

# **SALT LAKE CITY HISTORIC LANDSCAPES REPORT**

## **Executive Summary**

### **Parley's Historic Nature Park (Hansen Hollow, Parley's Hollow, Parley's Gulch)**

**SLCHLR NO. 36**

Parley's Historic Nature Park is located in unincorporated Salt Lake County but is owned by Salt Lake City. The 87-acre park is located south of the East Bench Neighborhood and southeast of the Sugar House Neighborhood of Salt Lake City, at 2740 South 2700 East, and is separated from the city proper by Interstate 80, which defines its north boundary and by Interstate 215 to the east.

The park landscape is an important open space due to its historical features, qualities and the cultural significance of the "Golden Pass Road" and toll house which was constructed through the site by Parley P. Pratt in 1850, the 1884 railroad line that traveled from the mouth of the canyon to Park City, the remnants of Dudler's Inn and Wine Cellar from 1864/1870, and the 1891 Pleasant Grove canal aqueduct that have survived over the years.

Primary access into the park is located slightly west of 2760 South and 2700 East; there are two secondary access points on 2760 South at the western entrance into Tanner Park, and via an east-to-west running trail connecting the Bonneville Shoreline Trail east of the park. The park is divided into three character-defining sections: the Off-leash Dog Area; Parley's Creek Corridor Trail and Associated Historic Sites; and the South Loop Trail area.

The park marks beginning of Parley's Canyon, where the "Golden Pass Road" was constructed to provide an alternative route in and out of the Salt Lake Valley. The new route officially opened on July 1850, and the area soon acquired the name "Parley's Canyon" after its namesake Parley Pratt, who constructed the road. Soon after a railroad was extended through the park site and Dudler's Inn was established. In the 1970s there was some interest in developing homes in the area, which was met by strong public opposition so the idea never advanced. For the next decade City local support groups lobbied Salt Lake City to acquire the site as a future park, and in 1986 it was acquired from the State.

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## Parley's Historic Nature Park (Hansen Hollow, Parley's Hollow, Parley's Gulch)

SLCHLR NO. 36

**Location:** Parley's Historic Nature Park is located in unincorporated Salt Lake County but is owned by Salt Lake City. The park is located south of the East Bench Neighborhood and southeast of the Sugar House Neighborhood of Salt Lake City, Salt Lake County, Utah. The park is located at 2740 South 2700 East, and is separated from the city proper by Interstate 80, which defines its north boundary. The park is further delineated by Interstate 215 to the east, 2700 East to the west and the unincorporated Canyon Rim Neighborhood to the south (see fig. 1).

Latitude: 40° 42' 44.40" N, 111° 48' 55.08" W (southwest corner of the park, Google Earth)

**Significance:** The Parley's Historic Nature Park landscape is an important open space because of its historical features, qualities and the cultural significance of the "Golden Pass Road" and toll house constructed by Parley P. Pratt in 1850, the 1884 railroad line that traveled from the mouth of the canyon to Park City, the remnants of Dudler's Inn and Wine Cellar from 1864/1870, and the 1891 Pleasant Grove canal aqueduct that have survived over the years.

**Description:** In 1986, Parley's Historic Nature Park was dedicated as a park (Boggs). The 87-acre<sup>1</sup> park is located in an unincorporated section of the City, immediately south of the East Bench Neighborhood and southeast of the Sugar House Neighborhood of Salt Lake City, and within a residential single-family neighborhood. Immediately west is Tanner Park, a Salt Lake County-owned park, and further northwest across Interstate 80 is the Country Club Golf Course. South of the park, mixed within the single-family residential housing are three churches belonging to The Church of Jesus Christ of Latter-day Saints, a public charter school called Canyon Rim Academy, and Canyon Rim Park, another Salt Lake County-owned park. To the southeast overlooking the park is the Utah Sons of Pioneers Headquarters.

Primary access into the park is located slightly west of 2760 South and 2700 East where a double-loaded parking lot is located<sup>2</sup>. In the northeast corner of the parking lot is a footpath which connects users into the main entrance of the park. Additional pedestrian access is available from the cul-de-sac on 2700 East which connects into the footpath as well. There are two secondary access points: from the west also on 2760 South at the western entrance into Tanner Park traveling through the Parley's Creek Corridor Trail, an east-to-west interconnecting trail, planned through Salt Lake City and South Salt Lake

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<sup>1</sup> There is controversy over the exact acreage of the park. The report prepared by MBG+A: Grassli Group states the park is a 63-acre open space park (MGB+A, 5). Salt Lake City Parks' website states the park is 87 acres (Parks). Total land acquisition reported from 1986 equals 76 acres vs. 88 acres often cited in early park reports (Bryan, 3). Default goes to the Salt Lake City Parks website.

<sup>2</sup> Note that this parking lot is shared with Tanner Park.

City to connect the Bonneville Shoreline Trail to the Jordan River Parkway Trail<sup>3</sup>, and from the east slightly north of 2850 South and 2870 East where a footpath connects into the Parley's Historic Nature Park South Loop Trail. The site is located just west of the mouth of Parley's Canyon, which is bisected by Interstate 215 to the east and Interstate 80 to the north. The site is nestled in a hollow with a combination of relatively flat, even terrain along Parley's Creek with moderate to steep upward slopes north and south of the creek (see figs. 2-15) (Bonneville Shoreline Trail; Parks).

As illustrated in the accompanying site map and described below, the park is divided into three character-defining sections (see fig. 16):

#### **Section A – Off-leash Dog Area**

Parley's Historic Nature Park offers three main off-leash dog areas defined as the West, Central and East off-leash dog areas. Primary access is provided through the footpath located in the northeast corner of the parking lot shared with Tanner Park located slightly west of 2760 South and 2700 East. The official gateway into the park is defined by a worn interpretive sign and single bench overlooking the park to the northeast. The sign reads as follows (see figs. 17-21):

“Parley's Historic & Nature Park. Please observe the following for the benefit of the park and its users: Park open 8:00 AM to 11:00 PM. No Firearms. No Alcoholic Beverages. Keep Dogs on Leash and Clean Up After Them. Stay on Established Pathways. No Motorized Vehicles. Sign donated by friends of the park 1992. Your Salt Lake City Parks & Recreation Department.

The Aqueduct. From 1880 to 1888, the population in Salt Lake City doubled to 40,000. During that time, the need for water to satisfy both agricultural as well as culinary needs intensified. An exchange agreement was struck in 1888 to allow Salt Lake to utilize drinking water from the streams of nearby mountains provided that equal amounts of agricultural water would be supplied from Utah Lake. The Jordan and Salt Lake City Canal, completed in 1882, provided for the agricultural demands as agreed.

During this time, the Parleys low line conduit was constructed in addition to the ‘Suicide Rock’ reservoir to aid in supplying the valley with culinary water.

Some portions of this water supply system can still be seen in the canyon including the aqueduct which currently stands in the park below. Constructed of sandstone blocks, this arched structure stands as a reminder of the significance of water in our desert environment and as a tribute to the craftsman of municipal architecture.

Dudler's Inn. Joseph and Elizabeth Susan Dudler emigrated from Wisconsin to Salt Lake City and built a home, inn, and brewery in the hollow in 1865. The Inn, located adjacent to the main access to and through the canyons, became a popular rest stop.

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<sup>3</sup> Note also that users may access the park traversing Parley's Creek Corridor Trail to the east from the Bonneville Shoreline Trail's Parley's Canyon Trailhead located at the north end of Wasatch Boulevard. From the trailhead, users would use the pedestrian bridge across Interstate 215 to connect to the park.

A daughter, Loretta Elizabeth was born in the house and lived in it after she married. Loretta Elizabeth remained in the house until it burned in the 1950's. The arched cellar located below the aqueduct is the only remaining feature of the Dudler complex.

The Railroad. In 1884, John Young obtained the right to create a railroad line from Fort Douglas to Sugarhouse. Eventually a narrow gauge line was run from Sugarhouse through Parleys Hollow to the mouth of the canyon and in 1888 extended up the canyon to Park City. This narrow gauge line was reorganized as the Salt Lake and Eastern Railroad, eventually merging with the Salt Lake and Fort Douglas Railroad to become the Utah Central Railroad. Beginning operation in 1890, this railroad hauled coal, freight, and passengers twice daily at \$3.00 per round trip.

In 1897 the Denver and Rio Grande Railroad bought the line and converted it to standard gauge in 1900. Skiers enjoyed passage via the railroad to Park City for day long excursions starting in the 1930's. From 1946 to January 1956, the tracks were used to access the Portland Cement Quarry mid-way up the canyon. On January 5, 1956, the last trip was made and the tracks were removed.

'Obekokechee' or 'The Big Canyon' the Indians called it and later the Pioneers also referred to it 'The Big Canyon'. In the late 1840's Parley P. Pratt built a road through the canyon which now bears his name. The road was called the 'Golden Road' or the 'Golden Pass Road' possibly named for the color of the canyon rocks. A toll gate was located in the present hollow seen below. The advertisement for the toll read as follows:

'Several thousand dollars are already expended by the proprietor, who only solicits the patronage of the public at the moderate charge of: 50 cents per conveyance drawn by one animal, 75 cents per conveyance drawn by two animals, 10 cents for each additional animal, 5 cents per head for loose stock (cows, horses, pigs), 1 cent per head for sheep. – Parley P. Pratt, Proprietor. To anyone who resents paying a fee to use the canyon, remember, it was ever thus.'

In 1852, the territorial legislature appropriated money for improvement of the road which had come to be used greatly. Parley P. Pratt eventually sold his interest in the toll road to go on a mission for the LDS church.

Pioneers, soldiers, gold seekers, merchants and many others came down the Golden Road. In 1862, the Overland Stage began using the road and continued until the railroads came west. The Overland Stage Station was somewhere between 2300 East and Foothill Boulevard. The springs in the hollow supplied water for the Toll House and Watering Trough. Between 1862 and 1869 almost everyone and everything came into the valley by that route." (Parley's Historic & Nature Park, 1992 sign)

The trail, referred to as the "Dugway Trail", continues a gradual eastern descent, following the southern hillside of the mouth of the canyon whereupon it eventually levels out into relatively flat, even terrain. A chain link fence attached to a round rail fence follows the length of the park east-to-west along the southern edge of the trail separating the South Loop Trail area and most of Parley's Creek from dogs. A trail intersection is

located approximately 0.28 miles from the entrance into the park where one of the few places where dogs have creekside access is provided. A single wooden bench constructed of stumps is located nearby along with trash receptacles, a doggie waste bag station, signage indicating the area is off-leash and a typical directional/informational map of the park (see figs. 22-26)

Southwest of the main east-to-west Dugway Trail is gated access to the South Loop Trail<sup>4</sup>, an area prohibited to dogs (see figs. 27-28).

Northwest of the main east-to-west Dugway Trail, a looped trail diverts in a northwesterly direction into the area referred to as the “West Off-leash Dog Area”. A wooded, meandering trail follows the length of Parley’s Creek to the northwest extent of the park where it eventually loops back to the Dugway Trail in a southeasterly direction. The trail departs from the creek as it is channeled into a culvert along where Rocky Mountain Power’s Parley’s Substation is located in the far west end of the park (see figs. 29-34).

Continuing along the Dugway Trail in an easterly direction, the trail reaches the area referred to as the “Central Off-leash Dog Area”. Optional upper and lower (north and south) trails referred to as the “Meadow Trail” and “Creek Trail” respectively, meander for approximately 0.20 additional miles before arriving at a notable fork in the trail where the option to continue to the northeast along the Meadow Trail provides access to the northern extents of the park’s historic sites and Parley’s Creek Corridor Trail. South of the east bound fork of the Creek Trail is a black metal bench mounted onto a concrete pad with a plaque to the side which reads as follows (see figs. 35-40):

“In Loving Memory of Susanne S. Millsaps. 1953-2006. A believer in dogs and this park. ‘Go out & make it a good day.’” (Susanne plaque).

Shortly following thereafter along the east bound Creek Trail is a dedicatory plaque mounted on a large boulder which reads as follows (see figs. 41-43):

“Thank you to Harvey D. Hansen who donated this parcel of land known as Hansen Hollow to the residents of Salt Lake City for the preservation of its natural beauty and to allow public use and enjoyment.” (Harvey plaque).

Two additional dedicatory plaques are found approximately 0.04 miles further east near the secondary access provided into the South Loop Trail they are mounted on a large boulder and black metal bench respectively north to south which read as follows (see figs. 44-48):

“This plaque is placed here in loving memory of John J. ‘Jack’ Nielsen. 15 May 1907 – 16 November 1997. Commemorating his tireless service to the Parley’s Historic Nature Park. Canyon Rim Citizens Association.” (John plaque).

“Grandfather, Thank you for your love, your work ethic and this beautiful place. Hanson Hollow Nature Park. 1979.” (Grandfather plaque).

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<sup>4</sup> Additional detail regarding the South Loop Trail will be discussed later on in Section C.

Access into the “East Off-leash Dog Area” is defined by a footbridge over the creek where the remaining portion of the park opens up with views to the east of Interstate 215 and Parley’s Creek Corridor Trail which follows Interstate 215 and Interstate 80. Additional meandering trails diverge and converge for approximately 0.18 miles before arriving at another notable fork in the trail where travel to the northwest provides access to the northern extents of the park’s historic sites and Parley’s Creek Corridor Trail traveling south of the eastward bound fork of the trail is a large boulder with a plaque mounted in it which reads as follows (see figs. 49-54):

“The Railroad. After the opening of the Golden Pass Road through Parley’s Canyon, the canyon became more accessible for the cutting and hauling of wood to be used in construction of homes and industrial ventures. Lamb’s Canyon, near the top of the canyon was a prime source for these materials. However, it was soon discovered that the developing industries need more than wood, fuel and water. Pioneers were sent in various directions to attempt to locate coal deposits. Those sent to the area of the present location of Coalville, Utah, found a brown coal called lignite, east of the townsite up Chalk Creek. Brigham Young immediately formed a coal operation at the site. The coal was dug and hauled by wagon over Silver Creek and Kimball’s Junction, over Parley’s Summit and down the canyon into the valley. A ton of coal then cost \$8.00 and the hauling charge was \$1.50. Shortly after the coming of the railroad to the west in 1869, a railroad line connecting Salt Lake and points south was installed from Corinne, in 1869. In 1871, a branch railroad line going north connecting Coalville to the main line at Echo was begun by Summit County Railroad. It was a narrow gage line which served, starting in 1873. The coal was there transferred into the standard gage cars of the UP Railroad which continued thence through Corinne and Ogden, in Salt Lake. On June 11, 1874, the Eastern Utah Railroad was incorporated to build a narrow gage rail line from Coalville south to the Park City mines. In 1880, the Union Pacific Railroad Co. obtained the lines from Park City north to Echo and replaced them with a standard gage line, which was finally completed in 1888. About this same time, the Salt Lake & Eastern Railroad Co. completed the narrow gage line from Salt Lake City to Park City Mines in 1890. In 1900, the Rio Grande Railroad Co. took over the lines through Parley’s Canyon to Park City and changed them to standard gage. They also acquired the lines from Park City north to Echo. The line through Parley’s Canyon continued not only as a freight train, but carried passengers as well until the service was discontinued from Sugar House through the canyon in the 1940s. Freight service to some years after this date. Site No. 78 Pioneer Heritage Chapter, Sons of Utah Pioneers. Dedicated 1996.” (Railroad plaque).

The Creek Trail terminates 0.05 miles further toward the east where an additional designated creekside access is provided to dogs where the creek daylights from under Interstate 215<sup>5</sup>. A black metal bench mounted on a concrete pad is situated overlooking the creek to the southeast with a plaque to the side which reads as follows (see figs. 55-61):

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<sup>5</sup> This area has been a favorite among residents where they “shoot the tube”, meaning they create removable dams with plywood up the creek on the east side of the culvert running under Interstate 215. When the water reaches a certain level, the dam is released and users tube through the “dark tunnel” (the culvert) to the other side where it empties on the westside of Interstate 215 into the described creekside access (MGB+A, 51; Youngberg, 12).

“In Loving Memory of Dr. Maureen Frikke. Sister, Friend, Mother. 1948-2008. Always a smile and a kind word. Maureen loved life and her canine friends.” (Maureen plaque).

### **Section B – Parley’s Creek Corridor Trail & Historic Sites**

The northern section of the park is defined by a number of historic sites and Parley’s Creek Corridor Trail, an east-to-west interconnecting asphalt trail, planned through Salt Lake City and South Salt Lake City to connect the Bonneville Shoreline Trail to the Jordan River Parkway Trail. The trail follows along the northern perimeter overlooking the park. A considerable block retaining wall and chain link fence follows a large majority of the northern and southern edges of the trail (see figs. 62-63).

South of Parley’s Creek Corridor Trail and north of the “East Off-leash Dog Area”, is a large boulder situated in the northeast section of the park which reads as follows (see figs. 64-65):

“The Golden Pass Road and Tollhouse. Travel the Golden Pass, open July fourth (1850). Immigrants coming into the valley may now avoid the difficult routes over Big and Little Mountains by taking the new route. Several thousand dollars have been spent by proprietor.’ So ran part of an advertisement in the third issue of the Deseret News of June 29, 1850. Parley P. Pratt, having been through the mouth of Parley’s Canyon as well as traversed the Emigration Canyon route, decided that with a certain amount of effort he could make the Parley’s Canyon route much easier than the other. He made a road, from what was called Dell Fork, where the Mountain Dell Reservoir is located, down to what eventually became the center of Sugar House, at about what now is Twenty-first South and Eleventh East Streets. Due to the narrowness of Parley’s Canyon, the road crossed the stream sixteen times enroute. It was not a super-highway, but far surpassed the route down Emigration Canyon. Although some travelers complained about the roughness of the road, those familiar with both routes still preferred it to the original route. To help reimburse Pratt for the costs of construction, a toll or passage fee was charged. The advertisement continues: ‘\$.75 for a two-horse outfit, ten cents for each additional pack or saddle animals, and sheep a mere cent per head.’ The toll gate was located on the north side of the stream, directly below where the SUP Headquarters Building is located on the south rim of the canyon at 3300 East Street. Impressions of the old dirt road still can be seen in the hollow, running in front of the relic foundations of Dudler’s Inn. The road ran along the north side of Suicide Rock, and when the railroad was introduced, it passed the rock on its south side. A big celebration was held upon the opening of the new road on July 4, 1850. Thus was presented a new route where incoming travelers, whether in wagons, on horseback, the Pony Express, handcarts, walking or eventually even with a stage coach, might safely make their way into the valley. Eventually, the road became part of the transcontinental Lincoln Highway and later I-80 and all follow the route of the Pioneers from the mouth of the canyon to the turn-off for East Canyon, now Jeremy’s Ranch, and later east of Silver Creek Junction in Echo Canyon where the trail turns north to Echo and points east. Site No. 76. Sugarhouse Chapter, Sons of Utah Pioneers. Dedicated 1996.” (Golden plaque).

Located along the Parley’s Creek Corridor Trail, northeast of the “Central Off-Leash Dog Area” and northwest of the “East Off-leash Dog Area and The Golden Pass Road and

Tollhouse marker is a stone retaining wall<sup>6</sup> north of the trail. Slightly west are remnants of Dudler's Inn and Wine Cellar<sup>7</sup>; immediately south of the trail is another large boulder with two plaques mounted on it providing descriptions of each which read as follows left to right (see figs. 66-75):

“Dudler's Inn. Perhaps one of the longest living and prominent residents of the area known as Parley's Hollow, now officially Parley's Historic Nature Park, was Joseph Dudler. About 1864, he settled in this location. Here he built his home. It was two stories, thirty-six by fifty-six feet in size, with rock foundation walls, the narrow front facing south, and the rest of the ground floor dug into the side of the valley. The remains of a rock wall, east of the still existing foundation stones of the original building is a continuation of the front wall of the lower floor of his Inn. The story above was frame with vertical siding, and it was here that the ‘Rooms To Let’, dining, and kitchen spaces were provided. As business improved, in 1870, he built a brewery to the rear and west of the Inn. To provide further for this, he built an addition to the Inn itself, continuing the rock foundations further north sixteen feet with an adobe instead of frame upper story. In addition, he continued the lower floor north, only four feet further in the ground, with what has been called the ‘Wine Cellar’. Still there, it is a rock-walled room, underground, about fifteen-and-a-half feet wide and twenty feet long with a ten-foot high, domed, rock ceiling. It is an ideal place for keeping things cool. His irrigation water supply was brought to the site in a ditch from Parley's Canyon Creek, but for drinking water he used a spring on the property northeast of the Inn location which is still flowing. Dudler operated a saloon or two in town as well as at the Inn, and in 1892, added a similar business in Park City where he also continued in the brewing and saloon business. He kept the farm and brewery area going in Parley's Hollow until his death in October of 1897. His descendants continued using the inn as a residence, referring to it as the ‘homestead’ until it was destroyed by fire, the work of vandals, the night of 17th of October, 1952. Site No. 75. Canyon Rim Chapter, Sons of Utah Pioneers. Dedicated 1996.” (Dudler's Inn, 1996 plaque).

“Dudler's Wine Cellar. Early in 1870, Joseph Dudler, owner and operator of the inn which was on the ground level of his house, built a brewery in back of his house here in Parley's Hollow. To provide for this, in addition to the brewery proper, located on adjacent property west and north of the inn, he extended his entire earlier building sixteen feet further into the north side of the valley. To this extension he added what became known as the wine cellar. He built this rock-walled underground cellar for a store room as well as storage for the products of his brewery. The walls and roof of the cellar, which still retain their structural integrity, average two-and-one-half feet thick and the walls were ten-feet high.

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<sup>6</sup> The stone retaining wall is not part of the Inn or Wine Cellar footprint; however, it is suspected to be a remnant of a 190' long x 9' high stone wall that reportedly ran parallel to the road in front of Dudler's property (Dudler's Inn). Circa 2010 when the Parley's Creek Corridor Trail was installed the wall was severely disturbed and reconstructed (MGB+A 68).

<sup>7</sup> A grove is located immediately east of the Inn and Wine Cellar, known during pioneer times as “Joseph's Grove”. A spring known as “Mary's Spring” flows from the north down the hillside through the grove. Joseph's Grove was a popular site for picnicking for the pioneers; Dudler used the spring for his drinking water supply. The grove and spring are unmarked and would most likely be overlooked today. Note that there are four other springs located throughout the park (see fig. 76) (Youngberg 3&6).



The labor expended to excavate the basement, the cellar, and to erect the two-and-one-half story building of house and inn, would have been a tremendous task. There were no backhoes, front-end loaders, no dump trucks or cranes in those days to help in the construction; just back-breaking, muscle-straining, hard work. The structure of the cellar was so well designed that over a half-century later, when crews came to clean up what was left of the burned-out building, this stone work that comprises the cellar, supported the weight of the 'Cat' when the ground was leveled. Just to the west and a little bit north of the cellar was a tall brick chimney on the north end of a small frame building which was the brewery proper. This chimney remained in place for many years having outlasted the frame brewery building but it too has long since fallen to the ravages of time as did the brewery building itself much earlier. Joe Dudler was a carpenter by trade and a brewer by profession and the following years would prove his proficiency at both. When Joe set up his first brewery at this location, he called it the Philadelphia Brewery. He sold his products not only at the inn, but also a little later at his Philadelphia Brewery Saloon in downtown Salt Lake City. His inn was also known for a time as Dudler Summer Resort and simply as Dudler's Saloon. In the early 1900's, his son Frank and daughter Retta ran the saloon at Parley's Hollow while their father set up a saloon and ran his famous business in Park City. Joseph Dudler died in 1897. Site No. 80. Jordan River Temple Chapter, Sons of Utah Pioneers. Dedicated 1996." (Dudler's Wine plaque).

Approximately 0.02 miles west of the Dudler's Inn and Wine Cellar remains, slightly south of the trail, is a historic sandstone wall and aqueduct with a large boulder nearby and mounted plaque describing the feature which reads as follows (see figs. 77-82):

"Sandstone Wall & Aqueduct. Parley's Creek, originally known by the Indian name Obit-Ko-Ke-Che Creek, was the largest stream of water which flowed from the Wasatch Mountains into the valley. This creek had beginnings high in the Wasatch Mountains to the north near what became known as Pratt's Pass, near Lookout Peak. It ran through the pass near Little Mountain Summit and over into Parley's Canyon, where it was joined by other streams on its journey into the valley. From its entrance into the valley, the water coursed its way northwest until it finally joined the Jordan River near Fifth South Street on its way to Great Salt Lake. With the growth area west and north of the mouth of Parley's Canyon, it became apparent that a way had to be found to carry the water to those needing it. Ditches were dug which were fine for those living in the bottom lands of the hollow, but it was soon determined that if walls were to be built with a conduit running along its top, like those done by the ancient Romans but on a much smaller scale, water could be lifted up to the plateaus on the north and south sides of the hollow. A water commission was formed of property owners in the bottom, north and south plateau areas to determine how this was to be done as well as to see that the water was fairly distributed. The walls were built of sandstone blocks from the canyon and were constructed with the channel on the top to convey the water as needed. The reservoir was built in 1891, and the walls shortly after. Only a relatively small segment remains. It is still a handsome piece of masonry, forty feet high where it cut across a ravine and an arch was laid up to allow for the water draining through the ravine to be unhampered in its course to Parley's Creek. Early photographs show Lombardy poplars had been planted along the route, at least along the segment still extant. This section of the north wall is all that remains of either wall. The rocks were either abandoned in place

or lifted out and used for construction of other buildings or left on the valley floor. The water needs were provided for in the construction of the Mountain Dell Reservoir five miles up the canyon in 1915. Site No. 77. Olympus Hills Chapter, Sons of Utah Pioneers. Dedicated 1996.” (Sandstone plaque).

### **Section C – South Loop Trail**

The southern section of the park is defined by the South Loop Trail, a natural area, prohibited to dogs, with meandering footpath trails running east-to-west. Access is provided from the “West Off-leash Dog Area”, the “Central Off-leash Dog Area” and from 2850 South and 2870 East (see figs. 83-85).

Located along the South Loop Trail, southwest of the “Central Off-Leash Dog Area” and southeast of the “West Off-leash Dog Area is a BMX mountain bike course. A wooden sign marks the main entrance into the course which reads as follows (see figs. 86-87):

“Tanner Trails. Water the jumps before you ride. No walking or running on the jumps. No dogs and no RC cars in this area. Clean up all trash and tools before leaving. Jumps are for bike use only. These jumps have been hand built since '97. Please show respect for the trails.” (Tanner sign).

Immediately north of the entrance is a gathering area with seating crafted out of old skateboards where spectators may watch limited views of the BMX bike course (see figs. 88-92).

An additional sign also worth noting is near the “West Off-Leash Dog Area” entrance which reads as follows (see figs. 93-98):

“Caution. Years of hard work. Please no running or walking on the jumps. No dogs. Bike use only.” (Caution sign).

### **History:**

Parley’s Historic Nature Park is located outside of Salt Lake City in the unincorporated Salt Lake County neighborhood know as Canyon Rim. It is separated from the city by Interstate 80. The park is slightly northwest of Parley’s Canyon. Although located in unincorporated Salt Lake County, the park is owned by Salt Lake City, immediately south of the East Bench Neighborhood and southeast of the Sugar House Neighborhood of Salt Lake City, within a residential single-family neighborhood.

Unlike the original ten-acre, 660’ x 660’ (435,600 square foot) block grid pattern found elsewhere in the city where the “Plat of the City of Zion” dominates, the block structure, layout and street naming structure of the area is relatively new, and as a result is demarked by a range of irregularly aligned and subdivided blocks and streets (see figs. 99-100).

The area encompassing Parley’s Historic Nature Park is considered part of the mouth of Parley’s Canyon. Prior to the arrival of pioneers from The Church of Jesus Christ of Latter-day Saint pioneers in 1847, the area including the park was referred to by the Native Americans as “Obekokechee”, meaning “The Big Canyon”. With the arrival of the pioneers in 1847, Parley P. Pratt, a prominent leader and member of the Quorum of the Twelve Apostles of The Church of Jesus Christ of Latter-day Saints, sought an easier route for members of the Church as they arrived into the Salt Lake Valley. He was familiar with Emigration Canyon, the primary access route into the valley up to that point

in time, and “The Big Canyon”<sup>8</sup>, and eventually identified an easier passage through the latter. He constructed a road called the “Golden Pass Road” with a tollhouse located near the south rim of the canyon on the north side of the creek (near present day 3300 East and 2920 South where the Utah Sons of Pioneers Headquarters are located). The new route officially opened on July 1850, and the area soon acquired the name “Parley’s Canyon” after its namesake (see figs. 101-106; refer to the description section above for additional details and figs. 64-65) (Golden; Parley’s; Youngberg, 9-10)

Between 1884 and 1888 John W. Young, a son to Brigham Young, built a narrow gauge line from Sugar House through the present-day park site to the mouth of Parley’s Canyon and eventually onward through Park City. The rail line followed the alignment of the “Golden Pass Road” and primarily was used to haul coal. However, it also served as a passenger line to take visitors to Park City to ski, particularly during the early 1930s after the Denver and Rio Grande Railroad purchased and converted it into a standard gauge rail line in 1900. The railway line was discontinued during the mid-1940s and removed on January 5, 1956 (see figs. 107-108; refer to the description section above for additional details and figs. 53-54) (Parley’s; Railroad; Youngberg, 11)

During the same era that the railroad was extended through the park site, Salt Lake City experienced an increase for the demand of agricultural products and culinary water. Parley’s Canyon Reservoir along with a conduit were built several miles up Parleys Canyon in 1891, to help supply the growing need for water in the valley. An aqueduct from part of the Pleasant View canal<sup>9</sup> water system still exists today in the park (see figs. 109-111; refer to the description section above for additional details and figs. 77-79) (Parley’s; Sandstone; Simms, Sandstone; Youngberg, 7).

Note: Refer to Kiera Simms SWCA’s historical report attached for in-depth detail and descriptions of the sandstone wall and aqueduct’s features, pages 23 – 25.

A notable structure that existed in the area that presently encompasses Parley’s Historic Nature Park was Dudler’s Inn<sup>10</sup>, a two-and-a-half story inn and home established by Joseph Dudler in 1864. In 1870 a brewery was added to the rear and west of his inn, which was named the “Philadelphia Brewery”, and included space for a wine cellar as business began to grow. His children continued to live in the establishment after his passing in 1897. His daughter, Loretta who married a Mr. Harold Schaer, was the last person to live in the residence until it burned down in 1952 as a result of vandalism. Sections of the inn’s rock wall, foundation and wine cellar are the only few remnants found presently on-site (see figs. 112-122; refer to the description section above for additional details and figs. 66-75) (Parley’s; Sandstone; Simms, Dudler’s; Youngberg, 3-6).

Note: Refer to Kiera Simms SWCA’s historical report attached for in-depth detail and descriptions of the Dudler’s Inn and Wine Cellar’s features, pages 23 – 25.

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<sup>8</sup> Prior to the canyon being called Parley’s Canyon, it was referred to by the pioneers as “The Big Canyon”.

<sup>9</sup> The Pleasant View canal was constructed to divert water from Parley’s Creek to Salt Lake City (MGB+A, 48).

<sup>10</sup> Dudler’s Inn was also known as Dudler’s Summer Resort and Dudler’s Saloon (Youngberg, 6).

Information from the Salt Lake County archival tax assessment documents include a photograph of an old wooden building located on the property indicated under ownership of Loretta E. D. Schaer<sup>11</sup>. The purpose of this building or exactly when and where it existed is undetermined. No information was available from the Utah Sanborn maps collection (see fig. 123) (Utah State).

Other businesses and industry that existed throughout the park site included a fortified house located between 2600 and 2900 East with a small factory and pond located in the hollow where ice blocks were sold during the winter that was constructed in 1888; a sand and gravel pit that was built between 1920 to 1950 approximately midway through the park, which was later converted into an asphalt pit; a golf course owned by the Salt Lake Country Club, which existed during the 1920s to 1962 until it was removed with the construction of Interstate 80; and a swimming pool, which was attempted in 1950s by a health club only to be filled in shortly thereafter (see fig. 124 for a compilation of documented historical features prepared by MBG+A: Grassli Group) (MGB+A, 60; Youngberg, 12).

During the 1970s there was push for residential development in the area. However, strong public interest was expressed for the preservation of the land as a natural open space, resulting in the planned development never reaching fruition. For more than a decade neighborhood citizen involvement and support from groups including the Canyon Rim Citizens Association, Salt Lake Rotary Club, and Sons of Utah Pioneers<sup>12</sup> encouraged the City to acquire the 87-acres of land as a future park, parcel by parcel, which eventually took place. In 1985, the final piece of property was successfully acquired from the State<sup>13</sup>

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<sup>11</sup> Other names listed under ownership of the property associated with this building identified included William D. and Lucy E. Oliver in the 1950s, Salt Lake County in 1939 and John P. Young in 1932. Loretta Schaer's name appeared in 1935 c/o with ZCMI and in 1940 (Utah State).

<sup>12</sup> A complete list of organizations represented on the Parley's Nature-Historic Park Committee include the following: Audubon Society, Boy Scouts of America, Canyon Rim Citizens Association, Daughters of the Utah Pioneers, Governor's Commission of the Handicapped, Handicapped Awareness, Jail Alternative Community Service, Kodachrome Club, League of Women Voters, Murray Senior Citizens, Murray Work Activity Center for the Handicapped, Native Plants Inc, Salt Lake Soil Conservation District, Salt Lake Co. Mental Health-Recreation for the Handicapped, Sierra Club, Sons of the Utah Pioneers, State Arboretum of Utah, Sugarhouse Community Council, United States Soil Conservation Service, Utah Department of Transportation, Utah Field Ornithologist, Utah Girl Scout Council, Utah Heritage Foundation, Utah Historical Society, Utah Native Plants, Utah Nature Study Society, Utah Power and Light, Utah State Division of Wildlife, Veterans Administration and Wasatch Mountain Club (Organizations).

<sup>13</sup>Parley's Historic Nature Park is located in unincorporated Salt Lake County but is owned by Salt Lake City. Details regarding the timeline of land acquisitions (76 total acres) are as follows (Bryan):

- In 1979, Harvey D. Hansen donated 5 acres to the City in exchange for the City purchasing 5 additional acres from him. Funding came from the federal Heritage Conservation and Recreation Service
- In 1981, the City purchased 9 acres from Ken R. White who originally desired to develop his property into housing.
- In 1984/1985, the City purchased 16 acres from Harold G. Schaer through UDOT. Harold G. Schaer desired to develop his property with condominiums. Negotiating began in 1981 when Schaer sued UDOT for landlocked right-of-way access caused by highway construction (Critchlow).
- In 1985, the City worked out a land trade to acquire 41 additional acres from UDOT.

and shortly thereafter in 1986<sup>14</sup>, the park was officially dedicated by Governor Scott Matheson (see fig. 125) (Boggs; MGB+A, 6).

In 1992 an interpretive sign donated by “Friends of the Park” was designed and located at the entrance into the park (see fig. 127; compare with figs. 17-21).

In 1996 the Utah Sons of Pioneers (Canyon Rim, Jordan River Temple, Olympus Hills, Pioneer Heritage and Sugarhouse Chapters) each dedicated a monument highlighting historical features throughout the park (Graham).

In 2002, improvement plans were made to the park including erosion control revegetation treatment, trail access installations, streambank reinforcement and enhancements, and refurbishing the existing bridge and handrails (see fig. 128) (MHTN).

In 2007 the City moved forward with the request<sup>15</sup> to officially designate Parley’s Historic Nature Park as a traditional off-leash park with the stipulation that a short and long term management protection plan be established at a later date (Boggs; MGB+A, 30, 37).

In 2010 the portion of Parley’s Creek Corridor Trail, an east-to-west interconnecting trail, planned through Salt Lake City and South Salt Lake City to connect the Bonneville Shoreline Trail to the Jordan River Parkway Trail, was constructed through the park (MGB+A, 69) (see figs. 129-130).

In 2011, MGB+A: The Grassli Group completed a comprehensive use and management plan for the park including a compilation of inventory and design guidelines for sensitive habitat areas and erosion control, historic structures, trail systems, and designated off-leash dog areas (see figs. 131-132) (MGB+A).

Figure 133 is the 2016 existing conditions map for Parley’s Historic Nature Park.

*Note: See MGB+A: The Grassli Group’s “Parley’s Historic Nature Park: Comprehensive Use and Management Plan” from 2011 for in-depth details and notes regarding the existing conditions, history and proposed management plans for Parley’s Historic Nature Park.*

*See also Florence C. Youngberg’s historical narrative “Parley’s Historic Nature Park” for additional in-depth details.*

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<sup>14</sup> A cost estimate for the park, referred to as “Hansen Hollow”, was identified including the following description and associated costs of proposed features to be included in the park: nature trail (6,000 lineal feet @ \$7.50 + displays) - \$50,000; jogging path (9,000 lineal feet @ \$7.50) - \$65,000; picnic grove - \$150,000; fishing pond - \$75,000; restrooms - \$40,000; lighting (possible UP&L, 100 fixtures @ \$1,000 each) - \$100,000; and hillside stabilization and seeding - \$200,000. The total costs projected were \$680,000 excluding consulting and engineering fees (Hansen Hollow Preliminary). An undated master plan concept was identified. It is suspected it is the original 1986 proposed plans for the park including nature ponds, a new footbridge, a bowery and restroom, interpretive signage and restoration plans (see fig. 126). Note that during the first decade, the park had little improvements made to it due to financial costs consumed in purchasing the land, remaining in a rather natural state for visitors (MGB+A, 30).

<sup>15</sup> Requests to have the park as an off-leash dog area occurred as early as 1999 (MGB+A, 30).

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**Historian:** JoEllen Grandy  
Landmark Design  
850 South 400 West, Studio 104  
Salt Lake City, Utah 84101  
801-474-3300  
Prepared on June 22, 2016



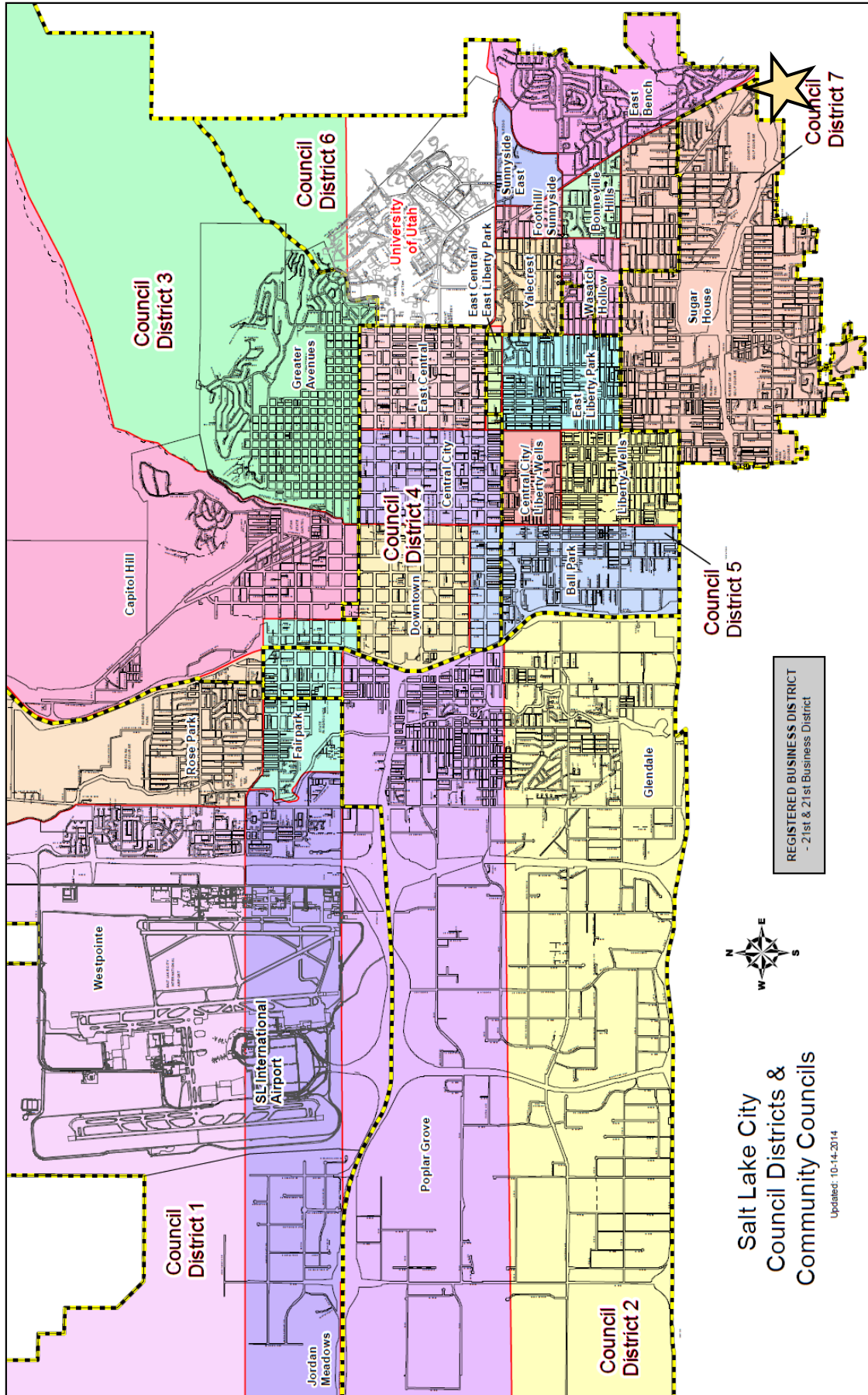


Fig. 1. Community Council & Council Districts Map. Note the star indicating the location of Parley's Historic Nature Park (City).



Fig. 2. Context Map (2012).



Fig. 3. Street view to northwest looking into the primary entrance of Parley's Historic Nature Park located on 2760 South, slightly west of the 2700 East (JoEllen Grandy, 5/27/16).



Fig. 4. Street view to west outside the primary entrance into the park located on 2760 South, slightly west of the 2700 East. Note the single-family residential homes to the left (JoEllen Grandy, 5/27/16).



Fig. 5. Street view to east outside the primary entrance into the park located on 2760 South. Note 2700 East to the right (JoEllen Grandy, 5/27/16).



Fig. 6. Street view to north outside the primary entrance into the park located at the end of the cul-de-sac on 2700 East (JoEllen Grandy, 5/27/16).



Fig. 7. Typical signage, doggie bag stations and trash receptacles located along the trails within the park (JoEllen Grandy, 5/27/16).



Fig. 8. Street view to north of secondary access provided into the park from the main entrance into Tanner Park, slightly west of 2760 South and 2700 East (JoEllen Grandy, 5/27/16).



Fig. 9. View to the north of Parley's Creek Corridor Trail, a secondary access provided into the park from Tanner Park, slightly west of 2760 South and 2700 East (JoEllen Grandy, 5/27/16).



Fig. 10. View to the northwest of Parley's Creek Corridor Trail, a secondary access provided into the park from Tanner Park, slightly west of 2760 South and 2700 East. Note the trail wraps around the baseball field to the right where it continues east toward Parley's Historic Nature Park (JoEllen Grandy, 5/27/16).



Fig. 11. Street view to north of the secondary access provided into the park from 2850 South and 2870 East. Immediately east (right) of the flagpole, the South Loop Trail begins (JoEllen Grandy, 5/27/16).



Fig. 12. View to the east of the South Loop Trail secondary access provided into the park slightly north of 2850 South and 2870 East (JoEllen Grandy, 5/27/16).



Fig. 13. View to the northeast of Parley's Historic Nature Park from the South Loop Trail secondary access provided into the park slightly north of 2850 South and 2870 East (JoEllen Grandy, 5/27/16).





Fig. 14. Typical directional/informational map located throughout Parley's Historic Nature Park (JoEllen Grandy, 5/27/16).



Fig. 15. Close-up view of a typical directional/informational map located throughout Parley's Historic Nature Park (JoEllen Grandy, 5/27/16).



Fig. 16. Parley's Historic Nature Park has three character-defining sections (2012).



Fig. 17. View to the north of the trail connection located at the end of the cul-de-sac on 2700 East. Note the interpretive sign to the rear which marks the official gateway into the park (JoEllen Grandy, 5/27/16).



Fig. 18. View to the northeast of the interpretive sign and bench which marks the official gateway into the park (JoEllen Grandy, 5/27/16).



Fig. 19. Close-up view to the northeast of the interpretive sign which marks the official gateway into the park (JoEllen Grandy, 5/27/16).



Fig. 20. Undated view to the east from the northwestern corner of the official gateway into the park. Note the additional signage to the rear (Parks).



Fig. 21. View in 2016 to the east from the northwestern corner, the official gateway into the park. Note the signage has been relocated further to the rear and the addition of a chain link fence attached to a round rail fence to the right following the southern edge of the trail (JoEllen Grandy, 5/27/16).



Fig. 22. View to the east of the additional signage posted east of the interpretive sign and trail. Note the gradual eastern descent (JoEllen Grandy, 5/27/16).



Fig. 23. Typical doggie bag stations, trash receptacles and marked signage located throughout Parley's Historic Nature Park indicating where off-leash dogs are permitted. Note the trail is referred to as the "Dugway Trail" (JoEllen Grandy, 5/27/16).



Fig. 24. View to the northeast of the intersection located approximately 0.28 miles from the main entrance into the park. This is one of the few places creekside access is allowed to dogs (JoEllen Grandy, 5/27/16).



Fig. 25. View to the northeast of creekside access provided to dogs approximately 0.28 miles from the main entrance into the park. Note the directional map to the left (JoEllen Grandy, 5/27/16).





Fig. 26. Close-up view to the east of creekside access provided to dogs. Note the wooden bench to the rear right near the bridge (JoEllen Grandy, 5/27/16).



Fig. 27. View to the southwest of the trail intersection located approximately 0.28 miles from the main entrance into the park. Note the gated access to the South Loop Trail to the rear left (JoEllen Grandy, 5/27/16).



Fig. 28. View to the south of the South Loop Trail access (JoEllen Grandy, 5/27/16).



Fig. 29. View to the northwest of the trail intersection located approximately 0.28 miles from the main entrance into the park. Note the trail to the right guiding visitors into the “West Off-leash Dog Area” (JoEllen Grandy, 5/27/16).



Fig. 30. Typical view traveling in a northwesterly direction of the “West Off-leash Dog Area”. Note Parley’s Creek to the right (JoEllen Grandy, 5/27/16).



Fig. 31. View to the northwest of the Rocky Mountain Power’s Parley’s Substation located in the far west end of the park. Note in the upper left corner along the rim of the hollow, Parley’s Creek Corridor Trail (JoEllen Grandy, 5/27/16).



Fig. 32. View to the northeast of Parley's Creek as it is channeled into a culvert, slightly northeast of Rocky Mountain Power's Parley's Substation located in the far west end of the park (JoEllen Grandy, 5/27/16).



Fig. 33. Typical view traveling in a southeasterly direction of the "West Off-leash Dog Area" as the trail loops back to the Dugway Trail, the main trail throughout the park (JoEllen Grandy, 5/27/16).



Fig. 34. View to the southeast overlooking the west end of the park, and the looped trail located in the “West Off-Leash Dog Area”. Photograph taken from the Parley’s Creek Corridor Trail (JoEllen Grandy, 5/27/16).



Fig. 35. View to the east of the trail intersection located approximately 0.28 miles from the main entrance into the park; a continuation of the Dugway Trail into the “Central Off-leash Dog Area”. Note the creekside access and wooden bench to the left (JoEllen Grandy, 5/27/16).



Fig. 36. Typical view traveling eastward of the “Central Off-leash Dog Area”. Note the optional upper (north) and lower (south) meandering trails (JoEllen Grandy, 5/27/16).



Fig. 37. Additional view traveling eastward of the “Central Off-leash Dog Area”. Photograph taken traveling along the lower (south) meandering trail (JoEllen Grandy, 5/27/16).



Fig. 38. View to the east of the trail intersection located approximately 0.48 miles from the main entrance into the park. Note the trail to the left provides access to the northern extents of the park's historic sites and Parley's Creek Corridor Trail; and bench to the right (JoEllen Grandy, 5/27/16).



Fig. 39. View to the southeast of a black metal bench located approximately 0.48 miles from the main entrance into the park. Note the plaque right of the bench inset into the concrete pad (JoEllen Grandy, 5/27/16).



Fig. 40. Plaque dedicated in memory of Susanne S. Millsaps in recognition of her service rendered to the park (JoEllen Grandy, 5/27/16).



Fig. 41. View to the southeast of a large boulder monument located to the right along the east bound Dugway Trail. This is slightly east of the trail intersection located approximately 0.48 miles from the main entrance into the park (JoEllen Grandy, 5/27/16).





Fig. 42. Close-up view to the southwest of the large boulder monument (JoEllen Grandy, 5/27/16).

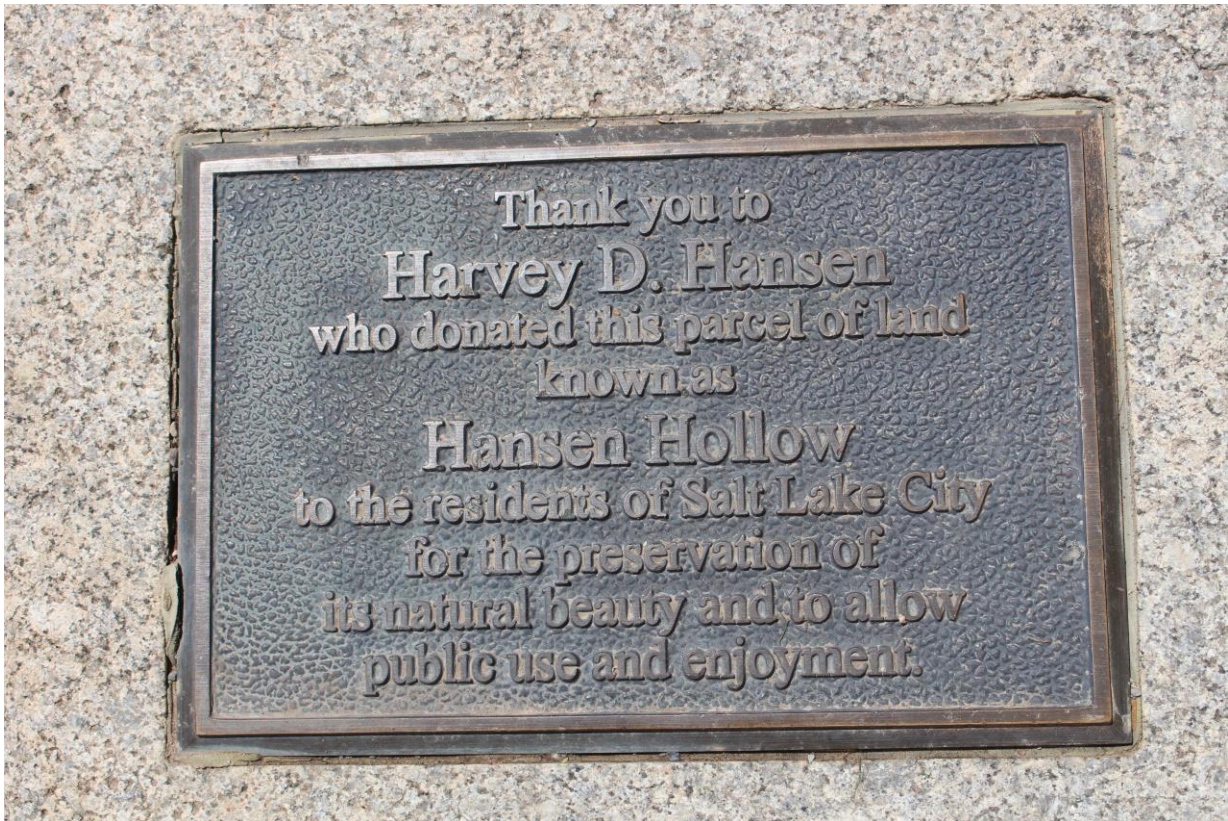


Fig. 43. Plaque dedicated in memory of Harvey D. Hansen who donated Hansen Hollow to the City for a park (JoEllen Grandy, 5/27/16).



Fig. 44. View to the southeast of a large boulder monument and black metal bench located along the east bound Dugway Trail. This is slightly east of the intersection located approximately 0.52 miles from the main entrance into the park. Note the secondary access provided into the South Loop Trail to the rear right (JoEllen Grandy, 5/27/16).



Fig. 45. Close-up view to the southeast of a large boulder monument and black metal bench (JoEllen Grandy, 5/27/16).



Fig. 46. Plaque dedicated in memory of John J. “Jack” Nielsen in recognition of his service to the park (JoEllen Grandy, 5/27/16).



Fig. 47. Plaque dedicated in memory of “Grandfather” (Harvey D. Hansen most likely) in recognition of his service rendered to the park (JoEllen Grandy, 5/27/16).



Fig. 48. Close-up view to the south of the South Loop Trail access located approximately 0.52 miles from the main entrance into the park (JoEllen Grandy, 5/27/16).



Fig. 49. View to the east of a footbridge upon approaching the “East Off-leash Dog Area” (JoEllen Grandy, 5/27/16).



Fig. 50. View to the east approaching the “East Off-leash Dog Area” standing east of the footbridge in the previous photograph (JoEllen Grandy, 5/27/16).



Fig. 51. Typical view in a eastward direction of the “East Off-leash Dog Area”. Note views to the east of Interstate 215 and Parley’s Creek Corridor Trail to the rear (JoEllen Grandy, 5/27/16).



Fig. 52. Additional view in an eastward direction of the “East Off-leash Dog Area”. Note the optional upper (north) and lower (south) meandering trails, and large boulder monument to the rear (JoEllen Grandy, 5/27/16).



Fig. 53. View to the east of the large boulder monument located on the right along the eastward bound Dugway Trail, slightly east from the intersection located approximately 0.66 miles from the main entrance into the park (JoEllen Grandy, 5/27/16).

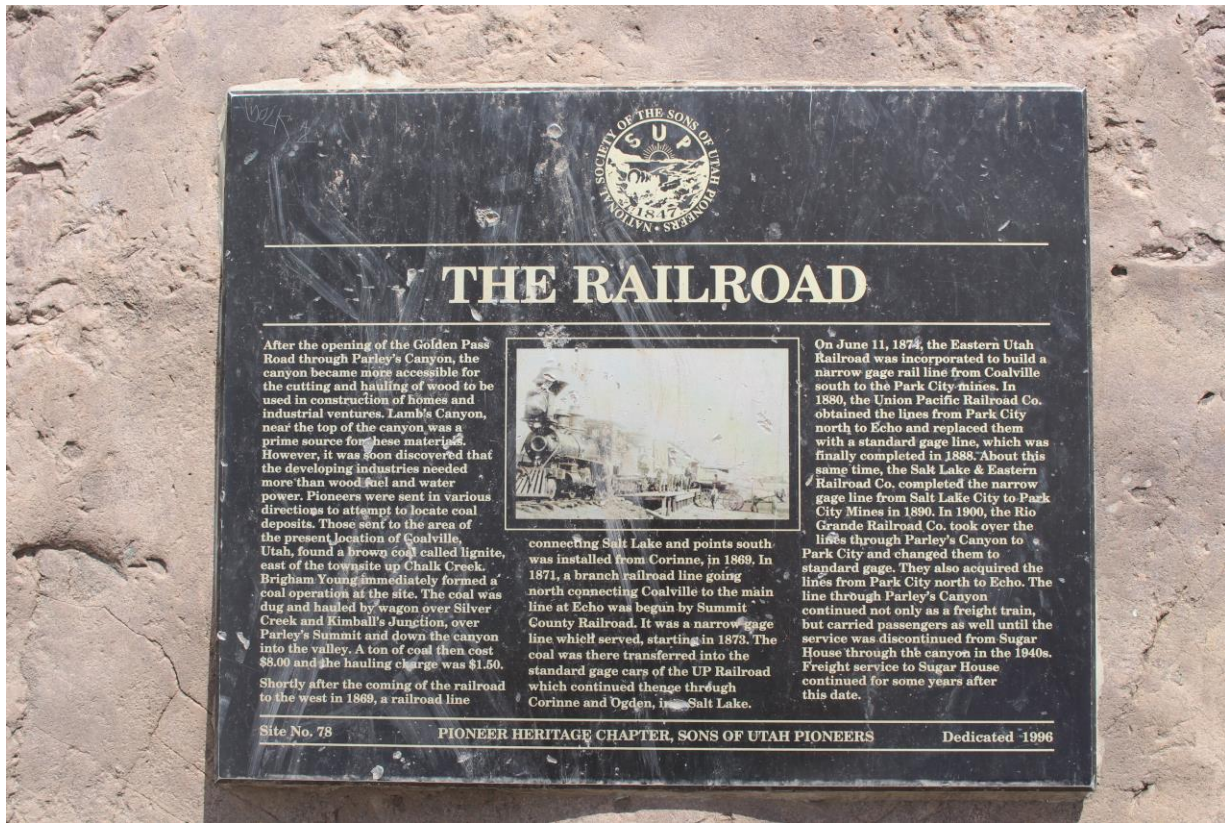


Fig. 54. Plaque dedicated of the railroad which at one time passed through the park site enroute to Park City and Coalville via Parley's Canyon (JoEllen Grandy, 5/27/16).



Fig. 55. View to the east approaching the eastern extents of the park approximately 0.71 miles from the main entrance into the park where additional creekside access is provided to dogs (JoEllen Grandy, 5/27/16).



Fig. 56. View to the southeast of the eastern extents of the park. Note the black metal bench to the left and creekside access to the right (JoEllen Grandy, 5/27/16).



Fig. 57. View to the west of a black metal bench located approximately 0.71 miles from the main entrance into the park. Note the plaque to the right of the bench and inset into the concrete pad (JoEllen Grandy, 5/27/16).



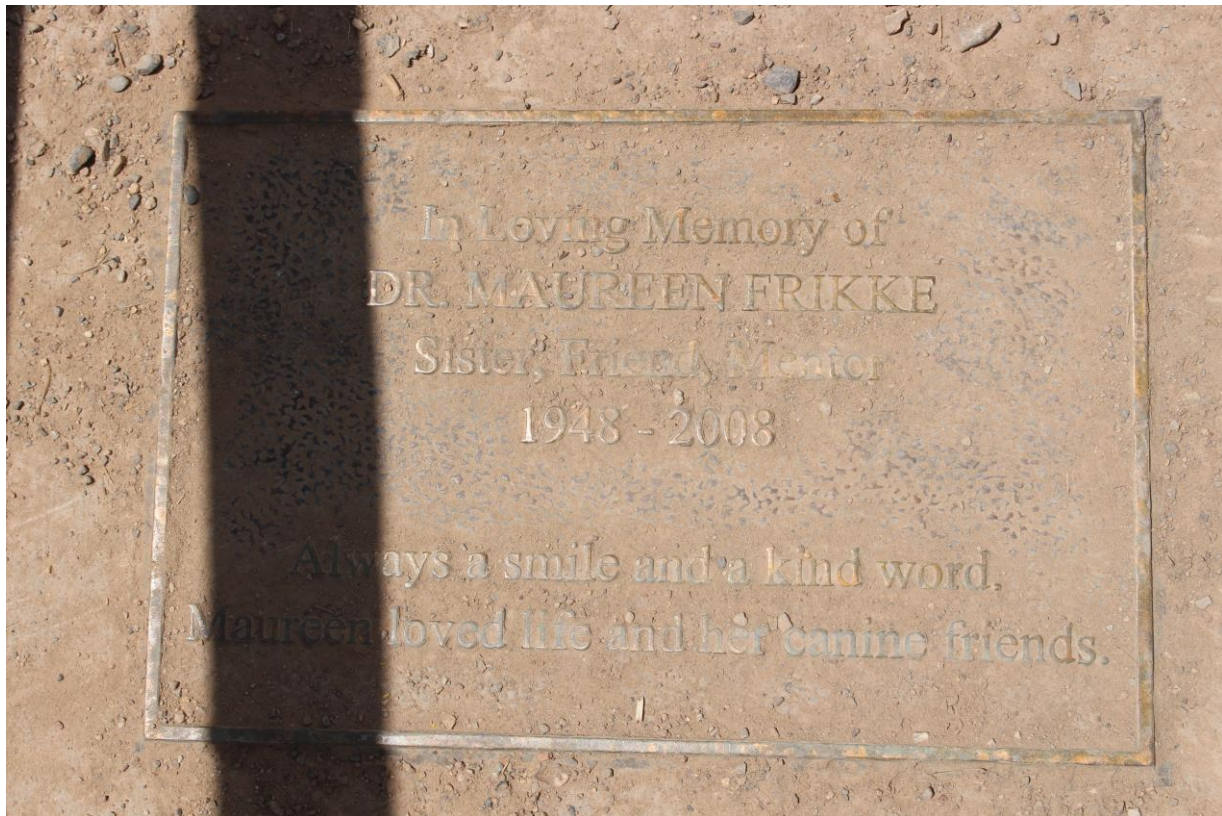


Fig. 58. Plaque dedicated in memory of Dr. Maureen Frikke in recognition of her service rendered to the park (JoEllen Grandy, 5/27/16).



Fig. 59. Close-up view to the southeast of the creekside access provided to dogs approximately 0.71 miles from the main entrance into the park. Note Parley's Creek Corridor Trail in the upper lefthand corner (JoEllen Grandy, 5/27/16).



Fig. 60. View to the west overlooking the east end of the park referred to as the “East Off-Leash Dog Area”. Photograph taken from the Parley’s Creek Corridor Trail (JoEllen Grandy, 5/27/16).



Fig. 61. Additional view to the southwest overlooking the “East Off-Leash Dog Area”. Photograph taken from the Parley’s Creek Corridor Trail (JoEllen Grandy, 5/27/16).



Fig. 62. View to the east of Parley’s Creek Corridor Trail located north of the “East Off-Leash Dog Area”. Note the block retaining wall and chain link fencing (JoEllen Grandy, 5/27/16).



Fig. 63. View to the west of Parley’s Creek Corridor Trail located north of the “East Off-Leash Dog Area” (JoEllen Grandy, 5/27/16).



Fig. 64. View to the north of a large boulder monument located in the northeast section of the park, south of Parley's Creek Corridor Trail (JoEllen Grandy, 5/27/16).

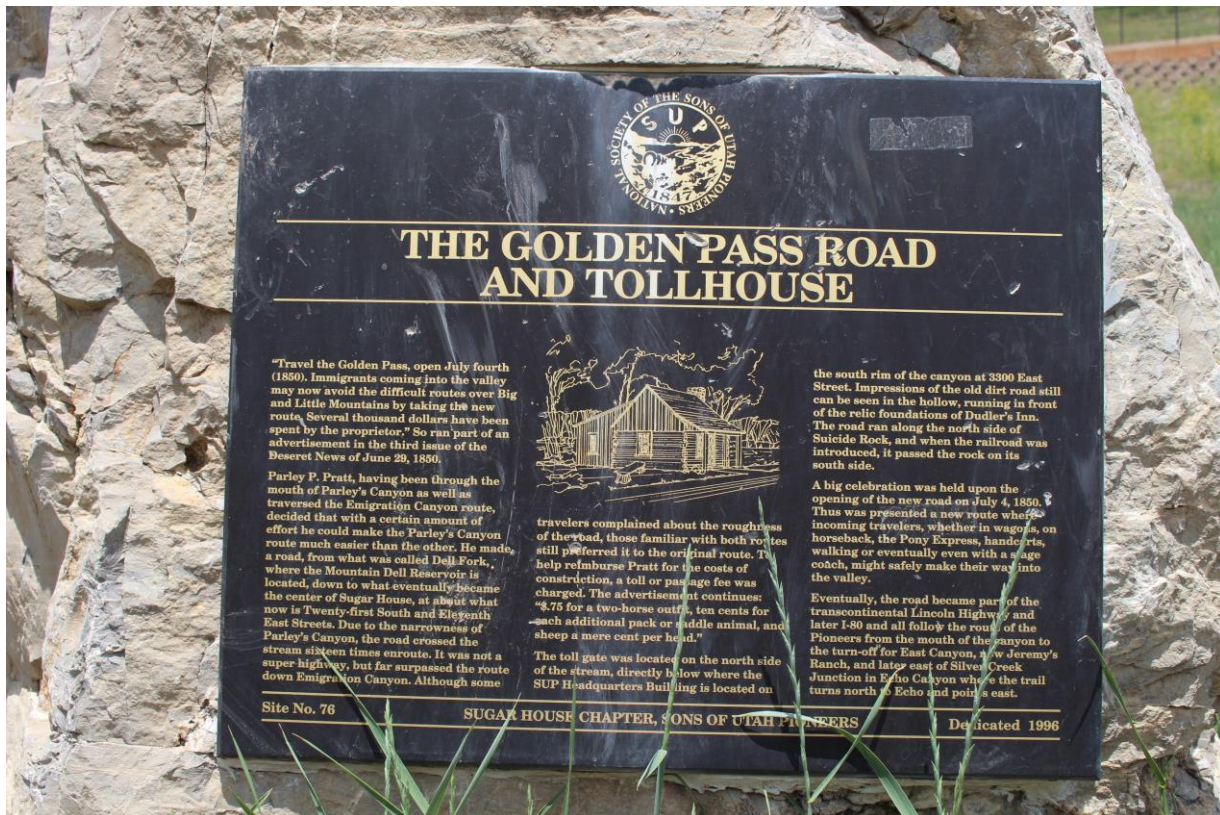


Fig. 65. Plaque dedicated in memory of the Golden Pass Road and Tollhouse constructed by Parley P. Pratt through Parley's Canyon (JoEllen Grandy, 5/27/16).



Fig. 66. View to the west of a stone retaining wall, located slightly east from the remnants of Dudler’s Inn and Wine Cellar, northeast of the “Central Off-Leash Dog Area” and northwest of the “East Off-leash Dog Area and The Golden Pass Road and Tollhouse marker, on the north side of Parley’s Creek Corridor Trail (JoEllen Grandy, 5/27/16).



Fig. 67. View to the west approaching a large boulder monument (to the left) and remnants of Dudler’s Inn and Wine Cellar (to the right) located northeast of the “Central Off-Leash Dog Area” and northwest of the “East Off-leash Dog Area and The Golden Pass Road and Tollhouse marker, along Parley’s Creek Corridor Trail (JoEllen Grandy, 5/27/16).



Fig. 68. View to the southwest of a large boulder monument located on the southside of Parley's Creek Corridor Trail, immediately south of the remnants of Dudler's Inn and Wine Cellar (JoEllen Grandy, 5/27/16).

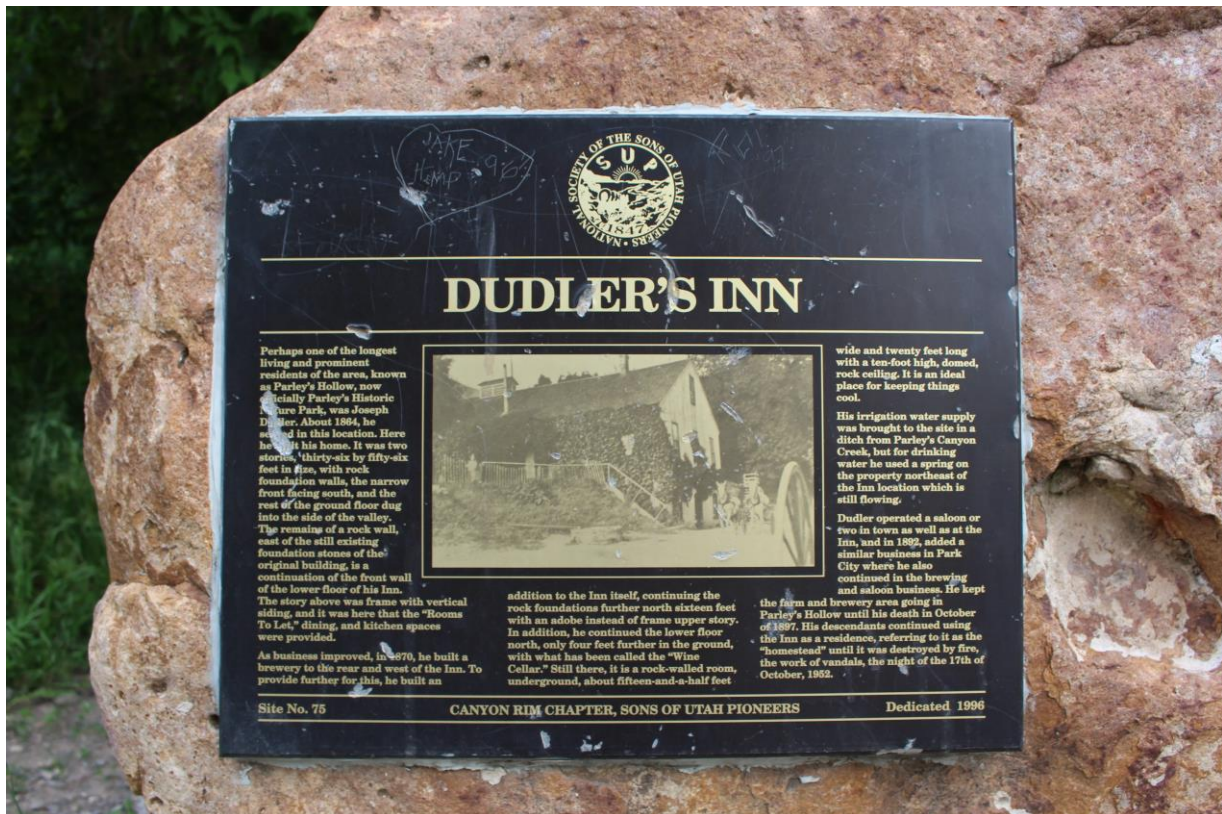


Fig. 69. Plaque dedicated in memory of Dudler's Inn which was constructed, owned and operated by Joseph Dudler, a carpenter by trade and a brewer by profession (JoEllen Grandy, 5/27/16).

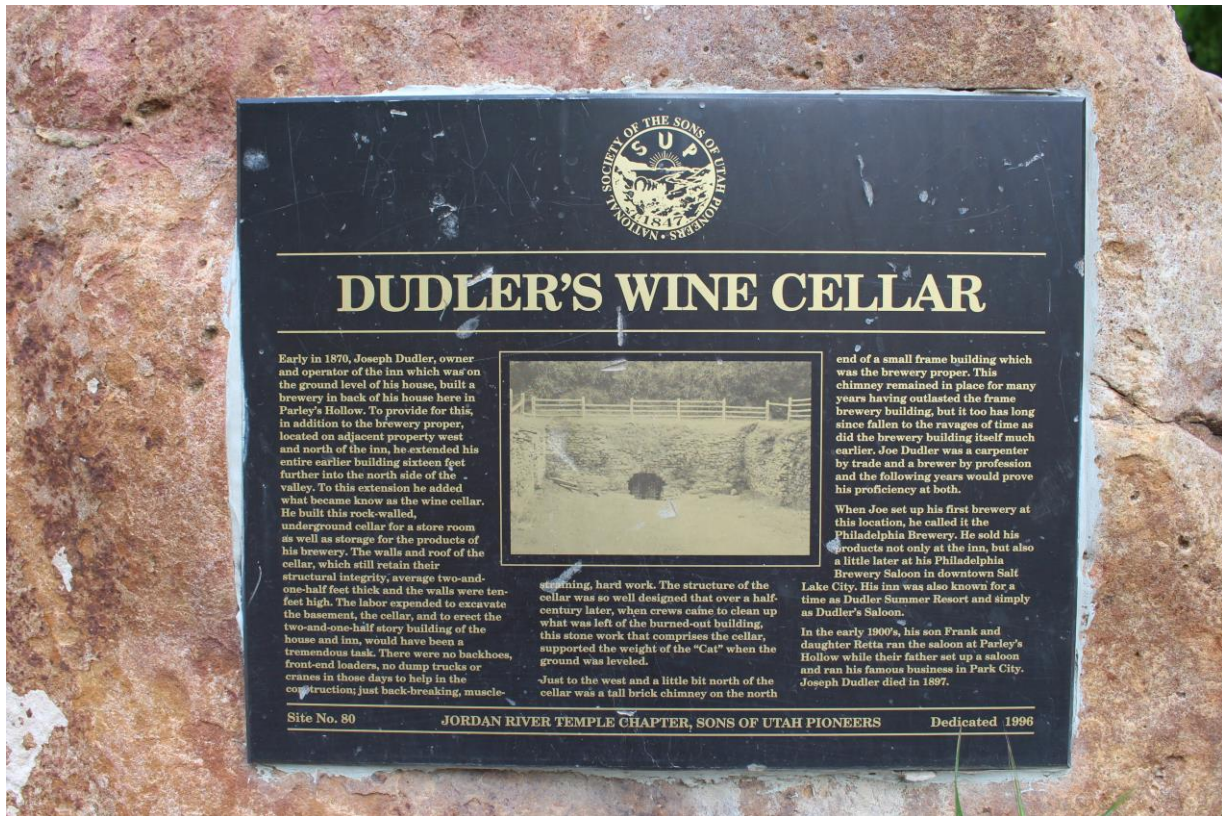


Fig. 70. Plaque dedicated in memory of Dudler's Wine Cellar, constructed by Joseph Dudler where he stored products for his brewery (JoEllen Grandy, 5/27/16).



Fig. 71. View to the northwest of remnants of the Dudler's Inn (stone wall to the right near the trail) and Wine Cellar (to the rear left) located on the northside of Parley's Creek Corridor Trail, immediately north of the large boulder monument (JoEllen Grandy, 5/27/16).



Fig. 72. View to the northeast of remnants of Dudler's Inn (stone wall to the right near the trail) and Wine Cellar (to the left) located on the northside of Parley's Creek Corridor Trail, immediately north of the large boulder monument (JoEllen Grandy, 5/27/16).



Fig. 73. View to the north of remnants of Dudler's Wine Cellar located on the northside of Parley's Creek Corridor Trail, immediately north of the large boulder monument (JoEllen Grandy, 5/27/16).

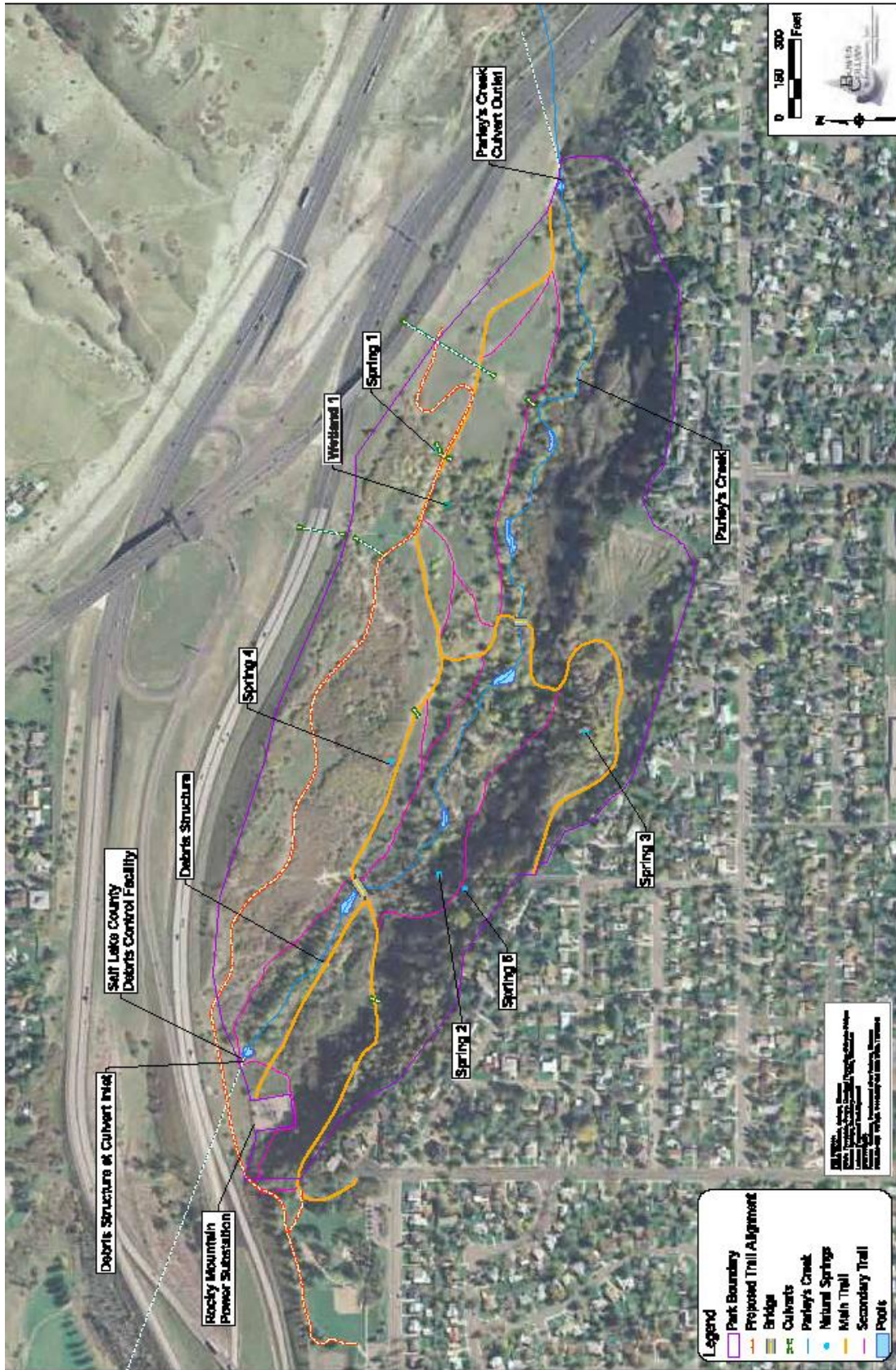




Fig. 74. Close-up view to the north of remnants of Dudler's Wine Cellar located on the northside of Parley's Creek Corridor Trail, immediately north of the large boulder monument. Note the gated entrance into the cellar (JoEllen Grandy, 5/27/16).



Fig. 75. Close-up view to the north of the entrance into the wine cellar (JoEllen Grandy, 5/27/16).



### Map 3: Wetlands

Fig. 76. Comprehensive map of wetlands documented throughout the park. Map prepared by MGB+A. The Grassli Group as part of a comprehensive use and management plan for the park (MGB+A, 62).



Fig. 77. View to the north from Parley's Creek Corridor Trail of a historic sandstone wall and aqueduct built circa 1891 located slightly west of Dudler's Inn and Wine Cellar remnants (JoEllen Grandy, 5/27/16).



Fig. 78. Close-up view to the north of the historic sandstone wall and aqueduct built circa 1891. Note the large boulder monument to the right (JoEllen Grandy, 5/27/16).



Fig. 79. Plaque commemorating the sandstone wall and aqueduct constructed circa 1891 to help supply water to residents who settled north and west of the mouth of Parley’s Canyon (JoEllen Grandy, 5/27/16).



Fig. 80. View to the southeast overlooking the “Central Off-Leash Dog Area”. Photograph taken from the Parley’s Creek Corridor Trail, slightly west from the historic sandstone wall and aqueduct (JoEllen Grandy, 5/27/16).



Fig. 81. View to the west of Parley's Creek Corridor Trail located north of the "Central Off-Leash Dog Area" (JoEllen Grandy, 5/27/16).



Fig. 82. View to the east overlooking the "West Off-Leash Dog Area" and Parley's Creek Corridor Trail which follows along the northern perimeter of the park. Photograph taken from the Parley's Creek Corridor Trail western extent of the park (JoEllen Grandy, 5/27/16).



Fig. 83. View to the south of a footbridge located at the South Loop Trail trailhead access from the “Central Off-leash Dog Area”, approximately 0.52 miles from the main entrance into the park (JoEllen Grandy, 5/27/16).



Fig. 84. View to the east of a footpath located along the South Loop Trail south of the trailhead access provided from the “Central Off-leash Dog Area”. The trail eventually connects into the trailhead access provided from 2850 South and 2870 East. Note the concrete to the right is a remnant of an old gravel extraction plant foundation (MGB+A,61) (JoEllen Grandy, 5/27/16).



Fig. 85. View to the west of a footpath located along the South Loop Trail south of the trailhead access provided from the “Central Off-leash Dog Area”. The trail passes by the BMX mountain bike course, eventually connecting into the trailhead access provided from the “West Off-leash Dog Area” (JoEllen Grandy, 5/27/16).



- Main Line:** Oldest and most used jump line.
- Thunder:** Larger more advanced jumps.
- Chug:** Technical line with large jumps mixed in.
- Thug:** Convergence of Thunder and Chug, in the “lower bowl”
- Bodega:** Accessible off of Main Line only, in the “lower bowl”
- Pumptrack:** All ages, low risk, can be ridden both directions

Fig. 86. Map of the BMX mountain bike course located along the South Loop Trail. Map prepared by MGB+A: The Grassli Group as part of a comprehensive use and management plan for the park (MGB+A, 68).





Fig. 87. A sign entitled “Tanner Trails” posted near the main entrance into the BMX mountain bike course stating the rules and regulations for use (JoEllen Grandy, 5/27/16).



Fig. 88. View to the east of a small gathering area located immediately north of the entrance. Note the old skateboards crafted into benches (JoEllen Grandy, 5/27/16).



Fig. 89. Close-up view of the old skateboards which have been crafted into benches (JoEllen Grandy, 5/27/16).



Fig. 90. View to the northeast of the BMX mountain bike course, located south of the “Central Off-leash Dog Area” along the South Loop Trail (JoEllen Grandy, 5/27/16).



Fig. 91. View to the north of the BMX mountain bike course, located south of the “Central Off-leash Dog Area” along the South Loop Trail (JoEllen Grandy, 5/27/16).



Fig. 92. View to the northwest of the BMX mountain bike course, located south of the “Central Off-leash Dog Area” along the South Loop Trail (JoEllen Grandy, 5/27/16).



Fig. 93. View to the northeast of the BMX mountain bike course, nearing the “West Off-leash Dog Area” along the South Loop Trail. Note the regulatory sign to the right (JoEllen Grandy, 5/27/16).



Fig. 94. An additional sign posted along the South Loop Trail nearing the “West Off-leash Dog Area” stating rules and regulations to BMX users and visitors along the trail (JoEllen Grandy, 5/27/16).



Fig. 95. View to the northwest of the footpath located along the South Loop Trail, nearing trailhead access provided from the “West Off-leash Dog Area” (JoEllen Grandy, 5/27/16).



Fig. 96. View to the northwest approaching the trailhead access provided from the “West Off-leash Dog Area” from the South Loop Trail (JoEllen Grandy, 5/27/16).



Fig. 97. View to the northeast overlooking the “Central Off-Leash Dog Area” and BMX mountain bike course. Photograph taken from the South Loop Trail trailhead access provided from 2850 South and 2870 East (JoEllen Grandy, 5/27/16).



Fig. 98. Close-up to the northeast overlooking the BMX mountain bike course located south of the “Central Off-leash Dog Area”. Photograph taken from the South Loop Trail trailhead access provided from 2850 South and 2870 East (JoEllen Grandy, 5/27/16).



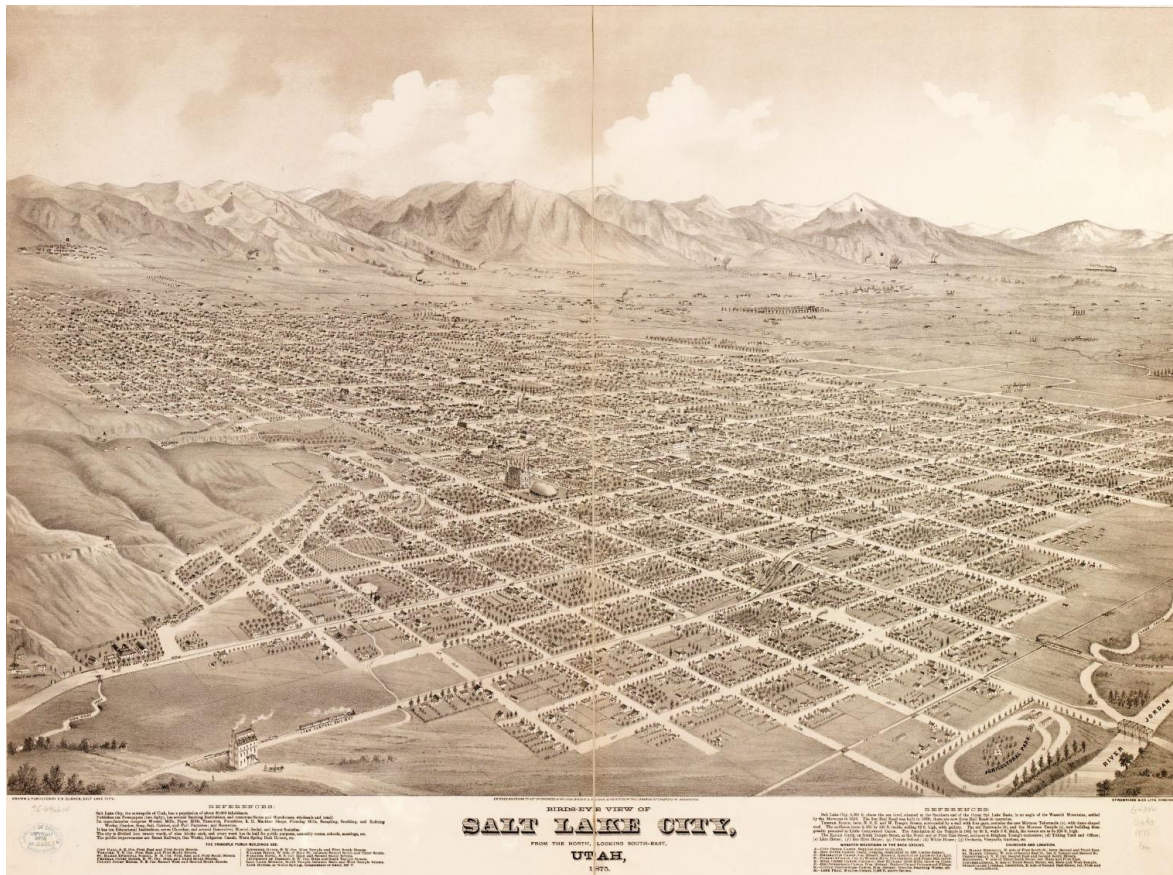


Fig. 99. An 1875 southeastern bird's eye view of Salt Lake City. Map courtesy of Library of Congress, Geography and Map Division (Glover).

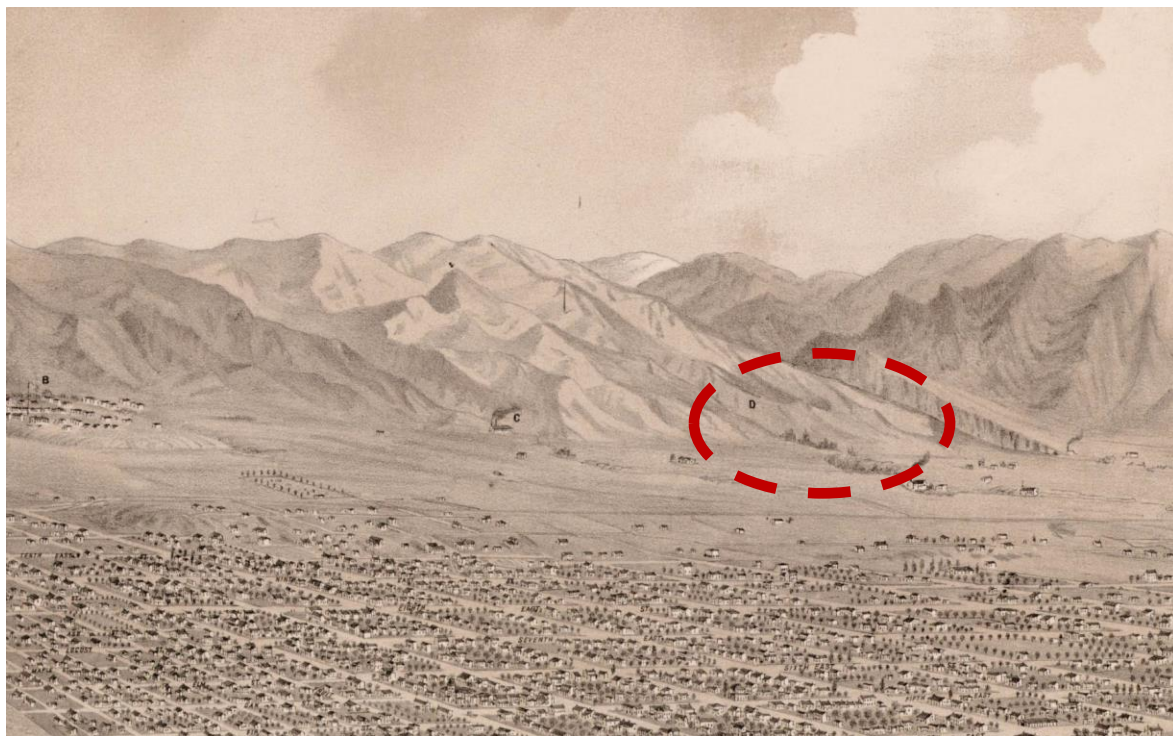
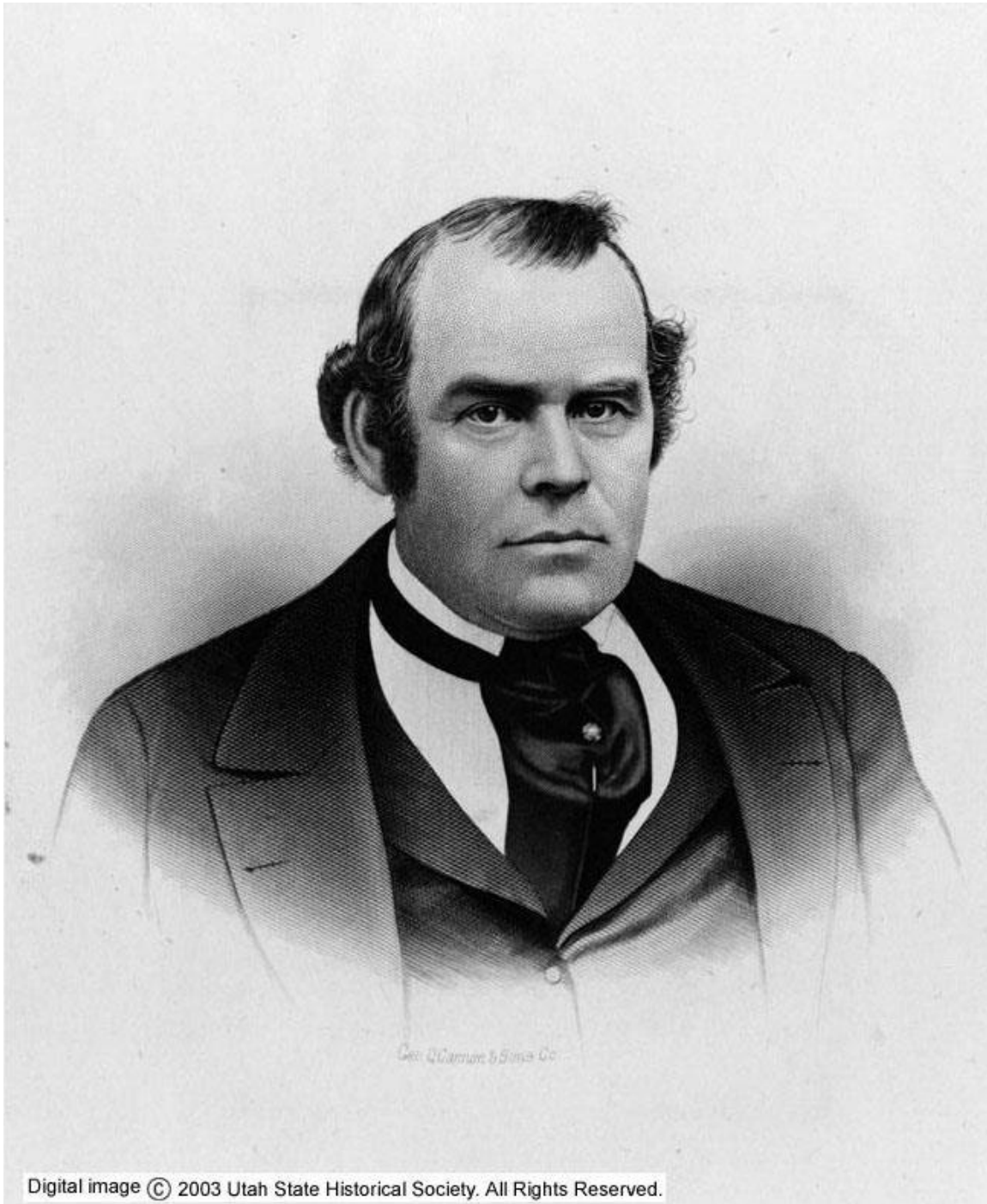


Fig. 100. An 1875 southeastern close-up bird's eye view of the approximate area where Parley's Historic Nature Park would eventually be established. Map courtesy of Library of Congress, Geography and Map Division (Glover).



Digital image © 2003 Utah State Historical Society. All Rights Reserved.

Fig. 101. Photograph of Parley Parker Pratt, prominent leader and member of the Quorum of the Twelve Apostles of The Church of Jesus Christ of Latter-days Saints who settled the Salt Lake Valley in 1847 and constructed passage through what is known today as Parley's Canyon. Photograph courtesy of the Utah State Historical Society (Utah State Historical, 13329).

*J. V. Bamard*

# DESERET NEWS.

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BY W. RICHARDS.      G. S. L. CITY, DESERET, JUNE 29, 1850.      VOL. I. -- NO. 3.

---

LAT. 40° 45' 44"    LON. 111° 96' 34"

## THE GOLDEN PASS!

OR,  
NEW ROAD THROUGH THE MOUNTAINS.

Travellers between the States and California, are respectfully informed that a new road will be opened on and after the 4th of July, between the Weber River and Great Salt Lake Valley—distance about 40 miles; avoiding the two great mountains, and most of the Kanyons so troublesome on the old route.

This road is somewhat rough and unfinished; but is being made better every day. Several thousand dollars are already expended by the proprietor, who only solicits the patronage of the public, at the moderate charge of

50 cents per conveyance drawn by one animal.	10 cents per each additional draught, pack, or saddle animal.	land to the head of the Great Kan- you; thence, through a rough road, with grass and fuel abundant, 6 miles to the valley; entering which, thousands of acres of fresh feed, cover the table lands at the foot of the hills and mountains; where teams can recruit, while all the principal flouring mills are in the same vicinity.
75 cents per conveyance drawn by two animals.	5 cents per head for loose stock.	If a road worked by the most persevering industry, an open country, good feed and fuel, beautifully romantic and sublime scenery, are any inducement, take the new road, and thus encourage public improvement.
	1 cent per head for sheep.	G. S. L. City, June 23, 1850. P. P. PRATT, Proprietor

The foregoing prices will average about one dollar per wagon.

This route lies up the valley of the Weber River some 15 or 18 miles, open, smooth, and grassy; thence, through a dry hollow, and over an abrupt range of hills, some 3 miles; thence, through well watered, grassy, and beautiful plains and meadows, 3 miles; thence, down the open and grassy valley of a stream 3 miles; thence, 2 miles up a smooth ascent, through meadows, and table lands of pine, fir, and aspen forests, to the summit of a mountain; thence, 5 miles down a gradual descent of table

Fig. 102. Article posted in the Deseret News, June 29, 1850 by Parley P. Pratt announcing the newly constructed "Golden Pass Road" through the canyon (Pratt).



Fig. 103. Sketch by Richard Jackson of the tollhouse constructed by Parley P. Pratt, located nearby the south rim of the canyon on the north side of the creek (near present day 3300 East and 2920 South where the Utah Sons of Pioneers Headquarters are located) (Youngberg, 9).



Fig. 104. Undated photograph of travelers enroute through the “Golden Pass Road” (Parley’s Canyon). Photograph courtesy of the Utah State Historical Society (Youngberg, 10).



Fig. 105. Undated photograph of the “Golden Pass Road” (Parley’s Canyon). Photograph courtesy of the Utah State Historical Society (Youngberg, 10).



Fig. 106. Photograph of Lincoln Highway (Interstate 80) near Suicide Rock in 1918 which followed the original alignment of the “Golden Pass Road”. Photograph courtesy of the Utah State Historical Society (Utah State Historical, 18904).



Fig. 107. Photograph of a typical train which passed through the park site enroute to Park City and Coalville through Parley’s Canyon. Photograph courtesy of the Utah State Historical Society (Youngberg, 11).



Fig. 108. Photograph of Parley's Canyon Reservoir located in the mouth of Parley's Canyon, east of the Parley's Historic Nature Park and Interstate 80. Note Suicide Rock to the rear. Photograph courtesy of the Utah State Historical Society (Utah State Historical, 3185).



Fig. 109. Undated photograph to the north of the historic sandstone wall and aqueduct built circa 1891 located on the northside of Parley's Creek Corridor Trail, slightly west of the Dudler's Inn and Wine Cellar remnants. Photograph courtesy of the Utah State Historical Society. Note Lombardy Poplars (*Populus nigra*) existed at one time along the corridor (Youngberg, 7).



Fig. 110. Approaching view to the north of the historic sandstone wall and aqueduct built circa 1891 located on the northside of Parley's Creek Corridor Trail, slightly west of the Dudler's Inn and Wine Cellar remnants. Photograph taken in 2007 (Simms, Sandstone).



Fig. 111. Approaching view to the north of the historic sandstone wall and aqueduct built circa 1891 located on the northside of Parley's Creek Corridor Trail, slightly west from Dudler's Inn and Wine Cellar remnants. Photograph taken in 2016 (JoEllen Grandy, 5/27/16).



Fig. 112. Photograph of Joseph Dudler, owner of Dudler's Inn and brewery. Photo courtesy of Dick Fluehe (Youngberg, 3).



Fig. 113. Photographs of Loretta Dudler, daughter of Joseph Dudler. She resided at the property after Joseph Dudler's passing until it burned down in 1952 due to vandals. Photos courtesy of Dick Fluehe (Youngberg, 3-4).





Fig. 114. Sketch of Dudler's Inn prepared as a preliminary image for the plaque to be dedicated by the Canyon Rim Chapter Utah Sons of Pioneers, Site No. 75. Note the stone wall as part of the first floor and wooden-framed second-and-a half story; and brewery to the rear left (Graham).



Fig. 115. Undated view to the northeast of Dudler's Inn front entrance and west stairway. Photograph courtesy of Dick Fluehe (Youngberg, 3).



Fig. 116. View to the south circa 1910 of Dudler's Inn, the north side of the building (the rearside). Note the brewery's chimney to the right. Photograph courtesy of the Utah State Historical Society (Utah State Historical, 00260).



Fig. 117. View to the northeast circa 1910 of Dudler's Inn, the west side of the building. Note the brewery's chimney to the rear left and canal in the foreground, Dudler's irrigation supply from Parley's Creek. The men are measuring the canal. Photograph courtesy of the Utah State Historical Society (Utah State Historical, 00250; Youngberg, 3).



Fig. 118. View to the northwest of remnants from Dudler's Inn (stone wall to the right), and Dudler's Wine Cellar and the aqueduct (to the rear left). Photograph taken in 2007. Compare with fig. 71 in 2016 (Simms, Dudler).



Fig. 119. View to the north of stone wall remnants from Dudler's Inn. Photograph taken in 2007 (Simms, Dudler).



Fig. 120. View to the north of remnants from Dudler's Wine Cellar. Photograph taken in 2007. Compare with fig. 73 in 2016 (Simms, Dudler).



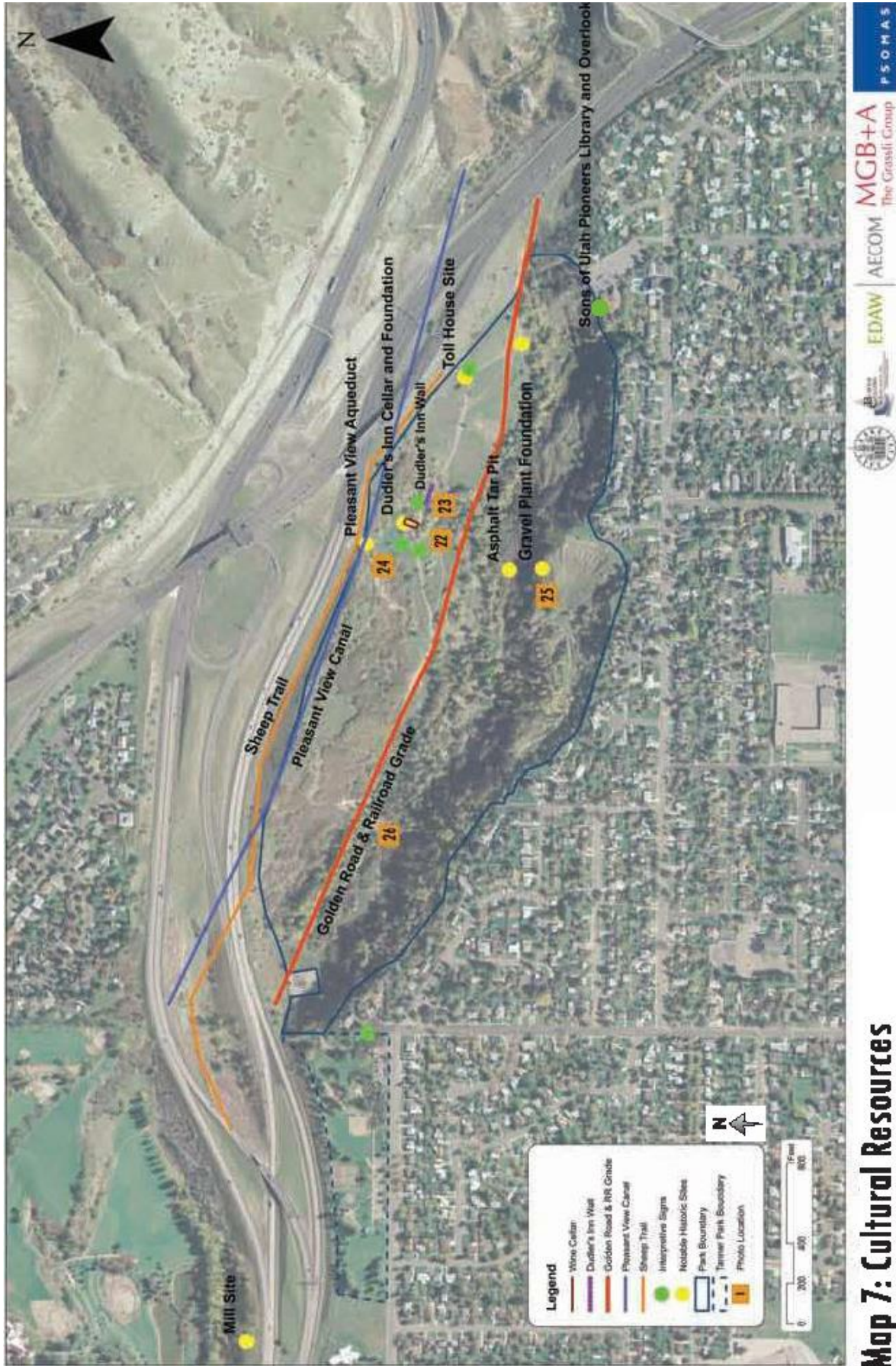
Fig. 121. Close-up view to the north of the entrance into the wine cellar. Photograph taken in 2007. Compare with fig. 75 in 2016 (Simms, Dudler).



Fig. 122. Close-up view to the north inside the wine cellar. Photograph taken in 2007 (Simms, Dudler).



Fig. 123. Undated photograph of a wooden building located on property indicated under ownership of Loretta E. D. Schaer. The purpose of this building or exactly where it existed is undetermined (Utah State).



### Map 7: Cultural Resources

Fig. 124. Comprehensive map of the cultural resources documented throughout the park. Map prepared by MGB+A: The Grassli Group as part of a comprehensive use and management plan for the park (MGB+A, 62).

Fig. 125. See the attached land acquisition map of Parley's Historic Nature Park (Hansen Hollow Land).

Fig. 126. See the attached master plan concept drafted for Parley's Historic Nature Park circa 1986. Note plans for the park including nature ponds, a new footbridge, a bowery and restroom, interpretive signage and restoration plans (Master).

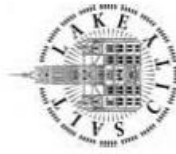
Fig. 127. See the attached proof for an interpretive sign to be located at the entrance into the park (Parley's Historic & Nature Park).

Fig. 128. See the attached improvement plans made to the park by MHTN Architects Inc. in 2002 including erosion control revegetation treatment, trail access installations, streambank reinforcement and enhancements, and refurbishing the existing bridge and handrail (MHTN).

Fig. 129. See the attached master plan for the Parley's Creek Corridor Trail Map proposed alignments and connections (Parley's Creek Corridor).

Fig. 130. See the attached trail alignment for Parley's Creek Corridor Trail planned specifically through Parley's Historic Nature Park drafted in 2006 (Parley's Creek Trail).





- Off-Leash Trail** – open to all users and allows for dogs to be off-leash on the trail
- On-Leash Trail** – open to all users and requires dogs be on a leash on the trail
- No Dog Trail** – open to users other than those with dogs
- Off-Leash Dog Area** – designated area for off-leash play
- BMX Area** – designated area for BMX use
- Natural Area** – moderately maintained to minimize resource degradation
- Protection Area** – Maintained to enhance natural systems including habitat and natural hydrologic function
- Restoration and Buffer Area** – actively restored, maintained and monitored to improve and buffer critical natural systems

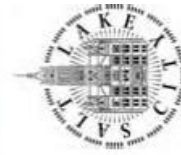


## Interim Use Plan Map

Fig. 131. Interim-Use Plan Map prepared by MGB+A: The Grassli Group as part of a comprehensive use and management plan for the park (MGB+A, 62).



Fig. 133. See attached map of 2016 existing conditions of Parley's Historic Nature Park.



**BMX Area** - designated area for BMX use  
**Natural Area** - moderately maintained to minimize resource degradation  
**Protection Area** - Maintained to enhance natural systems including habitat and natural hydrologic function  
**Restoration and Buffer Area** - maintained to restore, enhance and buffer critical natural systems including water resources and habitat

**Off-Leash Trail** - open to all users and allows for dogs to be off leash on the trail  
**On-Leash Trail** - open to all users and requires dogs be on a leash on the trail  
**No Dog Trail** - open to users other than those with dogs  
**Off-Leash Dog Area** - designated area for off-leash play

## Comprehensive Use Plan Map

02.15.2011



Fig. 132. Comprehensive-Use Plan Map prepared by MGB+A: The Grassli Group as part of a comprehensive use and management plan for the park (MGB+A, 62).

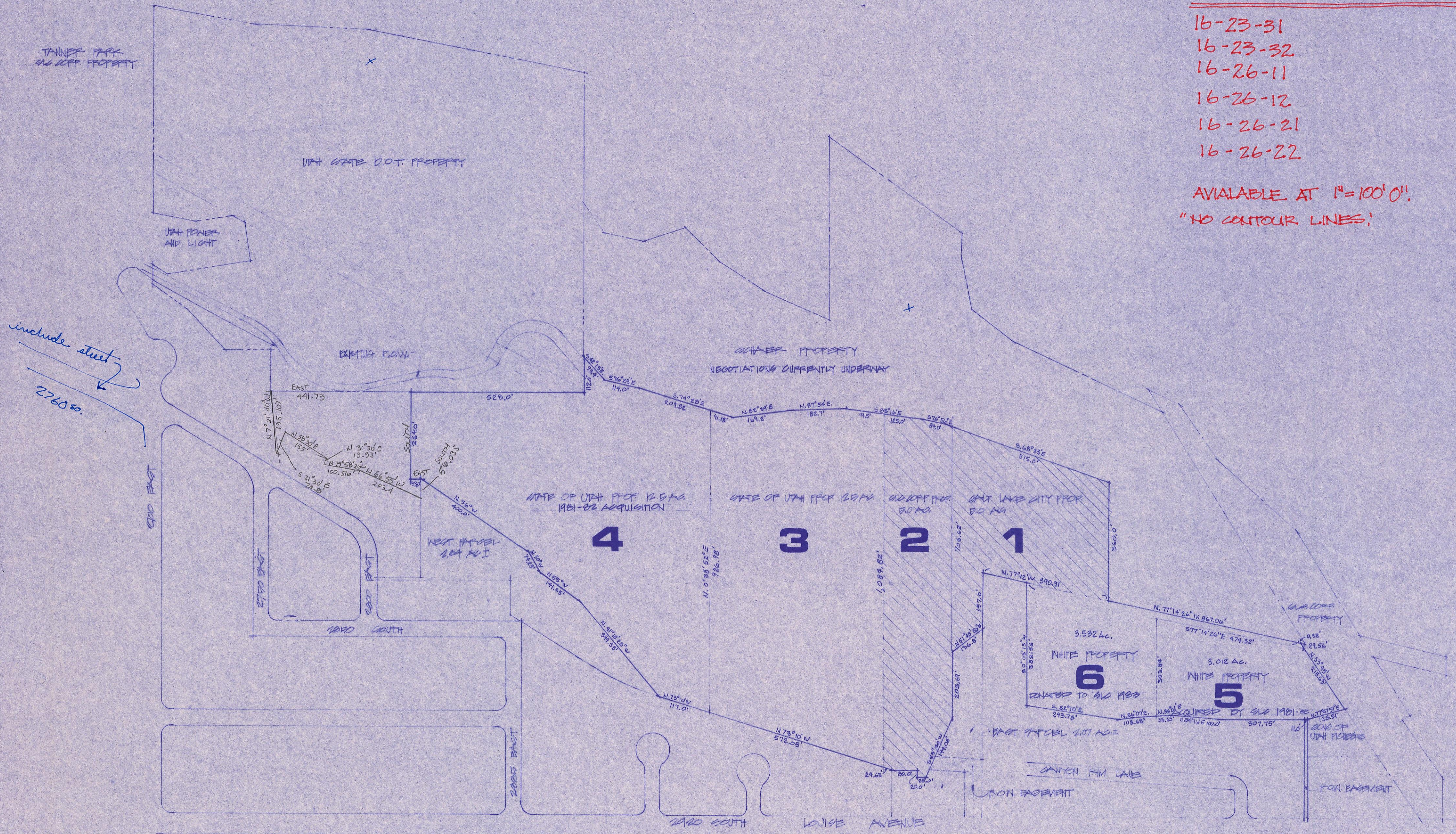


Photo Key (2012)

PLAT MAPS  
FOR THE AREA BELOW.

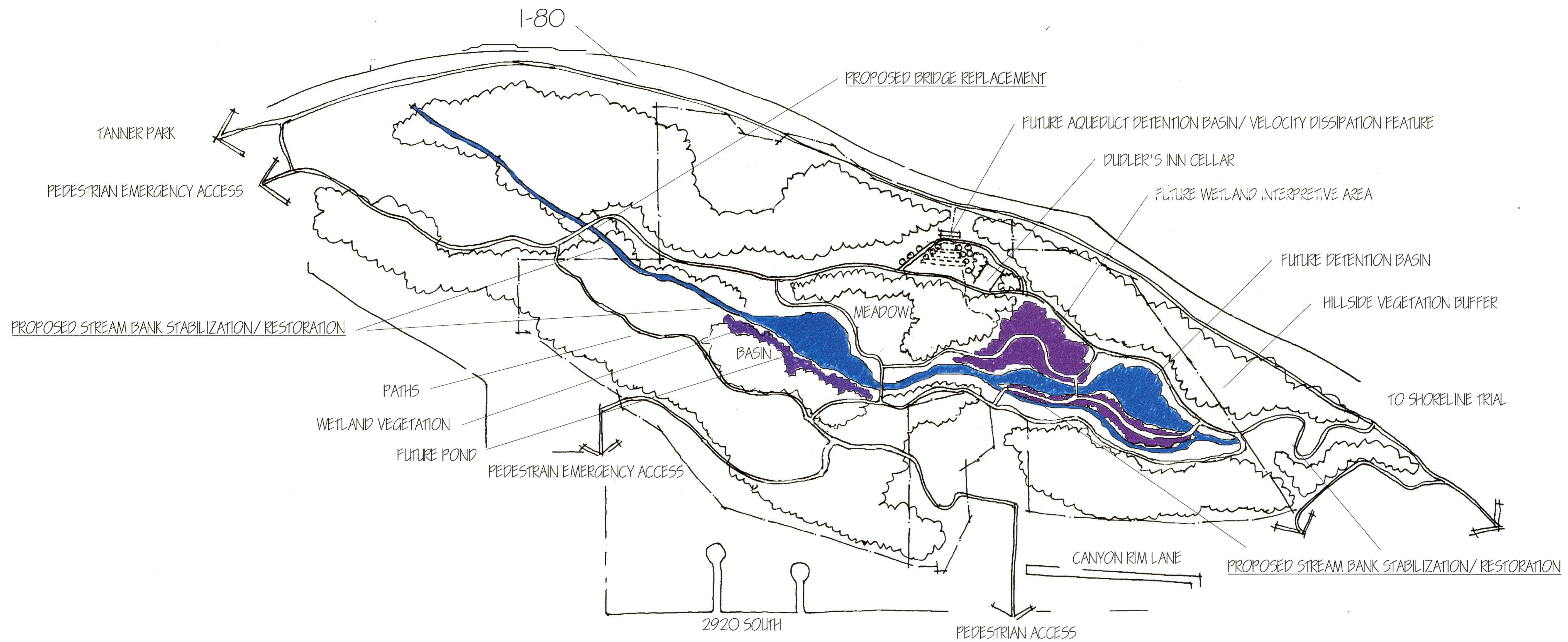
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- 16-23-32
- 16-26-11
- 16-26-12
- 16-26-21
- 16-26-22

AVAILABLE AT 1"=100' 0"  
"NO CONTOUR LINES!"

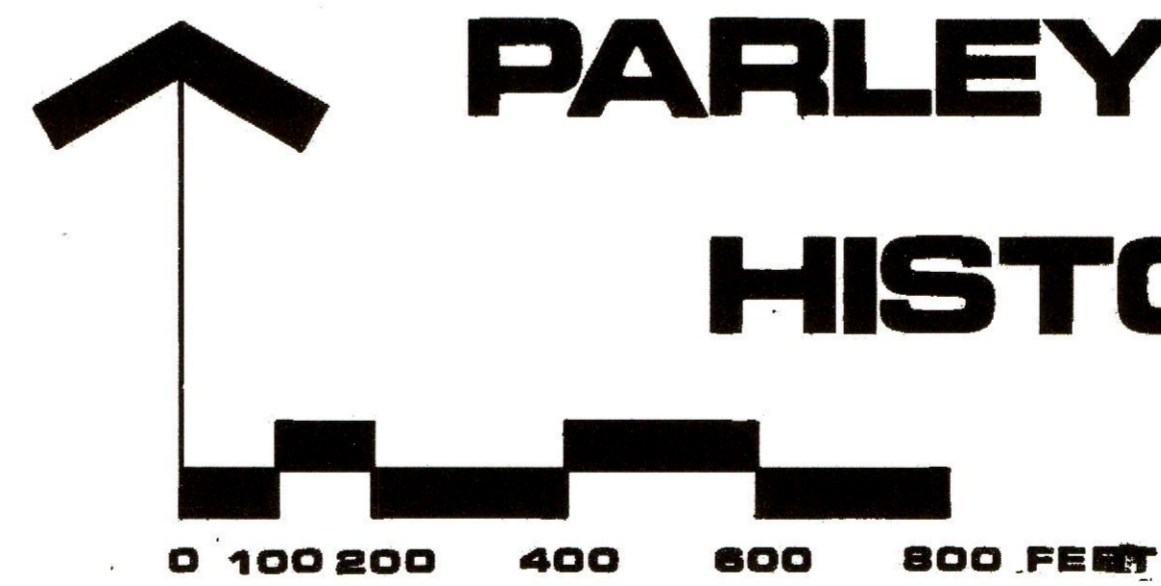


HANSEN HOLLOW LAND ACQUISITION MAP 1"=200'  
SALT LAKE CITY PARKS AND RECREATION DEPT.



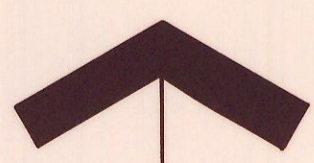


MASTER PLAN CONCEPT  
**PARLEY'S NATURE  
 AND  
 HISTORIC PARK**

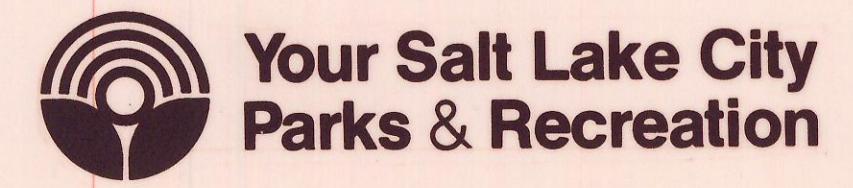
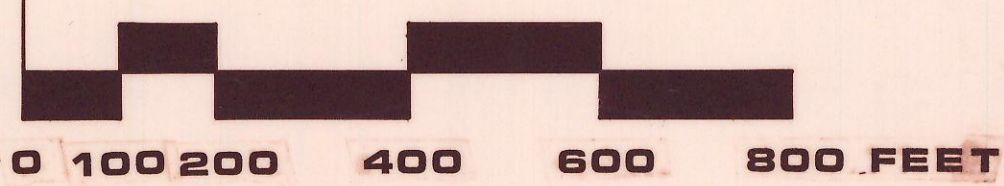




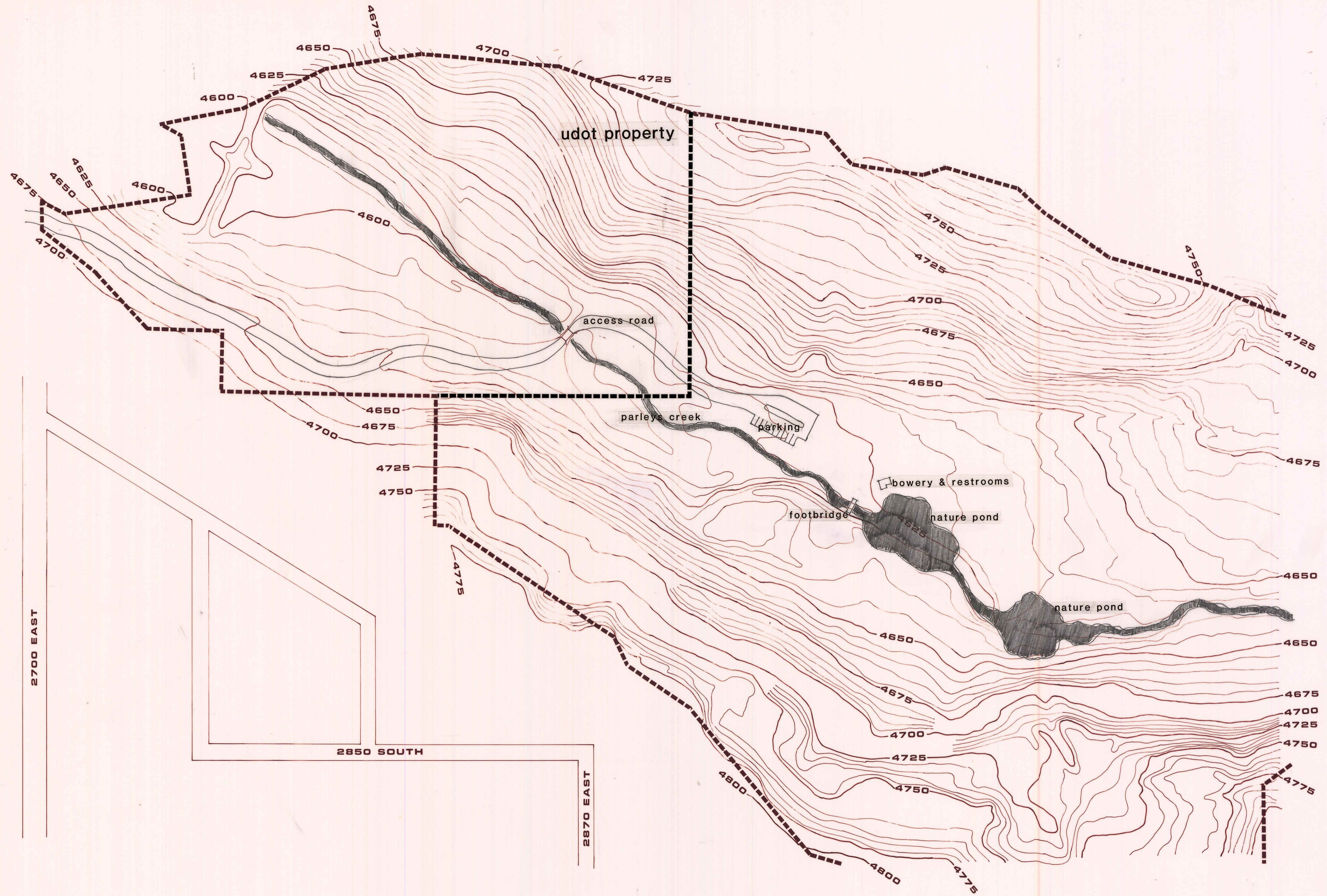
MASTER PLAN



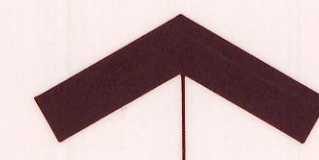
**PARLEY'S NATURE  
AND  
HISTORIC PARK**



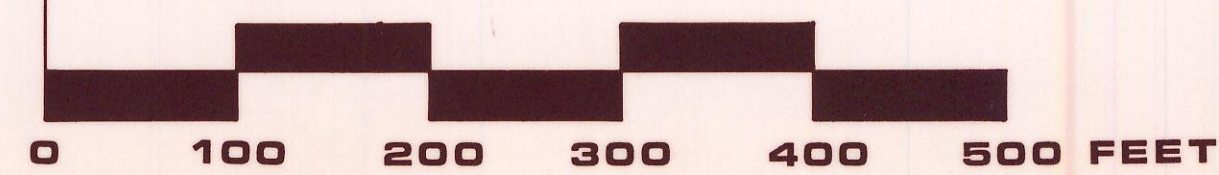
tanner park



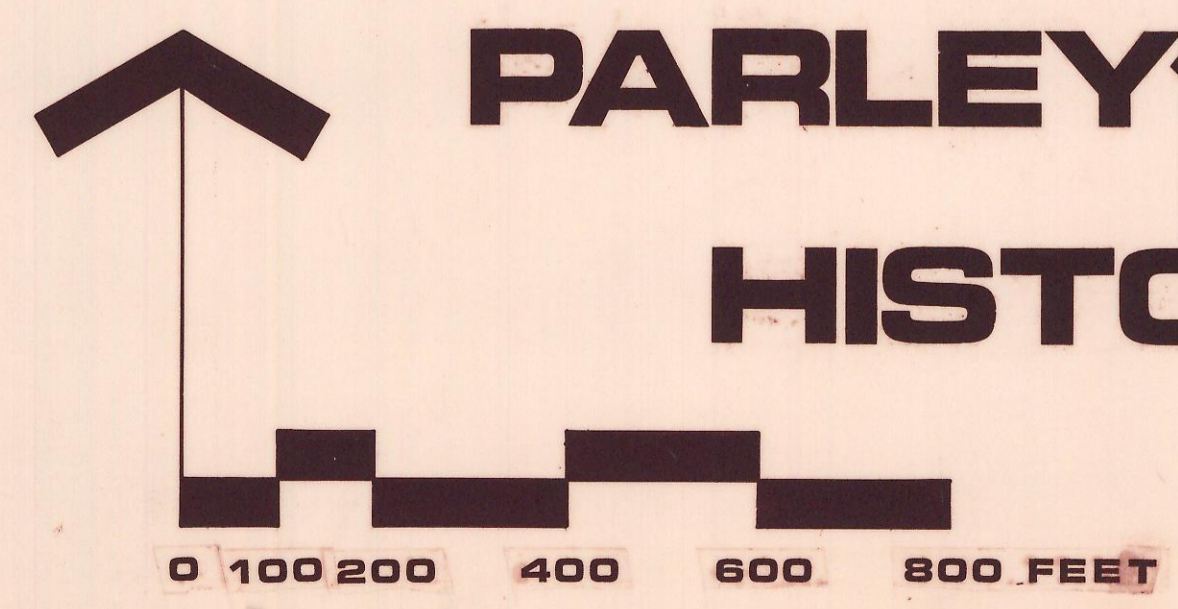
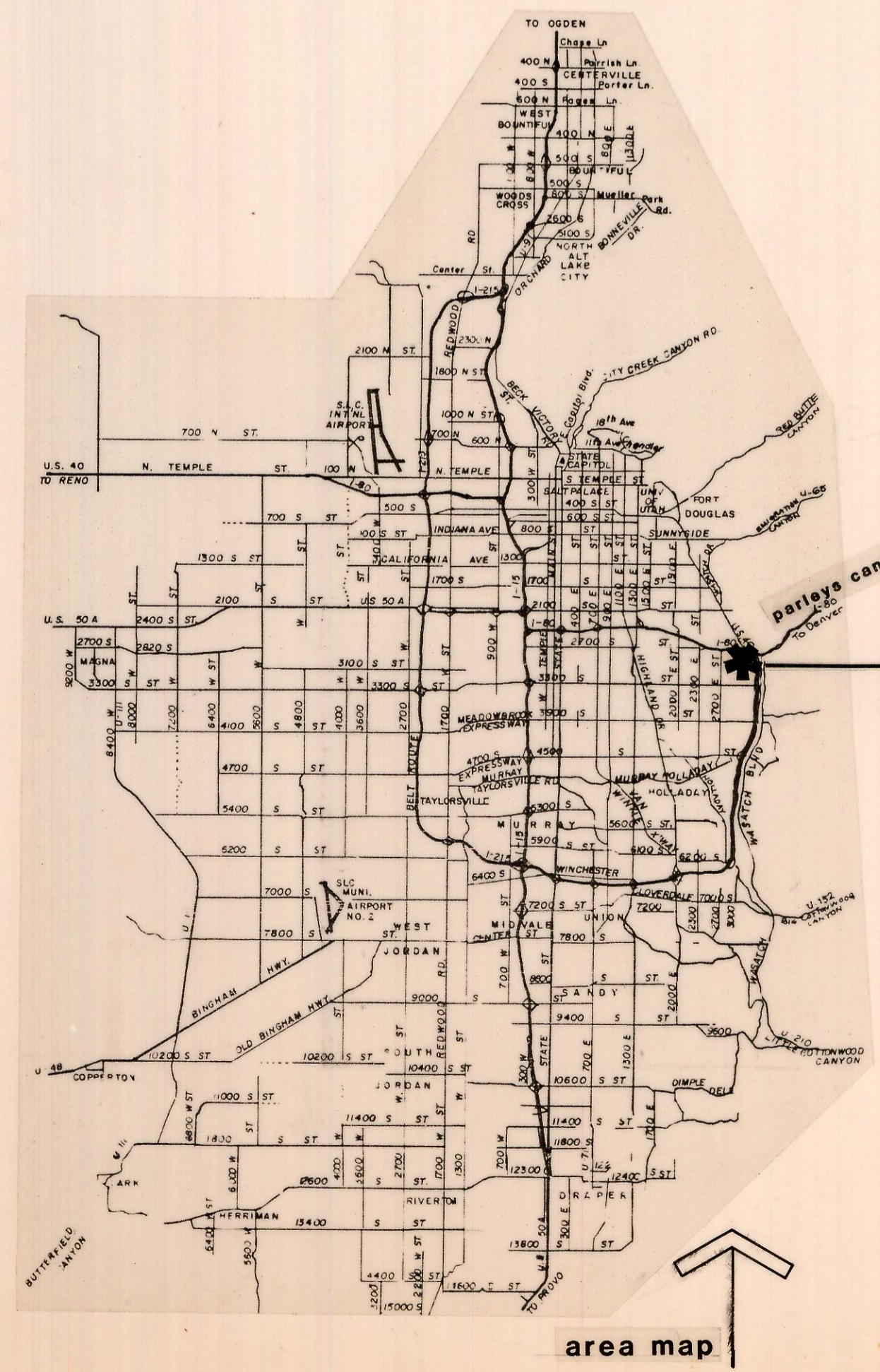
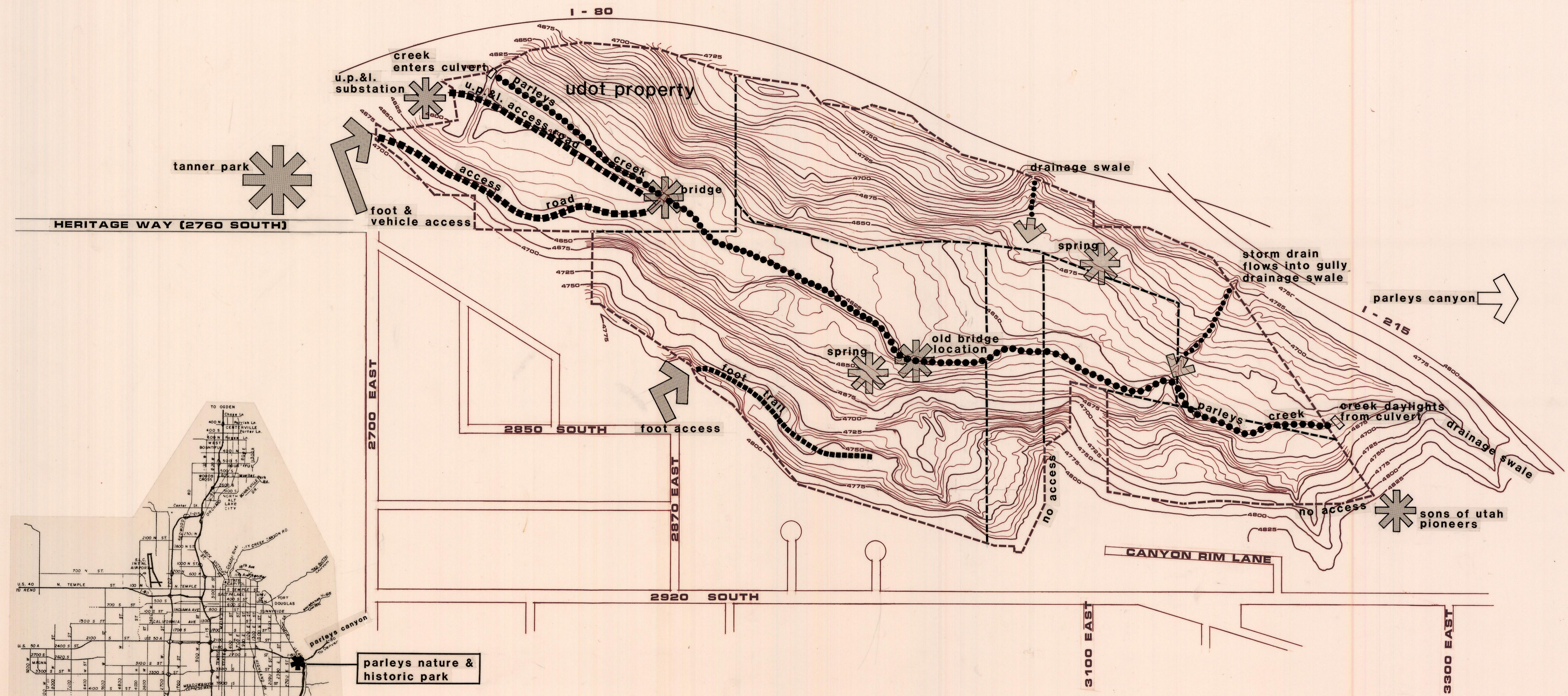
WEST END MASTER PLAN



# PARLEY'S NATURE AND HISTORIC PARK



Your Salt Lake City Parks & Recreation

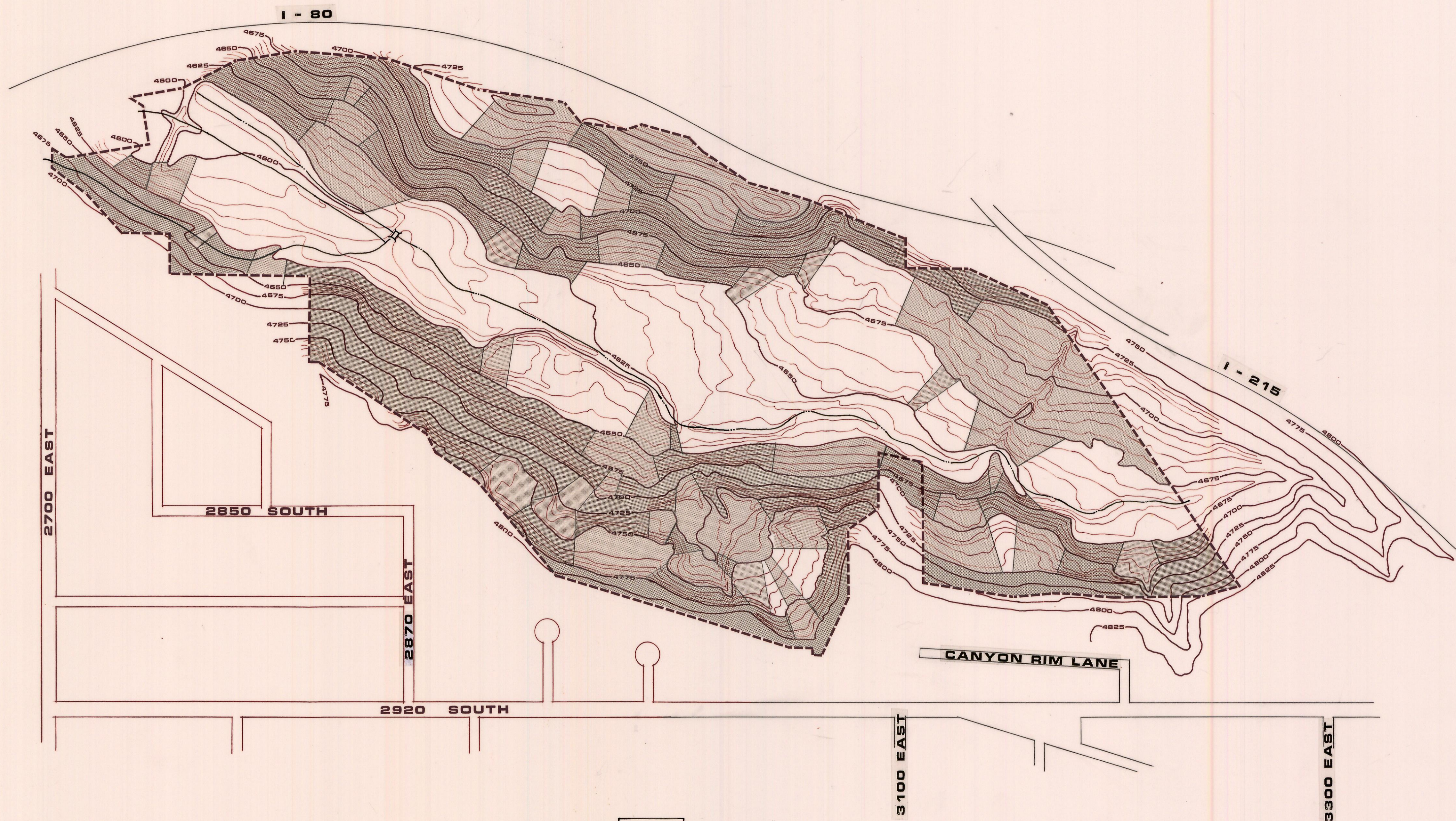


# PARLEY'S NATURE AND HISTORIC PARK

Your Salt Lake City Parks & Recreation

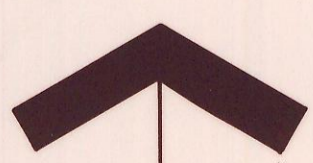
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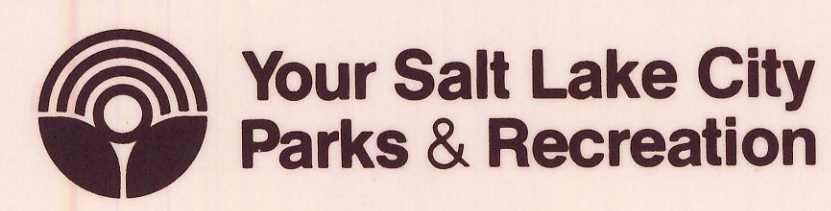


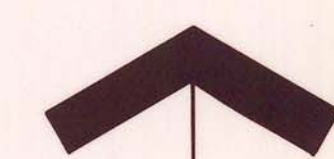
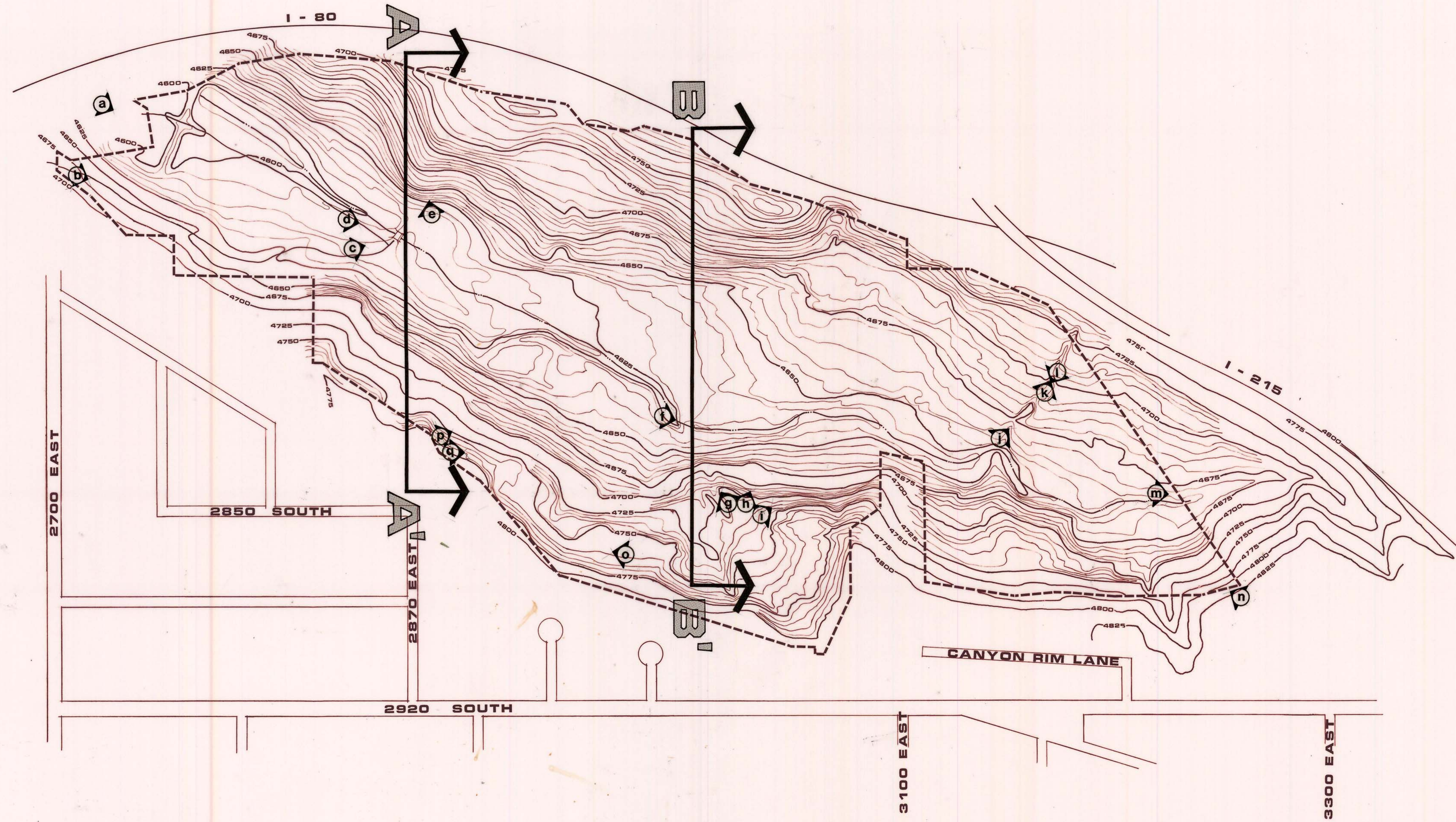
SLOPE ANALYSIS

- 0 - 15 %
- 16 - 30 %
- OVER 30 %

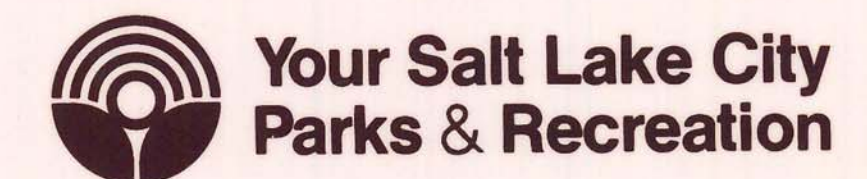
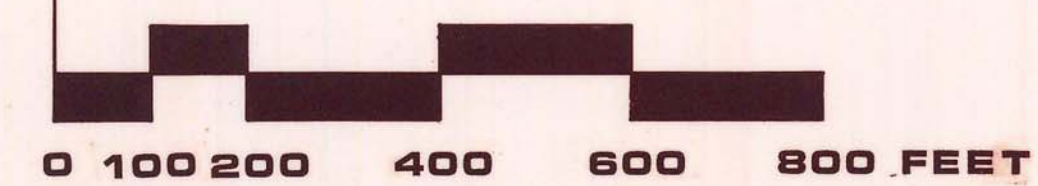


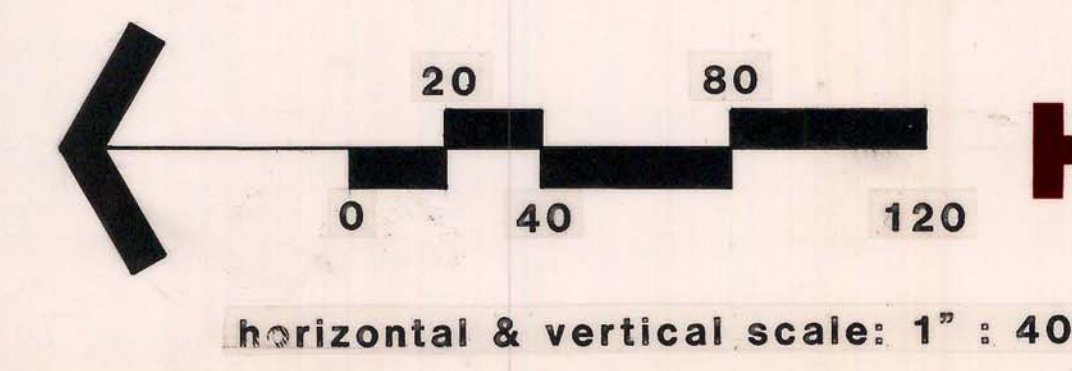
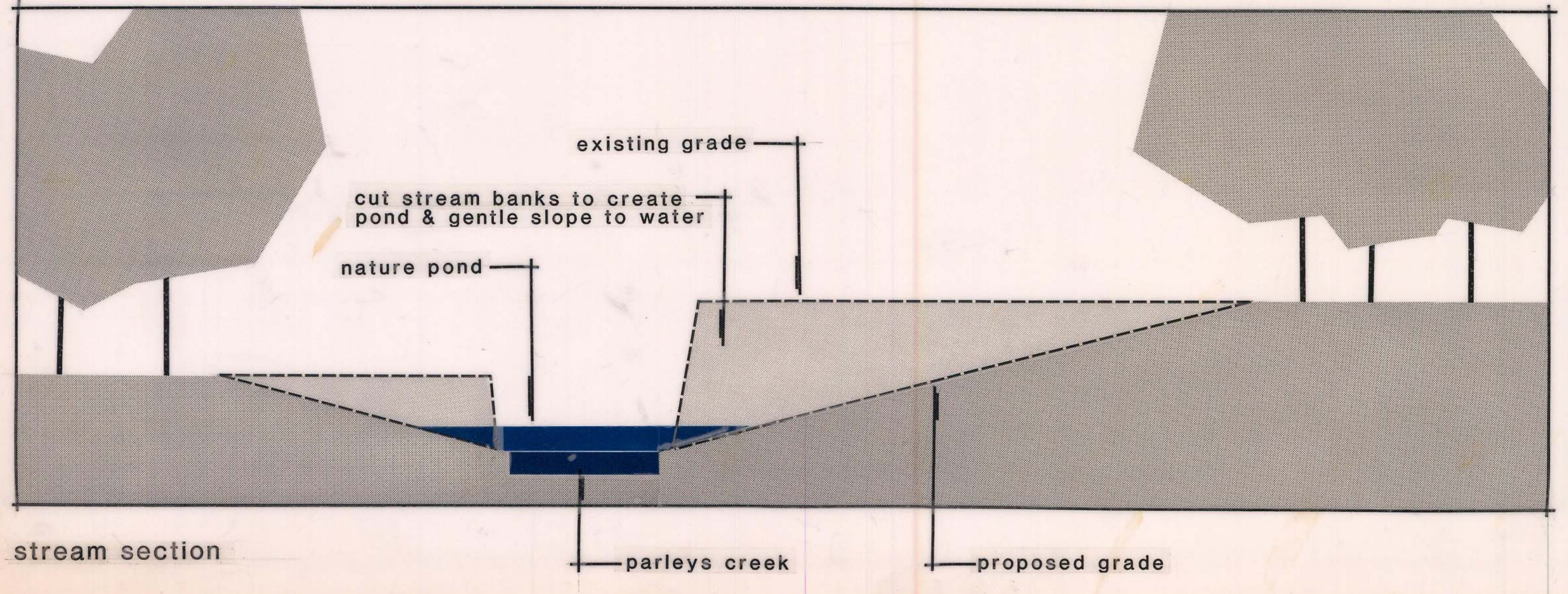
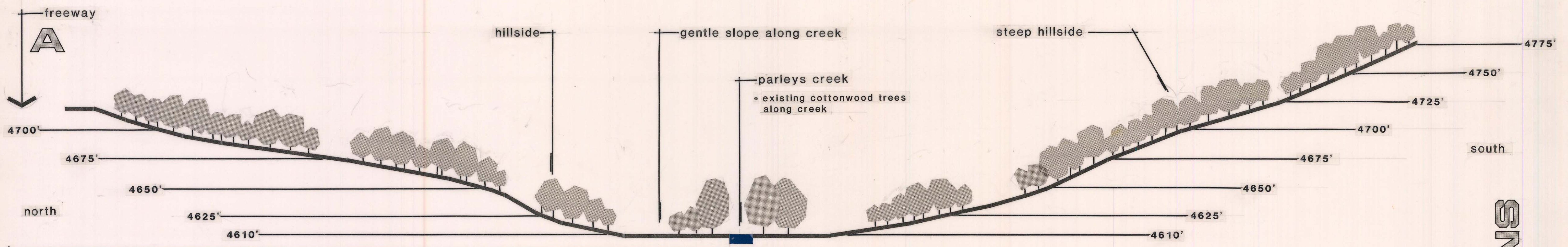
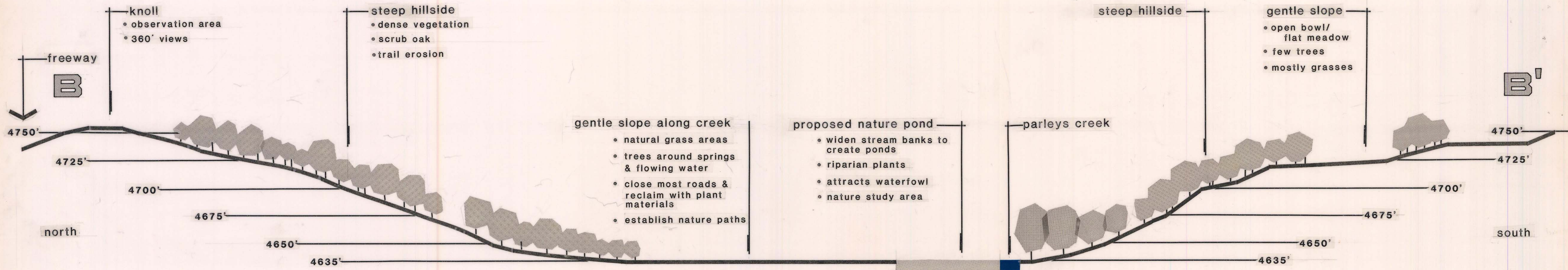
# PARLEY'S NATURE AND HISTORIC PARK





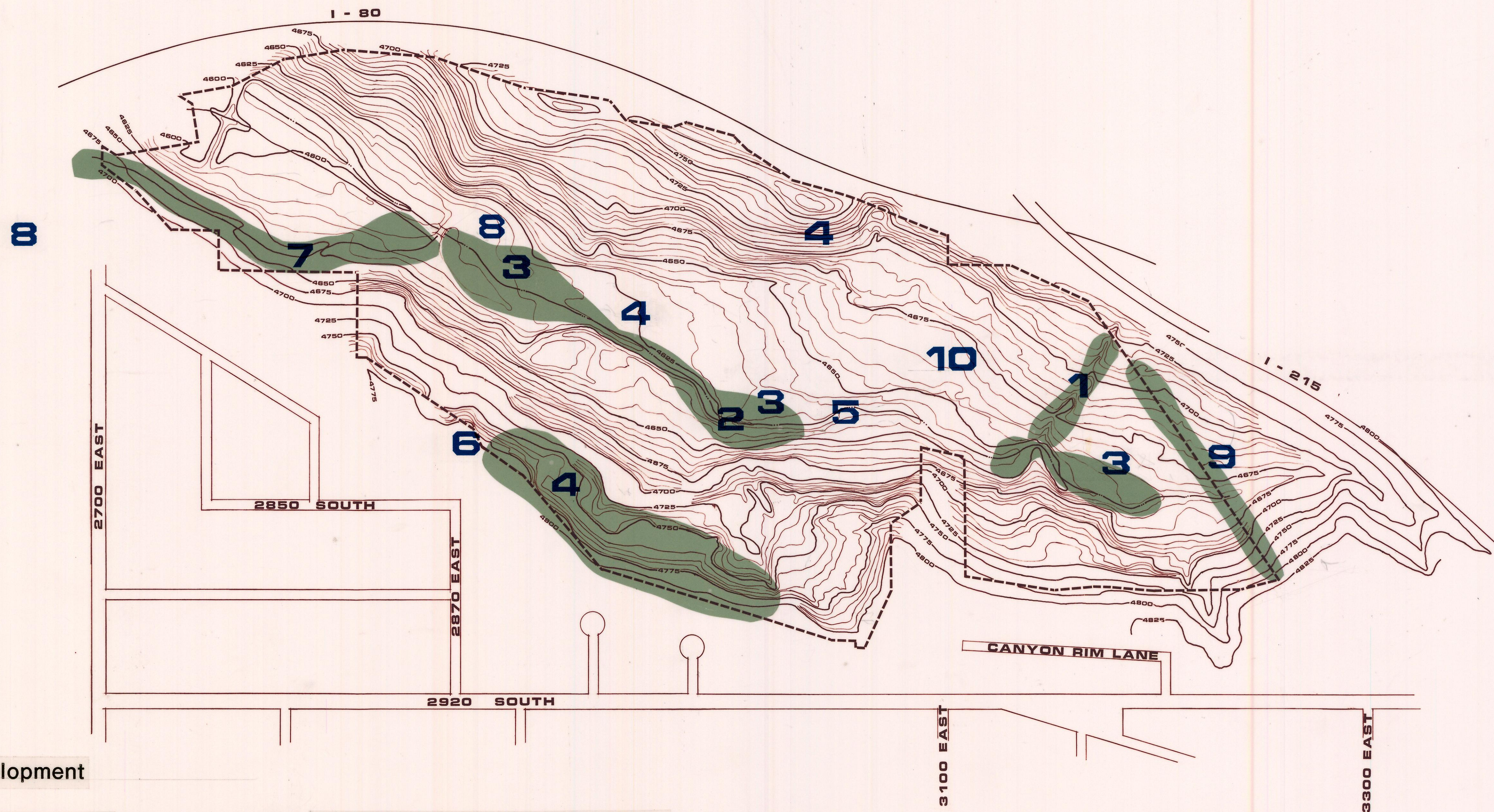
# PARLEY'S NATURE AND HISTORIC PARK





# PARLEY'S NATURE AND HISTORIC PARK

SECTIONS

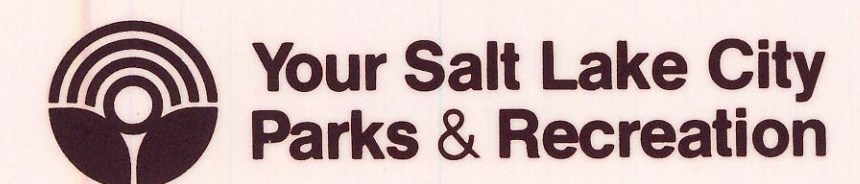


**priority areas of development**

- |   |  |
|---|--|
| <p><b>1</b> stop erosion &amp; control water flow in wash</p> <p><b>2</b> clean stream bed of rubbish</p> <p><b>3</b> reshape stream banks at old bridge location<br/>create nature ponds along stream</p> <p><b>4</b> plant native plant materials along south rim<br/>plant native plant materials along stream &amp; on hillsides</p> <p><b>5</b> new foot bridge</p> <p><b>6</b> install gate at 2870 east access point</p> <p><b>7</b> improvements to access road<br/>parking<br/>vehicle barrier installed at bridge</p> | <p><b>8</b> picnic bowery/information center &amp; restrooms<br/>signage: park id, trail &amp; nature signs</p> <p><b>9</b> complete fencing around property</p> <p><b>10</b> ongoing planting of native plant materials</p> |
|---|--|



**PARLEY'S NATURE AND HISTORIC PARK**



**PRIORITY AREAS**

**The Aqueduct**

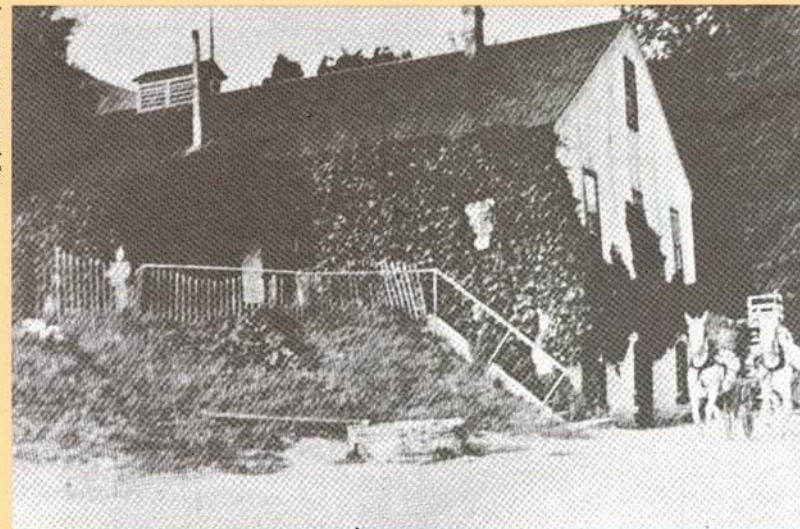
From 1880 to 1888, the population in Salt Lake City doubled to 40,000. During that time, the need for water to satisfy both agricultural as well as culinary needs intensified. An exchange agreement was struck in 1888 to allow Salt Lake to utilize drinking water from the streams of the nearby mountains provided that equal amounts of agricultural water would be supplied from Utah Lake. The Jordan and Salt Lake City Canal, completed in 1882, provided for the agricultural demands as agreed.

During this time, the Parleys's low line conduit was constructed in addition to the "Suicide Rock" reservoir to aid in supplying the valley with culinary water.

Some portions of this water supply system can still be seen in the canyon including the aqueduct which currently stands in the park below. Constructed of sandstone blocks, this arched structure stands as a reminder of the significance of water in our desert environment and as a tribute to the craftsmanship of municipal architecture.



Photograph: Utah State Historical Society



Photograph: Dick Fleisher

**Dudler's Inn**

Joseph and Elizabeth Susan Dudler immigrated from Wisconsin to Salt Lake City and built a home, inn, and brewery in the hollow in 1865. The Inn, located adjacent to the main access to and through the canyons, became a popular rest stop.

A daughter, Loretta Elizabeth was born in the house and lived in it after she married. Loretta Elizabeth remained in the house until it burned in the 1950's. The arched cellar located below the aqueduct is the only remaining feature of the Dudler complex.



Joseph Dudler



Loretta Elizabeth Dudler Schear

Photograph: Dick Fleisher



Photograph: Utah State Historical Society

**The Railroad**

In 1884, John Young obtained the right to create a railroad line from Fort Douglas to Sugarhouse. Eventually a narrow gauge line was run from Sugarhouse through Parley's Hollow to the mouth of the canyon and in 1888 extended up the canyon to Park City. This narrow gauge line was reorganized as the Salt Lake and Eastern Railroad, eventually merging with the Salt Lake and Fort Douglas Railroad to become the Utah Central Railroad. Beginning operation in 1890, this railroad hauled coal, freight, and passengers twice daily at \$3.00 per round trip.

In 1897 the Denver and Rio Grande Railroad bought the line and converted it to standard gauge in 1900. Skiers enjoyed passage via the railroad to Park City for day long excursions starting in the 1930's. From 1946 to January 1956, the tracks were used to access the Portland Cement Quarry mid-way up the canyon. On January 5, 1956, the last trip was made and the tracks were removed.



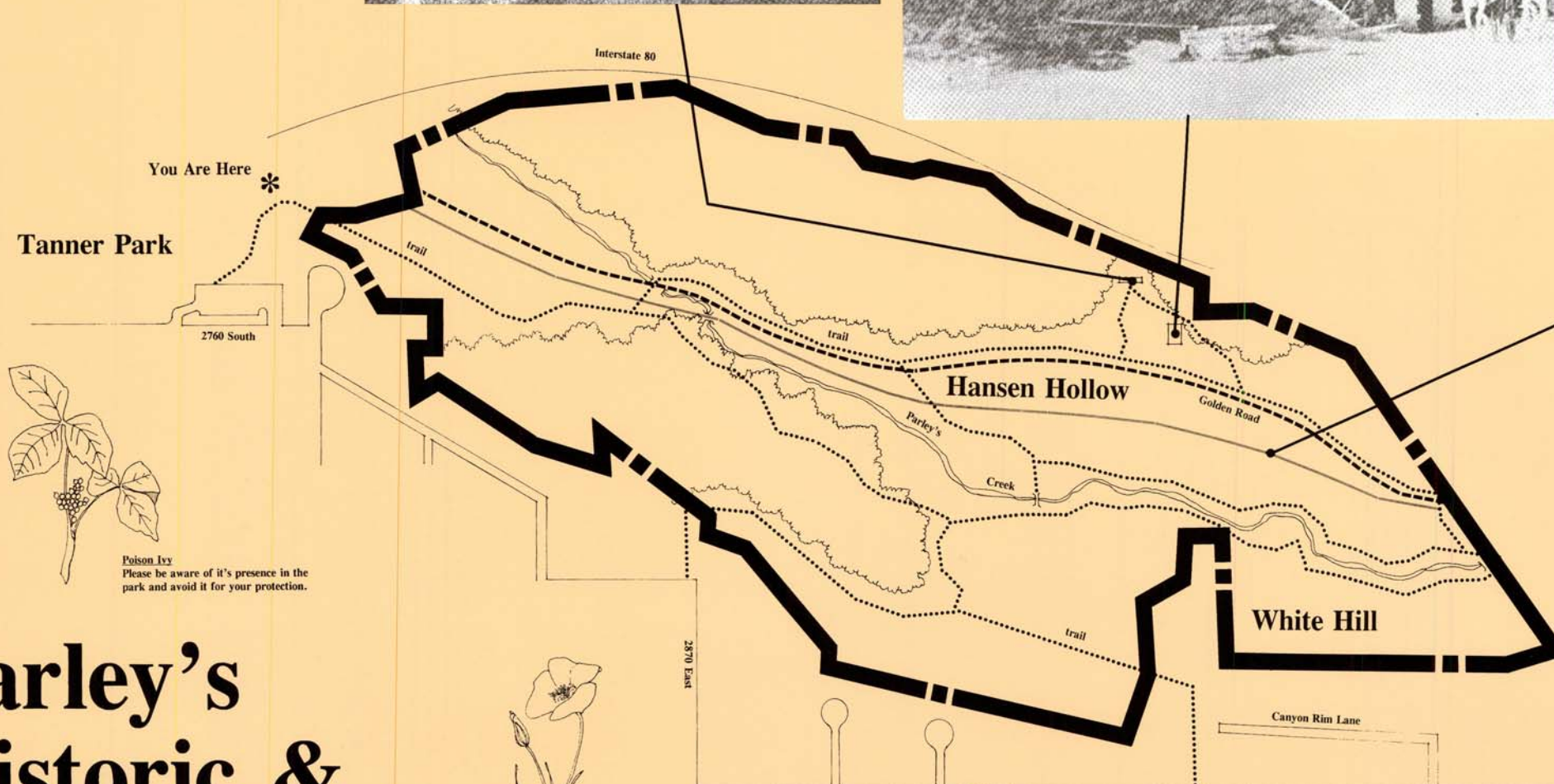
Photograph: Utah State Historical Society

"Obekokechee" or "The Big Canyon" the Indians called it and later the Pioneers also referred to it "The Big Canyon". In the late 1840's Parley P. Pratt built a road through the canyon which now bears his name. The road was called the "Golden Road" or the "Golden Pass Road" possibly named for the color of the canyon rocks. A toll gate was located in the present hollow seen below. The advertisement for the toll read as follows:

*"Several thousand dollars are already expended by the proprietor, who only solicits the patronage of the public at the moderate charge of:  
 50 cents per conveyance drawn by one animal  
 75 cents per conveyance drawn by two animals  
 10 cents for each additional animal  
 5 cents per head for loose stock (cows, horses, pigs)  
 1 cent per head for sheep  
 -Parley P. Pratt, Proprietor  
 To anyone who resents paying a fee to use the canyon, remember, it was ever thus."*

In 1852, the territorial legislature appropriated money for improvement of the road which had come to be used greatly. Parley P. Pratt eventually sold his interest in the toll road to go on a mission for the LDS church.

Pioneers, soldiers, gold seekers, merchants and many others came down the Golden Road. In 1862, the Overland Stage began using the road and continued until the railroads came west. The Overland Stage Station was somewhere between 2300 East and Foothill Boulevard. The springs in the hollow supplied water for the Toll House and Watering Trough. Between 1862 and 1869 almost everyone and everything came into the valley by that route.



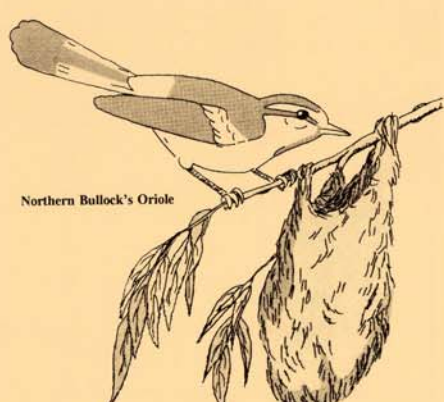
**Poison Ivy**  
Please be aware of its presence in the park and avoid it for your protection.



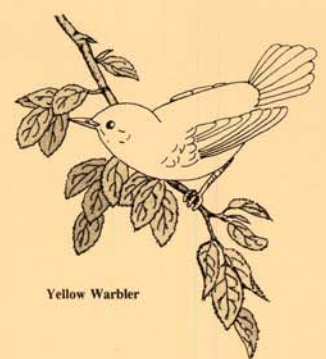
**Sego Lily**  
State flower



**Gambel Oak**  
Predominant vegetation on the hillsides.



**Northern Bullock's Oriole**



**Yellow Warbler**

# Parley's Historic & Nature Park

Please observe the following for the benefit of the park and it's users:

- Park open 8:00 AM to 11:00 PM
- No Firearms
- No Alcoholic Beverages
- Keep Dogs on Leash and Clean Up After Them
- Stay on Established Pathways
- No Motorized Vehicles

Sign donated by friends of the park 1992  
Your Salt Lake City Parks & Recreation Department

# SALT LAKE CITY CORPORATION

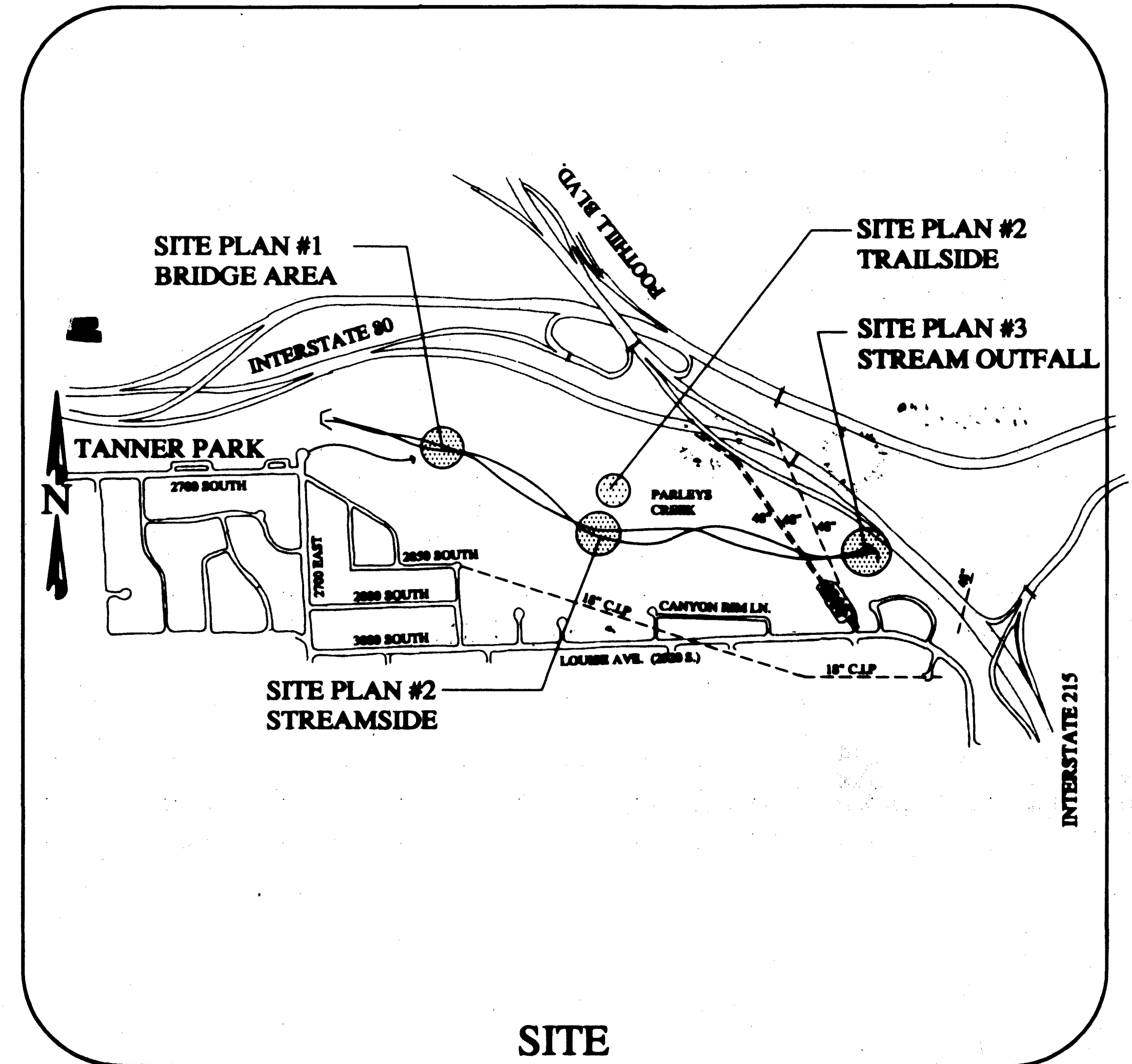


CONSTRUCTION PLANS FOR:

**Parley's Creek Bridge and  
Bank Improvements  
JOB NO. 241203**

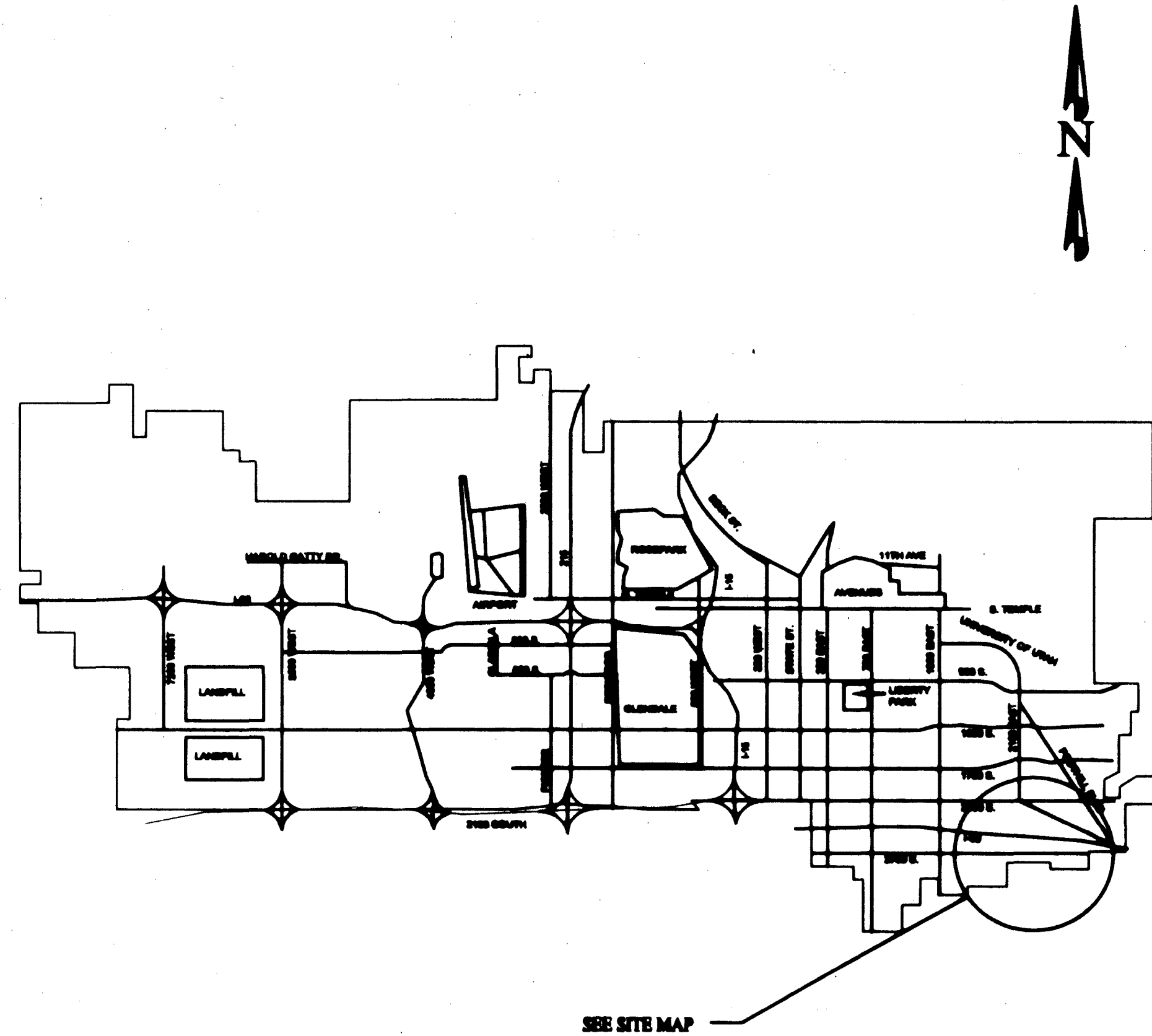
### INDEX OF DRAWINGS

DRAWING NO.	DRAWING TITLE
G1001	COVER SHEET
AS101	SITE PLAN #1 - BRIDGE AREA
AS102	SITE PLAN #2 - STREAMSIDE / TRAILSIDE
AS103	SITE PLAN #3 - STREAM OUTFALL
AS501	SITE DETAILS
AS502	SITE DETAILS
AS503	SITE DETAILS



**SITE**

MAP OF  
SALT LAKE CITY



**VICINITY MAP**

**MAYOR** ROSS C. "ROCKY" ANDERSON

**CITY COUNCIL**

DIST. 1	CARLTON J CHRISTENSEN
DIST. 2	VAN TURNER
DIST. 3	ERIC JERGENSEN
DIST. 4	NANCY SAXTON
DIST. 5	JILL REMINGTON-LOVE
DIST. 6	DAVID L. BUHLER
DIST. 7	DALE LAMBERT

### DEPARTMENT OF PUBLIC SERVICES

**DIRECTOR** RICK GRAHAM

**CITY ENGINEER** MAX G. PETERSON, P.E.

DESIGNED BY

**RECORD DOCUMENT**

MHTN Architects Inc.  
420 East South Temple  
SUITE 100  
SALT LAKE CITY, UTAH 84111  
(801) 595-6700 FAX (801) 595-6717

CITY ENGINEER	PROJECT MANAGER	PROJECT DESIGNER	PLANNING DIVISION	DEPT. OF PUBLIC UTILITIES	DIV. OF TRANSPORTATION	OTHER	VAULT NO. 20040639
<i>Max G. Peterson</i> MAX G. PETERSON, P.E.	<i>DeL R. Cook</i> DELL R. COOK, PROJECT MANAGER	<i>Rachel Brundage</i> MHTN ARCHITECTS, INC.	N/A	N/A	N/A		JOB NO. 241203 SHEET NO. 1 OF 7 SHEETS DRAWING NO. G1001
DATE 12-2-02	DATE 10/2/02	DATE 10/2/02	APPROVED BY	APPROVED BY	APPROVED BY	APPROVED BY	













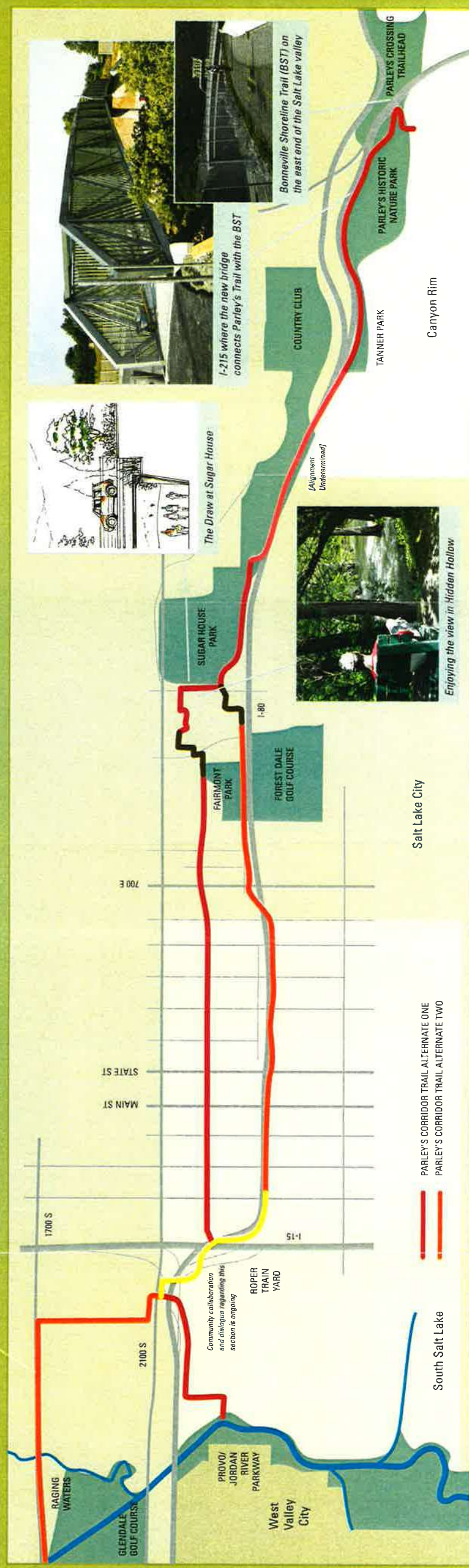


# PARLEY'S CREEK CORRIDOR TRAIL MAP

PROPOSED ALIGNMENTS AND CONNECTIONS

## OVERVIEW

Parley's Trail is a new walking/cycling trail that will connect the Bonneville Shoreline Trail on the east of the Salt Lake valley with the Provo/Jordan River Parkway on the west. The paved trail will provide access to hundreds of miles of regional trails and will reconnect communities fragmented by urban development. The trail will provide a safe traveling route for people to walk, run, skate, and bicycle between work, school, shopping districts, and numerous parks and recreational facilities.









Imagery taken from AGRC's High Resolution Ortho-Photography (HRO) 6-inch resolution color aerial photography, 2012.

**CALLOUT\_DESCRIPTIONS**

① BENCH & SIGN	③ BENCH MONUMENT	⑤ BOULDER MONUMENT	⑦ PARLEY'S CREEK CORRIDOR TRAIL	⑨ DUDLER'S INN & WINE CELLAR REMNANTS
② CREEKSIDE ACCESS	④ BMX TRACK	⑥ BENCH MONUMENT & BOULDER MONUMENT	⑧ PLEASANT VIEW AQUEDUCT	
 APPROXIMATE PARK BOUNDARY	 PARCEL BOUNDARY			

