

SALT LAKE CITY OPEN SPACE PLAN



Liberty Park

Introduction

Salt Lake City is located in a beautiful natural setting between the Wasatch Mountains and the Great Salt Lake. Mountain and wetland environments are part of the City. Salt Lake City was settled and planned by Utah's first governor, Brigham Young and the Mormons in 1847. Since then, the City has grown in its natural setting to be a major metropolitan area. The City's growth has moved the built urban areas into the foothills and towards the wetlands. This encroachment into the natural environments detracts from the natural beauty and open space amenity of the City. An increased citizen awareness of the value of the City's natural resource systems, the mountains, the wetlands, and adequate open space within the City reinforced the need for a comprehensive plan. Given the value of the natural setting to Salt Lake City, continued urban encroachment would be very damaging to the fragile ecosystems and scenic beauty. Salt Lake City has outstanding open space resources and amenities. These include the mountain

ranges, canyon streams, the Jordan River, the wetlands bordering the Great Salt Lake and the wide variety of park and developed open space in the urban area. The mountains and foothills serve as wildlife habitat for many animal species and recreation area for the residents who enjoy the natural mountain setting. The wetlands of the Great Salt Lake and Jordan River provide a valuable wildlife habitat, an important ecosystem and recreational opportunities. The salt water ecosystem of the Great Salt Lake is very different from the fresh water wetland system of the Jordan River. These wetlands provide welcome variety in the desert environment. In addition to these natural amenities, the City has numerous city parks and recreation facilities. At present, Salt Lake City does not take best advantage of these opportunities. The City is divided by manmade barriers such as freeways, railroad, and arterial streets. The urban park system is disjointed and not related to the natural environments. The Salt Lake City Open Space Plan develops a comprehensive analysis of these conditions and defines a coherent approach to connecting the open space resources and providing a safe, and enjoyable experience of the natural features of Salt Lake City.

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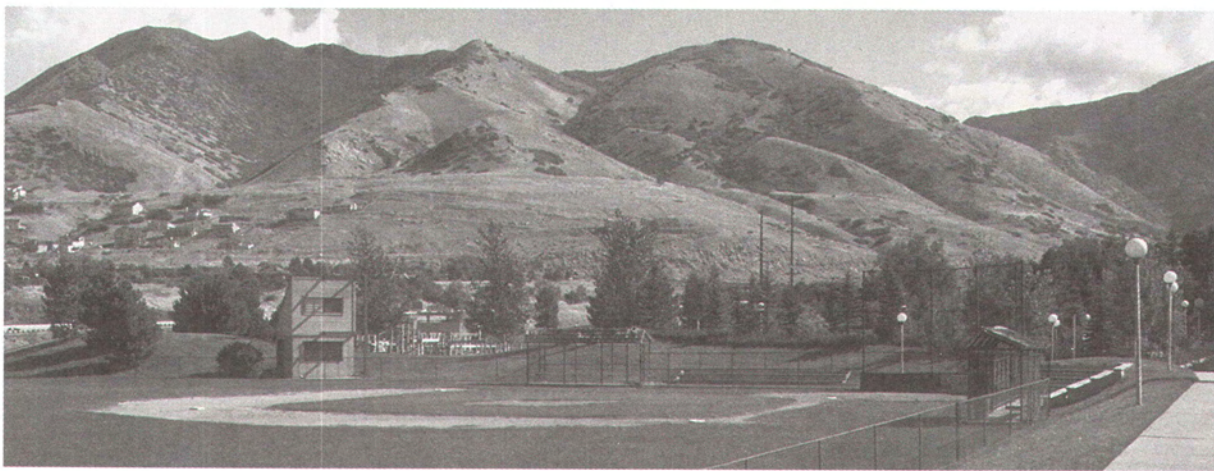
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Background

Open space and natural environment amenities contribute greatly to the quality of life. This will become the major factor in economic development of cities in the future. A joint economic committee of the United States Congress reports that the quality of life in a city is becoming more important than purely business related factors when it comes to attracting new businesses. This is true, especially in the high technology and service related industries which are not heavily dependent on transportation or availability of raw materials. These businesses can be located anywhere and typically choose the cities which have the highest quality of life. Cities such as Boulder, Colorado, that exhibit numerous examples of how open space can make a major contribution have been quite successful in improving quality of life. Neighborhoods and areas that have the highest home values and receive the highest amount of reinvestment are frequently located near a major open space amenity such as a park, stream or foothills. One difficulty in developing or preserving open space is that the benefits are much more difficult to quantify than the economic dividends of an industrial seaport or railroad. As such the qualitative values of aesthetics, recreation, open space, all need to be appreciated. Some attempts have been made to quantify the benefits of open space. The National Park Service River and Trail Conservation Assistance program reports:

There are many statistics which demonstrate greenway values. For instance, users of the recreational pathway in Summit County, Colorado were surveyed in 1989. Eighty-nine percent of the users were nonresidents and the average trail user spent \$39.95 per day (up from 78% and \$28.84/day respectively in 1987). Visitors to the white water Gauley River in West Virginia spend between \$60.24 and \$180.85 per visit depending on whether they stay overnight and hire a guide service or go by themselves on a day trip. A study of property values near greenbelts in Boulder, Colorado found that housing values increased an average of \$4.20 for each foot of distance they were closer to a greenbelt.

In the past, the origin, growth, and economic development of a city were largely dependent on the availability of natural resources and access to transportation. New York, New Orleans, and Boston developed as shipping transportation hubs. Chicago and Atlanta became major railroad centers. The location and availability of materials will be less important in future city growth primarily due to constantly improving communication and computer capabilities. As quality of life in a city becomes more important, open space and natural environment amenities will contribute greatly to the improved quality of life.



Tanner Park

Salt Lake City, on the other hand, was founded on the basis of its isolation from other metropolitan areas. Brigham Young saw the Salt Lake Valley as an arid place that would not attract other settlers. However, the valley did possess a number of natural resources that contributed to the success of the settlement. Salt Lake City has since grown into a major city in the west and an important transportation hub.

Over the years the city has grown and filled much of the valley floor. Increasingly this development is encroaching into the foothills and the wetlands. The development in the foothills is largely residential while in the wetlands it is mostly industrial. It is critical that an open space master plan be developed to direct and control this growth.

Fortunately for Salt Lake City, open space conservation has been a recurring planning issue. Liberty Park, which was designated by Brigham Young, represents the first effort in the State of Utah to provide urban open space. This tradition has continued through the remainder of the 19th Century and into the 20th Century. City planners identified parks and open space as a major planning issue in the Salt Lake City Master Plan of 1917. This plan identified park and open space amenities and deficiencies including recommendations to correct short comings and build on past accomplishments. Historically, many city officials were dedicated to preserving and expanding parks and open space. It is notable that in the 1943 plan, one of the goals was to retain the Utah State Prison grounds located in Sugar House for park development. Another goal was to develop a well rounded recreation program to work in conjunction with the neighborhood cultural and recreational centers. A need for organized recreation programs became even more apparent as congestion in the more populated areas of the City began to increase. The most emphasized goal of the 1943 Master Plan was to preserve lands on the benches, mountain sides and canyons as public land. The 1967 Master Plan took a

different approach and made an inventory of the existing parks and open space in each community. This plan identified deficiencies according to national standards and neighborhood needs. The 1967 plan also includes a statement identifying park needs for the communities within the City. Since development of the 1967 Master Plan, the issue of parks and open space in Salt Lake City has been addressed in a parks and recreation master plan published by the City in the mid 1970's. This plan has been updated by the community level plans which have been developed for each of the city's eight communities. These plans identify park and open space amenities in each community highlighting future needs and goals.

Presently an increasing awareness of the value of the City's natural resource systems, the mountains, the wetlands and adequate open space within the City has increased the concerns of many residents and public officials regarding the need for a city-wide open space plan to augment the community level plans. The continued encroachment and pressure of the City as it impacts the vulnerable foothills and the wetlands of the Great Salt Lake make this issue even more pressing. **Given the value of the natural setting to Salt Lake City in improving the quality of life continued urban encroachment would be very damaging to the fragile ecosystems and scenic beauty.**

Goals Of Open Space Plan

Given the value of Salt Lake City's natural setting and the importance of open space to the City's future as a special place to live, the following goals were established for the Open Space Plan.

- Conserve the natural environment.
- Enhance open space amenities for all citizens.
- Connect the various parts of the City to natural environments.
- Educate the citizens on proper use of open space.

Plan Concept

Salt Lake City's natural setting is the result of its Great Basin geography. The principal land forms of the Great Basin are mountains, valleys and lake basins. Rivers and streams connect the mountains with the lake basins. Water not only connects the land forms, but has been the principal natural force in the modification of those land forms. The mountains receive up to 80 inches of precipitation per year, mainly in the form of snow which melts gradually and flows via the rivers and streams from the mountains, through the desert valleys (14 inches average annual precipitation) and is deposited into the lake basins. Thus, all Great Basin precipitation is eventually deposited in lake basins to either percolate into the ground or to be evaporated by solar warming. As the climatic cycles of varying precipitation amounts, and varying evaporation rates fluctuate, lake surface areas change dramatically. These are the hydraulic dynamics of life in the Great Basin. The concept of an Open Space Plan for Salt Lake City's planning area has been based on those natural principles.

For centuries, the native Indian inhabitants did nothing to influence these natural processes. They accepted life in the Great Basin as it was presented by nature, migrating with the seasons and gathering food where it existed. The historically recent introduction of inhabitants of European ancestry into the Salt Lake Valley Great Basin environment in 1847 immediately and irreversibly altered the natural hydrology system. These inhabitants adapted their environment to their needs by first diverting the natural stream flows by hand-dug irrigation ditches to flood the desert valley and later by constructing reservoirs in the mountains to delay and extend the season of the release of water into their

irrigation ditches. These man created changes allowed agricultural development and enabled rural and urban development of the Salt Lake Valley Basin. Transportation and communication facilities and systems locations soon followed with the California Trail, Pony Express and transcontinental telegraph and railroad connections. Later, the U. S. Highway system, Interstate Highway system, and finally, the development of the International Airport and Telecommunications networks assured the urbanization of the Wasatch front.

The urbanization of the valley floor eventually obscured some of the natural waterway connections between the mountain and the lake basin environments. Urbanization also established and improved parks and intensely landscaped open areas. Regional parks such as Liberty, Sugar House and the State Fair park were developed. Neighborhood community parks and golf courses were established which provide extensive landscaped open areas within the urbanized valley.

The importance of the Jordan River was recognized in the early 1970's for its open space and flood plain value after initial channelization, containment and "nuisance" treatment. The smaller streams were piped underground through the initial development phases of the urbanization of Salt Lake City. In the spring of 1983 City Creek flooded beyond capacity of the underground piping and turned City streets into temporary river channels at tremendous public cost and inconvenience. This prompted reevaluation of piping solutions and plans to bring City Creek above ground again.

Early consideration of the Open Space Plan presented the scattered location and disconnected relationship of the naturally created and human created open spaces. Examination of **Map A**, the 1888 map of Salt Lake City clearly shows the location and connected nature of the four creeks and the Jordan River. Examination of **Map B**, Salt Lake City in 1992 shows these stream courses have been obscured by the development and by the street system. Recognition of

the loss of connection, both physically and psychologically between the urban and natural systems became the inspiration for the unifying concept of the Open Space Plan. The plan utilizes a system of linear parks and non-motorized transportation corridors to reestablish, mentally and physically, the original connections between the natural land forms through the urbanized areas of the City.

Map C illustrates the generalized location of the Great Basin geographic land forms within the planning area for the Salt Lake City Open Space Plan. This planning area represents the north forty percent of Salt Lake County.

The three principal Great Basin land forms each comprise approximately one third of the total open space planning area. The mountain land form area is predominately public agency-owned and managed under a well-established multiple use philosophy designed to protect its watershed and recreational value. The plan supports such continued protection. The lake basin land form consists mainly of lands owned by public agencies, such as the State of Utah and Federal migratory bird refuges. This land form includes the lake water area, lake islands, and all of the shore lands between 4,200 feet and 4,212 feet above mean sea level elevation. This shore area can be considered the "normal" fluctuation level of the lake water surface area. Much of the man created existing wetlands and migratory bird refuge improvements are located within this fluctuating shore area. This land form has been relatively well protected by public ownership and environmentally sensitive management and access controls. The plan supports such continued protection and access controls.

The valley land form is located generally between the mountain and lake basin land form. **The valley land form within the Open Space Planning Area is approximately one-half developed or urbanized. The other half is used for either low intensity**

agricultural uses, or is vacant. The valley land form is split down the middle, north to south, by the urbanized portion located on the east and the vacant/agricultural portion located on the west. Future urbanization will likely spread to the west.

Between the principal land forms are two transitional areas. Between the mountains and the urbanized portion of the valley land form is an area called the foothills. Between the vacant and agricultural portion of the valley land form and the lake basin land form is an area called the lakeshore uplands. **These two transitional areas, and the valley land form area are the subject of the focus of the policies, recommendations and land use plan portions of this Open Space Plan. The Open Space Plan's concept is to focus on the transitional foothills, the transitional lakeshore uplands, and the urbanized valley land form areas with specific policies, recommendations and a implementation strategy necessary to recognize and re-establish to the extent possible, the natural and man-created linkages between the mountain and lake basin land forms.**

Map D, Open Space Plan for the Salt Lake City Planning Area, graphically presents this concept of the three Great Basin land forms, being connected by the natural stream bed corridors through the developed and yet to be developed valley land form. The transitional foothills and lakeshore uplands are shown located between the land forms. This map serves as the index for a series of detailed corridor maps. The concept of the stream bed corridor connections through the valley land form has been expanded to include the lateral connection of the stream beds along the Bonneville Shoreline trail which spans the transitional foothills area. The concept includes corridor linkages along available utility and transportation routes.

Map D and the detailed corridor maps show the development of the Shoreline Trail which provides an edge for the urbanization of the valley land form and connecting corridors (using the waterway corridors) to the lake basin land form area.

The corridors presented on **Map D** are linear parks with a variety of characteristics. Many of the corridors utilize existing public property, easements and rights-of-way. The plan minimizes future property acquisitions. Where possible, the corridors follow the actual creek drainage. In other areas the corridors follow historic patterns, such as the Canal Corridor which uses existing alleyways through a residential neighborhood. These alleys follow the old canal route. In highly developed areas such as sections of the Transvalley Corridor, the path is limited to special paving and landscaping on expanded sidewalks or utilizing existing pavement. The Shoreline Trail Corridor follows the shoreline of prehistoric Lake Bonneville which was the predecessor

of the Great Salt Lake. This line is along the foothills and above the developed portion of the City. The corridors are connected to each other to form a City-wide network.

The purpose of the plan, as developed, is to provide a clear vision and understandable diagram of open space for the City. The diagram shows not only existing resources, but also extensive possibilities and serves as a guide for public and private actions to realize the goals of the plan. The plan is dependent upon the collaborative efforts of the community directed towards a shared vision of possibilities for successful implementation. The plan articulates that vision. The detailed corridor maps show the feasibility of implementation of the concept and are summarized briefly as follows:

Maps 1, 2, 3 - Shoreline Trail Corridor

Shoreline Trail Corridor is mapped in detail in three sections and follows the prehistoric shoreline of Lake Bonneville along the foothills at about the 5250 elevation. The Shoreline Trail is a combined pedestrian and bike path which allows controlled access to other trails into the foothills. It provides a development limit line protecting the natural foothill environment from further encroachment toward the mountain land form. The mapped route is primarily on public land owned by Salt Lake City or the U.S. Forest Service, University of Utah and Utah State Parks. Part of the Lime Kiln to Emigration section follows a natural gas pipeline easement.

Map 4 - Parley's Creek Corridor

Parley's Creek Corridor is shown on the detailed map of this corridor and illustrates the connection of various open space resources. The corridor follows Parley's Creek from the mouth of the canyon to Hidden Hollow where the creek is then piped underground. The corridor continues to Fairmont Park and is mapped to follow the D&RGW railroad spur when this line is abandoned with an ultimate connection to the Jordan River Parkway.

Map 5 - Emigration Creek Corridor

Emigration Creek Corridor follows the existing creek from the mouth of the canyon through residential neighborhoods and a future park site (Wasatch Hollow) owned by Salt Lake City to the campus of Westminster College.

Map 6 - Red Butte Creek Corridor

Red Butte Creek Corridor connects two existing parks, Miller Park and Sunnyside Park to the Red Butte Arboretum at the mouth of Red Butte Canyon. This trail goes through the Veterans Administration Hospital campus and follows the creek through the University of Utah Research Park.

Map 7 - City Creek/Gateway

City Creek/Gateway Redevelopment Corridor brings City Creek above ground to contribute to a proposed park development at the edge of the downtown area. The creek will follow the northern edge of the LDS Church headquarters and Temple Square before becoming part of the Gateway Redevelopment Area with an ultimate connection to the Jordan River Parkway.

Maps 8A, 8B - Canal/McClelland Corridor

Canal/McClelland Corridor follows the path of the historic Jordan and Salt Lake Canal which shows clearly on **Map A**. The canal was piped underground in the early 1900's. Existing "alleyways" wind through a densely developed neighborhood along the old canal route. These "alleys" form the basis for this corridor.

Map 9 - Glendale/Liberty Corridor

Glendale/Liberty Corridor connects Liberty Park to the Jordan River at Glendale Park. The trail route envisions utilizing a D&RGW railroad spur and sidewalk improvements through some residential neighborhoods. The abandoned railroad line passes under the I-15 freeway.

Maps 10, 11, 12 - Transvalley Corridor

Transvalley Corridor provides the opportunity to connect several existing open space amenities such as Rotary Glen Park, Pioneer Trails State Park, Hogle Zoo, Sunnyside Park, Liberty Park and the Jordan River and west to the Bangarter Highway (4000 West). It connects the City east of I-15 to the City west of I-15 and provides a pedestrian/bicycle route from the foothills, through the urban area, into the wetlands. This corridor is mapped in detail in three sections.

Map 13 - Westpointe Corridor

Westpointe Corridor connects a proposed Utah State Wetlands Education Center to the Jordan River parkway and develops a trail parallel to I-215 as an amenity to adjacent residential neighborhoods and an enhanced northern "gateway" entry into Salt Lake City.

Map 14 - Northwest Corridor

Northwest Corridor provides a pedestrian/bicycle connection between the foothills and lakeshore uplands transitional areas at the northern edge of the City. It is a continuation of the shoreline trail to the lakeshore uplands and terminates at the wetlands education center.

Map 15 - Bailey's Lake Corridor

Bailey's Lake Corridor is located in the lakeshore uplands environment which is mostly undeveloped. The corridor map shows carefully located paths to provide pedestrian access to the lakeshore upland transition area and the lake basin land form which contains the existing wetlands ecosystem and habitat.

Open Space Issues And Policies

Consideration of the Open Space issues and policies for Salt Lake City is organized around the foothills, the lakeshore uplands and the valley land form. The city Open Space Plan focuses on these three areas. A comprehensive Open Space Plan should address these areas and consider their overall relationship. The issues and policies were developed during the public plan process by the Steering Committee, Planning Commission and consultants.

Foothill Transitional Area

The foothill transitional area includes the steeper slopes generally below the 5200 ft. elevation at the eastern and northern edges of the urbanized area. A major issue is the conservation of the natural environment for animal habitat, watershed and views. Policies primarily focus on conservation of this environment by managing access, restricting inappropriate uses, guiding development to minimize or eliminate adverse impacts, and promoting education for proper use.

Issue

The foothills provide a visual transition between the built urban environment and the mountains, and provide a scenic backdrop to the City which should be protected.

Policy

Establish the Shoreline Trail as the edge of the built area and restrict development beyond this edge. Preserve prominent peaks, knolls, ridgelines and drainage channels in a natural state.

Issue

The foothills provide important wildlife habitat and water resources for the City which should be maintained.

Policy

Preserve habitat and water resources by expanding and protecting foothill open space areas, particularly natural stream channels and their resultant natural vegetation.

Issue

The foothills provide recreational opportunities for hiking, biking and wildlife observations which are desired by residents.

Policy

Establish a trail system with designated regional scale and neighborhood scale pedestrian and bicycle access, uniform identification, signage, trail standards, and an education program on proper use.

Issue

Reduce the potential risk of property damage caused by fire.

Policy

Provide a managed pedestrian access/firebreak area between foothills and the City, and accommodate fire fighting equipment access.

Issue

Human use of the foothills creates conflict between humans and wildlife.

Policy

Access to the foothills should be at designated pedestrian access points and managed in a manner compatible with wildlife habitat.

Issue

Trailheads lack identity, parking and other amenities.

Policy

Establish trailheads at City parks to provide parking, emergency vehicle access, maintenance, sanitation and regulatory authority under existing municipal ordinances.

Issue

The foothill area involves jurisdictions and agencies in addition to Salt Lake City.

Policy

Coordinate this plan with other local jurisdictions for compatible land use and to continue corridors through the valley and to neighboring communities. The following is a list of other jurisdictions:

City of So. Salt Lake, Davis County, Summit County, City of No. Salt Lake, Salt Lake County, US Forest Service, West Valley City, Bountiful City, University of Utah, Utah State Parks.

Valley Land Form Area

The valley land form area consists of the developed and developing central portion of the valley. It is relatively flat and includes the base of the foothills. Direction is needed to enhance and expand the existing parks, recreation and open space amenities. Policies are directed to connect existing park spaces, reinforce and improve the natural and mancreated existing linkages.

Issue

The City is divided by barriers such as freeways, railroads, utility and Drainage corridors and arterial streets. The City lacks non-motorized alternatives to automobile transportation which transcend these barriers.



Wetlands at North Salt Lake

Policy
Connect the neighborhoods and mitigate the barriers by developing a pedestrian/bicycle urban trail system which transcends these barriers.

Issue
Existing parks system is disjointed and lacks connection to the natural environments. Additional park facilities are required.

Policy
Develop more neighborhood and regional linear parks as part of an urban park network which provides connection linkages to the mountain and lake basin land forms.

Issue
The City lacks a positive aesthetic image at the gateways to the City. Roadway corridors lack adequate vegetative mitigation.

Policy
Utilize open space principles and amenities to enhance gateways; I-80 at Parley's Canyon, I-15 at North City Boundary, I-80 at West Boundary. Include the use of treated gray-water reclaimed from the sewage treatment plant to expand and enhance landscaping using native species.

Issue
The Jordan River Parkway is an underutilized open space amenity.

Policy
Support the Jordan River Parkway concept by promotion and expansion of Parkway amenities with City open space corridors. Support state and private enhancement of the river project. Lobby for state funded improvement of this corridor.

Issue
The major stream channels are an underutilized and unrecognized open space amenity.

Policy
Develop trails and linear parks along canyon stream beds which tie into a city-wide trail network. Stream corridors should restore aquatic habitat wherever possible and create natural conditions such as gravel bottoms, undercut banks, streamside vegetation, riffles, and pools. Identify these corridors with maps and uniform signage and attract "corridor keepers" to improve and sponsor selected corridors.

Issue
The City lacks a strategic plan for land acquisition, parcel consolidation and disposition of open space areas.

Policy
Establish a mechanism for review and approval of land and easement acquisition, parcel consolidation and disposition. Establish administrative policies for development exactions and encroachment upon publicly owned, environmentally sensitive lands by abutting property owners.

Lakeshore Uplands Transitional Area

The lakeshore uplands are the largely vacant and agricultural areas located between the lake basin land form and the valley land form. This area is generally contained between elevation 4,212 feet and 4,217 feet above mean sea level.

The major issues are related to buffering the wildlife habitat of the lake basin land form and to improving access. Policies are directed to managed growth and development.

Issue
The lake basin land forms are a dynamic and fragile ecosystem which provide fresh and saltwater habitat for wildlife and migratory birds which should be protected.

Policy
Conserve the ecosystem with a program of managed land use development. Access should be at designated pedestrian and bicycle access points. This access should be managed in a manner compatible with wildlife habitat values. Nesting by species sensitive to human intrusion would be a reason to limit access.

Issue
Prime wetlands habitat is located within the lake basin land form outside Salt Lake City and is publicly owned and managed, or is privately owned by special interest groups.

Policy
Annex wetland area north of Salt Lake City boundary to the Salt Lake/Davis county boundary to place City jurisdiction over the lake basin land form in support of existing public and private land use and to establish continued public policy oversight.

Issue
Wetland areas are underutilized and undervalued as an open space recreational and education resource.

Policy
Establish an education program to realize the open space value. Connect the wetlands to the urban area open space linkage system through the plan and an educational campaign.

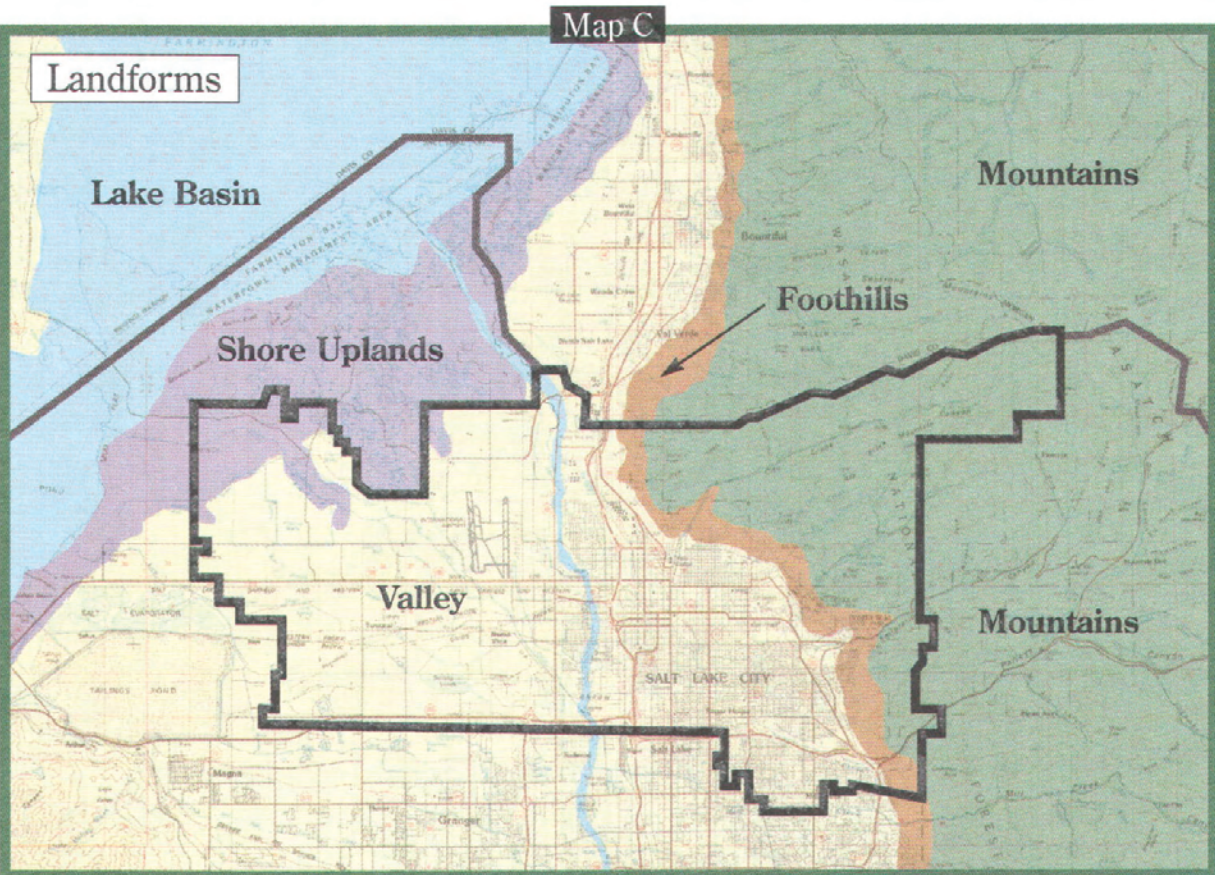
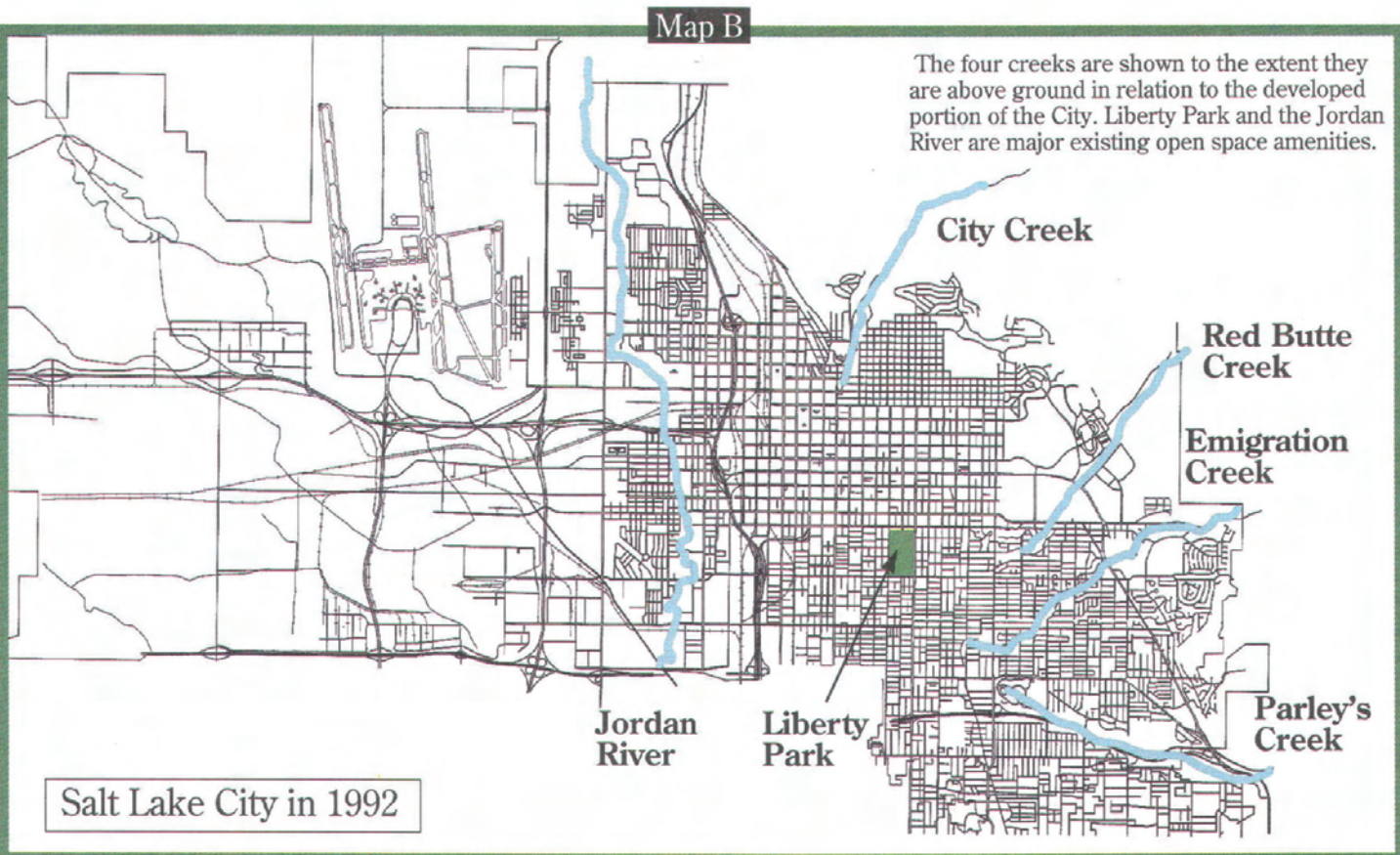
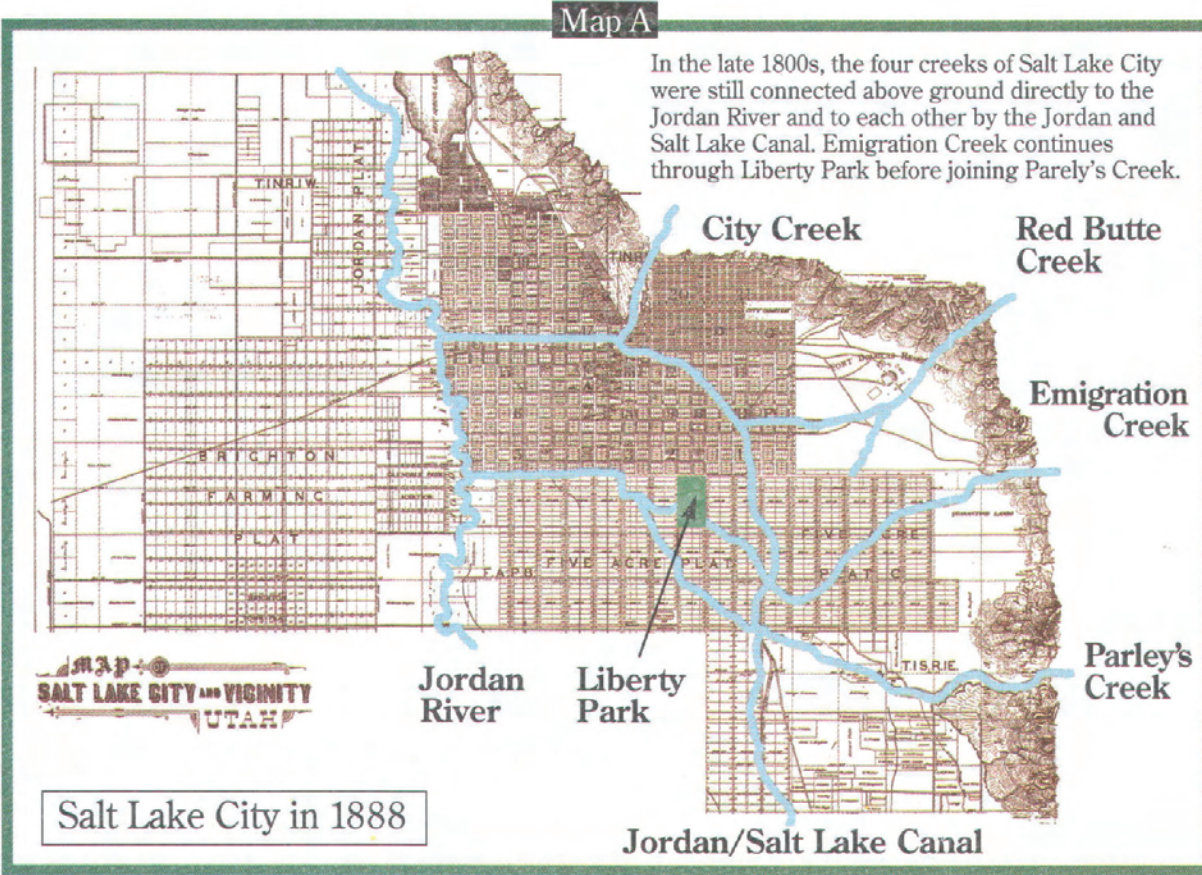
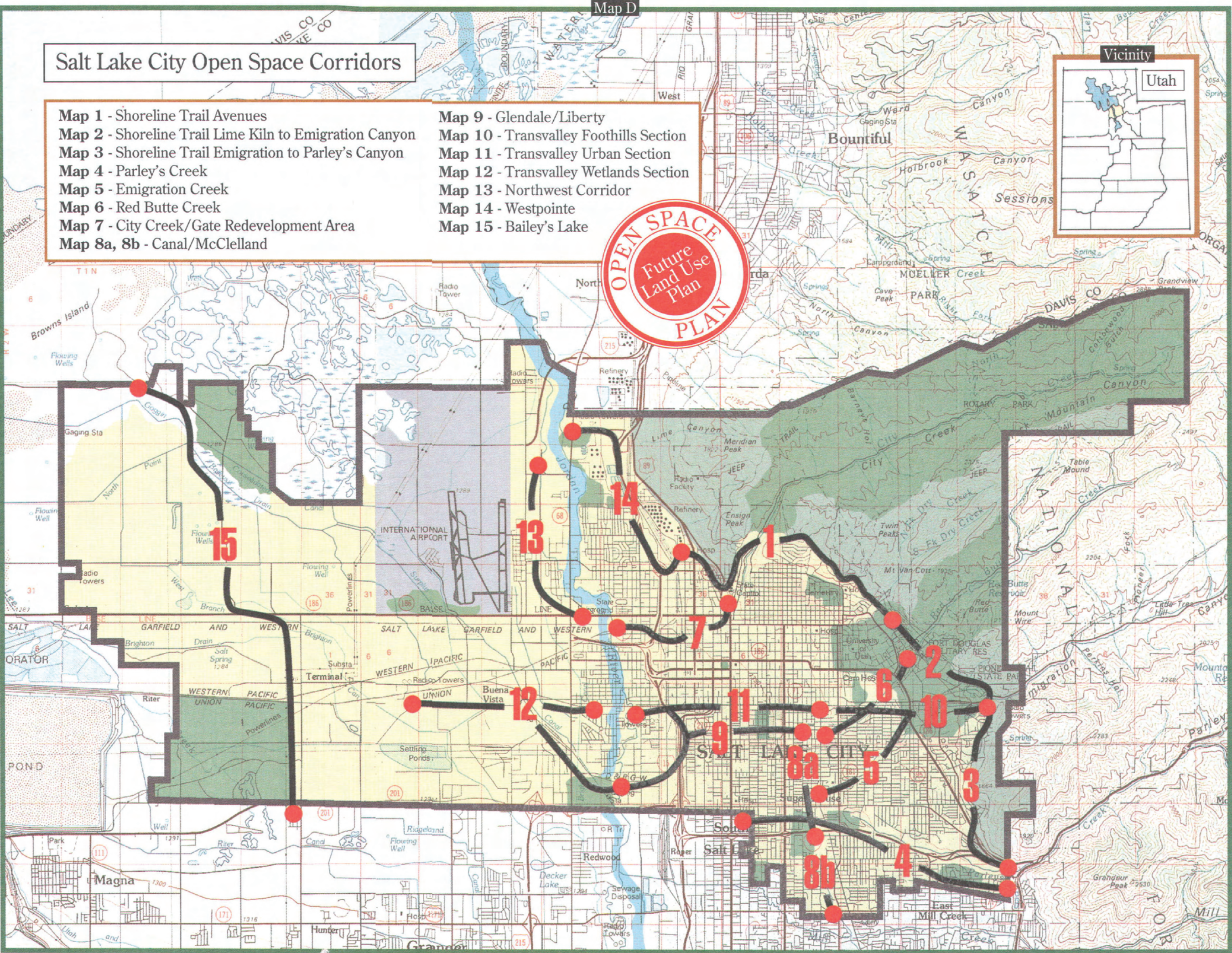
Issue
The Army Corps of Engineers regulates proposed developments within designated wetland areas which often require mitigation of wetland areas outside the development site.

Policy
City should identify areas for habitat replacement mitigation and work with the Corps of Engineers to establish coordinated recognition of existing habitat and to mutually agree on the habitat replacement, buffering and access uses of the lakeshore uplands transitional area. Mitigation areas should be within Salt Lake City.

Issue
The wetlands involve other jurisdictions, agencies, and private land owners in addition to Salt Lake City.

Policy
Coordinate this plan with other jurisdictions, private ownership special interest groups and public agencies for compatible land use and buffering issues/policies. The following is a list of other public agencies, political jurisdictions, and private ownership special interest groups:

US Fish and Wildlife Service, US Army Corps of Engineers, Utah State Division of Natural Resources, Davis County, City of North Salt Lake, Woods Cross City, Salt Lake County, Great Salt Lake Chapter of the National Audubon Society, Private Duck Hunting Clubs.



Recommendations And Priorities

Accepting the established public and private ownership and preservation management philosophies of the mountains and lake basin land forms, the recommendations of this plan relate mainly to the valley land form and to the foothills and lakeshore uplands transitional areas. The valley land form area recommendations will be considered, at the time of development or redevelopment activities of the private or public sectors, using established planning and zoning administration practices. Public activities of infrastructure maintenance or reconstruction, will also trigger consideration of the Open Space Plan recommendations. The transitional foothills area recommendations focus on plan concept implementation including: buffering of the abutting mountains land form area from new development with compatible infill development, and improving the access transition from public streets to pedestrian/bicycle corridors and connection to the mountains area recreation opportunities. The transitional lakeshore uplands recommendations focus on the plan concept implementation through: designated portions of this area to be used for habitat relocation mitigation improvements for displaced natural habitat within the valley land form area; providing buffering of future development of the valley land form area from the lake basin land form area; and establishing improved and compatible access opportunities to the lake basin recreation and habitat facilities.

Prioritized General Recommendations

1. Adoption of this plan by the Salt Lake City Planning Commission and City Council.
2. Establish an Open Space Trust entity of Salt Lake City to receive ownership of publicly and privately owned open space lands and to consolidate the public ownership, promote acquisition, generate revenue, and monitor the plan.
3. Pass an administrative ordinance to incorporate the plan within the operations of the various City departments.
4. Designate a City employee as an Open Space Coordinator to monitor the implementation and actions of various City departments and coordinate private actions.
5. Organize the Corridor Keepers which are private groups to monitor and advocate for development of the various corridors and segments of the corridors. The Corridor Keepers can be a variety of organizations or a coalition of groups. Examples of possible members are the KOPE Kids, CARE Kids, Community Councils, Red Butte Garden, the University of Utah, neighborhoods and profit or nonprofit civic organizations. The Corridor Keepers will be advocates for open space.
6. Adopt Zoning Ordinance changes and a hillside ordinance to protect the remaining Open Space resources of the City within the foothill transitional area.
Zoning changes related to the plan should include:
 - Establish an Open Space District to preserve and protect areas of public and private open space and exert a greater level of control over any potential redevelopment of existing open space.
 - Establish a Foothills Protection District to protect the foothill areas from intensive development in order to ensure the scenic value of these areas, views corridors and to minimize flooding and erosion.
 - Establish Foothill Residential Districts of various lot sizes to promote environmentally sensitive visually compatible development.
 - Establish a Lowland Conservancy Overlay District to provide for the protection, preservation, proper maintenance, and use of Salt Lake City's watercourses, lakes, ponds, floodplain and wetland areas.
 - Map appropriate zoning districts within the valley land form and the foothill transitional area and the lakeshore uplands transitional area to promote open space amenities and improvements.
 Hillside protection ordinance recommendations include:
 - Site sensitive regulations (architectural controls and aesthetics).
 - Ridgeline, gully, and significant land forms protection concepts.
 - Shoreline Trail used as an urban development limit line.
7. Annex and zone appropriately the existing prime wetland habitat areas north of the Salt Lake City boundary to the Salt Lake/Davis County boundary.

8. Designate trailheads at existing and proposed major improved City parks to provide parking, emergency vehicle, access, maintenance, information and sanitation support, subject to existing regulatory authority under municipal ordinances.
9. Designate neighborhood scale pedestrian and bicycle access points located linearly along the length of the foothills and lakeshore uplands transitional areas.
10. Develop a model section of a corridor park such as the Shoreline Trail from Sunnyside Avenue to the Arboretum as a demonstration project.
11. Establish an annual Open Space Festival to help educate people about and generate enthusiasm for open space. These annual festivals could be coordinated by the Open Space Coordinator in conjunction with the Corridor Keepers and the Open Space Trust. The purpose is to focus on a specific area of the City, or specific idea in the plan. The festival could become a means of continued public interest and funding as the plan is implemented.
12. Coordinate the Open Space Plan with the Army Corps of Engineer's wetlands mitigation policies so that the Corps of Engineers required habitat replacement mitigation helps implement the Open Space Plan within the Salt Lake City Open Space planning area. Establish agreements of understanding with these entities to ensure continued cooperation and understanding.

Specific Recommendations for Each Corridor

Shoreline Trail Avenues (Map 1)

- Acquire available properties for trailhead development.
- Request having a pedestrian/bicycle tunnel or overpass constructed under Victory Road during the remodeling of the intersection of Beck Street and Victory Road to facilitate a no conflict pedestrian/vehicle intersection (grade separated).
- Extend the 700 North right of way west from East Capital Boulevard to Victory Road and create a trail connection to City Creek Canyon.
- Develop the trail connection by use of trail standards.
- Develop Popperton Park as a major trailhead with parking and support facilities.
- Maintain strict watershed management controls in City Creek Canyon.
- Negotiate the formalization of pedestrian easements over the private property for use of the historic Bonneville Boulevard route located west of Ensign Peak.

Shoreline Trail Lime Kiln to Emigration Canyon (Map 2)

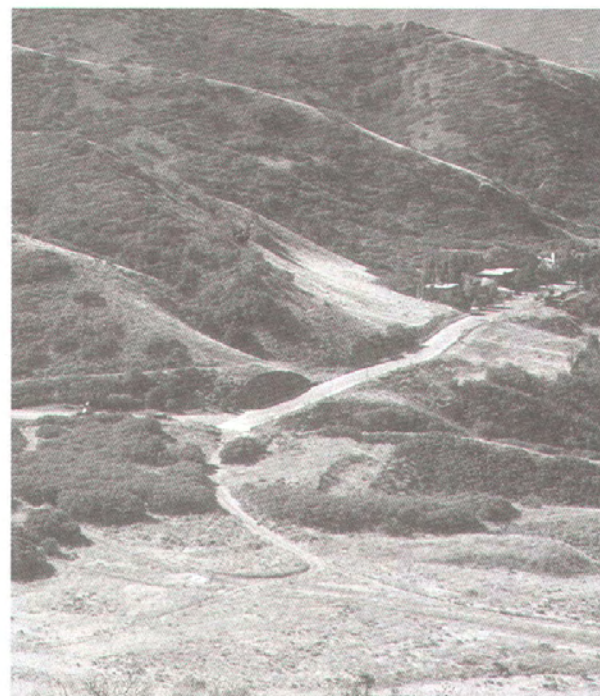
- Secure agreements with appropriate State and Federal agencies to protect and develop the proposed pedestrian/bicycle routes as proposed in the plan and to insure compatible access to the mountain area.
- Plan corridor sections to establish the exact location and routes in detail and to determine cost.
- Protect right of way agreements.

Shoreline Trail Emigration to Parley's Canyon (Map 3)

- Negotiate the purchase or donation of a pedestrian easement over existing drainage easement with property owners on Devonshire Drive at Dinosaur Cave to formalize public access rights.
- Negotiate a trail easement with private land owners.
- Widen the easement from Bonneville Golf Course to Hogle Zoo for a trail connection to Emigration Creek.
- Coordinate trail connections with Forest Service and neighboring jurisdictions.

Parley's Creek (Map 4)

- Develop a feasible access from the Hansen Historic Nature Park to the Shoreline Corridor including a grade separated intersection above/below the I-80/Foothill Drive roadways.
- Develop a connection from Hidden Hollow to Sugar House Park.
- Coordinate with UDOT and the Salt Lake Country Club to develop a trail between I-80 and the Salt Lake Country Club.
- Enhance crosswalk at 1300 East to identify and promote the corridor.
- Develop trails through Sugar House Park and Fairmont Park to connect the corridor.
- Secure the D&RGW Railroad spur for future open space corridor and trail uses when it becomes available through abandonment.
- Coordinate the development of the railroad corridor with the City of South Salt Lake to continue the connection to the Jordan River Parkway.
- Street crossings need to become visual identification points for the open space system. This corridor has a large number of major street crossings.
- Annex Hansen Historic Nature Park into the Salt Lake City corporate jurisdiction.



Shoreline Trail, East Bench "H" Rock

Emigration Creek (Map 5)

- Review Allen Park Subdivision Development to provide trail connection when proposed for redevelopment.
- Integrate Wasatch Hollow Park with the Open Space Plan.
- Coordinate Open Space Plan with the Westminster College Master Plan.
- Investigate the feasibility of pedestrian use of the Foothill Boulevard tunnel with UDOT and Flood Control.

Red Butte Creek (Map 6)

- Coordinate with the LDS Church at the 1500 East parking area to allow for dual usage and improvements.
- Improve Miller Park to reflect open space connections.
- Develop access across 900 South, Sunnyside Avenue, and Foothill Boulevard.
- Coordinate with the LDS Church on Sunnyside Avenue to promote Open Space corridor.
- Coordinate the V.A. Hospital Master Plan with the corridor system.
- Coordinate development of a trail along Red Butte Creek through Research Park.

City Creek/Gateway Redevelopment Area (Map 7)

- Promote the Gateway Park Proposal.
- Develop connection under freeway by using the rail corridor or 100 South.
- Develop the park site at North Temple and the Jordan River.
- Expand the City Creek concept at North Temple.
- Construct a green corridor from downtown to the Jordan River utilizing privately maintained open space on streetscapes.

Canal/McClelland (Maps 8A, 8B)

- Enhance McClelland Street.
- Acquire appropriate lots for neighborhood parks along this corridor.
- Develop major street crossings. Maintain the existing right-of-way from disposition and encroachment.

Glendale/Liberty (Map 9)

- Develop the New London Railroad Track when it is abandoned to cross under I-15.
- Incorporate path into Liberty Park and the Herman Franks Park.

Transvalley Foothills Section (Map 10)

- Revise the rights of way to expand the sidewalks and green spaces on the north side of Sunnyside Avenue. Investigate the feasibility of constructing a Class 1 bicycle path within the existing right-of-way.
- Develop and improve the streetscape along the University of Utah student housing parcels.
- Expand the corridor at the Mt. Olivet parcel to extend the amount of open space along the corridor.
- Begin path construction on the north side of Sunnyside Avenue.
- Coordinate the development of a trailhead with Pioneer Trails State Park, Rotary Glen Park, and Hogle Zoo utilizing existing parking facilities in a joint use agreement.
- Utilize existing parking for offpeak time and develop intersections at open space corridors and major street crossings.

Transvalley Urban Section (Map 11)

- Development of Goshen Street Park should be a priority.
- Acquire railroad corridor when it is abandoned.
- Develop the Gateway Redevelopment Area.
- Develop neighborhood parks.

- Redesign the 800 South right-of-way for plantings and a bicycle/pedestrian path within the existing right-of-way.

Transvalley Wetlands Section (Map 12)

- Reevaluate the Indiana and Bangarter Highway street rights-of-way for open space functions.
- Secure agreements with public utilities for use of rights-of-way.
- Develop agreements with Corps of Engineers for use of the Surplus Canal access roads for pedestrian/bicycle corridors.
- Secure railroad rights of way as they become available.
- Secure the Boone School site for future park.

Northwest Corridor (Map 13)

- Coordinate the development of the Wetlands Education Park with the State of Utah.
- Coordinate the extension and expansion of the 2300 North right of way.

- Close the frontage road along I-15 which presently serves Rosewood Park.
- As development occurs along the east frontage road the trail and landscape buffer should be developed.
- As development occurs on the north side of 500 North, a 10 foot sidewalk and additional open space should be provided.

Westpointe (Map 14)

- Promote development of the Wetlands Education Park. Promote the improvements along the Jordan River Parkway. Develop the corridor along I-215 to include enhancement of the surplus canal as an amenity to the corridor.
- Promote the corridor by enhancing the intersections along Redwood Road.
- Develop Westpointe Park site to include corridor connections. Utilize the corridor to promote a buffer between commercial and residential development near North Temple.

Bailey's Lake (Map 15)

- Oversee development through requirement of a small area/development master plan before rezoning from holding zones to begin development consistent with Northwest Quadrant Plan.
- New development to include open space land as condition for development.
- Habitat replacement mitigation activities are to take place in Salt Lake City.
- Inventory wetlands which exist and give these lands a wide berth (buffer) from new development and expand these areas into open space amenities.
- Widen existing drainage corridors to multiple use and amenity facilities to add interest and variety to an otherwise flat topography.

Implementation

The Open Space Plan is a framework for action and provides the diagram to guide the process of implementation over time. The realization of the plan will occur as various components are implemented and will likely occur incrementally. The plan serves as a basis for identification of opportunities as they arise. Proposed corridors or parts of corridors can be implemented simultaneously and the completion of one corridor is not dependent upon completion of any other. The implementation addendum consists of three separate sections as follows:

- City Implementation Actions
- Private Implementation Actions
- Suggested Schedule/Time Line

City Implementation Actions

1. Establish the Open Space trust to receive and manage real property within the foothill transitional area and the lakeshore uplands area. The trust would also receive appropriate real property and easement interest located within the valley land form area.
2. Examine available improvement and land acquisition funding methods for use by the City as follows:
 - a. Annual general fund allocation for open space land acquisition and improvements funding.
 - b. Earmarked real estate transfer tax.
 - c. Earmarked excise tax on recreational equipment and events.
 - d. Bonding proposal for open space improvements/acquisition projects.
 - e. Solicitation of gifts and annuities from benefactors for earmarked open space projects.
 - f. Open space impact fees on new and infill developments.
 - g. Exaction policies on new development for open space improvements.
 - h. User fees or entry fees/permits.
 - i. Utah Code Section 63, Chapter 11A, trails construction matching funds program.
 - j. Private nonprofit group fund raiser, employee/special interest group fund raising project/solicitations.
 - k. Neighborhood scale special improvement districts and special service districts to fund specific projects.
3. Examine potential construction activity alternatives as follows:
 - a. National Guard construction projects for training.
 - b. Donated construction services by local contractors and suppliers/distributors.
 - c. Donated equipment/supplies by local industry.
 - d. Volunteer labor by special groups/associations.
4. Administrative mandate to all City departments to review and incorporate the Open Space Plan within City projects and maintenance programs.
5. Develop administrative orders and policies for the following:
 - a. Development exaction policy.
 - b. Departmental goals to include implementation of Open Space Plan recommendations.
 - c. Encroachment policy on public property.
6. Examine open space impact fees policy.
7. Establish trail and corridor alignment/survey files and inventory files/records management.

Private Implementaion Actions

Major consideration in the development of the Open Space Plan was to provide opportunity for implementation by private citizen action. The plan is purposely not dependent upon official City government action for implementation. Hopefully the Corridor Keepers will be effective in bringing much of the plan to realization. General and specific citizen implementation initiatives follow:

Overall Plan Actions:

- Identify appropriate areas of corridors for action.
- Obtain easements to the Open Space Trust for use.
- Lobby for City property purchase.
- Organize cleanup and construction actions.
- Lobby for public support and City action.
 - Community Councils
 - Planning Commission
 - City Council
- Coordinate efforts with Open Space Coordinator and City planning staff.
- Fund development.

Corridor Actions:

Shoreline Trail Avenues

- Investigate actual trail alignment and locate route.
- Lobby support of adjacent residents.
- Coordinate to develop trail on Victory Road.

Shoreline Trail Lime Kiln to Emigration Canyon

- Determine trail alignment.
- Negotiate easements with various agencies of public ownership.

Shoreline Trail Emigration to Parley's Canyon

- Determine trail alignment.
- Lobby support of adjacent residents.
- Negotiate easements with private property owners.

Parley's Creek

- Negotiate trail easement with UDOT and Salt Lake Country Club along I-15.
- Clean up trail area.

Emigration Creek

- Improve Wasatch Hollow park site and corridor around Clayton Intermediate School.
- Negotiate with private owners for section between Wasatch Hollow Park and 1500 East.



Ensign Peak Nature Park

Red Butte Creek

- Negotiate easements and agreements for corridor through Research Park and the VA Hospital to Sunnyside Park.
- Lobby and raise funds to purchase connection between Sunnyside Park and Miller Park.

City Creek/Gateway Redevelopment Area

- Negotiate corridor section between Jordan River and I-15.

Canal/McClelland

- Develop canal right of way into trail between Wilson Avenue and Harrison Avenue.

Glendale/Liberty

- Develop neighborhood support for improvements between Inglewood Park to Liberty Park and Liberty Park to Jefferson Park to connect the three existing parks.
- Lobby for proposed future park to be realized.

Transvalley Foothills Section

- Coordinate with Pioneer Trails State Park, Salt Lake
- City, University Housing and the LDS Ward to connect Rotary Glen State Park to Sunnyside Park.

Transvalley Valley Section

- Coordinate improvements with private property owners and Salt Lake City for section between Artesian Well Park to Salt Lake City Shops property.

Transvalley Lakeshore Uplands Section

- Coordinate with Army Corps of Engineers and UP&L to develop agreements for use of existing utility easements and the Surplus Canal for trails.
- Organize residents to clean up alleys east of Redwood Road to Poplar Grove Park.

Northwest

- Obtain required agreements to establish corridor on frontage road west of I-15 at Rosewood Park.
- Lobby the State to develop Wetlands Education Park.

Westpointe

- Coordinate with UDOT and residents to establish corridor east of I-15 between 2300 North and North Temple.
- Lobby the State to develop Wetlands Education Park.

Bailey's Lake

- Lobby Salt Lake City to annex prime wetlands north of City boundary to county boundary.
- Document and define sensitive areas with respect to wildlife habitation and ecosystem.

Suggested Implementation Schedule/Time Line

1. Adoption of Open Space Master Plan by the Planning Commission by Summer 1992.
2. Adoption of Open Space Master Plan by the City Council by Fall 1992.
3. City establishment of Open Space Trust of Salt Lake City as a legal ownership entity by Spring 1993.
4. City examination of potential funding sources/methods by Summer 1993.
5. City examination of potential construction activity alternative by Summer 1993.
6. City administrative mandate to all City departments by January 1993.
7. City development and adoption of Administrative orders and policies by Summer 1993.
8. City examination of open space/recreation impact fees policy by Summer 1993.
9. City establishment of open space coordinator position with creation of F.T.E. position within appropriate department/division adopted with F.Y. 1993-94 budget by June 1993.

Acknowledgments

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Palmer A. DePaulis, Former Mayor

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Paul Hutchison, District 2
Nancy K. Pace, District 3
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Adopted by the Planning Commission
August 27, 1992; City Council October 20, 1992 by
Ordinance No. 79 of 1992.

SHORELINE TRAIL CORRIDOR

Avenues

MAP 1

INTRODUCTION

Shoreline Trail Corridor is mapped in detail in three sections and follows the pre-historic shoreline of Lake Bonneville along the foothills about 5250' elevation. The Shoreline Trail is a combined pedestrian and bike path which allows controlled access to other trails into the foothills. It provides a development limit line, thereby protecting the natural environment from further encroachment. The mapped route is primarily on public land owned by Salt Lake City or the U.S. Forest Service. Part of the Line Kiln to Emigration section follows a natural gas pipeline easement.

VICTORY ROAD TUNNEL

A pedestrian tunnel would strengthen the corridor and connect city properties. The tunnel should be included with the remodeling of the intersection of Victory Road and Beck Street.

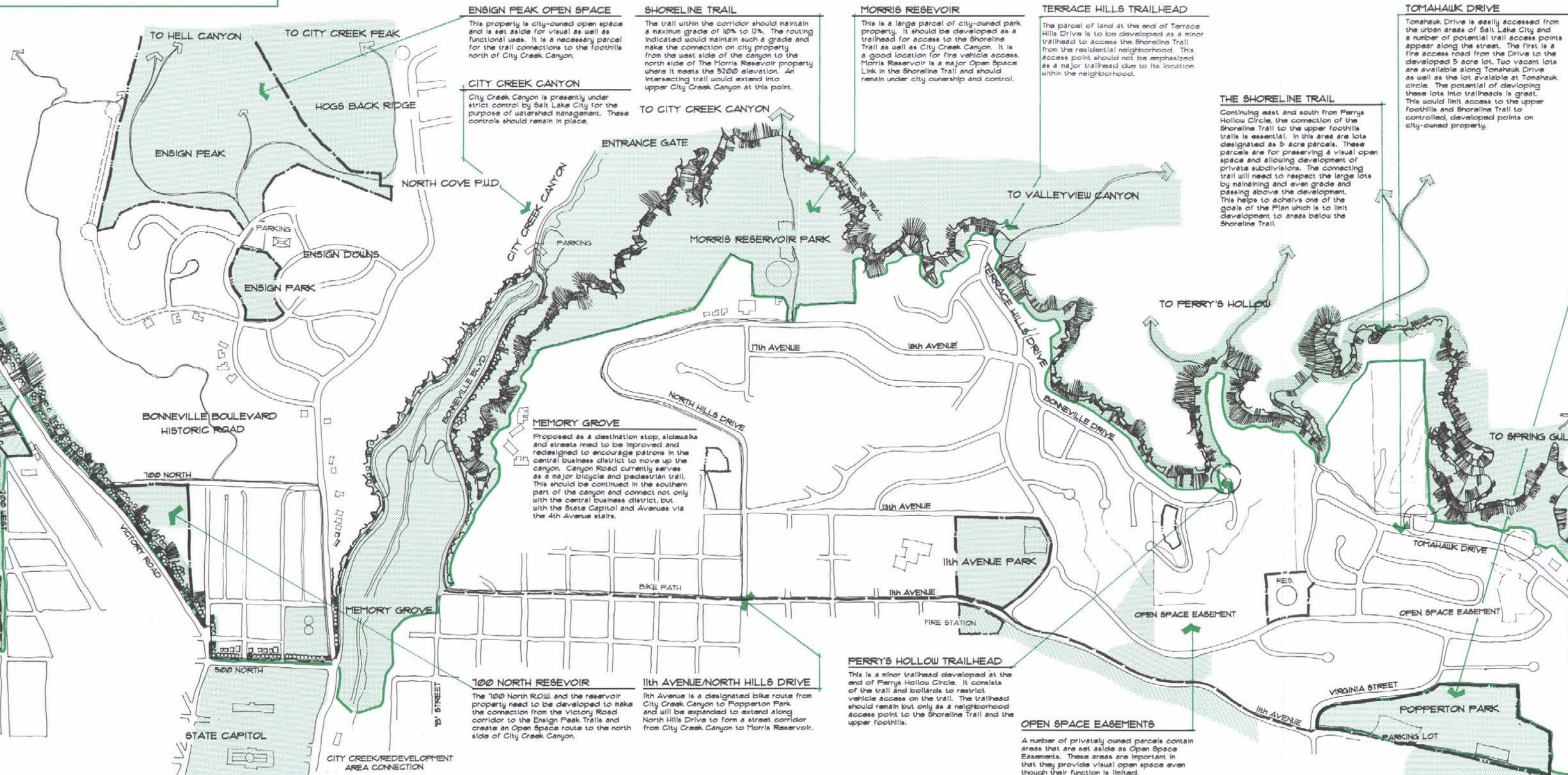
WARM SPRINGS PARK

Open land east of the park is available for trail construction and landscape improvements. The hillside is steep and would need to follow trail standards for implementation.

200 WEST/500 NORTH

The center median and the setback on the west side of 200 West and the north side of 500 North will make the connection through the urban area by expanding sidewalk and improving the setback landscape to identify the Open Space corridor.

NORTHWEST CORRIDOR CONNECTION



ENSIGN PEAK OPEN SPACE

This property is city-owned open space and is set aside for visual as well as functional uses. It is a necessary parcel for the trail connections to the foothills north of City Creek Canyon.

CITY CREEK CANYON

City Creek Canyon is presently under strict control by Salt Lake City for the purpose of watershed management. These controls should remain in place.

SHORELINE TRAIL

The trail within the corridor should maintain a maximum grade of 10% to 12%. The routing indicated would maintain such a grade and make the connection on city property from the west side of the canyon to the north side of the Morris Reservoir property where it meets the 5200' elevation. An intersecting trail would extend into upper City Creek Canyon at this point.

MORRIS RESERVOIR

This is a large parcel of city-owned park property. It should be developed as a trailhead for access to the Shoreline Trail as well as City Creek Canyon. It is a good location for fire vehicle access. Morris Reservoir is a major Open Space Link in the Shoreline Trail and should remain under city ownership and control.

TERRACE HILLS TRAILHEAD

The parcel of land at the end of Terrace Hills Drive is to be developed as a minor trailhead to access the Shoreline Trail from the residential neighborhood. This access point should not be emphasized as a major trailhead due to its location within the neighborhood.

THE SHORELINE TRAIL

Continuing east and south from Perry's Hollow Circle, the connection of the Shoreline Trail to the upper foothills trails is essential. In this area are lots designated as B-acre parcels. These parcels are for preserving a visual open space and allowing development of private subdivisions. The connecting trail will need to respect the large lots by maintaining and even grade and passing above the development. This helps to achieve one of the goals of the Plan which is to limit development to areas below the Shoreline Trail.

TOMAHAWK DRIVE

Tomahawk Drive is easily accessed from the urban area of Salt Lake City and a number of potential trail access points appear along the street. The first is a fire access road from the Drive to the developed 5-acre lot. Two vacant lots are available along Tomahawk Drive as well as the lot available at Tomahawk Circle. The potential of developing these lots into trailheads is great. This would limit access to the upper foothills and Shoreline Trail to controlled, developed points on city-owned property.

POPPERTON PARK

This park is presently under developed and is the most logical location for a major trailhead and connection point to the Shoreline Trail. It is large enough to accommodate a number of vehicles and has easy access to Dry Gulch and the intersection of the Shoreline Trail south to the Red Butte Gardens and Pioneer Trail State Park. The park is also the intersecting point of the 11th Avenue bike path which comes from City Creek Canyon. Popperton Park along with Morris Reservoir are anchors to the Shoreline Corridor above the Avenues residential area.

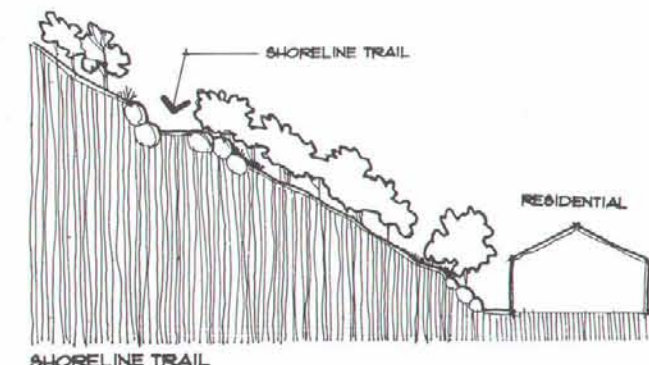
TOMAHAWK CIRCLE

Tomahawk Circle is an important transition point for the continuation of the foothills corridor. The south east side of the circle is the intersecting point of the gas pipeline easement. This lot could be developed into a trail junction which utilizes the easement as a major trail connection for the foothills corridor. At this point the trail would take a route above the neighborhoods and connect to the Shoreline trail from the north.

CONCLUSIONS

1. Acquire available properties for trailhead development.
2. Request having a pedestrian/bicycle tunnel constructed under Victory Road during the remodeling of the intersection of Beck Street and Victory Road.
3. Extend the 100 North right of way to Victory Road and create a trail connection to City Creek Canyon.
4. Develop the trail connection by use of trail standards.
5. Develop Popperton Park as a major trailhead with parking.
6. Maintain strict watershed management controls in City Creek Canyon.

NOTE:
The open space connection corridor or trail route depicted on this map is intended to be conceptual and illustrative of the general corridor opportunity existing in this area of the City. Any actual trail or connecting corridor location, designation, facilities construction or right of way implementation effort will be determined as a part of a specific plan approval process conducted by Salt Lake City Corporation.



SHORELINE TRAIL CONNECTION
(LINE KILN TO EMIGRATION SECTION)

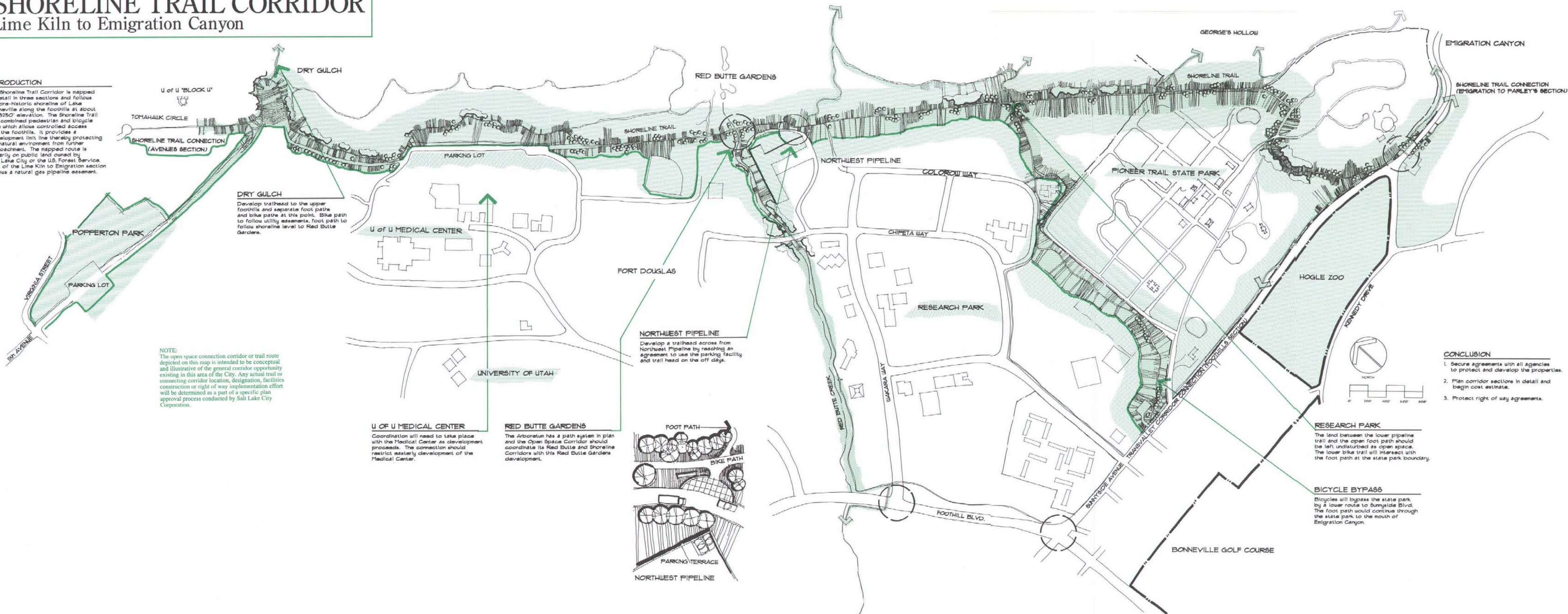
MAP 2

SHORELINE TRAIL CORRIDOR

Lime Kiln to Emigration Canyon

INTRODUCTION

The Shoreline Trail Corridor is mapped in detail in three sections and follows the pre-historic shoreline of Lake Bonneville along the foothills at about the 5250' elevation. The Shoreline Trail is a combined pedestrian and bicycle path which allows controlled access into the foothills. It provides a development limit line thereby protecting the natural environment from further encroachment. The mapped route is primarily on public land owned by Salt Lake City or the U.S. Forest Service. Part of the Lime Kiln to Emigration section follows a natural gas pipeline easement.



DRY GULCH

Develop trailhead to the upper foothills and separate foot paths and bike paths at this point. Bike path to follow utility easements, foot path to follow shoreline level to Red Butte Gardens.

NOTE:

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U OF U MEDICAL CENTER

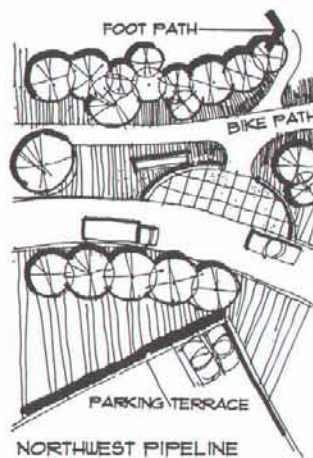
Coordination will need to take place with the Medical Center as development proceeds. The connection should restrict easterly development of the Medical Center.

RED BUTTE GARDENS

The Arboretum has a path system in plan and the Open Space Corridor should coordinate its Red Butte and Shoreline Corridors with this Red Butte Gardens development.

NORTHWEST PIPELINE

Develop a trailhead across from Northwest Pipeline by reaching an agreement to use the parking facility and trail head on the off days.



CONCLUSION

1. Secure agreements with all agencies to protect and develop the properties.
2. Plan corridor sections in detail and begin cost estimate.
3. Protect right of way agreements.

RESEARCH PARK

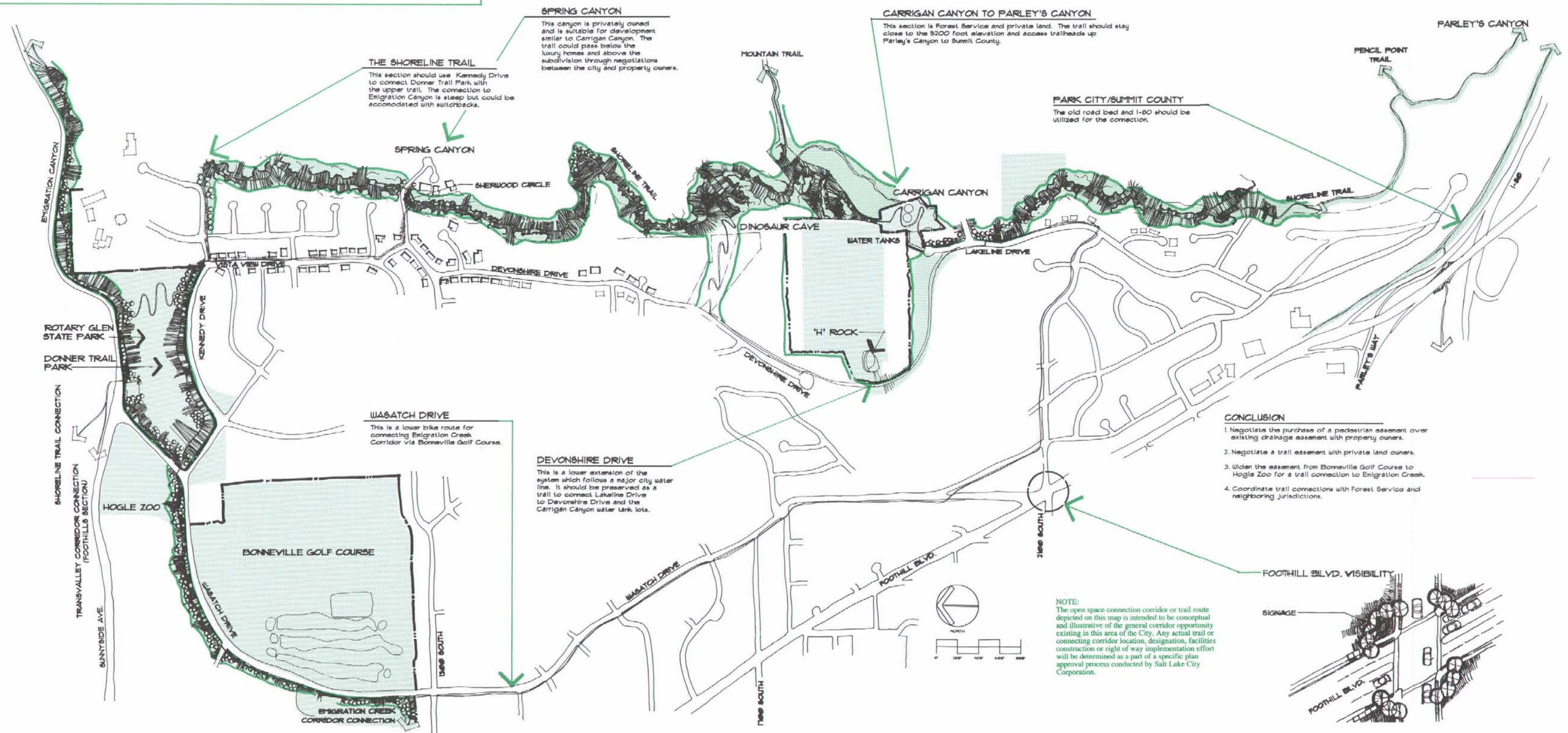
The land between the lower pipeline trail and the open foot path should be left undisturbed as open space. The lower bike trail will intersect with the foot path at the state park boundary.

BICYCLE BYPASS

Bicycles will bypass the state park by a lower route to Sunnyside Blvd. The foot path would continue through the state park to the mouth of Emigration Canyon.

SHORELINE TRAIL CORRIDOR

Emigration to Parley's Canyon



MAP 4 PARLEY'S CREEK CORRIDOR

SALT LAKE CITY BOUNDARY
The railway corridor should extend through South Salt Lake City and to the Jordan River.

PARLEY'S CORRIDOR AND 800 EAST
All intersections are critical and need signage for identification.

HIDDEN HOLLOW NATURE PARK
An integral part of maintaining Parley's Creek. It can connect to the Canal Corridor via the old Post Office site and to Parley's Corridor via Wilmington Avenue or a new tunnel under 1300 East.

SUGARHOUSE CANAL/McCLELLAND CORRIDOR CONNECTION

HIDDEN HOLLOW

HIGHLAND HIGH SCHOOL

SUGARHOUSE PARK

FAIRMONT PARK

SHOPKO SITE

FOREST DALE GOLF COURSE

PARKWAY AVE.

SALT LAKE COUNTRY CLUB/ U.D.O.T. RIGHT OF WAY
Cooperation between these two entities is essential to this section of the corridor. Fencing and a trail will help unify the natural creek with the golf course open space.

PARLEY'S HISTORIC NATURE AREA
This is a large natural setting for the open space corridor. Much of this area is city owned property but needs to be annexed by Salt Lake City. A trail system should be added to address the connections to the corridor. Additional trails should be studied to pass under the freeway and extend to Summit County via Parley's Canyon.

RAILROAD ROW CORRIDOR 500 EAST TO 100 EAST
The corridor should be improved with grass and trees to accentuate each street intersection for identity and safety. This concept could be incorporated with the development of medium density housing.

PARLEY'S CORRIDOR AND 900 EAST
This is an important junction where the corridor expands into Fairmont Park. Signage and visibility is imperative.

FAIRMONT PARK
This is a large, heavily used green space. Large trees and open spaces are visible from I-80. A path system to connect the corridor to Hidden Hollow, Freeway Park and Hidden Hollow should be part of future park improvements.

ELIZABETH SHERMAN PARK
This is a green space park which serves as a gateway to the city and an excellent reinforcement of the corridor system. This park would link Forest Dale Condominiums to the Parley's Creek Corridor and the Sugarhouse Business District.

SUGARHOUSE PARK/ 1300 EAST INTERSECTION
This is a large, regional park. Visibility at 1300 East crossing is very high. A path system within the park will help reinforce the corridor theme.

U.D.O.T. RIGHT OF WAY
Sufficient property with a gentle slope is available on U.D.O.T. right of way and a large parking area to improve green space and provide a path connecting from Fairmont Park to the Freeway Park. An alternative route for the connection could be along Ashton Street frontage to enter Fairmont Park.

SHOPKO PATH
This is an excellent example of private enterprise helping to establish a corridor. The path needs to be wider (10'-12') utilizing the U.D.O.T. right of way.

U.D.O.T. RIGHT OF WAY
Open space which is elevated above the freeway lanes gives the city an opportunity to develop short pedestrian loops within the corridor.

1100 EAST/ PARLEY'S CORRIDOR
This is an excellent location to enter the corridor from the Sugarhouse neighborhoods. Using the bridge structure to cross 1100 East should be investigated. Signage and visibility are important at this intersection.

U.D.O.T. CORRIDOR
This is a difficult section to realize, however it needs to be investigated before eliminating it as a potential trail space.

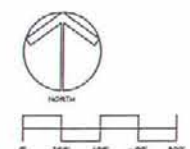
HILLCREST PARK
Retain this park site and develop it to connect with the open space corridor system.

2000 EAST/ PARLEY'S CORRIDOR
A tunnel or crosswalk should be investigated at this junction. Signage and visibility are necessary at this intersection.

2300 EAST OVERPASS
This is the most likely location to cross I-80 to access Tanner Park and Parley's Historic Nature Area. A suspended path built onto the overpass is a possibility.

TANNER PARK
This is a developed park with a path system that is ideally adapted to fit the corridor. The parking at the park is an excellent trailhead. This is a high visibility area for the corridor.

- CONCLUSION**
1. Develop access from the Historic Nature Park to the Shoreline Corridor.
 2. Develop a connection from Hidden Hollow to Sugarhouse Park.
 3. Coordinate with U.D.O.T. to develop a trail between I-80 and the Salt Lake Country Club.
 4. Enhance crosswalk at 1300 East to promote the corridor.
 5. Develop trails through Sugarhouse Park and Fairmont Park to connect the corridor.
 6. Secure the DARSW Railroad spur for future open space corridor and trail uses.
 7. Coordinate the development of the railroad corridor with The City of South Salt Lake to continue the connection to the Jordan River Parkway.
 8. Street crossings need to become visual identification points for the open space system. This corridor has a large number of major street crossings for such a purpose.
 9. Annex Hansen Hollow.
 10. Negotiate right-of-way with UDOT and Salt Lake Country Club.



EMIGRATION CREEK CORRIDOR

INTRODUCTION

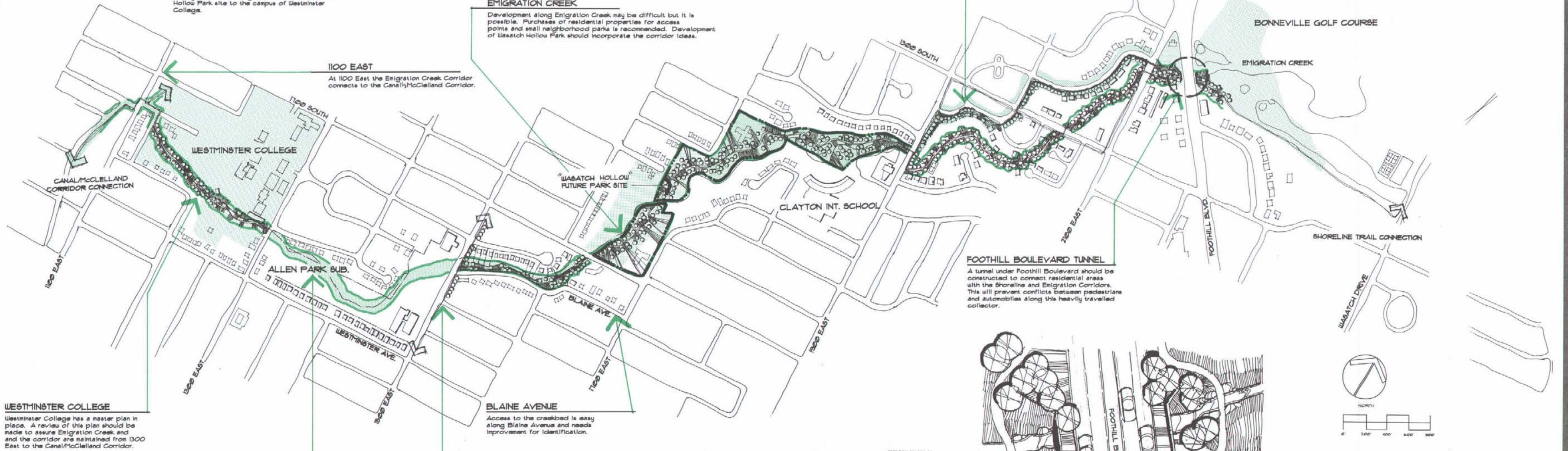
The Emigration Creek Corridor follows the existing creek from Bonneville Golf Course, through residential neighborhoods and Wasatch Hollow Park site to the campus of Westminster College.

EMIGRATION CREEK

Development along Emigration Creek may be difficult but it is possible. Purchases of residential properties for access points and small neighborhood parks is recommended. Development of Wasatch Hollow Park should incorporate the corridor ideas.

1900 EAST TO 2100 EAST

The narrowness of the creek corridor creates a need for close co-operation between the city and private residents to complete the connection and maintain a natural open space corridor.



WESTMINSTER COLLEGE

Westminster College has a master plan in place. A review of this plan should be made to assure Emigration Creek and the corridor are maintained from 1300 East to the Canal/McClelland Corridor.

ALLEN PARK SUBDIVISION

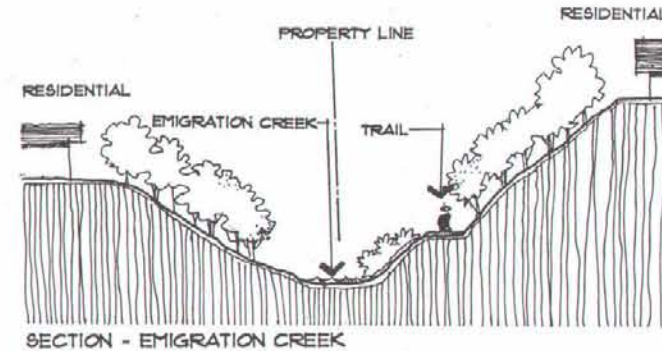
This open land along Emigration Creek is prime for development. Co-operation in maintaining a corridor through private land is essential to this Open Space Corridor.

1500 EAST

This street is a quiet residential street and is excellent for walking and biking. It also intersects a number of Open Space Corridors.

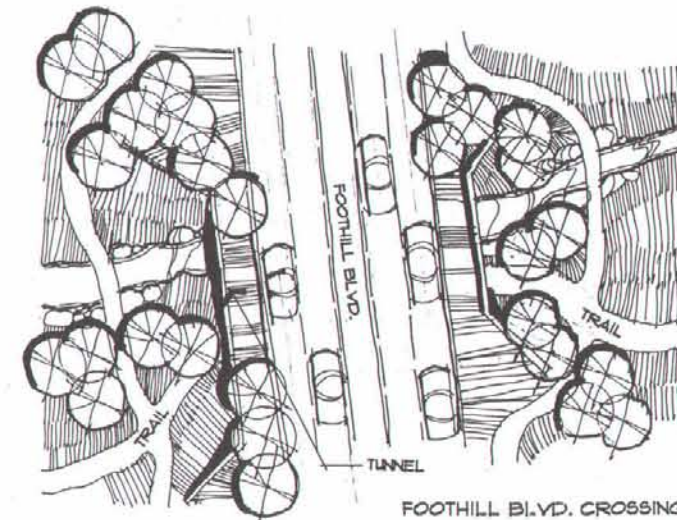
BLAINE AVENUE

Access to the creekbed is easy along Blaine Avenue and needs improvement for identification.



FOOTHILL BOULEVARD TUNNEL

A tunnel under Foothill Boulevard should be constructed to connect residential areas with the Shoreline and Emigration Corridors. This will prevent conflicts between pedestrians and automobiles along this heavily travelled collector.



NOTE:
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CONCLUSION

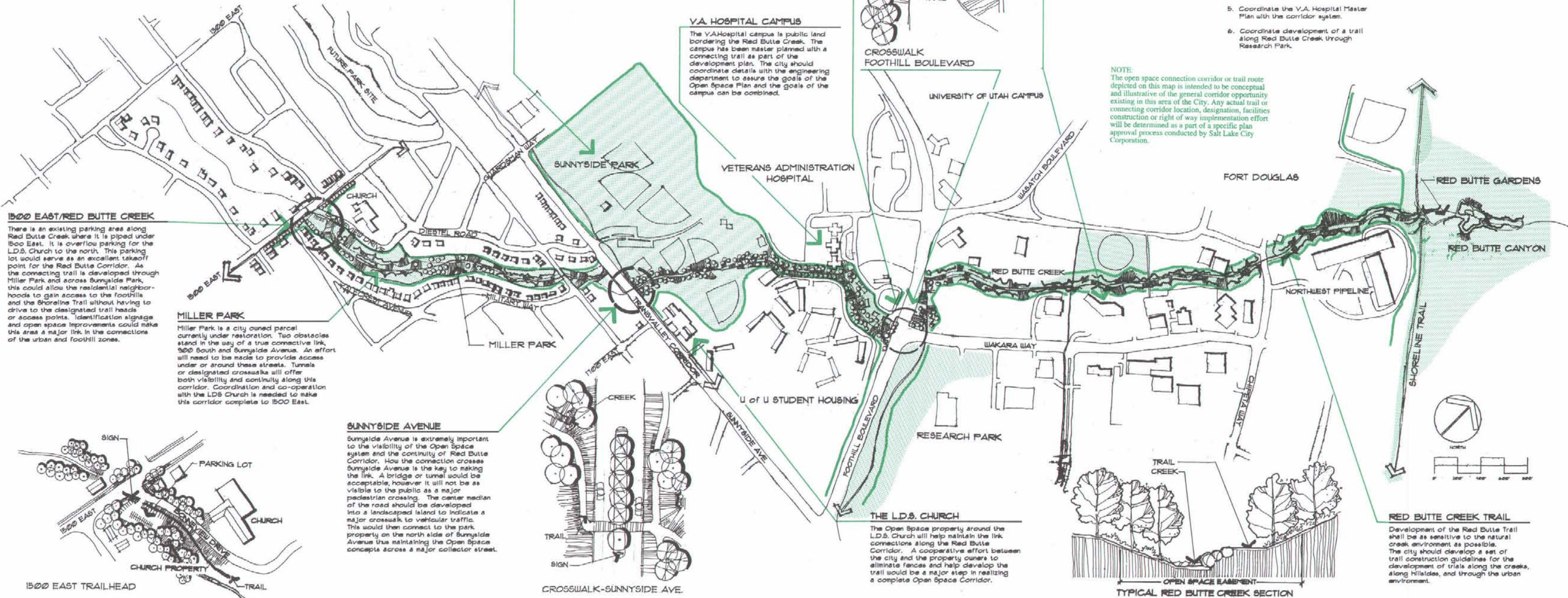
1. Review of Allen Park Subdivision Development.
2. Integrate Wasatch Hollow Park with Open Space Plan.
3. Form Emigration Creek Corridor Committee.
4. Coordinate Westminster College Master Plan.
5. Investigate Foothill Boulevard tunnel feasibility with UDOT and Flood Control.
6. Develop standard signage system for the Open Space Plan.
7. Develop trail and crosswalk construction standards.

RED BUTTE CREEK CORRIDOR

MAP 6

INTRODUCTION

Red Butte Creek Corridor connects two existing parks, Miller Park and Sunnyside Park to the Red Butte Gardens at the mouth of Red Butte Canyon. This connection goes through the Veterans Hospital campus and follows the creek through the University of Utah Research Park.



1500 EAST/RED BUTTE CREEK

There is an existing parking area along Red Butte Creek where it is piped under 1500 East. It is overflow parking for the LDS Church to the north. This parking lot would serve as an excellent takeoff point for the Red Butte Corridor. As the connecting trail is developed through Miller Park and across Sunnyside Park, this could allow the residential neighborhoods to gain access to the foothills and the Shoreline Trail without having to drive to the designated trail heads or access points. Identification signage and open space improvements could make this area a major link in the connections of the urban and foothill zones.

MILLER PARK

Miller Park is a city owned parcel currently under restoration. Two obstacles stand in the way of a true connective link, 3000 South and Sunnyside Avenue. An effort will need to be made to provide access under or around these streets. Tunnels or designated crosswalks will offer both visibility and continuity along this corridor. Coordination and co-operation with the LDS Church is needed to make this corridor complete to 1500 East.

SUNNYSIDE AVENUE

Sunnyside Avenue is extremely important to the visibility of the Open Space system and the continuity of Red Butte Corridor. How the connection crosses Sunnyside Avenue is the key to making the link. A bridge or tunnel would be acceptable, however it will not be as visible to the public as a major pedestrian crossing. The center median of the road should be developed into a landscaped island to indicate a major crosswalk to vehicular traffic. This would then connect to the park property on the north side of Sunnyside Avenue thus maintaining the Open Space concepts across a major collector street.

SUNNYSIDE PARK

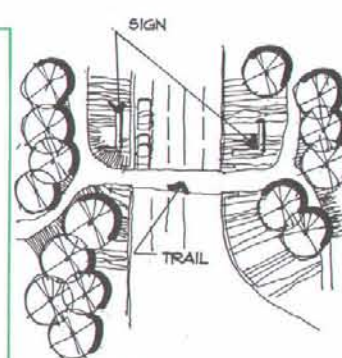
Sunnyside Park is a large open play area of grass soccer fields and baseball diamonds. The park is city owned and is the western border of the Red Butte Corridor. The stream bed of Red Butte Creek should be a part of Sunnyside Park which would expand the Open Space Corridor. At this point the Red Butte and Transvalley Corridors intersect. This should be a major visibility location for the system.

FOOTHILL BLVD. CROSSWALK

Connecting the corridor across Foothill Boulevard is one of the top priorities along this corridor. This crosswalk needs to be developed to promote the Open Space system. High profile signage, texture change, and landscape improvements at the Foothill Boulevard intersection will provide visibility for the Open Space system.

V.A. HOSPITAL CAMPUS

The V.A. Hospital campus is public land bordering the Red Butte Creek. The campus has been master planned with a connecting trail as part of the development plan. The city should coordinate details with the engineering department to assure the goals of the Open Space Plan and the goals of the campus can be combined.



CROSSWALK-FOOTHILL BOULEVARD

RESEARCH PARK

The site development guidelines for the Research Park at University of Utah have promoted open space and extensive landscape planting. The connecting corridor at Foothill Boulevard and Wakara Way could parallel Foothill Boulevard to the creek bed a few hundred feet north of the intersection. From this point the corridor should follow the stream bed until it ties in with the Arboretum development.

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CONCLUSION

1. Coordinate with the LDS Church at the 1500 East parking area to allow for dual usage and improvements.
2. Improve Miller Park to reflect Open Space connections.
3. Develop access across 3000 South, Sunnyside Boulevard, and Foothill Boulevard.
4. Coordinate with the LDS Church on Sunnyside Boulevard to promote Open Space Corridor.
5. Coordinate the V.A. Hospital Master Plan with the corridor system.
6. Coordinate development of a trail along Red Butte Creek through Research Park.
7. Coordinate the Arboretum Master Plan with the connection of the Red Butte Corridor with the Shoreline Trail Corridor.
8. Possible land acquisitions include properties on the south side of Sunnyside Avenue at the crossing of Red Butte Creek and development of an Open Space easement along Red Butte Creek.

RED BUTTE CREEK TRAIL

Development of the Red Butte Trail shall be as sensitive to the natural creek environment as possible. The city should develop a set of trail construction guidelines for the development of trails along the creeks, along hillside, and through the urban environment.

CITY CREEK/GATEWAY REDEVELOPMENT AREA

INTRODUCTION

The City Creek/Gateway Redevelopment Area brings City Creek above ground as an amenity to a proposed park development at the edge of the downtown area. The creek will follow the northern edge of the LDS Church headquarters and Temple Square before becoming part of the Gateway Redevelopment Area.

WHITE PARK

This is a semi public park space that should remain as open space. It is a transition point for the Gateway Redevelopment Area and the Jordan River Parkway.

RAILROAD SPUR

A corridor connection may follow the railroad track right of way from the industrial area and under I-15. The Plan requires the city to be aware of this railroad spur for future corridor use.

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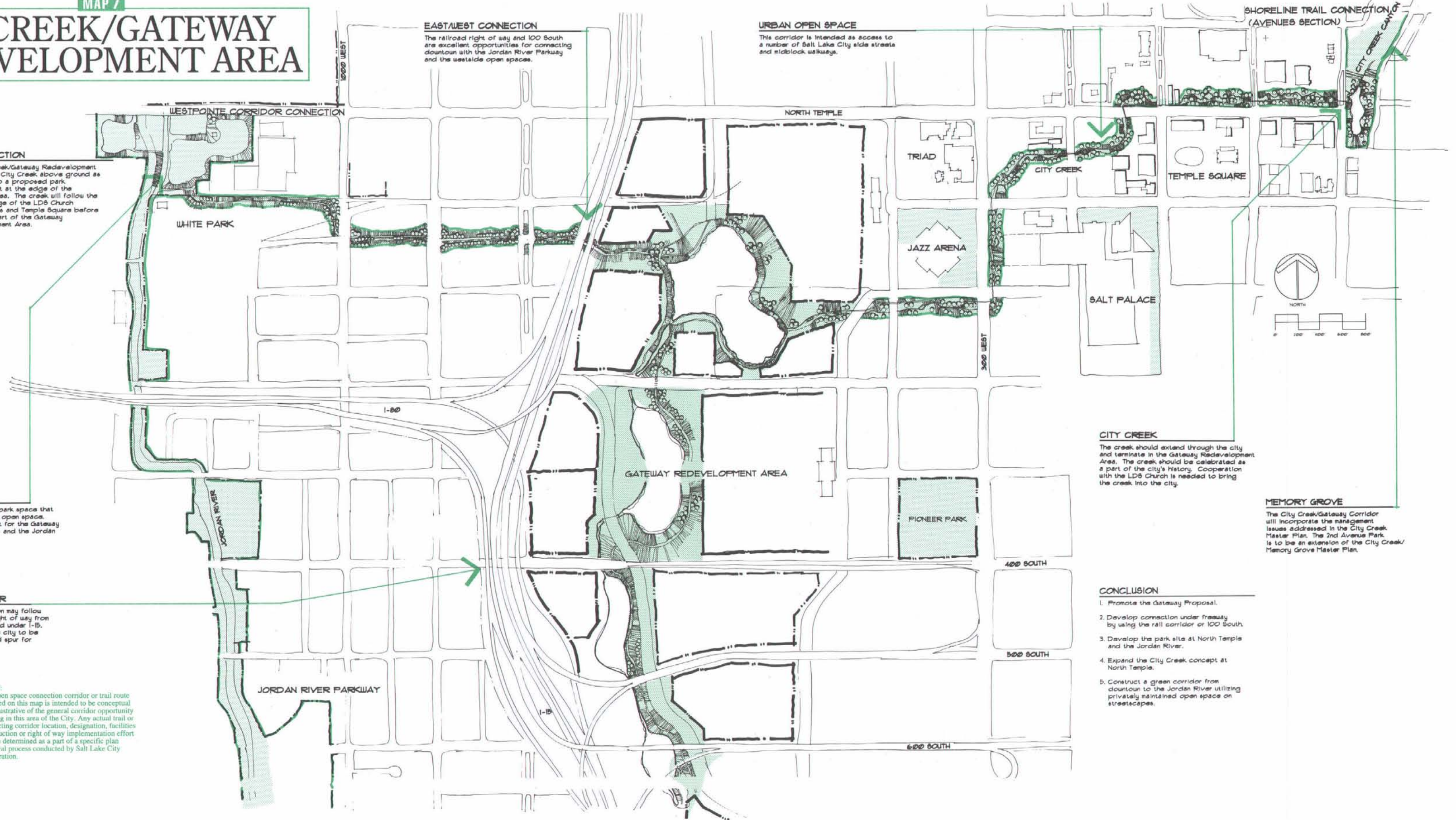
EAST/WEST CONNECTION

The railroad right of way and 100 South are excellent opportunities for connecting downtown with the Jordan River Parkway and the westside open spaces.

URBAN OPEN SPACE

This corridor is intended as access to a number of Salt Lake City side streets and midblock walkways.

SHORELINE TRAIL CONNECTION (AVENUES SECTION)



CITY CREEK

The creek should extend through the city and terminate in the Gateway Redevelopment Area. The creek should be celebrated as a part of the city's history. Cooperation with the LDS Church is needed to bring the creek into the city.

MEMORY GROVE

The City Creek/Gateway Corridor will incorporate the management issues addressed in the City Creek Master Plan. The 2nd Avenue Park is to be an extension of the City Creek/Memory Grove Master Plan.

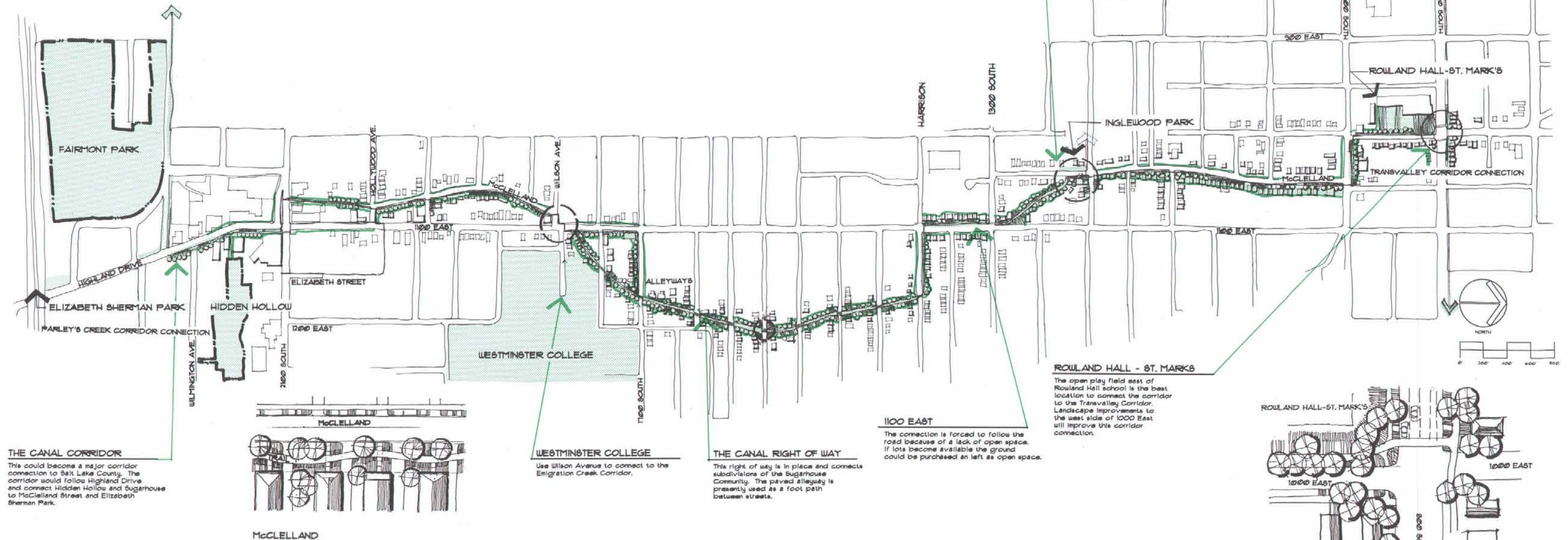
CONCLUSION

1. Promote the Gateway Proposal.
2. Develop connection under freeway by using the rail corridor or 100 South.
3. Develop the park site at North Temple and the Jordan River.
4. Expand the City Creek concept at North Temple.
5. Construct a green corridor from downtown to the Jordan River utilizing privately maintained open space on streetscapes.

CANAL/McCLELLAND CORRIDOR

INTRODUCTION

The Canal/McClelland Corridor follows the path of the historic Jordan & Salt Lake Canal. Existing alleyways wind through a densely developed neighborhood along the old canal route. These alleys form the basis for this corridor.



THE CANAL CORRIDOR

This could become a major corridor connection to Salt Lake County. The corridor would follow Highland Drive and connect Hidden Hollow and Sugarhouse to McClelland Street and Elizabeth Sherman Park.

WESTMINSTER COLLEGE

Use Wilson Avenue to connect to the Emigration Creek Corridor.

THE CANAL RIGHT OF WAY

This right of way is in place and connects subdivisions of the Sugarhouse Community. The paved alleyway is presently used as a foot path between streets.

1100 EAST

The connection is forced to follow the road because of a lack of open space. If lots become available the ground could be purchased on left as open space.

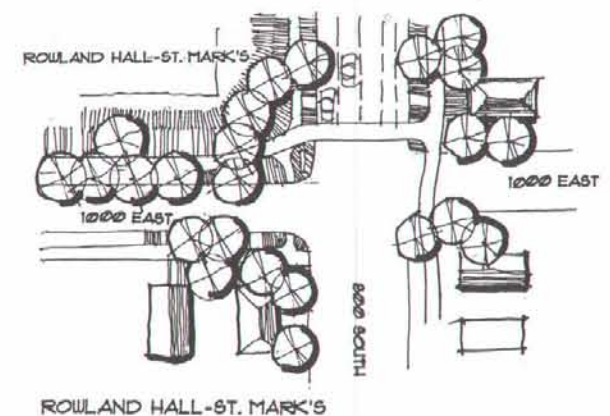
ROWLAND HALL - ST. MARK'S

The open play field east of Rowland Hall school is the best location to connect the corridor to the Transvalley Corridor. Landscape improvements to the west side of 1000 East will improve this corridor connection.

CONCLUSION

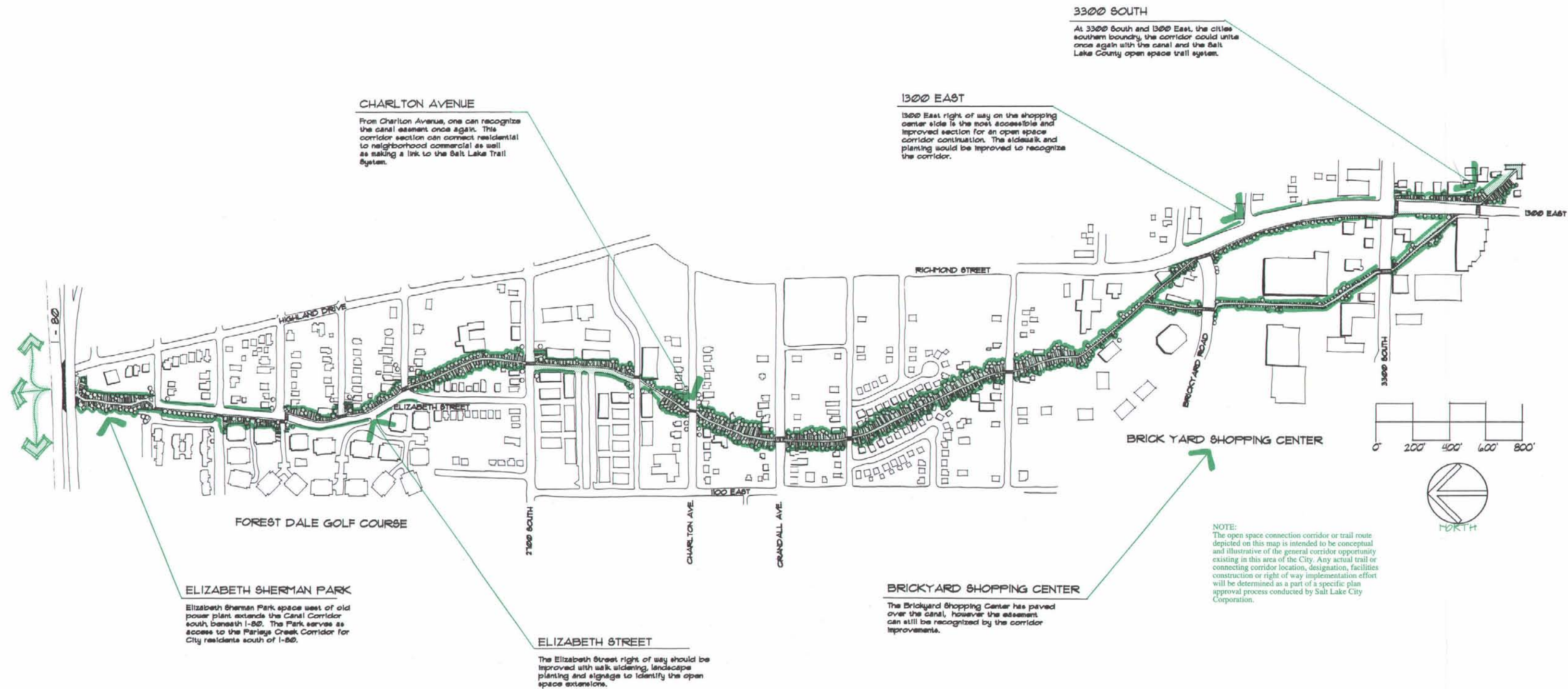
1. Work to enhance McClelland Street.
2. Acquire lots for neighborhood parks.
3. Develop major street crossings.

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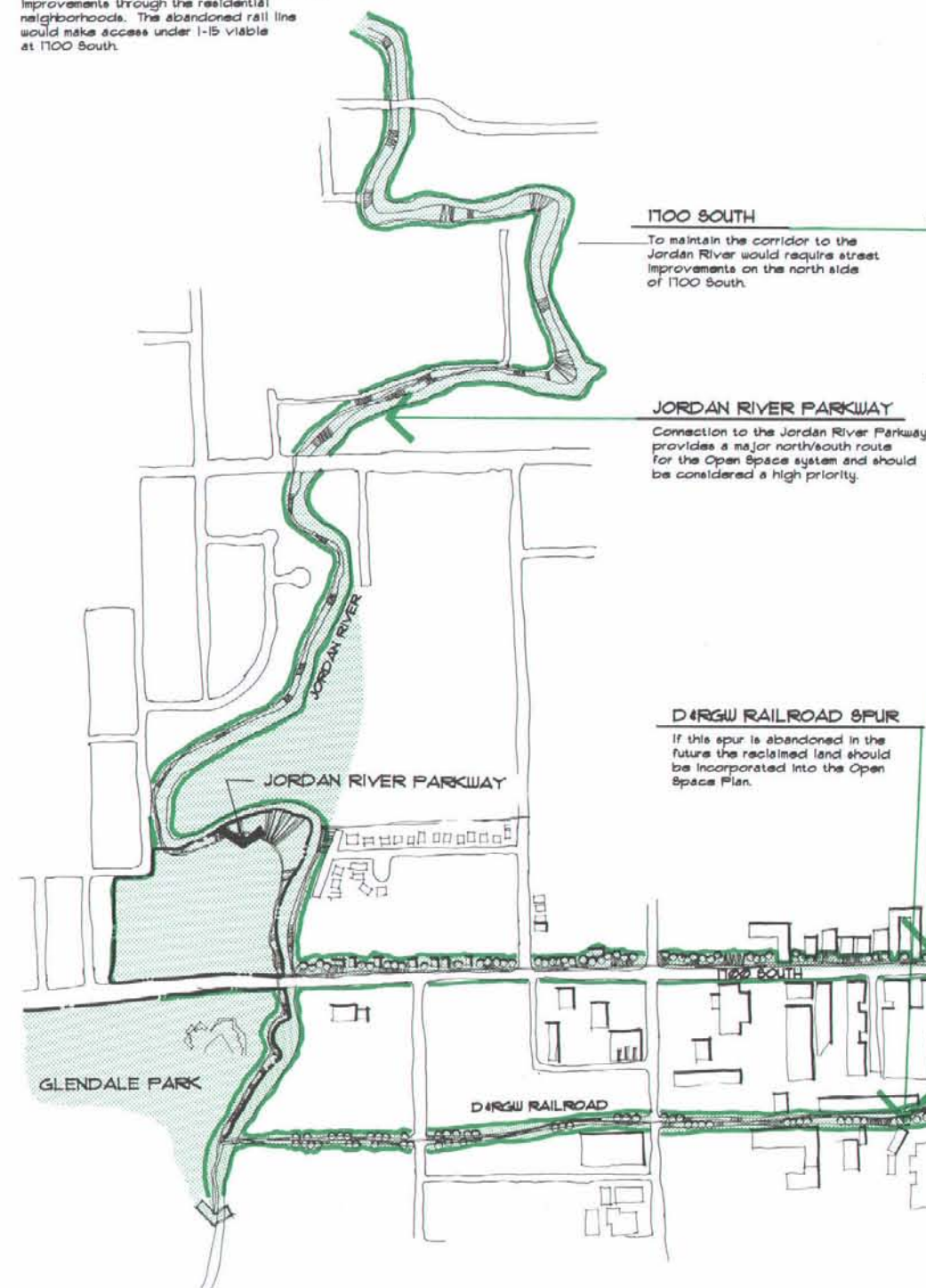
CANAL/McCLELLAND CORRIDOR

Cont'd



INTRODUCTION

The Glendale/Liberty Corridor connects Liberty Park to the Jordan River at Glendale Park. The corridor incorporates a DFRGW railroad spur and proposes sidewalk improvements through the residential neighborhoods. The abandoned rail line would make access under I-15 viable at 1700 South.



1700 SOUTH

To maintain the corridor to the Jordan River would require street improvements on the north side of 1700 South.

JORDAN RIVER PARKWAY

Connection to the Jordan River Parkway provides a major north/south route for the Open Space system and should be considered a high priority.

DARGW RAILROAD SPUR

If this spur is abandoned in the future the reclaimed land should be incorporated into the Open Space Plan.

JEFFERSON PARK

This existing detention basin should be improved to incorporate a path.

1-15 UNDERPASS

Use of the New London Track provides an easy means of crossing I-15.

D4RGW RAILROAD SPUR

New London Track is to be abandoned in the near future. The reclaimed land should be incorporated into the Open Space Plan.

PROPOSED PARK SITE

JEFFERSON PARK

DERK'S FIELD

FUTURE PARK

Future planning of this park should include a connecting system to be incorporated into this Open Space Corridor.

STATE STREET/GLENDALE
LIBERTY CORRIDOR INTERSECTION

This intersection should be clearly delineated to provide for safety and exposure of the Open Space system.

LINCOLN ELEMENTARY SCHOOL

A corridor walkway exists on the south side of Lincoln School. Improvements to the path could be incorporated into the Open Space System.

HARVARD AVENUE

Improvements along the small residential streets would encourage pedestrian circulation within the residential community.

LIBERTY PARK

This is a large, heavily used green space. Future park improvements should include a path system along the edge of the park as shown.

CONCLUSION

1. Develop New London Track when it is abandoned.
2. Incorporate path into Liberty Park and the Athletic Park.

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INGLEWOOD PARK

Inglewood Park is the intersecting point with the Canal / McClelland Corridor.

INGLEWOOD PARK-

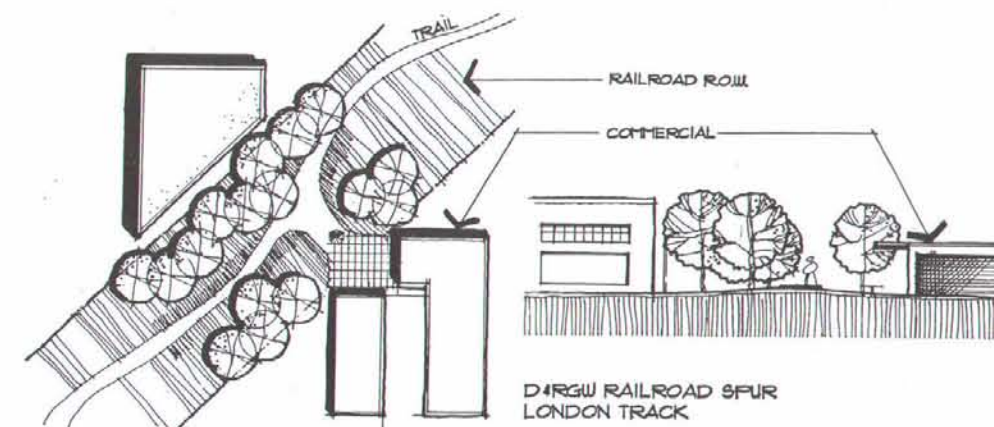
700 EAST/1300 SOUTH
INTERSECTION

This is an important intersection for giving the Open Space system visibility. This can be achieved through signage and planting as shown in the sketch below.

LIBERTY PARK

ATHLETIC PARK

700 EAST/1300 SOUTH INTERSECTION



TRANSVALLEY CORRIDOR

Foothills Section

INTRODUCTION

The Transvalley Corridor provides the opportunity to connect several existing Open Space amenities. It connects the city east of I-15 with the city west of I-15 and provides a pedestrian/bicycle route from the foothills, through the urban area, and into the wetlands.

SUNNYSIDE AVENUE

The north side of Sunnyside Avenue is lined with both private and public open space. The south half of Mt. Olivet Cemetery parcel is vacant and could generate development pressure in the future. This should be monitored to assure the corridor is kept wide enough for adequate walkways and Open Space. A crosswalk could be developed to connect at the baseball area on the east side of 1300 East to the adjacent trail corridor and residential area.

UTAH NATIONAL GUARD

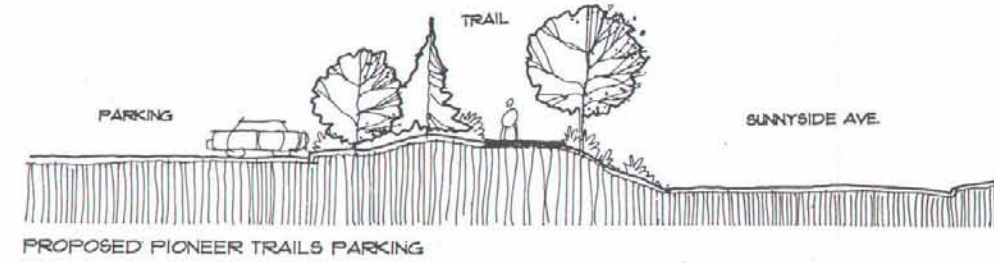
This parcel represents a large area of public land with a deep setback of open land. The trail in this area could be widened to a 10' walkway and continue the connection of the Transvalley Corridor to the foothills and Emigration Canyon.

SUNNYSIDE PARK

The expanse of open space along Sunnyside Avenue would allow for an expanded sidewalk and landscape improvements. The existing sidewalk should be removed and replaced with a trail walkway that leaves a buffer between the road and the walk, and provides a large enough walk for a trail.

U of U STUDENT HOUSING

The city should coordinate with the University to improve the Sunnyside Ave. streetscape to be more conducive to the connections of the Transvalley Corridor. A larger walkway and additional landscaping is essential to the corridor beautification.

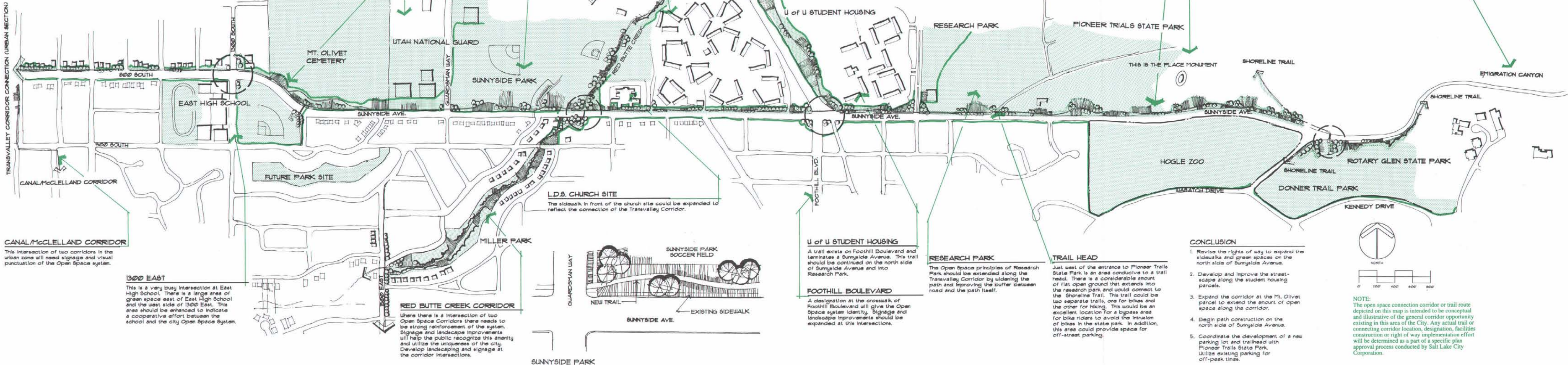


PIONEER TRAILS STATE PARK

This park is a large state owned parcel of land that anchors the Transvalley Corridor and intersects the Shoreline Trail Corridor. It provides access to foothills from the wetland and urban zone. Future development of the park should be coordinated with the city Open Space system to assure the connections are maintained despite the various private and public ownerships.

EMIGRATION CANYON

This canyon is the continuation of the Transvalley Corridor into the upper mountains and Summit County. The development at the Rotary Glen Park could be done in such a way as to signify the end of the Transvalley Corridor and the beginning of the Emigration Canyon Corridor. Signage, parking and improvements will help tell the story.



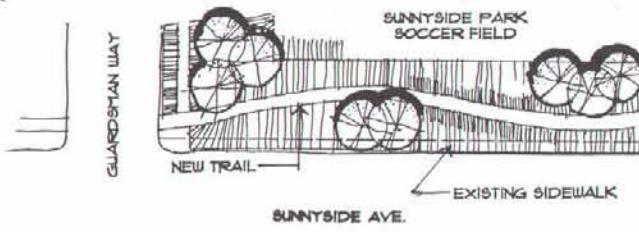
CANAL/MCCLELLAND CORRIDOR

This intersection of two corridors in the urban zone will need signage and visual punctuation of the Open Space system.

1300 EAST

This is a very busy intersection at East High School. There is a large area of green space east of East High School and the west side of 1300 East. This area should be enhanced to indicate a cooperative effort between the school and the city Open Space System.

L.D.S. CHURCH SITE
The sidewalk in front of the church site could be expanded to reflect the connection of the Transvalley Corridor.



U of U STUDENT HOUSING

A trail exists on Foothill Boulevard and terminates a Sunnyside Avenue. This trail should be continued on the north side of Sunnyside Avenue and into Research Park.

FOOTHILL BOULEVARD

A designation at the crosswalk of Foothill Boulevard will give the Open Space system identity. Signage and landscape improvements should be expanded at this intersection.

RESEARCH PARK

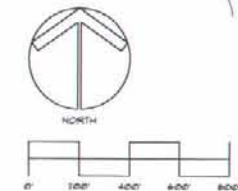
The Open Space principles of Research Park should be extended along the Transvalley Corridor by widening the path and improving the buffer between road and the path itself.

TRAIL HEAD

Just west of the entrance to Pioneer Trails State Park is an area conducive to a trail head. There is a considerable amount of flat open ground that extends into the research park and would connect to the Shoreline Trail. This trail could be two separate trails, one for bikes and the other for hiking. This would be an excellent location for a bypass area for bike riders to avoid the intrusion of bikes in the state park. In addition, this area could provide space for off-street parking.

CONCLUSION

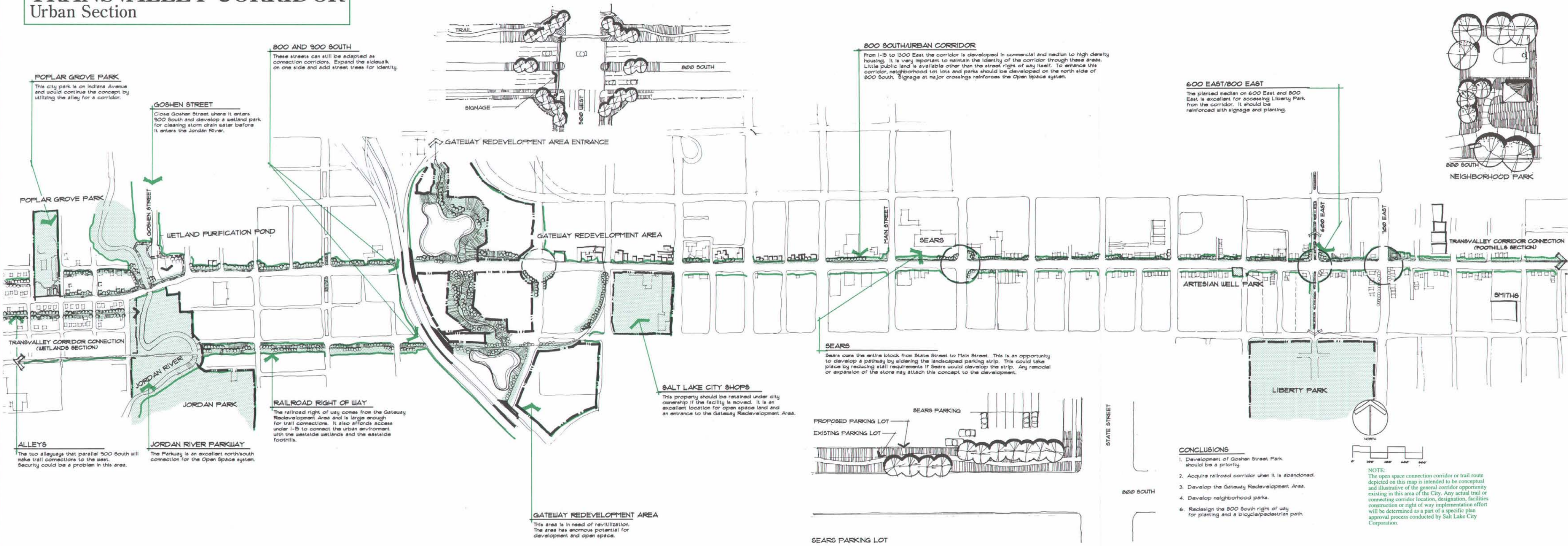
1. Revise the rights of way to expand the sidewalk and green spaces on the north side of Sunnyside Avenue.
2. Develop and improve the streetscape along the student housing parcels.
3. Expand the corridor at the Mt. Olivet parcel to extend the amount of open space along the corridor.
4. Begin path construction on the north side of Sunnyside Avenue.
5. Coordinate the development of a new parking lot and trailhead with Pioneer Trails State Park. Utilize existing parking for off-peak times.
6. Develop intersections at open space corridors and major street crossings.



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TRANSVALLEY CORRIDOR

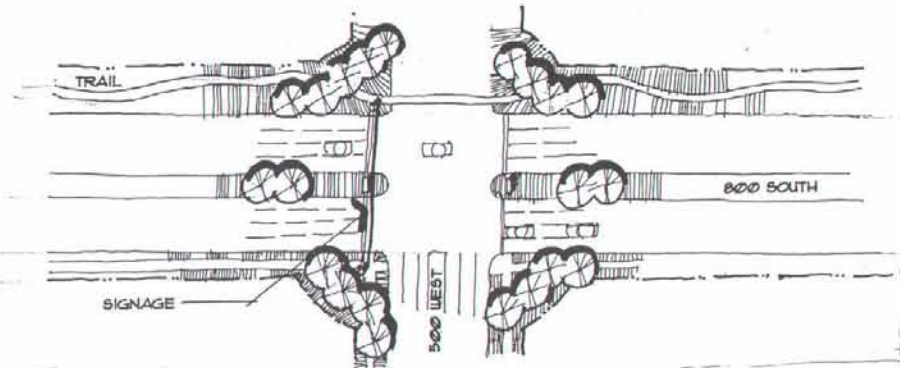
Urban Section



POPLAR GROVE PARK
This city park is on Indiana Avenue and would continue the concept by utilizing the alley for a corridor.

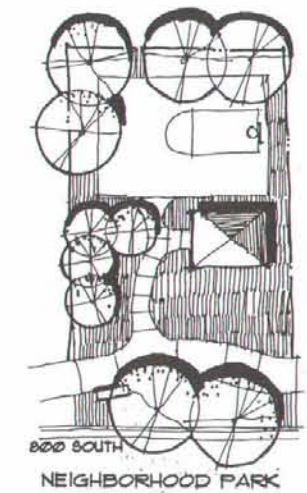
GOSHEN STREET
Close Goshen Street where it enters 900 South and develop a wetland park for cleaning storm drain water before it enters the Jordan River.

800 AND 900 SOUTH
These streets can still be adapted as connection corridors. Expand the sidewalk on one side and add street trees for identity.



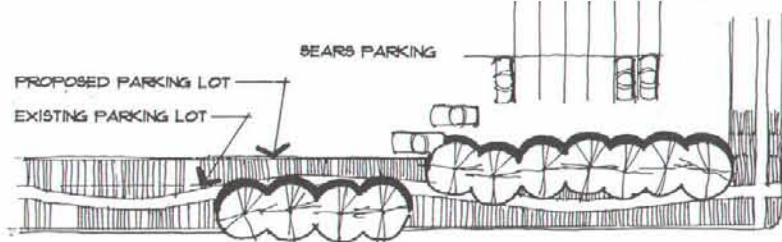
800 SOUTH/URBAN CORRIDOR
From 1-15 to 1300 East the corridor is developed in commercial and medium to high density housing. It is very important to maintain the identity of the corridor through these areas. Little public land is available other than the street right of way itself. To enhance this corridor, neighborhood lot lots and parks should be developed on the north side of 800 South. Signage at major crossings reinforces the Open Space system.

600 EAST/800 EAST
The planted median on 600 East and 800 East is excellent for accessing Liberty Park from the corridor. It should be reinforced with signage and planting.



SALT LAKE CITY SHOPS
This property should be retained under city ownership if the facility is moved. It is an excellent location for open space land and an entrance to the Gateway Redevelopment Area.

SEARS
Sears owns the entire block from State Street to Main Street. This is an opportunity to develop a pathway by widening the landscaped parking strip. This could take place by reducing stall requirements if Sears would develop the strip. Any remodel or expansion of the store may attach this concept to the development.



GATEWAY REDEVELOPMENT AREA
This area is in need of revitalization. The area has enormous potential for development and open space.

- CONCLUSIONS**
1. Development of Goshen Street Park should be a priority.
 2. Acquire railroad corridor when it is abandoned.
 3. Develop the Gateway Redevelopment Area.
 4. Develop neighborhood parks.
 5. Redesign the 800 South right of way for planting and a bicycle/pedestrian path.

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TRANSVALLEY CORRIDOR

Wetlands Section

INTRODUCTION

The Transvalley Corridor provides the opportunity to connect several existing open space amenities such as Sunside Park, Liberty Park, and the Jordan River. It connects the city east of I-15 to the city west of I-15 and provides a pedestrian/bicycle route from the wetlands, through the urban area, into the foothills.

3400 WEST

This is a potential secondary corridor loop to 800 South and back to the Regional Sports Park site at 1800 West.

BOONE SCHOOL

Maintain Boone School as historic site. Expand open green space at the site. Utilize it as a park or rest stop for the industrial area.

RAILROAD RIGHT OF WAY

Assure that railroad rights of way are secured for open space by the city when they are abandoned. Enhance and utilize the rights of way for connections.

SURPLUS CANAL CROSSING

Utilize the Army Corps of Engineers jurisdiction to help create a corridor along the Surplus Canal. Bank treatment and bridges are essential to enhance this corridor.

SHORT CORRIDOR LOOPS

Investigate the possibility of small loops adjoining the corridor, as an example 3400 West to 800 South to the sports complex and back to Indiana Avenue.

UNION PACIFIC ROW

The railroad ROW would be the best solution to connect the corridor. This is a better corridor based on security and aesthetics.

ALLEYWAYS

The two alleyways that parallel Indiana Avenue could be used for Open Space connections. However safety and security of users could be a problem.

HIGHWAY RIGHT OF WAY

Utilize and expand right of way to maintain open space through industrial areas and enhance the trail potential along major routes.

PROPOSED PARK SITE

INDIANA AVENUE

Expand right of way west of Redwood Road to allow for more open land on one side to allow for trail and green space enhancement.

REGIONAL SPORTS PARK SITE

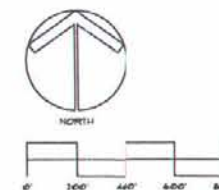
This is a 20 acre city-owned parcel that could become a major destination point on the Transvalley Corridor.

UTILITY CORRIDORS

The semi-public land of the utility easements will remain as vacant open space. Agreements with entities such as UP&L should be pursued for using these areas as an integral part of the Open Space Plan.

800 SOUTH BRIDGE

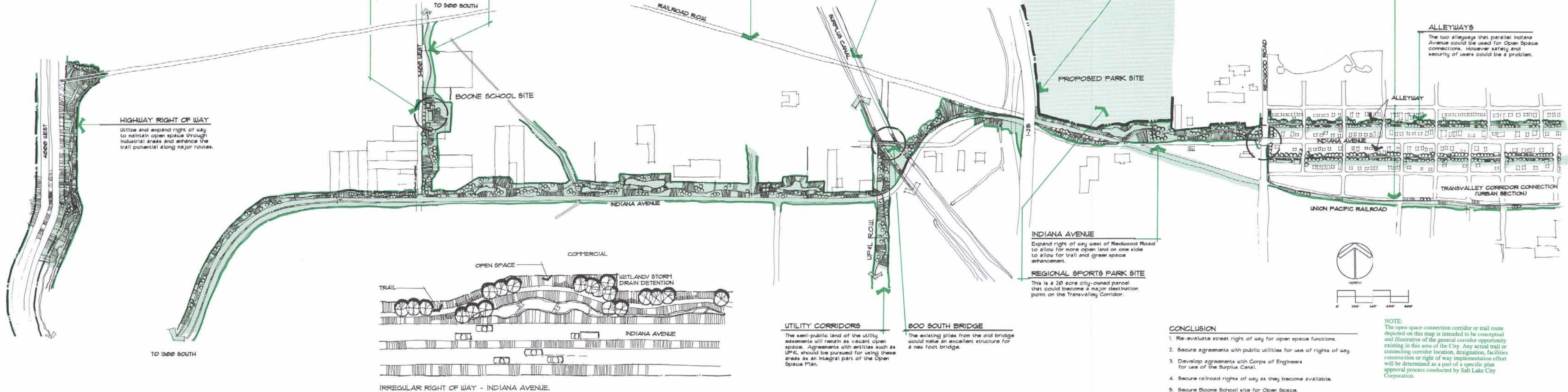
The existing piles from the old bridge would make an excellent structure for a new foot bridge.



CONCLUSION

1. Re-evaluate street right of way for open space functions.
2. Secure agreements with public utilities for use of rights of way.
3. Develop agreements with Corps of Engineers for use of the Surplus Canal.
4. Secure railroad rights of way as they become available.
5. Secure Boone School site for Open Space.

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MAP 13 WESTPOINTE CORRIDOR

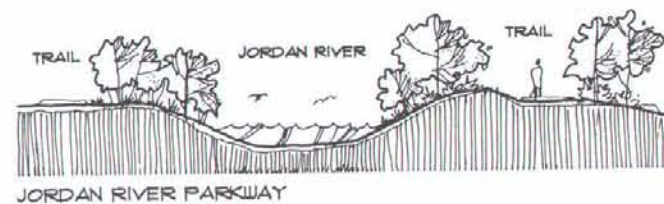
INTRODUCTION

The Westpointe Corridor connects a proposed Utah State Wetlands Education Center to the Jordan River Parkway and follows a corridor parallel to I-215 and creates an amenity for adjacent residential neighborhoods.

WETLANDS EDUCATION SITE

This is the site of the old ATV park. It is an excellent wetlands mitigation site as well as an area for gateway beautification. This park site terminates two open space corridors, the westpointe and northwest corridors. The state of Utah Division of Wildlife Resources is presently investigating the site as a wetlands education park, this idea should be pursued by the city to strengthen the open space system.

WETLANDS EDUCATION SITE

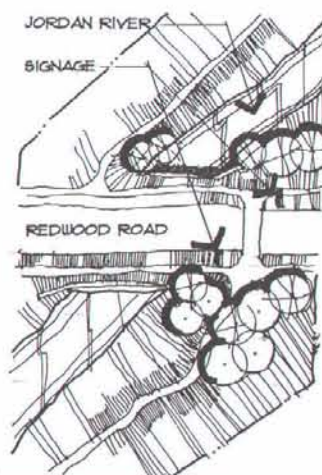


2300 NORTH

2300 North is the connection point to the Northwest Corridor and eventually to the Shoreline Trail. The Northwest Corridor proposes realigning the right of way for this road to allow for green space and trails to assure a connection to the foothills.

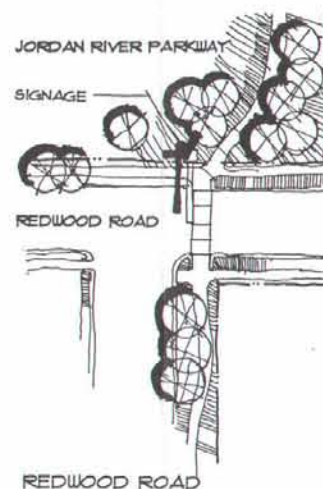
JORDAN RIVER PARKWAY

The Jordan River Parkway Master Plan spells out in detail the improvements for trails, bank treatments, revegetation, and access points along the river. These improvements are consistent with the policies of the open space plan.



I-215

Coordination between UDOT should allow for a path along I-215. A trail and associated landscaping would make the area more aesthetically pleasing by creating a buffer between residential and I-215.



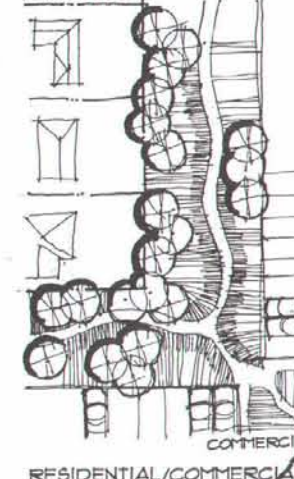
REDWOOD ROAD CROSSINGS

Use major intersections on Redwood Road for open space visibility by developing signage and landscaping to increase awareness of the open space system.

COMMERCIAL PROPERTY

Future development of commercial property should allow for landscaped trail buffer between residential and commercial areas.

RESIDENTIAL

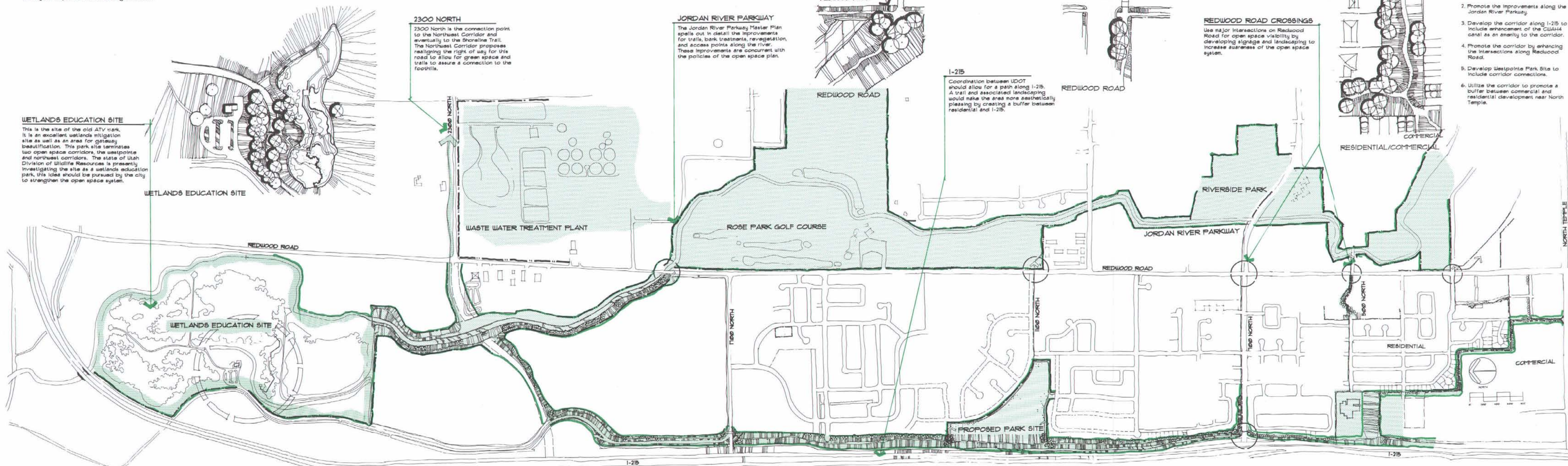


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CONCLUSION

1. Promote development of the Wetland Education Site.
2. Promote the improvements along the Jordan River Parkway.
3. Develop the corridor along I-215 to include enhancement of the CUB44 canal as an amenity to the corridor.
4. Promote the corridor by enhancing the intersections along Redwood Road.
5. Develop Westpointe Park Site to include corridor connections.
6. Utilize the corridor to promote a buffer between commercial and residential development near North Temple.



MAP 14 NORTHWEST CORRIDOR

INTRODUCTION

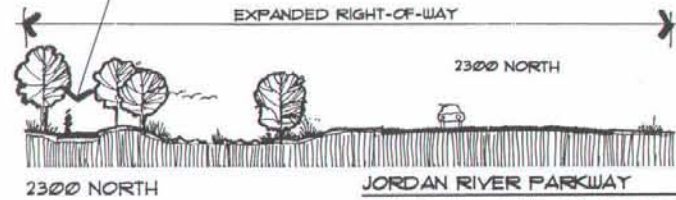
The Northwest Corridor provides a pedestrian/bicycle connection between the foothills and the wetlands at the northeast edge of the city. It is a continuation of the Shoreline Trail to the wetlands and terminates at the Wetlands Education Park.

2300 NORTH RIGHT OF WAY

In order to utilize the road system as an Open Space amenity the city needs to rethink right of way standards. As illustrated, the easement for the roads could be expanded to one side or the other to allow space for trails, storm drainage retention areas and green space. At 2300 North the easement space is essential to maintain the connection from the foothills to the wetlands.

MODIFIED WETLAND

TRAIL



JORDAN RIVER PARKWAY

As the backbone of the city's Open Space the Jordan River Parkway is essential in maintaining the connections from the urban, foothills, and wetland environments. In this corridor the river makes the transition from the 2300 North easement to the Wetlands Education Site. If developed properly, this segment of the corridor becomes both a visual and educational amenity.

WETLANDS EDUCATION SITE

This parcel of property is a large state owned segment of the Jordan River Parkway and was developed as an Off Road Vehicle Park. At present the land is vacant due to the flooding in 1983. The land is now under consideration as a wetlands education facility. This type of facility would maintain the property as Open Space and create an excellent gateway to the city on I-15 and Redwood Road. It also is an excellent termination for the Northwest Corridor and the Westpointe Corridor. Water to flood the area is available from the Jordan River and the water treatment plant on 2300 North. The city should encourage the state to develop and expand this Open Space Resource.

REFINERY BUFFER AREA

The large open tract of land between Redwood Road and the refineries north of 2300 North needs to be investigated as to its present status. This property would make an excellent mitigation site as well as enhancing the city gateway.

2300 NORTH

The right of way along 2300 North should be expanded on both the north and the south sides. This will allow for beautification of an industrial area and for the connection from the foothills to the wetlands to continue. The extension of 2300 North from Redwood Road to I-15 not only will help serve the airport but with the proper development of the right of way will extend the connection from the Jordan River Parkway to 2300 North. This link connects the open space wetlands of the water treatment facility with the I-15 gateway and the Jordan River.

WASTE WATER TREATMENT PLANT

The wastewater treatment plant has a large area of wetlands observation and water purification ponds. Treated water from the plant is circulated through the ponds and is spilled over into the wetland area off of I-15 and the Beck Street overpass. The use of this water has created wetland areas for wildlife observation and visual enhancement at the city's north entrance. Continuing this effort should receive maximum support from the city as most of this water is being under utilized for wetland enhancement purposes.

I-15 NORTH GATEWAY

I-15 at 2300 North is a major gateway to Salt Lake City from the north by commuters and visitors. Enhancement of this gateway is a major step along the Northwest Corridor. The open land is existing and should be improved to create a buffer between the freeway and the industrial area of North Salt Lake. This area could be promoted as a mitigation site for wetland alterations projects. This would enable new plantings to be installed. The city should promote this area as an Open Space priority.

FRONTAGE ROAD EAST

The frontage road east of I-15 is an excellent place to cross under I-15 and continue the corridor to the foothills zone. As it exists today the frontage road is lightly traveled and has excellent potential for trails, open space, and landscape buffers. The buffers should be plants of a native variety to screen the industrial area from I-15.

FRONTAGE ROAD WEST

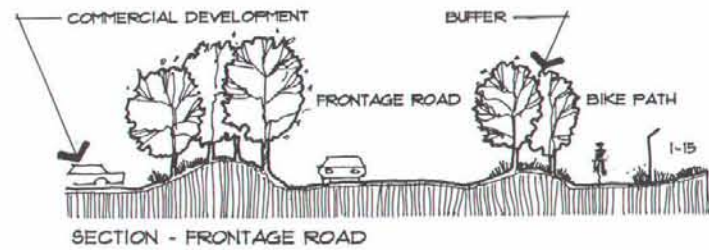
The frontage road on the west side of I-15 serves as an alternate route to Rosewood Park and the Open Space surrounding Rose Park Golf Course and the Jordan River Parkway. The road should be closed north of 1100 North where it parallels I-15. This land could be turned into Open Space Trails. The parking that occurs there now should be replaced by a new parking lot in the park. By closing the road the visual quality of the corridor is enhanced and a new trail segment is developed.

900 WEST

The alternate route to the east side of I-15 is on the 900 West overpass. From 900 West the trail route would follow 1100 North to 800 West and over the freeway joining the frontage road on the east side of the freeway.

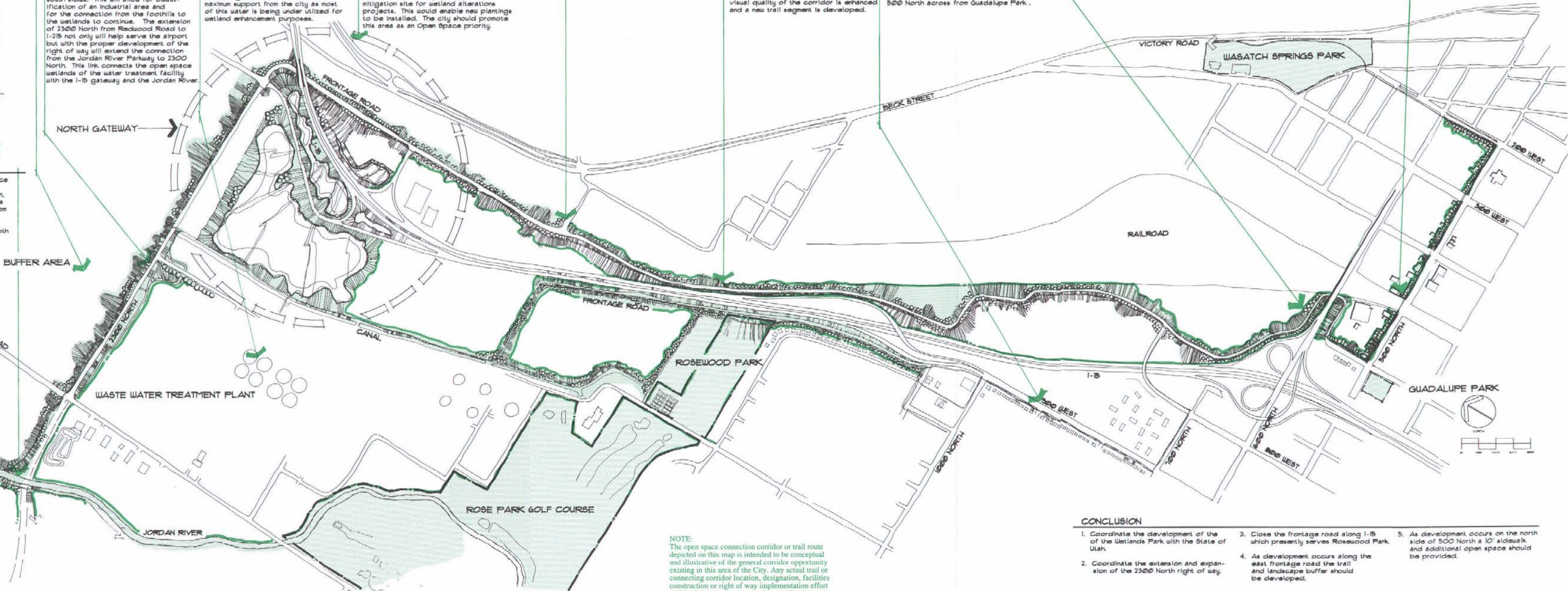
FRONTAGE ROAD TO 500 NORTH

The corridor would connect to 500 North under 600 North and following 600 West to 500 North across from Guadalupe Park.



500 NORTH

The corridor will proceed east on 500 North to 200 West and connect to Warm Springs Park, Guadalupe Park and a very narrow crossing of the railroad tracks are amenities for the trail system along 500 North. The width of the streets and the depth of the setbacks would allow for both visual and functional street improvements.



NOTE:

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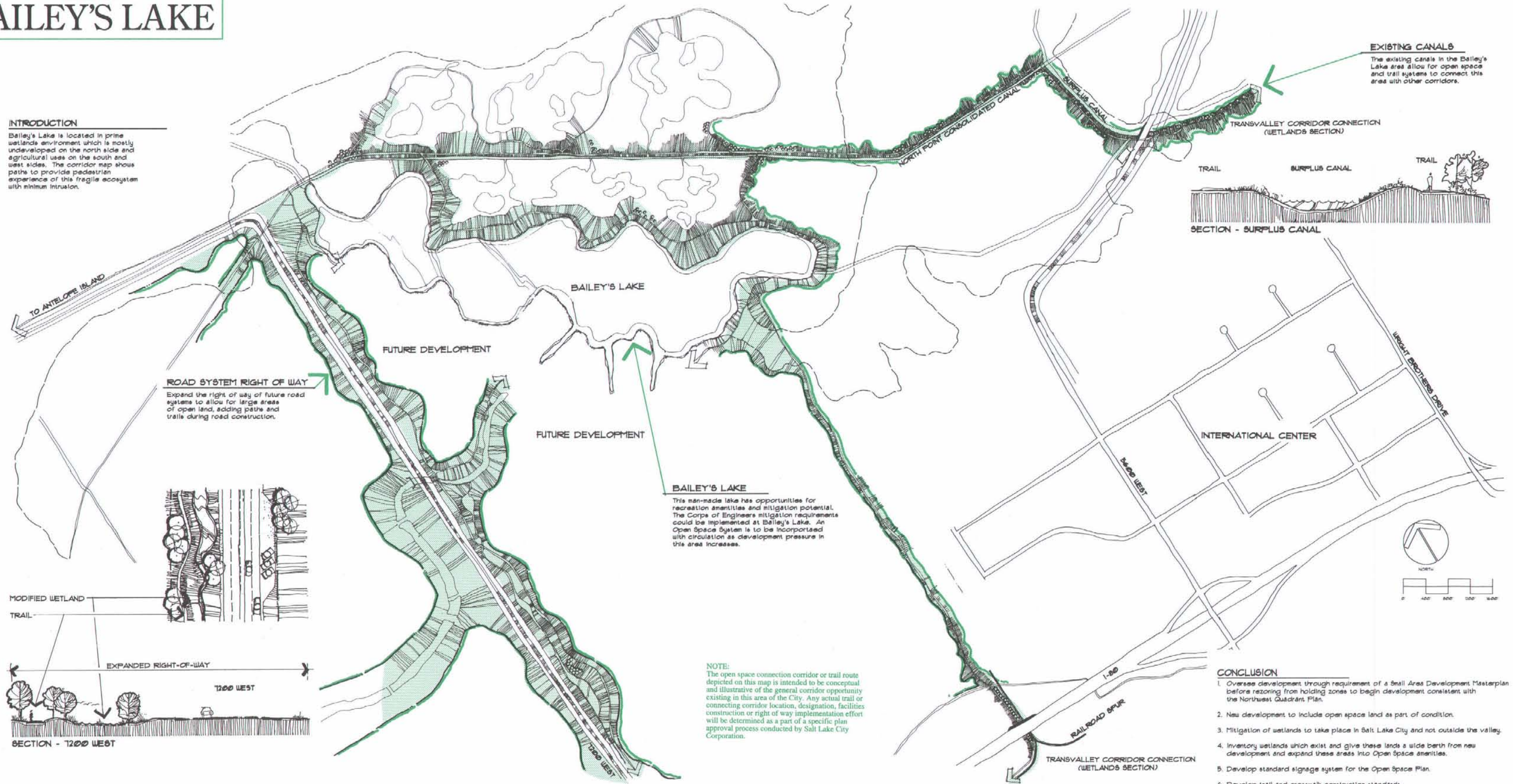
CONCLUSION

1. Coordinate the development of the Wetlands Park with the State of Utah.
2. Coordinate the extension and expansion of the 2300 North right of way.
3. Close the frontage road along I-15 which presently serves Rosewood Park.
4. As development occurs along the east frontage road the trail and landscape buffer should be developed.
5. As development occurs on the north side of 500 North a 10' sidewalk and additional open space should be provided.

BAILEY'S LAKE

INTRODUCTION

Bailey's Lake is located in prime wetlands environment which is mostly undeveloped on the north side and agricultural uses on the south and west sides. The corridor map shows paths to provide pedestrian experience of this fragile ecosystem with minimum intrusion.



EXISTING CANALS

The existing canals in the Bailey's Lake area allow for open space and trail systems to connect this area with other corridors.

TRANSVALLEY CORRIDOR CONNECTION (WETLANDS SECTION)

TRAIL

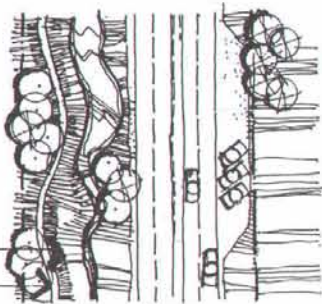
SURPLUS CANAL

TRAIL

SECTION - SURPLUS CANAL

ROAD SYSTEM RIGHT OF WAY

Expand the right of way of future road systems to allow for large areas of open land, adding paths and trails during road construction.



MODIFIED WETLAND

TRAIL

EXPANDED RIGHT-OF-WAY

1200 WEST



SECTION - 1200 WEST

BAILEY'S LAKE

This man-made lake has opportunities for recreation amenities and mitigation potential. The Corps of Engineers mitigation requirements could be implemented at Bailey's Lake. An Open Space System is to be incorporated with circulation as development pressure in this area increases.

NOTE:

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CONCLUSION

1. Oversee development through requirement of a Small Area Development Masterplan before rezoning from holding zones to begin development consistent with the Northwest Quadrant Plan.
2. New development to include open space land as part of condition.
3. Mitigation of wetlands to take place in Salt Lake City and not outside the valley.
4. Inventory wetlands which exist and give these lands a wide berth from new development and expand these areas into Open Space amenities.
5. Develop standard signage system for the Open Space Plan.
6. Develop trail and crosswalk construction standards.