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 amenities 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 in 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 those 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.
Background

pen space and natural environment must 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 recreation 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 or transportation service. As such, the qualitative values of aesthetics, recreation, open space, all need to be appreciated. Some values have been made quantitatively to the value benefits of open space. The National Park Service River and Trail Conservation Assistance program reports there are many statistics which demonstrate economic values. For instance, users of the recreational pathway in Scenic City, Colorado, in the year 1989. Eighty-nine percent of the users were nonresidents and the average trail user spent $39.95 per day (up from 79% and $32.84/day reported in 1987). Visitors to the white water Cauley River in West Virginia spent between $60.30 and $61.00 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, rated land values were $1,000 per year for every 400,000 square feet of distance they were closer to the 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 centers. 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 preservation 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 other 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 and commercial center. The city plan published by the City in the mid 1970's. This plan is a comprehensive community level plans which has been developed for each of the city's eight communities. These plans identify park and open space and natural environment sections that are effective in each community highlighting future needs and goals.

Currently an increasing awareness of the value of the city's natural resources systems, the mountains, the wetlands and adequate open space within the City has increased the number of residents and public officials regarding the need for a citywide 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 Salt Lake Valley raise 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, the following goals were established for the Open Space Plan. This plan utilizes a system of linear parks and non-motorized transportation corridors to maintain and physically define these natural corridors.

- Conserve the natural environment and the open space for all citizens.

- Connect the various parts of the City to open space and natural environments.

- Educate the citizens on proper use of open space.

Plan Concept

Salt Lake City's natural setting is the result of the unique geographical pattern of the Great Basin land forms which are mountains, valleys and lake basins. Rivers and streams connect the mountains with the lake basins. Water not only connects the landforms, 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 snow, which melts 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 raise the water line into the ground water or 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 the Salt Lake City drainage area is based on these natural principles. Transportation and communication facilities and systems locations soon followed with the California Trail, Pony Express, stage coach 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. This Urbanization of the valley floor eventually obscured some of the natural waterway connections and the natural water basins in the lake basin environments. Urbanization also established and improved parks and intensively landscaped open areas. Regional parks such as Liberty, Sugar House, and State Fair park were developed. Neighborhood community parks and golf courses were developed on a citywide 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 "mining" 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 was flooded and the underlying irrigation ditching and turned City streets into temporary river channels at tremendous public cost and inconvenience. This prompted revetment of piping solutions and plans to bring City Creek above ground again.

The initially concept of the Open Space Plan presented the scattered location and interconnectedness of the natural created and human created open spaces. Examination of Map A, the 1888 map of Salt Lake City clearly shows the location and connectedness of the natural 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 is the inspiration for the development of the Open Space Plan. The plan utilizes a system of linear parks and non-motorized transportation corridors to maintain and physically define these natural corridors.

The three principal Great Basin land forms each comprise approximately one third of the total open space plan area. A parks and non-motorized area is comprised of the mountain land forms, each 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 forms consist 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 which contained the above and below normal level "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 greatly 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 irrigation ditches. These man created changes allowed agricultural development and enabled rural and urban development of the Great Basin and the Salt Lake Basin. Irrigation and transportation and communication facilities and systems locations soon followed with the California Trail, Pony Express, stage coach 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. This Urbanization of the valley floor eventually obscured some of the natural waterway connections and the natural water basins in the lake basin environments. Urbanization also established and improved parks and intensively landscaped open areas. Regional parks such as Liberty, Sugar House and State Fair park were developed. Neighborhood community parks and golf courses were developed on a citywide extensive landscaped open areas within the urbanized valley.

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agricultural uses, or is vacant. The valley land form is split down the middle, north to south, by the urbanized portion of the valley land form, and the urbanized 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 are the transitional lake shore 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 lake shore 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 that developed through the region and yet to be developed valley land form. The transitional foothills and lake shoreshore 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 area provide the lake basin land form an edge connection of the stream beds along the Bonneville Shoreline trail which spans the transitional foothills area. The corridor concept includes corridor linkages along available utility and transportation routes.

On the detail 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 roadway corridors) to the lake basin land form area.

The corridors presented on Map D are linear parks with some characteristics. Many of the corridors utilize existing public property, easements and right-of-ways. The plan minimizes future property acquisition. Where possible, the corridors follow the actual creek drainage. In other areas the corridors follow historic patterns, such as the Canyons Corridor which uses existing alleys through a residential neighborhood. These alleys follow the natural stream channels developed areas such as sections of the Transy Valley Corridor, the path is limited to special paving and landscaping on 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 Citywide network.

The purpose of the plan, as developed, is to provide a clear vision and understandable implementation of open space for the City. The diagram shows only existing resources, but also extensive possibilities and serves as a guide for public and private actions to reach the goals of the plan. The plan is dependent upon the collaborative efforts of the community directed towards a shared vision and possibilities for successful implementation. The plan articulates that vision. The detailed corridor maps follow the formal 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 5200 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 Little 400 to Emigration section follows a natural gas pipeline easement.

Maps 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 Park where the creek is piped underground. The corridor continues to Fairpark and is mapped to follow the D & RG railroad spur when this line is abandoned with an ultimate connection to the Jordan River Parkway.

Maps 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 Food) which is owned by Salt Lake City to the campus of Westminster College.

Maps 6 - Red Butte Creek Corridor
Red Butte Creek Corridor connects the 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 Wasatch Front mountain range and follows the creek through the University of Utah Research Park.

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

Issues
- 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, including in the transcity, trail standards, and an education program on proper use.

Policy
- 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.

Issues
- 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 use.

Issues
- 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.

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

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 connect 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 "alleys" wind through a densely developed neighborhood along the old canal route. These "alleys" form the basis for this corridor.

Policy
- Glenclale/Liberty Corridor
Glenclale/Liberty Corridor connects Liberty Park to the Jordan River at Glenclale Park. The trail route envisions utilizing a D & RG railroad spur and sidewalks improvements through some residential neighborhoods. The abandoned railroad line passes through the maintenance yard at the 1-15 freeway.

Maps 10, 11, 12 - Transy Valley Corridor
Transy Valley Corridor provides the opportunity to connect several existing open space areas such as Rotary Glen Park, Pioneer Trails State Park, Hoole Zoo, Sunnyside Park, Liberty Park and the Jordan River and west to the Bangerter Highway (4000 West). It connects the City east to 155 to the City west of 1-15 and provides a pedestrian/bicycle route from the foothills, through the lake bowls and uplands.

These "alleys" form the basis for this corridor.

Policy
- 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" entrance to Salt Lake City.

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

Policy
- Bailey's Lake Corridor
Bailey's Lake Corridor is located in the lake bowl uplands and is mostly unpaved. The corridor maps shows carefully located paths to provide pedestrian access to the lake bowls upland transition area and the lake basin landform which contains the existing wetlands ecosystem and habitat.
Recommendations And Priorities

excepting the established public and private ownership and preservation management policies of the mountains and lake basin land forms, those recommendations of this plan that relate mainly to the valley land form and to the foothills and lakeshore uplands transitional areas. The valley land form recommendations will be considered, at the time of development or redevelopment activities of the private or public sectors, subject to planning, administration, or public comment. Public activities of infrastructural maintenance or reconstruction, will also trigger consideration of the Open Space Plan recommendations. The transitional foothills area recommendations focus on plan concept implementation including balancing 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 landscape areas 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 uplands and to coordinate 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. Establish a Corridor Keeper program to be a variety of organizations or a coalition of groups. Examples of possible members can be the KOPES Kids, GEAR Kids, Community Councils, Red Butt Garden, the University of Utah, neighborhoods, and the various City departments and coordinate private programs.

Specific Recommendations for Each Corridor

Shoreline Trail Avenues (Map 1)
- Acquire properties available for trailhead development.
- Request having a pedestrian/bicycle tunnel or overpass constructed under Victory Road during the remodeling of the intersection of Redd Street and Victory Road to facilitate a no conflict pedestrian/vehicle intersection (grade separated).
- Extend the 700 North right of way west from East Capitol Boulevard to Victory Road and create a trail connection to City Creek Canyon.
- Develop the trail connection by use of trail standards.
- Develop transportation Park on a major trialhead with parking and support facilities.
- Maintain on-site watershed management controls.
- Negotiate the formalization of pedestrian easements over private property for use of the historic Bonnville 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 mountains area.
- Plan corridor sections to establish the exact location and routes in detail and to determine cost.
- Insure 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 Devenour Drive at Dinosaur Cove to formalize public access rights.
- Negotiate a trail easement with private land owners.
- Obtain the easement from Bonnville Golf Course to Hogo Zoo for a trail connection to Emigration Canyon.
- Coordinate trail connections with Forest Service and neighboring jurisdictions.

Parley’s Creek (Map 4)
- Develop a feasible access from the Hansen Historic Park to the Shoreline Corridor including a grade separated intersection above/below the 1400 Football Drive roadways.
- Develop a connection from Hidden Hollow to Sugar House Park.
- Coordinate with UDOT and the Salt Lake County Planning Commission 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 Fairpark North to complete the corridor.
- Secure the DKB&G 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.
- Cross streets need to become visual identification points for the open space system. This corridor has a large number of major street crossings.

Emigration Creek (Map 5)
- Review Allen Park Subdivision Development to provide trail connection when proposed for redevelopment.
- Coordinate South 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 Francis 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 primarily maintained open space on streetscapes.

Canyon/Cliffside (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 Homan 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 rights of way.
- Develop and improve the streetscape along the University of Utah student housing parcels.
- Expand the corridor at the ML. Obert 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 Hogo Zoo utilizing existing parking facilities in a joint use agreement.
- Utilize the former 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.
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 lakefront 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.
   l. Intermodal Surface Transportation Efficiency Act of 1991 Transportation Enhancement Funds.

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 guide 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 Implementation 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:

- General Plan Actions:
  a. Identify appropriate areas of corridors for action.
  b. Obtain easements to the Open Space Trust for use.
  c. Lobby for City property purchase.
  d. Organize cleanup and construction actions.
  e. Lobby for public support with City action.

- Community Councils:
  a. Planning Commission
  b. City Councils
  c. Coordinate efforts with Open Space Coordinator and City planning staff.

- Fund development:
  a. Shoreline Trail Avenue:
     i. Investigate actual trail alignment and locate route.
     ii. Lobby support of adjacent residents.
     iii. Coordinate to develop trail on Victory Road.
  b. Shoreline Trail Line 85 to Emigration Canyon:
     i. Determine trail alignment.
     ii. Negotiate easements with various agencies of public ownership.
  c. Shoreline Trail Emigration to Parley's Canyon:
     i. Determine trail alignment.
     ii. Lobby support of adjacent residents.
     iii. Negotiate easements with private property owners.
  d. Parley's Creek:
     i. Negotiate trail easement with UDOT and Salt Lake County Club along F-15.
     ii. Clean up trail area.
  e. Emigration Creek:
     i. Improve Wasatch High Park site and corridor along Clayton Intermediate School.
     ii. Negotiate with private owners for section between Wasatch High Park and 1500 East.

- East Jordan Peak Natural Park

- Red Butte Creek:
  a. Negotiate easements and agreements for corridor through Research Park and the VA Hospital to Sunnyside Park.
  b. Lobby and raise funds to purchase connection between Sunnyside Park and Miller Park.
  c. Develop neighborhood support for improvements between Inglewood Park to Liberty Park and Liberty Park to Jefferson Park to connect the three existing parks.
  d. Lobby for proposed future park to be realized.

- Transvalley Foothills Section:
  a. 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:
  a. Coordinate improvements with private property owners and Salt Lake City for section between Artsen Well Park to Salt Lake City Shops property.

- Transvalley Lakeshore Uplands Section:
  a. Coordinate with Army Corps of Engineers and UPL to develop agreements for use of existing utility easements and the Surplus Canal for trails.
  b. Organize residents to clean up alley east of Redwood Road to Poplar Grove Park.

- Northwest:
  a. Obtain required agreements to establish corridor on frontage road west of F-15 on Inglewood Park.
  b. Lobby the State to develop Wetlands Education Park.

- Westposte:
  a. Coordinate with UDOT and residents to establish corridor east of I-15 between 2000 North and North Temple.
  b. Lobby the State to develop Wetlands Education Park.

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

Suggested Implementation Schedule/Time Line

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.
6. City administrative mandate to all City departments by January 1993.
7. City development and adoption of Administrative orders and policies by Summer 1993.
Acknowledgments

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