous here, assuming a walking radius instead of walking paths via pathways around blocks. While this is an imperfect way of mapping walkability, not considering street networks, it was the means available for this project. That said, the walking radii do not perfectly represent walking times from each mapped point, and walking may indeed take longer, especially in parts of the city where blocks are largest and unbroken by alleyways, cut-through streets or connected by midblock crossings, or where physical dividers such as freeways, railroad tracks, and the Jordan River affect movement, or where there are

significant changes in elevation. Walking radii are therefore probably most accurate in denser neighborhoods like the Avenues, Capitol Hill (District 3), parts of Sugar House (District 7), and parts of Downtown (District 4).

Another important note is that walkability is not always what certain food access sites are built for. Most large grocery stores, for example, are built with accommodation of driving customers in mind. Most of these stores have large parking lots or exist in shopping plazas which contain several parking lots and their own network of roads or parking garage structures. This kind of store, common as it is, is not built with pedestrian access in mind, making them less functional for those who walk, bike, or take transit. Places in the city that have clusters of large grocery stores and higher scores are technically within walking distance for many nearby residents, though whether residents want to, are able to, or feel safe walking to those stores is not certain. Additionally, walkability may be complicated by the products purchased at a particular store and other factors such as seasonal changes in weather (extreme heat/inclement weather). For example, purchases from stores like Costco or Sam's Club come in bulk packages which may make carrying items on a walk home unrealistic for most people.

Qualifying food site types

Although this project is interested in evaluating access to healthy foods, "healthiness" as a standalone component was left out of scoring considerations because it is hard to define. The complications around conceptions of "health" include diverse individual nutritional need and the recent attention around the negative health impacts of highly processed foods, including many pre-packaged foods found at most grocery and convenience stores (van Tulleken, Cornerstone Press/2023). While the list of restaurants that was initially available for this project included information about what kind of food was served, and how (fast food, fast casual, full-service, fine dining, etc.), the fact that sourcing and preparation are not transparent means there is no one sound way to delineate between healthy restaurants and unhealthy restaurants. Similarly, healthy food offerings at grocery stores were not considered because grocery stores offer an enormous range of products and this project's author did not have capacity to check every grocery store in the city to analyze offerings. Freshness," on the other hand, is a term that is included and used in the scoring index because it is a more objective and easily identifiable quality to assess in food access site offerings.

Since the purpose of this map is to understand what food resources people have to access to, and then to connect that to survey feedback about how they interact with those resources, and what additional resources they'd like to see in their neighborhoods, understanding the basic "what" and "where" of food is more central than trying to pin down some kind of ideal food quality

or type. This is also why qualities of food site types like diversity of options, accessibility, affordability, and range of prices are included in the scoring index.

SNAP points

Several categories of food site types, like grocery stores, convenience stores, and some farmers markets, received additional points in the scoring matrix based on their ability to accept Supplemental Nutrition Assistance Program (SNAP) payments, formerly called "food stamps." SNAP provides money to income-qualifying households to purchase food and sites where SNAP is accepted make food more accessible to people who need help affording it.

Limitations in food site data

Two key limitations in the food site data set impact the use of this map and its analysis. The first is that food access site location changes are common, meaning the map is not strictly accurate with up-to-date information unless the database is continually updated, which it is not. Restaurants in particular tend to have high turnover or relocation rates and as Salt Lake City grows and increases its stock of commercial retail spaces (especially on the ground floors of many new mixed-use zoned apartment buildings), these changes may become more pronounced. Convenience and grocery stores tend to be more stable, but there still may be missing points or outdated data attached to these, especially if they are small, locally owned businesses. Urban farms and community gardens change as development displaces the sites or new spaces are built. Food pantries are also less stable in their location and are often responsive in opening or closing in response to community needs or available resources.

The second limitation is that several food access site types are not included in the dataset. Bars, cafes or drive-through coffee shops, soda shops, and bakeries (which often overlap with the cafe category) have been left out due to their focus on beverages and typically limited menu offerings. Additionally, institutional settings that serve food, such as schools, jails, or hospitals, are not included in this dataset. Future projects could try to address these limitations by updating the dataset and exploring what specific value the missing site types might bring to local food environment analyses.

Use of Mixed-Use Zoning, Agricultural Opportunity, and parks, cemeteries, and golf courses layers

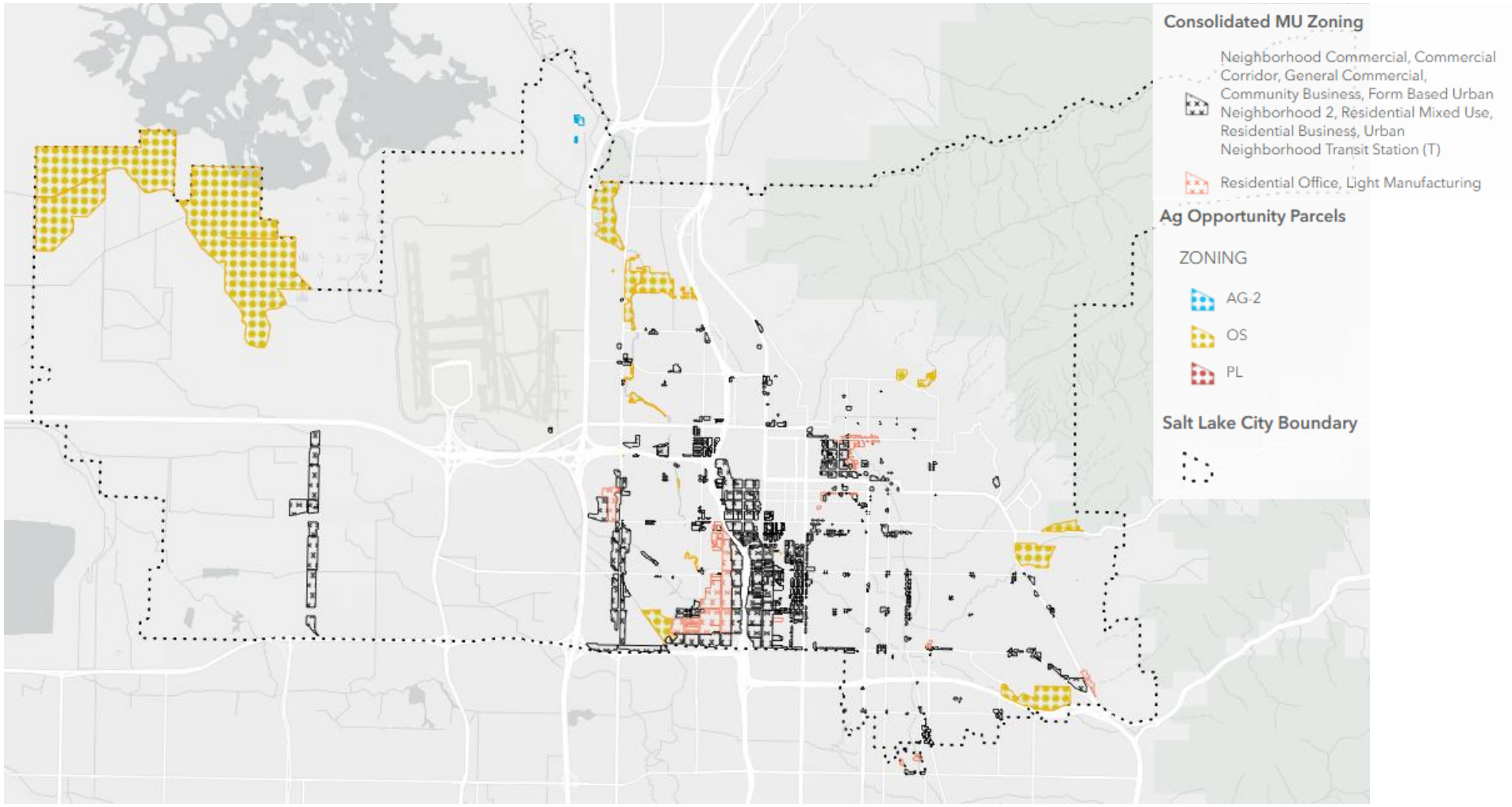


Figure 5 – The Consolidated Mixed-Use Zoning layer shows where commercial zoning can exist alongside residential—the black areas are those areas that were already zoned commercial, while the pink shows where commercial and residential use has been newly

approved. Ag Opportunity Parcels show where agricultural use could be adapted on Public Lands (PS), Open Space (OS) or Agricultural-2 zoning.

The purpose of these layers is to help show where there is opportunity to fill gaps in resident food access. Salt Lake City recently consolidated much of its zoning into different mixed-use zones, friendly to commercial retail. Examples from other cities show many different avenues for directing and supporting food retail like grocery stores where it is needed, so outlining exactly where MU zoning opportunity exists alongside scores shows where zoning already supports filling gaps in food access with needed food sites. Zoning as a first step to using other tools like incentive programs to encourage food-centric commercial growth is a recommendation that comes out of studies on gaps in food access in cities striving for walkability ideals (Horton et al., 2025), as well as best practices from global sustainability planning thinktanks like C40 Cities (C40 Cities Climate Leadership Group, Inc., 2024). While much of the MU zoning is already built-out with existing businesses, being grandfathered-into the MU from their prior commercial or commercial-friendly zoning, new commercially friendly MU zones that were not formerly built now allowed to have commercial development are highlighted. Some of these areas are formerly industrial.

The same reasoning and evidence from other cities is behind the inclusion of urban agricultural opportunity zones, which include open space, public lands, and parks as spaces to consider earmarking for urban agricultural investment, designation, or protection, all of which are tactics that have been initiated in other cities to integrate urban agriculture into city economies and social life (Horst et al., 2017). There is some outright agricultural zoning in Salt Lake City, but most of it is either very far from the city proper, by the lakeshore where wetland ecosystems are fragile and soil quality can make growing crops difficult,, or near industrial parts of the city at the northernmost border. Open Space zoning is considered agricultural, and is meant to be protected, so it is most often cited for its potential in this project because it is more integrated throughout the city proper. The only Open Spaces left off the map are those that are in the foothills, because they overlapped with the Wildland Urban Interface, which is not somewhere where vegetation-based projects are probably safe to plan for.

Redlining History

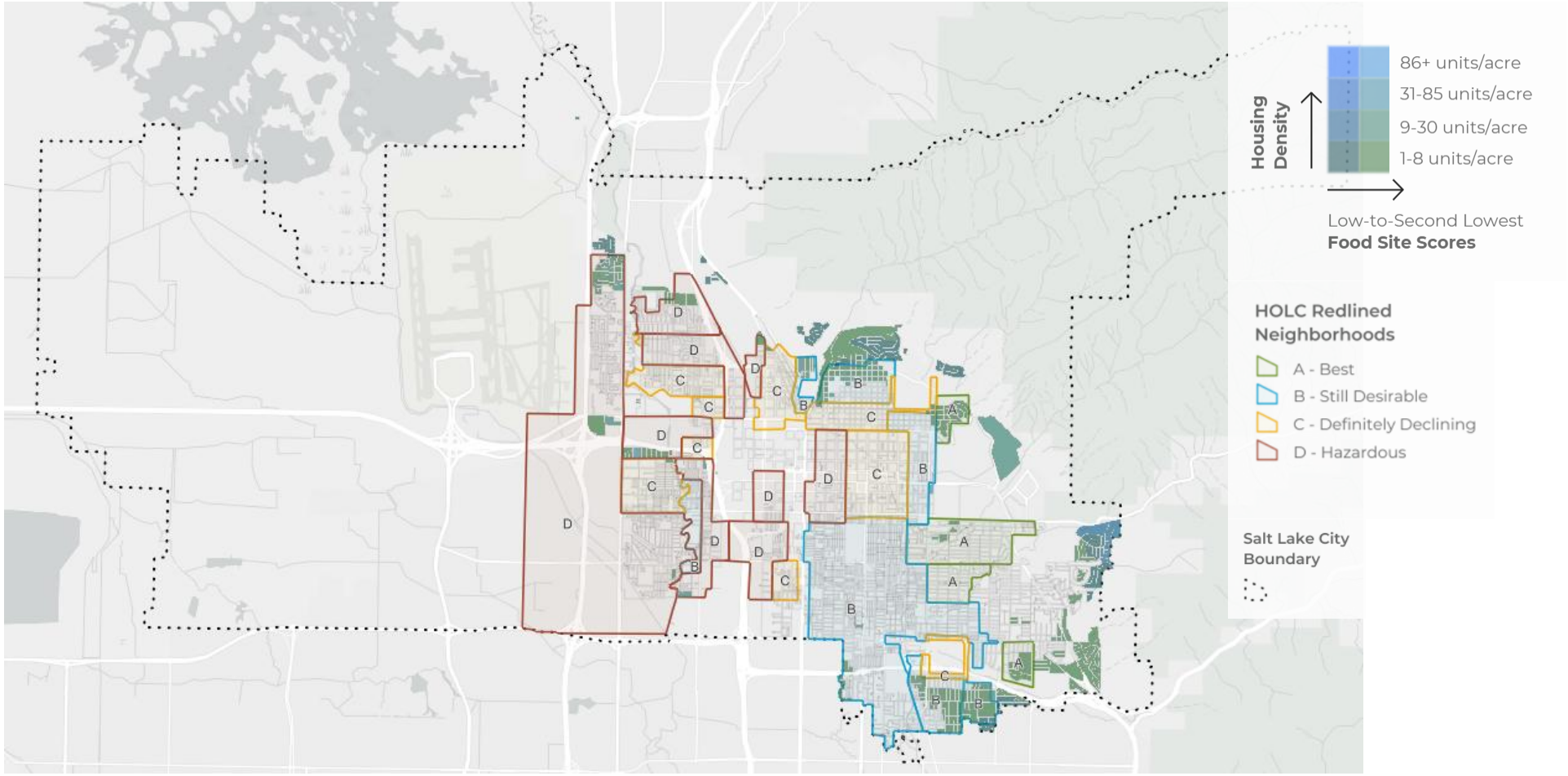


Figure 6 – The redline layer shows the four HOLC neighborhood categories, with the D-graded "hazardous" area showing up primarily on the west side of the city and downtown, while the east neighbhorhoods tend to be A- and B-graded.

The redlining layer (Figure 6) is from Mapping Inequality, a mapping project that digitized the Home Owners' Loan Corporation's maps of neighborhoods in American cities, graded to help inform investment decisions during the New Deal era,

but which were informed by discriminatory bias against people of color, immigrants, and other marginalized groups. These biases helped to inform whether or not mortgages were lent out in different neighborhoods in cities all over the county, benefitting new or newly planned neighborhoods that often-used restrictive covenants to create “whites only” neighborhood developments. Neighborhoods were given grades from A to D, with A being “best” and D being “hazardous.” These maps are often cited to show patterns of investment or lack of investment in cities, visibly influenced by these grades. Access to transportation, safe streets to walk on, and resources like enough places to shop for food are all neighborhood qualities that have been impacted by past redlining.

Income

The income layer (Figure 7) uses 2023 American Community Survey 5-year estimates by census tract to signify where tracts of different income levels (below 80% household median income, 80% HHMI through the median income, to above the median income) map over the city and its districts. Since census tracts cross district boundaries, federal poverty line data on each district is used to supplement this map layer in the "Income" section on each district.

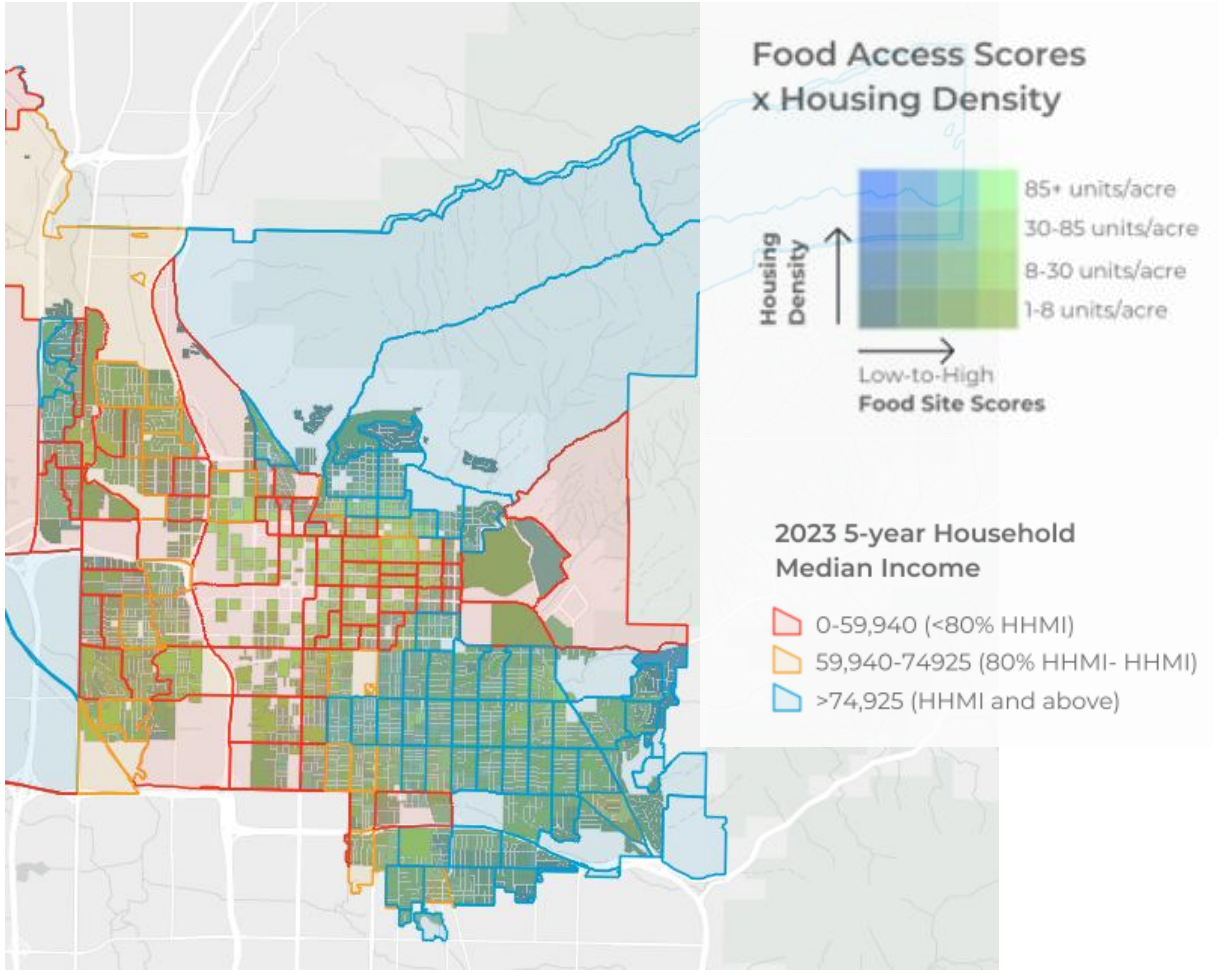


Figure 7 – The 2023 5-year Household Median Income layer shows what census tracts in the city average under 80% Household Median Income (less than $59,940 a year) in red, between 80% HHMI and the HHMI of $74,925 in yellow, and above the HHMI in blue. The red census tracts represent the lowest incomes, and overlap the Westside.

Transportation

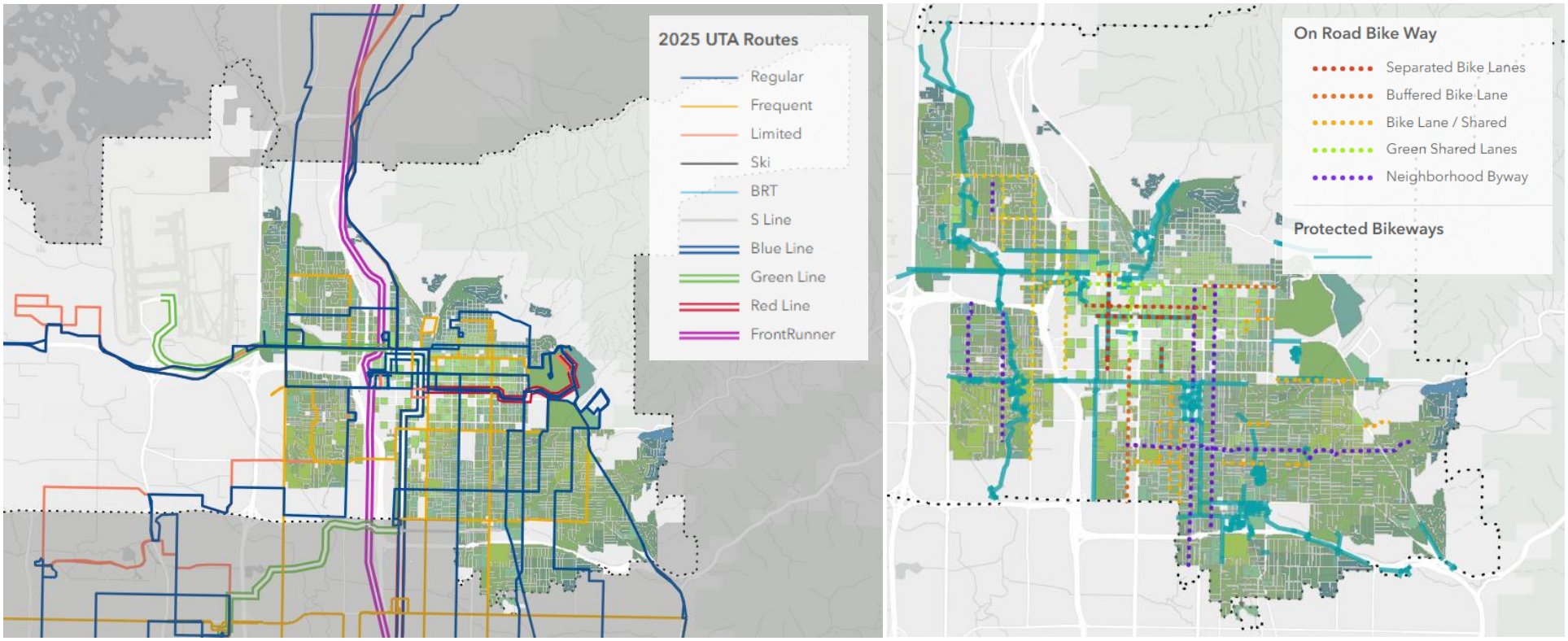


Figure 8 – The transportation layers show 2025 UTA transit routes and their function or frequency. "BRT" stands for Bus Rapid Transit, which is a bus with its own lane. "Regular" bus lines come every 30 to 60 minutes, "Frequent" come every 15 minutes, and "Limited" are buses with fewer stops that speed up travel times along busy corridors, coming every 30 to 60 minutes. The Blue, Green, and Red Lines are all TRAX, and the FrontRunner is the commuter train that runs north-to-south through the center of the city. On Road and Protected Bikeways show what safe bike routes exist across the city, and how they are connected.

Knowing how people get to food access sites, especially by analyzing car ownership and use, is a critical component of understanding food accessibility and considered a best practice in assessing food access and security. Additionally, in the SLC

Resident Food Access survey, respondents were asked a series of questions regarding how they got to food and if they shopped at grocery stores nearest to them. For these reasons, layers including transit routes and some bike routes were included in the SLC Map (Figure 8). In addition to the scored map already hinging on walking time to food sites, seeing where transit lines and bike routes are concentrated creates a fuller picture of the landscape in which residents across the city are navigating to get to their food. Public transit routes include TRAX lines, bus lines (with their regularity and timing), and the Frontrunner line with its two Salt Lake City stations.

Bikeways were filtered to include only protected, off-road pathways or on-road pathways with some level of protection like a buffer, consistent and visible green shared path markings, or some kind of physical protection like bollards or strategically placed car parking spaces. These routes differ in their level of safety from routes that only offer painted lines along the roadside or signs that encourage cars to share the road. The mapping layer used for “On Road Bike Ways” was customized based on a pre-existing layer, and some types of paths, like generic “Bike Paths”--with no info on their markings or safety features--were left off, especially if they were on roads with heavy car traffic. Mapping these safer bikeways is done with the knowledge that many people are intimidated by city biking, and may seek separated, protected, or slow and well-designated routes over sharing a busy road with cars. While levels of cycling comfort vary from person to person, beginners and seasoned cyclists would probably both agree that bikeways that are separated, protected or slow and well-designated are less stressful than narrow painted lanes or busy shared streets. Since much of this project refers to residents’ habits, desires, and needs, visualizing bikeway connectivity with low-stress routes only seemed an appropriate way to understand how cycling connects to the food environment.

SLC Food Environment Analysis

The SLC Food Environment Map offers a nuanced understanding of food accessibility in SLC by visualizing different types of food access sites, land use ordinances (zoning), legacies of redlining, housing density, public transit, active transportation routes, and household income together. While understanding the city's total food access resources is useful, a key value of this map is its capacity to focus on particular planning areas and political boundaries within the city and offer comparative analysis between them (Table 3).

The following sections present an analysis of the food environment in each of the seven SLC City Council Districts. The analysis of each district will include information about the planning areas within its boundaries, total population, food access sites and scores, redlining history, income and demographic profile, transportation assets, and opportunities related to mixed-use consolidating zoning and agricultural opportunity zones. Notable survey feedback corresponding with the food access sites, opportunities, and zoning is also included.

Table 3. Total food access site counts and distribution by City Council District. Colored bars correspond to the number of food site type and shows which district has the largest to smallest share of each.

Site type	District 1	District 2	District 3	District 4	District 5	District 6	District 7
Grocery	3	9	2	8	20	5	9
Farmers Market/Stand	0	1	0	3	1	1	0
Food Assistance	12	16	3	11	11	6	4
Restaurant	7	19	17	126	49	20	34
Convenience Store	13	14	7	21	18	6	13
Urban Agriculture Site	13	12	7	10	8	6	3
Total sites	48	71	36	179	107	44	63

District 1

District 1 is located in the northwest part of Salt Lake City, west of Interstate 15 and north of Interstate 80. It is the largest geographic district in Salt Lake City and includes a wide diversity of natural environments including nearby wetlands of the Great Salt Lake, infrastructure including power generation, transportation, and warehousing areas, businesses, agricultural areas, and residential areas. Notably, District 1 contains several overlay areas that are primarily non-residential in use including the Airport, Northwest Quadrant, and Inland Port overlays. District 1 is also proximal to the Union Pacific Railyard, which creates barriers between the primarily residential area of the district and the rest of the city.

Sometimes the figures for District 1 shown in this report will be cropped to provide more detail of the residential parts of the district.

Planning areas

Airport, Northwest, Northwest Quadrant

Population

33,415 (the second-most populous district in the city)

Food Access Scores



Figure 1.1 , low scoring area (LSA), left
Figure 1.2, high scoring area (HSA), right

The parts of D1 that score high (Figure 1.2) for food accessibility are centered in the lower Southeastern corner of the district. The only food access points that extend into the LSA, which encircles the clustering of sites and high scoring parcels, are two food assistance sites in the northern residential area, followed by two convenience stores and a restaurant extending west into the Northwest Quadrant. One convenience store is located on airport property. Restaurants, convenience stores, and food markets that operate within the Airport are not included on this map. Also worth noting is that D1's scores are influenced by what is over the border in Districts 2 and 3. Both districts have restaurants, and District 2's Rancho Market is very near to the D1 high-scoring nucleus. One issue with looking outside the borders of D1, however, lies in the fact that D1 (and D2) are both often bound to the West side by train tracks. East-West connections have long been a barrier to resident travel because of trains blocking crossing points daily, sometimes for hours at a time.

Redlining History

Redlined areas graded C and D make up large parts of the residential portions of D1. The description of both C and D graded zones include observations about the quality of the homes (old and modest) and that laborers tend to live there on account of nearby industry, oil refineries, and railroad yards. Some of the C areas have more positive language about upkeep and age of the homes and laborers. Much of the district's western area was not included in the redlining analyses conducted by the HOLC.

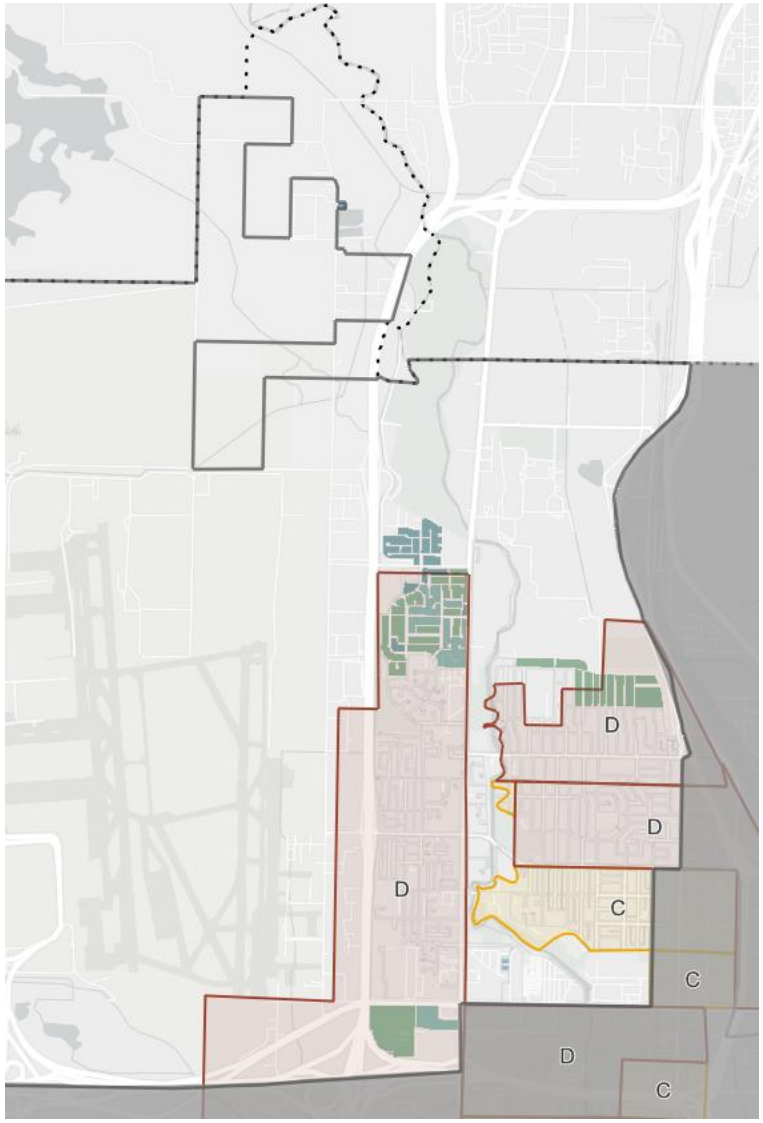


Figure 1.3

Income and Demographics

- Households with Incomes Below Poverty Level: 11.3%
- Married Couple Households with Children under 18: 16.8%
- Single Householders with Children under 18: 9.7%
- Non-Hispanic White Population: 35.3%
- Hispanic or Latino Population: 45.1%

Current low-income census tracts map almost perfectly over the areas graded D and C by the HOLC . This indicates a continued legacy of the redlined era, where disinvestment has led to lower property values and lower-income people gravitating to the area. The exceptions are three small tracts in the Westpointe neighborhood that make slightly over the household median income, and these were also in a formerly red-lined area.

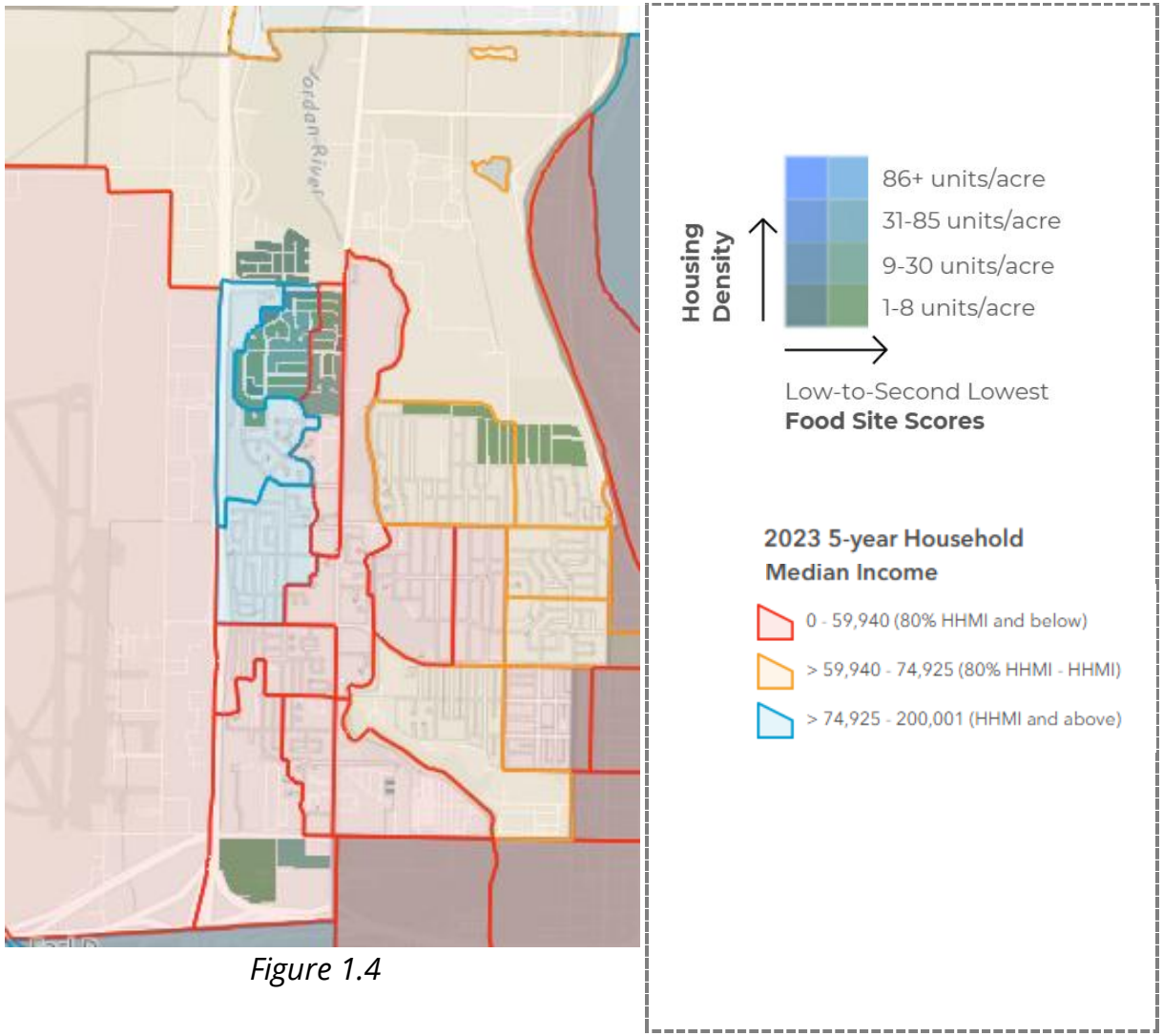


Figure 1.4

Food Access Site Counts

Retail: 3 Grocery Stores | 13 Convenience Stores | 0 Farmers Markets/Stands

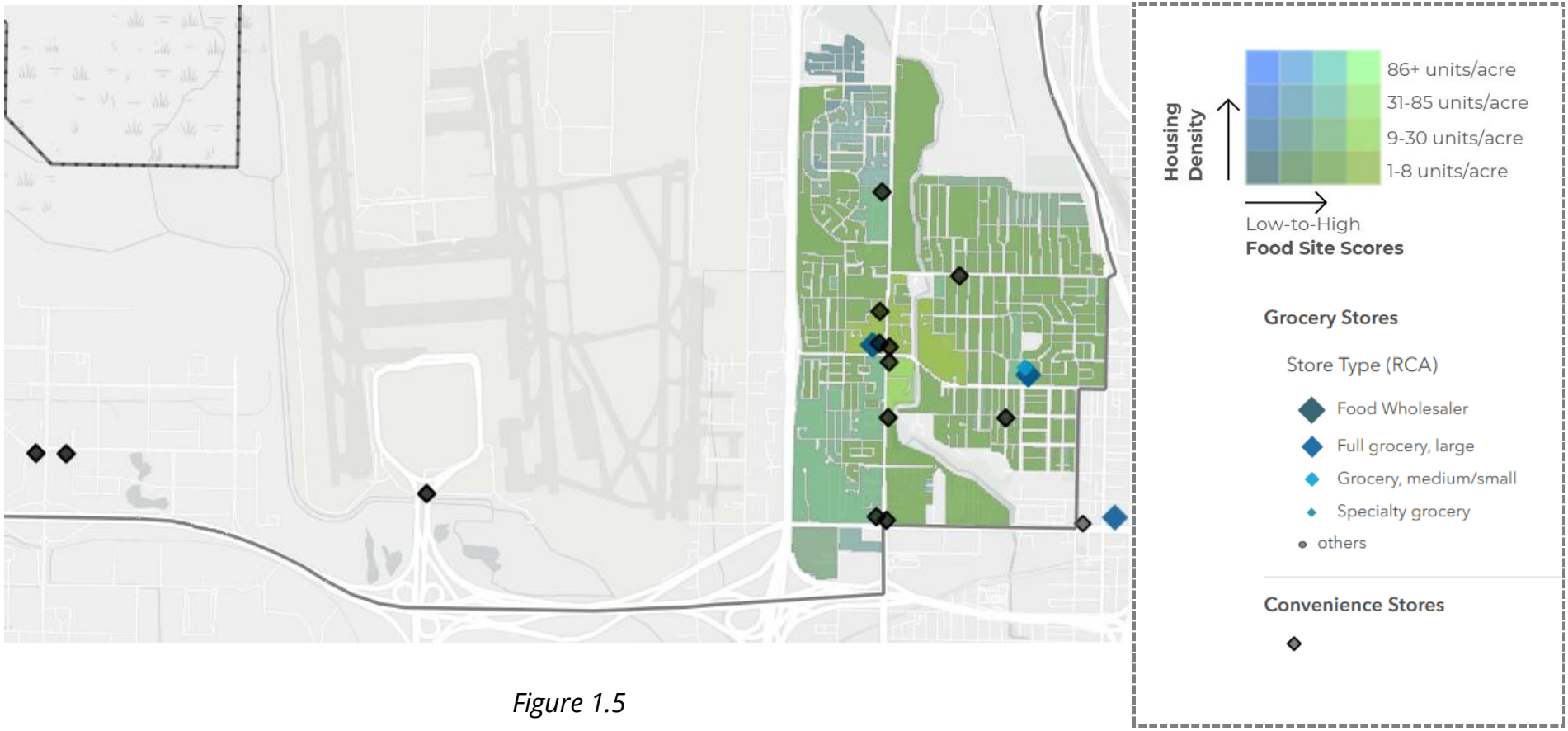


Figure 1.5

- 2 Full service, large grocery stores
- 1 Medium/small (international) grocery store

Survey feedback

What food resources would you most want in your neighborhood? (respondents who may qualify for food assistance)

- 77% of D1 residents that may qualify for food assistance reported wanting more healthy and affordable grocery stores or neighborhood markets in their area, the third highest demand of any district. **Since D1 has only three stores to get groceries from, there is clearly a gap here that residents feel.**
- 23% reported wanting more places to get culturally relevant food, the highest of any district besides District 7 (Table B1). Given that 47.1% of D1 is Hispanic or Latino, this means that only having one international grocery store in the district is a gap that residents may also be feeling.

Which of the following resources would you be most interested in having in your neighborhood? (all respondents)

- 34% of all D1 respondents report wanting more farmers markets or other places to buy fresh, locally grown food (Table B4).

Restaurants: 7 Sites

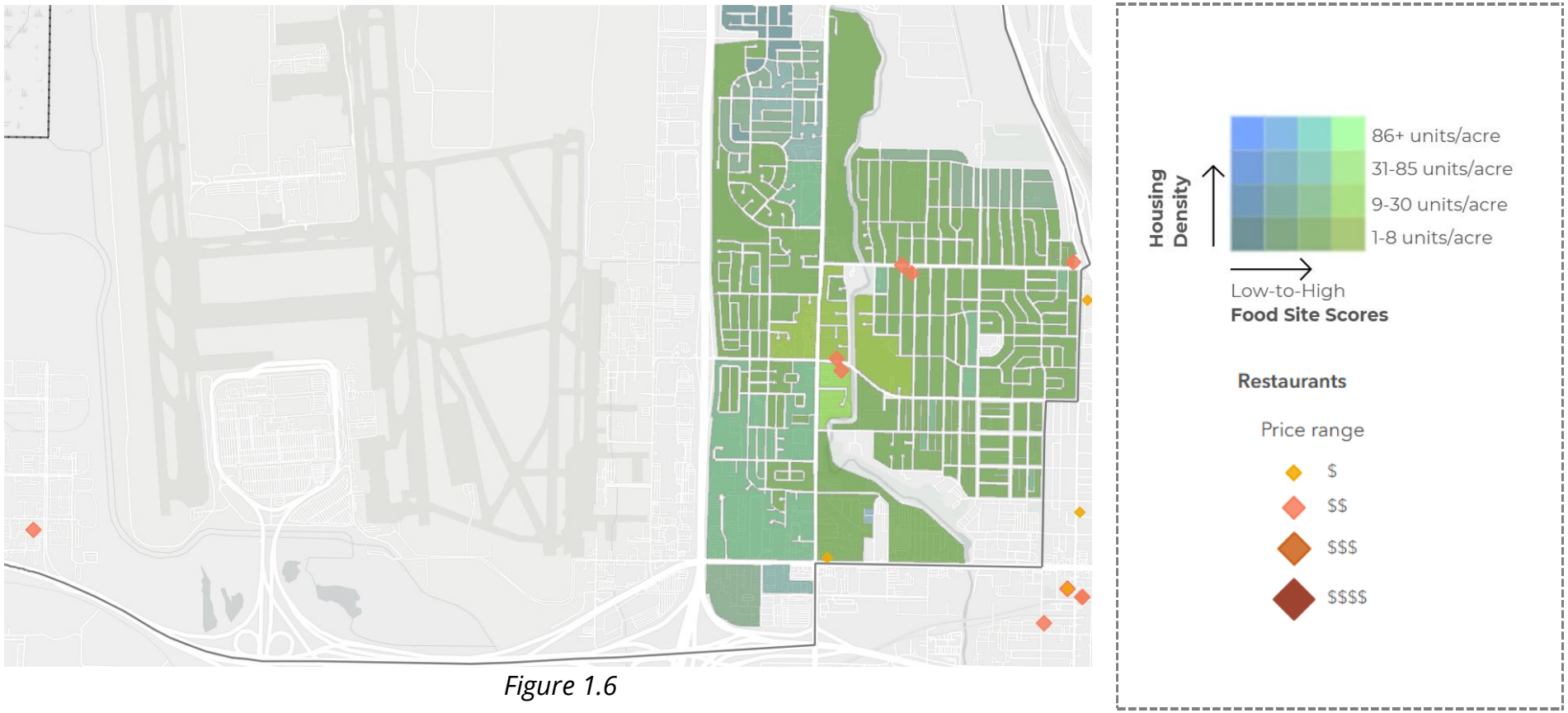


Figure 1.6

- All $ or $$

Survey feedback

Which of the following resources would you be most interested in having in your neighborhood? (all respondents)

- 38% wanted more healthy restaurants or fast-food restaurants, more than any other district. This may be because the options available to them now are perceived as unhealthy.
- As for their wanting fast food restaurants, this may speak to a desire for convenience, since D1 has a large number of households with children compared to the rest of the city. Households with children may place more value on easy and fast meal opportunities.

How often do you: dine out; order delivery or takeaway; cook or prepare meals from scratch; consume ready-to-eat packaged or prepared meals at home? (respondents who don't shop at the nearest store)

- D1 eats out more often, with 25% reporting they do so a few times a week—more evidence that convenient meals are potentially relied on by residents with families.
- D1 is also above average in a seemingly opposite way, in that 27% reported never ordering delivery. This could be because of associated fees being too expensive, especially considering the generally low-income status of the district.

Urban Agriculture: 13 Sites

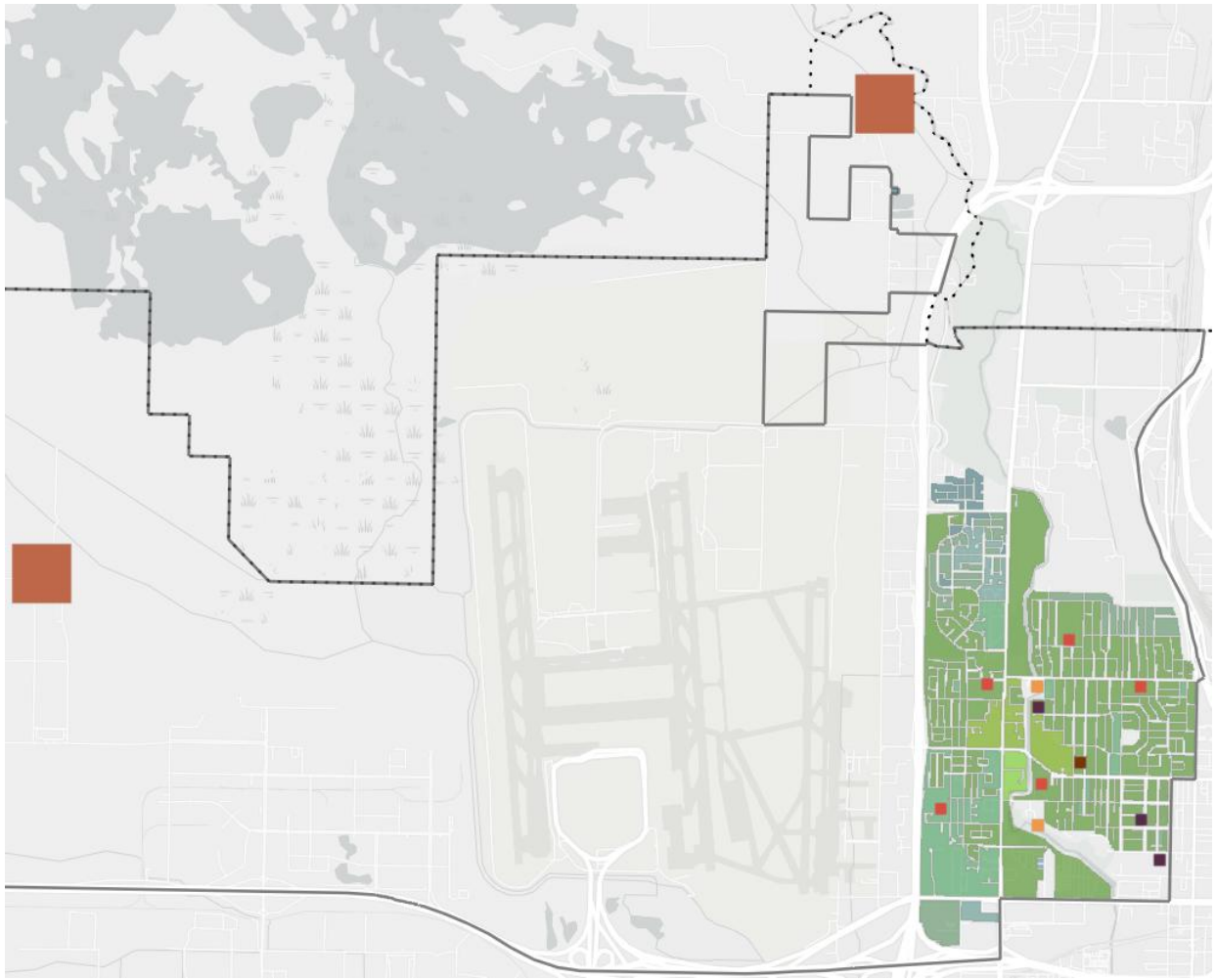


Figure 1.7

- 3 Community Gardens

- 5 School Gardens
- 2 Community Orchards
- 1 Supportive Housing Garden
- 2 Ranches

Survey feedback

How do you grow your own food? (respondents who grow their own food)

- 96% reported gardening, and 9% reported raising chickens at home. D1 has a higher rate of raising chickens than most other districts (Table B6).

What food-growing resources would you want? (respondents who don't grow their own food)

- D1 had widespread interest in several types of food production resources, including 34% for classes or workshops on how to grow food, 33% for more access to free or affordable home gardening equipment and supplies, 29% for access to land to grow more food (more community or neighborhood gardens or farms). Emphasis on more resources to get started gardening makes sense since D1 is home to large single-family home lot sizes where backyard gardening may be more accessible. However, the high interest in more land for growing food indicates not everyone may have at-home access.

Food Assistance: 12 Sites

- 1 mutual aid site
- 8 school-based pantries
- 1 senior center pantry
- 1 mobile pantry
- 1 hospital system-affiliated pantry

Survey feedback

What food resources would you most want in your neighborhood? (respondents who may qualify for food assistance)

- 31% of D1 respondents wanted more free food resources in their community (food pantries or meal programs), despite already having the second-highest amount in the city. This indicates either the services are not what residents need or want, or that existing services are not advertised well enough.

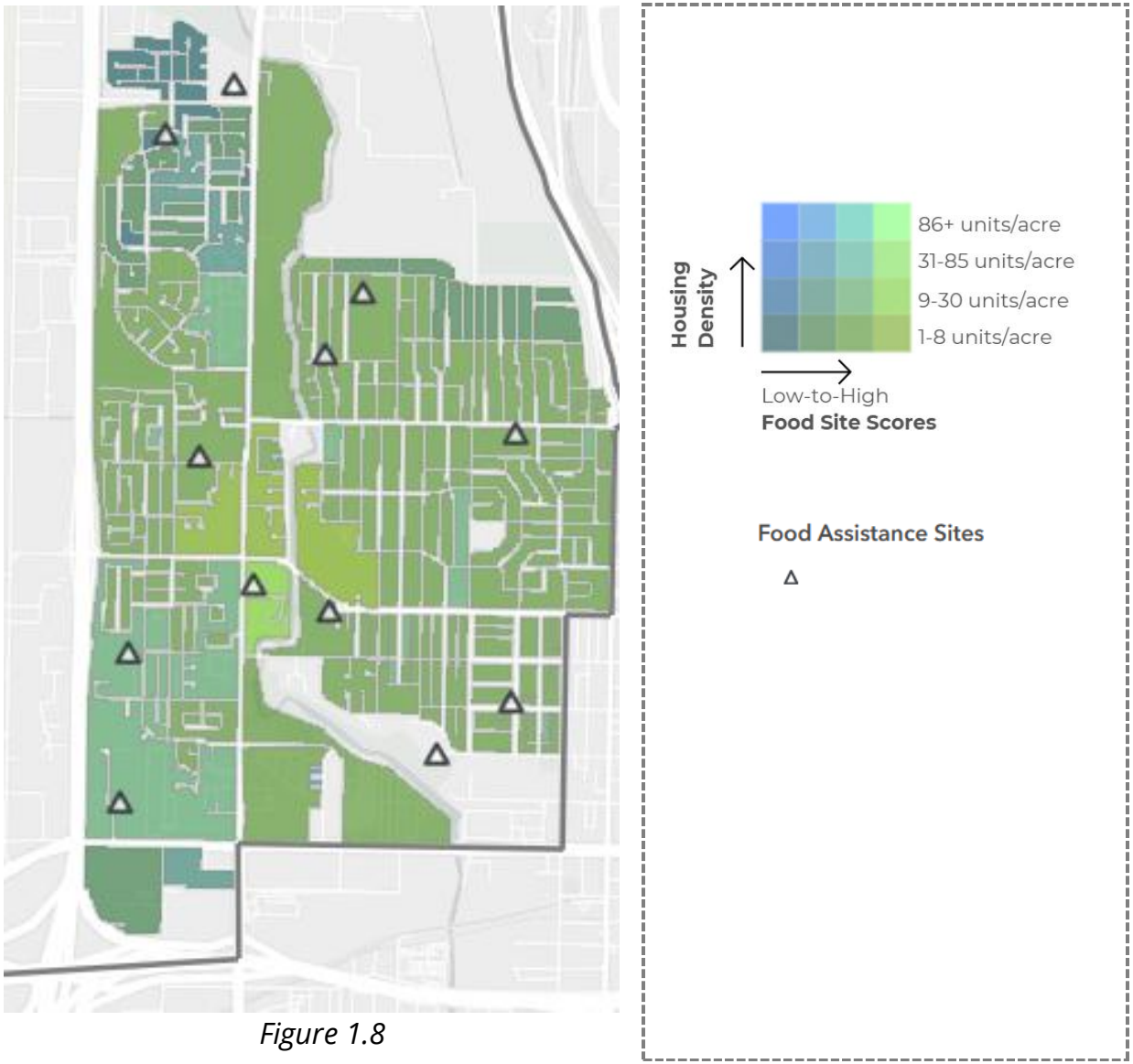
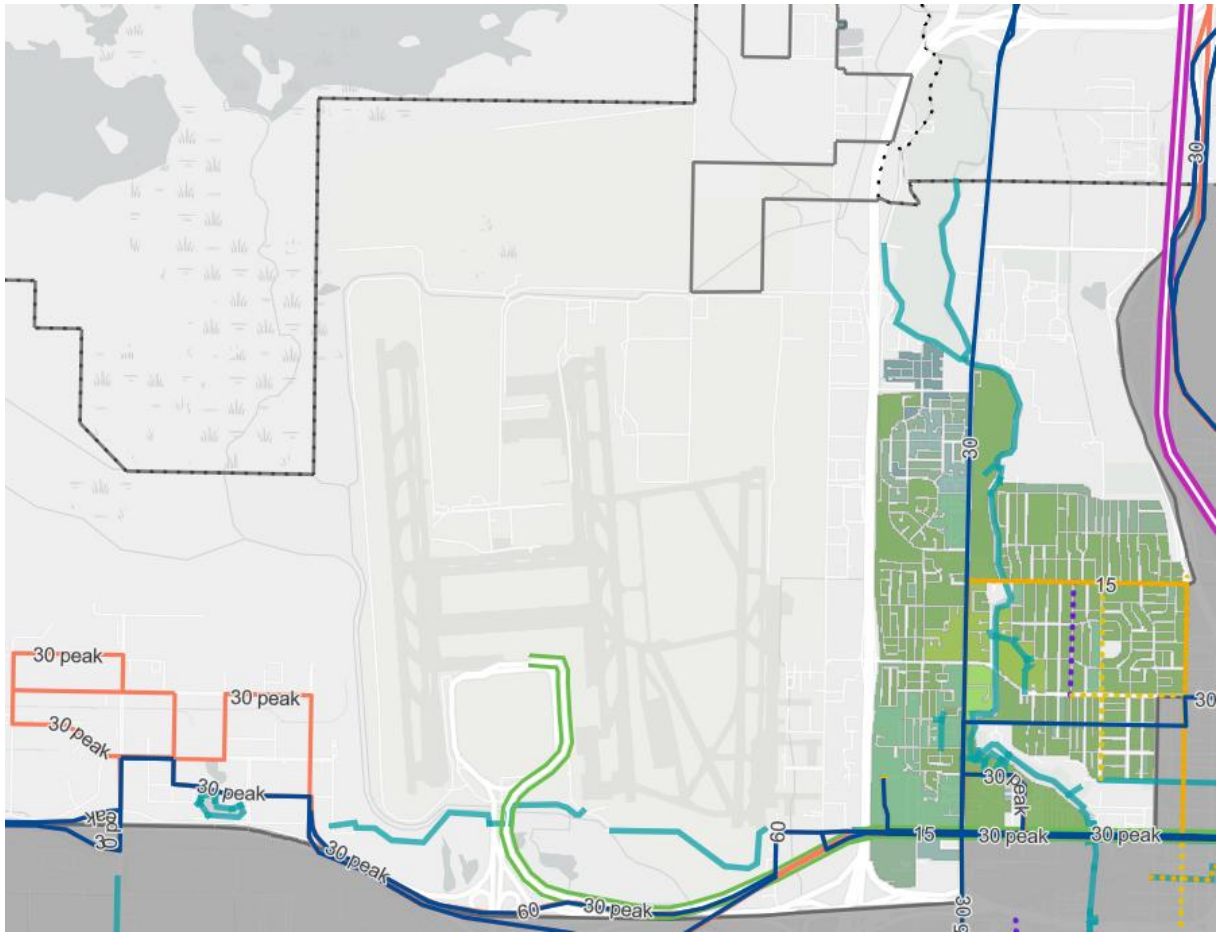


Figure 1.8

Transportation



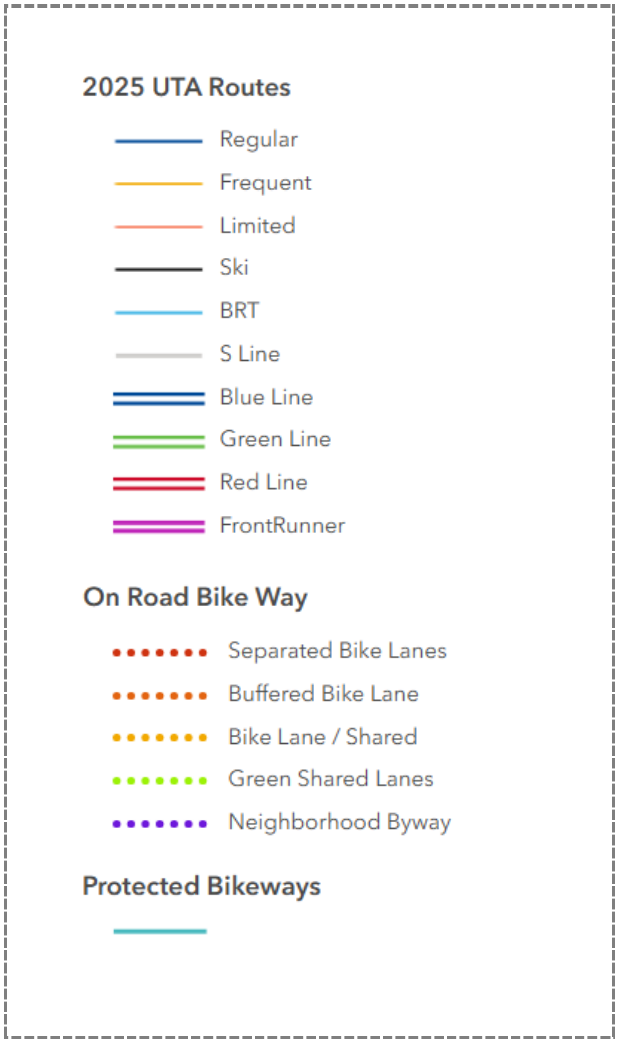


Figure 1.9 - Numbers on the UTA Routes above indicate frequency of bus arrivals in minutes

Transit Lines

- Route 1, frequent
- Route 205, regular
- Route 551, limited (to Salt Lake City International Airport)
- Route F435, regular (Tooele SLC FLEX line)
- Green Line, frequent (to Salt Lake City International Airport)

Bicycle Paths

- Jordan River Trail
- Folsom Trail
- 300 North Protected Bike Lane

Survey feedback

How do you typically get to the store/food site? (respondents who may qualify for food assistance)

- 4% of D1 respondents who may qualify for food assistance reported taking public transit to get to food, although that represents just 5 people out of the 168 in the D1 food assistance qualifying sample. This low usage may correspond to most routes coming every 30 minutes. Similarly to other districts, 87% reported driving their own car to get to food, while 3% reported walking or using mobility devices.

Do you typically shop at the closest grocery store? (all respondents)

64% of all respondents report shopping at the grocery store that is closest to them, while 36% said they did not shop at the grocery store closest to them. What this means is that 97 of 168 D1 respondents are consistently relying on what the three grocery stores in the district provide, while 70 of the 168 are regularly traveling outside the area for their groceries.

Zoning Opportunities

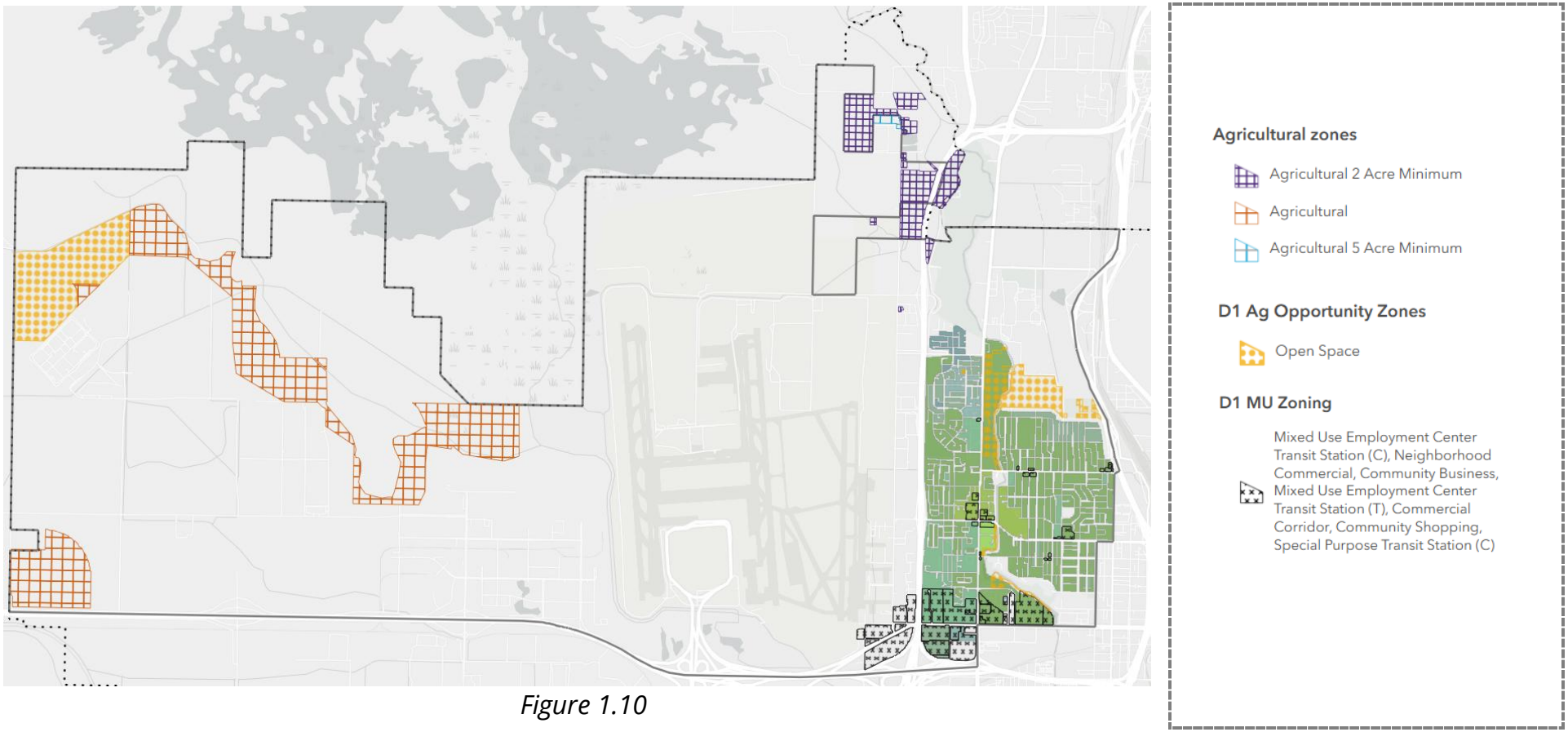


Figure 1.10

Mixed-Use Consolidated Zoning

New consolidated mixed-use zoning is included in the LSA, though part of this is in the Airport overlay, so it is unclear how that will impact the possibility for this zoning to be effective for residents. Most of these parcels' zoning ordinances were commercial by way of transit-oriented mixed-use zoning, and so it makes sense that there are not many commercial food options located in these districts now.

On North Temple between the Jordan River and 2200 West, there is a large chunk of MU blocks, with uses primary to the airport, and the nearby transportation and warehousing industries like car rentals, hotels, repair shops, and storage centers make up the area now. Adjacent to the freeway, these businesses almost act as a wall between North Temple (and its TRAX stations) and residential neighborhoods to the north.

This area, located as it is near the freeway (both I-80 and I-15) and the Airport, may not be a place to recommend for including more commercial food options. However, its position along North Temple's TRAX lines, which brings in pedestrians, means that there are people walking through the area, and most of the food is far away for them as it is now.

This area is also home to the Power District, where plans are underway for a sports district and potential MLB stadium, along with a lot of growth in residential and commercial spaces along the Jordan River. While these plans are not finalized, there is opportunity within them to advocate for more food related resources such as retail for the existing nearby community.

Agricultural Opportunity

District 1 is one part of the city where agriculturally zoned land still exists but is facing increasing pressure from development interest for the land to be rezoned for other purposes. In fact, an annexation of additional land in 2025 brought in agriculturally zoned land, but with a zoning change to light manufacturing. The few remaining parcels are some of the only agriculturally zoned lands left in the city.

In D1's LSA, there are several Open Space parcels, most of them in Rosewood Park and another small park, Miami Park. Two very large sections of Open Space land are on either side of the Jordan River in the middle of the district. More Open Space lands trace the river, overlapping Cottonwood Park to the south. Besides Open Space designations alone for potential places to use for urban agriculture, there are several other parks in the district, including Westpointe Park, Meadows Community Park, and Jordan River Golf Course State Park (this is already Open Space zoning).

District 2

District 2 lies in the Southwest corner of Salt Lake City, bordered by I-80 to the north and I-15 to the South. It is home to large residential lots that house many families and urban farms, former industrial areas, as well as parts of the Inland Port overlay. It is the second-largest district in the city geographically, but with most residences, businesses, and city activities cluster on the east side of the district, closer to the rest of the city. The district is home to 11 parks, including the International Peace Gardens, which connects to biking and walking trails that connect surrounding neighborhoods to the Jordan River Trail and the 9 Line Trail. Changes on the horizon include the Glendale Regional Park, a very large project which is under construction in the southeastern part of the district. District 2 is also proximal to the Union Pacific railyard, which acts as a barrier to travel between the district and the rest of the city.

Sometimes the figures for District 2 shown in this report will be cropped to provide more detail of the residential parts of the district.

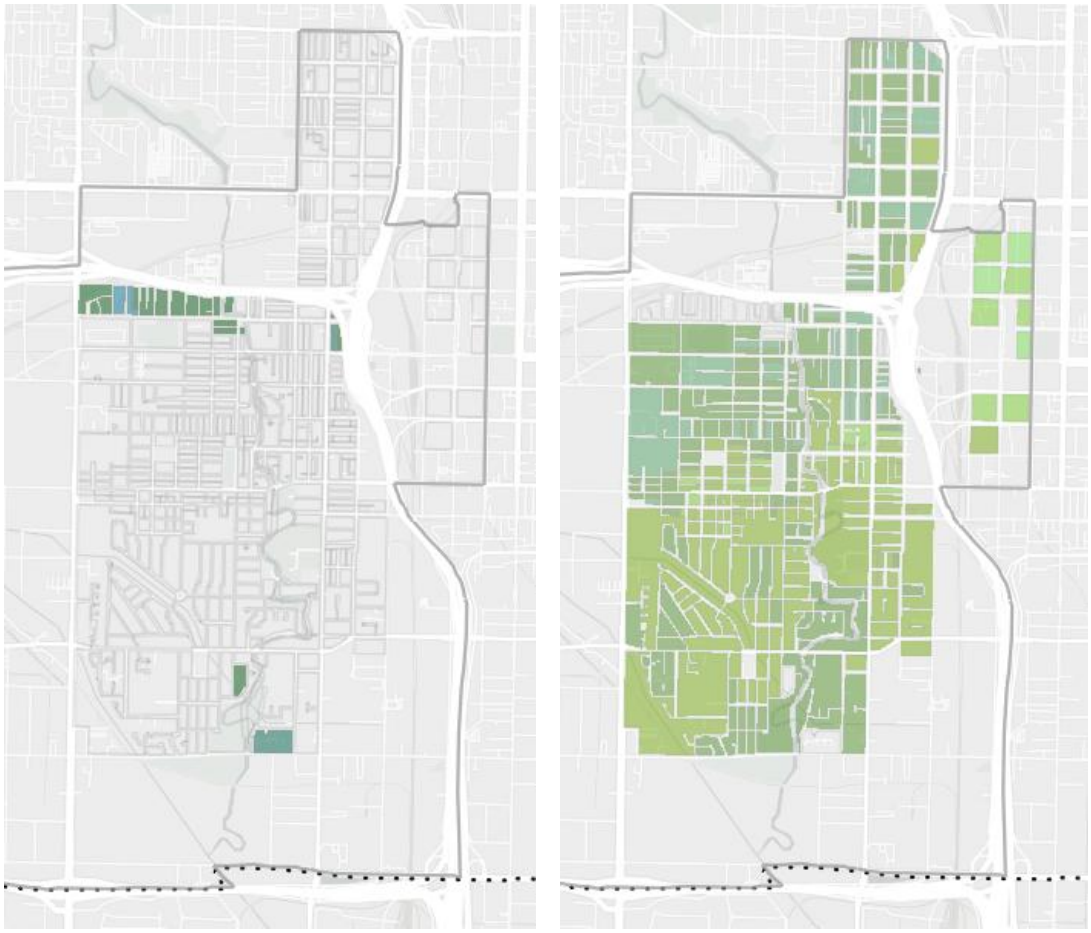
Planning areas

Northwest (partial), Northwest Quadrant, West Salt Lake, Downtown (partial)

Population

24,268 (the smallest population in the city)

Food Access Scores



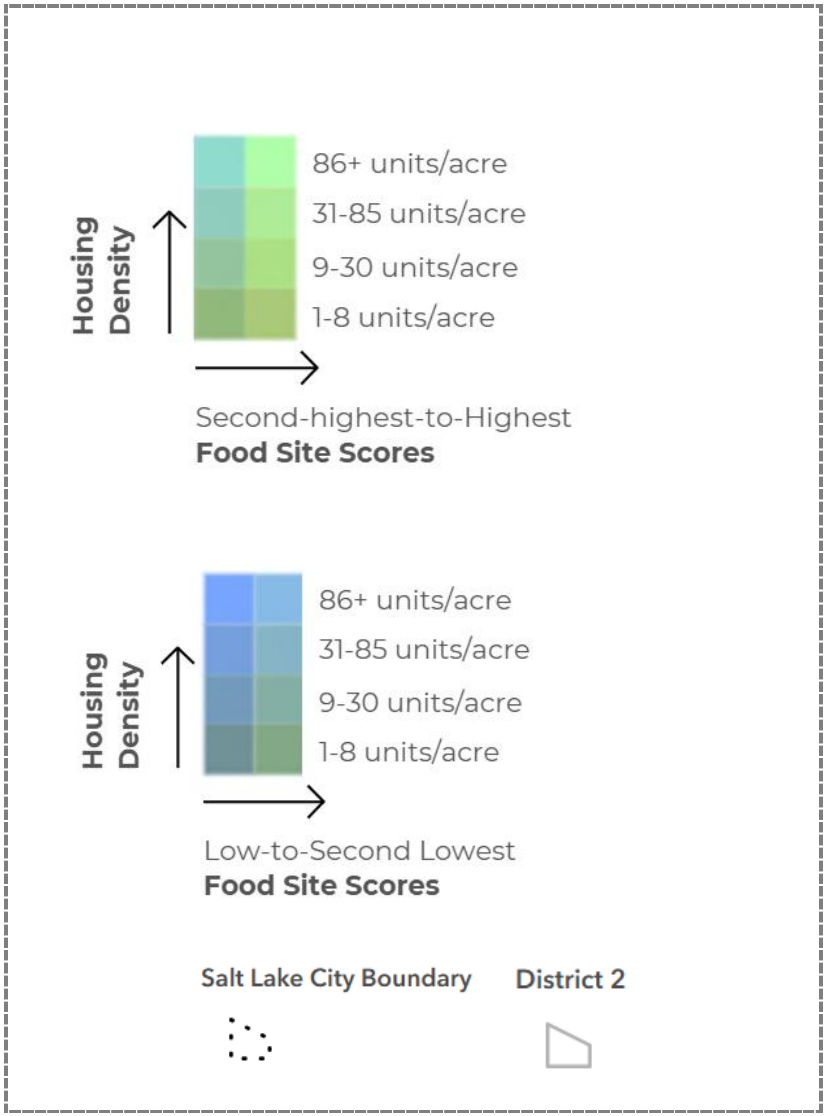


Figure 2.1, low scoring area (LSA), left
Figure 2.2, high scoring area (HSA), right

When isolating the LSA, restaurants and convenience stores concentrate around the north part of the district (Figure 2.1). Those same kinds of sites are also the only ones that are close to the edges of the western portion of the LSA. The HSA makes up the eastern part of the district, and benefits from being closer to abundant downtown resources.

Redlining History

Large parts of D2 were given C and D grades by the HOLC as undesirable areas for real estate investment. The area was home to industrial use, much of it brought in and constructed to supplement the nearby railroad yards, and as described in the Mapping Inequality records, "the houses are old, poorly kept up and practically not salable." The only part that was rated highly in the area was a meandering stretch along the Jordan River near Jordan Park. The redline description of this B-graded area seems to imply that, as one of the first-settled parts of the city and a remnant population of older individuals, sentimental value towards the city's pioneer history influenced this rating. That and its proximity to the park and a school prompted the graders to call it the "only reasonably good residential section west of Main Street" (Nelson et al., 2023).

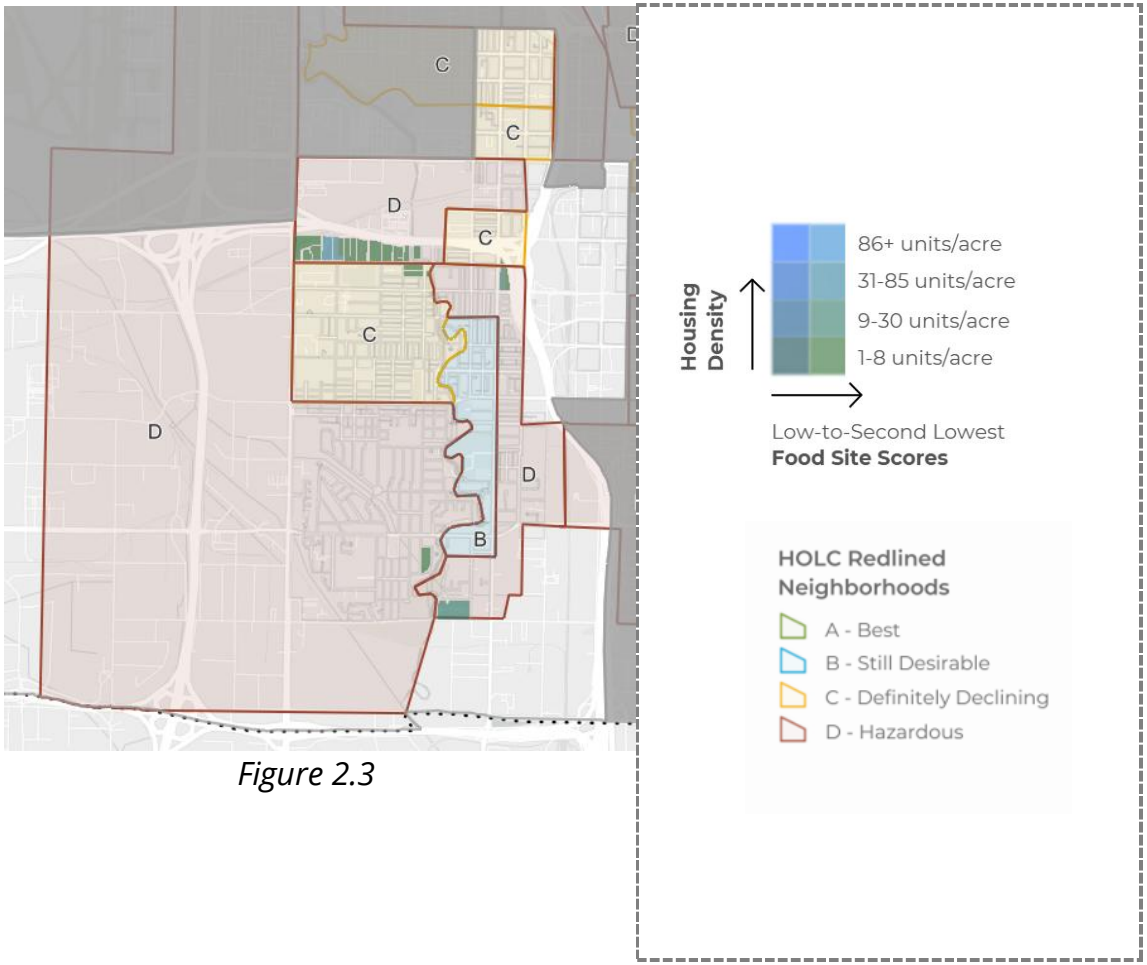


Figure 2.3

Income and Demographics

- Households With Incomes Below Poverty Level: 12.8%
- Married Couple Households with Children under 18: 17.8%
- Single Householders with Children under 18: 12% (the highest in the city)
- Non-Hispanic White Population: 33.1%
- Hispanic or Latino Population: 47.2%

Almost all the eastern half of D2 is below 80% HHMI or somewhere between 80% and HHMI (Figure 2.4). One stretch of land in the middle of the district shows a large tract where income is above HHMI, but this district has incredibly low housing density, meaning the data is probably skewed by a few higher income households that may be there.

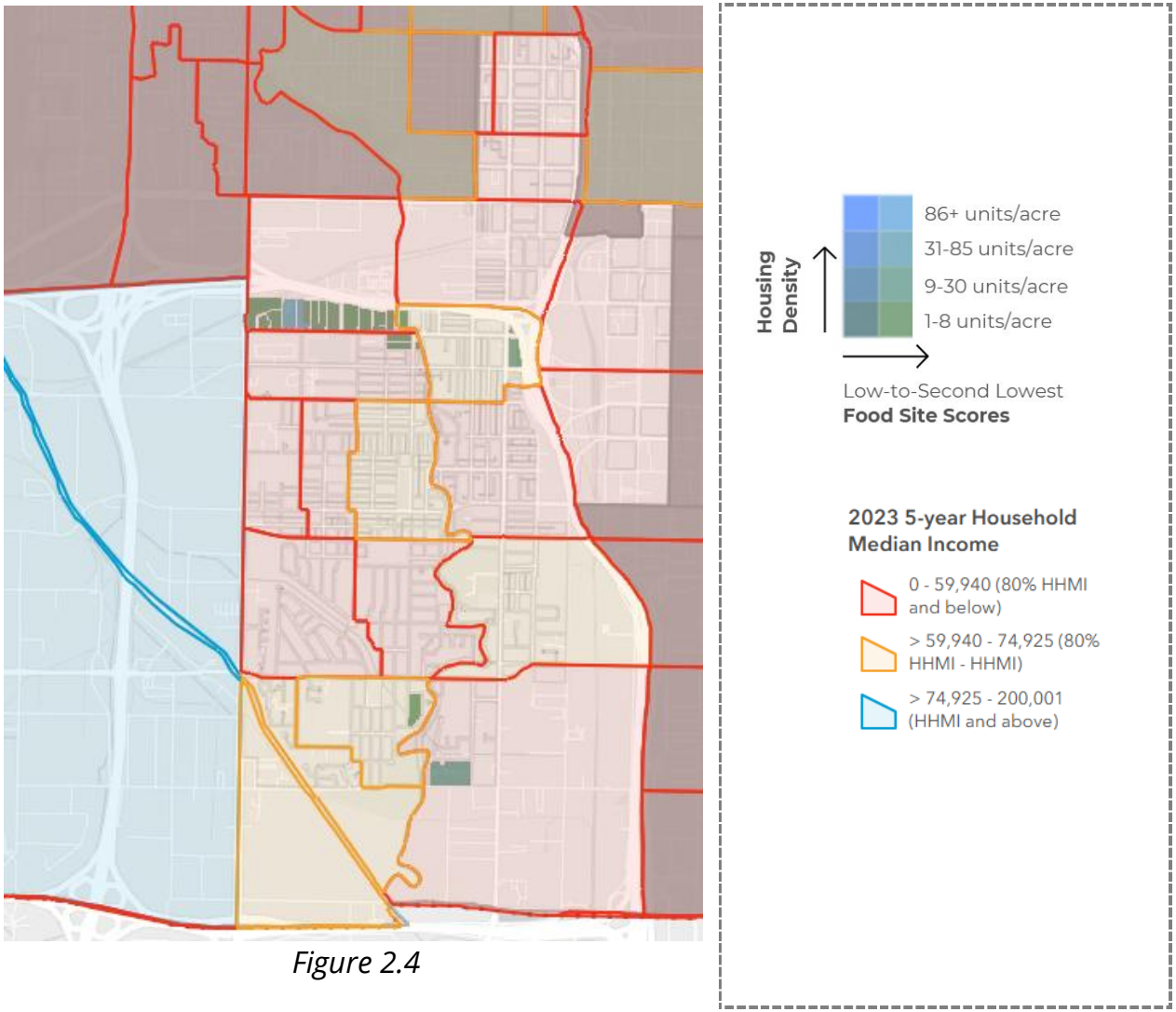


Figure 2.4

Food Access Site Counts

Retail: 9 Grocery Stores | 14 Convenience Stores | 1 Farmers Market/Stand

- 1 Food wholesaler (restaurant-wholesale focused)
- 3 Full grocery, large grocery
- 2 Grocery, medium/small, both international groceries
- 3 Specialty grocery
- 1 farmers market (summertime only, ending in 2026)

Survey feedback

What food resources would you most want in your neighborhood? (respondents who may qualify for food assistance)

- District 2 comes in as the very last district interested in more grocery stores or neighborhood markets in their neighborhoods at 59%, at least for respondents who may qualify for food assistance.



Figure 2.5

While still a high number, this might be because of the amount and diversity of grocery options in the neighborhood, supplemented by those in neighboring District 5.

- 31% of all D2 respondents reported wanting more farmers markets or other places to buy fresh, locally grown food in their neighborhoods, on the higher end of their own priorities for new resources, but on the lower end compared to other districts. Considering that this survey data was collected in 2022, and that the one farmers market in the district is closing as of 2026, this feedback may not perfectly reflect current circumstances.

Which additional food stores/resources would you most want? (all respondents)

- 44% wanted more neighborhood markets or corner stores that sell fresh, healthy and affordable food. Partiality towards this option supports the idea above, that D2 may have a sufficient supply for full-sized grocery stores, and that smaller, more widespread options may be what residents are missing.

Restaurants: 19 Sites

- 2 $ restaurants
- Everything else is $$, with one $$$ fine dining restaurant in the district

Survey feedback

How often do you: dine out; order delivery or takeaway; cook or prepare meals from scratch; consume ready-to-eat packaged or prepared meals at home? (respondents who don't shop at the nearest store)

- D2 respondents that don't typically shop at the store closest to them reported ordering delivery or take-out slightly more often than other district respondents, at 14% for a few times a week, second only to D1's 15%.

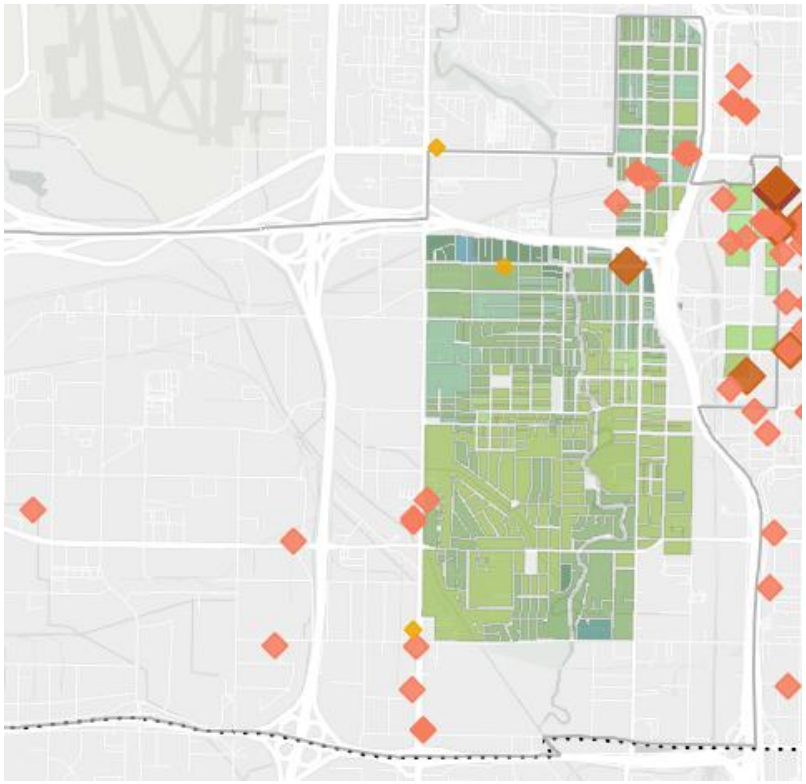


Figure 2.6

Urban Agriculture: 12 Sites

- 5 Community Gardens
- 1 School Garden
- 1 Community Orchard
- 5 Farms

Survey feedback

How do you grow your own food? (respondents who grow their own food)

- Despite five community gardens in the district, only 5% of respondents who reported already growing their own food did so at community gardens.

What food-growing resources would you want? (respondents who don't grow their own food)

- Of those who reported they do not grow food, D2 respondents wanted a similar range of resources as D1, including access to free or affordable equipment and supplies (36%), support installing home gardens (35%), and classes or workshops on how to grow food (34%).

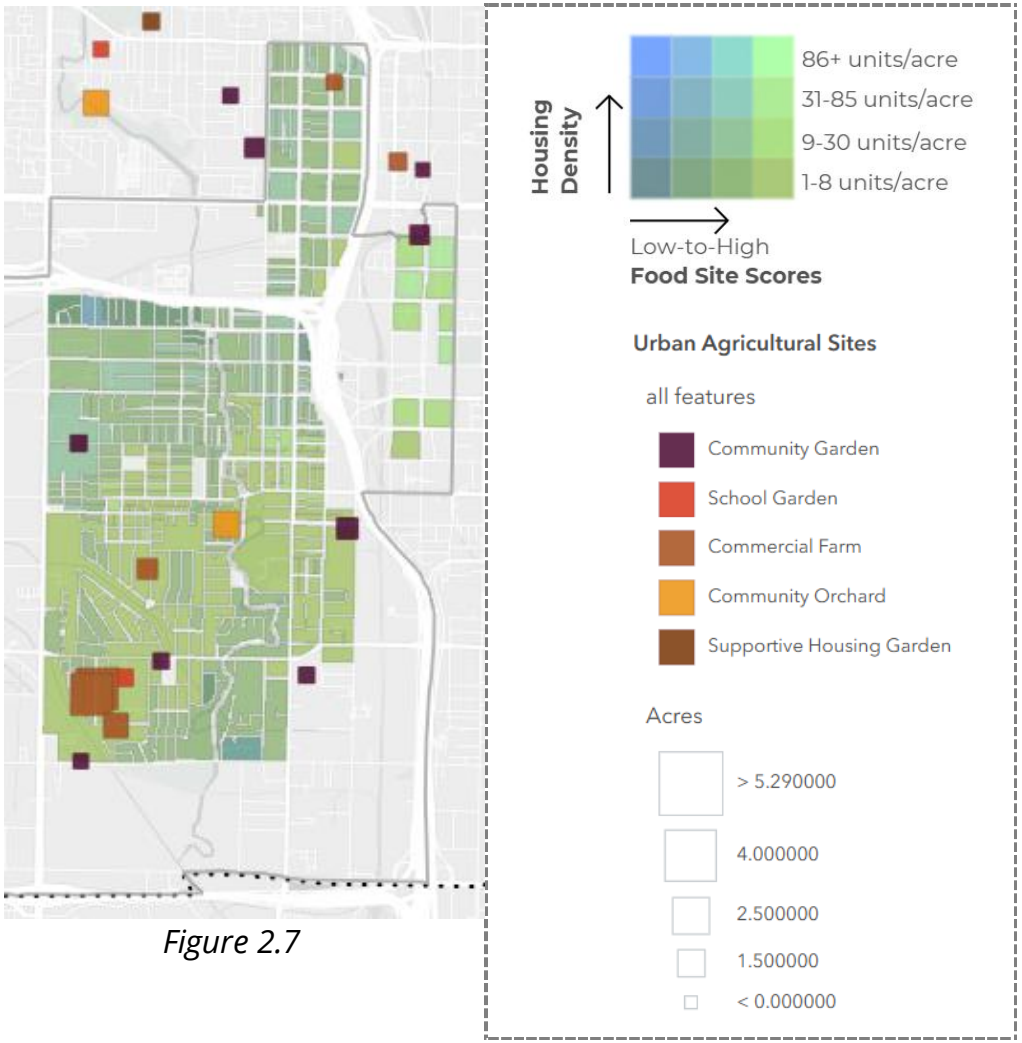


Figure 2.7

- The high number of respondents who reported growing in a home garden (95% of growers) and the low interest in community gardens for both growers and non-growers implies that lot sizes in D2 are large enough that residents there are comfortable with the idea of just using their own space.

Food Assistance: 16 Sites

- 7 religious institution-affiliated pantries
- 1 senior center-based pantry
- 2 non-profit pantries
- 1 mobile non-profit pantry
- 4 school-affiliated sites
- 1 community center-based pantry

Survey feedback

What food resources would you most want in your neighborhood? (respondents who may qualify for food assistance)

- 38% of D2 respondents who may qualify for food assistance reported wanting more choice at food pantries, and 30% wanted more free food resources in general, which suggests that those relying on free food assistance in this district feel constrained by what options are available to them. This may come down to lack of diversity at the distributor level at existing service sites but also indicates that existing grocery stores may not be affordable or accessible



Figure 2.8

Transportation

Transit Lines

- Route 1, frequent
- Route 9, frequent
- Route 4, regular
- Route 217, frequent (Redwood Road)
- Route 509, regular (900 West shuttle)
- Route 513, limited (industrial park shuttle)
- Frontrunner and two stations (South Central Station and North Temple Station)
- Blue Line, frequent (at eastern edge of D2)
- Green Line, frequent (at northern edge of D2)

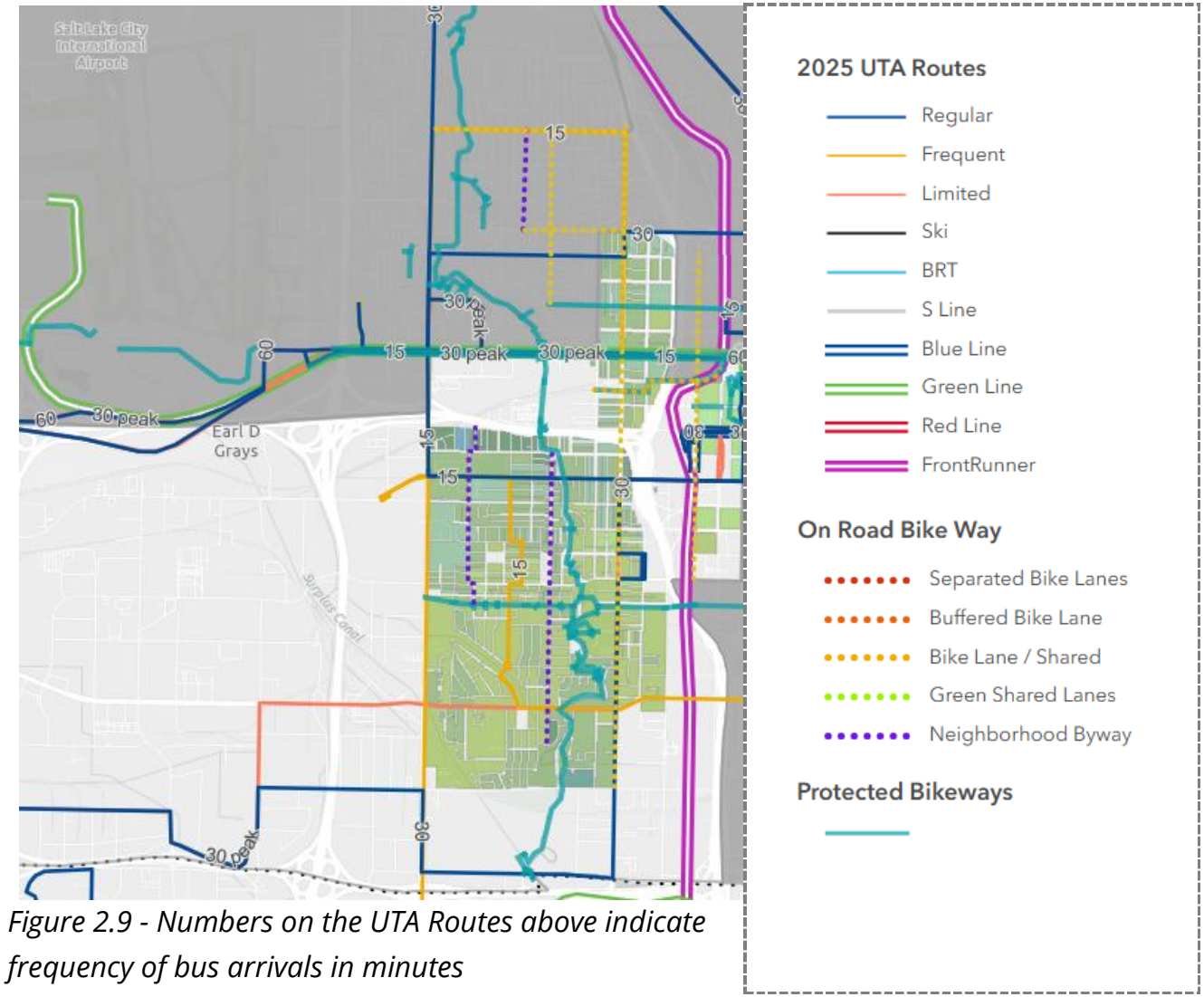


Figure 2.9 - Numbers on the UTA Routes above indicate frequency of bus arrivals in minutes

Bicycle Paths

3 protected bikeways (not including painted shoulders, shared paths, or neighborhood byways)

- Jordan River Trail
- 9-Line
- Bike path through the Gateway
- Folsom Trail
- 2 neighborhood byways

Survey feedback

How do you typically get to the store/food site? (respondents who may qualify for food assistance)

- 0% of respondents that may qualify for food assistance reported using public transit to get to food. 88% reported driving their own car, with the next-closest modes of transportation being 4% by bike and 4% by "other" means.

Do you typically shop at the closest grocery store? (all respondents)

- Similarly to D1, 67% of all respondents report shopping at the grocery store that is closest to them, while 32% said they did not shop at the grocery store closest to them. This is the second highest rate of any of the districts, implying that places to shop are abundant—but also that shopping what is nearby is either convenient or the only option residents have.

How do you typically get to the store/food site? (respondents that may qualify for food assistance)

- 0% of assistance eligible survey respondents use public transit and only 3% reporting walking or using mobility devices to get to food, implying that transit and pedestrian options to get to the local stores may be either unappealing or lacking.

Zoning Opportunities

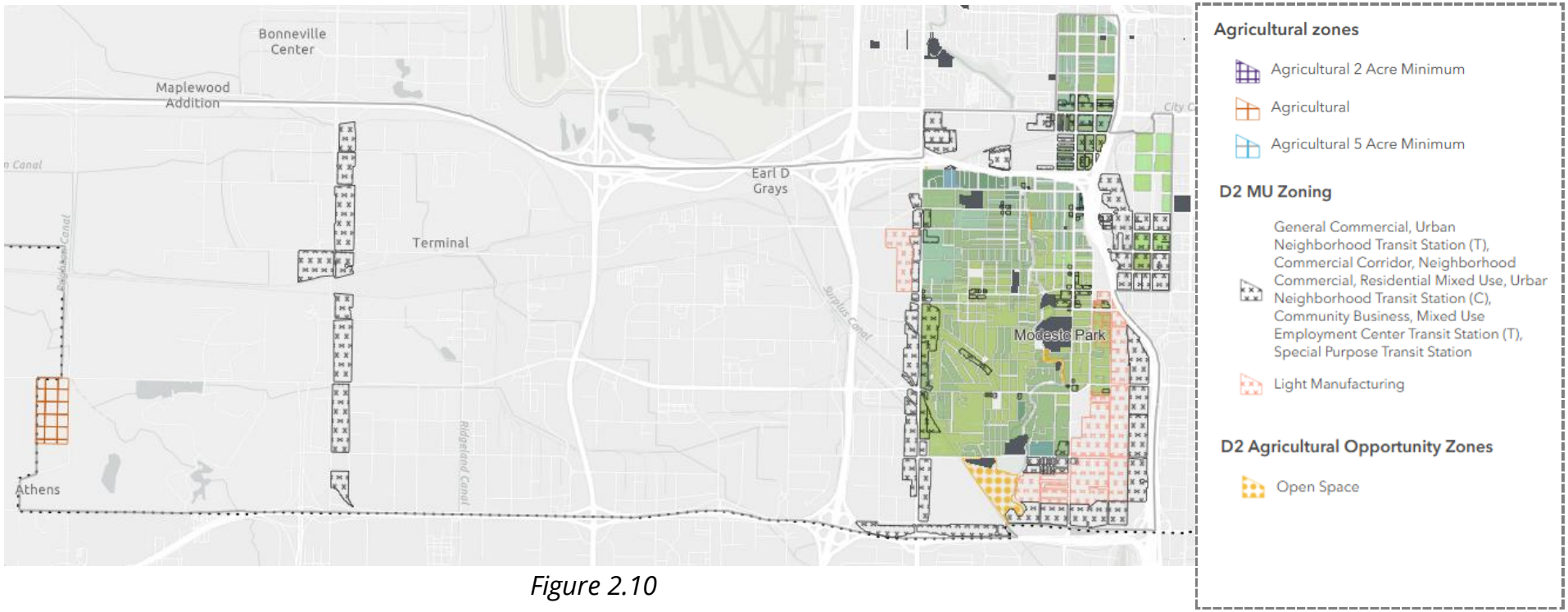


Figure 2.10

Mixed-Use Consolidated Zoning

District 2 has a large concentration of new MU consolidated zones, most of which were commercial use or friendly to commercial use before the zoning change, except for a large portion of former Light Manufacturing zoning in the southeastern corner of the district, as well as a small chunk to the northwest of there (Figure 2.10). The former Light Manufacturing MU zones and the MU zones adjacent to them contain very few food access sites, but with commercial and residential development potential that comes with the MU status, development that occurs in these areas could include more food retail to serve the area. At present, the area contains three convenience stores, Restaurant Depot, and the community orchard along the 9-line. Another part of the district with consolidated MU zoning is grandfathered in, at Redwood Road, where there are several restaurants already, and some convenience stores. This area along Redwood Road already scores highly, but on account of the number of restaurants that fill the space.

Agricultural Opportunity

A large area zoned for Open Space overlaps with Glendale Golf Course and Glendale Regional Park. Agricultural uses could potentially conflict with the former but could be more easily integrated with the latter (Figure 2.10). A sliver along a bend in the river across from Modesto Park could offer agricultural opportunity to the area. Considering the number of urban farms that have already settled in the neighborhood, supporting urban agriculture in spaces like this one would fit into the existing neighborhood fabric. Intentional preservation of land and partnering with local growers or those who want to grow would be one way to foster what has been called an “agrihood,” a neighborhood where urban agriculture is integrated into residential life.

District 3

District 3 is located east of I-15, with its southern border at South Temple and its eastern one near the University of Utah campus at North Campus Drive. District 3 extends north into the foothills around Salt Lake City, making it another large district geographically. The area is home to historic residential neighborhoods but is also a gateway into the downtown area where there are many entertainment opportunities and landmarks like Temple Square and the State Capitol Building. District 3 offers access to recreation and nature by way of parks like Memory Grove which leads to City Creek Canyon, or its many trailheads that lead to the foothills.

Sometimes the figures for District 3 shown in this report will be cropped to provide more detail of the residential parts of the district.

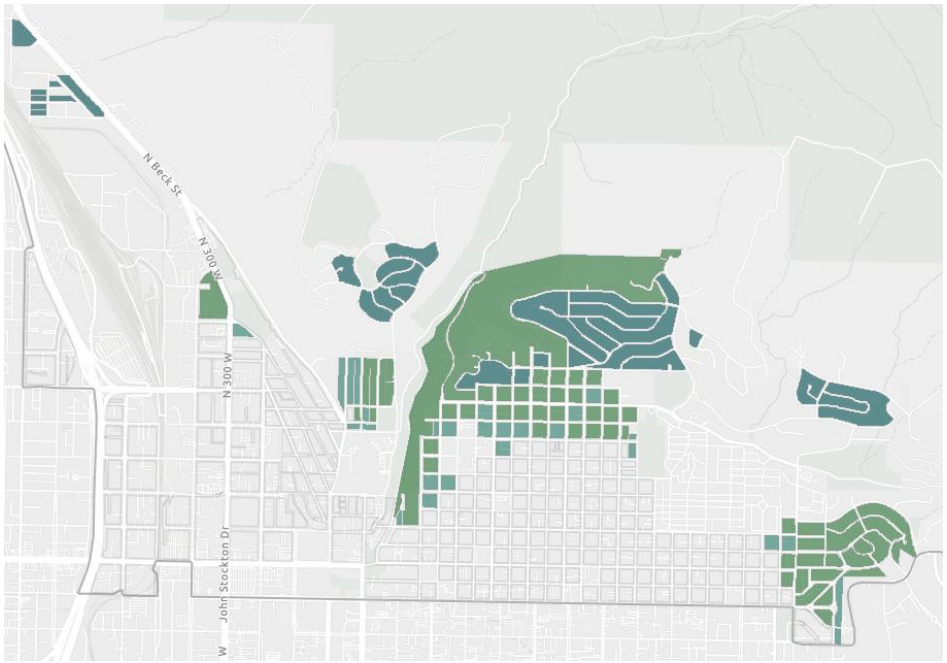
Planning areas

City Creek, Capitol Hill, Downtown (partial), Avenues

Population

27,143

Food Access Scores



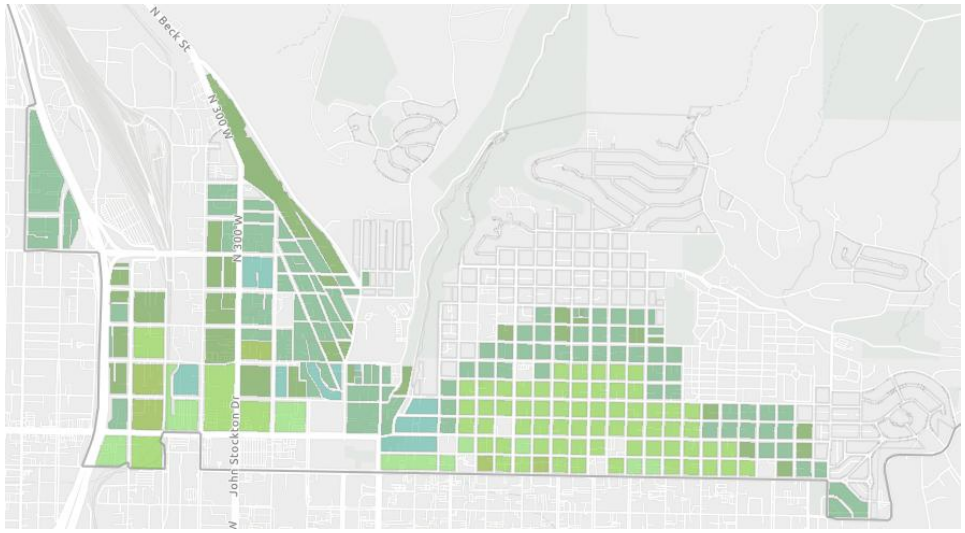
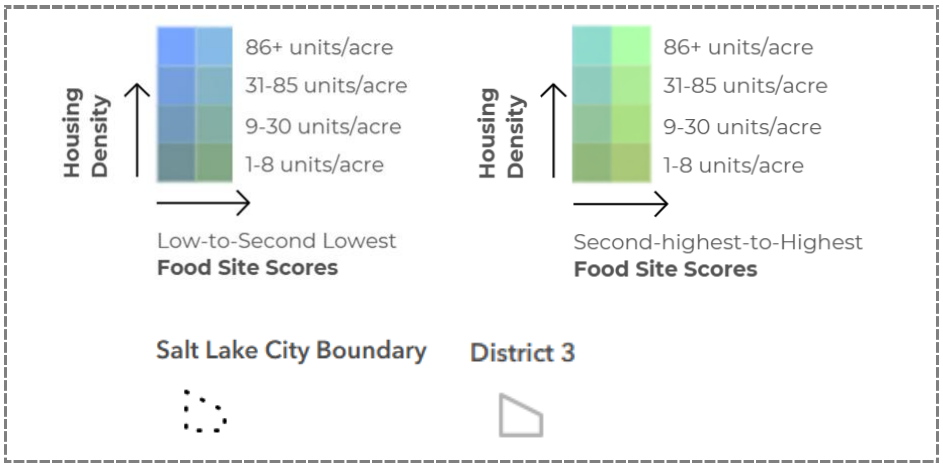


Figure 3.1, low scoring area (LSA), left
Figure 3.2, high scoring area (HSA), right

The highest scoring part of D3 are near the bottom of the district. For the Avenues, in the middle of the district, that means the area closer to South Temple, which is also on a less steep slope than the upper portion of the neighborhood. Other high scoring areas are near downtown, between West Temple and 700 West. There are not many food sites in D3 compared to other parts of the city. In the Avenues, the HSA includes the one grocery store in the neighborhood.



The few other food sites that are in the Avenues are concentrated in the lower half of the area, while the upper half drops off in scores. It is notable that while the sizes of homes don't necessarily change between the upper and lower Avenues, what does change is more rented buildings in the lower half, where large older homes are split into rental units, increasing density. Homes on Capitol Hill are generally low scoring, with scores rising as the neighborhood goes southwest towards downtown, where there is another handful of food sites, but only one grocery store.

Just outside the Southwestern part of the district, more restaurants, grocery stores, and some urban ag sites keep the scores high by being within a walking distance radius of 5, 10, or 15 minutes. The LSA is primarily in Federal Heights and begins in the Avenues above 4th Avenue. The areas with the lowest scores are in the Avenues and behind and above Capitol Hill. For the area behind and above Capitol Hill, there are very few homes there (if any in some parcels). Neighborhoods like the Upper Avenues, North Bonneville and Arlington Hills also have some of the lowest scores. It is worth noting that these areas are also on the tops of the sloping foothills and are mostly accessed by car.

Another LSA in D3 is Old Swede Town, a cluster of older homes around an area that has historically been and is still reserved for much industrial use. Swede Town is far away from the rest of Capitol Hill's residential neighborhoods, and though along Beck Street, is hard to get in and out of. With few transit options, residents may find it harder here than anywhere else in the district to access food. The closest food access site is a community garden at the Rose Park Neighborhood Center.

Redlining History

The redline map shows that much of Capitol Hill was graded D for "hazardous" (westernmost areas) or C for "declining." Today, these neighborhoods border a variety of industrial use areas and a gravel mining operation along Beck Street. The area immediately east of the Capitol was graded B for "still desirable," as was what is now the upper part of the Avenues (not the same as the Upper Avenues, which were developed later in the 20th century). The lower part of the Avenues was graded C for "declining," potentially due to the homes there being older.

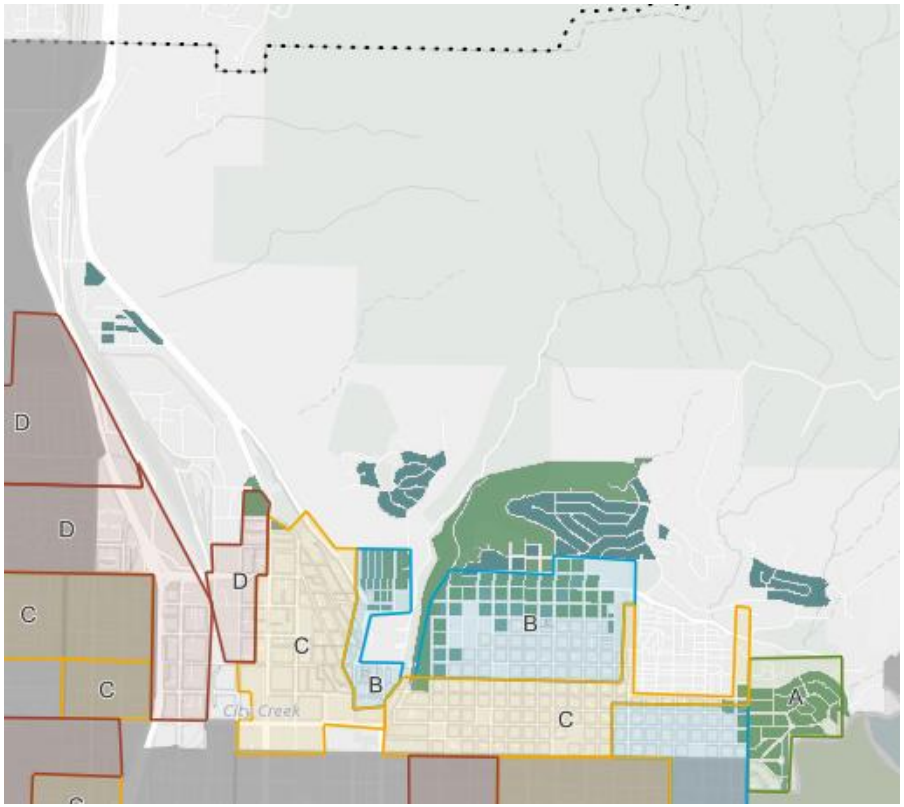


Figure 3.3

Federal Heights, a new neighborhood at the time, is the only part of the district that was graded A for "best." The LSAs in the Avenues overlap with the highly graded neighborhoods. The HOLC maps refer to Federal Heights as "highly restricted," which often implied that the housing developments contained restrictive covenants to grant only white residents ownership. Given this, the social isolation identified by HOLC sets a precedent for the isolation from resources that exists today.

Income and Demographics

- Households With Incomes Below Poverty Level: 10.3%
- Married Couple Households with Children under 18: 9.5%
- Single Householders with Children under 18: 3.3%
- Non-Hispanic White Population: 75.9%
- Hispanic or Latino Population: 11%

Most low-income census tracts are on the west side of the district in the Capitol Hill, Marmalade, and Guadalupe neighborhoods, near the industrial areas and overlap with the LSA. Most census tracts to the east are at or above HHMI, overlapping with the LSA in the Upper Avenues and Federal Heights.

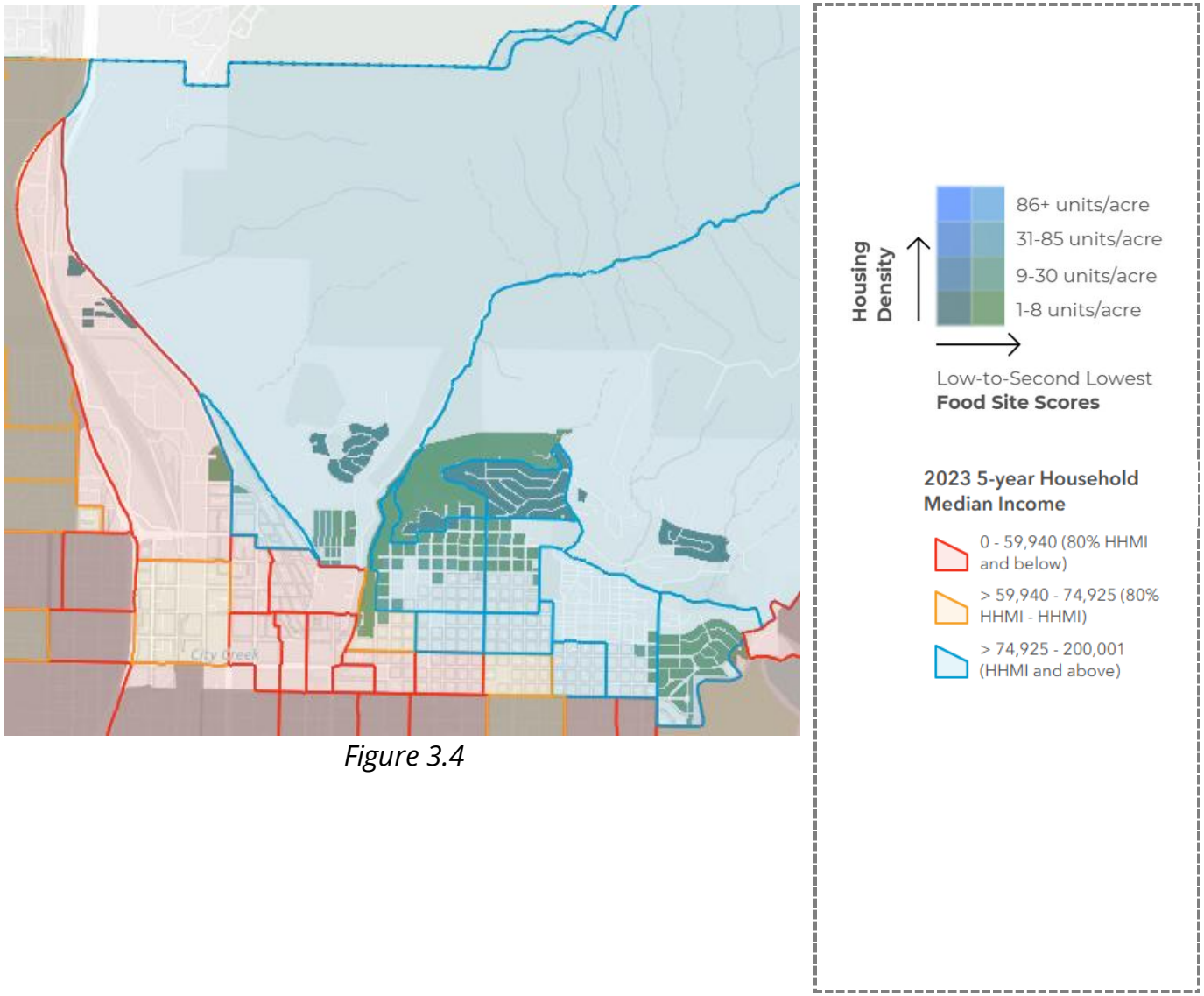


Figure 3.4

Food Access Site Counts

Retail: 2 Grocery Stores | 7 Convenience Stores | 0 Farmers Market/Stand

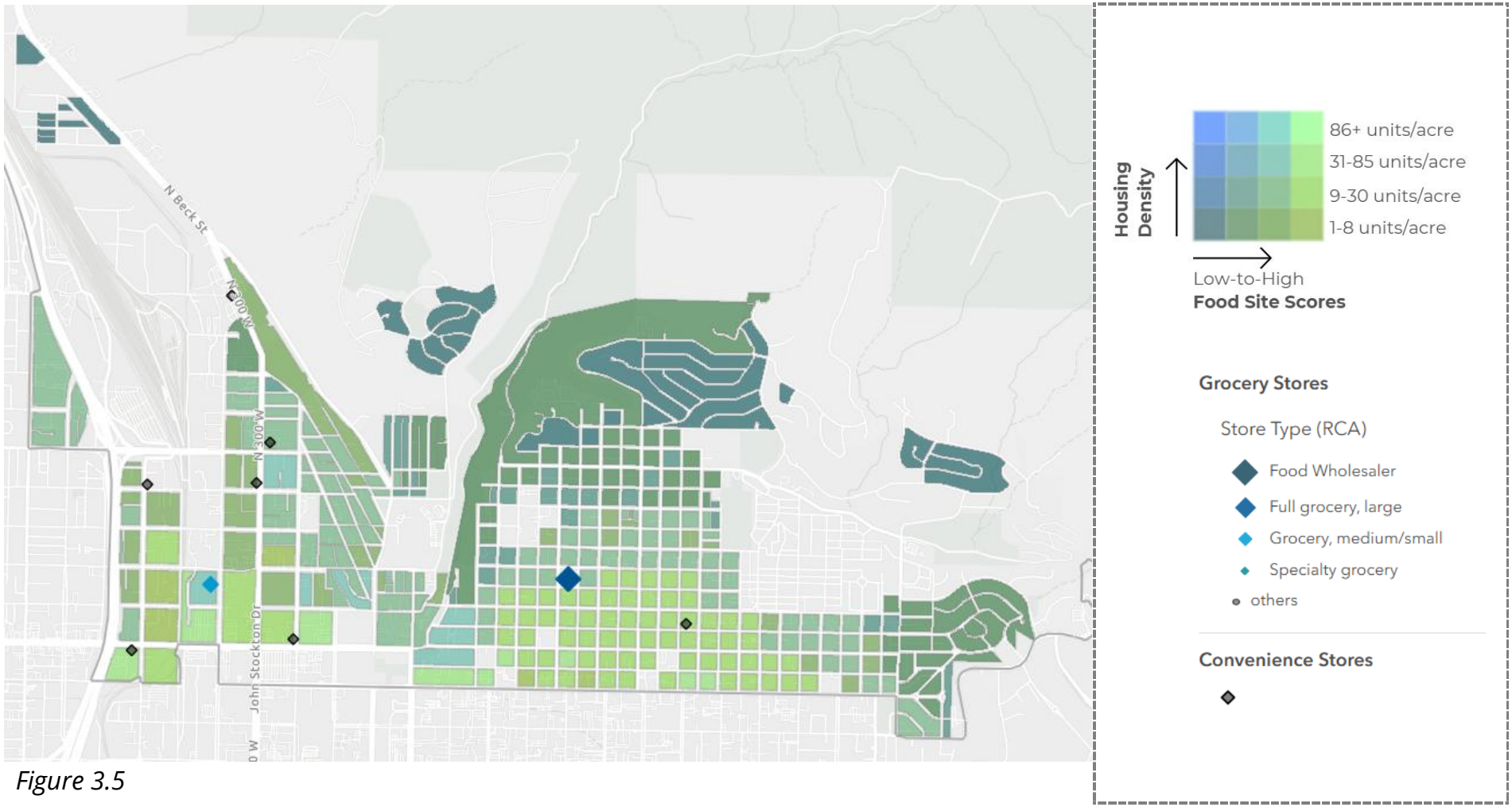


Figure 3.5

- 1 Full, large grocery store
- 1 Medium/small grocery store

- Majority chain convenience stores or gas stations, with one exception in the Guadalupe neighborhood.
- Only two convenience stores don't take SNAP
- All but one of the convenience stores are on the west side of the district in the Downtown or Guadalupe areas. The only convenience store on the east side is one chain store in the middle of the Avenues.

- There are no farmers markets or farm stands in the district. There is, however, one just off South Temple near enough to the Avenues that could be frequented by those residents. Since it is on 700 East, a gateway road to the neighborhood, transportation would not be a major barrier.

Survey feedback

Which additional food stores/resources would you most want? (all respondents)

- Neighborhood markets with healthy/affordable food: 84%—highest of any district, consistent with the almost total absence of neighborhood-scale food retail in D3.
- More full-service grocery stores: 14%—below average; residents may be traveling to existing stores nearby in District 4 rather than demanding new ones nearby.

How often do you: dine out; order delivery or takeaway; cook or prepare meals from scratch; consume ready-to-eat packaged or prepared meals at home? (respondents who don't shop at the nearest store)

10% consume ready-to-eat packaged or prepared meals at home every day, the highest of any district. Though this number is still low, it demonstrates that those who travel to grocery stores further from them may be more frequently relying on pre-made or processed foods that last longer in between trips

Restaurants: 17 Sites

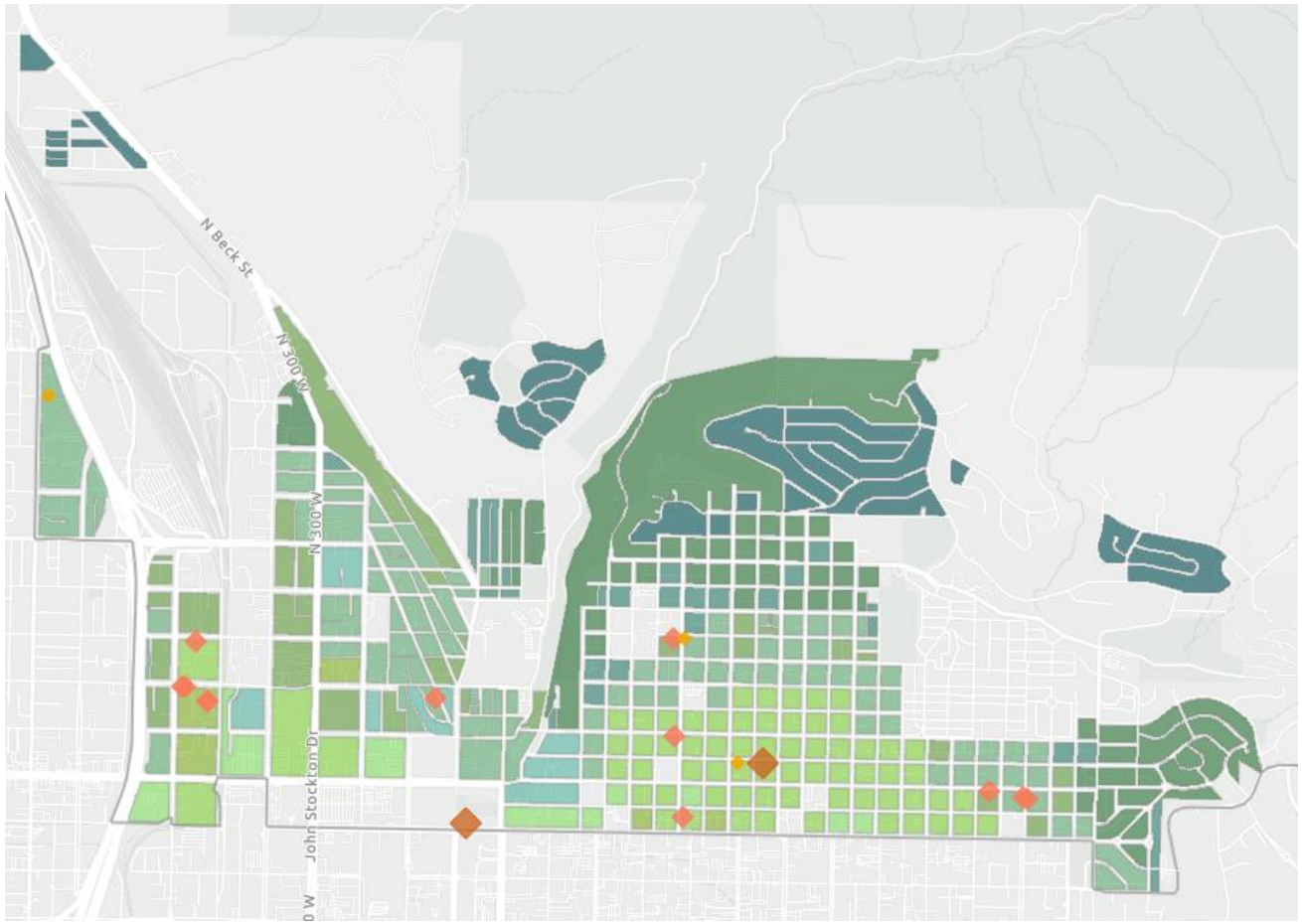


Figure 3.6

- 3 $ restaurants (1 on Westside, 2 in the Avenues)
- 2 in the $$$ range (1 in the Avenues, 1 near Downtown)
- All others are in the mid-range $$

Survey feedback

How often do you: dine out; order delivery or takeaway; cook or prepare meals from scratch; consume ready-to-eat packaged or prepared meals at home? (respondents who don't shop at the nearest store)

- Dine out a few times a month: 48%—highest of any district, suggesting D3 residents rely heavily on eating out, perhaps as a combination of lack of grocery stores in the area and higher incomes on the western side of the district.
- Cook from scratch every day: 38%—close to average, indicating these respondents are buying fresh ingredients that must be cooked, despite lack of nearby grocery stores or farmers markets.

Urban Agriculture: 7 Sites

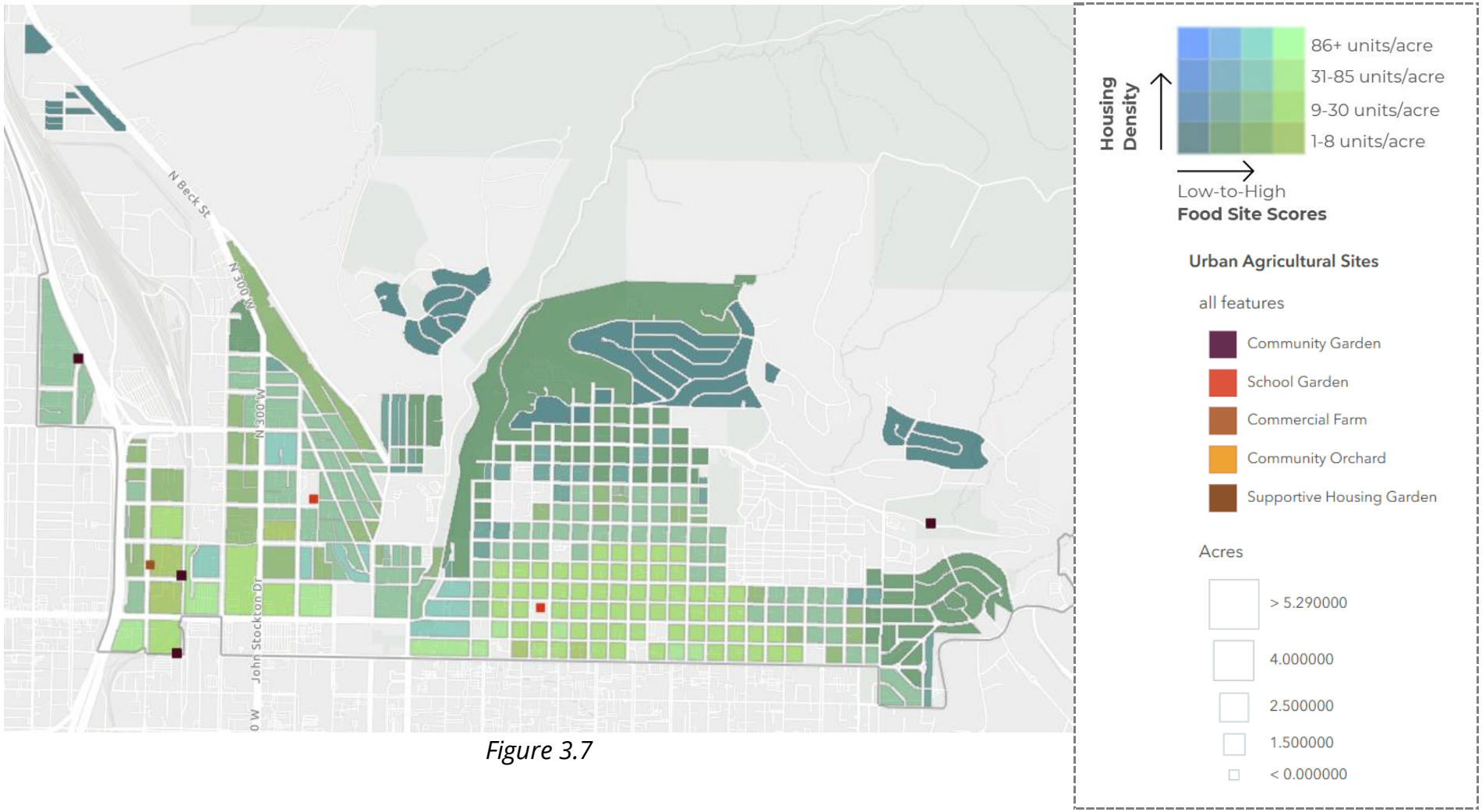


Figure 3.7

- 4 Community Gardens
- 2 School Gardens
- 1 Farm

Survey feedback

Which additional food stores/resources would you most want?

- Farmers markets: 32%—below average response among districts, despite no farmers markets or stands in the district; may reflect that Avenues residents access or perception of access to nearby D4 and D5 markets or that transportation access does not pose a barrier to accessing markets elsewhere.

How do you grow your own food? (respondents who grow their own food)

- Home garden: 83%—lowest of any district among growers, possibly reflecting the smaller lot sizes in much of the district or higher density from rental units in converted historic mansions and several apartment buildings and condominiums.
- Community garden: 17%—highest of any district by a wide margin, consistent with D3 having 4 community gardens and residents potentially compensating for limited private growing space.
- Raise chickens: 14%—highest of any district

What food-growing resources would you want? (respondents who do not grow their own food)

- Access to land/community gardens: 33%—above average among the districts
- Shared space in community greenhouses—28%, a middle-of-the-road interest
- None of the above / satisfied: 28%—above average

Food Assistance: 3 Sites

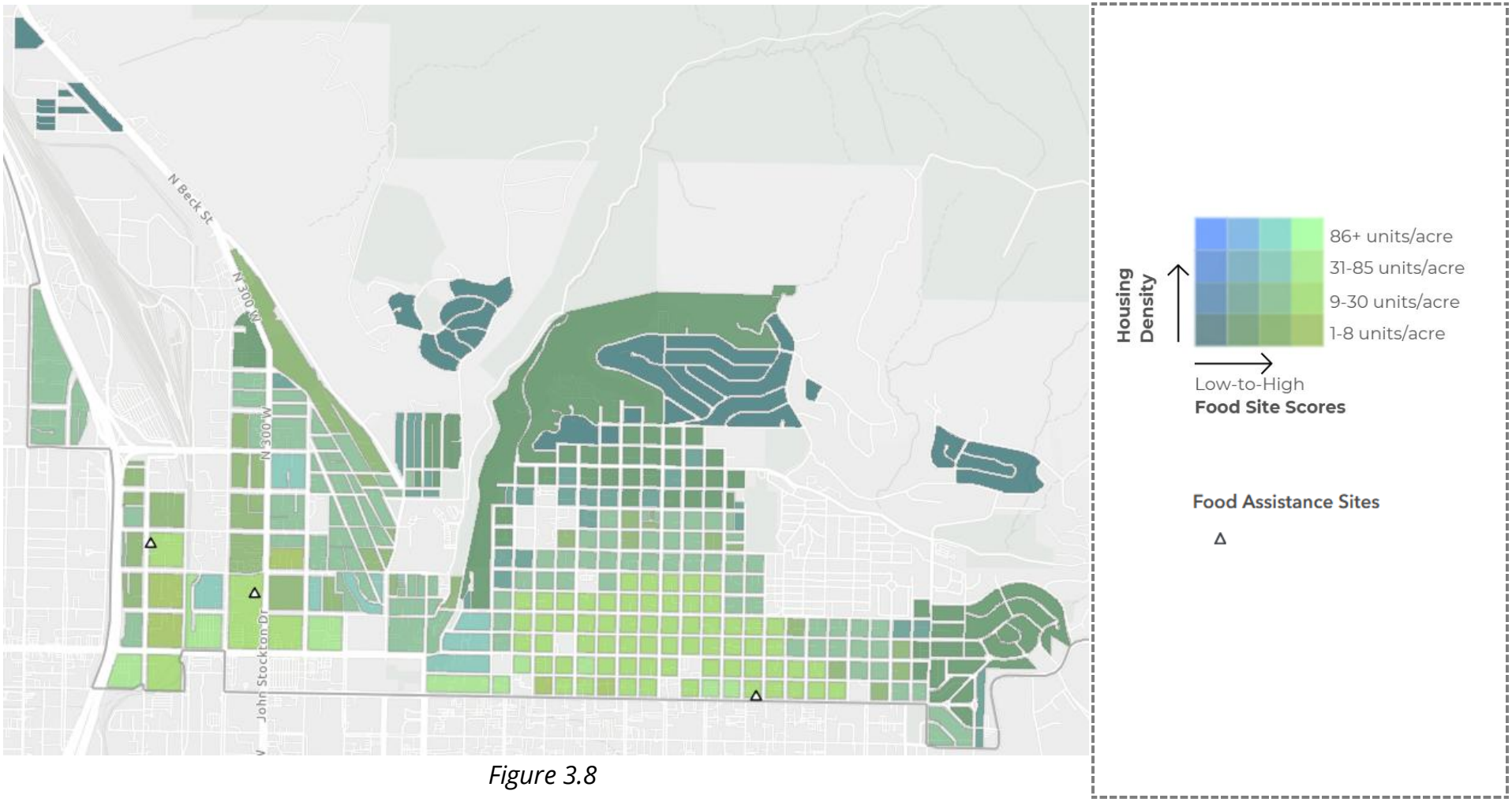


Figure 3.8

- 1 school-based pantry
- 1 non-profit hospital-associated temporary housing for families
- 1 mutual aid effort

Transportation

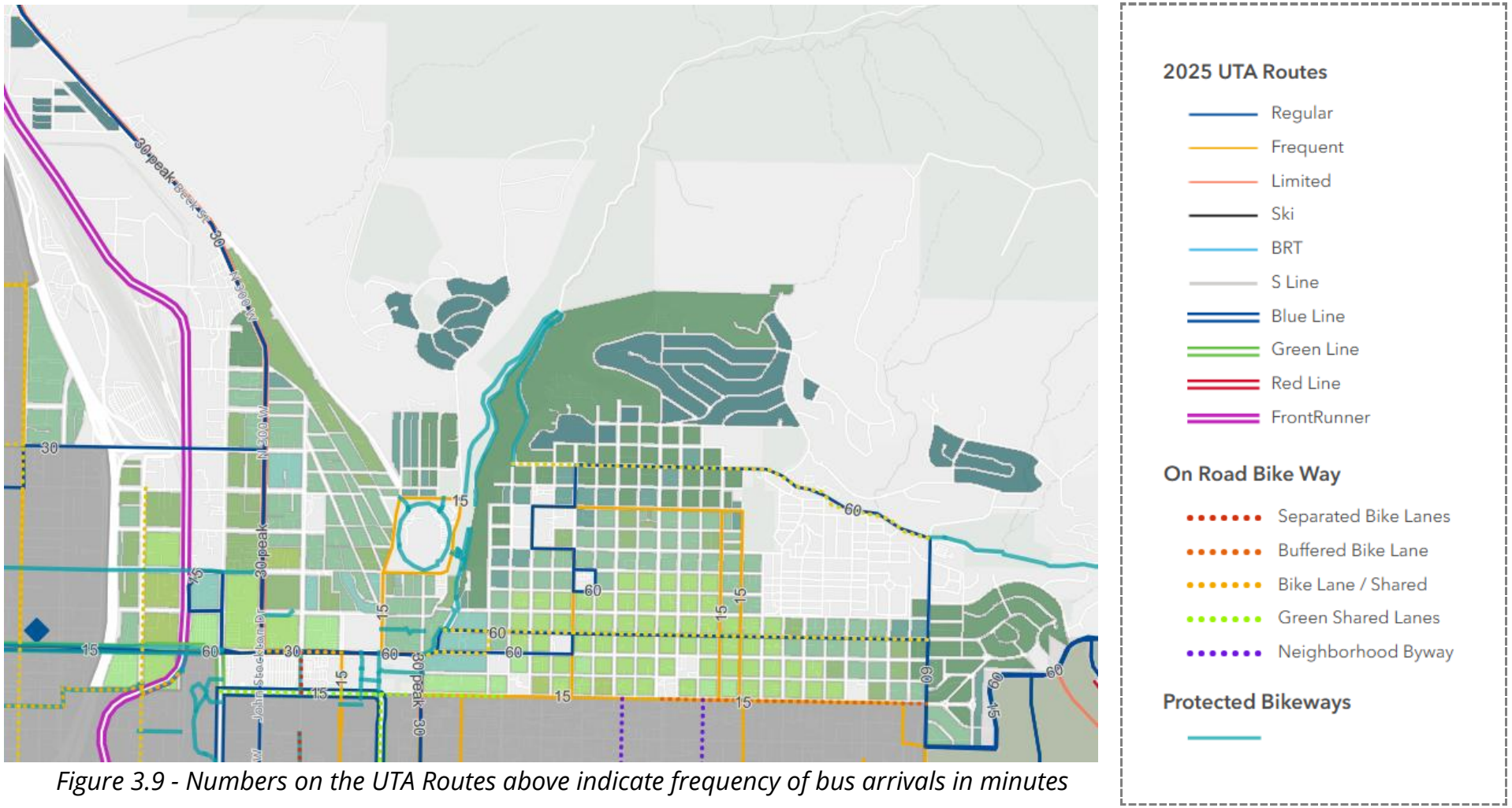


Figure 3.9 - Numbers on the UTA Routes above indicate frequency of bus arrivals in minutes

Transit Lines

- Route 200, frequent (every 15 minutes)
- Route 223, regular (60 minutes)
- Route F11, regular (comes every hour)
- Route 209, frequent (every 15 minutes)
- Route 205, regular (every 30 minutes)
- Route 1, along South Temple, frequent (every 15 minutes)
- Route 472, limited (30 peak)

Bicycle Paths

- City Creek Loop connects the Avenues and Capitol Hill via a scenic recreational shared-use path for pedestrians and cyclists
- 300 North protected bikeways between 300 West and roughly 700 West, continues West into District 1
- Short stretch on North Temple between West Temple and 300 West of a shared bike lane
- 11th Avenue and 3rd Avenue both have painted shared bike lanes, though it is worth noting that both roads are also two of the busier roads in the Avenues

Survey feedback

How do you typically get to the store/food site? (respondents who may qualify for food assistance)

- Drive own car: 86%—average; D3's hilly terrain and limited transit probably both contribute to car reliance
- Public transit: 3%—below average despite 5+ bus lines; the geographic spread and hills may reduce the appeal of using transit for food trips since residents may be more likely to have to walk up or down a hill to and/or from transit stops, especially west of Capitol Hill where transit lines are less common.

Do you typically shop at the closest grocery store? (all respondents)

- Yes: 54%—second lowest of any district; residents may travel more to supplement the very limited local options.
- No: 45%—second highest 'no' rate, consistent with residents crossing into other districts for more options.

Residents living in the eastern part of the district, such as the Avenues, may be more likely to travel to nearby D4 or 5, which has many more stores and restaurants, while residents in Capitol Hill and Guadalupe may travel to the grocery stores in D1.

Zoning Opportunities

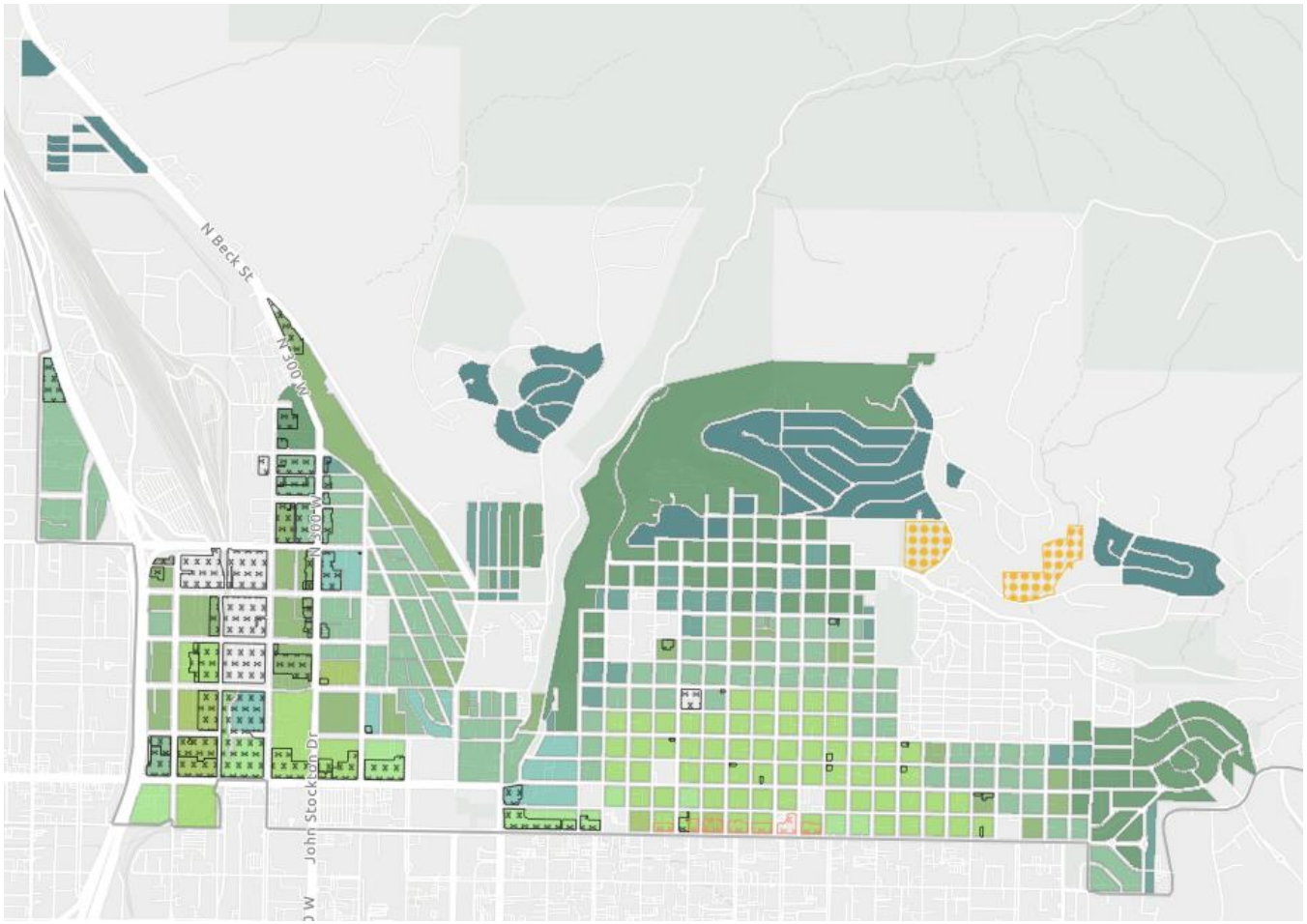


Figure 3.10

Mixed-Use Consolidated Zoning

All the new mixed-use zoning, which allows for some level of commercial development, was grandfathered-in from some kind of former commercial-related zoning, besides a sliver along South Temple, which was formerly zoned for Residential Offices.

Areas that could be more activated by food access sites include:

- Mixed-use zoned land between 200 North and 1000 North from West Temple to 400 West
- Mixed-use zoned land between 400 North and 700 North between 400 West and 500 West
- The area between the Avenues and Downtown at State Street between 2nd Avenue and South Temple
- The newly commercially friendly zoning along South Temple between D and K Streets

Agricultural Opportunity

There are two Open Space areas in D3, one of them overlapping with 11th Avenue Park, and the other in an unconflicted area above the cemetery between the Arlington Hills and North Bonneville neighborhoods. This Open Space overlaps with the Peery's Hollow area, a sloping hilly area close to the Wildland Urban Interface. What may be a better fit for the community gardens that D3 residents want more of would be local parks like Warm Springs Park, Lindsey Gardens, or pocket parks like Kletting Park or Kay Rees Park.

District 4

District 4 is located in the center of Salt Lake City, a rectangle with borders at South Temple, 900 South, 400 West and between 1300 East and 1400 East. The eastern half closer to the University of Utah attracts students and other renters to the area, which offers a mix of apartment dwellings and single-family homes all close to the TRAX line that runs through Downtown and up to the University. The western half of the district is home to Downtown, which brings daily commuters to the high-rise office buildings. These buildings have found new neighbors in recent years as more multi-story apartment buildings join the mix, adding even more activity to this part of the city. Downtown is also home to the City's civic buildings, and hubs of arts, entertainment, and culture like the Gallivan Center, Washington Square and the Downtown Library, and Pioneer Park where the Downtown Farmers Market is located each summer.

Planning areas

Central Community, Downtown

Population

34,713 - Most populated district in the city

Food Access Scores

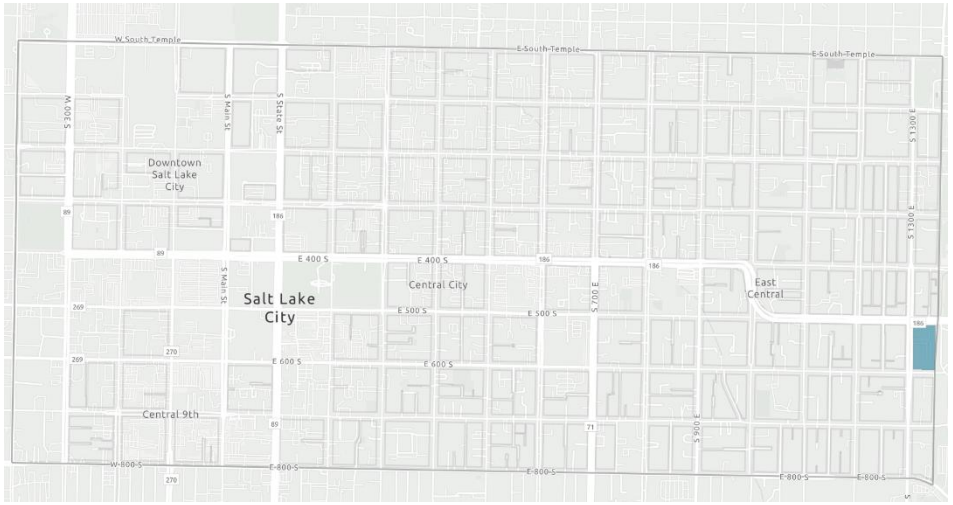


Figure 4.1, low-scoring area (LSA), left

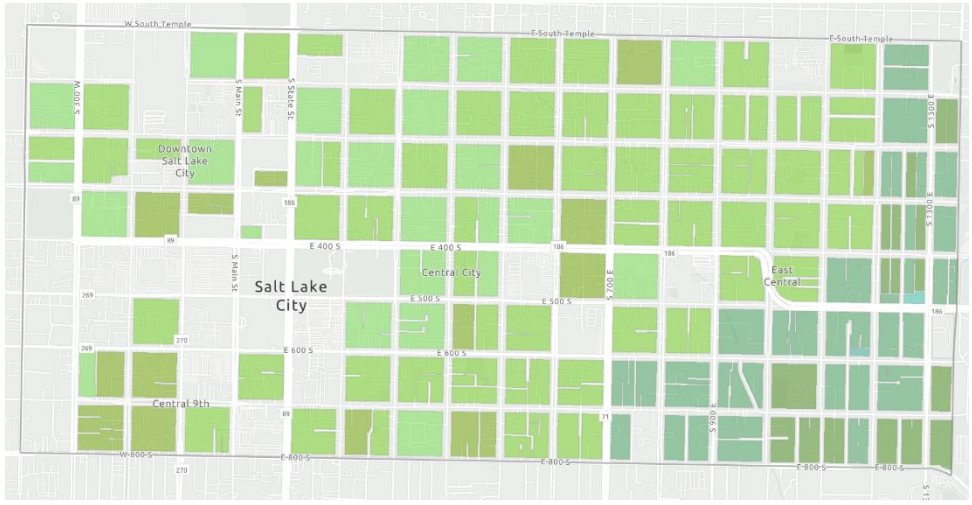
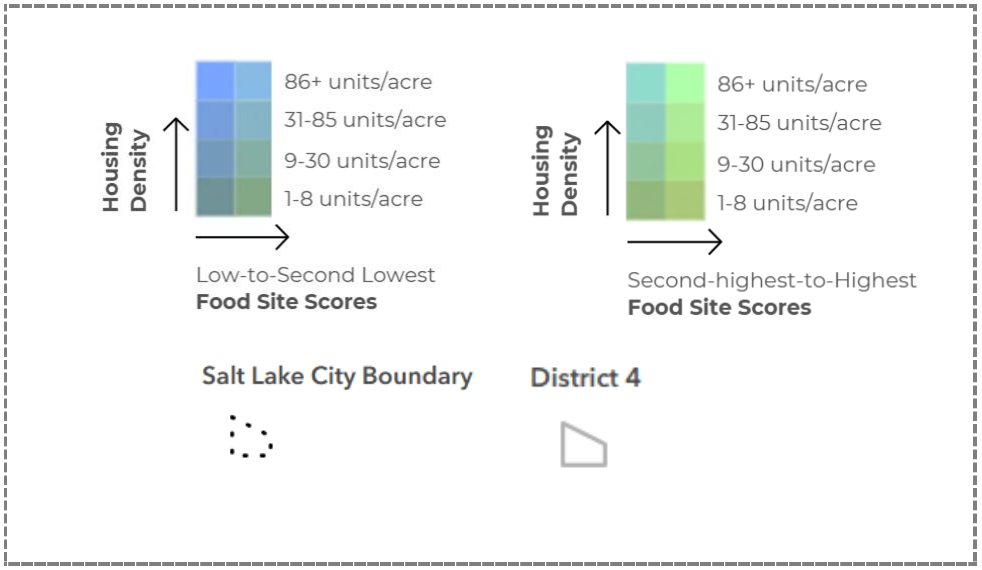


Figure 4.2, high-scoring area (HSA), right

This is the highest scoring district in the city. All but the easternmost and southeast corner are high scoring areas. Considering that the eastern portion of the community is closer to the University of Utah and made up of more single-family housing, this is likely due to its lower density and residential zoning. The latter is especially evident when seeing how food access sites drop off in the southeastern corner, even when considering offerings just over the district borders. The HSAs are such because of higher density apartments in that area, and their proximity to a very large number of restaurants, of which there are significantly more than any other food site types.



There are also many pantries and convenience stores in the area. For the southern portion of the district, this frequency continues into District 5, impacting D4's scores at that border.

Redlining History

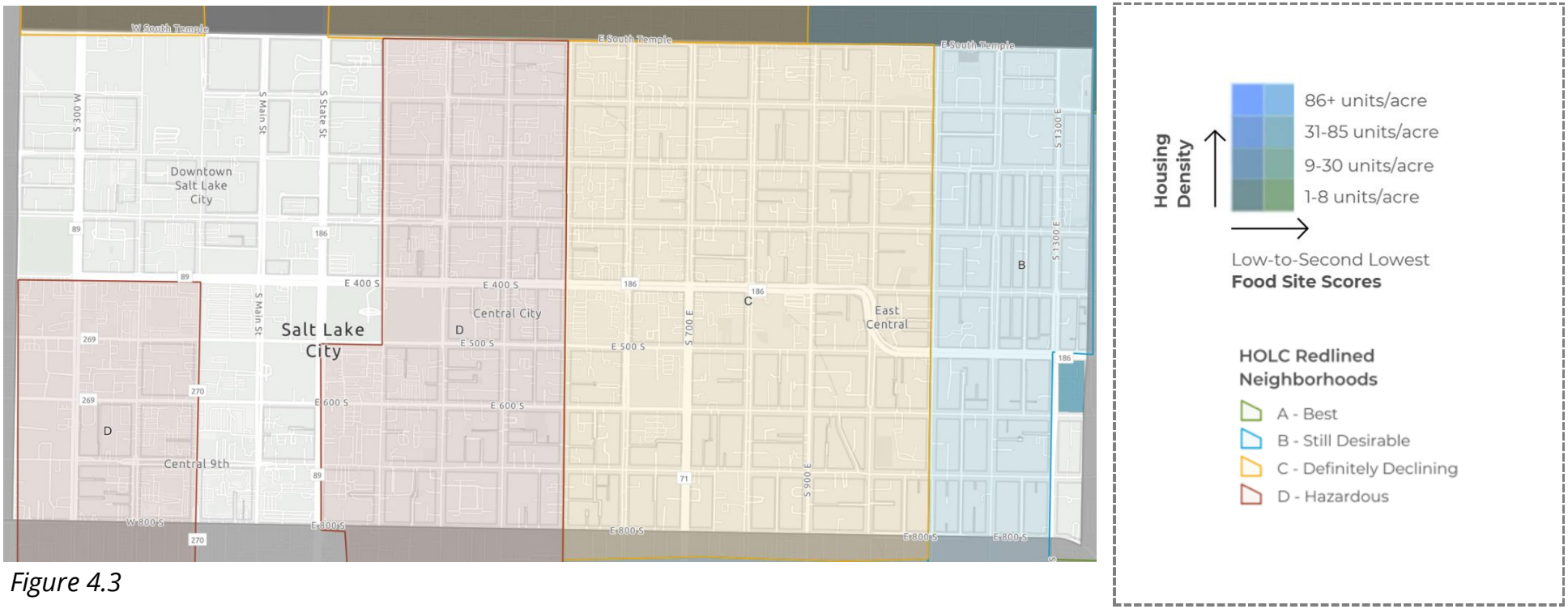


Figure 4.3

Parts of D4 that are on the HOLC redlining maps include parts of downtown graded D for “hazardous,” a large area to the east graded C for “declining,” and east of that, a slim section graded B for “still desirable.” Interestingly, it is the area graded B along with part of the area graded C that has the lowest scoring blocks today for food access.

Despite being graded positively as a place to encourage investment in the past, today there is less food accessibility in this area. One reason this might be is the lower density in this part of the district and the fact that it is a Historic District with large single-family homes built in the last century or before. Another may be its distance from downtown, being on the easternmost edge of the district.

Income and Demographics

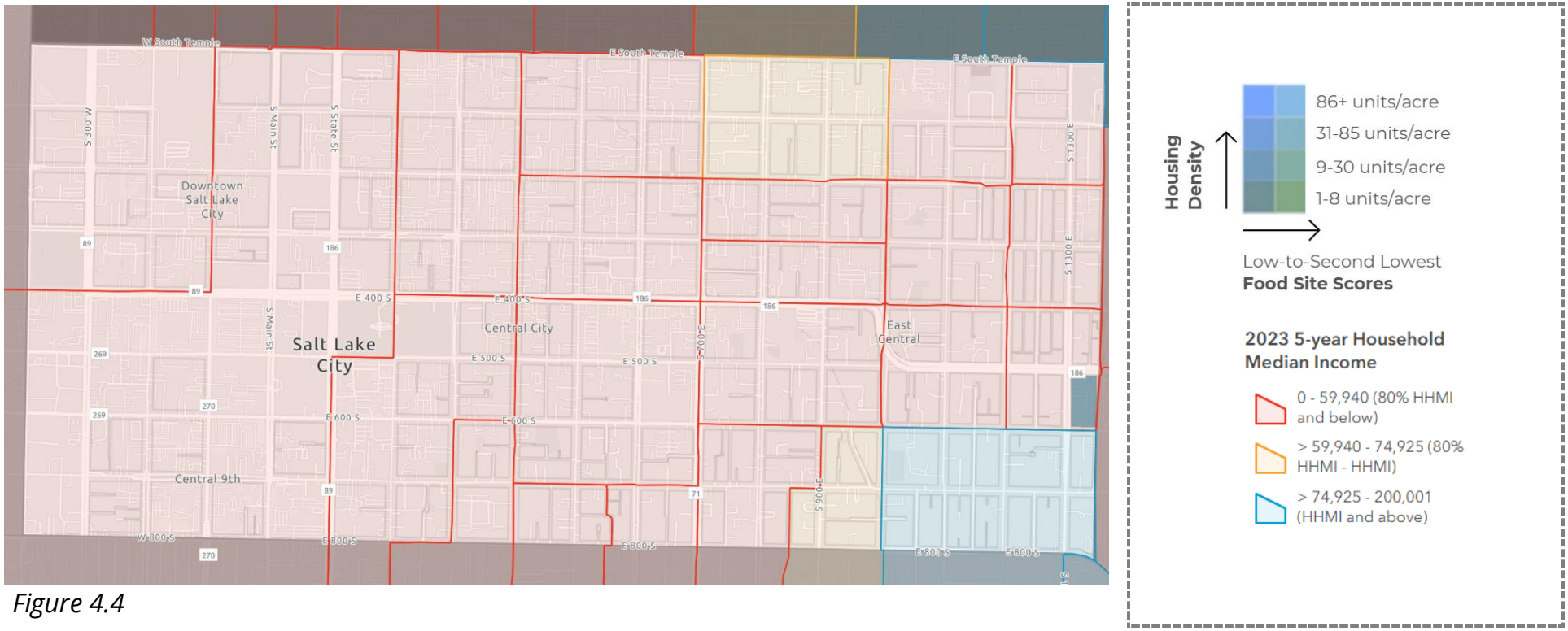


Figure 4.4

- Households With Incomes Below Poverty Level: 21%
- Married Couple Households with Children under 18: 3.2%
- Single Householders with Children under 18: 2.5%

- Non-Hispanic White Population: 71.3%
- Hispanic or Latino Population: 13.1%

District 4 is almost entirely home to low-income census tracts, whether those tracts overlap with HSAs or LSAs. There is a high concentration of renters and students living in this district, likely contributing to this pattern. The walkability to food access sites and higher availability of public transit options could be appealing to lower-income residents who may not be able to afford to drive, so choose to stay in this neighborhood or relocate to it. The only areas not overlaid with low-income tracts are small stretches, one between 700 East to 1000 East and 200 South to South Temple and the other in the southeasternmost corner of the district, where scores are also lowest for each housing block.

Food Access Site Counts

Retail: 7 Grocery Stores | 21 Convenience Stores | 3 Farmers Market/Stand

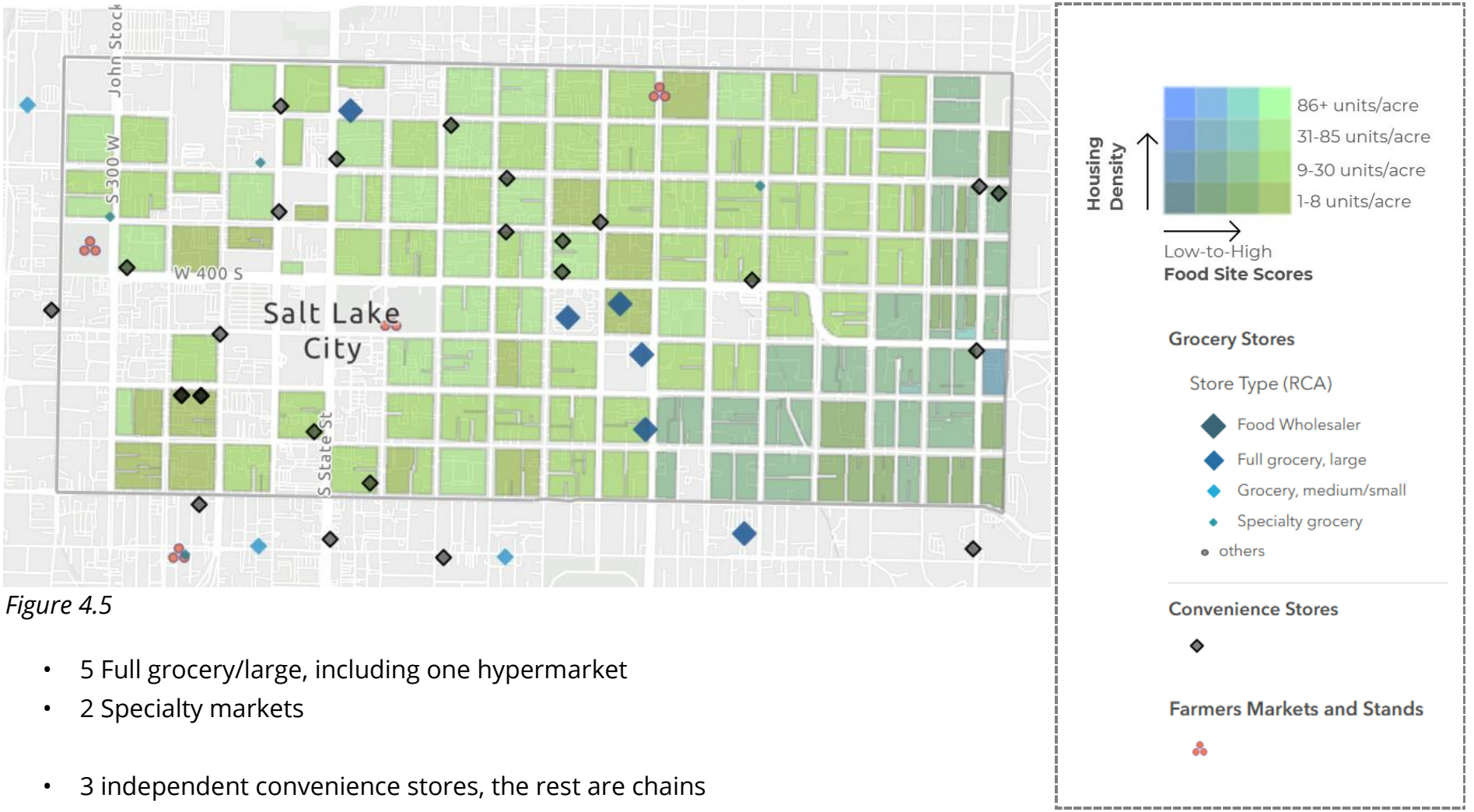


Figure 4.5

- 5 Full grocery/large, including one hypermarket
- 2 Specialty markets

- 3 independent convenience stores, the rest are chains

- 3 convenience stores offer pharmacies and relatively more food options than other convenience stores
- 8 community gardens
- 1 supportive housing garden
- 1 community orchard

- 1 summer farmers market
- 1 winter farmers market
- 1 summer farmstand

Survey feedback

What food resources would you most want in your neighborhood? (respondents who may qualify for food assistance)

- 61% of respondents wanted more healthy and affordable grocery stores or neighborhood markets, the highest demand for the group but compared to other districts' respondents, a lower proportion.

Which of the following resources would you be most interested in having in your neighborhood? (all respondents)

- 41% of all respondents wanted more neighborhood markets or corner stores that sell fresh, healthy and affordable food.
- 38% wanted more access to farmers markets or other places to buy fresh, locally grown food.

Restaurants: 126 Sites



Figure 4.6

- Even distribution of $ and $$ restaurants, slightly fewer $$$ restaurants, and four $$$$ restaurants
- Restaurants are generally widespread across the district (besides the southeastern corner), but most are densely clustered downtown, where scores are highest

Survey feedback

How often do you: dine out; order delivery or takeaway; cook or prepare meals from scratch; consume ready-to-eat packaged or prepared meals at home? (respondents who don't shop at the nearest store)

- Purchase prepared meals a few times a week: 26%—above average, but consistent with dense restaurant access (126 restaurants across price spectrum)
- Order delivery/pickup a few times a week: 12%—also above average, also probably because of the many nearby restaurants.
- Cook from scratch every day: 39%—slightly below average, consistent with the restaurant-heavy offerings of the district.
- 45% cook at home a few times a week, the highest percentage, tied with District 1.

Urban Agriculture: 10 Sites

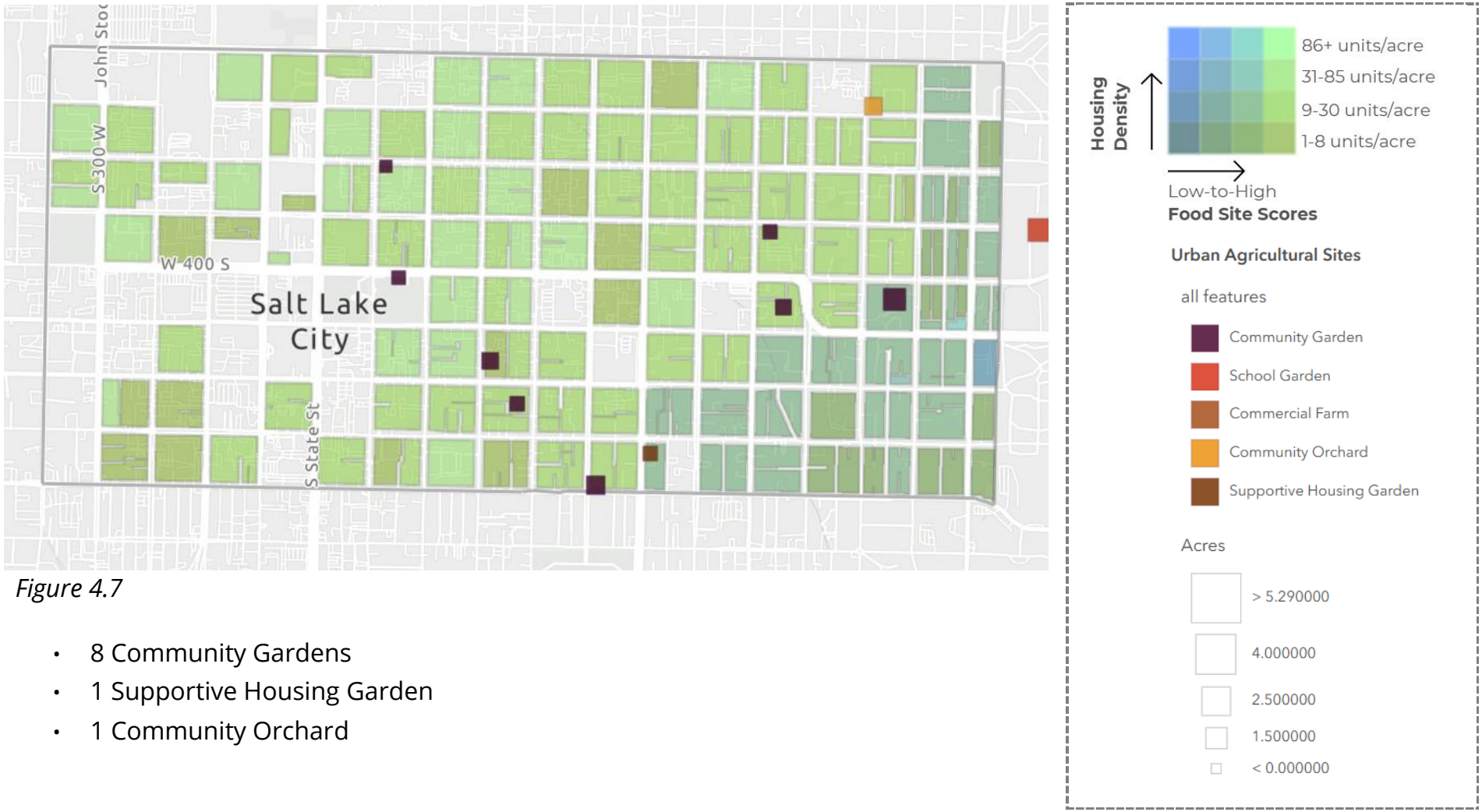


Figure 4.7

- 8 Community Gardens
- 1 Supportive Housing Garden
- 1 Community Orchard

Survey feedback

How do you grow your own food? (respondents who grow their own food)

- Home garden: 89%—lowest of any district, likely owing to the downtown environment's density

- Community garden: 6%—close to average; D4 has 8 community gardens, the most of any district, especially for how small it is

What food-growing resources would you want? (respondents who don't grow their own food)

- Access to land/community gardens: 47%—highest of any district by a significant margin, probably owing to limited private growing space, high renter population in multifamily buildings, and potential waitlists at existing community gardens
- Affordable home gardening equipment: 27%—above average, interesting considering distribution of homes with yards versus those without
- None of the above / satisfied: 21%—close to average

Food Assistance: 11 Sites



Figure 4.8

- 1 school-based pantry
- 2 senior center-based pantries
- 1 pantry at a homeless resource center for women
- 3 religious institution-affiliated pantries
- 2 non-profit, one offering hot meals
- 1 mutual-aid volunteer-run effort

Survey feedback

What food resources would you most want in your neighborhood? (respondents who may qualify for food assistance)

- Free food resources: 32%—highest of any district, consistent with D4 being almost entirely low-income census tracts and having the highest poverty rate (20-36% below poverty line). This demand is despite food sites that are already evenly distributed across the district, besides in the lower density southeast corner (the LSA).
- Greater choice at food pantries: 24%—above average, again reflecting that these existing resources, while relied on, are not meeting certain needs

Transportation



Figure 4.9 - Numbers on the UTA Routes above indicate frequency of bus arrivals in minutes

Transit Lines

District 4 is well-connected by transit, with TRAX crossing through it at multiple points, including parts of West Temple, 700 South, Main Street, and 400 South toward the University. It is served by the red, blue, and green lines.

- Route 509, regular (every 30 minutes)
- Route 4, regular (every 30 minutes)
- Route 200, frequent (every 15 minutes

- Route 205, regular (every 30 minutes)
- Route 509, regular (every 30 minutes)
- Route 4, regular (every 30 minutes)
- Route 200, frequent (every 15 minutes)
- Route 205, regular (every 30 minutes)
- Route 1, frequent (every 15 minutes)
- Route 209, frequent (every 15 minutes)
- Route F11, regular (every 60 minutes)
- Route 213, regular (every 30 minutes)
- Blue Line, regular (every 15 minutes)
- Route 220, regular (every 30 minutes)
- Route 451, limited (30 peak)
- Route 455, regular (every 30 minutes) (U of U, Weber State University)

Bicycle Paths

- Two community byways at 600 East and 800 East
- Protected bike lane at 300 South
- Green shared path partially protected by bus islands at 200 South
- Protected bike lane at 200 West
- Protected bike lane at 300 West south of Pioneer Park
- Green shared lane at Main Street
- Separated bike lanes on parts of 300 East

Survey feedback

How do you typically get to the store/food site? (respondents who may qualify for food assistance)

- Drive own car: 72%—lowest of any district by a significant margin, consistent with D4's high walkability to its many food access sites and more dense transit network. This demonstrates how factoring food-related trips into transit and pedestrian infrastructure planning is a meaningful way to meet citywide goals for reduced car trips
- Walk or use mobility device: 15%—highest of any district, again reflecting the district's walking-friendly environment in the downtown core, likely also influenced by the higher density in the western portion of the district where resources also cluster

- Public transit: 4%—tied for highest with D1, but making more sense considering that D4 features all three TRAX lines passing through it and the free fare zon

Do you typically shop at the closest grocery store? (all respondents)

- Yes: 71%—highest of any district, consistent with D4's walkability to multiple food site types
- No: 28%—lowest 'no' rate of any district.

Which additional food stores/resources would you most want? (all respondents)
More reliable and accessible public transportation for food access: 18%—above average; notable since D4 respondents are also the most likely to rely on transit to get to food. This may imply that those who use transit most frequently for food access are more likely to notice issues with reliability and access

Zoning Opportunities



Figure 4.10

Mixed-Use Consolidated Zoning

There are several parts of D4 that were not grandfathered into the new MU zoning consolidation by being commercial already. These were all zoned as Residential Office, and are included on the edges of the existing commercial zones consolidated into MU. New additions to MU formerly zoned as residential business that are lacking food access sites and could be activated include:

- The areas along South Temple between 300 East and 800 East

- 200 East between 600 and 700 South and 300 and 400 East between 500 and 600 South, especially since restaurants are the primary food access site nearby

MU zones near or within the LSA that could be activated by food access sites include:

- 500 South and 1000 East
- 900 East and 700 South
- Adding something besides restaurants in the already well-activated area on 1300 East between 200 and 300 South near the University of Utah campus

Agricultural Opportunity

District 4 is extremely built out, with very little open space or public land for things like community gardens or other agricultural uses. The only parcel zoned as Public Land near Bryant Middle School in the middle of the block between South Temple and 100 South, 800 East and 700 East and appears to be a parking lot. The parks available in District 4 include Washington Square and Pioneer Park. The latter is under renovation to add community assets at the time of this writing, but community gardens or other agricultural use are not part of that plan. In the northeastern corner of the district is Reservoir Park on 1300 East, which does have an ample amount of space and lack of activation and could be considered for such uses.

To support demand for community gardens in this district, protecting existing community gardens is important. Given the lack of open space, providing more opportunities for urban agriculture in this part of the city would require integration of urban agriculture into greening projects in and around existing buildings and as part of new developments.

District 5

District 5 is home to several distinct parts of the city, including the 9th & 9th business district, the 9 Line corridor, Liberty Park, and the Ballpark neighborhood with its soon-to-be redeveloped stadium. Its borders are at 1200 East and around 400 West/I-15. 800 South is the northern border, while the southern border is at 1700 South between 700 East and 1200 East, and at 2100 South between I-15 and 700 East. The 9 Line, 700 East, State Street, and Main Street with its TRAX stops all pass through District 5, making this a throughway into other parts of the city as well as a destination in its own right.

Planning areas

Central Community, Downtown

Population size

25,768 (the second-least populous district in the city)

Food Access Scores

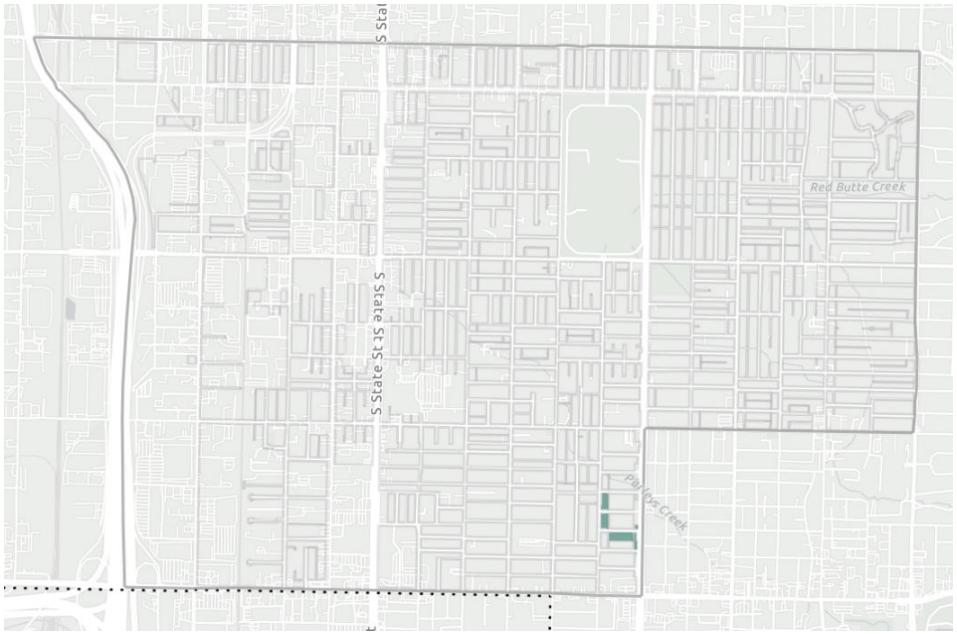


Figure 5.1, low scoring area (LSA), left

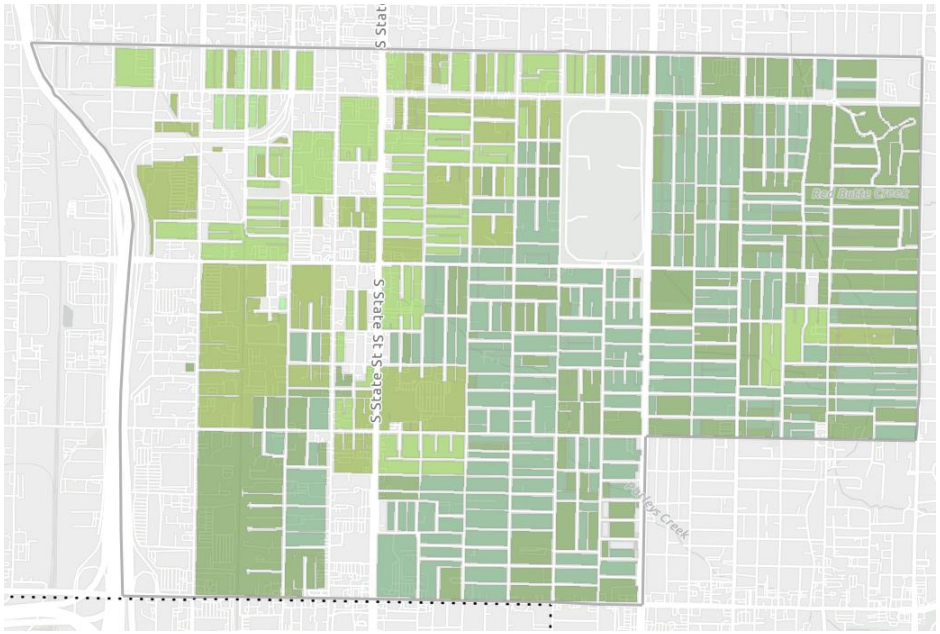


Figure 5.2, high scoring area (HSA), right

Overall, D5 is a high-scoring district, with only a few isolated blocks with low food access scores. The scores in D5 are some of the most interesting to look at in the city, in that they align almost perfectly with where low-income census tracts are overlaid. Low-income tracts are a perfect block over the western part of the district, starting at 300 East and extending west to the border of I-15. The district is split almost perfectly in half by very high scores (bright greens) and medium high scores (teals).



While housing density increases to the north near downtown and to the west near Ballpark, what also impacts this half-and-half shift is the number of food sites concentrated on the west side of the district. This includes notably more restaurants, more grocery stores, more convenience stores, and more food assistance sites.

Redlining History

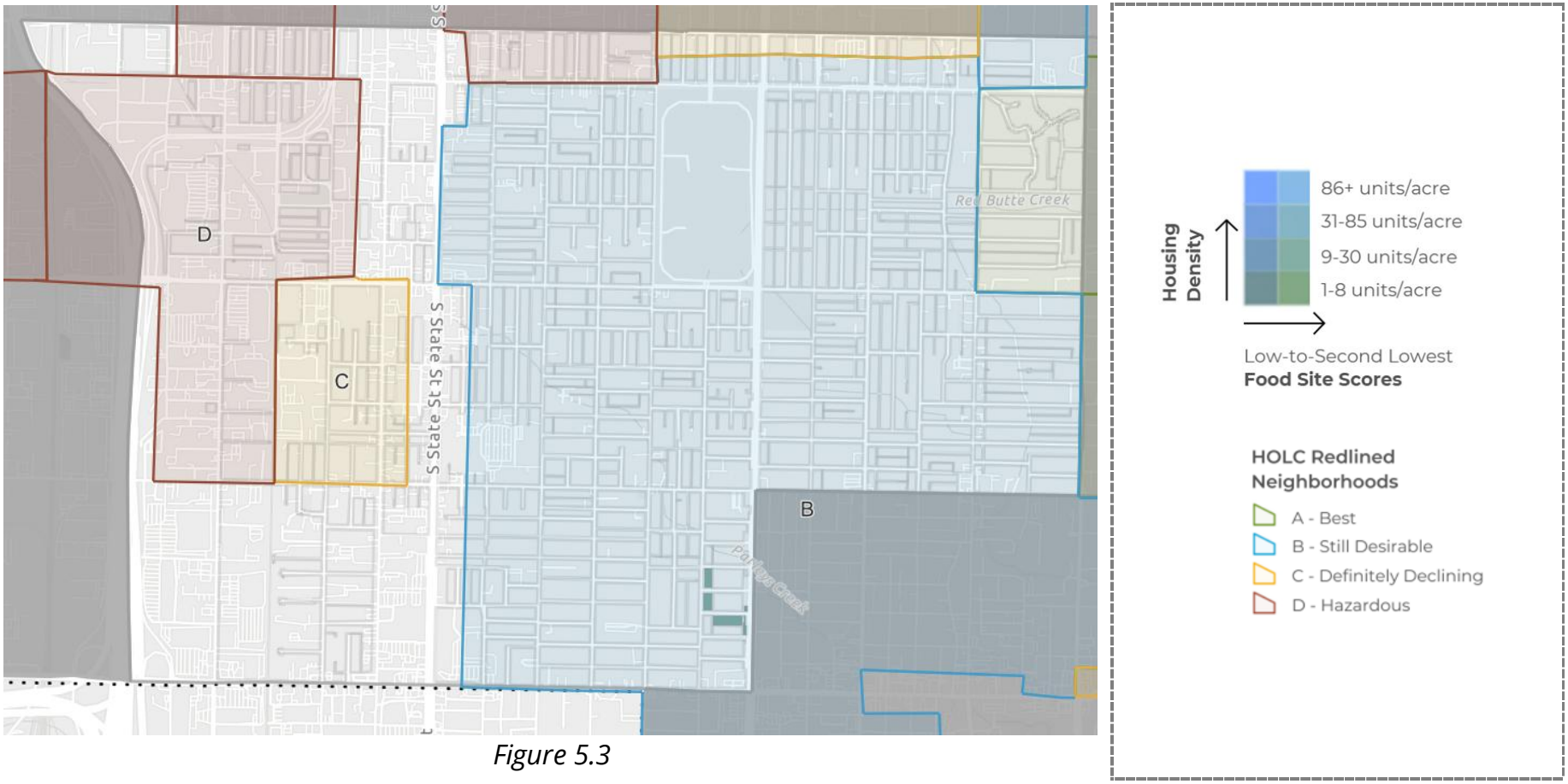
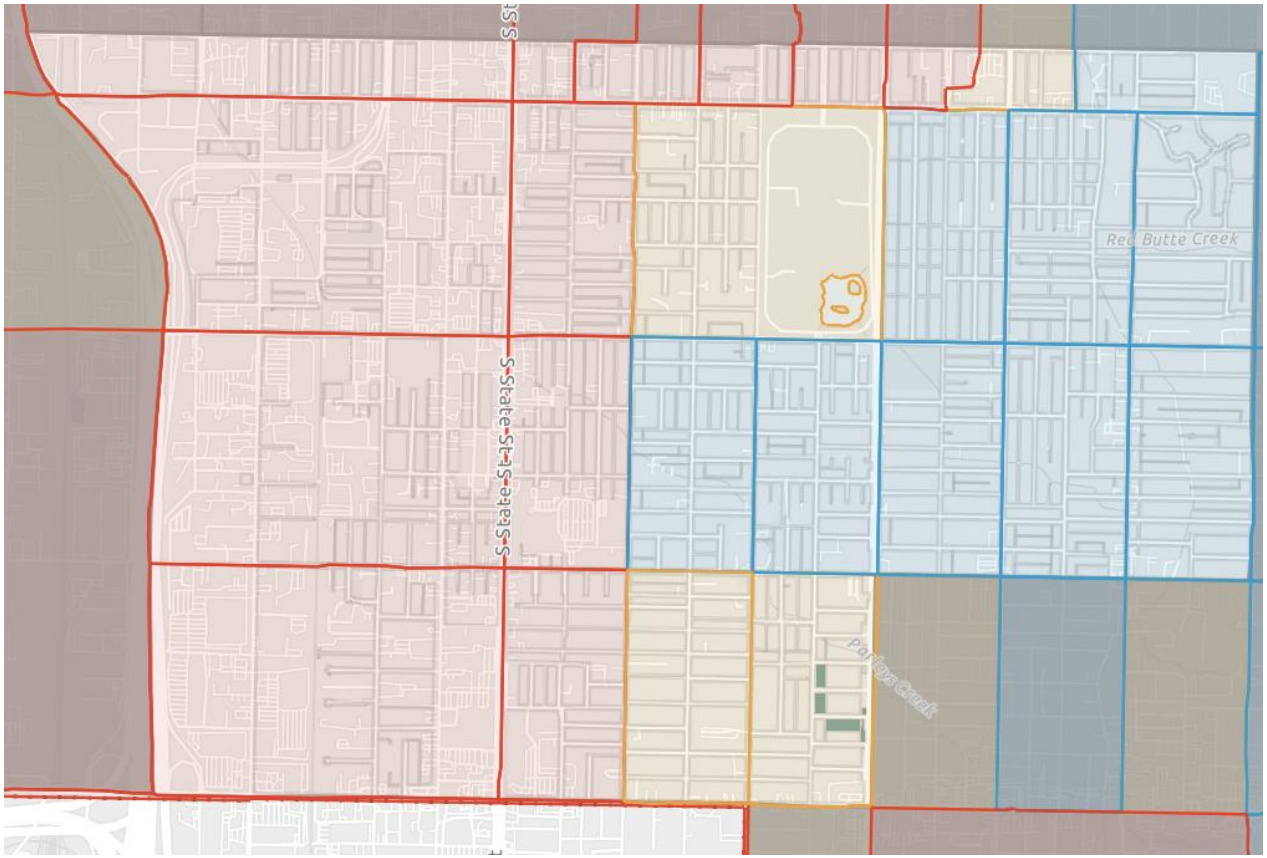


Figure 5.3

Most of D5 from the middle to the east of the district was graded B “still desirable” by the HOLC. The area near where Ballpark is now is graded D for “hazardous,” and a pocket next to it between 1300 South and 1700 South and State Street was graded C—"declining." It is worth noting that these two low-graded areas are near areas both identified at the time as industrial, meaning no one lived there. However, those areas continued to be industrially zoned until 2025, when they were folded into the consolidated mixed-use residential zoning update.

Income and Demographics



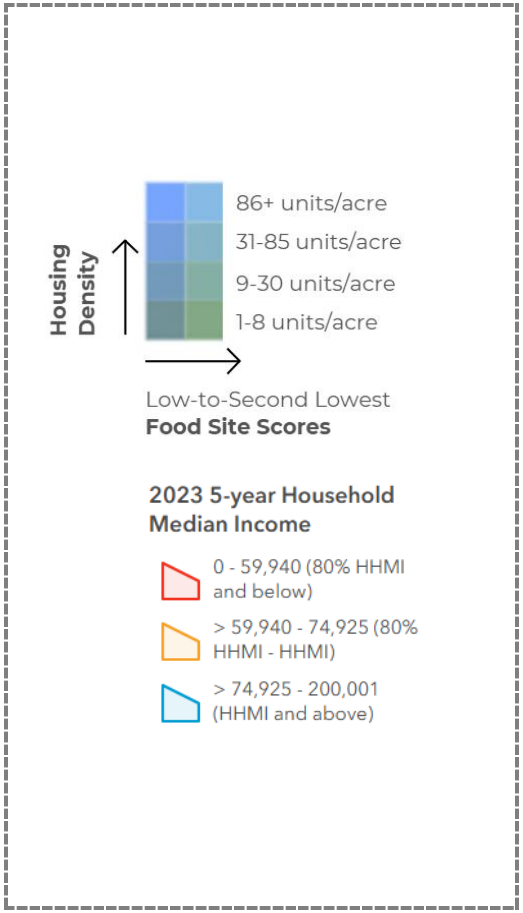


Figure 5.4

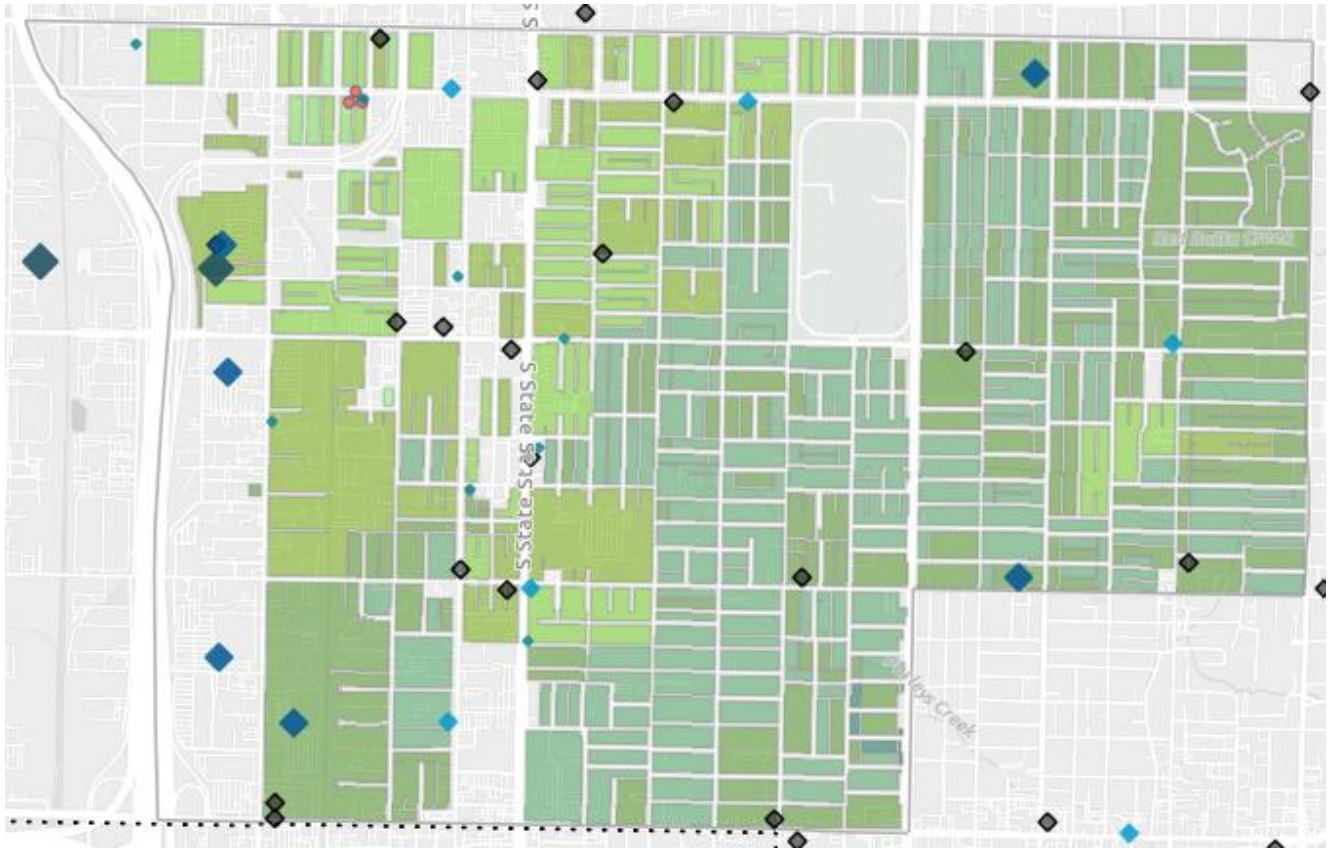
- Households With Incomes Below Poverty Level: 14.4%
- Married Couple Households with Children under 18: 11.5%
- Single Householders with Children under 18: 6.3%
- Non-Hispanic White Population: 73.1%

- Hispanic or Latino Population: 16.3%

The western half of D5 is completely under the low-income census tract overlay, meaning residents there make less than 80% AMI. The percentage living below the poverty line is the second highest behind District 4 and tied with District 2 - notable since these are also two of the lowest populated neighborhoods in the city.

Food Access Site Counts

Retail: 20 Grocery Stores | 18 Convenience Stores | 1 Farmers Market/Stand



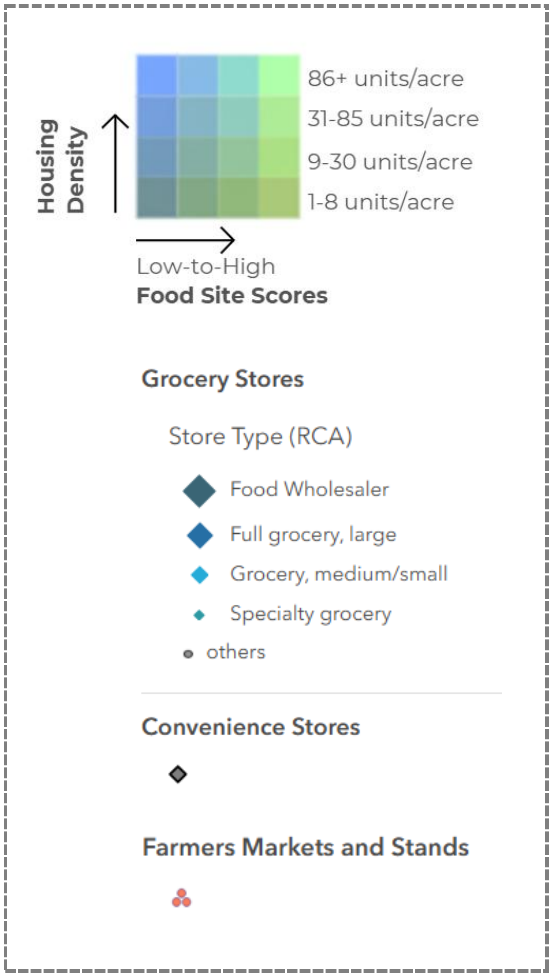


Figure 5.5

- 1 wholesaler
- 6 large, full grocery

- 5 small/medium grocery
- 8 specialty grocery, mostly international

- Most grocery stores are on the west side of the district, especially the small international markets. This is the only district in the city that has more specialty grocery stores than any other kind of store.
- Most of the convenience stores are on the west side of the district
- All are chains or franchises, most with a focus on providing gas

- 1 farmers market hosted by a local deli / corner market (monthly in its first year of 2025, every-other-week in 2026)

Survey feedback

What food resources would you most want in your neighborhood? (respondents who may qualify for food assistance)

- More healthy and affordable grocery stores or neighborhood markets: 77%—tied for third with D1, despite D5 having 20 grocery stores, the most of any district. The demand may be concentrated on the lower-scoring east side of the district

Which additional food stores/resources would you most want? (all respondents)

- Discount/incentive programs: 37%—highest of any district, consistent with the western half overlapping with the low-income census tract overlay
- Farmers markets: 39%—above average, likely owing to D5 having only one farmers market (Central 9th Night Market, very new and on a monthly schedule as of its inaugural 2025 year)

Restaurants: 49 Sites



Figure 5.6

- 5 in the $ range
- 2 $$$ restaurants
- The rest are mid-range $$

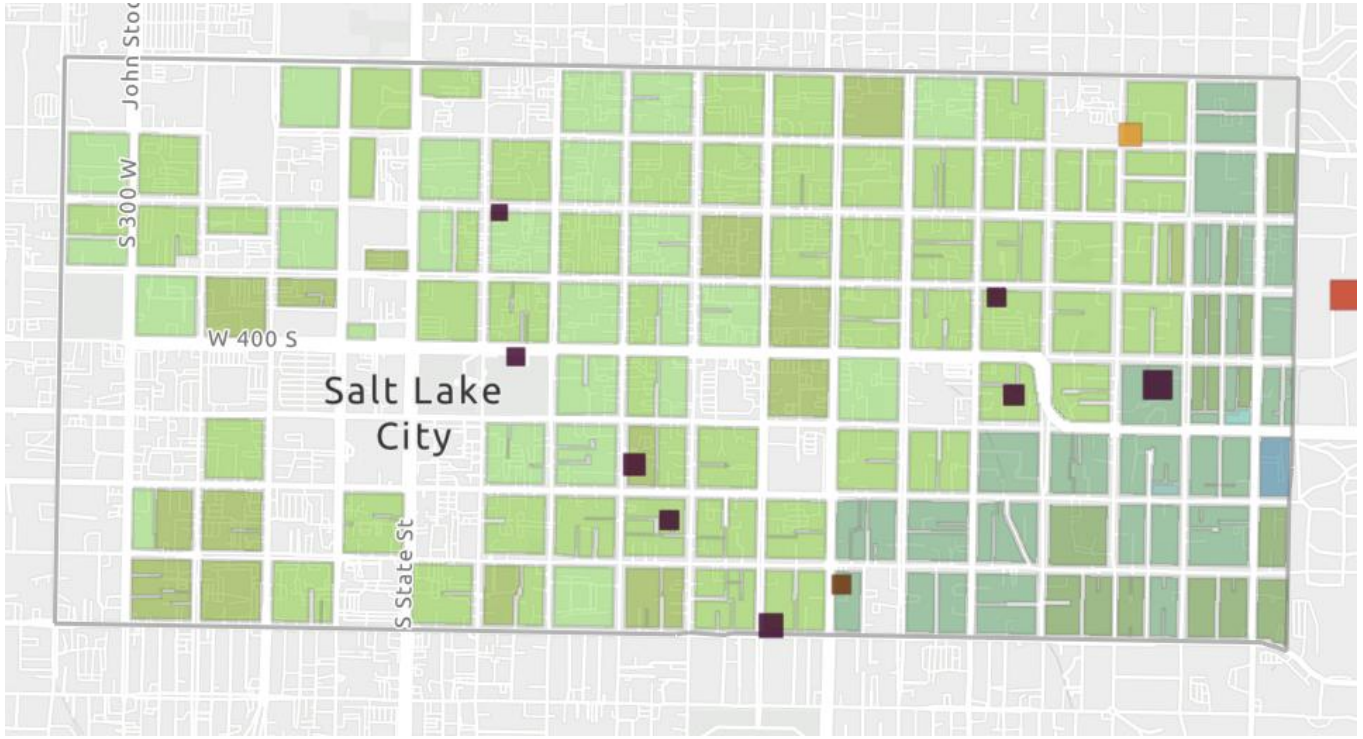
All types of restaurants cluster on the west side of the district near State Street and 900 South

Survey feedback

How often do you: dine out; order delivery or takeaway; cook or prepare meals from scratch; consume ready-to-eat packaged or prepared meals at home? (respondents who don't shop at the nearest store)

- Purchase prepared meals a few times a week: 19%—close to average; however, differences could exist between the west side of the district with its proximity to restaurants and the east side of the district with less proximity to restaurants.

Urban Agriculture: 8 Sites



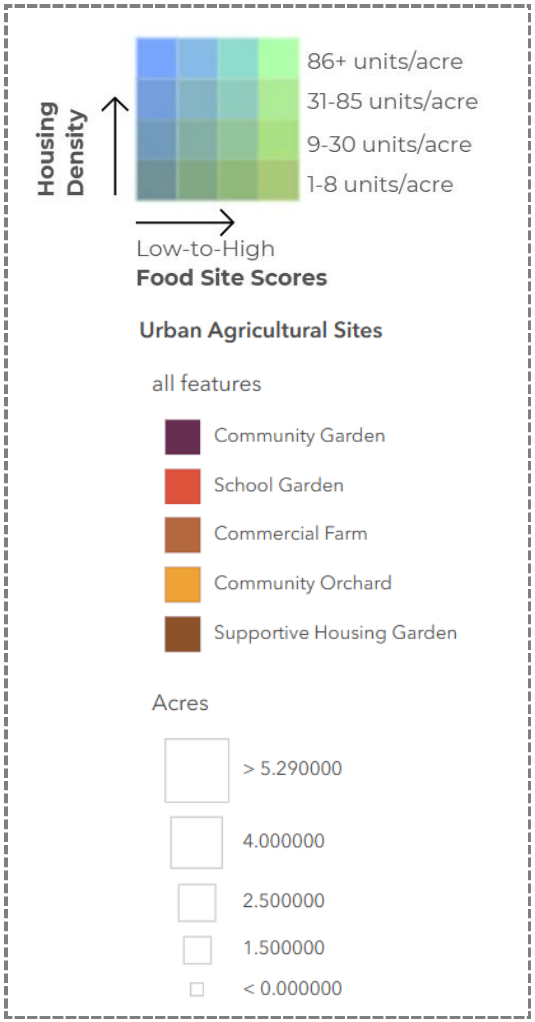


Figure 5.7

- 4 Community Gardens
- 2 School Gardens
- 1 Supportive Housing Garden
- 1 Farm

Survey Feedback

How do you grow your own food? (growers only)

- Home garden: 97%—highest of any district, possibly reflecting the district's single-family housing with yards being well-suited to home gardening.
- Community garden: 3%—lowest of any district despite D5 having 4 community gardens; home growing may be sufficient for most.

What food-growing resources would you want? (non-growers only)

- Community greenhouses: 33%—above average, one of the higher districts.
- Support installing home garden: 28%—above average, consistent with the district's large single-family housing stock offering potential space.

Food Assistance: 11 Sites

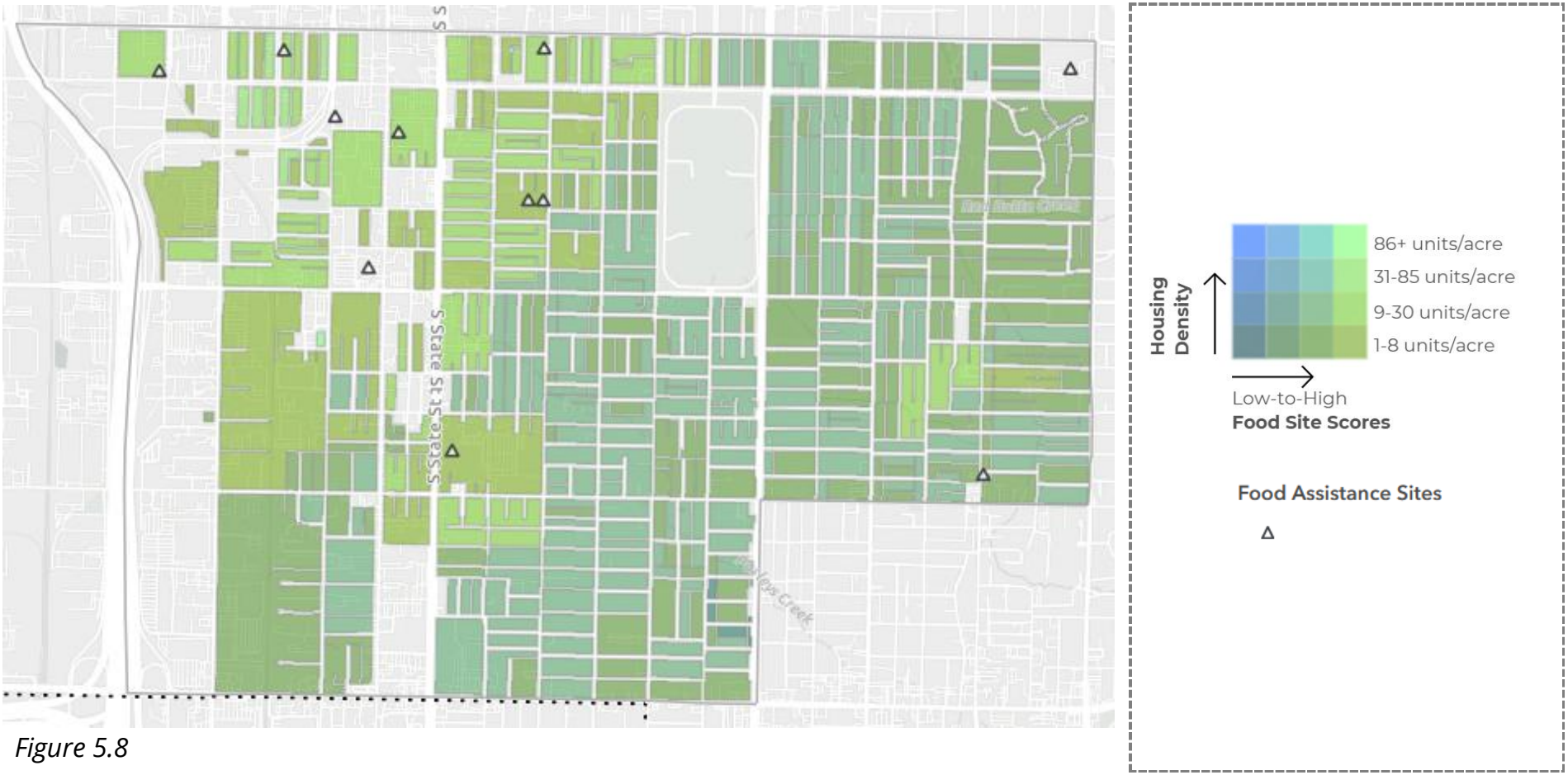


Figure 5.8

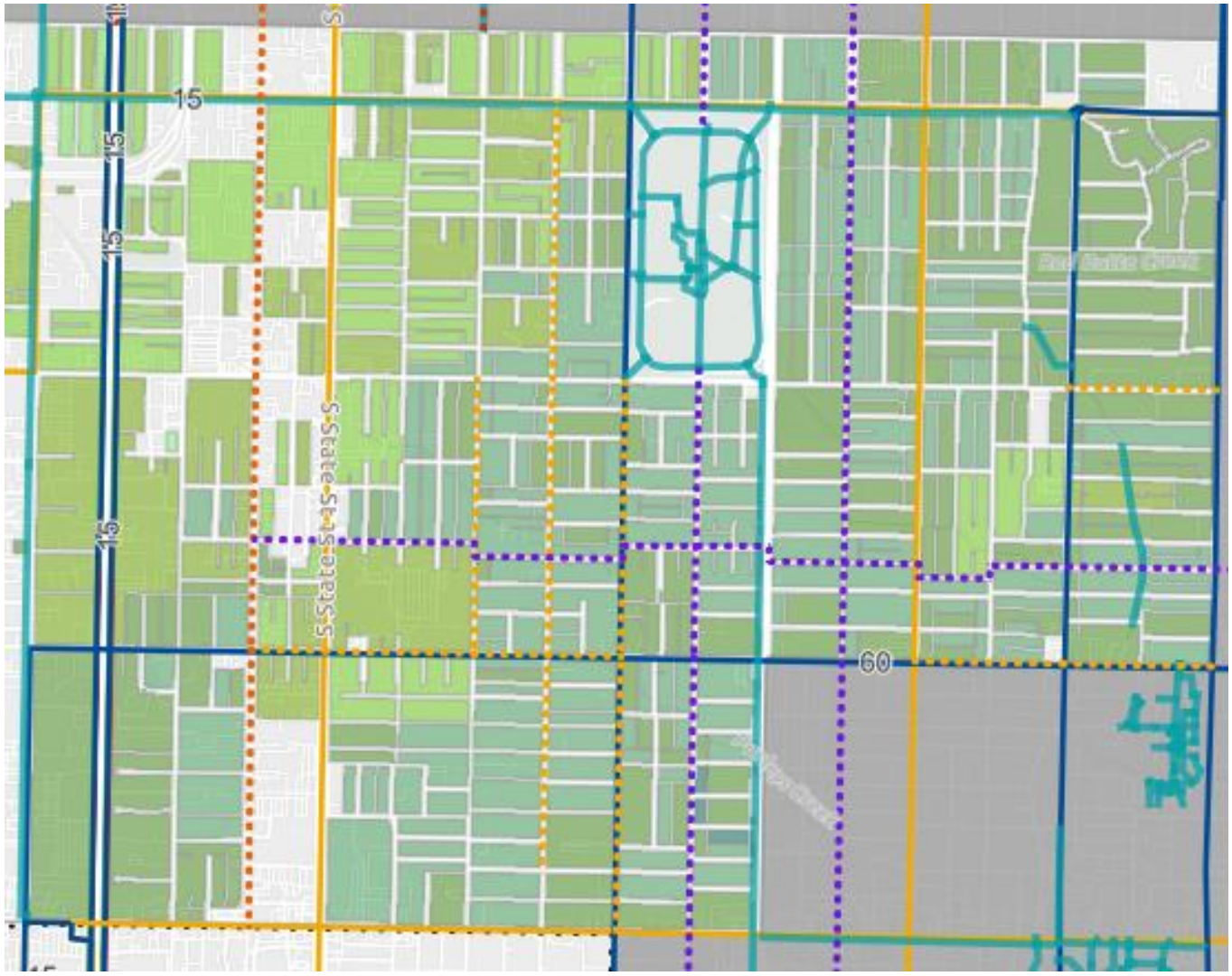
- 1 supportive housing pantry
- 1 mobile pantry
- 5 school or campus pantries (East High School's being the only one on the east side of the district)

Survey feedback

What food resources would you most want in your neighborhood? (respondents who may qualify for food assistance)

- Free food resources: 28%—above average, perhaps owing to the western half being entirely low-income census tracts.

Transportation



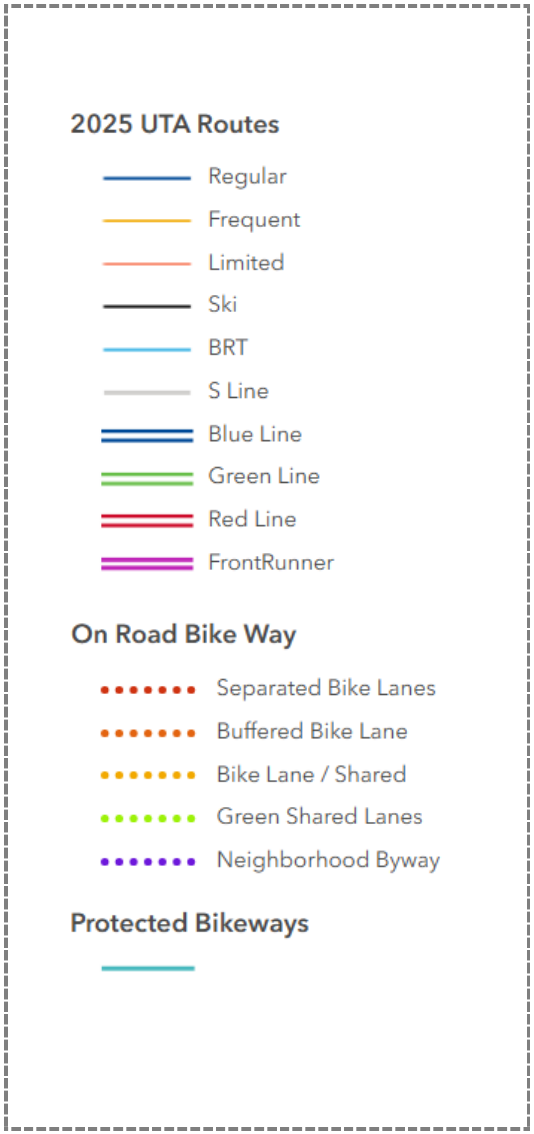


Figure 5.9 - Numbers on the UTA Routes above indicate frequency of bus arrivals in minutes

Transit Lines

A transit line exists approximately every five blocks from east to west in D5—more regular than other parts of the city, but still far apart for those walking between stops:

- Route 21, frequent (every 15 minutes)
- Route 9, frequent (every 15 minutes)
- Route 14, regular (every 60 minutes)
- Route 704, frequent (every 15 minutes)
- Route 200, frequent (every 15 minutes)
- Route 205, regular (every 30 minutes)
- Route 209, frequent (every 15 minutes)
- Route 213, regular (every 30 minutes)
- Route 220, regular (every 30 minutes)
- Route 17, regular (every 60 minutes)

Bicycle Paths

- Liberty Park paths for recreation or cutting across the park
- 9-Line path on 900 South
- 300 West protected bike lane
- 700 East path
- 800 East byway
- 600 East byway
- McClelland Trail (1100 East cutting diagonally across the sloping eastern part of the neighborhood to Sugar House)
- 500, 400, and 300 East bike lanes
- Main Street buffered bike lane
- 1300 South Bike lane

Survey feedback

How do you typically get to the store/food site? (respondents that may qualify for food assistance)

- Drive own car: 88%—above average despite frequency of food access site types nearby
- Walk or use mobility device: 6%—close to average.
- Public transit: 1%—the second-lowest scoring, maybe because of lack of lines that run east to west.
- Bike: 8%—the highest of any district, possibly because of the several neighborhood byways and paths through the district, providing connections in all directions

Do you typically shop at the closest grocery store? (all respondents)

- Yes: 58%—close to the citywide average of 59%
- No: 41%—close to average; the large number of grocery options on the west side may give residents more reason to seek out a preferred store rather than the nearest one.

Which additional food stores/resources would you most want? (all respondents)

- More reliable and accessible public transit for food access: 17%—above average, and just below D4. This makes more sense given the less connective transit lines in D5

Zoning Opportunities



Figure 5.10

Mixed-Use Consolidated Zoning

No part of the new consolidated MU zoning was anything other than commercial beforehand - it was all grandfathered in. This commercial zoning generally matches most of the existing commercial food access sites, along and west of State Street. Commercial nodes throughout the rest of the neighborhood track alongside where old trolley lines in the neighborhood had

stops and intersections (9th and 9th being an example of an intersection that helped create the node). Close examination of existing businesses in the MU area show that there are commercial-friendly mixed-use zoning in the lower scoring half of the district that are not activated by food access sites already. These include areas along 1100 East between 1300 South and 1700 South, a node at 900 East and 1300 South, areas along 2100 South between 700 East and 200 East, and between Emerson and Harrison Avenues along 700 East.

Agricultural Opportunity

There is one parcel zoned as Public Land in D5, a large parking lot area near Horizonte School between Main Street and West Temple. Surrounded otherwise by MU and as an area already becoming a higher-density neighborhood in line with the vision of the Ballpark Station Area Plan, it may be a difficult task to use this land for urban agriculture. On the other hand, the neighborhood lacks green space, especially with all the new development.

District 6

The easternmost district extends from 1300 East to the foothills of the Wasatch Mountains, with its northern border at North Campus Drive and its southern border at 2100 South. The district is home to the University of Utah in its northern half and historic neighborhoods like Yalecrest to the south. Primarily residential, the area offers access to Emigration Canyon, Hogle Zoo, and This is the Place Heritage Park, as well as commercial and cultural nodes throughout the community.

This district features an overlay for the University of Utah. It partially obscures the University since it is private property and not within the city's control. However, the scores, demographics, and resources available there are often very different from the rest of District 6, so including the area in this map and analysis still allows the differences to be visible.

Sometimes the figures for District 6 shown in this report will be cropped to provide more detail of the residential parts of the district.

Planning areas

City Creek, East Bench, Sugar House (partial)

Population

29,002

Food Access Scores

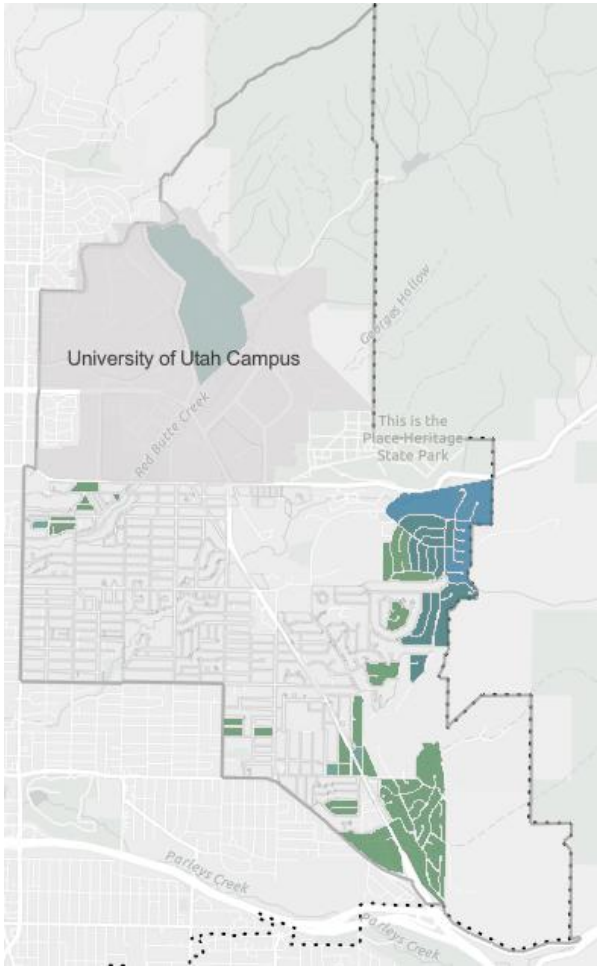
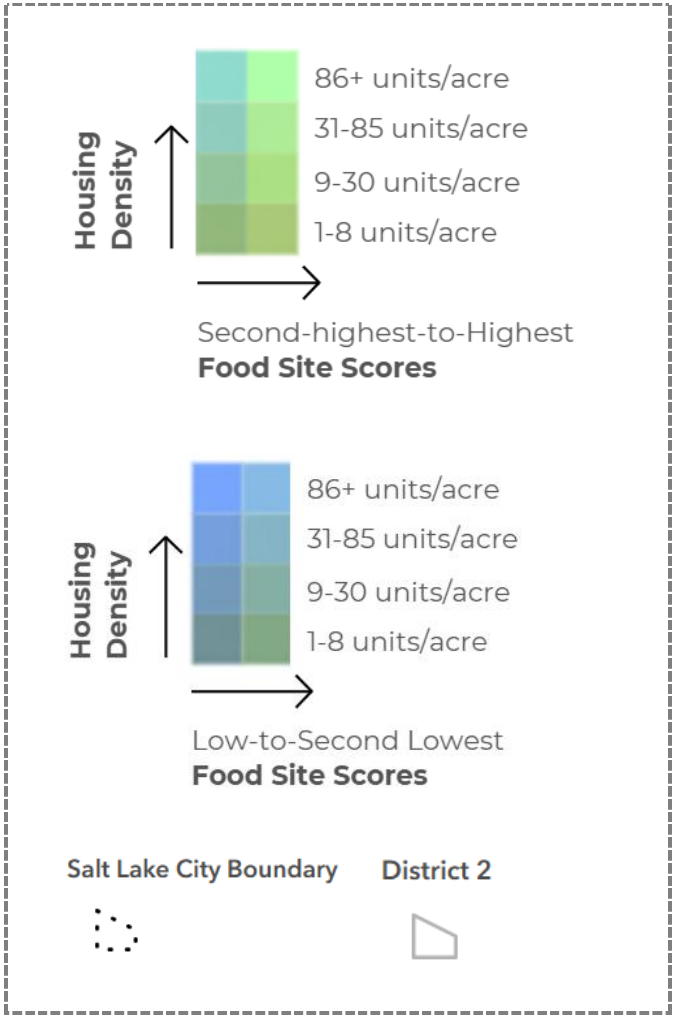


Figure 6.1, low-scoring area (LSA)



Figure 6.2, high-scoring area (HSA)



This district is generally low scoring, with a few areas of higher food accessibility near commercial nodes along Foothill Drive, most notably between 2200 East and 2300 East and 1300 South and Emerson Avenue, where there are several restaurants and a grocery store.

This area's Foothill/Sunnyside and Bonneville Hills neighborhoods also have higher housing parcel density per block than other parts of the district like Yalecrest or Wasatch Hollow, despite those areas having commercial nodes with restaurants and grocery stores. The easternmost parts of the district, like East Bench and Arcadia Heights, have no food access sites. The low density and infrequency of food access sites, and their general tendency to be tightly clustered and far from one another makes this one of the least accessible districts in the city, which is exacerbated by the presence of steep hills throughout which make walkability more difficult.

Redlining History

The parts of D6 that were described on the HOLC redlining map are closest to the rest of the city, in the western parts of D6. This is because these maps were made starting in the 1920s through the 1940s, when neighborhoods further to the East had yet to be developed. The area where the University of Utah is today was also not graded since much of that land was also university land or under military use at Fort Douglas at the time of the HOLC map-making.

The only parts that were residential at the time and graded by HOLC were Yalecrest, Foothill/Sunnyside and Wasatch Hollow, all graded A for “best.”

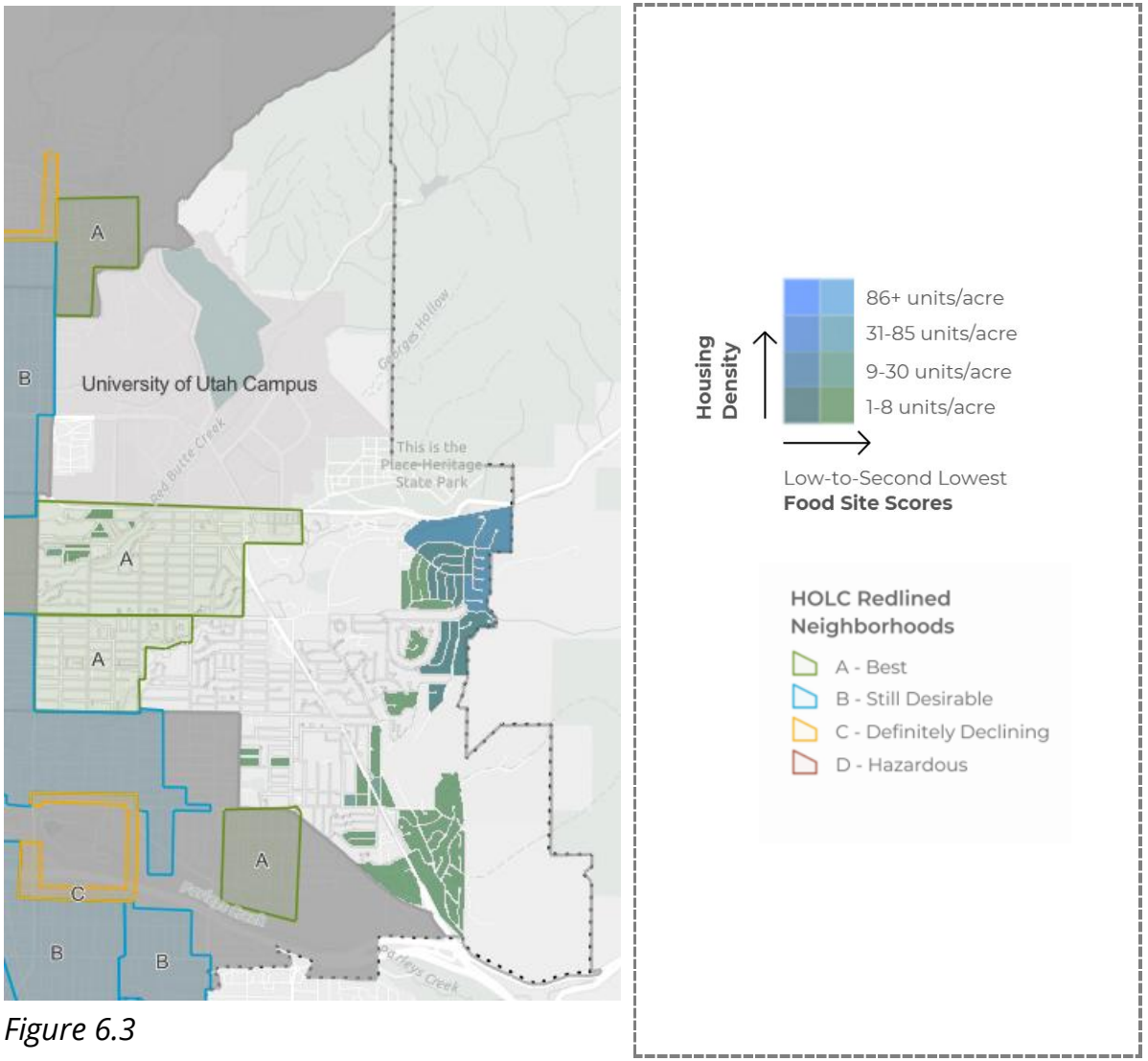


Figure 6.3

Income and Demographics

- Households With Incomes Below Poverty Level: 9.4%
- Married Couple Households with Children under 18: 25.3%
- Single Householders with Children under 18: 2.9%
- Non-Hispanic White Population: 81.4%
- Hispanic or Latino Population: 5.7%

The low-income census tracts in D6 show that the University of Utah campus overlaps with the census tracts below 80% HHMI, while almost the entire rest of the district overlaps with the census tracts that earn $74,925 and above. D6 is home to both low-waged student populations on campus and higher-earning residents nearby.

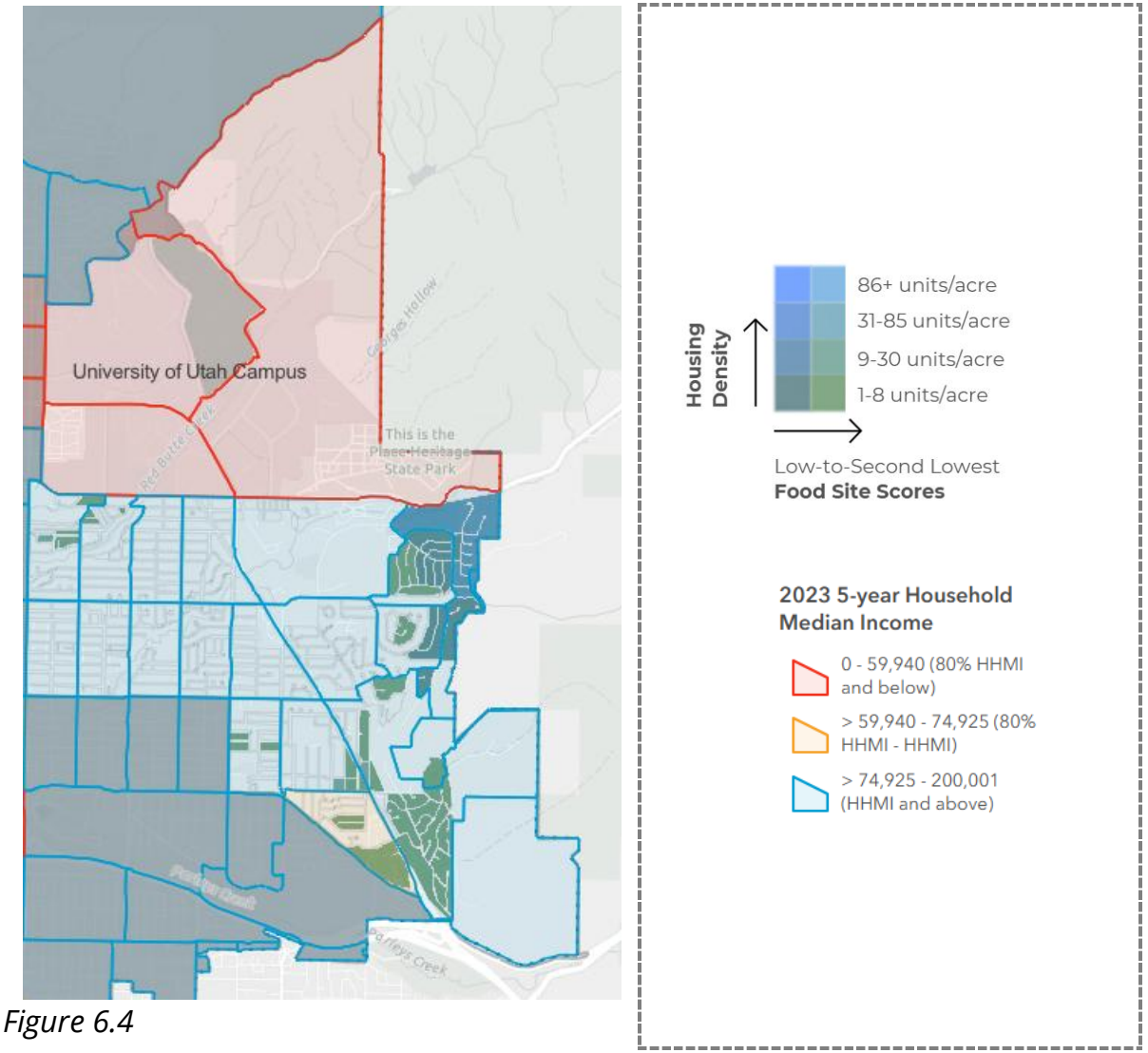


Figure 6.4

Food Access Site Counts

Retail: 5 Grocery Stores | 6 Convenience Stores | 1 Farmers Market/Stand

- 4 are full-sized, large groceries and one is also a hypermarket
- 1 is a small, specialty store

- 1 convenience store on University of Utah Campus: the Honors Market functions more as a mini market with some groceries
- The others are standard convenience stores
- 2 convenience stores also contain pharmacies

- 1 Farmers Market/Stand

Survey feedback

What food resources would you most want in your neighborhood? (respondents who may qualify for food assistance)

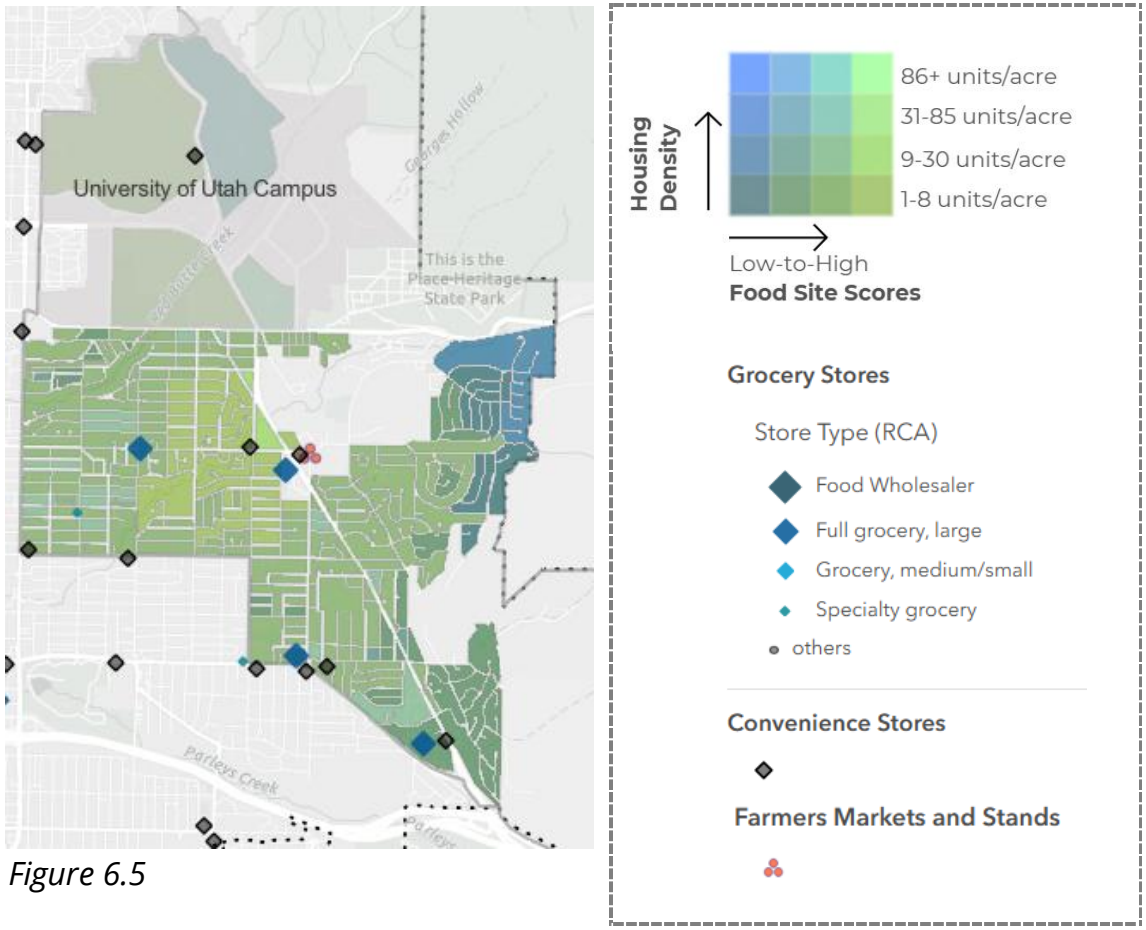


Figure 6.5

- Healthy/affordable grocery stores: 85%—highest of any district, despite D6 having 5 grocery stores. The way the stores generally are situated in far-apart clusters may make it hard to get to preferred stores that are healthy and affordable.

How often do you: dine out; order delivery or takeaway; cook or prepare meals from scratch; consume ready-to-eat packaged or prepared meals at home? (respondents who don't shop at the nearest store)

- D6 has the highest rate of cooking at home daily (48%) or a few times a week (44%).
- 0% report daily consumption of ready-to-eat packaged or prepared meals, compared to between 4%-10% in other districts.

Considering that D6 has the highest rate of driving to the grocery store (91%) and one of the lowest rates of shopping at the grocery store closest to them (51%) it would appear that more neighborhood stores would be useful, but that the distance isn't impacting their ability to cook from scratch meals at home, and that personal vehicles to close that gap are readily available for most. This is distinct from other districts.

Survey Feedback

Which additional food stores/resources would you most want? (all respondents)

- Farmers markets: 41%—D6 is situated far from other farmers markets and only has one seasonal farm stand.

Restaurants: 20 Sites

- None of these restaurants are in the low price $ range
- All are medium price $$ range, with two restaurants that are in the higher price $$$ range

Survey feedback

How often do you: dine out; order delivery or takeaway; cook or prepare meals from scratch; consume ready-to-eat packaged or prepared meals at home? (respondents who don't shop at the nearest store)

- 26% purchased meals away from home a few times a week, the most frequent rate tied with D4. 43% purchased meals away from home a few times a month, just slightly above average. While D6 does have 21 restaurants, around half of these are on the U of U campus.

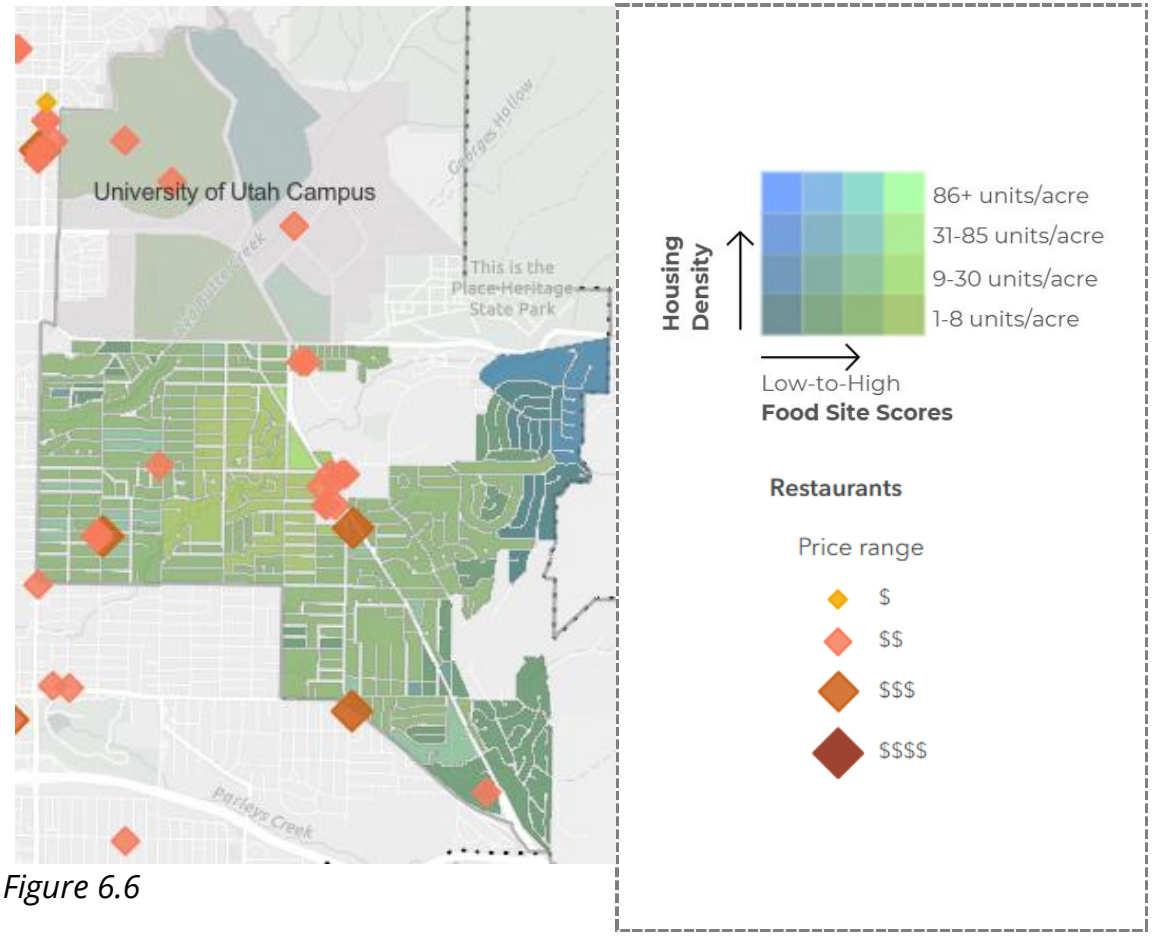


Figure 6.6

- There may be a split between respondents who live on campus in student housing, where access to kitchens may not be a given. Students may rely on restaurants more often for meals than residents who live in homes off campus.

Urban Agriculture: 6 Sites

- 4 School Gardens (two of them on University of Utah campus)
- 2 Farms

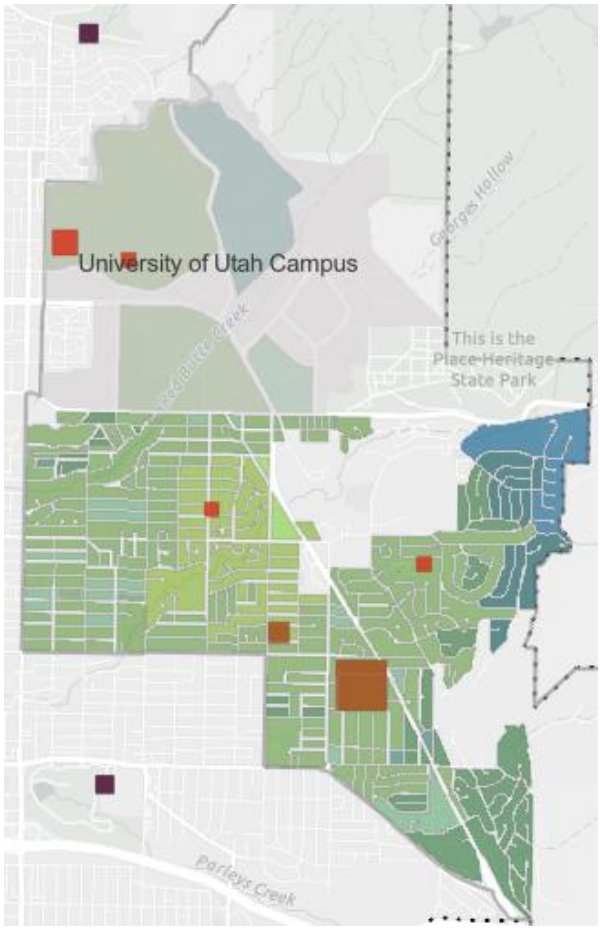
Survey Feedback

How do you grow your own food? (respondents who grow their own food)

- Home garden: 98-99%—one of the highest, and close to the D5 and D7 range, consistent with large lots on the East Bench
- Community garden: 2%—one of the lowest, likely owing to no community gardens in the district

What food-growing resources would you want? (respondents who don't grow their own food)

- None of the above / satisfied: 31%—highest of any district
- Classes/workshops: 30%—close to average despite equally high satisfaction with existing resources; those who do want resources prioritize education
- Access to land/community gardens: 24%—below average, reflecting the high rate of private home gardening



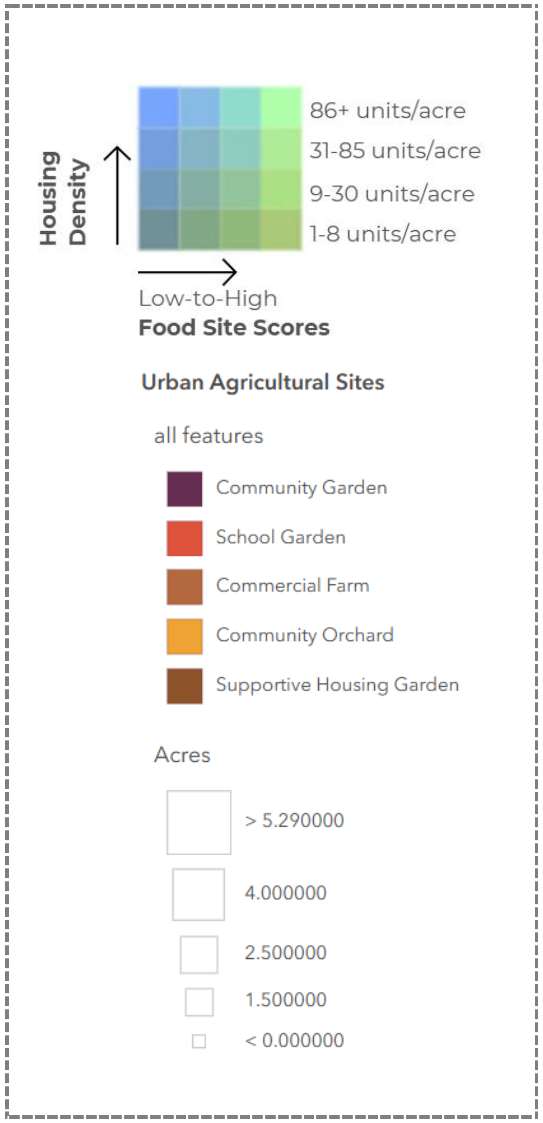


Figure 6.7

Food Assistance: 6 Sites

- All are pantries on the University of Utah or Westminster campuses

Survey feedback

What food resources would you most want in your neighborhood? (respondents who may qualify for food assistance)

- Greater choice at food pantries: 20%—below average, consistent with D6's generally higher-income population (outside the University area).

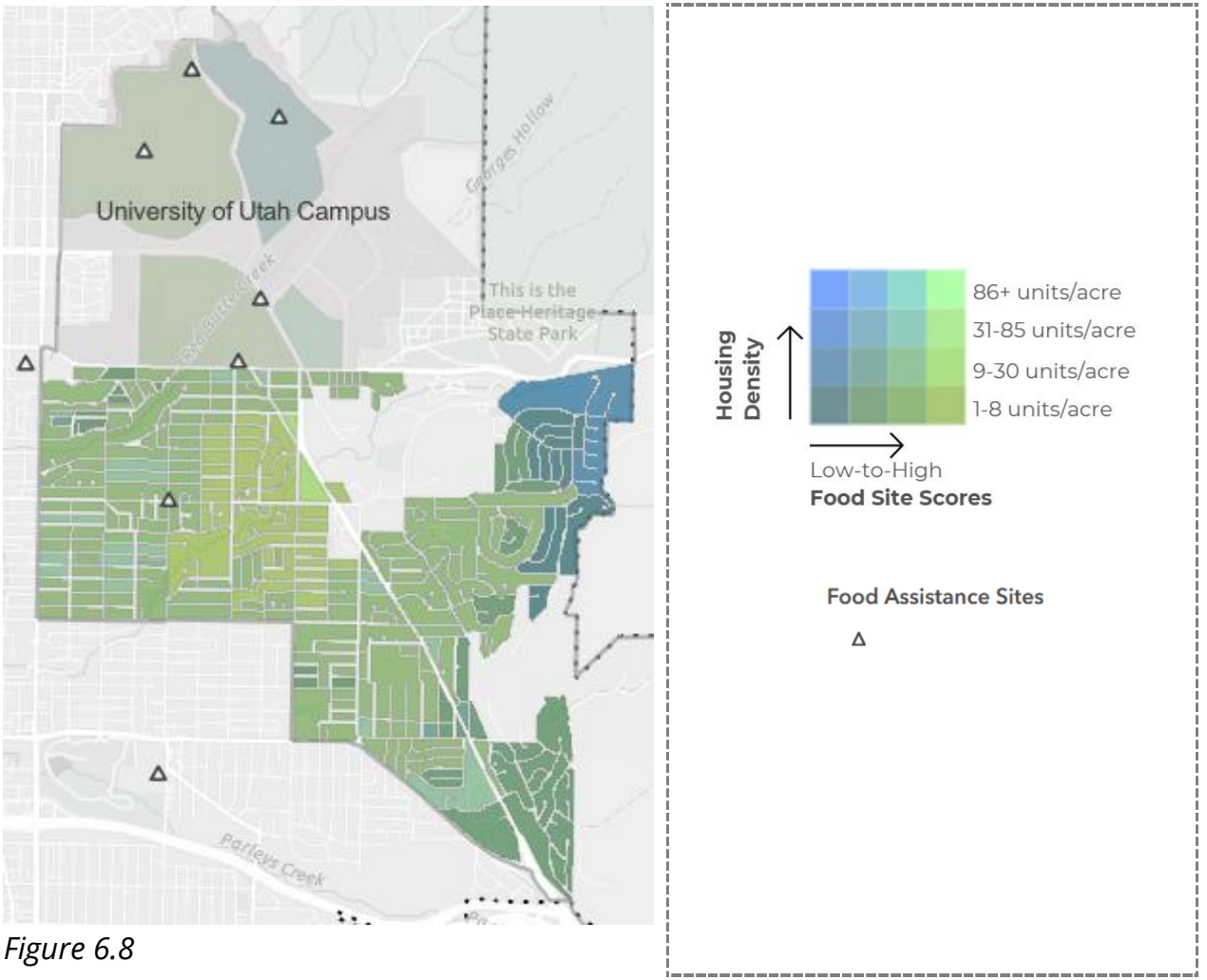


Figure 6.8

Transportation

Transit lines

This district has the least amount of transit lines of any district in the city. The easternmost part of the district has no lines at all after the one on Foothill Drive. Several connect to the
University of Utah, and several University of Utah ones do not connect to the rest of D6. Only one short stretch of Route 9 runs West-East, while all the other lines run North-South.

- Route 223, regular (every 60 minutes)
- Route 4, regular (every 30 minutes)
- Route 17, regular (every 60 minutes)
- Route 21, frequent (every 15 minutes)
- Route 9, frequent (every 15 minutes)
- University of Utah-bound lines: 213, 455, Red Line

Bicycle paths

D6 has the least amount of bike lanes with any kind of protection anywhere in the city
Shared lanes at Sunnyside Avenue and 1300 South

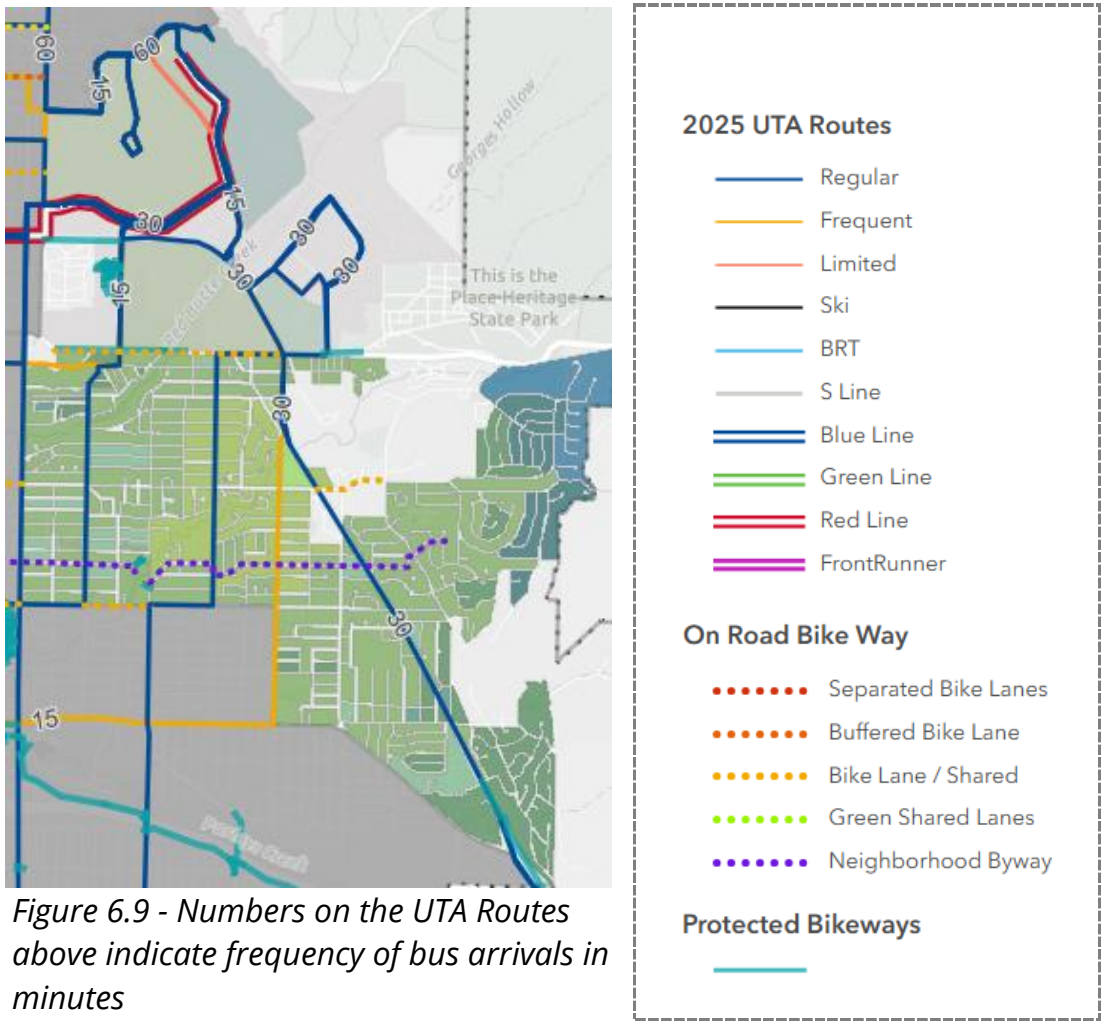


Figure 6.9 - Numbers on the UTA Routes above indicate frequency of bus arrivals in minutes

- Kensington Byway runs east-west
- Protected bike paths through Wasatch Hollow and Parley's Crossing
- University of Utah campus is generally walkable and bikeable throughout

Zoning Opportunities

Mixed-Use Consolidated Zoning

There are only a few areas in D6 that fall under the new Mixed-Use Consolidated zoning, and even fewer that are newly designated for commercial use as part of that update. Few opportunities exist here for new development of food retail, especially since many of the MU zones that do exist are already built-out with other kinds of businesses or institutions.

Agricultural Opportunity

There are 9 parks in the district and 3 cemeteries, several on University property. There is also one golf course, overlapping with the Open Space zoning on the map. Donner Trail Park is really a thin wooded area that is probably more useful maintained as is. These spaces offer limited ability to develop new spaces for urban agriculture.

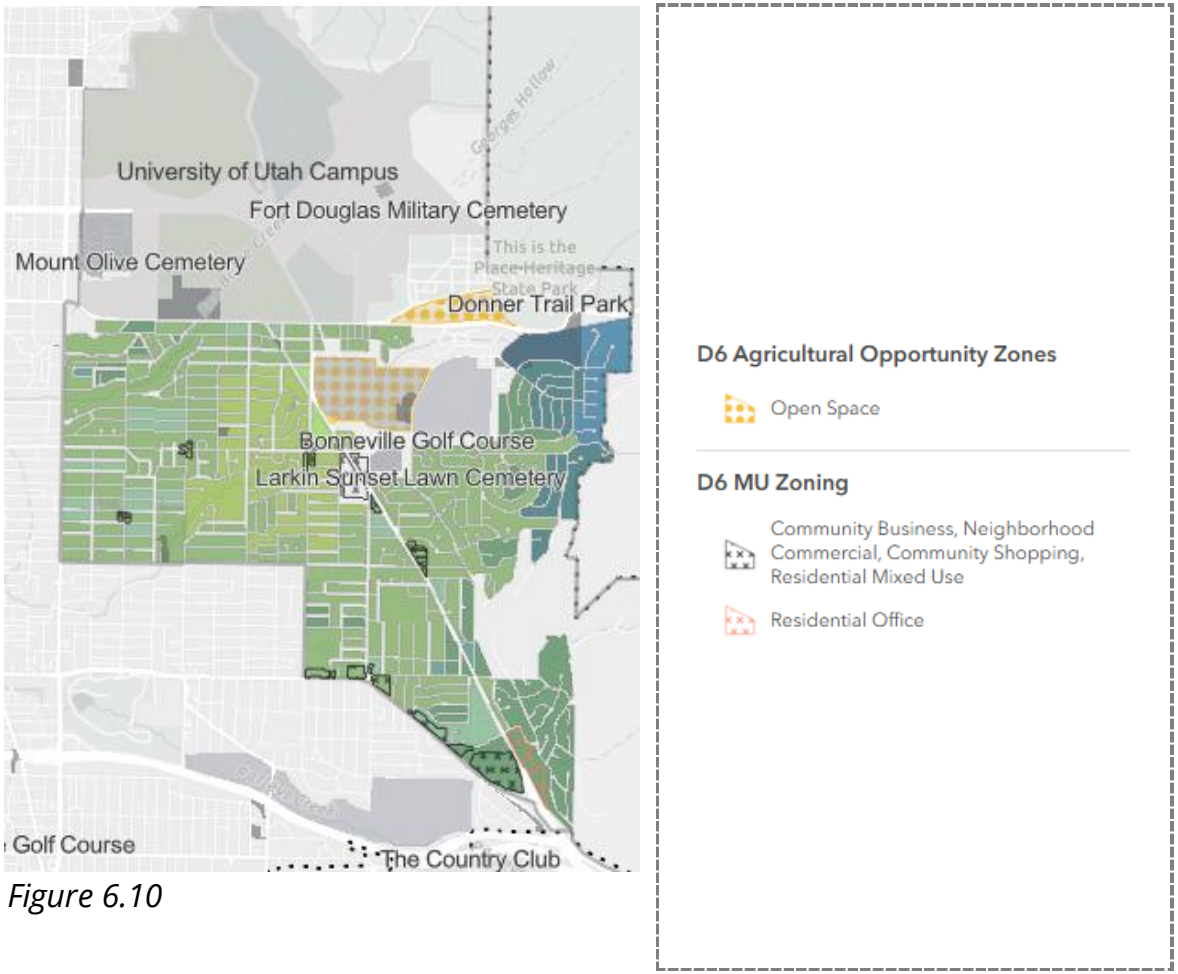


Figure 6.10

District 7

District 7 is the only district that overlaps perfectly with one planning area, which is the Sugar House neighborhood. Its borders are the most variable, with the northern portion aligning with 1700 South and Foothill Drive, part of 2100 South and its Southern border aligning with the Salt Lake City border with Millcreek and South Salt Lake. I-80 passes through the district, making Sugar House a gateway and a hub for commuters and visitors. While much of the district is single-family residential, Sugar House's Business District along 2100 South is a shopping, gathering, and entertainment space that has also brought some housing densification to the area in recent years. Sugar House Park is a popular recreation area, offering views of the city and access to Parleys Creek. The district also hosts three of the city's golf courses and several shopping centers.

Planning areas

Sugar House

Population

31,165

Food Access Scores

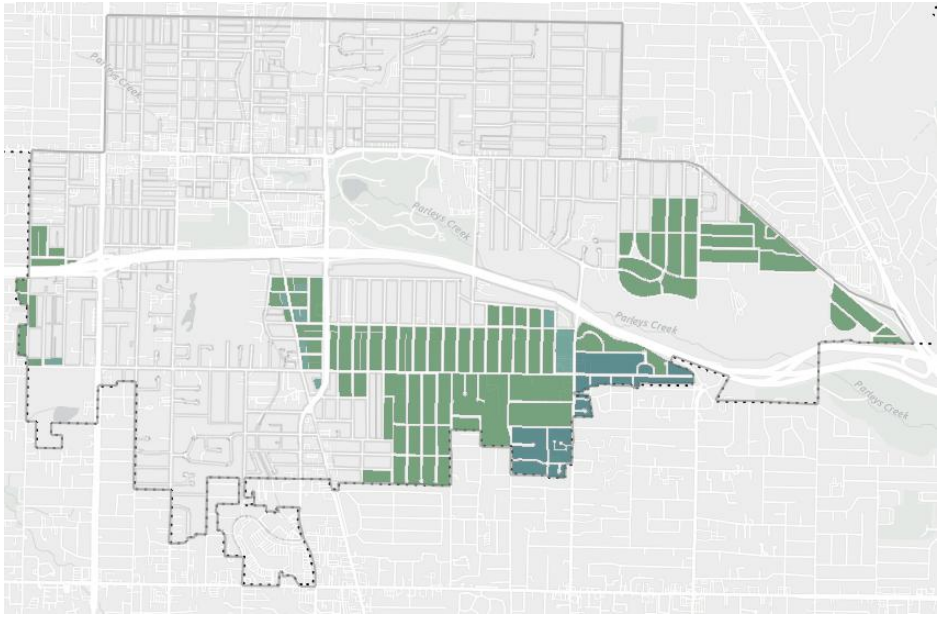


Figure 7.1, low scoring area (LSA), left

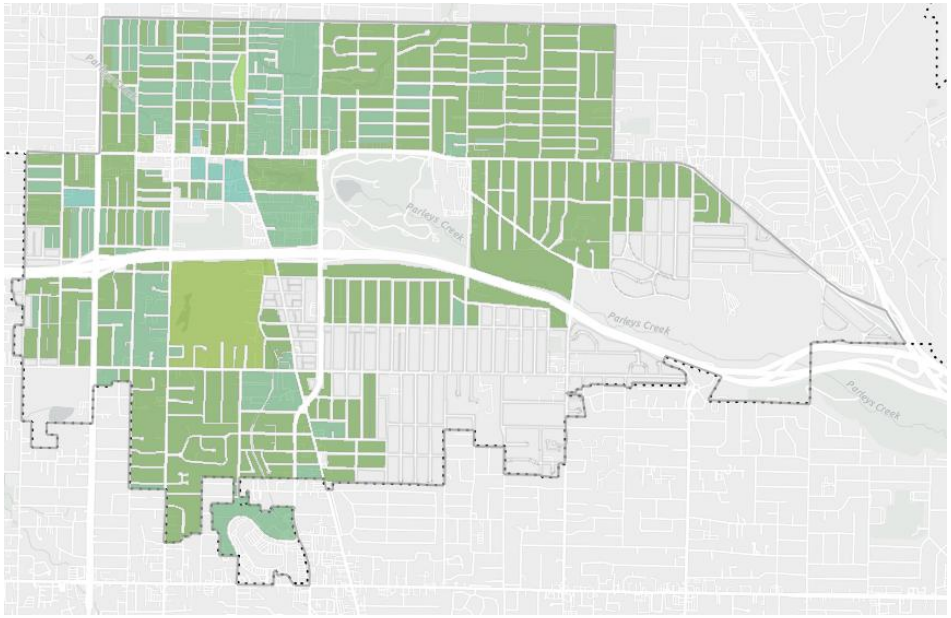
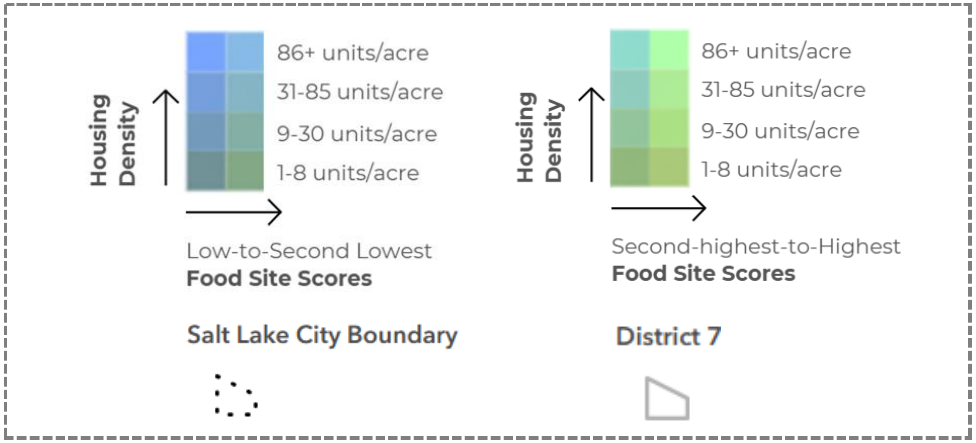
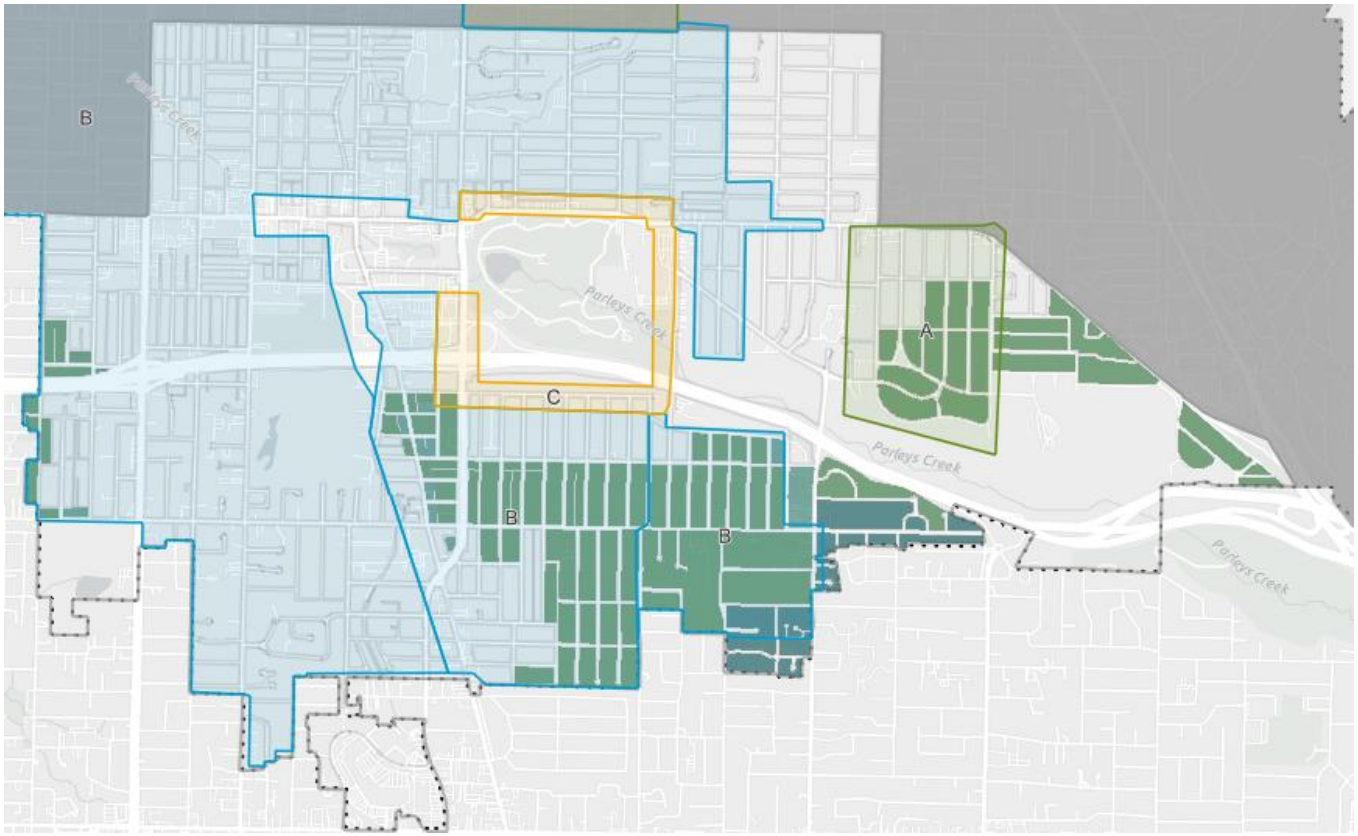


Figure 7.2, high scoring area (HSA), right

District 7 at first glance does look like an area that should be scoring highly. It has been subject of much development and densification over the last ten or so years, which has brought new businesses, growth, and investment to the area. However, upon zooming in, the scores in Sugar House tend to be on the lower or middling side for seemingly two reasons: low scoring food access site types in the dense areas (restaurants), and lack of food access sites in general in the less dense parts.



Redlining History



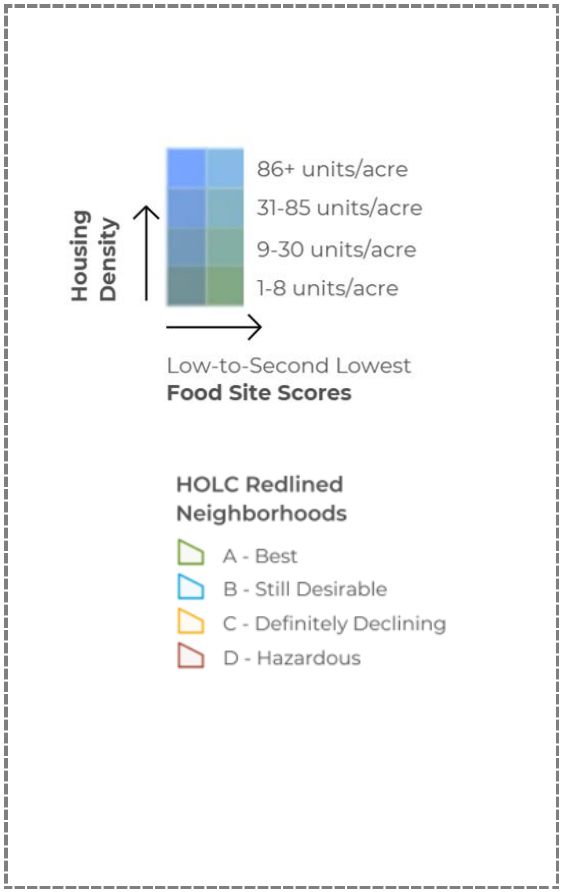


Figure 7.3

District 7 was primarily graded B for "Still Desirable" with a thin C-graded area encircling Sugar House Park, which was the former site of the State Prison. The situation of the State Prison being nearby was the reason it was listed lower than a grade B, with it being hard to sell property there (Nelson et al., 2023). In descriptions about an A-graded square (Country Club Acres) east of the C-graded square, the HOLC grader details how the C-graded area could become an A-graded area if the prison were moved, as it eventually was.

Income and Demographics

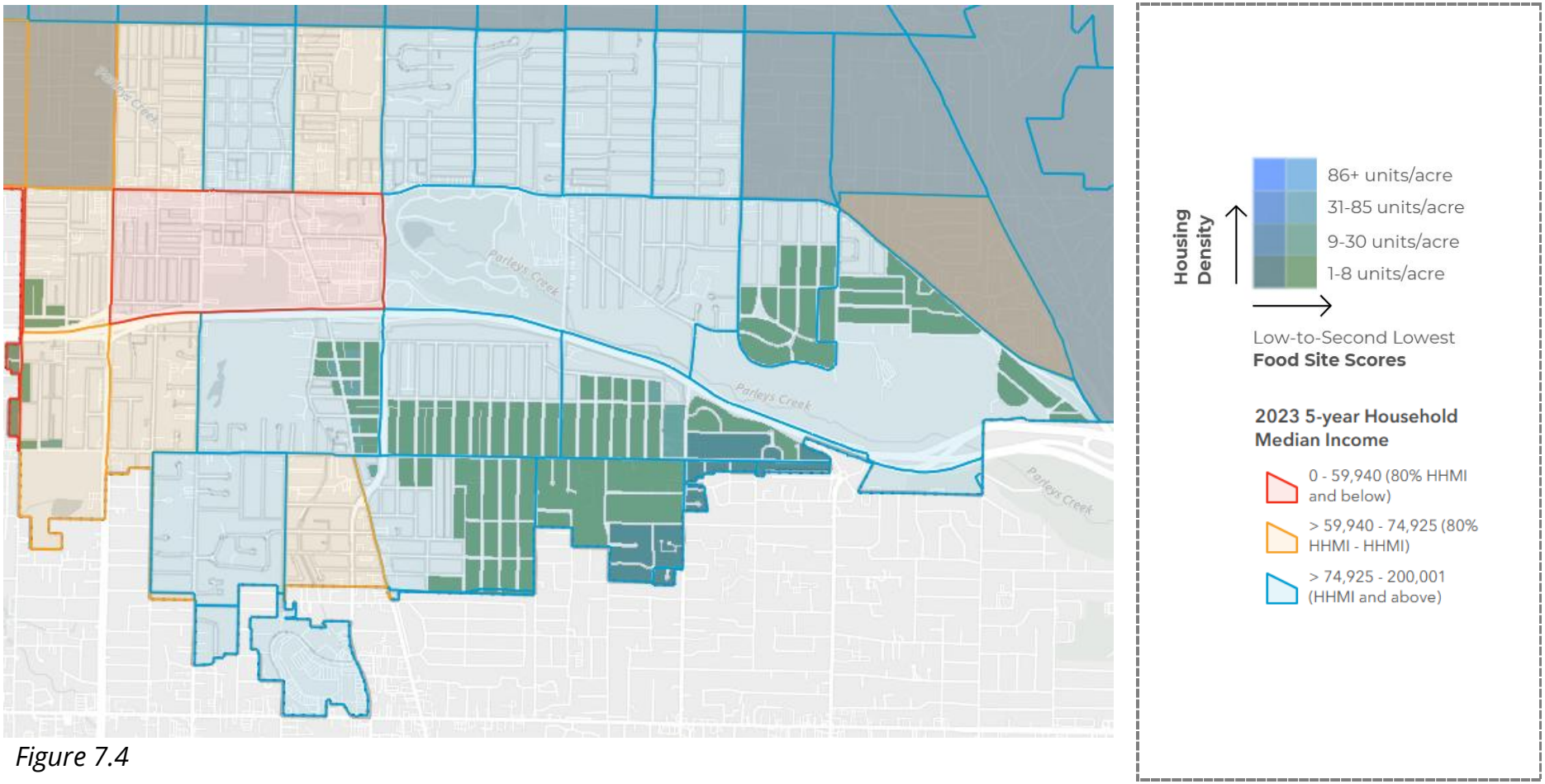


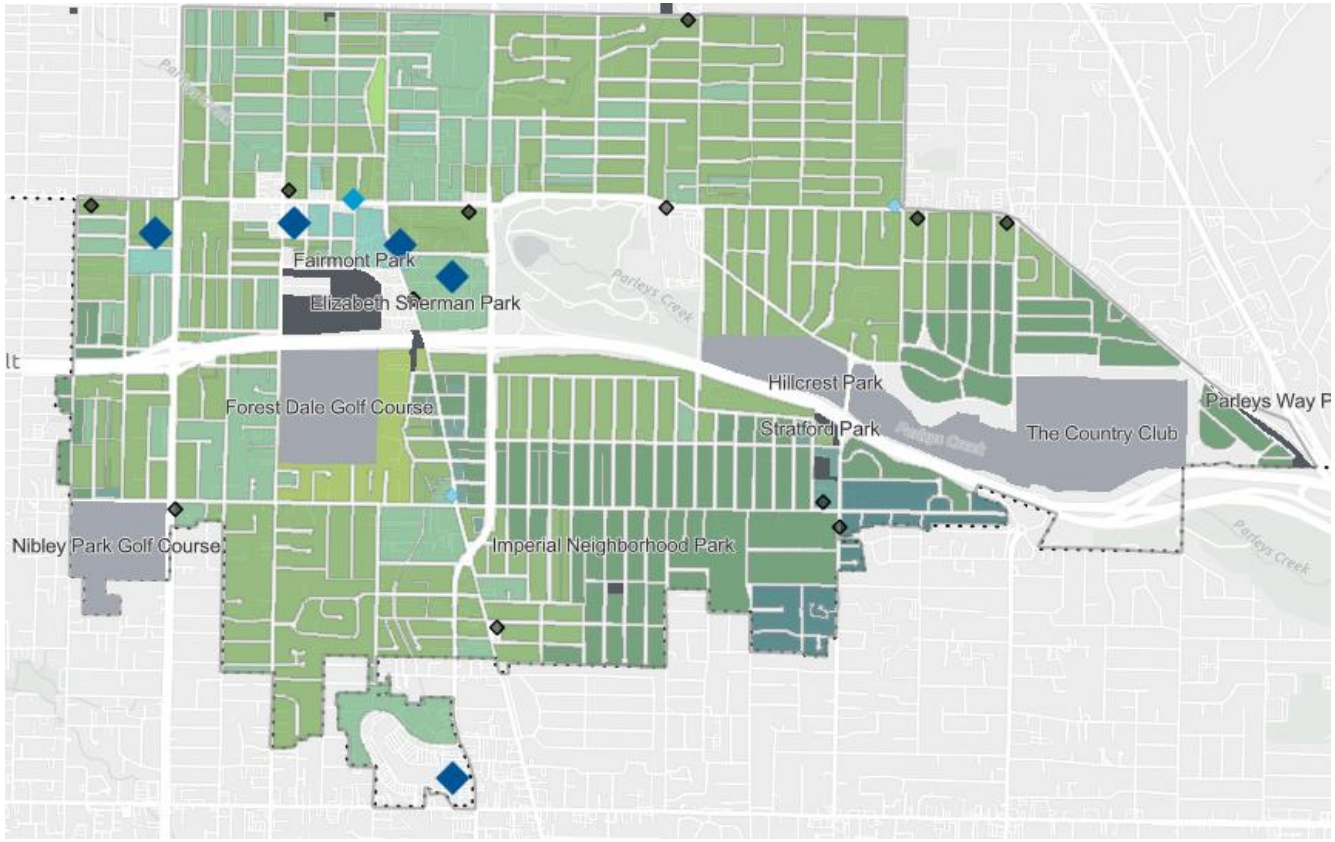
Figure 7.4

- Households With Incomes Below Poverty Level: 9.8%
- Married Couple Households with Children under 18: 13.1%
- Single Householders with Children under 18: 5.2%
- Non-Hispanic White Population: 82.5%
- Hispanic or Latino Population: 7.9%

Most census tracts in D7 show incomes of over $74,925, or higher than the Household Median Income. The lower-income areas are mostly on the western side of the district, near Fairmont Park where scores are medium-high and density is also medium-high to highest. This area corresponds to where Sugar House has seen new growth involving high-density apartments. The concentration of mixed-income residents indicates that some of these apartments may have low-income units, or that there might be many students living there since D7 is home to Westminster University.

Food Access Site Counts

Retail: 9 Grocery Stores | 13 Convenience Stores | 0 Farmers Market/Stand



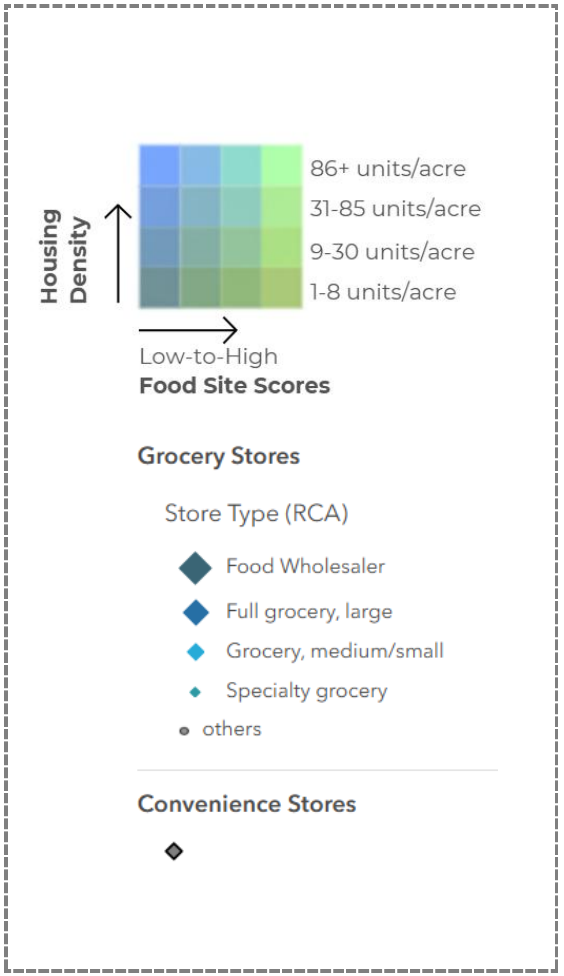


Figure 7.5

- 5 large, full grocery stores, almost all concentrated in the dense, commercial mixed-use Sugar House downtown area near or directly along 2100 South.

- 1 medium/small grocery, also in the downtown Sugar House area along 2100 South
- 3 specialty groceries (one international, one specialty sells mostly niche, locally-made food items and snacks)

- All conventional convenience stores besides two that offer pharmacies

Survey feedback

What food resources would you most want in your neighborhood? (respondents who may qualify for food assistance)

- Healthy/affordable grocery stores: 67%—below average, consistent with D7 having 9 grocery stores, though they are mostly concentrated in the dense commercial core
- Cultural food places: 30%—highest of any district, which is somewhat surprising for a predominantly white, higher-income district; may reflect the growing diversity of new apartment residents near Fairmont Park

Which additional food stores/resources would you most want? (all respondents)

- Farmers markets: 41%—above average; D7 has no farmers markets or stands, and is far away from where existing ones are in the city

Restaurants: 34 Sites

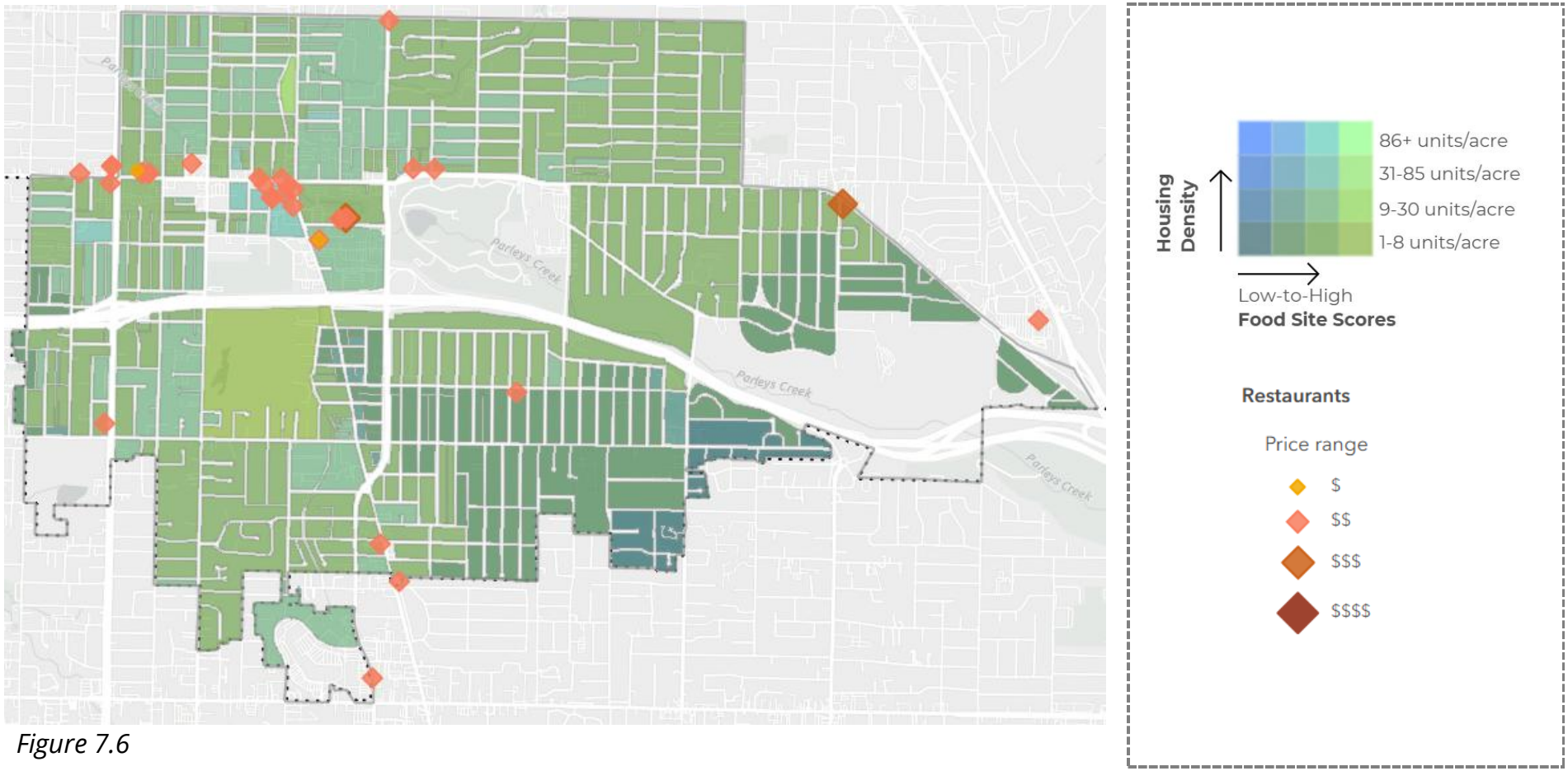


Figure 7.6

- Only four restaurants are in the lowest $ price range, while two are in the higher $$$ price range. The rest are medium-priced, $$.

Almost all of these are centered in the new, denser part of the city near Fairmont Park, which is also the lower income portion of the district. This is likely due to these apartments being in the mixed-use zone.

Survey feedback

How often do you: dine out; order delivery or take-away; cook or prepare meals from scratch; consume ready-to-eat packaged or prepared meals at home? (respondents who don't shop at the nearest store)

- Purchase prepared meals a few times a week: 18%—below average, somewhat surprising given D7's 38 restaurants, but may reflect that most are $$ or $$$ and not frequented weekly.

Urban Agriculture: 3 Sites

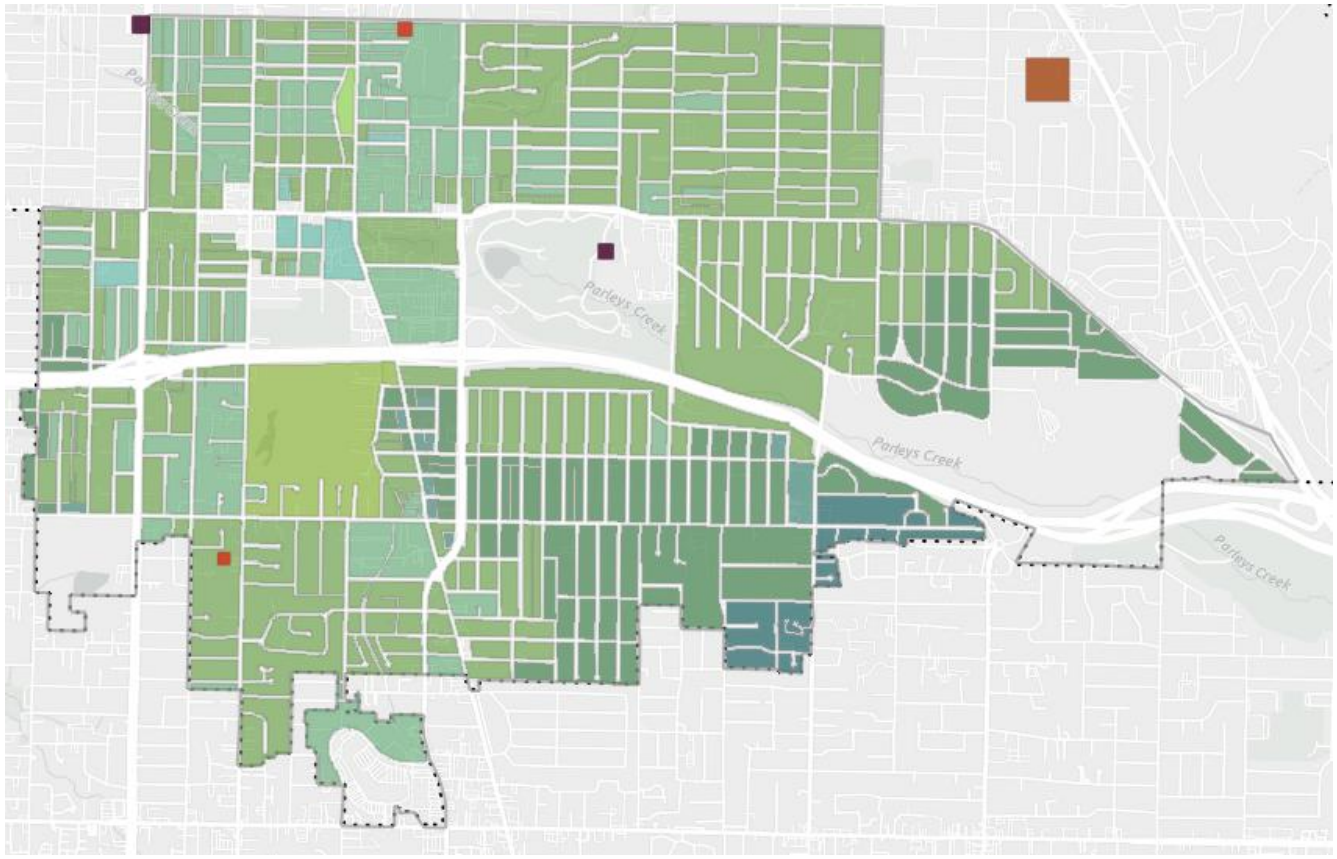




Figure 7.7

- 2 School Gardens
- 1 Community Garden

Survey Feedback

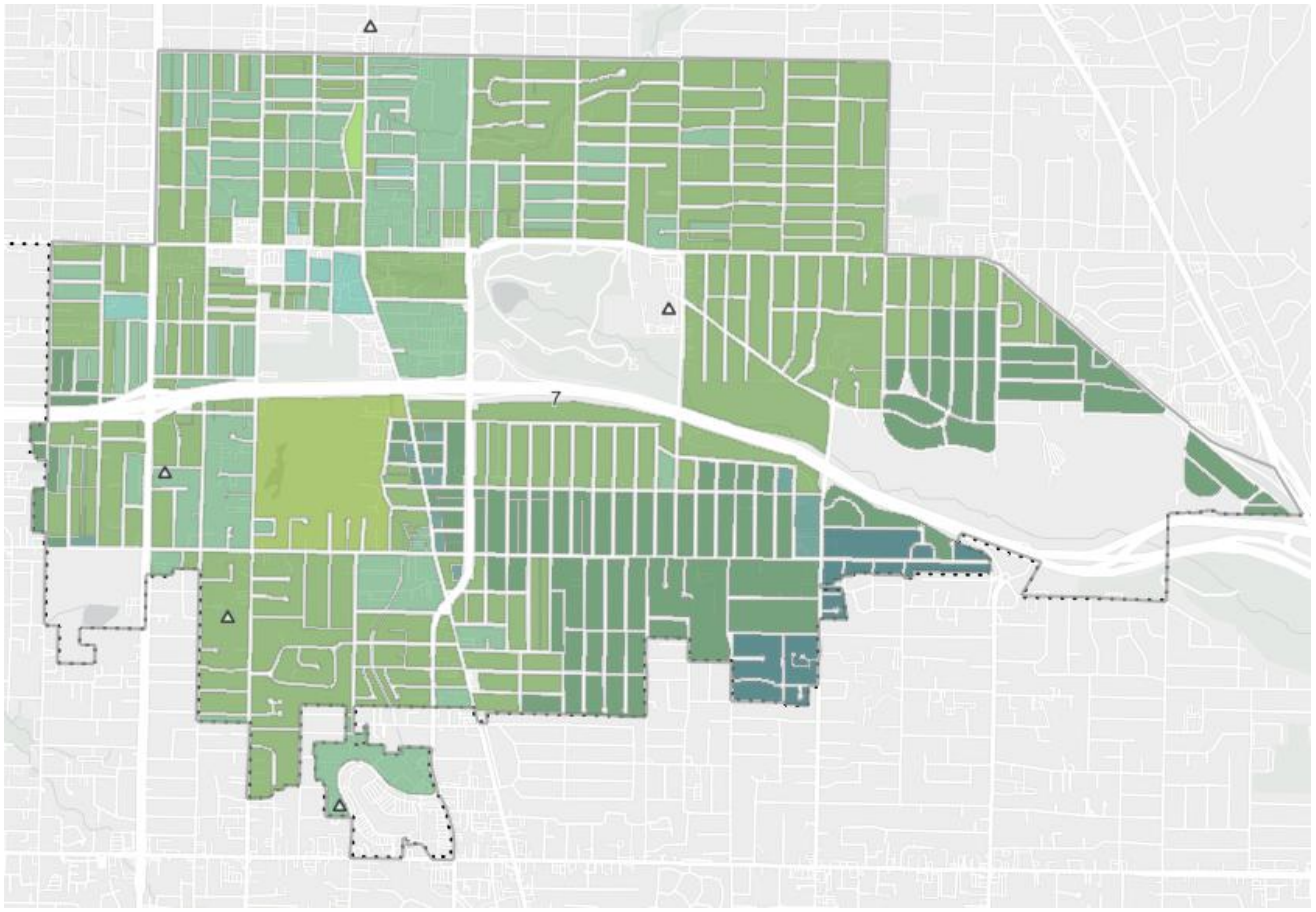
How do you grow your own food? (respondents who grow their own food)

- Home garden: 99%—highest of any district alongside D6; consistent with Sugar House's single-family housing stock outside the dense core, where the lots are larger
- Community garden: 1%—lowest of any district; D7 has only one community garden (Sugar House Park), and private yard space appears sufficient for most growers
- Raise chickens: 9%—above average, one of the higher districts. This tracks alongside the large number of home gardeners

What food-growing resources would you want? (respondents who don't grow their own food)

- D7 shows 30% interest in community greenhouses—close to average
- Classes/workshops: 28%—below average; lower interest in food-growing education consistent with D7's general satisfaction with existing resources

Food Assistance: 3 Sites



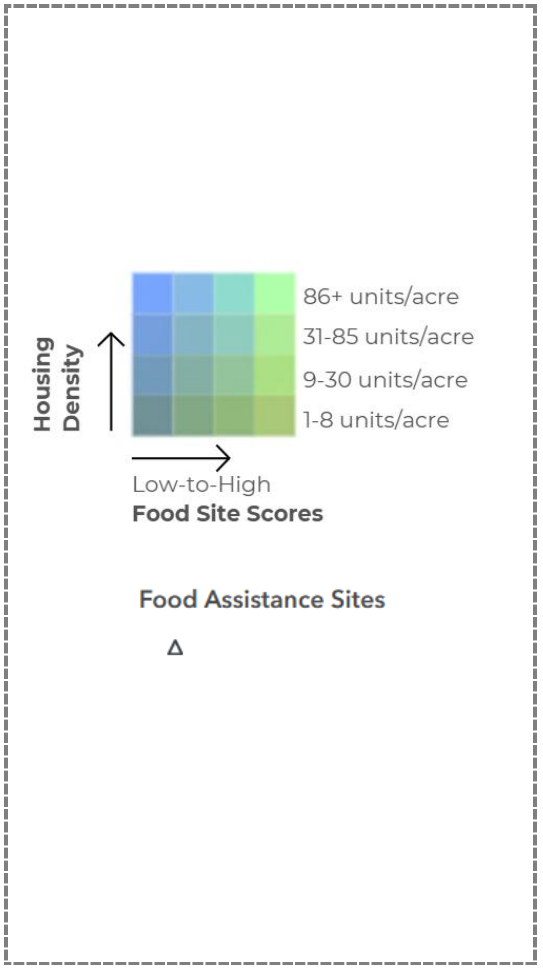


Figure 7.8

- 2 school pantries
- 1 mutual aid site

Survey feedback

What food resources would you most want in your neighborhood? (respondents who may qualify for food assistance)

- Free food resources: 3%—lowest of any district by a dramatic margin (next lowest is D6 at 25%); D7's higher-income population seems to have very low reliance on free food programs

Transportation

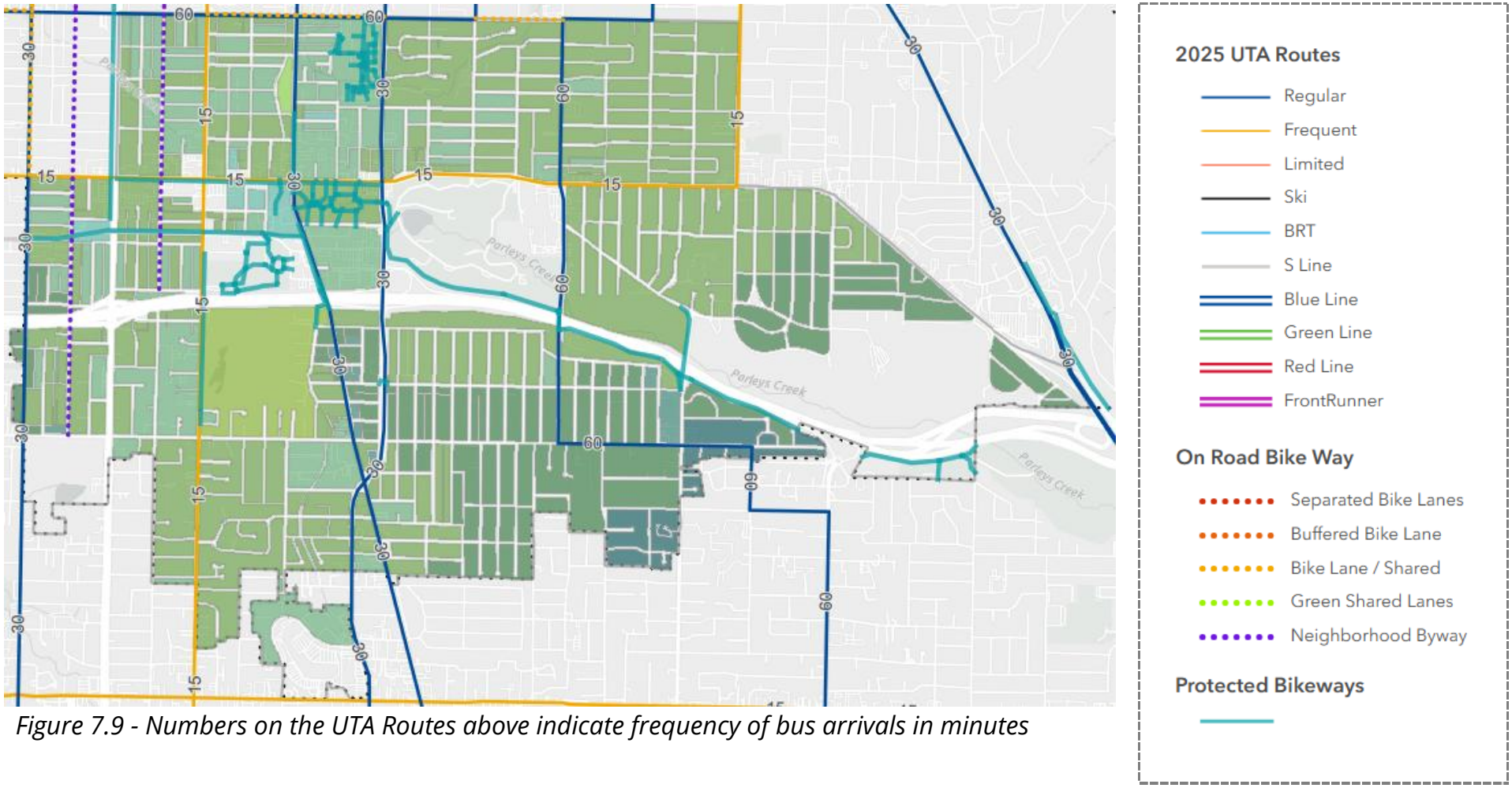


Figure 7.9 - Numbers on the UTA Routes above indicate frequency of bus arrivals in minutes

Transit Lines

- S-Line streetcar (currently expanding)
- Route 21, frequent (every 15 minutes)

Bicycle Paths

- Parleys Trail
- Paths on Westminster University campus

- Route 209, frequent (every 15 minutes)
- Route 220, regular (every 30 minutes)
- Route 213, regular (every 30 minutes)
- Route 223, regular (every 60 minutes)
- Route 205, regular (every 30 minutes), along the western edge
- Route 17, regular (every 60 minutes), along the northern edge
- Route 33, frequent (every 15 minutes), along the southern edge

- 600 East Neighborhood Byway
- Part of the 700 East Trail
- 1100 East
- 1700 South, Kensington Neighborhood Byway
- 2000 East Trail
- Hidden Hollow (between Sugar House Park and 1300 South, includes tunnel under 1300 S)
- 2100 Pathway (new shared use)

Zoning Opportunities

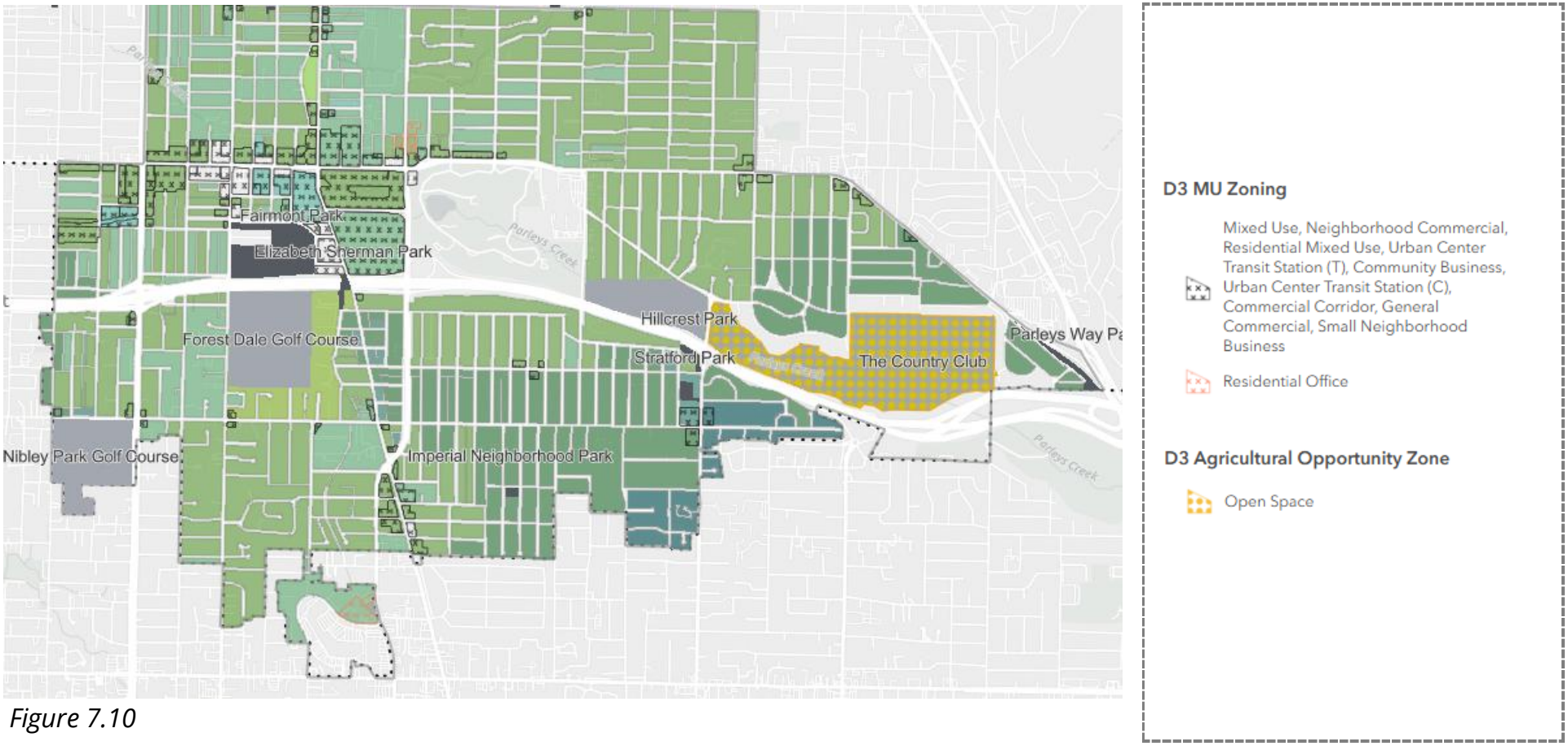


Figure 7.10

Mixed-Use Consolidated Zoning

District 7 might be one of the only districts that doesn't necessarily need any more commercial infill into its commercial zones, with much of the MU already being home to many restaurants. The district's several grocery stores are large, and near the MU zones. Some MU zoning, which was formerly commercial already, below Westminster University, near 700 East and in a pocket between 2100 South and 2700 South could include more food access, especially since these areas' medium-high scoring is so

influenced by nearby food access points like restaurants, rather than grocery stores. Notably, these areas border D5's eastern edges, which are the least populated by food access points of anywhere in that district.

Agricultural Opportunity

The only Open Space site overlaps with the Country Club golf course site, meaning that urban agricultural development here is extremely restricted. Sugar House Park already hosts a community garden and Fairmont Park may include a community garden in its upcoming redevelopment.

Conclusion

Key Issues

The SLC Food Environment Map shows where food access resources are available across the city and where gaps remain. Paired with the SLC Resident Food Access Survey, it provides a nuanced picture of the types of food residents can access, how they acquire it, and importantly, what additional resources they would like in their neighborhoods. These tools also reveal the social and infrastructural factors that shape food accessibility at a hyperlocal level.

Across all districts, five key issues emerged: the distribution of grocery stores, the scale of grocery options, mismatched resources for accessing healthy foods, transportation barriers, and constraints on urban agriculture. Using these themes, the map identifies priority areas where intervention is most needed, while survey responses help guide strategies tailored to each neighborhood. The next section explores each issue in detail, including the communities most affected and recommendations for improving food access citywide.

Key Issue	**Priority Areas**	
	Planning Area	**Council District**
Distribution of grocery stores. Grocery stores are a critical component of food access, but they are not distributed evenly across the city.	Northwest West Salt Lake	District 1 District 2
Scale of grocery options. Across the city, residents want more small retail options where they can get healthy, affordable, and locally produced food in their neighborhoods. The need for grocery options is highest in lower-income areas.	*Citywide*	

Mismatched resources for healthy food access. Food resources that are most available in low-income areas don't match the spending power or desire for healthy options of those communities. Restaurants, convenience stores, and food pantries are abundant; grocery stores and farmers markets are not.	Downtown Central Community	District 4 District 5
Transportation barriers. Number and type of resources is just one part food access; transportation options and connectivity are just as important.	Northwest West Salt Lake Capitol Hill	District 1 District 2 District 3
Urban agriculture opportunities are constrained. Food production depends on access to land and resources to use it. In a densifying city, land available and suitable for urban agriculture is severely limited.	Northwest West Salt Lake The Avenues Capitol Hill Downtown Central Community	District 1 District 2 District 3 District 4 District 5

Distribution of grocery stores

While this report emphasizes that food environments include many types of food access points, grocery stores, especially large, "full-service" supermarkets, remain a central component of food access in Salt Lake City. These stores offer a wide range of fresh, frozen, and packaged food items and household products at a variety of price options and accept SNAP and WIC payments. Of the 66 grocery stores in Salt Lake City, 26 are full-service supermarkets, making them the most common grocery store type. Survey results further underscore their importance: 79% of residents get the majority of their food from grocery stores/supermarkets, a number that rises to 85% when including big box retailers like Walmart and Target.

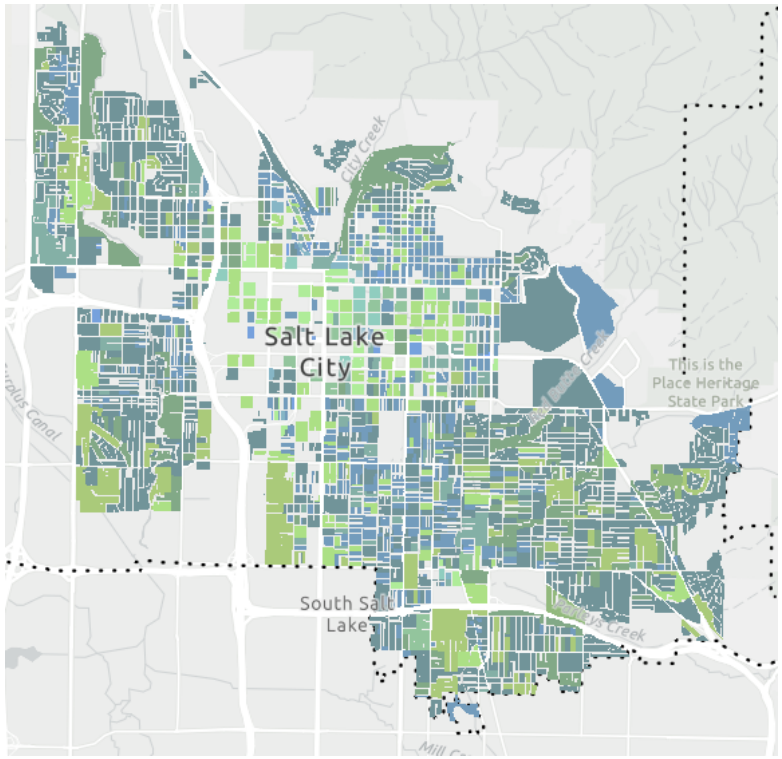


Figure 8.1 – Food access scores in Salt Lake City as they relate to grocery store scores only

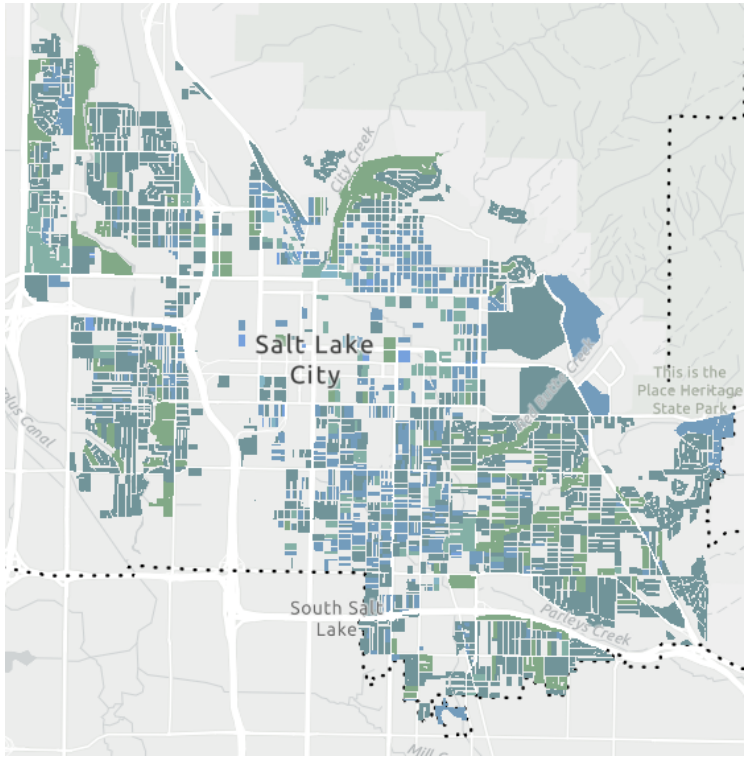
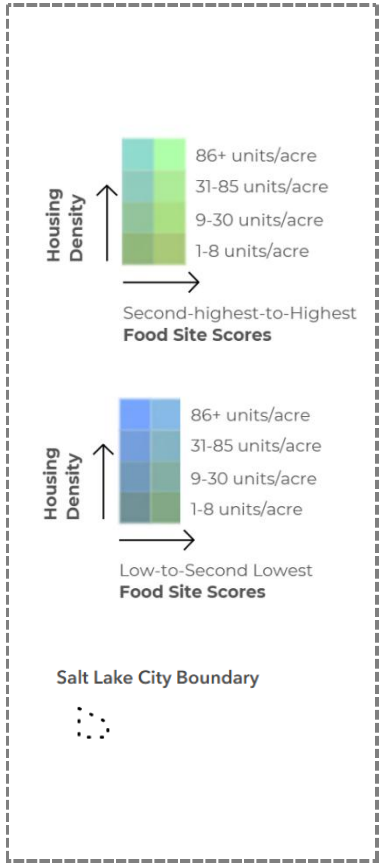


Figure 8.2 – Low-scoring grocery access scores only



To better understand the implications of this pattern, the food environment map was recalibrated to focus solely on grocery stores. This adjustment reveals a very different landscape where large portions of the city's housing blocks score low on grocery store proximity (Figures 8.1 and 8.2). These maps more clearly show where grocery access is limited across both low- and high-density areas and across income levels. Low-scoring blocks are highlighted in subsequent figures to illustrate how these gaps intersect with other community conditions.

Grocery store locations are largely determined by profitability; larger stores require a sufficient customer base to operate (Steuteville, 2012). Although standards for how many stores a community needs are limited, Salt Lake City's distribution suggests that grocery stores may be meeting their customer thresholds even as access remains uneven for residents. Table 4 highlights this imbalance: District 1 on the Westside, the city's second-most populous district, has only two large grocery stores, one for every 17,079 residents. District 3 has a single large grocery store serving all 27,143 residents. In contrast, District 5 has one large store for every 4,294 residents.

Table 4 – Number and ratio of large grocery stores to population by district

District	# of "full, large" grocery stores	District population	Store to population ratio
D1	2	34,158	1 : 17,079
D2	3	24,268	1 : 8,089
D3	1	27,143	1 : 27,143
D4	5	34,713	1 : 6,943
D5	6	25,768	1 : 4,294
D6	4	29,002	1 : 7,251
D7	5	31,165	1 : 6,233

Priority Areas

Although not all SLC shoppers use the closest store or shop within their district, most do (Table B3), making proximity a key factor in food access. District 3 stands out as an area with limited options, particularly in the Capitol Hill planning area where there is only one medium/small grocery store (Figure 9.3). The Westside has fewer grocery stores overall, restricting residents' ability to shop close to home. The Northwest planning area, covering most of District 1 and part of District 2, has only four stores, two large stores in District 1, one large store in District 2, and one small international market. West Salt Lake has eight stores, but one of its large stores is a hypermarket located in an industrial area off Redwood Road, far from residential neighborhoods. The store north of I-80 is more accessible to Northwest/District 1 than to most of District 2, leaving District 2 with only one centrally located large grocery store. Survey results reflect these constraints: 64% of District 1 residents and 67% of District 2 residents shop at the nearest grocery store, the highest rates citywide (Table B3), and both districts express the greatest need for additional full-service stores (23% and 26%, Table B4). Together, these conditions indicate that many Westside and Capitol Hill residents must rely on limited nearby options, making these areas clear priorities for improving grocery access.

Scale of Grocery Options

Because grocery stores are built where they are most profitable rather than where community need is highest, adding new full-service, large grocery stores is an unlikely pathway to resolving Salt Lake City's food access challenges, especially in low-income neighborhoods where buying power is lower. Additionally, the land requirements to support a large grocery store, which average more than 40,000 square feet (FMI – The Food Industry Association, 2026), could be increasingly difficult to find in a densifying city. Improving healthy food access therefore requires considering alternative models and aligning them with what residents say they need. The food environment map and survey results highlight strong interest in expanded options for fresh, healthy, and locally produced foods through small neighborhood or corner stores and farmers markets.

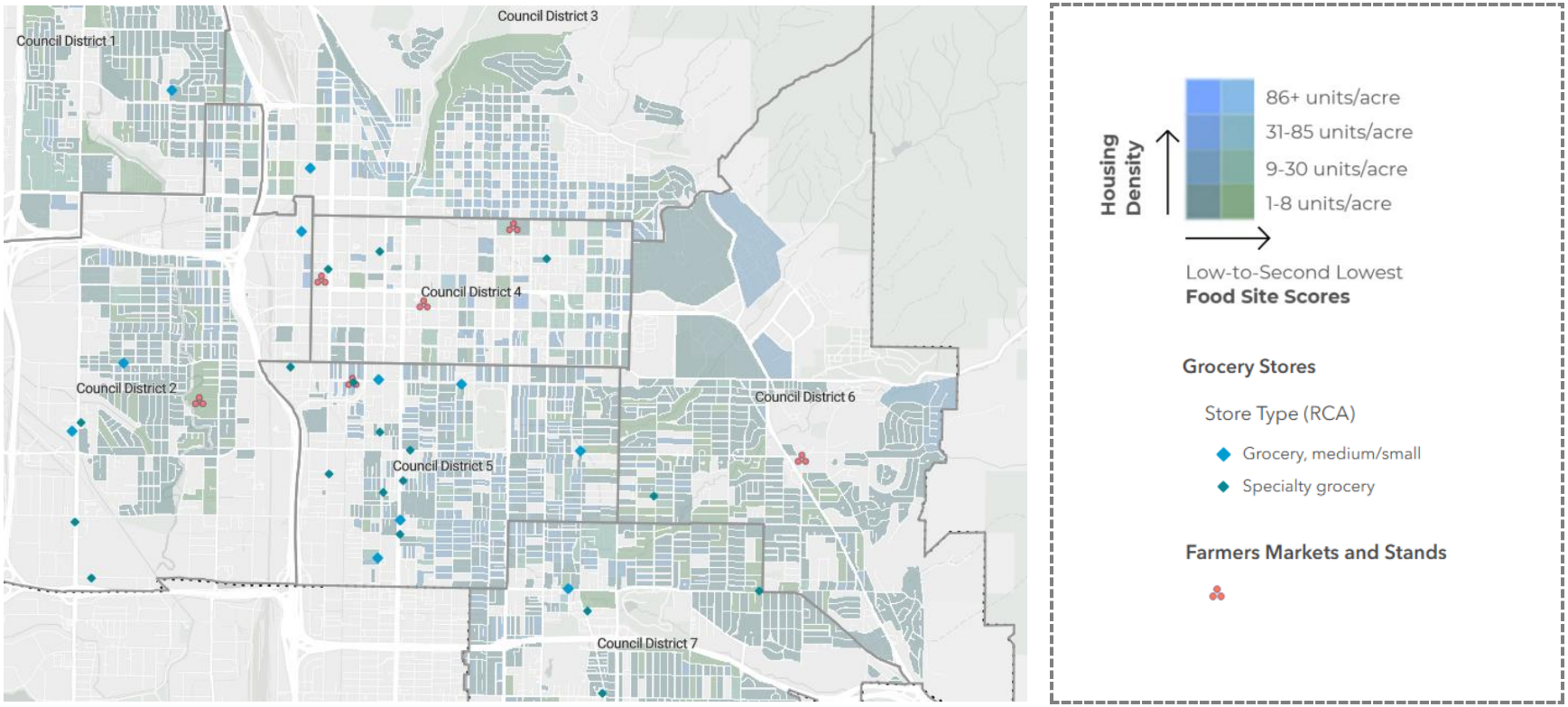


Figure 8.3 – Distribution of medium/small and specialty grocery stores and farmers markets citywide

Small, medium, and specialty grocery stores serve to provide more food options and to fill the gaps left by an absence of a large grocery store. At present, these kinds of stores are not widespread in most residential parts of the city (Figure 8.3). Neighborhood scale stores are especially important in lower-income areas like Northwest and West Salt Lake, where food insecurity is higher and residents rely more on driving and shopping close to home (Table B2). These districts also show some of the strongest support for more neighborhood markets (Table B1 and Table B4), indicating that additional nearby options could significantly improve access to healthy foods.

Survey responses across districts and income groups show a strong citywide desire for more of these neighborhood scale stores, especially those offering fresh, healthy, and affordable food. Among food-insecure respondents, every district expressed high interest in additional healthy and affordable grocery stores or neighborhood markets (Table B1). When all residents were asked what resources they would like in their neighborhoods, "more neighborhood markets or corner stores that sell fresh, healthy, and affordable food" ranked among the most desired additions—particularly in Districts 2–5. Farmers markets were similarly popular, drawing support from 32% to 50% of residents (Table 5).

Table 5

Which of the following additional food stores or resources, if any, would you be most interested in having in your neighborhood? Please select up to three (3).*
*All respondents

	Total	District						
	Avg	District 1	District 2	District 3	District 4	District 5	District 6	District 7
More full-service grocery stores or supermarkets	14%	23%	26%	12%	12%	10%	5%	7%
	158	41	43	19	32	14	2	7
More neighborhood markets or corner stores that sell fresh, healthy and affordable food	38%	27%	44%	48%	41%	46%	24%	33%
	425	47	80	54	124	67	15	38
Greater variety of food sold at existing neighborhood markets or corner stores	14%	19%	16%	24%	6%	11%	13%	13%
	150	34	33	27	19	19	7	11

Fresh food carts that sell affordable produce	21%	22%	23%	14%	24%	25%	17%	21%
	217	31	32	17	69	35	10	23
More farmers markets or other places to buy fresh, locally grown food	39%	34%	31%	41%	38%	39%	50%	41%
	431	63	60	57	119	58	30	44
Discount or incentive programs that make healthy food more affordable at grocery stores	30%	22%	29%	30%	30%	36%	37%	30%
	303	40	47	31	92	49	18	26
Stores that sell more food from my culture	5%	8%	6%	3%	6%	0%	6%	4%
	33	7	8	2	12	0	2	2
More reliable and accessible public transportation	12%	7%	7%	15%	18%	17%	10%	5%
	107	9	13	17	43	18	4	3
More affordable grocery delivery services	12%	12%	15%	9%	14%	13%	19%	5%
	108	14	16	11	37	15	8	7
More healthy restaurant and fast food options	26%	38%	32%	20%	21%	21%	30%	25%
	272	59	53	24	63	34	14	25
None of the above - I'm satisfied with the food stores and resources in my neighborhood	12%	10%	8%	10%	12%	13%	10%	20%
	169	18	20	27	47	23	5	28
Total	100%	100%	100%	100%	100%	100%	100%	100%
	1106	166	178	139	307	151	53	111

For food-insecure respondents, interest in neighborhood markets is highest in Districts 1, 3, 5, and 6 (Table B1). In Districts 1 and 3, this likely reflects the limited number of existing stores. In Districts 5 and 6, grocery options are clustered along major transportation corridors, such as 300 W and Foothill Boulevard, leaving many residents without walkable access to food retail. Farmers markets and small local markets are concentrated Downtown and in Central Community. The scheduled closure of the only farmers market on the Westside after 2026 will further limit access to fresh, local food in the West Salt Lake and Northwest areas (Districts 1 and 2).

Importantly, interest in small neighborhood scale grocery stores exceeds interest in additional full-size grocery stores. This may indicate that residents feel large stores are generally adequate but insufficient in providing healthy or desired options, or that neighborhood scale markets offer more convenient access for walking, biking, transit, and last-minute needs. Smaller stores distributed more evenly across the city could also support more frequent, lower-cost grocery trips and reduce reliance on driving. These stores could also reduce transportation emissions and improve air quality by reducing car trips to large grocery stores and ease congestion in areas like 2100 South, where large supermarkets currently draw shoppers from several neighborhoods. As the city continues to grow and densify and as transportation priorities change, localized food access will be increasingly important for residents.

Priority Areas

Expanding neighborhood scale markets across the city would improve affordability, convenience, and environmental outcomes for all SLC residents. Expansion of smaller markets could also open up more accessible retail opportunities for local producers to respond to the interest in fresh, locally produced foods indicated by the strong demand for farmers markets (Figure 8.3 and Table B4). Northwest and West Salt Lake (Districts 1 and 2) are notable areas for investment in grocery access due to the intersection of lower incomes, more transportation barriers, and fewer food access sites overall, but the benefits of expanding small market access would be shared citywide.

Mismatched Resources for Healthy Food Access

When all types of food access sites are considered, restaurants are by far the most common food outlets in Salt Lake City (Table 6). If restaurants are removed from the food environment analysis (Table 7), convenience stores and food assistance sites become the most prevalent food access points, with District 5 as the only exception due to its relatively high number of grocery stores.

This pattern underscores that citywide, Salt Lake City lacks sufficient fresh food retail options**.** Mapping results illustrate this clearly: high-scoring areas largely reflect the density of restaurants (Figure 8.4) and within the highest scoring blocks, restaurants dominate (Figure 8.5). As discussed, maps showing only grocery store scores demonstrate how limited fresh food access is when separated from other food site types (Figure 8.1). When area incomes are also considered, it becomes clear that the food resources most widely available in Salt Lake City do not align with residents' spending power or their desire for fresh food.

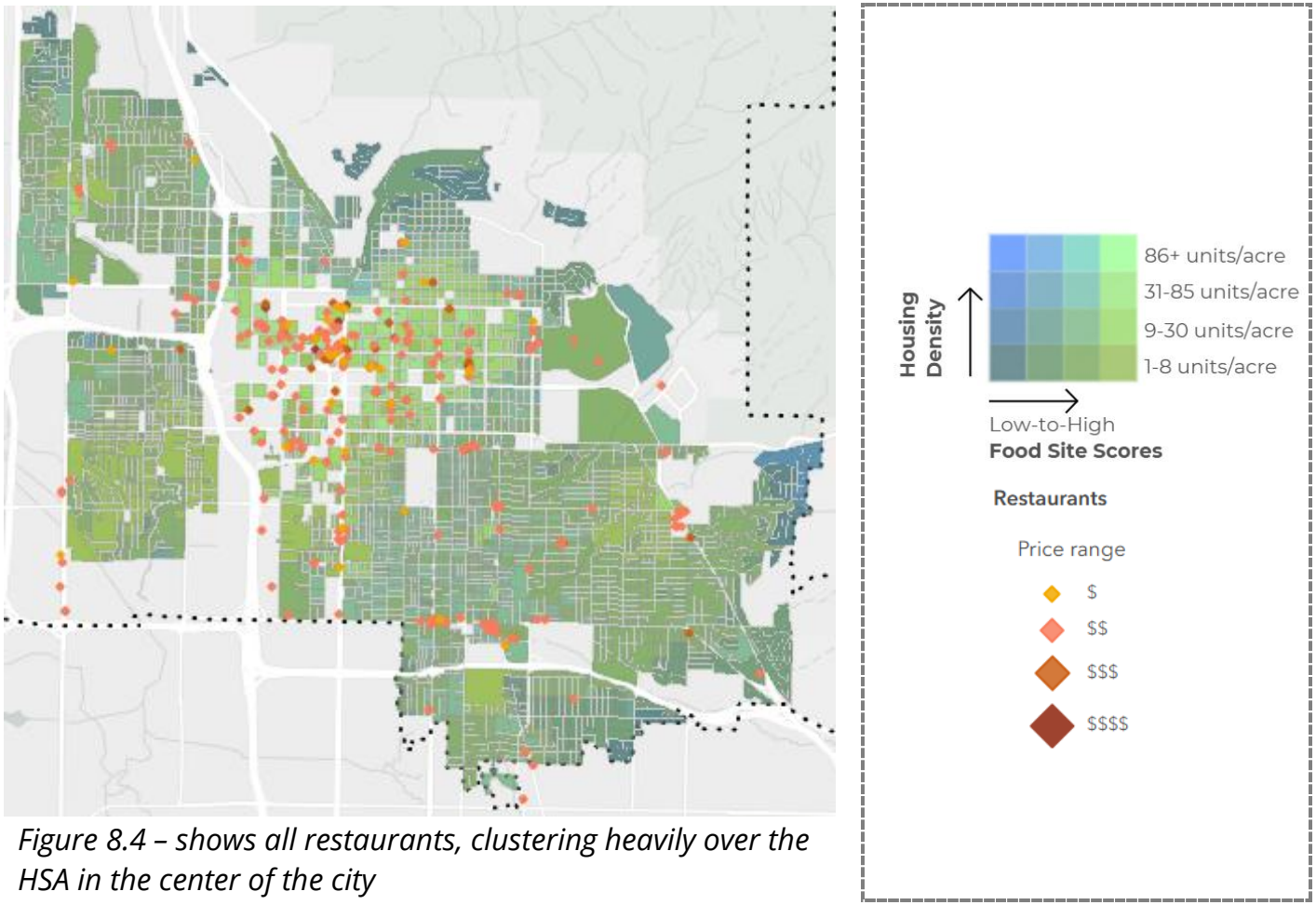


Figure 8.4 – shows all restaurants, clustering heavily over the HSA in the center of the city

Table 6 – Most frequent food site types across districts and types

Site type	District 1	District 2	District 3	District 4	District 5	District 6	District 7	Citywide
Grocery	3	9	2	8	20	5	9	**56**
Farmers Market/Stand	0	1	0	3	1	1	0	**6**
Food Assistance	12	16	3	12	11	6	4	**64**
Restaurant	7	19	17	126	49	20	34	**272**
Convenience Store	13	14	7	21	18	6	13	**92**
Urban Agriculture Site	13	12	7	10	8	6	3	**59**
Total sites	**51**	**74**	**37**	**189**	**110**	**45**	**67**	

Table 7 – Most frequent food site types across districts and types with restaurants removed

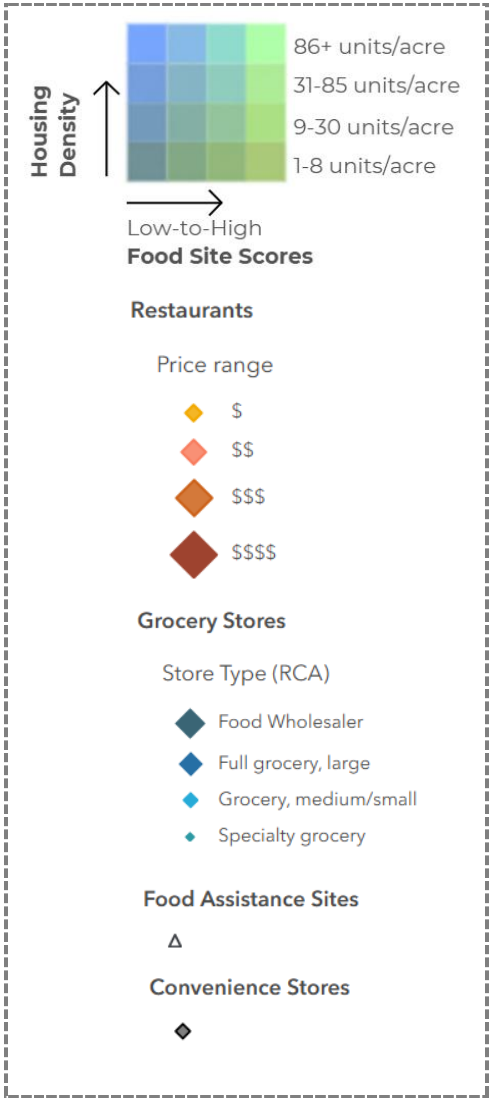
Site type	District 1	District 2	District 3	District 4	District 5	District 6	District 7	Citywide
Grocery	3	9	2	8	20	5	9	**56**
Farmers Market/Stand	0	1	0	3	1	1	0	**6**
Food Assistance	12	16	3	12	11	6	4	**64**
Convenience Store	13	14	7	21	18	6	13	**92**
Urban Agriculture Site	13	12	7	10	8	6	3	**59**
Total sites	41	52	19	54	58	24	29	

This mismatch of available resources and resident needs has direct implications for both affordability and equitable health outcomes. Restaurants provide benefits through convenience, support to the local economy, and contribution to neighborhood character, but meals purchased there are also typically more expensive and, in the case of fast food, often less nutritious than home-prepared meals. Convenience stores and food pantries primarily offer shelf stable and pre-packaged foods, meaning that the most accessible food options often do not meet residents' preferences for fresh foods or support their nutritional needs. Convenience stores are also the most common food sites that accept SNAP, potentially increasing their use among lower-income households and raising concerns about health impacts linked to reliance on the foods available in these stores. These conditions disproportionately affect residents with limited financial resources or transportation options to shop outside of their neighborhoods.

Income is clearly a central driver of food access, enabling some residents to overcome barriers to get the food they want and need while making those barriers more difficult for others. The prevalence and continued demand for food assistance indicates that many households cannot afford or access food through existing retail options.



Figure 8.5 – This block in Central City (District 4) at 300 East scores 34 total points and is immediately surrounded by 1 grocery store, 4 convenience stores, 1 seasonal farmers market, 3 urban ag sites, and 18 restaurants



Lower-income districts (1, 2, 4, and 5) show significantly higher demand for food assistance compared to higher-income districts (3, 6, and 7), even though these resources are already concentrated in these areas (Figure 8.6). For example, District 7 reports 3% demand for free food resources with only four existing sites, whereas District 4 reports 32% demand and eleven sites (Table 8).

Despite limited grocery options, few food assistance sites, and higher average restaurant prices, Districts 6 and 7 report the highest satisfaction with existing food resources (Table B4). These districts also have high driving rates and low use of nearby grocery stores, further suggesting that access to personal vehicles and financial resources helps residents overcome local food access barriers.

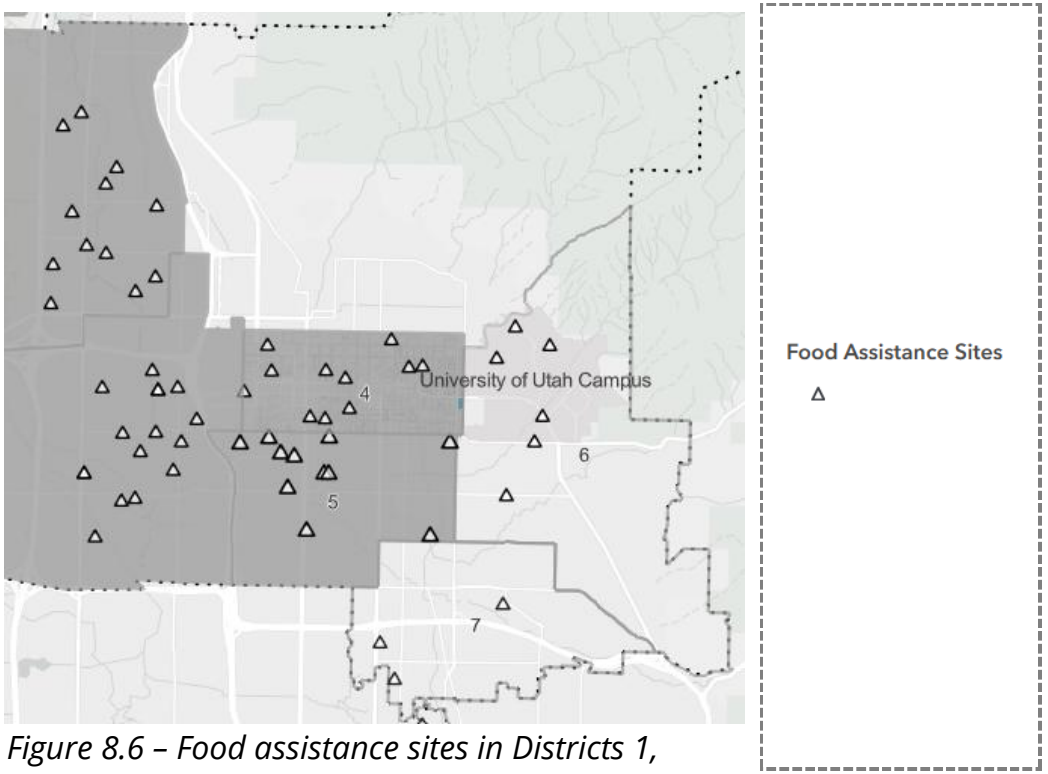


Figure 8.6 – Food assistance sites in Districts 1, 2, 4, 5, 6, and 7 showing more sites in the first four districts. The districts that are grayed out represent those that reported wanting more food assistance sites in the survey (Table 6)

Table 8

Below is a list of potential resources that may help residents meet their food needs. Which of the following resources would be most helpful for your household? Please select up to three (3).*
*For respondents that may qualify for Food Assistance Programs.

	District						
	D1	**D2**	D3	**D4**	**D5**	D6	D7
More healthy and affordable grocery stores or neighborhood markets in my area	77%	59%	84%	61%	77%	85%	67%

	47	59	37	77	34	11	13
More free food resources in my community (food pantries or meal program)	**31%**	**30%**	23%	**32%**	**28%**	25%	3%
	18	24	12	37	12	3	1
More places in my community to get food from my culture	23%	17%	4%	17%	10%	4%	30%
	11	12	2	17	4	1	4
Greater ability to choose what foods I get at food pantries or other free groceries food programs	13%	38%	16%	24%	32%	20%	15%
	9	27	10	36	12	3	2
Different hours in free food resources (food pantries or meal programs)	16%	22%	19%	15%	27%	17%	9%
	11	17	10	19	8	3	2
Nutrition and cooking classes	34%	28%	42%	42%	30%	27%	33%
	14	29	18	42	13	3	5
Total	100%	100%	100%	100%	100%	100%	100%
	57	87	47	120	44	14	18

Priority Areas

Resource mismatch is most present in Downtown and parts of the Central Community (Districts 4 and 5). In these areas, restaurants, convenience stores, and food assistance sites cluster within low-income, high-density census tracts, while grocery stores are comparatively scarce (Figure 8.7). As a result, residents most frequently encounter higher cost restaurant meals or processed foods from convenience stores and food pantries rather than fresh food options. Survey results reflect these patterns. In District 4, 26% of residents who do not shop at their nearest grocery store dine out a few times per week. These findings support identifying Downtown and the Central Community as priority areas for rebalancing food access sites with resident resources.

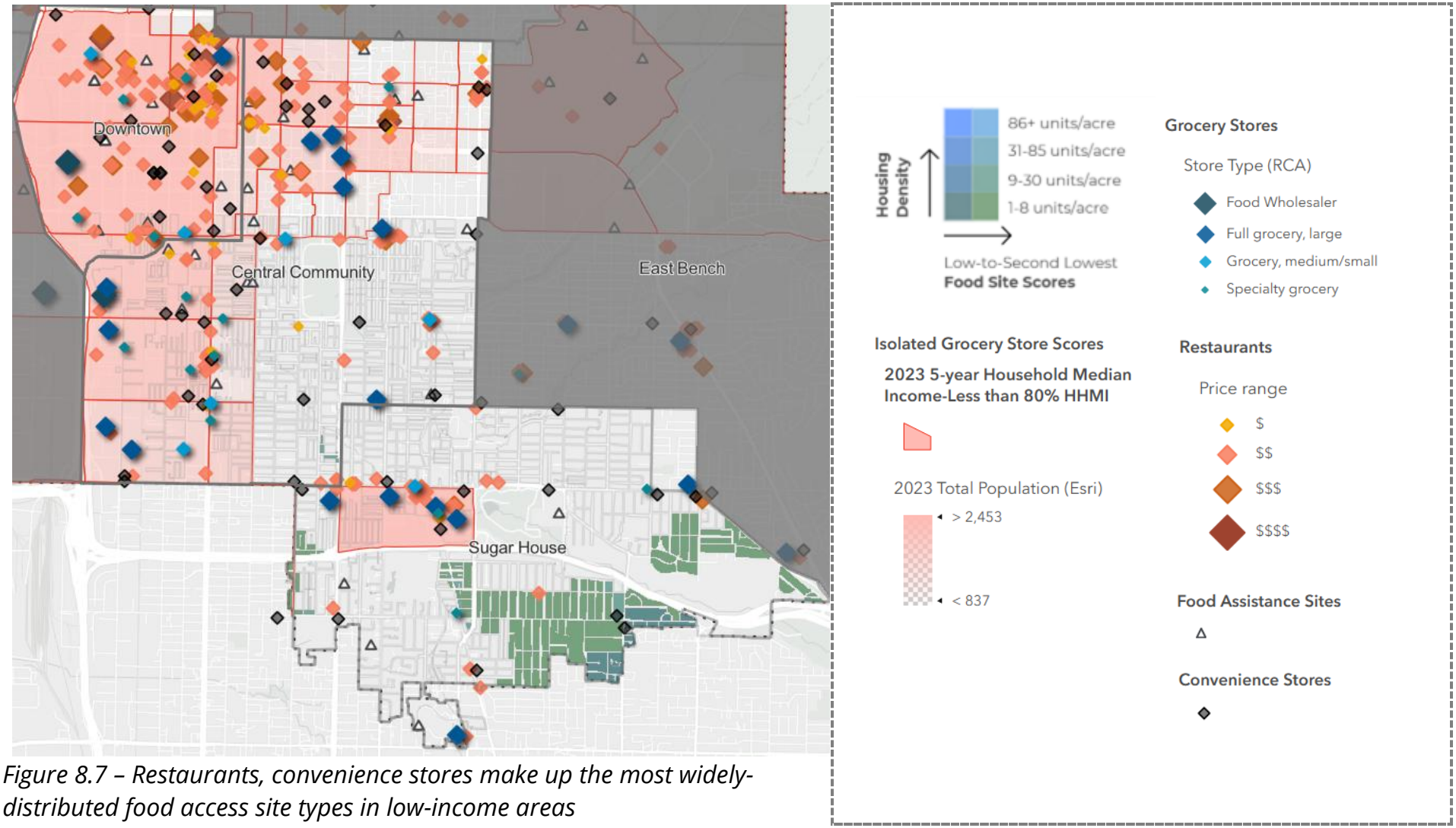


Figure 8.7 – Restaurants, convenience stores make up the most widely-distributed food access site types in low-income areas

Transportation barriers to food access

Grocery stores have traditionally been designed for car access, which is reflected in their placement along major roads and commuting corridors and their inclusion of large parking lots. This is visible in locations such as the District 4 cluster of stores at 700 East (Figure 4.5), the Sugar House business district (Figure 7.5), and along 300 West in District 2 (Figure 2.5). These siting choices are intentional, aimed at maximizing customer reach.

Salt Lake City, however, is shifting away from car-centric infrastructure to improve air quality and align with modern urban planning approaches that emphasize public and active transportation. Food access sites, particularly grocery stores, play a key role in creating walkable cities (Horton et al., 2025). Currently, most major grocery stores in Salt Lake City follow the traditional large-format model and are not well-integrated with bus routes, transit stops, or active transportation networks. Figures 8.8–9.1 illustrate this misalignment by showing 5-minute walking radii around large stores and the limited nearby transit options.

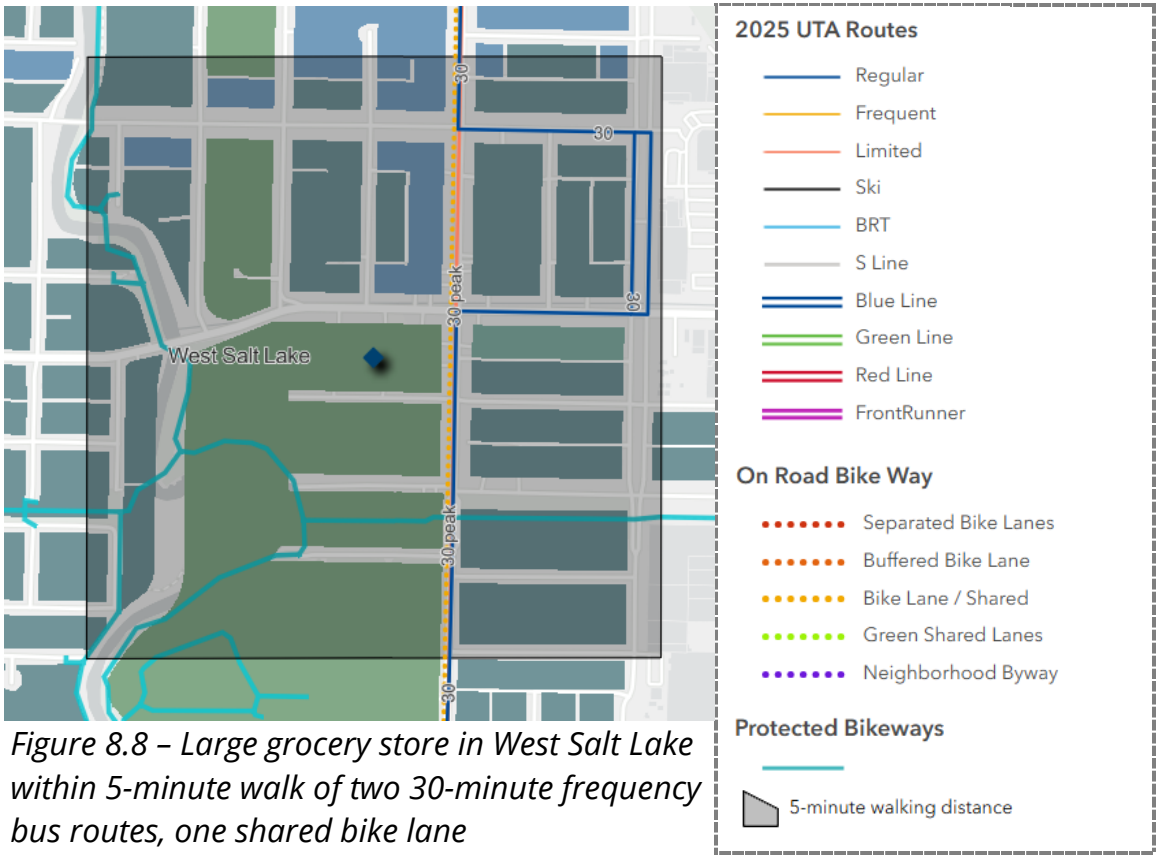


Figure 8.8 – Large grocery store in West Salt Lake within 5-minute walk of two 30-minute frequency bus routes, one shared bike lane

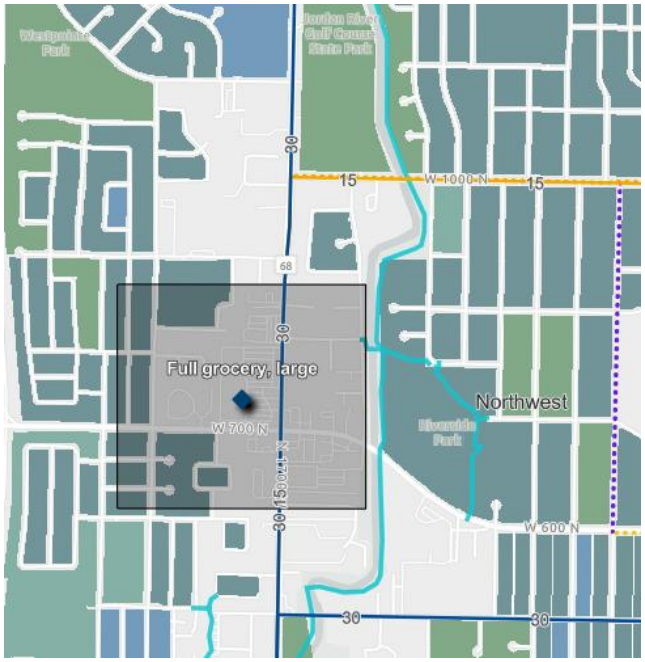


Figure 8.9 – Large grocery store in Northwest within a 5-minute walk of one 30-minute frequency bus route

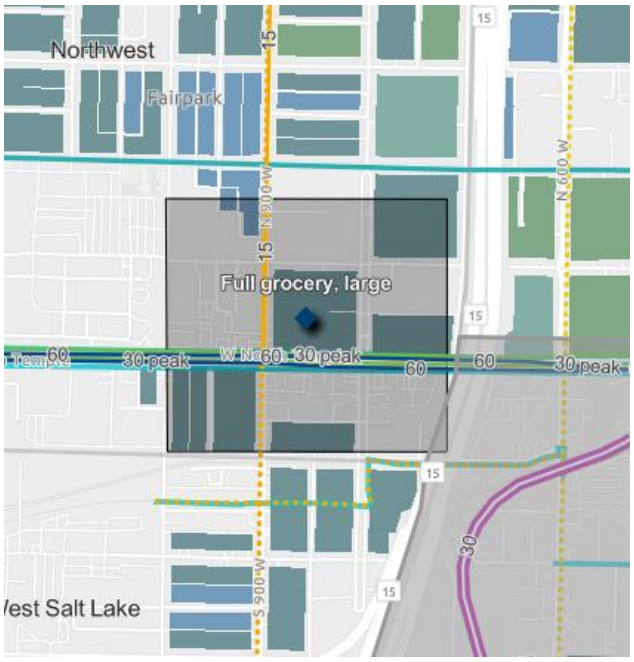


Figure 8.10 – Connected example: large grocery store in Northwest within 5-minute walk of TRAX green line, one 15-minute transit line, one shared bike lane



Figure 9.1 – Large grocery store in West Salt Lake, within a 5-minute walk of one 15-minute frequency transit line, one 30-minute frequency transit line

Driving remains the dominant mode of travel citywide, with transit use especially low in districts with poor transit connectivity (Table B2). Although still quite low, District 4 in the Central Community has the highest walking rate (15%) and transit use (4%) for grocery trips, likely due to its density of housing, amenities, and transit lines (Figure 4.9). District 5 has the highest biking rate (8%), likely supported by its dense network of bikeways like the 9 Line (Figure 5.9). In District 1, 4% of food-insecure respondents use transit, likely influenced by a major grocery store located near a TRAX line and a frequent bus route (Figure 8.10). Districts 1 and 2 share the lowest walking rate (3%). In District 2, transit use is 0%, while biking is slightly higher at 4%, possibly due to connections to the Jordan River Trail and the 9 Line bikeways (Figure 8.8). Low transit use appears tied to the limited frequency of nearby routes, shown in Figures 8.8 and 9.1.

A major barrier for Westside neighborhoods is the Union Pacific rail line, which separates the east and west sides of the city and frequently blocks crossings for extended periods. In District 2, it appears as the thick pink line in Figure 2.9 and partially in Figure 8.10. This creates additional isolation for Westside residents, who already have fewer grocery stores. Whether traveling by car, bus, foot, or bike, they must contend with stopped trains. As a result, transit routes on the Westside are less frequent, reducing public transit's convenience and appeal.

Income is another key factor shaping how residents access transit and grocery stores. Lower-income households may have limited funds for a personal vehicle or gas, making longer trips to stores outside their neighborhood less feasible. They may also have less time available for travel, which helps explain the higher rates of shopping at nearby stores in Districts 1 and 2 and the low transit use reported in the survey. When households do not have access to a personal vehicle, they rely more heavily on the food resources available within their neighborhood or reachable by foot or by transit. Yet, as noted earlier, transit gaps and barriers make this difficult. Overall, more than 70% of Salt Lake City residents who qualify for food assistance report driving to the store (Table B2), underscoring how car dependence persists even among those with fewer resources.

Priority Areas

Figures 9.2–9.4 show that Northwest, West Salt Lake, and Capitol Hill face overlapping challenges: limited grocery store distribution, poor transit connectivity, and low-income census tracts with high population density. The Union Pacific railway further restricts movement between the Westside and Eastside, increasing isolation from grocery options and making transit or active travel less practical. While District 3 includes both Capitol Hill and the higher-income Avenues, Capitol Hill mirrors Northwest and West Salt Lake in having few grocery stores (Figure 3.5) and limited transit connectivity (Figure 3.9). With concentrations of low-income residents across all three planning areas, each needs more reliable options for where people can shop and how they can get there.

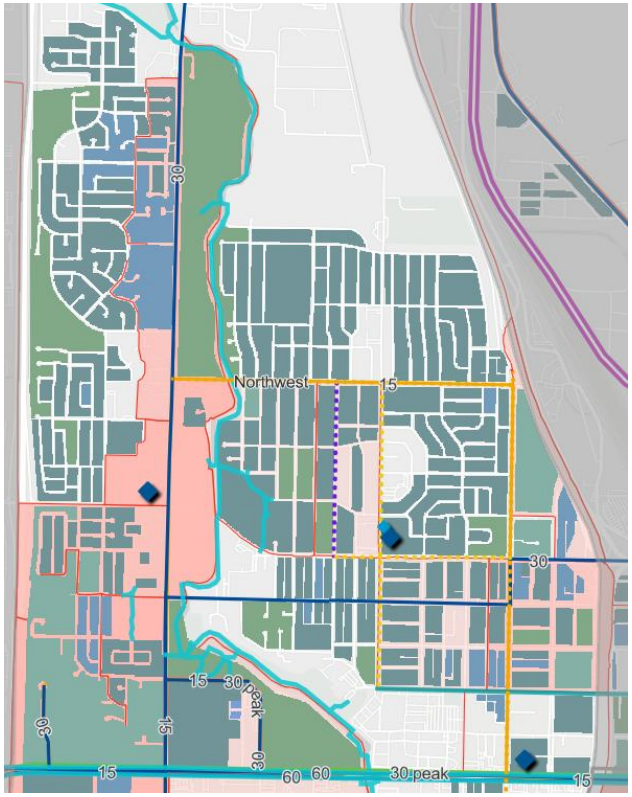


Figure 9.2 – Northwest

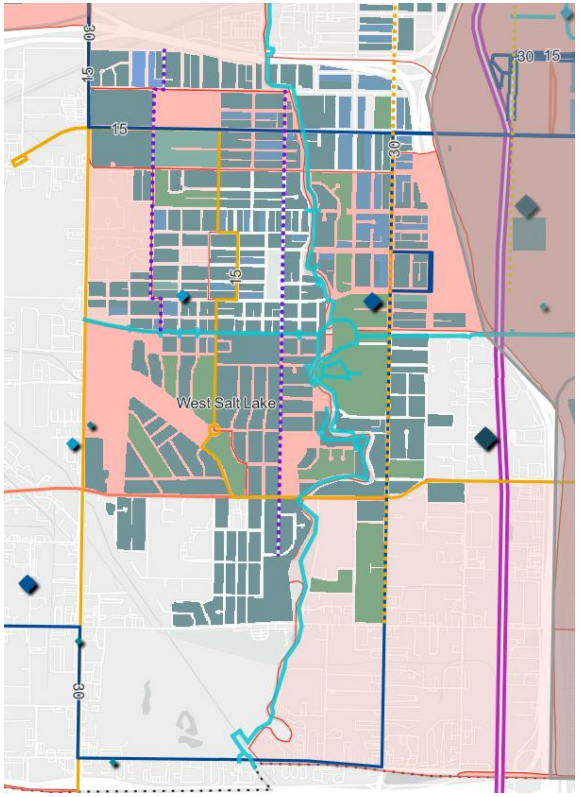


Figure 9.3 – West Salt Lake

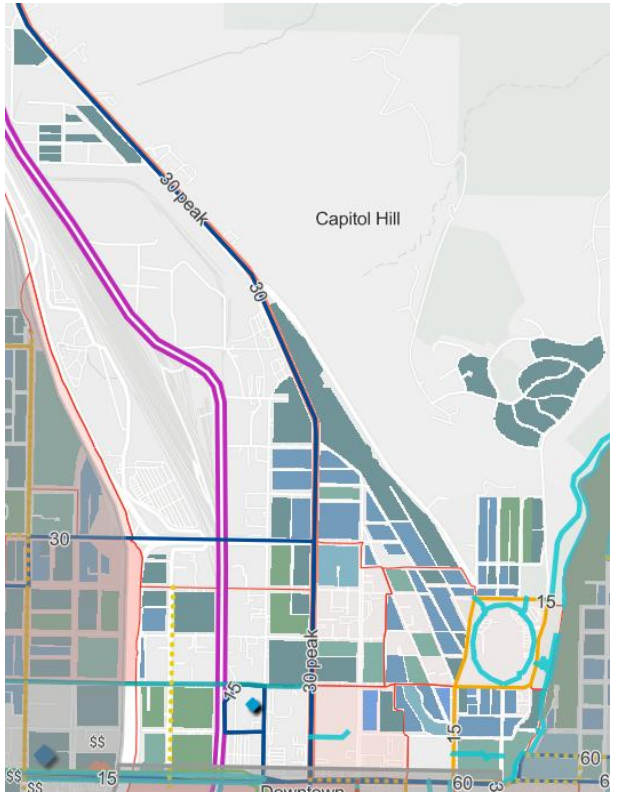
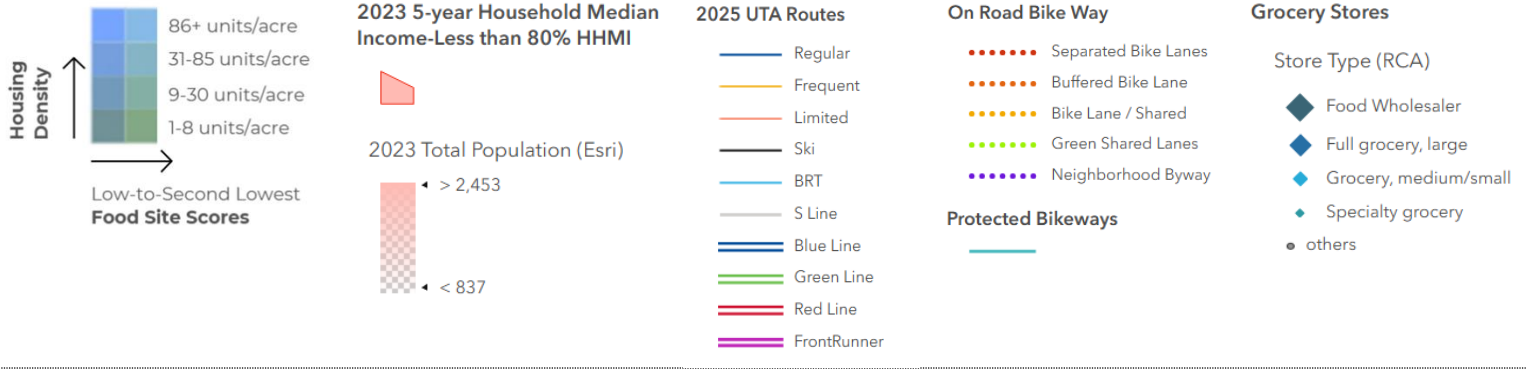


Figure 9.4 – Capitol Hill



Urban Agriculture: Constraints on Food Production

Urban agriculture offers an additional pathway for residents to access fresh, healthy foods while also creating social, environmental, and economic benefits. Although it cannot meet a full diet or year-round food needs, home and community gardens and local farms provide high-quality, nutrient-dense options and enable people to grow and access culturally important foods that may not be available in grocery stores.

Salt Lake City has long been connected to local food production, originally planned around agricultural spaces to support an isolated settler population. Despite this history and continued community support for growing food locally, challenges related to limited land access, rising costs, and development pressure threaten the future of food production in the city. Residents in denser neighborhoods need shared spaces to grow food, while those with available land often need support to use it effectively for food production.

Residents who report growing some of their own food in Salt Lake City do so almost exclusively in home gardens, regardless of district (Table B6). The only exception is District 3, which relies heavily on community gardens to provide access to opportunities to grow food, with 17% of residents that grow food doing so at a community garden, the highest rate citywide by a large margin. Compared to the Westside, Eastside neighborhoods like Central Community (District 5), the East Bench (District 6), and Sugar House (District 7), have fewer community gardens but higher reported home gardening rates (Table B6). Interest in more space to grow food is correspondingly lower in the districts with the highest rates of at-home gardening compared to those with fewer opportunities (Table B7).

Food production is most constrained in Districts 3 and 4, where small lot sizes and high density of multifamily dwellings limit opportunities for home gardening. These districts, along with District 5, show the strongest interest in access to land for growing food but lack sufficient open space suitable for food production. District 4 has eight gardens and an orchard but still shows the highest desire for more growing space (47%). In the highly built-out Districts 3, 4, and 5, demand for land to grow food exceeds the spaces available to do so.

Urban agriculture is most concentrated in Districts 1 and 2, with 13 and 12 food production sites respectively. District 1's sites are primarily community gardens along with two urban farms/ranches. District 2 contains five urban farms, the highest number citywide and nearly half of all farms located within the city. The clustering of farms and gardens on the Westside has created an informal "agrihood," where residents and farmers steward the large lots common to these neighborhoods for food production (Figure 9.5). Although lower land costs and larger lots have supported urban agriculture, zoning changes enabling more multifamily development could reduce available growing space and jeopardize these community-built asset. Given the Westside's history of underinvestment and higher barriers to healthy food access, preserving existing gardens and farms warrants careful consideration in future land-use decisions.

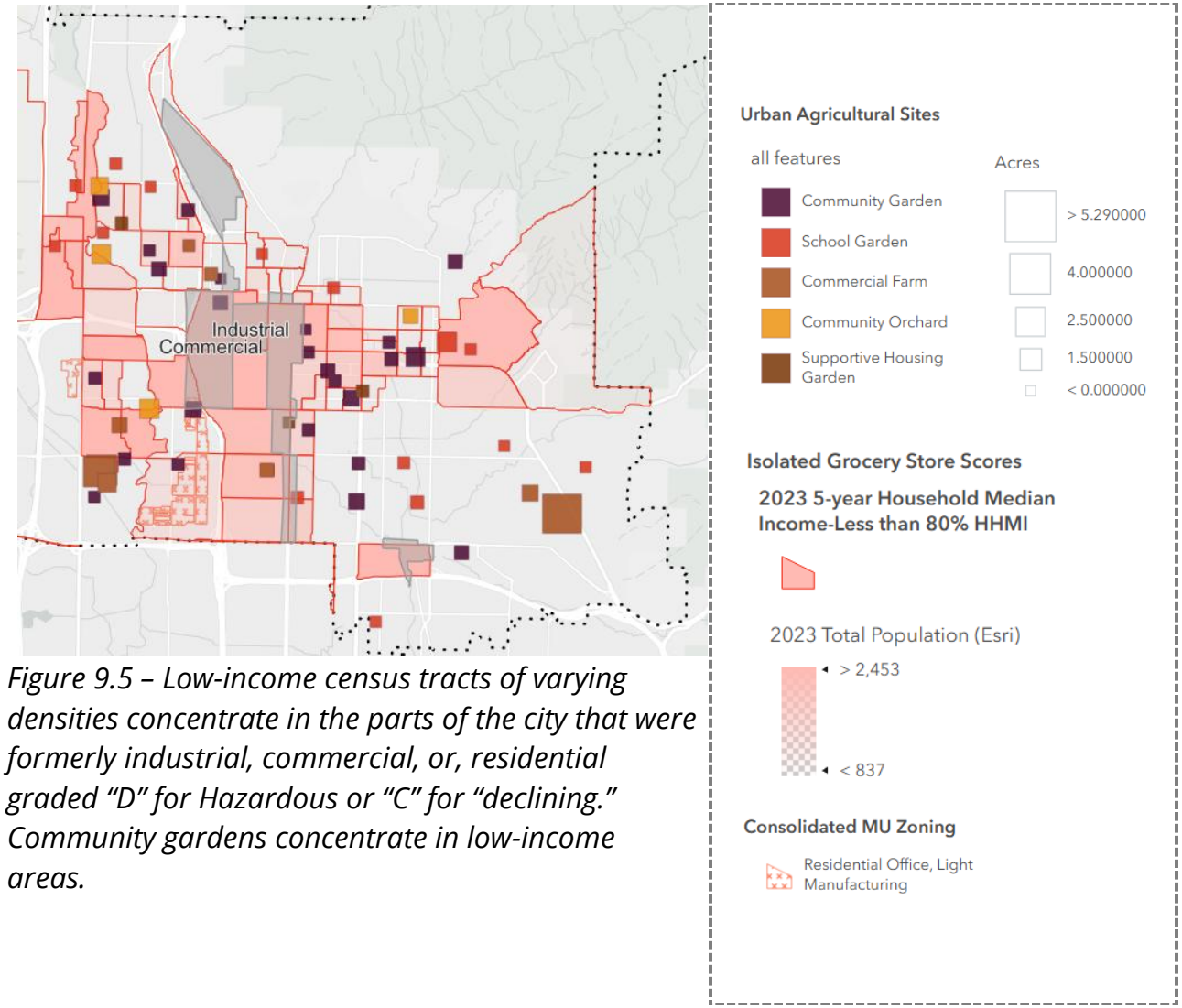


Figure 9.5 – Low-income census tracts of varying densities concentrate in the parts of the city that were formerly industrial, commercial, or, residential graded "D" for Hazardous or "C" for "declining." Community gardens concentrate in low-income areas.

Environmental, land use, and economic conditions also shape food production potential, especially on the Westside. Industrial and manufacturing land uses cluster in historically low-graded redlined areas, contributing to patterns of disinvestment, lower property values, and lower incomes (Figures 9.5 and 9.6). Additionally, several creeks flow from the mountains to the east across the city and into the Jordan River. These flows, periodic flooding events, and nearby industrial use can deposit pollutants into soils, increasing the likelihood of contamination in Westside neighborhoods. Affordability and access to resources remain key barriers to home gardening for Districts 1 and 2 with higher reported interest in classes, support, and equipment for growing food at home than most other districts (Table B7).

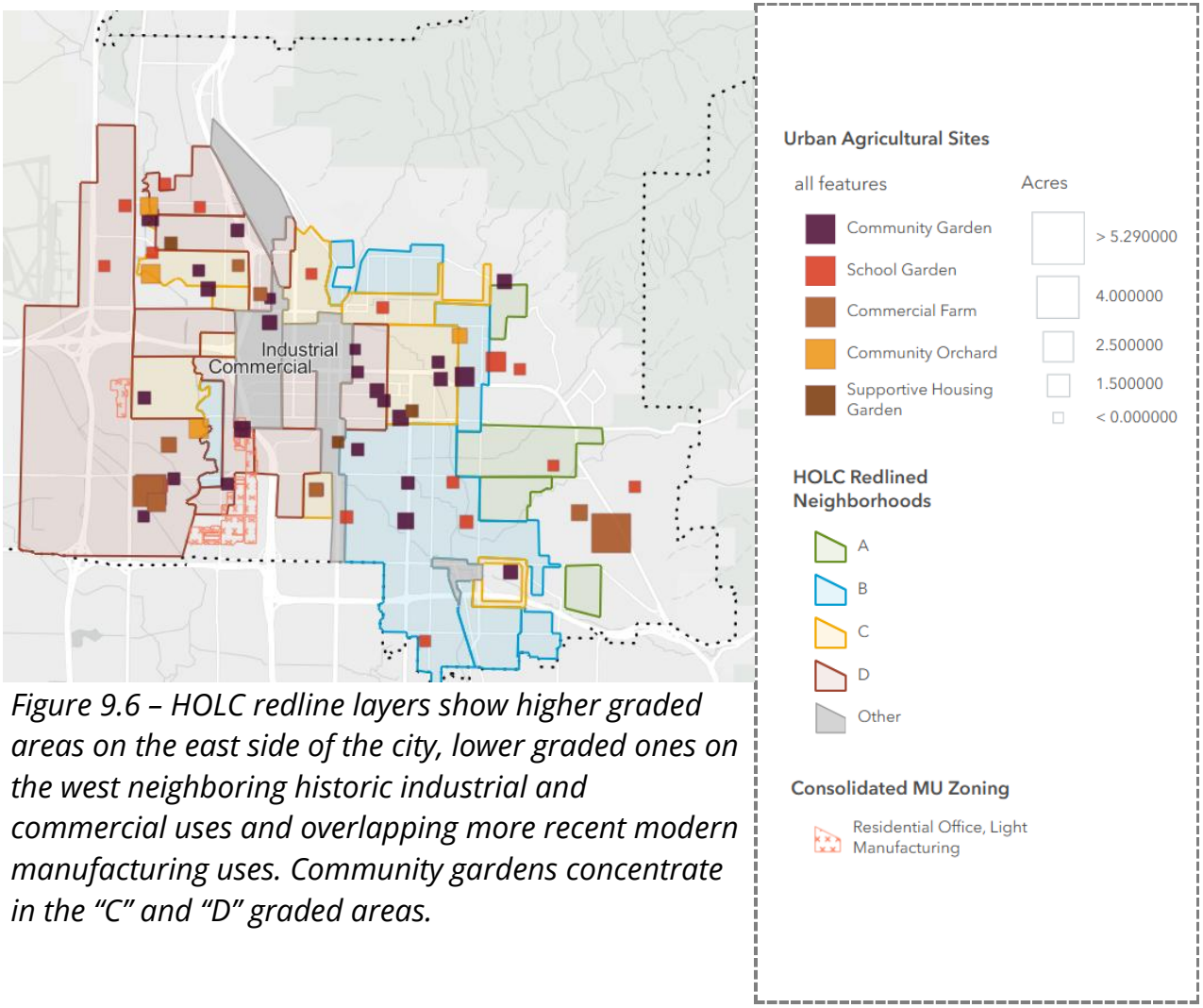


Figure 9.6 – HOLC redline layers show higher graded areas on the east side of the city, lower graded ones on the west neighboring historic industrial and commercial uses and overlapping more recent modern manufacturing uses. Community gardens concentrate in the "C" and "D" graded areas.

Priority Areas

Food production depends on both having access to land and having the resources and knowledge to use it. In some parts of the city, demand for food growing space is high but available land is scarce; in others, land is available, but residents need support to make use of it. As the city grows and densifies, protecting existing urban agriculture sites will be essential citywide. Dense

planning areas such as the Avenues, Capitol Hill, Downtown, and Central Community (Districts 3, 4, and 5) have extremely limited open space remaining. To meet residents' demand for opportunities to grow food, especially in lower-income areas, existing public parks, rooftops, apartment courtyards, plazas, and new developments should be assessed for their ability to support urban agriculture and for their proximity to housing and transit. Creative solutions like community greenhouses, edible landscaping, or rooftop gardens will be necessary to support food production in developed areas that lack in-ground space and experience other challenges of growing in a built environment such as shading from buildings.

Residents in the West Salt Lake and Northwest planning areas (Districts 1 and 2) need resources and support to better use the large lots and open spaces available in their neighborhoods. Given the history of underinvestment in these areas, limited grocery and transportation access, and lower average incomes, investing in these communities' capacity to use their land for food production should be a priority. Protection of the spaces currently in use and those suitable and available for urban agriculture should also be prioritized as neighborhood infill, densification initiatives, and development for industrial use intensifies.

Recommendations

In the recommendations section below, the high-priority areas identified in this conclusion are used to show how planners, city departments, divisions, their programs, and City Council members can draw on existing tools and policies to address the food access gaps outlined in this report. These actions can help ensure residents gain access to food in the places they want and in the ways they prefer to access it. The table below summarizes the overarching citywide recommendations for each key issue, with a full version available at the link provided.

Full Recommendation Table

Key Issue	Priority Areas		Recommendations
	Planning Area	**District**	
Grocery Distribution	Northwest West Salt Lake Capitol Hill	District 1 District 2 District 3	**Invest in grocery stores of all scales to promote equitable and affordable healthy food access.** Use MU zoning, financial incentives, and public-private partnerships to attract neighborhood markets*; explore ACU zoning in lower-density residential areas; explore healthy markets programs and incentives*
Grocery Scale	*Citywide*		
Mismatched Resources	Downtown Central Community	District 4 District 5	
Transportation Barriers	Northwest West Salt Lake Capitol Hill	District 1 District 2 District 3	**Improve transit and connectivity to food access sites.** Target new food site development along transit corridors; improve pedestrian and cyclist infrastructure near and to existing and planned food sites; take food access into account when considering public transit route and frequency planning.

Urban Agriculture	Northwest West Salt Lake The Avenues Capitol Hill Downtown Central Community	District 1 District 2 District 3 District 4 District 5	**Support urban agriculture and food production.** Pass a dedicated urban agriculture ordinance; expand city land available for gardens and farms*; provide grants for low-income neighborhoods and residents*; amend codes limiting farm stands; protect land via easements and community land trusts; fund workshops and technical assistance for urban growers; revise grant processes to reach underserved applicants*; explore greenhouses and rooftop farming; include gardening space in multifamily residential developments*

*Resident Food Equity Advisor Recommendation

Expanding on this project

If this project is revisited in the future, several approaches could help improve its accuracy, representation, and usefulness. The gaps and limitations noted in the "Methods, Definitions and Map Layer purposes" section could be addressed, and updates will be needed as food access sites, housing density, and transportation options evolve over time. Below is a list of ways this report could be expanded and strengthened in future iterations.

Research Framework

One thing this report has aimed to highlight is how the distribution of food and kinds of food available to people shape daily life. Eating requires going out to find food at some point, whether for ingredients, a full meal, or a snack, and to get any of these things requires not only places that offer ingredients, meals, or snacks exist, but a means of getting to these places. The most unifying piece of data in this report is that most people drive their own car to get to food. Reasons for this are tied most clearly Salt Lake City's reliance on car-centric infrastructure, but are exacerbated by large, inaccessible block sizes, insufficient public transportation options, grocery store clustering around major roadways, and barriers that make walking, biking, or using mobility devices harder, like steep hillside neighborhoods and the Union Pacific rail crossing that blocks the East side from the West side.

While case studies used to inform the development of this project focused largely on urban agriculture, a future report could focus more on cities where food access outcomes have improved. Questions to consider include:

- Does increased access to neighborhood scale stores or markets improve resident access to fresh foods and/or more frequent trips for fewer items?
- Does increased access to neighborhood scale stores increase walking, biking, or taking transit and reduce car trips?
- Does increased access to neighborhood scale stores or markets improve physical and/or mental health of residents?
- Do more neighborhood-scale stores or markets connect meaningfully to local producers and provide residents with locally produced food options that support a local economy? If so, how?
- What factors go into creating more neighborhood-scale food options that are successful?

- How can small business owners be incentivized or supported in opening the kinds of food site types that are lacking, like stores or markets that offer fresh and/or locally produced food?
- Does increased access to nearby neighborhood-scale stores or markets reduce food waste and wasteful spending by reducing reliance on bulk grocery trips to large grocery stores?

Mapping and Data Updates

This map will need to be updated over time to remain useful. Restaurants, grocery stores, farmers markets, and gardens and farms have opened or closed since the beginning of this project's making. Bus frequencies and line offerings are updated almost yearly and will certainly continue to change as the Salt Lake City Olympics approach and public transit receives more investment and improvements. Since the beginning of this report, Salt Lake City Transportation has also had to recalibrate to consider legislative updates in early 2026 regarding oversight over Salt Lake City traffic calming improvements, which impacts future potential bike and pedestrian infrastructure. Housing density, which helps create the scored gradient on the map, will shift as development continues around the city.

An update to this project should include:

- Ground-truthing of all food site types to confirm veracity of their location and status (especially restaurants)
- Updates to transit information and bikeways
- Updated data on demographic information, household income, and housing density based on the next most-recent 5-year American Community Survey (which would be in 2027)
- A new walkshed based on network analysis of real walking paths instead of buffers. Network analysis was not available for this project, but would provide a more accurate rendering of how long it takes to walk from housing blocks to food access sites.

Besides updates to this project, a revisitation of this map could include more information. Supplemental information like what kinds of foods are offered at stores would provide a better picture of not just what kinds of food site types are in a neighborhood, but what foods they really offer. This would add a level of understanding around the healthiness of foods being offered, which is not something this report is able to assess. Other supplemental information to include would be:

- Expansion of food site types to include bars, cafes, specialty sites like bakeries, and institutional settings like schools, hospitals, civic centers, and prisons or jails
- Inclusion of opportunity zones on the map that are already designated as areas for investment and improvement

Data Analysis Options

Another way to look at this project would be to consider the population who have access to food site types instead of the housing blocks and their density. The current map was made by creating buffer layers for each 5-, 10-, and 15-minute walkshed around each food site then adding a food access score to each housing block within the respective buffer layers. These scores were then intersected with the housing density offered by each housing block. A future version of the map could offer simple population information by showing how many people are within a certain distance of each food site. This would offer another way to better understand how existing food resources are serving residents and to set more precise goals or targets for improving access in certain areas and track any changes made.

Community Outreach

While the survey data used to inform this report is from 2022 and the rest of the demographic information on the map and in the report are from 2023, the survey was not made with this project in mind. The comprehensive report contained questions that were relevant to this project, so feedback from those questions was used to better understand the conclusions coming from the map data. However, a revisitation of this project could include an updated survey with questions designed to align more closely with what we'd like to learn more about. There are many questions about residents buying habits and resident desires for resources. What could be useful would be to ask more questions about resident ideals. These could include:

- How would they like to travel to the store?
- What kinds of foods would they like to buy?
- If given the opportunity or support, would they start a food-related business like a store, restaurant, or urban farm?

Appendix

Selected survey responses and analysis

Table B1

Below is a list of potential resources that may help residents meet their food needs. Which of the following resources would be most h household? Please select up to three (3).*
*For respondents that may qualify for Food Assistance Programs.

		BIPOC		Disability		Age				
	Avg	BIPOC	White	Yes	No	18-34	35-44	45-54	55-64	65+
More healthy and affordable grocery stores or neighborhood markets in my area	71%	64%	78%	70%	73%	76%	71%	64%	67%	69%
	1641	65	198	98	180	88	43	44	48	43
More free food resources in my community (food pantries or meal program)	27%	23%	29%	36%	23%	29%	29%	20%	27%	24%
	634	29	72	46	61	36	18	15	19	17
More places in my community to get food from my culture	14%	21%	9%	15%	14%	16%	19%	13%	12%	3%
	301	29	20	16	35	21	11	8	5	3
Greater ability to choose what foods I get at food pantries or other free groceries food programs	25%	23%	21%	39%	17%	19%	28%	20%	37%	20%
	582	28	63	54	45	21	17	16	24	17

Different hours in free food resources (food pantries or meal programs)	19%	19%	17%	28%	14%	16%	16%	26%	21%	15%
	412	20	46	34	36	17	13	13	12	11
Nutrition and cooking classes	32%	34%	36%	24%	39%	41%	27%	34%	23%	26%
	733	36	84	30	94	48	18	23	12	16
Total	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
	4303	109	260	138	249	113	60	67	67	64

		District							<185% FPL		<130% FPL	
	Avg	D1	D2	D3	D4	D5	D6	D7	Yes	No	Yes	No
More healthy and affordable grocery stores or neighborhood markets in my area	71%	77%	59%	84%	61%	77%	85%	67%	60%	75%	60%	75%
	1641	47	59	37	77	34	11	13	57	221	53	225
More free food resources in my community (food pantries or meal program)	27%	31%	30%	23%	32%	28%	25%	3%	46%	21%	49%	21%
	634	18	24	12	37	12	3	1	43	64	41	66
More places in my community to get food from my culture	14%	23%	17%	4%	17%	10%	4%	30%	9%	16%	9%	16%
	301	11	12	2	17	4	1	4	10	41	9	42
Greater ability to choose what foods I get at food pantries or other free groceries food programs	25%	13%	38%	16%	24%	32%	20%	15%	46%	17%	47%	18%
	582	9	27	10	36	12	3	2	44	55	43	56

Different hours in free food resources (food pantries or meal programs)	19%	16%	22%	19%	15%	27%	17%	9%	20%	18%	23%	17%
	412	11	17	10	19	8	3	2	25	45	25	45
Nutrition and cooking classes	32%	34%	28%	42%	42%	30%	27%	33%	29%	36%	26%	36%
	733	14	29	18	42	13	3	5	21	103	19	105
Total	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
	4303	57	87	47	120	44	14	18	95	292	90	297

BIPOC / White

BIPOC respondents showed higher interest in culturally relevant food access than white respondents (notably for "food from my culture").

White respondents showed higher demand for more healthy/affordable grocery stores than BIPOC respondents.

BIPOC respondents were more likely to want increased choice within food assistance programs than white respondents.

White respondents showed less interest in free food resources compared to BIPOC respondents.

Disability status

Both disabled and nondisabled individuals expressed interest in more healthy and affordable grocery stores near them.

Their second-most selected choices though were very different. Disabled individuals most favored more choice at food assistance sites (39%) while the same amount of nondisabled individuals were more likely to desire access to cooking and nutrition classes (39%).

Age

Younger adults (18–34) consistently showed the highest demand across most resource types, especially:

- Healthy/affordable grocery stores
- Free food resources
- Nutrition/cooking classes

Older adults (65+) consistently showed the lowest demand across most categories, especially:

- Culturally specific foods
- Different hours for food resources

Ages 35–44 had the highest interest in culturally specific food access compared to other age groups.

Ages 55–64 showed the highest interest in having more choice within food assistance programs.

District

D6 and D3 had the highest support for more healthy/affordable grocery stores (85% and 84%), while D2 was the lowest at 59%.

D7 had the highest interest in culturally specific food places (30%), while D3 and D6 were the lowest (4% each).

D2 and D5 had notably higher interest in food pantry choice (38% and 32% respectively) compared to other districts, where most were 13–24%.

D5 had the highest interest in different free food resource hours (27%), while D7 was the lowest (9%)

D3 and D4 tied for the highest interest in nutrition and cooking classes (42%), while D6 was the lowest (27%)

D6 had the smallest raw respondent counts across nearly all categories (1–13), meaning that few residents from the full survey pool were those who may have qualified for food assistance and were directed to answer this question.

% Below Federal Poverty Line

Respondents below 185% and 130% FPL had the same preference for more affordable grocery stores (60%), and were close on also prioritizing wanting more pantries and more options at them.

Key takeaways

Demand for healthy/affordable grocery stores is the top priority across all groups and is the average top answer.

Free food resources are a secondary priority but show larger variation between groups than grocery access.

Table B2

How do you typically get to the store, market, food pantry, meal site, and/or other location(s) where you most often get food?*
*Respondents that may qualify for Food Assistance Programs.

	Total	BIPOC		Disability		Age				
	Average	BIPOC	White	Yes	No	18-34	35-44	45-54	55-64	65+
Drive my own car	84%	80%	86%	70%	88%	80%	91%	86%	87%	81%
	934	162	740	182	752	210	169	134	164	233
Borrow someone else's car	0%	0%	1%	1%	0%	1%	0%	0%	0%	1%
	7	2	5	3	4	3	0	0	0	3
	2%	3%	1%	5%	1%	2%	0%	2%	0%	5%

Get a ride from someone outside my household	19	5	13	10	9	3	1	3	0	12
Public transportation (bus, TRAX, streetcar)	3%	6%	1%	6%	2%	4%	2%	1%	2%	1%
	25	8	17	12	13	9	2	3	5	5
Walk or travel using a mobility device (wheelchair, etc.)	6%	5%	7%	7%	6%	7%	2%	4%	7%	8%
	77	10	67	21	56	26	8	11	11	20
Bike	3%	3%	3%	5%	3%	4%	4%	5%	1%	1%
	33	4	27	7	26	13	6	8	3	2
Taxi/Ride Share (Uber, Lyft, etc.)	0%	0%	0%	1%	0%	0%	0%	0%	0%	0%
	2	0	2	2	0	1	0	0	1	0
Other, please specify:	2%	3%	1%	5%	1%	1%	1%	1%	2%	3%
	22	8	13	11	11	3	2	2	6	9
Total	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
	1119	199	884	248	871	268	188	161	190	284

	Total	District							Below 185% FPL		Below 130% FPL	
	Average	District 1	District 2	District 3	District 4	District 5	District 6	District 7	Yes	No	Yes	No
Drive my own car	84%	87%	88%	86%	72%	77%	91%	91%	68%	86%	67%	86%
	934	147	159	124	227	127	48	101	85	849	79	855
Borrow someone else's car	0%	0%	0%	0%	1%	1%	0%	0%	2%	0%	2%	0%
	7	1	0	0	5	1	0	0	3	4	3	4
Get a ride from someone outside my household	2%	3%	2%	1%	1%	5%	0%	1%	5%	1%	6%	1%
	19	3	3	2	4	4	0	3	9	10	9	10
Public transportation (bus, TRAX, streetcar)	3%	4%	0%	3%	4%	1%	3%	3%	13%	1%	14%	1%
	25	5	0	3	12	2	1	2	15	10	15	10
Walk or travel using a mobility device (wheelchair, etc.)	6%	3%	3%	6%	15%	6%	4%	4%	5%	6%	6%	6%
	77	6	6	7	42	9	3	4	11	66	11	66
Bike	3%	2%	4%	3%	3%	8%	2%	0%	2%	3%	3%	3%

	33	3	7	4	10	8	1	0	5	28	5	28
Taxi/Ride Share (Uber, Lyft, etc.)	0%	0%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%
	2	0	0	1	1	0	0	0	0	2	0	2
Other, please specify:	2%	1%	4%	0%	3%	2%	0%	1%	4%	1%	2%	2%
	22	3	6	0	9	2	0	2	6	16	5	17
Total	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
	1119	168	181	141	310	153	53	112	134	985	127	992

BIPOC / White
BIPOC respondents use public transit at notably higher rates (6% vs. 1%)

BIPOC respondents are more likely to get rides from outside their household (3% vs. 1%)

White respondents drive their own car at a slightly higher rate (86% vs. 80%)

Disability Status
Respondents with disabilities drive less (70% vs. 88%) and rely more on rides from others (5% vs. 1%) and transit (6% vs. 1%)

Mobility device use is identical (7% vs. 6%), which is somewhat surprising given disability status

Age
The 35–44 age group drives at the highest rate (91%), while 65+ drives the least (81%)

Transit use is essentially flat across all age groups (1–2%)

Ride-getting from outside household spikes slightly at 65+ (5%)

District
D4 stands out with the lowest car ownership/driving rate (72%) and the highest reporting of walking or mobility device use (15%)

D6 and D7 have the highest driving rates (91%)

FPL Status
Around 20% less residents below 185% and 130% FPL reported driving less compared to those not within that income category, and use transit much more as well

Below 185% FPL respondents are also more likely to use rides from others and walking/mobility devices

Key Takeaways
Income is likely the strongest predictor of transportation mode—the FPL gap in driving rates (68% vs. 86%) is larger than any racial or age gap

BIPOC, disability, and low-income respondents all cluster toward non-car transportation, suggesting these groups may overlap significantly

Table B3

Do you typically shop at the closest grocery store to where you live?*
*All respondents

	Total	BIPOC		Disability		Age				
	Average	BIPOC	White	Yes	No	18-34	35-44	45-54	55-64	65+
Yes	59%	65%	56%	63%	58%	62%	57%	60%	54%	58%
	664	132	513	159	505	170	109	95	109	169
No	40%	33%	43%	36%	41%	36%	43%	39%	45%	41%
	446	65	364	89	357	94	79	65	78	113
Don't know	1%	2%	1%	1%	1%	2%	0%	2%	1%	1%
	11	4	7	2	9	4	0	2	3	2
Total	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
	1121	201	884	250	871	268	188	162	190	284

	Total	District							Below 185% FPL		Below 130% FPL	
	Average	District 1	District 2	District 3	District 4	District 5	District 6	District 7	Yes	No	Yes	No
Yes	59%	64%	67%	54%	71%	58%	51%	46%	64%	58%	65%	58%
	664	97	114	80	212	85	26	50	85	579	81	583
No	40%	36%	32%	45%	28%	41%	49%	52%	35%	41%	35%	41%
	446	70	67	60	95	66	27	60	49	397	46	400
Don't know	1%	0%	1%	1%	1%	1%	0%	2%	0%	1%	0%	1%
	11	1	1	1	4	2	0	2	1	10	1	10

Total	100% 1121	100% 168	100% 182	100% 141	100% 311	100% 153	100% 53	100% 112	100% 135	100% 986	100% 128	100% 993

BIPOC vs. White
BIPOC respondents shop at the closest store more often (65% vs. 56%)

White respondents are more likely to travel further (43% vs. 33%)

Disability Status
Respondents with disabilities shop closest more often (63% vs. 58%)—a modest but consistent gap

Age
Youngest group (18–34) shops closest most often (62%), while 55–64 shops closest the least (54%)

No dramatic age pattern overall—differences are within a ~8 point range

District

D4 stands out strongly with 71% shopping at the closest store, the highest of any district

D7 is the lowest at 46%, with over half (52%) traveling further—the most car-dependent shopping pattern

D6 also notably low at 51% shopping closest

FPL Status
Below 185% FPL respondents shop closest more often (64% vs. 58%), likely reflecting limited transportation options
The pattern holds for below 130% FPL as well (65% vs. 58%)—nearly identical gap

Key Takeaways
The FPL and BIPOC patterns mirror each other closely, again suggesting correlation akin to the demographic data of each district showing higher densities of lower income populations in parts of the city with more Hispanic populations.

Table B4

Which of the following additional food stores or resources, if any, would you be most interested in having in your neighborhood? Please select up to three (3).*

*All respondents

	Total	BIPOC		Disability		Age				
	Avg	BIPOC	White	Yes	No	18-34	35-44	45-54	55-64	65+
	14%	19%	11%	17%	13%	14%	12%	16%	18%	10%

More full-service grocery stores or supermarkets	158	39	111	39	119	35	25	30	32	35
More neighborhood markets or corner stores that sell fresh, healthy and affordable food	38%	35%	39%	36%	39%	42%	48%	36%	31%	23%
	425	75	335	85	340	126	90	66	68	63
Greater variety of food sold at existing neighborhood markets or corner stores	14%	14%	14%	15%	14%	14%	17%	17%	12%	13%
	150	24	117	32	118	34	33	30	20	29
Fresh food carts that sell affordable produce	21%	22%	20%	22%	21%	23%	22%	20%	20%	13%
	217	41	171	49	168	68	42	30	34	37
More farmers markets or other places to buy fresh, locally grown food	39%	31%	43%	32%	41%	37%	46%	44%	33%	39%
	431	66	354	83	348	110	83	68	63	100
Discount or incentive programs that make healthy food more affordable at grocery stores	30%	27%	31%	43%	27%	34%	31%	33%	28%	20%
	303	51	240	103	200	100	51	41	53	52
Stores that sell more food from my culture	5%	13%	1%	1%	5%	7%	2%	6%	3%	2%
	33	28	5	2	31	16	4	6	5	2
More reliable and accessible public transportation	12%	13%	11%	16%	10%	20%	11%	3%	8%	1%
	107	21	84	27	80	56	20	10	13	6
More affordable grocery delivery services	12%	14%	12%	17%	11%	18%	8%	11%	7%	7%
	108	22	84	36	72	39	21	18	10	17
More healthy restaurant and fast food options	26%	27%	27%	19%	28%	31%	21%	31%	28%	18%
	272	51	211	53	219	76	47	46	45	55
None of the above - I'm satisfied with the food stores and resources in my neighborhood	12%	8%	14%	8%	13%	7%	8%	8%	18%	28%
	169	21	146	30	139	15	14	16	35	84
Total	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
	1106	200	871	247	859	267	187	162	186	279

	District							Below 185% FPL		Below 130% FPL	
	District 1	District 2	District 3	District 4	District 5	District 6	District 7	Yes	No	Yes	No
	23%	26%	12%	12%	10%	5%	7%	11%	14%	12%	14%

More full-service grocery stores or supermarkets	41	43	19	32	14	2	7	18	140	18	140
More neighborhood markets or corner stores that sell fresh, healthy and affordable food	27%	44%	48%	41%	46%	24%	33%	29%	39%	29%	39%
	47	80	54	124	67	15	38	42	383	40	385
Greater variety of food sold at existing neighborhood markets or corner stores	19%	16%	24%	6%	11%	13%	13%	10%	15%	10%	15%
	34	33	27	19	19	7	11	12	138	11	139
Fresh food carts that sell affordable produce	22%	23%	14%	24%	25%	17%	21%	14%	22%	13%	22%
	31	32	17	69	35	10	23	20	197	19	198
More farmers markets or other places to buy fresh, locally grown food	34%	31%	41%	38%	39%	50%	41%	26%	41%	28%	41%
	63	60	57	119	58	30	44	33	398	32	399
Discount or incentive programs that make healthy food more affordable at grocery stores	22%	29%	30%	30%	36%	37%	30%	44%	28%	46%	28%
	40	47	31	92	49	18	26	55	248	53	250
Stores that sell more food from my culture	8%	6%	3%	6%	0%	6%	4%	4%	5%	3%	5%
	7	8	2	12	0	2	2	4	29	3	30
More reliable and accessible public transportation	7%	7%	15%	18%	17%	10%	5%	20%	10%	23%	10%
	9	13	17	43	18	4	3	18	89	18	89
More affordable grocery delivery services	12%	15%	9%	14%	13%	19%	5%	20%	11%	20%	11%
	14	16	11	37	15	8	7	25	83	24	84
More healthy restaurant and fast food options	38%	32%	20%	21%	21%	30%	25%	15%	28%	14%	28%
	59	53	24	63	34	14	25	19	253	18	254
None of the above - I'm satisfied with the food stores and resources in my neighborhood	10%	8%	10%	12%	13%	10%	20%	14%	12%	15%	12%
	18	20	27	47	23	5	28	20	149	19	150
Total	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
	166	178	139	307	151	53	111	132	974	125	981

BIPOC vs. White

BIPOC respondents want more full-service grocery stores than white respondents reported wanting (19% vs. 11%) and cultural food stores more (13% vs. 1%)

White respondents want farmers markets more than BIPOC respondents (43% vs. 31%) and both groups want healthy restaurant options equally (27% vs. 27%)
White respondents are more likely to already be satisfied—"none of the above" is higher (14% vs. 8%)

Disability Status
Respondents with disabilities prioritize discount/incentive programs more (43% vs. 27%)
Age18–34 respondents most want neighborhood markets (42%) and healthy restaurants (31%)
65+ respondents are most likely to already be satisfied (28% "none of the above")

Discount programs desires are relatively consistent across age groups (20–34%)

District
D1 stands out with the highest interest in healthy restaurants (38%) by a wide margin

D2 leads on neighborhood markets (44%) and farmers markets (41%)

D5 has the highest interest in discount/incentive programs (37%) and public transportation (17%)

D6 has very low interest in full-service grocery stores (5%) but high delivery service interest (19%)

D7 has the highest "none of the above" (20%), suggesting greater existing satisfaction

FPL Status
Below 185% FPL respondents prioritize discount programs far more (44% vs. 28%)

Delivery services are also notably higher for lower-income respondents (20% vs. 11%)

Higher-income respondents favor farmers markets more (41% vs. 26%)

Key Takeaways
Farmers markets skew toward white, higher-income, and middle-aged respondents

D6 and D7's relatively high satisfaction rates ("none of the above") contrast sharply with D1, D2, and D5, which show stronger unmet needs across multiple categories

Cultural food stores are almost exclusively a BIPOC priority (13% vs. 1%), but even within BIPOC the number is modest—suggesting it's meaningful for a subset but not the dominant ask

Table B5

How often do you typically engage in the following activities?*
*Respondents that do not typicallly shop at the closest grocery store

		Total	BIPOC		Disability		Age				
		Average	BIPOC	White	Yes	No	18-34	35-44	45-54	55-64	65+
Purchase prepared meals to eat out away from home (i.e., at a restaurant, café, food truck, cafeteria, etc.)	Every day	2%	1%	2%	2%	2%	3%	1%	2%	1%	1%
		15	3	11	4	11	6	2	2	2	3
	A few times a week	22%	21%	22%	17%	23%	25%	24%	21%	17%	15%
		237	41	188	42	195	71	47	34	30	52
	A few times a month	46%	43%	47%	44%	46%	50%	45%	48%	42%	35%
		490	82	395	104	386	132	85	83	84	93
	A few times a year	22%	25%	20%	25%	21%	14%	26%	18%	27%	36%
		270	55	207	68	202	38	46	29	51	99
	Never	9%	10%	8%	11%	8%	8%	4%	10%	13%	12%
		102	18	79	30	72	20	8	13	23	36
	Total	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
		1114	199	880	248	866	267	188	161	190	283
Order prepared meals for pick-up or delivery to eat at home	Every day	0%	0%	0%	0%	0%	1%	0%	0%	0%	0%
		5	0	5	0	5	4	1	0	0	0
	A few times a week	12%	10%	12%	17%	10%	14%	17%	10%	6%	5%
		127	21	101	40	87	36	35	21	17	14
	A few times a month	38%	36%	39%	27%	41%	42%	34%	43%	36%	29%
		394	71	308	68	326	110	65	62	74	75
	A few times a year	27%	30%	26%	32%	26%	26%	27%	22%	32%	36%
		304	59	239	78	226	65	48	42	51	95
	Never	23%	24%	22%	25%	23%	19%	22%	24%	26%	30%
		284	48	226	62	222	52	39	36	48	98
	Total	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%

		Total	District						Below 185% FPL	Below 130% FPL
		1114	199	879	248	866	267	188	161	190	282
Cook or prepare meals from scratch	Every day	41%	43%	41%	39%	42%	37%	47%	49%	41%	42%
		451	84	357	87	364	100	84	74	70	115
	A few times a week	41%	41%	42%	38%	42%	45%	38%	38%	42%	38%
		458	82	361	95	363	117	78	60	80	112
	A few times a month	13%	13%	12%	15%	12%	15%	11%	9%	12%	12%
		137	25	105	41	96	40	19	18	25	34
	A few times a year	3%	2%	4%	4%	3%	2%	2%	4%	3%	4%
		44	4	39	12	32	9	5	8	7	12
	Never	2%	1%	2%	4%	1%	0%	1%	1%	3%	4%
		27	5	19	14	13	2	2	1	8	11
	Total	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
		1117	200	881	249	868	268	188	161	190	284
Consume ready-to-eat packaged or prepared meals at home (i.e., frozen or microwave dinners, canned meals, etc.)	Every day	5%	7%	4%	8%	4%	5%	4%	3%	5%	6%
		57	16	40	23	34	13	5	6	11	19
	A few times a week	25%	22%	26%	31%	23%	26%	22%	20%	30%	24%
		272	49	213	76	196	71	44	38	45	71
	A few times a month	34%	33%	34%	29%	35%	35%	33%	36%	34%	29%
		369	64	295	76	293	92	63	57	61	87
	A few times a year	22%	23%	22%	22%	22%	20%	25%	28%	18%	25%
		251	46	198	44	207	54	49	38	41	62
	Never	15%	15%	14%	10%	16%	14%	16%	12%	14%	17%
		167	24	135	29	138	38	27	22	32	44
	Total	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
		1116	199	881	248	868	268	188	161	190	283

		Average	District 1	District 2	District 3	District 4	District 5	District 6	District 7	Yes	No	Yes	No
Purchase prepared meals to eat out away from home (i.e., at a restaurant, café, food truck, cafeteria, etc.)	Every day	2%	1%	1%	1%	1%	2%	2%	4%	0%	2%	0%	2%
		15	2	2	2	3	3	1	2	0	15	0	15
	A few times a week	22%	25%	21%	16%	26%	19%	26%	21%	12%	23%	8%	23%
		237	36	32	27	78	29	13	22	13	224	11	226
	A few times a month	46%	45%	45%	48%	44%	46%	46%	43%	39%	46%	38%	46%
		490	75	78	66	131	65	24	50	48	442	44	446
	A few times a year	22%	19%	24%	25%	20%	28%	18%	18%	35%	20%	40%	20%
		270	39	49	31	71	46	10	24	49	221	49	221
	Never	9%	10%	9%	9%	8%	5%	7%	14%	13%	8%	14%	8%
		102	15	20	15	25	8	5	14	23	79	22	80
	Total	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
		1114	167	181	141	308	151	53	112	133	981	126	988
Order prepared meals for pick-up or delivery to eat at home	Every day	0%	0%	0%	0%	1%	0%	0%	0%	0%	0%	0%	0%
		5	0	0	0	4	1	0	0	0	5	0	5
	A few times a week	12%	15%	14%	9%	12%	9%	11%	11%	3%	13%	3%	12%
		127	24	19	13	37	16	5	13	7	120	7	120
	A few times a month	38%	38%	29%	37%	35%	33%	47%	48%	31%	39%	33%	39%
		394	56	56	54	104	51	26	47	28	366	27	367
	A few times a year	27%	20%	32%	28%	27%	37%	24%	22%	25%	27%	27%	27%
		304	38	56	34	85	51	13	27	42	262	40	264
	Never	23%	27%	25%	25%	25%	20%	18%	19%	40%	21%	37%	21%
		284	48	51	40	78	32	9	25	55	229	51	233
	Total	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
		1114	166	182	141	308	151	53	112	132	982	125	989
Cook or prepare meals from scratch	Every day	41%	37%	40%	38%	39%	41%	48%	46%	43%	41%	45%	41%
		451	61	70	56	121	65	27	51	56	395	53	398
		41%	45%	37%	41%	45%	40%	44%	38%	34%	42%	33%	42%

	A few times a week	458	68	76	61	129	57	21	45	45	413	43	415
	A few times a month	13%	12%	18%	16%	10%	11%	8%	14%	16%	12%	15%	12%
		137	25	24	17	38	16	5	12	19	118	18	119
	A few times a year	3%	2%	3%	4%	4%	6%	0%	2%	3%	3%	3%	3%
		44	5	6	7	14	10	0	2	7	37	6	38
	Never	2%	3%	3%	0%	2%	2%	0%	1%	4%	1%	5%	1%
		27	8	6	0	8	3	0	2	7	20	7	20
	Total	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
		1117	167	182	141	310	151	53	112	134	983	127	990
Consume ready-to-eat packaged or prepared meals at home (i.e., frozen or microwave dinners, canned meals, etc.)	Every day	5%	4%	4%	10%	7%	7%	0%	0%	9%	4%	10%	4%
		57	10	10	8	17	12	0	0	16	41	16	41
	A few times a week	25%	23%	27%	22%	27%	22%	24%	28%	28%	24%	29%	24%
		272	44	49	30	79	31	12	27	31	241	28	244
	A few times a month	34%	42%	37%	32%	28%	27%	36%	35%	35%	34%	34%	34%
		369	68	68	49	84	41	19	39	43	326	41	328
	A few times a year	22%	17%	18%	21%	23%	27%	27%	24%	13%	24%	14%	23%
		251	26	33	30	78	43	15	26	22	229	22	229
	Never	15%	14%	14%	16%	15%	17%	13%	13%	15%	15%	13%	15%
		167	19	22	24	51	24	7	20	21	146	19	148
	Total	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
		1116	167	182	141	309	151	53	112	133	983	126	990

BIPOC/White

White respondents eat out slightly more often—higher "every day" and "a few times a week" for purchasing prepared meals

Cooking from scratch is nearly identical between groups across all frequencies, as are frequencies of consuming packaged/ready-to-eat meals

Disability Status

Those with disabilities order delivery more frequently—higher "a few times a week" (17% vs. 10%), likely reflecting mobility constraints

Age
Younger respondents (18–34) eat out most frequently—25% purchase prepared meals a few times a week vs. 15% for 65+

Cooking from scratch increases with age—65+ cook every day at 42% vs. 37% for 18–34

Older respondents order delivery/pickup far less—30% of 65+ never order vs. 19% of 18–34

Packaged meal consumption is fairly flat across age groups

District
D4 stands out with the highest daily cooking rate (48%) and relatively low eating out frequency

D6 has the highest "never" rate for ordering delivery (18%) and low prepared meal purchasing
D1 and D5 have higher rates of eating out a few times a week (25% and 19% respectively … though D1 higher)

D7 has notably high "never" for delivery ordering (19%) alongside high cooking frequency

FPL Status
Lower-income respondents eat out less frequently—below 185% FPL shows lower "a few times a week" for purchased meals (21% vs. 23%)

Below 185% FPL respondents have a much higher "never" rate for ordering delivery (40% vs. 21%), the largest gap in this table

Cooking from scratch is slightly more common among lower-income respondents at daily frequency (45% vs. 41%)

Packaged/ready-to-eat meal consumption is higher among lower-income respondents weekly (28% vs. 24%)

Key Takeaways
Delivery ordering is the most stratified behavior—it's consistently lower among older, disabled, lower-income, and certain district respondents, suggesting cost and access barriers compound across groups

Cooking from scratch is consistent across most groups, with age being the clearest differentiator—this challenges assumptions that low-income or BIPOC households cook less

Disability and low income show a similar shift away from eating out and toward packaged meals, suggesting these groups may rely more on convenient at-home options out of necessity rather than preference

The gap between income groups on delivery (40% never vs. 21% never) is larger than any racial or age gap, again confirming income as the dominant structural variable across food behaviors

Table B6

Below is a list of some of the ways people grow or raise their own food. Which, if any, of the following apply to you? Please select all that apply.*
*Respondents that grow their own food

	Total	BIPOC		Disability		Age				
	Average	BIPOC	White	Yes	No	18-34	35-44	45-54	55-64	65+
I grow fruits and vegetable in a home garden	94%	95%	94%	91%	95%	90%	100%	99%	95%	86%
	385	52	321	74	311	69	84	69	66	92
I raise chickens at home	7%	4%	7%	13%	5%	5%	7%	11%	9%	4%
	33	3	27	13	20	4	7	11	7	4
I keep bees for honey at home	2%	1%	3%	4%	2%	0%	4%	6%	2%	1%
	12	1	10	4	8	0	6	4	1	1
I grow fruits and vegetables in a community or neighborhood garden	6%	5%	6%	12%	4%	10%	2%	0%	4%	12%
	24	2	22	9	15	7	2	1	4	9
I grow or raise food at a farm for a living	0%	0%	1%	0%	0%	1%	1%	0%	0%	0%
	2	0	2	0	2	1	1	0	0	0
I volunteer at a local farm or orchard in exchange for food	1%	0%	1%	3%	0%	3%	1%	0%	1%	0%
	5	0	5	3	2	3	1	0	1	0
Other, please specify:	3%	3%	3%	7%	3%	4%	1%	2%	6%	6%
	22	4	17	7	15	5	2	3	4	8
	1%	0%	1%	2%	1%	1%	0%	0%	2%	1%

None of the above	3	0	1	2	1	1	0	0	1	1
Total	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
	416	56	347	82	334	78	84	71	70	107

	Total	District							Below 185% FPL		Below 130% FPL	
	Average	District 1	District 2	District 3	District 4	District 5	District 6	District 7	Yes	No	Yes	No
I grow fruits and vegetable in a home garden	94%	96%	92%	83%	89%	97%	98%	99%	96%	94%	96%	94%
	385	66	71	32	67	78	28	43	27	358	24	361
I raise chickens at home	7%	9%	12%	14%	3%	2%	3%	9%	9%	7%	6%	7%
	33	6	9	6	4	2	1	5	3	30	2	31
I keep bees for honey at home	2%	1%	2%	3%	3%	2%	4%	4%	4%	2%	0%	3%
	12	1	2	1	3	2	1	2	1	11	0	12
I grow fruits and vegetables in a community or neighborhood garden	6%	5%	5%	17%	6%	4%	2%	5%	10%	5%	10%	5%
	24	2	4	7	6	3	1	1	2	22	2	22
I grow or raise food at a farm for a living	0%	0%	1%	0%	2%	0%	0%	0%	0%	0%	0%	0%
	2	0	1	0	1	0	0	0	0	2	0	2
I volunteer at a local farm or orchard in exchange for food	1%	1%	3%	0%	4%	0%	0%	0%	0%	1%	0%	1%
	5	1	2	0	2	0	0	0	0	5	0	5
Other, please specify:	3%	3%	8%	4%	10%	2%	0%	1%	4%	3%	2%	4%
	22	3	6	2	8	2	0	1	3	19	2	20

None of the above	1% 3	1% 1	0% 0	3% 1	0% 0	2% 1	0% 0	0% 0	2% 1	1% 2	2% 1	1% 2
Total	100% 416	100% 70	100% 77	100% 39	100% 76	100% 81	100% 29	100% 44	100% 30	100% 386	100% 27	100% 389

BIPOC vs. White
Home gardening is nearly identical (95% vs. 94%)

BIPOC respondents raise chickens less (4% vs. 7%) and keep bees less (1% vs. 3%)

Community/neighborhood garden use is similar (5% vs. 6%)

Disability Status
Respondents with disabilities raise chickens more (13% vs. 5%) and use community gardens more (12% vs. 4%), possibly compensating for limited home garden capacity

Home gardening is slightly lower among disabled respondents (91% vs. 95%)

Age
35–44 age group has a 100% home garden rate—the highest of any group in the table. They also represent the peak of chicken-raising

Community garden use is highest among
65+ (12%), suggesting older growers may rely on shared spaces more

18–34 respondents show the most diverse growing methods despite lower home garden rates (90%)

District
D3 stands out with the highest community garden use (17%) by a wide margin

D5 has the highest home garden rate (97–98%) and very low community garden use

D1 and D2 have higher chicken-raising rates (9–12%) compared to most other districts

D6 has very low numbers across almost all categories, consistent with its small sample size

FPL Status
Below 185% FPL respondents use community gardens more (10% vs. 5%) and have slightly lower home garden rates (96% vs. 94%—negligible). This could be due renter status over homeowning status among these low-income respondents.

Chicken-raising is similar across income groups (9% vs. 7%)

Lower-income respondents show more "other" growing methods (4% vs. 3%), suggesting more varied or informal food growing

Key Takeaways

Home gardening is the dominant activity across every subgroup—differences only emerge in the smaller supplementary activities

Community garden use is consistently higher among groups with fewer resources or mobility constraints—disabled respondents, older adults, lower-income respondents, and D3 (which has some of the fewest community gardens in the city)—suggesting community gardens serve as an equalizer when private garden space is limited

Chicken raising skews toward white, middle-aged, and certain district respondents (D1, D2), possibly reflecting the large lot sizes and backyards that these districts' single-family homes both tend to have

The overall homogeneity of this table compared to others reflects the self-selected nature of the sample—people who grow food at all tend to garden at home regardless of demographic background

Table B7

Which of the following additional resources, if any, would you be most interested in having in your neighborhood? Please select up to three (3).*
*Respondents that do not grow their own food

	Total	BIPOC		Disability		Age				
	Average	BIPOC	White	Yes	No	18-34	35-44	45-54	55-64	65+
Classes or workshops on how to grow food	31%	30%	31%	25%	32%	37%	39%	34%	15%	14%
	287	54	222	44	243	110	70	46	33	27
Access to land to grow more food (more community or neighborhood gardens or farms, community	32%	34%	31%	40%	30%	40%	35%	30%	25%	14%
	309	64	236	79	230	115	68	48	40	36
Access to free or affordable home gardening equipment and supplies	27%	36%	23%	34%	26%	35%	31%	27%	20%	9%
	256	64	181	75	181	90	56	40	40	27

Support installing home garden	21%	21%	21%	17%	22%	21%	24%	26%	19%	12%
	217	49	160	44	173	61	44	42	32	32
Support caring for and harvesting residential fruit trees	23%	21%	24%	23%	22%	27%	24%	19%	17%	17%
	234	45	186	49	185	78	50	35	33	37
Shared space in community greenhouses	29%	30%	29%	30%	29%	38%	31%	24%	21%	14%
	282	61	213	68	214	105	64	43	36	31
Other, please specify:	2%	5%	1%	3%	2%	1%	4%	2%	4%	4%
	32	11	20	12	20	2	4	5	7	14
None of the above - I'm satisfied with the food growing resources in my neighborhood	25%	20%	27%	21%	26%	15%	15%	22%	43%	53%
	333	41	282	68	265	32	28	37	81	153
Total	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
	1082	195	852	242	840	265	184	162	187	272

	Total	District							Below 185% FPL		Below 130% FPL	
	Average	District 1	District 2	District 3	District 4	District 5	District 6	District 7	Yes	No	Yes	No
Classes or workshops on how to grow food	31%	34%	34%	25%	29%	36%	30%	28%	25%	32%	19%	32%
	287	43	58	27	80	40	17	22	20	267	16	271
Access to land to grow more food (more community or neighborhood gardens or farms, community	32%	29%	26%	33%	47%	34%	28%	24%	41%	31%	42%	31%
	309	42	39	34	117	41	14	22	44	265	43	266

Access to free or affordable home gardening equipment and supplies	27%	33%	36%	22%	27%	32%	16%	24%	33%	26%	29%	27%
	256	48	50	21	69	41	6	20	35	221	32	224
Support installing home garden	21%	20%	35%	18%	16%	21%	28%	13%	15%	22%	12%	22%
	217	33	57	23	45	31	15	13	16	201	13	204
Support caring for and harvesting residential fruit trees	23%	18%	26%	22%	22%	30%	16%	23%	17%	23%	17%	23%
	234	29	39	27	60	42	10	27	19	215	17	217
Shared space in community greenhouses	29%	25%	19%	28%	41%	33%	26%	30%	30%	29%	33%	29%
	282	35	31	29	103	47	12	25	30	252	30	252
Other, please specify:	2%	1%	4%	7%	2%	2%	0%	1%	7%	2%	7%	2%
	32	4	6	7	8	5	0	2	14	18	13	19
None of the above - I'm satisfied with the food growing resources in my neighborhood	25%	28%	19%	28%	21%	18%	31%	29%	22%	25%	24%	25%
	333	57	45	60	86	37	15	33	41	292	41	292
Total	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
	1082	162	175	139	301	148	52	104	128	954	122	960

BIPOC vs. White

BIPOC respondents were slightly more likely to want access to land/community gardens more (34% vs. 31%) and affordable equipment more (36% vs. 23%)

White respondents are more satisfied with existing resources (27% vs. 20% "none of the above")

Interest in classes and community greenhouses is similar across the two groups

Disability Status

Respondents with disabilities want access to land more (40% vs. 30%) and affordable equipment more (34% vs. 26%)

Age
65+ respondents are by far the most satisfied—53% say "none of the above," far above any other age group

18–34 respondents show the strongest interest across almost every category, especially classes (37%) and greenhouses (38%)

Interest drops fairly consistently with age across most categories

District
D4 stands out with the highest interest in land access (47%) and affordable equipment (27%)

D5 shows high interest in community greenhouses (33%) and caring for residential fruit trees (30%)
D6 has very high satisfaction ("none of the above" at 31%) alongside D7 (29%), consistent with prior tables

D1 and D2 show relatively broad interest across multiple categories

FPL Status
Below 185% FPL respondents want affordable equipment more (33% vs. 26%) and land access more (41% vs. 31%)

Community greenhouses are equally popular across income groups (30% vs. 29%)—one of the few flat patterns

Key Takeaways
The 65+ satisfaction rate (53% "none of the above")—older non-growers largely don't want new resources

Affordable equipment and land access are the two most income- and race-sensitive priorities, suggesting cost and land ownership or access are primary barriers to growing food for underserved groups rather than lack of interest

D4's high interest in land access makes sense given D4’s built-out qualities as the dense urban core of the city

The overall "none of the above" rate (25%) is notably higher here than in the food store resources table, suggesting non-growers are somewhat more satisfied with the status quo than the general population is with food access broadly

BIPOC, disabled, and lower-income respondents consistently cluster around the same resource priorities across this and prior tables—reinforcing that these groups overlap and face compounding barriers

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