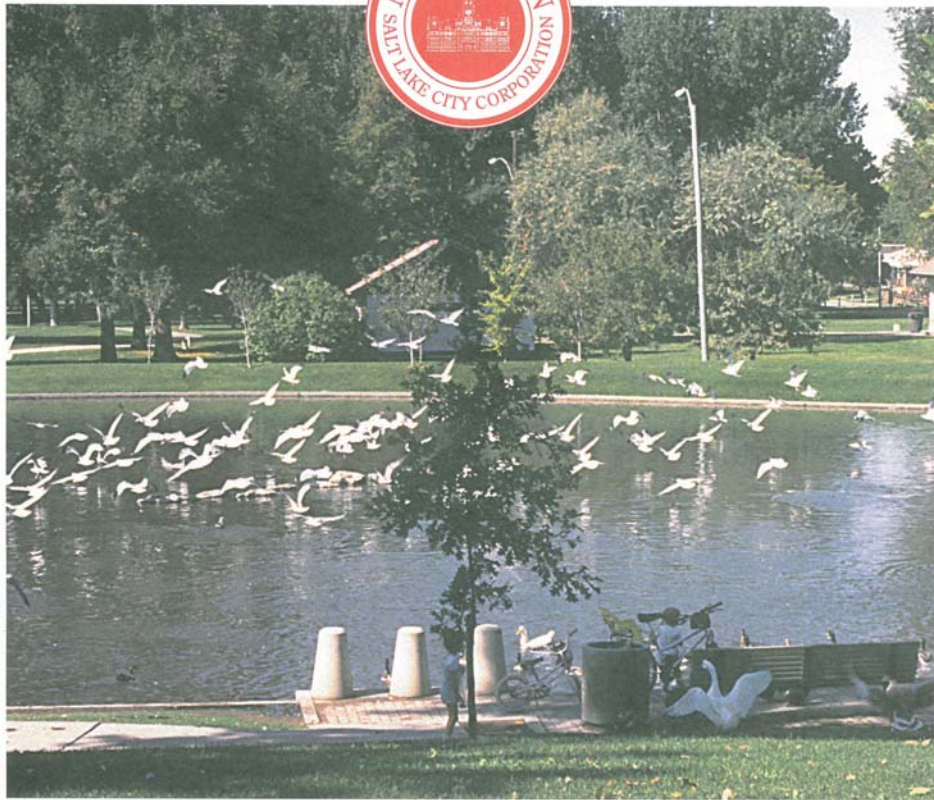


SALT LAKE CITY OPEN SPACE PLAN



Liberty Park

Introduction

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

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

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Background

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

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

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

Plan Concept

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

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



Tanner Park

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

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

Fortunately for Salt Lake City, open space conservation has been a recurring planning issue. Liberty Park, which was designated by Brigham Young, represents the first effort in the State of Utah to provide urban open space. This tradition has continued through the remainder of the 19th Century and into the 20th Century. City planners identified parks and open space as a major planning issue in the Salt Lake City Master Plan of 1917. This plan identified park and open space amenities and deficiencies including recommendations to correct short comings and build on past accomplishments. Historically, many city officials were dedicated to preserving and expanding parks and open space.

It is notable that in the 1943 plan, one of the goals was to retain the Utah State Prison grounds located in Sugar House for park development. Another goal was to develop a well rounded recreation program to work in conjunction with the neighborhood cultural and recreational centers. A need for organized recreation programs became even more apparent as recreation in the more populated areas of the City began to increase. The most emphasized goal of the 1943 Master Plan was to preserve lands on the benches, mountain sides and canyons as public land. The 1967 Master Plan took a

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

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

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

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

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

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

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

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

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

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

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

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

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

The Shoreline Trail Corridor follows the shoreline of prehistoric Lake Bonneville which was the predecessor

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

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

Maps 1, 2, 3 - Shoreline Trail Corridor
Shoreline Trail Corridor is mapped in detail in three sections and follows the prehistoric shoreline of Lake Bonneville along the foothills at about the 5250 elevation. The Shoreline Trail is a combined pedestrian and bike path which allows controlled access to other trails into the foothills. It provides a development limit line protecting the natural foothill environment from further encroachment toward the mountain land form. The mapped route is primarily on public land owned by Salt Lake City or the U.S. Forest Service, University of Utah and Utah State Parks. Part of the Line Kila to Emigration section follows a natural gas pipeline easement.

Map 4 - Parley's Creek Corridor
Parley's Creek Corridor is shown on the detailed map of this corridor and illustrates the connection of various open space resources. The corridor follows Parley's Creek from the mouth of the canyon to Hidden Hollow where the creek is then piped underground. The corridor continues to Fairmont Park and is mapped to follow the D&RGW railroad spur when this line is abandoned with an ultimate connection to the Jordan River Parkway.

Map 5 - Emigration Creek Corridor
Emigration Creek Corridor follows the existing creek from the mouth of the canyon through residential neighborhoods and a future park site (Wesatch Hollow) owned by Salt Lake City to the campus of Westminster College.

Map 6 - Red Butte Creek Corridor
Red Butte Creek Corridor connects two existing parks, Miller Park and Sunnyside Park to the Red Butte Arboretum at the mouth of Red Butte Canyon. This trail goes through the Veterans Administration Hospital campus and follows the creek through the University of Utah Research Park.

Map 7 - City Creek/Gateway
City Creek/Gateway Redevelopment Corridor brings City Creek above ground to contribute to a proposed park development at the edge of the downtown area. The creek will follow the northern edge of the LDS Church headquarters and Temple Square before becoming part of the Gateway Redevelopment Area with an ultimate connection to the Jordan River Parkway.

Maps 8A, 8B - Canal/McClelland Corridor
Canal/McClelland Corridor follows the path of the historic Jordan and Salt Lake Canal which shows clearly on Map A. The canal was piped underground in the early 1900's. Existing "alleyways" wind through a densely developed neighborhood along the old canal route. These "alleyways" form the basis for this corridor.

Map 9 - Glendale/Liberty Corridor
Glendale/Liberty Corridor connects Liberty Park to the Jordan River at Glendale Park. The trail route envisions utilizing a D&RGW railroad spur and sidewalk improvements through some residential neighborhoods. The abandoned railroad line passes under the I-15 freeway.

Maps 10, 11, 12 - Transvalley Corridor
Transvalley Corridor provides the opportunity to connect several existing open space amenities such as Rotary Glen Park, Pioneer Trails State Park, Hogle Zoo, Sunnyside Park, Liberty Park and the Jordan River and west to the Bangarter Highway (4000 West). It connects the City east of I-15 to the City west of I-15 and provides a pedestrian/bicycle route from the foothills, through the urban area, into the wetlands. This corridor is mapped in detail in three sections.

Map 13 - Westpointe Corridor
Westpointe Corridor connects a proposed Utah State Wetlands Education Center to the Jordan River parkway and develops a trail parallel to I-215 as an amenity to adjacent residential neighborhoods and an enhanced northern "gateway" entry into Salt Lake City.

Map 14 - Northwest Corridor
Northwest Corridor provides a pedestrian/bicycle connection between the foothills and lakeshore uplands transitional areas at the northern edge of the City. It is a continuation of the shoreline trail to the lakeshore uplands and terminates at the wetlands education center.

Map 15 - Bailey's Lake Corridor
Bailey's Lake Corridor is located in the lakeshore uplands environment which is mostly undeveloped. The corridor map shows carefully located paths to provide pedestrian access to the lakeshore upland transition area and the lake basin land form which contains the existing wetlands ecosystem and habitat.

Open Space Issues And Policies

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

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

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

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

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

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

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

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

Reduce the potential risk of property damage caused by fire.

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

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

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

Trailheads lack identity, parking and other amenities.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Lakeshore Uplands Transitional Area

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

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

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

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

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

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

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

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

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

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

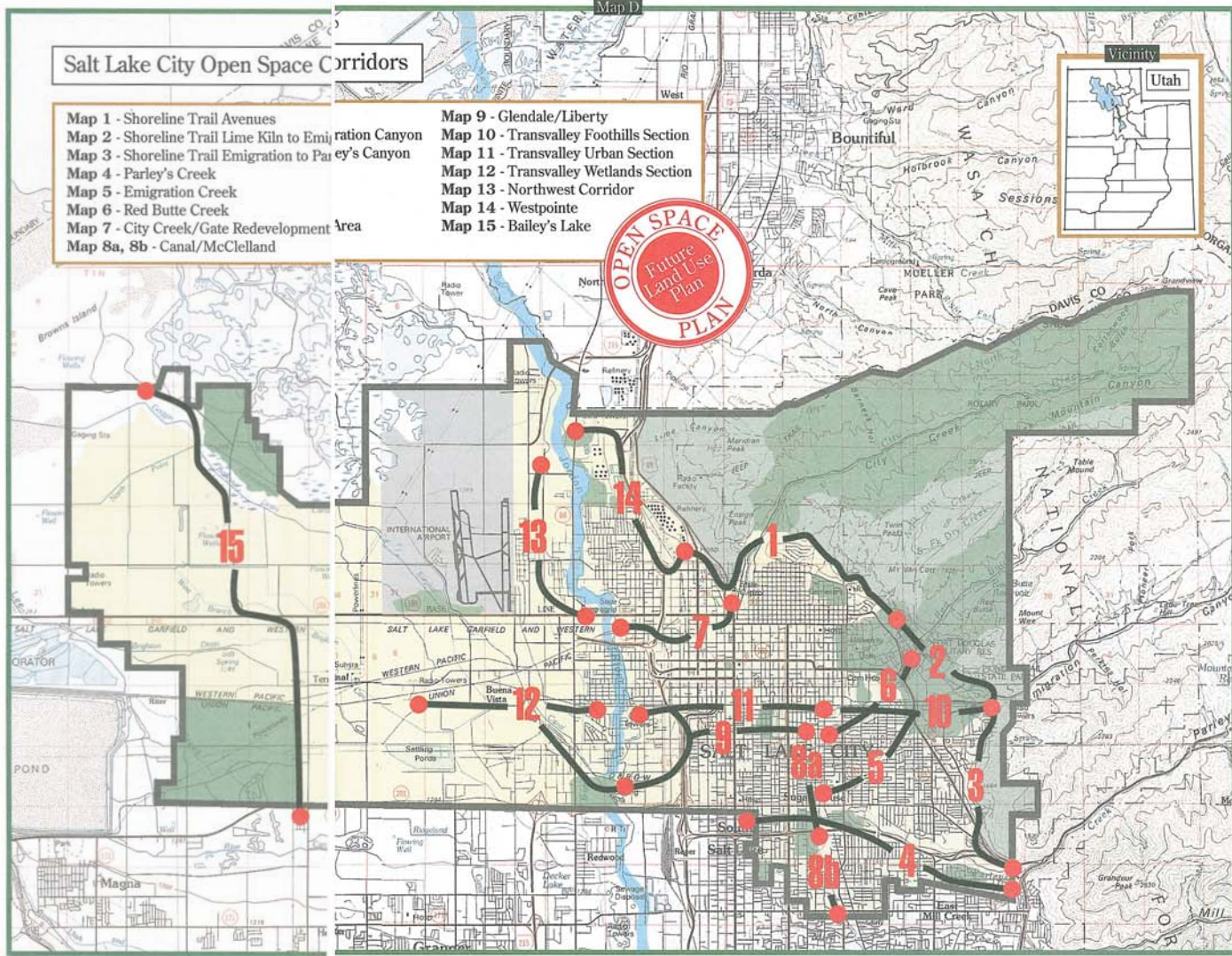
Issue
The wetlands involve other jurisdictions, agencies, and private land owners in addition to Salt Lake City.

Policy
Coordinate this plan with other jurisdictions, private ownership special interest groups and public agencies for compatible land use and buffering issues/policies. The following is a list of other public agencies, political jurisdictions, and private ownership special interest groups:
US Fish and Wildlife service, US Army Corps of Engineers, Utah State Division of Natural Resources, Davis County, City of North Salt Lake, Woods Cross City, Salt Lake County, Great Salt Lake Chapter of the National Audubon Society, Private Duck Hunting Clubs.

Salt Lake City Open Space Corridors

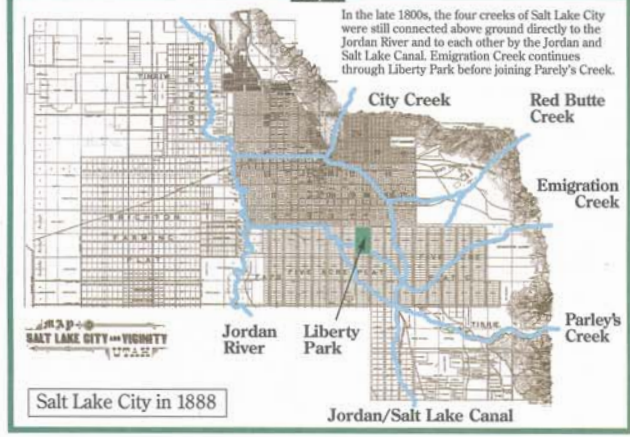
- Map 1 - Shoreline Trail Avenues
- Map 2 - Shoreline Trail Lime Kiln to Emigration Canyon
- Map 3 - Shoreline Trail Emigration to Parley's Canyon
- Map 4 - Parley's Creek
- Map 5 - Emigration Creek
- Map 6 - Red Butte Creek
- Map 7 - City Creek/Gate Redevelopment Area
- Map 8a, 8b - Canal/McClelland

- Map 9 - Glendale/Liberty
- Map 10 - Transvalley Foothills Section
- Map 11 - Transvalley Urban Section
- Map 12 - Transvalley Wetlands Section
- Map 13 - Northwest Corridor
- Map 14 - Westpointe
- Map 15 - Bailey's Lake



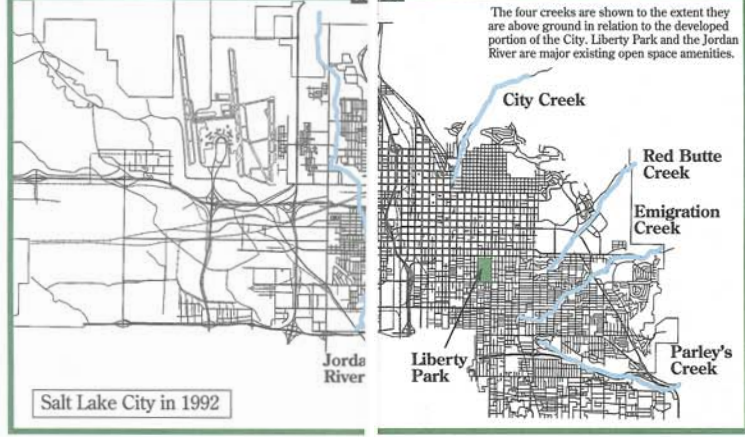
Map A

In the late 1800s, the four creeks of Salt Lake City were still connected above ground directly to the Jordan River and to each other by the Jordan and Salt Lake Canal. Emigration Creek continues through Liberty Park before joining Parley's Creek.

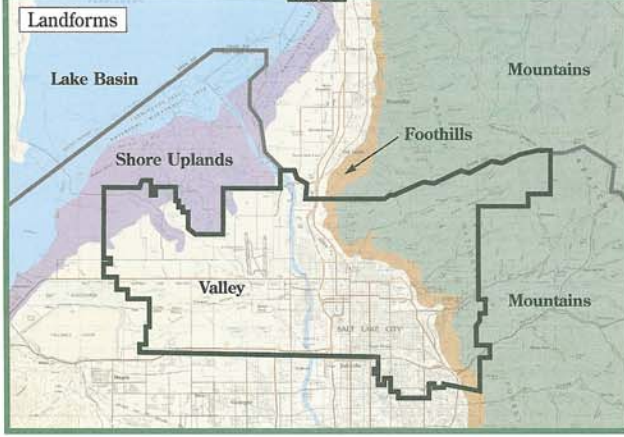


Map B

The four creeks are shown to the extent they are above ground in relation to the developed portion of the City. Liberty Park and the Jordan River are major existing open space amenities.



Map C



Recommendations And Priorities

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

Prioritized General Recommendations

- Adoption of this plan by the Salt Lake City Planning Commission and City Council.
- Establish an Open Space Trust entity of Salt Lake City to receive ownership of publicly and privately owned open space lands and to consolidate the public ownership, promote acquisition, generate revenue, and monitor the plan.
- Pass an administrative ordinance to incorporate the plan within the operations of the various City departments.
- Designate a City employee as an Open Space Coordinator to monitor the implementation and actions of various City departments and coordinate private actions.
- Organize the Corridor Keepers which are private groups to monitor and advocate for development of the various corridors and segments of the corridors. The Corridor Keepers can be a variety of organizations or a coalition of groups. Examples of possible members are the KOPE Kids, CARE Kids, Community Councils, Red Butte Garden, the University of Utah, neighborhoods and profit or nonprofit civic organizations. The Corridor Keepers will be advocates for open space.
- Adopt Zoning Ordinance changes and a hillside ordinance to protect the remaining Open Space resources of the City within the foothill transitional area.

- Zoning changes related to the plan should include:
- Establish an Open Space District to preserve and protect areas of public and private open space and exert a greater level of control over any potential redevelopment of existing open space.
 - Establish a Foothills Protection District to protect the foothill areas from intensive development in order to ensure the scenic value of these areas, views corridors and to minimize flooding and erosion.
 - Establish Foothill Residential Districts of various lot sizes to promote environmentally sensitive visually compatible development.
 - Establish a Lowland Conservancy Overlay District to provide for the protection, preservation, proper maintenance, and use of Salt Lake City's watercourses, lakes, ponds, floodplain and wetland areas.
 - Map appropriate zoning districts within the valley land form and the foothill transitional area and the lakeshore uplands transitional area to promote open space amenities and improvements.
- Hillside protection ordinance recommendations include:
- Site sensitive regulations (architectural controls and aesthetics).
 - Ridge-line, gully, and significant land forms protection concepts.
 - Shoreline Trail used as an urban development limit line.
- Annex and zone appropriately the existing prime wetland habitat areas north of the Salt Lake City boundary to the Salt Lake/Davis County boundary.

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

Specific Recommendations for Each Corridor

Shoreline Trail Avenues (Map 1)

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

Shoreline Trail Lime Kiln to Emigration Canyon (Map 2)

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

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

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

Parley's Creek (Map 4)

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



Shoreline Trail, East Bench "H" Rock

Emigration Creek (Map 5)

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

Red Butte Creek (Map 6)

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

City Creek/Gateway Redevelopment Area (Map 7)

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

Canal/McClelland (Maps 8A, 8B)

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

Glendale/Liberty (Map 9)

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

Transvalley Foothills Section (Map 10)

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

Transvalley Urban Section (Map 11)

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

- Redesign the 800 South right-of-way for plantings and a bicycle/pedestrian path within the existing right-of-way.
- Transvalley Wetlands Section (Map 12)**
- Reevaluate the Indiana and Bangarter Highway street rights-of-way for open space functions.
 - Secure agreements with public utilities for use of rights-of-way.
 - Develop agreements with Corps of Engineers for use of the Surplus Canal access roads for pedestrian/bicycle corridors.
 - Secure railroad rights of way as they become available.
 - Secure the Boone School site for future park.
- Northwest Corridor (Map 13)**
- Coordinate the development of the Wetlands Education Park with the State of Utah.
 - Coordinate the extension and expansion of the 2300 North right of way.

- Close the frontage road along I-15 which presently serves Rosewood Park.
 - As development occurs along the east frontage road the trail and landscape buffer should be developed.
 - As development occurs on the north side of 500 North, a 10 foot sidewalk and additional open space should be provided.
- Westpointe (Map 14)**
- Promote development of the Wetlands Education Park. Promote the improvements along the Jordan River Parkway. Develop the corridor along I-215 to include enhancement of the surplus canal as an amenity to the corridor.
 - Promote the corridor by enhancing the intersections along Redwood Road.
 - Develop Westpointe Park site to include corridor connections. Utilize the corridor to promote a buffer between commercial and residential development near North Temple.

- Bailey's Lake (Map 15)**
- Oversee development through requirement of a small area/development master plan before rezoning from holding zones to begin development consistent with Northwest Quadrant Plan.
 - New development to include open space land as condition for development.
 - Habitat replacement mitigation activities are to take place in Salt Lake City.
 - Inventory wetlands which exist and give these lands a wide berth (buffer) from new development and expand these areas into open space amenities.
 - Widen existing drainage corridors to multiple use and amenity facilities to add interest and variety to an otherwise flat topography.

Implementation

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

City Implementation Actions

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

Private Implementation Actions

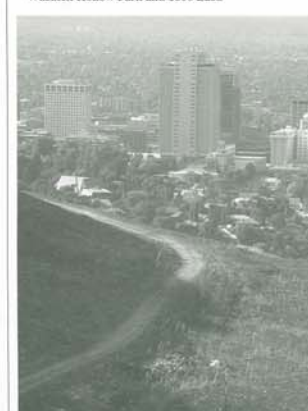
Major consideration in the development of the Open Space Plan was to provide opportunity for implementation by private citizen action. The plan is purposely not dependent upon official City government action for implementation. Hopefully the Corridor Keepers will be effective in bringing much of the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

Overall Plan Actions:

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

Corridor Actions:

- Shoreline Trail Avenues**
- Investigate actual trail alignment and locate route.
 - Lobby support of adjacent residents.
 - Coordinate to develop trail on Victory Road.
- Shoreline Trail Lime Kiln to Emigration Canyon**
- Determine trail alignment.
 - Negotiate easements with various agencies of public ownership.
- Shoreline Trail Emigration to Parley's Canyon**
- Determine trail alignment.
 - Lobby support of adjacent residents.
 - Negotiate easements with private property owners.
- Parley's Creek**
- Negotiate trail easement with UDOT and Salt Lake Country Club along I-15.
 - Clean up trail area.
- Emigration Creek**
- Improve Wasatch Hollow park site and corridor around Clayton Intermediate School.
 - Negotiate with private owners for section between Wasatch Hollow Park and 1500 East.



Ensign Peak Nature Park

Red Butte Creek

- Negotiate easements and agreements for corridor through Research Park and the VA Hospital to Sunnyside Park.
 - Lobby and raise funds to purchase connection between Sunnyside Park and Miller Park.
- City Creek/Gateway Redevelopment Area**
- Negotiate corridor section between Jordan River and I-15.

Canal/McClelland

- Develop canal right of way into trail between Wilson Avenue and Harrison Avenue.
- Glendale/Liberty**
- Develop neighborhood support for improvements between Ingelwood Park to Liberty Park and Liberty Park to Jefferson Park to connect the three existing parks.
 - Lobby for proposed future park to be realized.

Transvalley Foothills Section

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

Transvalley Valley Section

- Coordinate improvement with private property owners and Salt Lake City for section between Artesian Well Park to Salt Lake City Shops property.
- Transvalley Lakeshore Uplands Section**
- Coordinate with Army Corps of Engineers and UP&L to develop agreements for use of existing utility easements and the Surplus Canal for trails.
 - Organize residents to clean up alleys east of Redwood Road to Poplar Grove Park.

Northwest

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

Westpointe

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

Bailey's Lake

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

Suggested Implementation Schedule/Time Line

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

SHORELINE TRAIL CORRIDOR

Avenues

MAP 1

INTRODUCTION

Shoreline Trail Corridor is located in central Salt Lake County and follows the geographical shoreline of Lake Bonneville along the topographic 5000' elevation. The Shoreline Trail is a combined pedestrian and bike path which allows unrestricted access to urban trails and the foothills. It provides a development link, thereby protecting the natural environment from further encroachment. The proposed route is primarily a public trail owned by Salt Lake City of the Salt Lake National Park of the Lake. Kin to Emigration Avenue follows a natural gas pipeline easement.

VICTORY ROAD TUNNEL

A pedestrian tunnel would strengthen the corridor and connect city properties. The tunnel should be located from the remainder of the intersection of Victory Road and State Street.

SLAMP SPRINGS PARK

Other trail uses of the park is available for trail construction and pedestrian improvements. The trail route is steep and would need to follow trail standards for pedestrian use.

500 WEST 7500 NORTH

The current location and the location on the west side of 500 West and the north side of 500 North will make the connection through the urban areas by expanding existing and improving the existing infrastructure to identify the Open Space corridor.

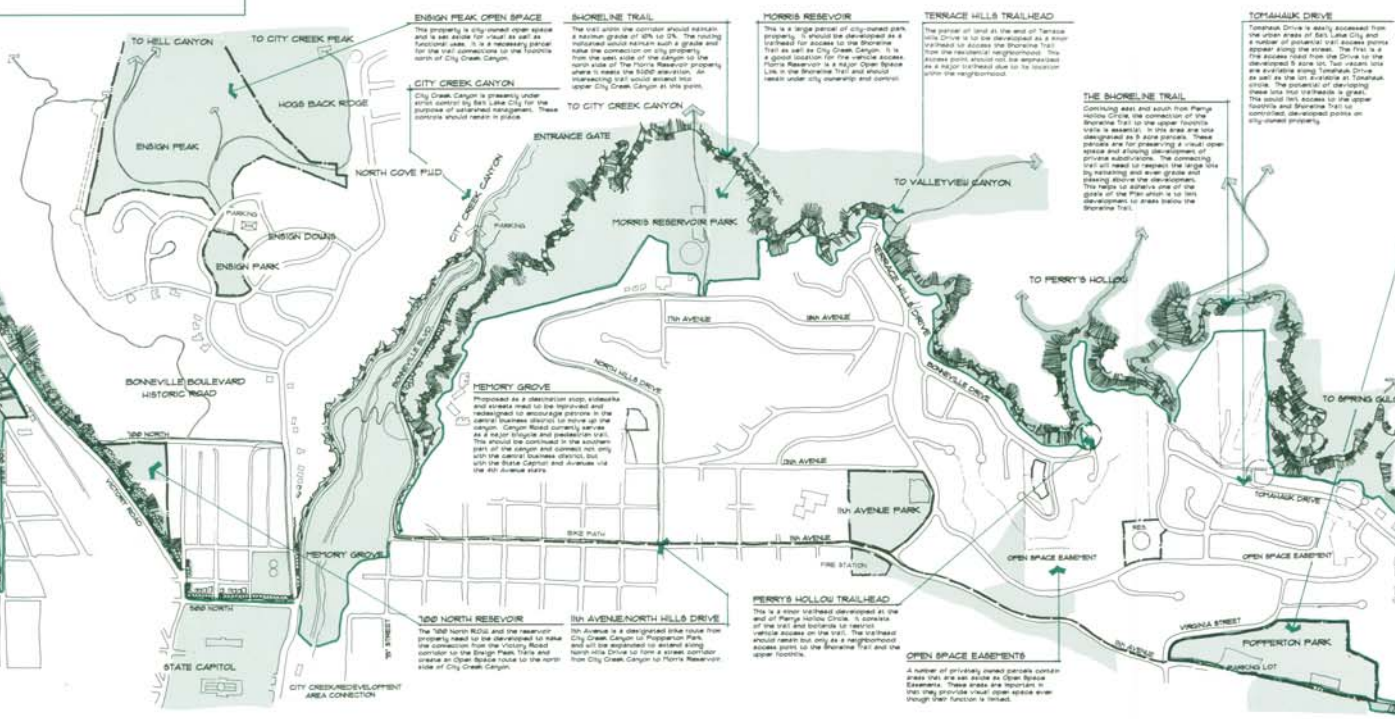
NORTHEAST CORRIDOR CONNECTION

500 NORTH

500 NORTH

STATE CAPITOL

CITY CREEK/DEVELOPMENT AREA CONNECTION



ENSIGN PEAK OPEN SPACE

This property is city owned open space and is available for use as well as functional uses. It is a necessary parcel for the trail connection to the foothills north of City Creek Canyon.

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

SHORELINE TRAIL

The trail within the corridor should maintain a maximum grade of 8% to 10%. The existing roadway should remain south of grade and make the connection on city property.

From the east side of the canyon to the north side of the Morris Reservoir property, an increasing trail would ascend into upper City Creek Canyon in this point.

MORRIS RESERVOIR

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

TERRACE HILLS TRAILHEAD

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

THE SHORELINE TRAIL

Continuing east and south from Perry's Hollow Circle the connector of the Shoreline Trail to the upper foothills will be necessary. In this area the use of private land is a possibility. These parcels are for providing a trail open space and allowing enjoyment of private subdivisions. The connecting trail will need to respect the single use by retaining and using grade and leaving above the developments. This helps to achieve one of the goals of the trailhead to link developments of areas below the Shoreline Trail.

TOPSHAWK DRIVE

Topshawk Drive is easily accessed from the urban areas of Salt Lake City and is a major connector of the corridor. A number of residential parcels are located along the street. The trail is to be located from the Drive to the developed 500 West. Two access links are available along Topshawk Drive as well as the link to Perry's Hollow.

These links that trailheads is great. This trailhead access to the upper foothills and Shoreline Trail to connect developed parcels on city-owned property.

POPPERINGTON PARK

This park is presently under developed and is the most logical location for a trailhead and connector point to the Shoreline Trail. It is large enough to accommodate a number of activities and has easy access to City Creek Canyon and the intersection of the Shoreline Trail with the Salt Lake Parkway and Pioneer Trail State Park. The park is also the remaining parcel of the City Creek Canyon Popperington Park along with Morris Reservoir are owned by the Shoreline Corridor above the Avenue residential area.

CONCLUSIONS

1. Acquire a strategic properties for trailhead development.
2. Because having a pedestrian bridge over the intersection of the intersection of State Street and Victory Road.
3. Expand the 500 North right of way to Victory Road and create a trail connection to City Creek Canyon.
4. Develop the trail connection by use of the standards.
5. Develop Popperington Park as a major trailhead and parking.
6. Maintain active watershed management in City Creek Canyon.

TOPSHAWK CIRCLE

Topshawk Circle is an important connector point for the continuation of the Shoreline Corridor. The south side of the circle is the remaining parcel of the open space easement. This parcel should be developed as a trailhead and connector for the trailhead connection to the upper foothills and connect to the Shoreline Trail from the north.

NOTE: The open space easement corridor is not trail depicted on this map is intended to be conceptual and illustrative of the general corridor opportunity existing in this area of the City. Any actual trail or connector corridor location, design, facility construction or right of way implementation that will be developed as a part of a specific plan approval process conducted by Salt Lake City Corporation.

SHORELINE TRAIL CONNECTION ALPHE KILN TO EMIGRATION TRAILHEAD



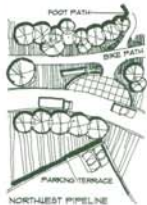
MAP 2 SHORELINE TRAIL CORRIDOR Lime Kiln to Emigration Canyon

INTRODUCTION
The Shoreline Trail Corridor is proposed to connect three sections and enhance the public recreation of Lake Shoreline along the shoreline at about the 100-foot elevation. The Shoreline Trail is a combined pedestrian and bicycle path which allows controlled access for the shoreline. It provides a development link that thereby protects the natural environment from further encroachment. The proposed route is primarily on public land owned by Salt Lake City or the US Forest Service. Plans of the Lime Kiln to Emigration section follow a natural gas pipeline easement.

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

U OF U MEDICAL CENTER
Coordination will need to take place with the Medical Center as development proceeds. The connection should reflect existing development of the Medical Center.

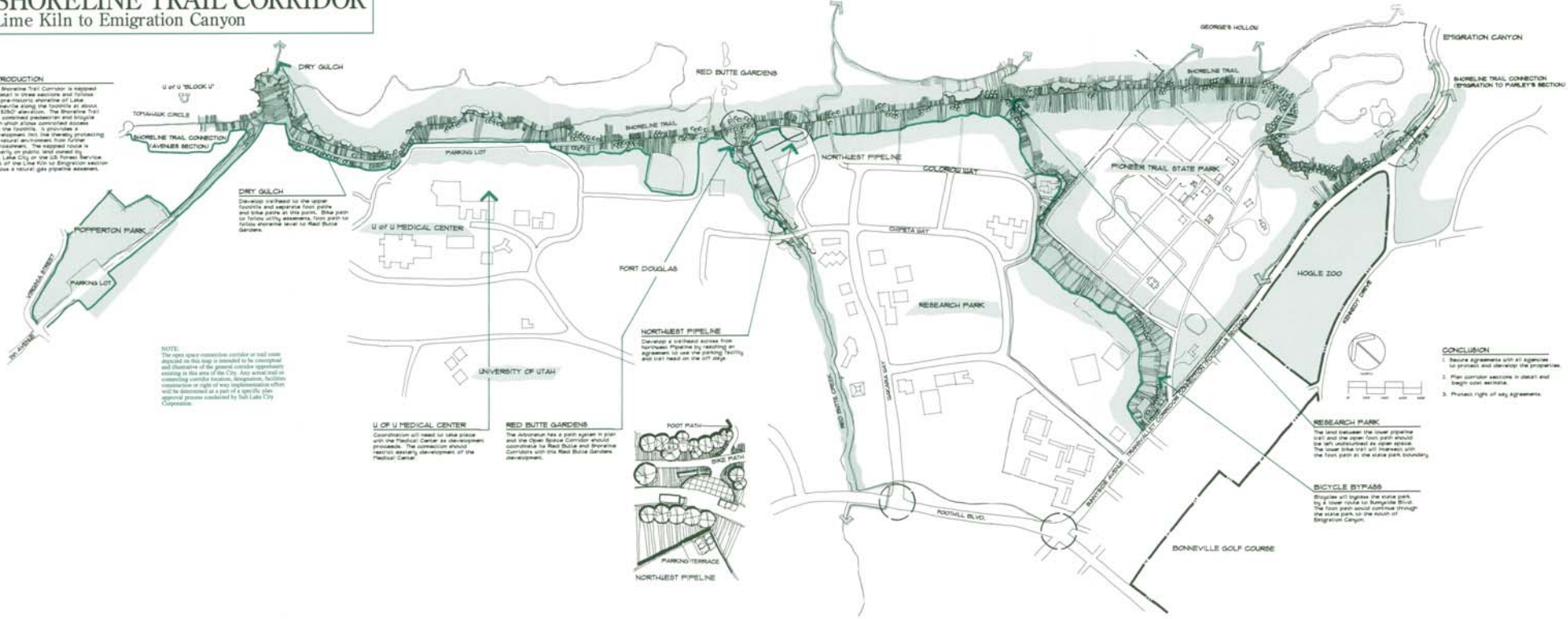
RED BUTTE GARDENS
The Arboretum has a path system in place and the Open Space Corridor should coordinate to Red Butte and Shoreline Corridors with the Red Butte Services development.



CONCLUSION
1. Secure agreements with all agencies to protect and develop the properties.
2. Plan corridor sections in detail and length over sections.
3. Process right of way agreements.

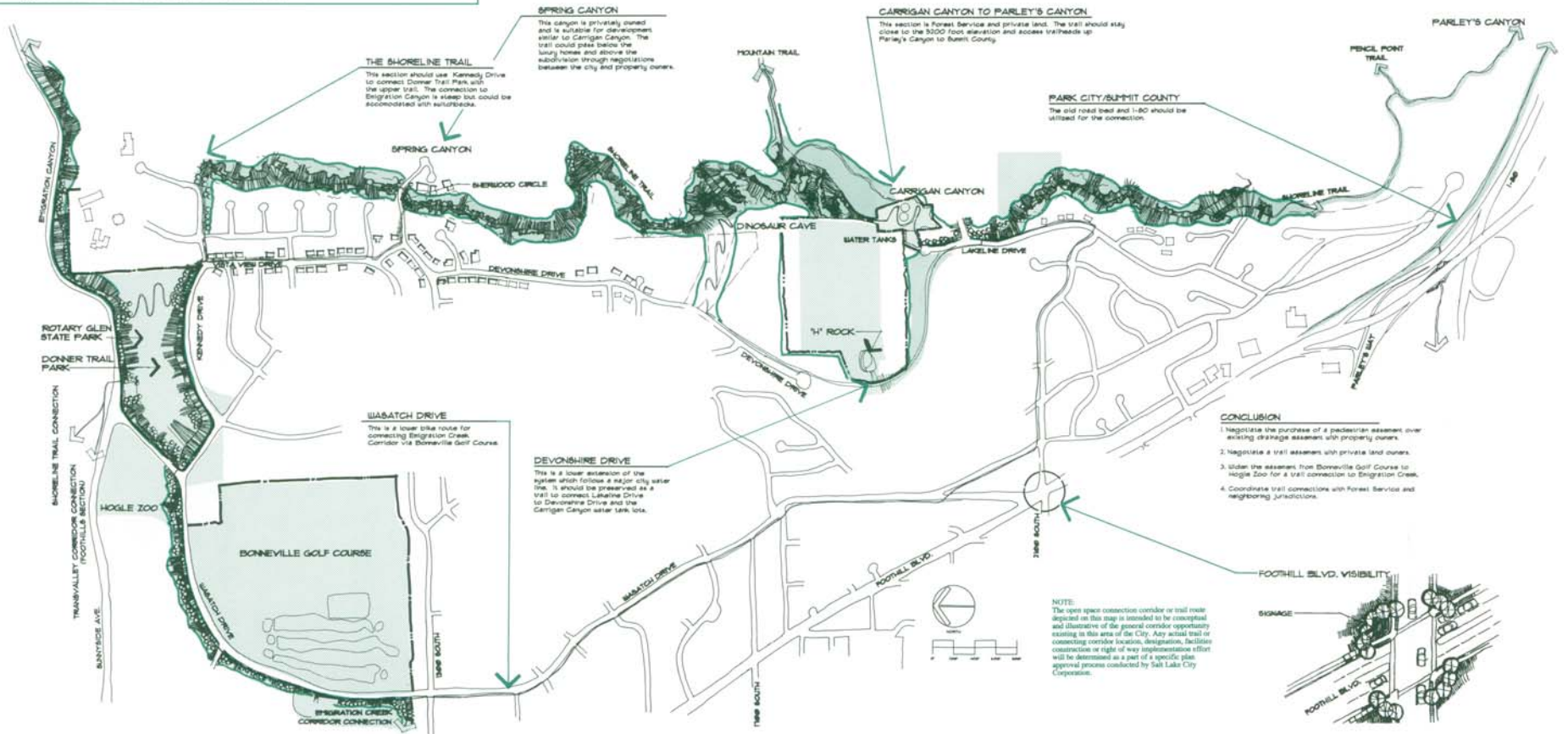
RESEARCH PARK
The area between the lower pipeline easement and the upper foot path should be left undeveloped as other space. The lower bike path will intersect with the foot path at the state park boundary.

BICYCLE BYPASS
Bicycles will bypass the state park by a loop route to Burgundy Blvd. The foot path would continue through the state park to the mouth of Emigration Canyon.



SHORELINE TRAIL CORRIDOR

Emigration to Parley's Canyon



MAP 4 PARLEY'S CREEK CORRIDOR

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

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

HIDDEN HOLLOW NATURE PARK
An integral part of retaining Parley's Creek, to later connect to the Canal Corridor via the old Pine Office site and to Parley's Corridor via Strawberry Avenue or a new tunnel under 800 East.

SUGARHOUSE CANAL/INGELLED CONECTOR CONNECTION

HIDDEN HOLLOW

SILVERTON AVE

SHOPPING SITE

SUGARHOUSE PARK

HIGHLAND HIGH SCHOOL

FAIRMONT PARK

FOREST DALE GOLF COURSE

PARKWAY AVE

1-80

EMERALD

FUTURE PARK SITE

1-80

1-80

1-80

1-80

1-80

1-80

1-80

RAILROAD ROW CORRIDOR 800 EAST TO 100 EAST
The corridor should be approved each street intersection for lighting and safety. This corridor should be incorporated with the development of future street housing.

PARLEY'S CORRIDOR AND 800 EAST
This is an important junction where the corridor expands into Fairmont Park. Signage and visibility is imperative.

FAIRMONT PARK
This is a large heavily used green space. Large trees and open spaces are visible from 800 East. A path system to connect the corridor to hidden hollow, Fairmont Park and hidden hollow should be part of future park improvements.

PARLEY'S CORRIDOR AT 100 EAST
Maintain railroad crossing structure and maintain the median. This will allow the Over Street system that creates a city gateway at the same time.

ELIZABETH SHERMAN PARK
This is a green space park, which serves as a gateway to the city and an immediate reinforcement of the corridor system. This park should be Forest Dale Corridor and the Sugarhouse Business District.

SUGARHOUSE PARK/ 800 EAST INTERSECTION
This is a single landscaped park. Visibility at 800 East crossing is very high. A path system within the park will help reinforce the corridor system.

UDOT RIGHT OF WAY
Open space which is situated above the roadway, under the city, an opportunity to generate short pedestrian loops within the corridor.

SHOPPING PATH
This is an excellent example of private architectural lighting to reinforce a corridor. The path needs to be wider (10'-2') within the UDOT right of way.

UDOT CORRIDOR
This is a difficult section to realize, however it needs to be investigated before attempting it as a potential trail route.

HILLCREST PARK
Maintain the park site and design it to connect with the open space corridor system.

1000 EAST/ PARLEY'S CORRIDOR
This is an excellent location to enter the corridor from the Sugarhouse neighborhoods, using the bridge structure to cross 1000 East should be investigated. Signage and visibility are important at this intersection.

3000 EAST/ PARLEY'S CORRIDOR
A tunnel or overpass should be investigated at this junction. Signage and visibility are necessary at this intersection.

PARLEY'S HISTORIC NATURE AREA
This is a large natural setting for the open space corridor. Part of this area is city owned property. The needs to be preserved by Salt Lake City. A trail system should be added to connect the corridor to the natural area under the freeway and extend to Sweet County via Parley's Canyon.

SALT LAKE COUNTRY CLUB/ UDOT RIGHT OF WAY
Conceptual because there are no utilities essential to the structure of the corridor. Parking and a site can help unify the natural area with the golf course open space.

1-80

1-80

1-80

1-80

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1-80

1-80

1-80

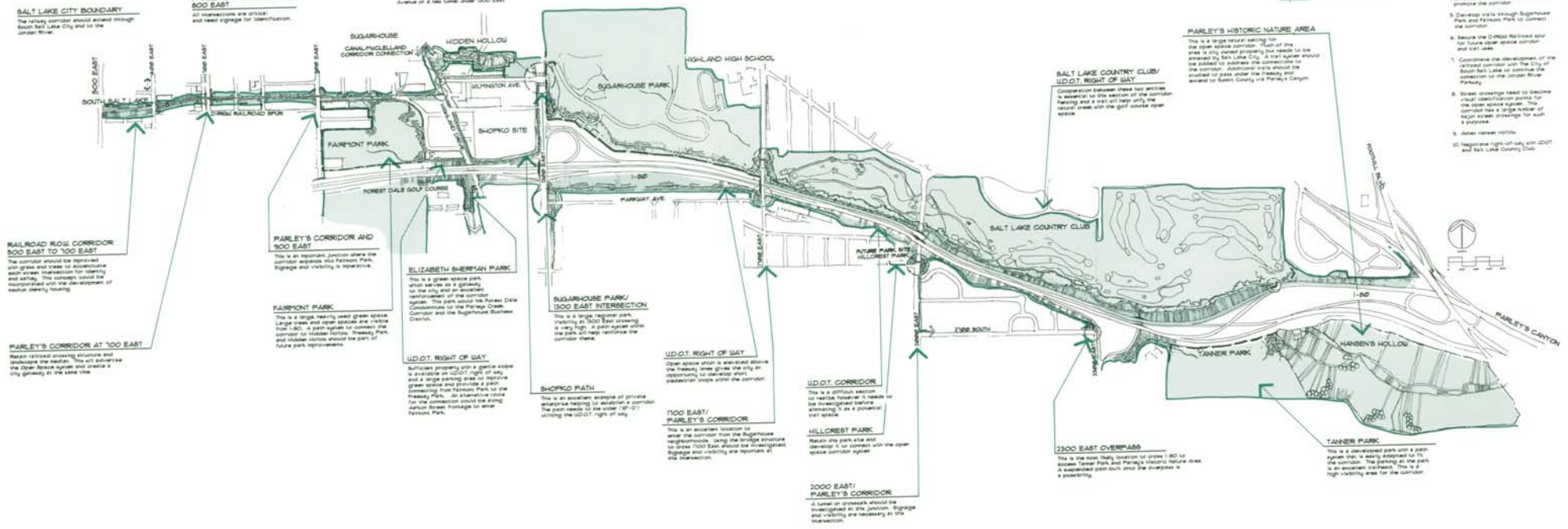
1-80

1300 EAST OVERPASS
This is the most likely location to cross 1-80 to access Tanner Park and Parley's Canyon. A supported path built over the overpass is a possibility.

TANNER PARK
This is a developed park with a park system that is easily accessed to the corridor. The parking at the park is an excellent feature. This is a high visibility area for the corridor.

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

- CONCLUSION**
1. Develop access from the historic Nature Park to the Sugarhouse Corridor.
 2. Develop a connection from hidden hollow to Sugarhouse Park.
 3. Coordinate with UDOT on development of 1-80 and the Salt Lake County Club.
 4. Enhance crosswalk at 800 East to promote the corridor.
 5. Develop trails through Sugarhouse Park and Fairmont Park to connect the corridor.
 6. Secure the 1-80/1-80 and the 1-80/1-80 open space corridor and 1-80.
 7. Coordinate the development of the railroad corridor with the City of South Salt Lake to continue the connection to the Jordan River Parkway.
 8. Screen crossings need to include visual identification points for the open space system. This corridor has a large number of major screen crossings for such a project.
 9. Assess screen heights.
 10. Negotiate rights-of-way with UDOT and Salt Lake County Club.



MAP 5 EMIGRATION CREEK CORRIDOR

INTRODUCTION

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

EMIGRATION CREEK

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

1000 EAST

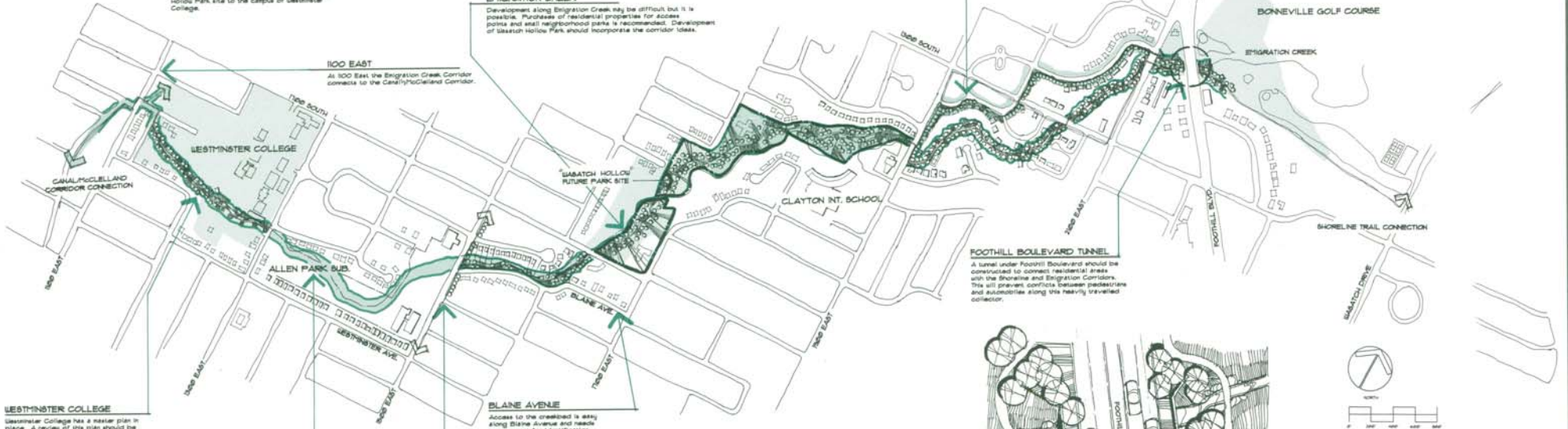
At 1000 East, the Emigration Creek Corridor connects to the Canal/McClelland Corridor.

1900 EAST TO 2100 EAST

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

FOOTHILL BOULEVARD TUNNEL

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

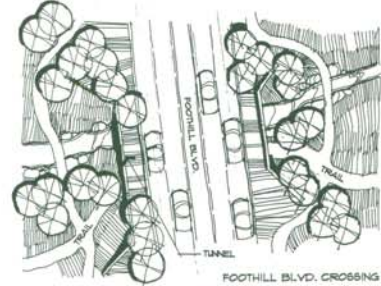
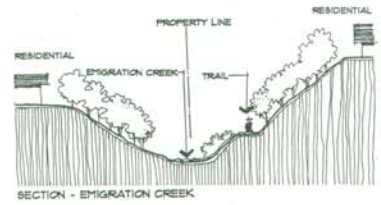


WESTMINSTER COLLEGE
Westminster College has a major park in place. A review of this park should be made to assure Emigration Creek and the corridor are retained from 1000 East to the Canal/McClelland Corridor.

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

1000 EAST
This street is a quiet residential street and is excellent for walking and biking. It also intersects a number of Open Space Corridors.

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



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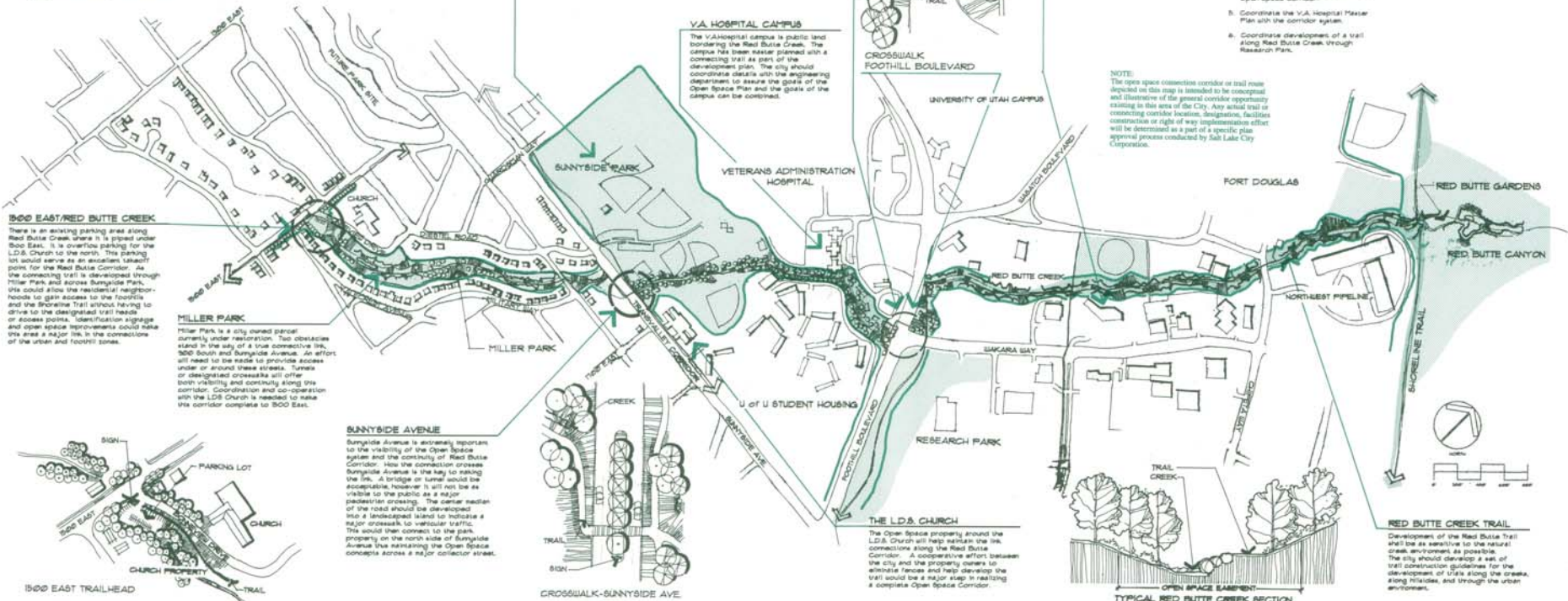
CONCLUSION

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

MAP 6 RED BUTTE CREEK CORRIDOR

INTRODUCTION

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



500 EAST/RED BUTTE CREEK

There is an existing parking area along Red Butte Creek where it is crossed under 500 East. It is overflow parking for the LDS Church to the north. This parking lot would serve as an excellent transit point for the Red Butte Corridor. As the connecting trail is developed through Miller Park and across Sunnyside Park, it could allow the residential neighborhoods to gain access to the foothills and the Shoreline Trail without having to drive to the designated trail heads or access points. Identification signage and open space improvements could make this area a major link in the connection of the urban and foothill zones.

MILLER PARK

Miller Park is a city owned parcel currently under restoration. The obstacle stands in the way of a true connective link, 500 South and Sunnyside Avenue. An effort will need to be made to provide access under or around these streets. Tunnels or designated crosswalks will offer both visibility and continuity along the corridor. Coordination and co-operation with the LDS Church is needed to make this corridor complete to 500 East.

SUNNYSIDE AVENUE

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

SUNNYSIDE PARK

Sunnyside Park is a large open play area of grass soccer fields and baseball diamond. The park is city owned and is the eastern border of the Red Butte Corridor. The eastern end of Red Butte Creek should be a part of Sunnyside Park which would extend the Open Space Corridor. At this point the Red Butte and Trailway Corridors intersect. This should be a major visibility location for the system.

FOOTHILL BLVD. CROSSWALK

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

VA HOSPITAL CAMPUS

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

RESEARCH PARK

The site development guidelines for the Research Park at University of Utah have promoted open space and extensive landscape planting. The connecting corridor at Foothill Boulevard and Sakara Bay could parallel Foothill Boulevard to the creek, lead a few hundred feet north of the intersection. From this point the corridor should follow the street (east until it ties in with the Arboretum development).

CONCLUSION

1. Coordinate with the LDS Church at the 500 East parking area to allow for dual usage and improvements.
2. Improve Miller Park to reflect Open Space connections.
3. Develop access across 500 South, Sunnyside Boulevard, and Foothill Boulevard.
4. Coordinate with the LDS Church on Sunnyside Boulevard to promote Open Space Corridor.
5. Coordinate the VA Hospital Master Plan with the corridor system.
6. Coordinate development of a trail along Red Butte Creek through Research Park.

NOTE:
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RED BUTTE CREEK TRAIL

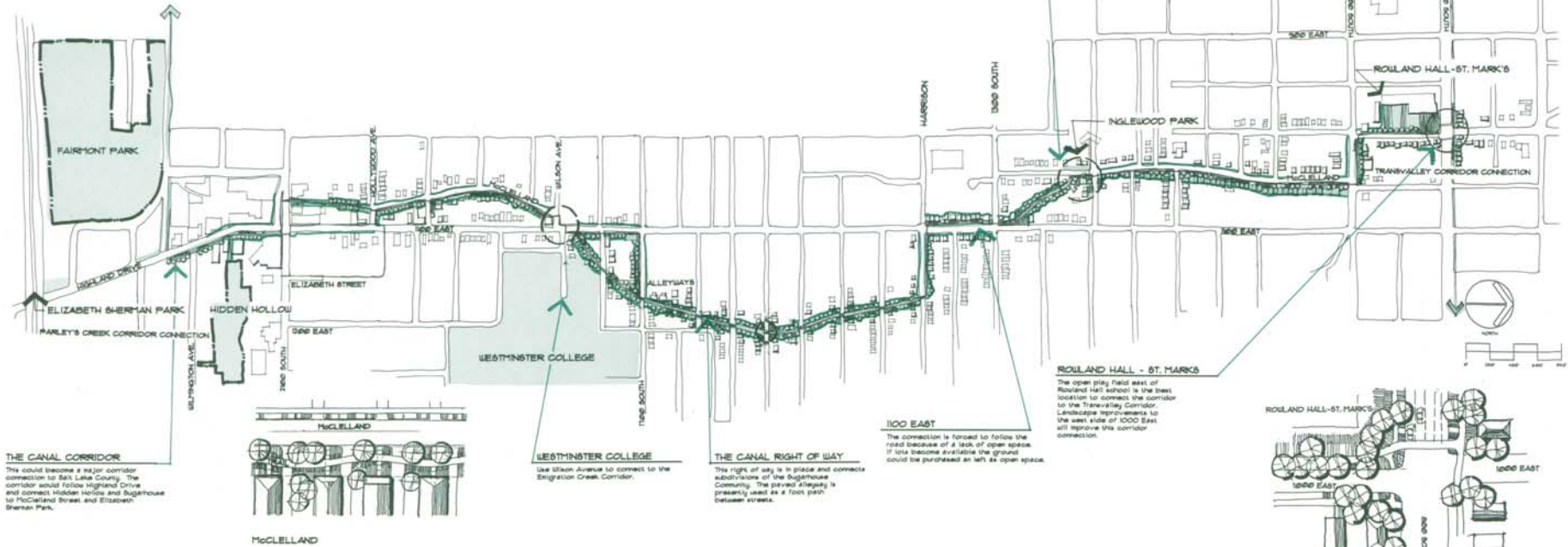
Development of the Red Butte Trail shall be as sensitive to the natural creek environment as possible. The city should develop a set of trail construction guidelines for the development of trails along the creek, along Foothills, and through the urban environment.

MAP 8A

CANAL/McCLELLAND CORRIDOR

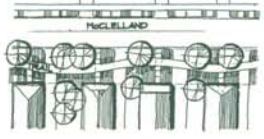
INTRODUCTION

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



THE CANAL CORRIDOR

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



McCLELLAND

WESTMINSTER COLLEGE

Use Silver Avenue to connect to the Brigham Creek Corridor.

THE CANAL RIGHT OF WAY

This right of way is to place and connect subdivisions of the Sugarhouse Community. The paved alleys are presently used as a 4 foot path between streets.

1100 EAST

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

INGLEWOOD PARK

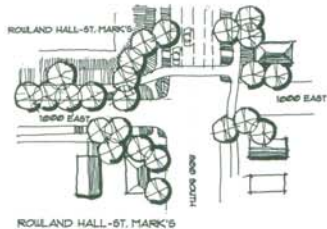
This small neighborhood park terminates the canal R.O.W. alignment. More parks such as this should improve the corridor.

NOTE:

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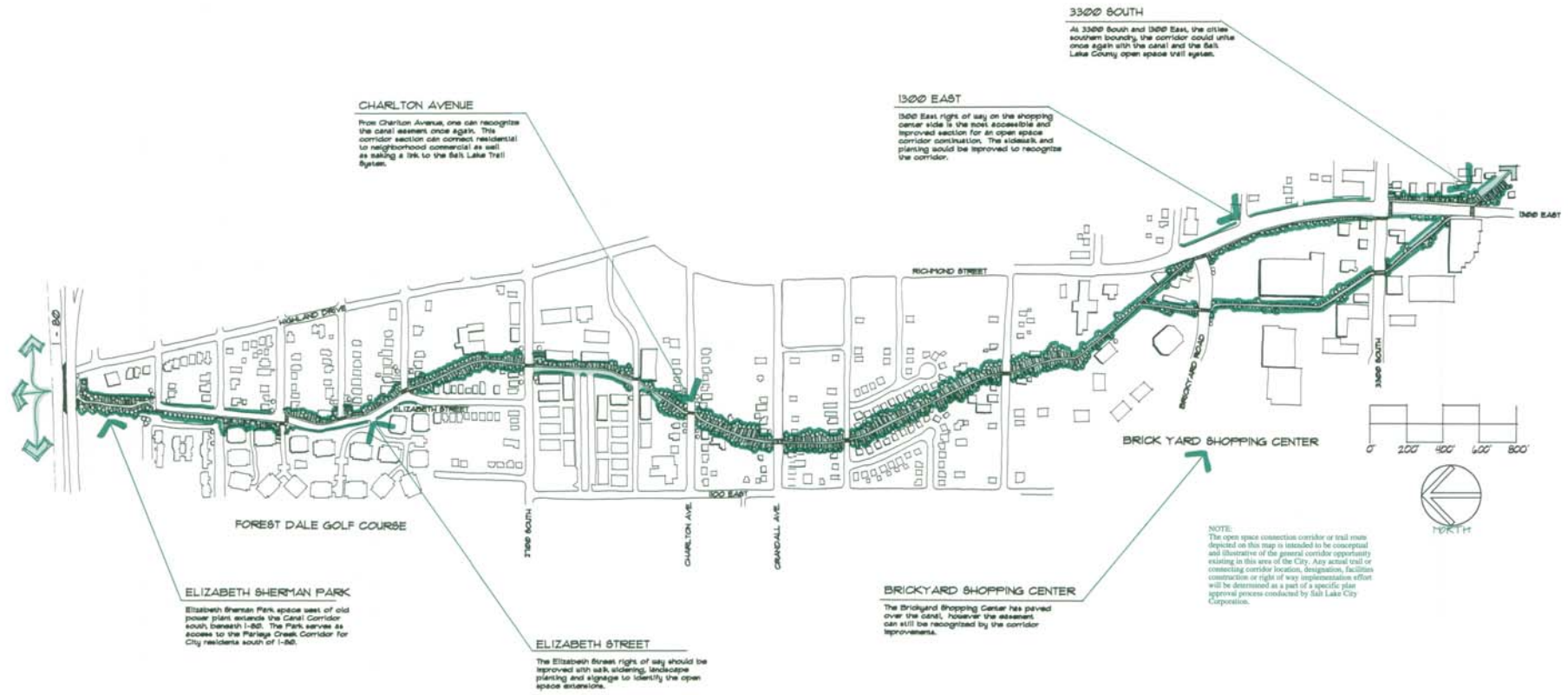
CONCLUSION

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



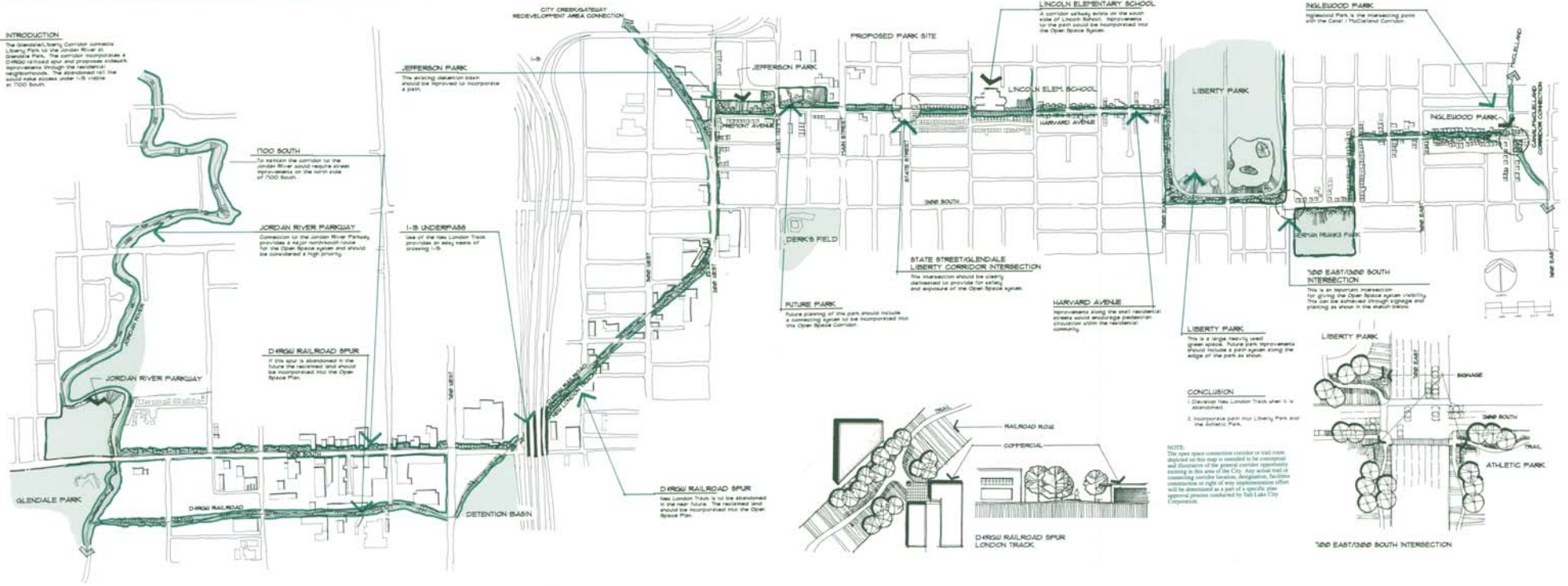
ROLAND HALL - ST. MARK'S

CANAL/McCLELLAND CORRIDOR Cont'd



MAP 9 GLENDALE/LIBERTY CORRIDOR

INTRODUCTION
The Glendale/Liberty Corridor connects Liberty Park to the Jordan River at Glendale Park. The corridor incorporates a DHRGW railroad spur and provides a network of parkways through the residential neighborhoods. The proposed rail line would be under 1-15 viaduct at 1000 South.



1000 SOUTH
To establish the corridor to the Jordan River should include street improvements on the north side of 1000 South.

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

DHRGW RAILROAD SPUR
If this spur is abandoned in the future the remaining land should be incorporated into the Open Space Plan.

JEFFERSON PARK
The existing detention basin should be improved to incorporate a park.

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

FUTURE PARK
Future planning of this park should include a landscaping system to be incorporated into the Open Space Corridor.

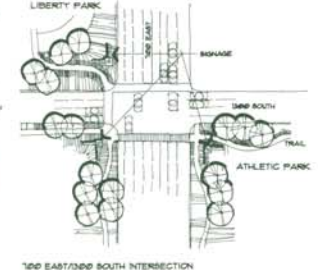
STATE STREET/GLENDALE LIBERTY CORRIDOR INTERSECTION
This intersection should be clearly delineated to provide for safety and exposure of the Open Space system.

HARVARD AVENUE
Improvements along the east residential streets would encourage pedestrian circulation within the residential community.

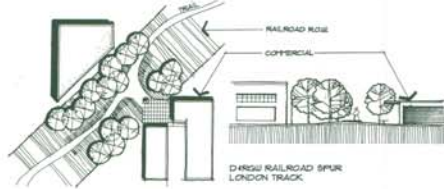
LIBERTY PARK
This is a large, nearby used green space. Future park improvements should include a path system along the edge of the park as shown.

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

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



1000 EAST/1000 SOUTH INTERSECTION



DHRGW RAILROAD SPUR LONDON TRACK

MAP 10 TRANSVALLEY CORRIDOR Foothills Section

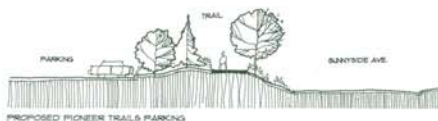
INTRODUCTION
The Transvalley Corridor provides the opportunity to address several existing Open Space problems. It connects the city east of 115 to the city west of 112 and provides a pedestrian/bicyclist route from the foothills through the urban area, and into the suburbs.

SUNNYSIDE AVENUE
The north side of Sunnyside Avenue is lined with trees providing a natural open space. The south half of the Oliver Cemetery parcel is vacant and could generate development pressure in the future. This should be maintained to ensure the corridor is kept wide enough for pedestrian/bicyclist and Open Space. A crosswalk should be developed in the center of 1500 East to the adjacent trail corridor and residential area.

UTAH NATIONAL GUARD
This parcel represents a large area of public land with a clear mission of preservation. The trail in this area could be parallel to an existing and current connection of the Transvalley Corridor to the foothills and Brighton Canyon.

SUNNYSIDE PARK
The expense of open space along Sunnyside Avenue should allow for an expanded setback and landscape improvements. The existing setback should be removed and replaced with a trail setback that serves a buffer between the road and the park, and provides a large enough park for a trail.

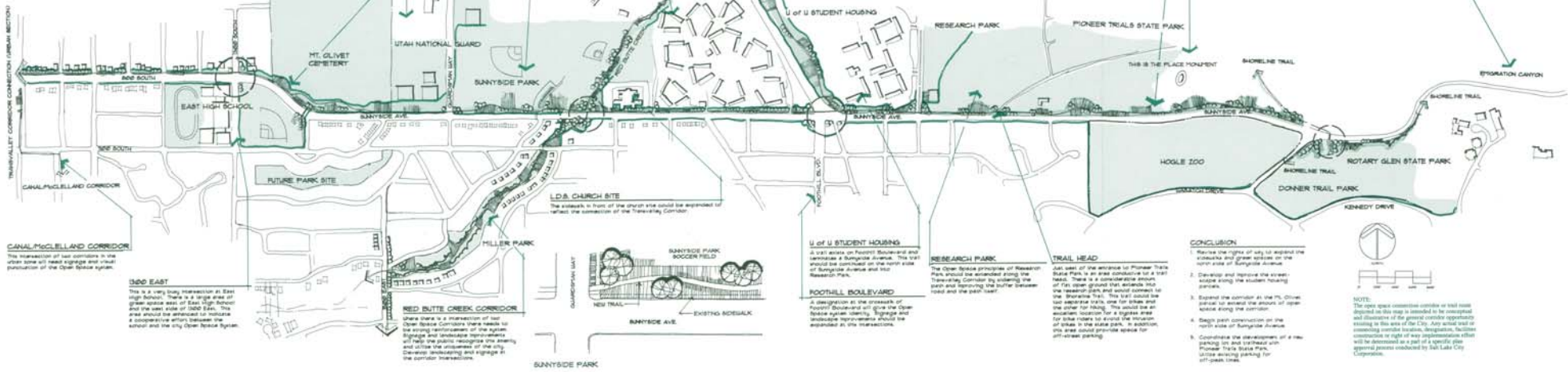
U of U STUDENT HOUSING
The city should coordinate with the university to improve the Sunnyside Ave. setback to be more conducive to the connection of the Transvalley Corridor. A large setback and additional landscaping is essential to the corridor identification.



PIONEER TRAIL STATE PARK PARKING LOT EXPANSION
As part of the master plan for the state park, the parking lot be accessed from Sunnyside Avenue at parking lot area close to the tour area. The city should coordinate with the state to ensure a buffer setback exists for a trail and landscape improvements.

PIONEER TRAILS STATE PARK
The park is a large state owned parcel and will enclose the Transvalley Corridor and intersects the Brighton Trail Corridor. It provides access to foothills from the urban and urban area. Future developments of the park should be coordinated with the city Open Space system to ensure the connections are maintained despite the various private and public ownership.

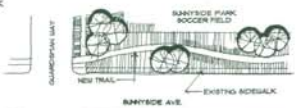
EMIGRATION CANYON
This canyon is the continuation of the Transvalley Corridor into the doge mountains and Basin County. The development at the Rotary Glen State Park could be done to lead a trail that is lighting, the end of the Transvalley Corridor and the beginning of the Brighton Canyon Corridor. Right-of-way parking and improvements will help let the story.



CANAL MCCLELLAND CORRIDOR
This intersection of east corridor in the urban area will need signage and visual punctuation of the Open Space system.

1500 EAST
This is a very busy intersection at East High School. There is a large area of grass and trees on the east side of 1500 East. This area should be preserved to maintain a cooperative effort between the school and the city Open Space System.

RED BUTTE CREEK CORRIDOR
There is a transition of two Open Space Corridors here. There needs to be strong identification of the system. Signage and landscape improvements will help the public recognize the system and utilize the amenities of the city. Develop landscaping and signage at the corridor intersections.

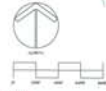


U of U STUDENT HOUSING
A trail should be located between and behind Sunnyside Avenue. This trail should be completed on the north side of Sunnyside Avenue and into Research Park.

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

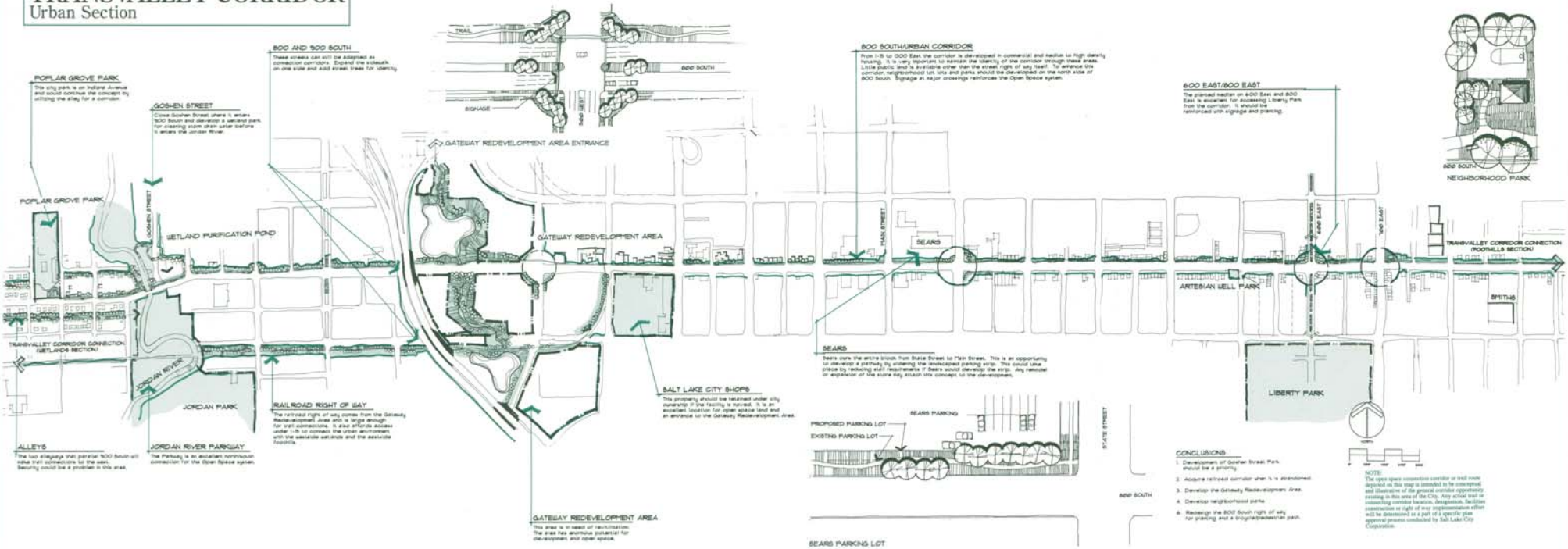
TRAIL HEAD
Just west of the entrance to Pioneer Trails State Park is an area conducive to a trail head. There is a considerable amount of city Open Space that, aside from the Red Butte Creek and South Corridor, is the best location for a trail head and the other for hiking. This trail should be an excellent location for a right-of-way for blue markers to avoid the invasion of trees in the state park. In addition, this area should provide space for off-street parking.

- CONCLUSION**
1. Review the rights of city to expand the setbacks and green streets on the north side of Sunnyside Avenue.
 2. Develop and improve the setbacks along the student housing parcels.
 3. Expand the corridor at the Mt. Olivet Cemetery to ensure the amount of open space along the corridor.
 4. Begin path construction on the north side of Sunnyside Avenue.
 5. Coordinate the development of a new parking lot and landscape with Pioneer Trails State Park. Consider existing parking for off-peak times.
 6. Develop intersections at open space corridors and major street crossings.



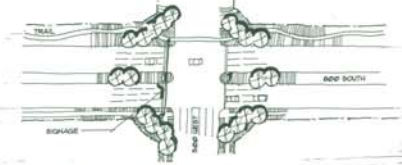
NOTE:
The open space corridor or trail was shown in this map is intended to be conceptual and illustrative of the general corridor opportunity existing in the area of Salt Lake City. Any actual trail or landscaping, signage, or other improvements or right-of-way implementation effort will be determined as part of a specific plan approved pursuant to Salt Lake City Commission.

MAP 11
TRANSVALLEY CORRIDOR
 Urban Section



800 AND 900 SOUTH
 These streets can not be classified as connection corridors. Expand the sidewalk on one side and add street trees for identity.

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



800 SOUTHERN CORRIDOR
 From 118 to 900 East, the corridor is developed in commercial and medium to high density housing. It is very important to maintain the identity of the corridor through these areas. Utility poles and to be located either side the street right of way (RW). To preserve the corridor, neighborhood lot size and parks should be developed on the north side of 800 South. Right-of-way coverage reinforces the Open Space system.

800 EAST/800 EAST
 The planned design on 800 East and 800 East is essential for accessing Liberty Park from the corridor. It should be reinforced with signage and planting.



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

POPLAR GROVE PARK

SETLAND PURIFICATION POND

TRANSVALLEY CORRIDOR CONNECTION (SETLANDS SECTION)

JORDAN PARK

JORDAN RIVER PARASWAY

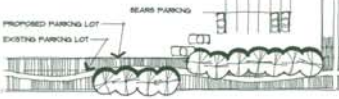
The Parasway is an important connection for the Open Space system.

RAILROAD RIGHT OF WAY
 The railroad right of way, coming from the Gateway Redevelopment Area, is an important connection for east-west connections. It also allows access under 118 to connect the other development with the wetland corridor and the associated topology.

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

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

BEARS
 Bears runs the entire block from State Street to Park Street. This is an opportunity to develop a parkway by utilizing the designated parking strip. The road lane (RW) is required. If the road lane is not used, the city should develop the strip. Any further development of the road lane should be subject to the development.



BEARS PARKING LOT

- CONCLUSIONS**
1. Development of Jordan River Park should be a priority.
 2. Acquire railroad corridor when it is abandoned.
 3. Develop the Gateway Redevelopment Area.
 4. Develop neighborhood parks.
 5. Redeign the 800 South right of way for planting and a biogeographical park.

NOTE:
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TRANSVALLEY CORRIDOR Wetlands Section

MAP 12

INTRODUCTION

The Transvalley Corridor provides the opportunity to connect several existing open space amenities such as Springdale Park, Library Park, and the Jordan River to connect the city back to I-18 and provide a pedestrian bridge route from the suburbs through the urban area into the foothills.

3400 WEST

This is a potential secondary corridor from 3400 West and back to the Regional Sports Park site at 300 West.

BOONE SCHOOL

Transfer Boone School as Historic site. Expand open green space at this site. Utilize it as a park or trail stop for the industrial area.

HIGHWAY RIGHT OF WAY

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

RAILROAD RIGHT OF WAY

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

SURPLUS CANAL

Utilize the Army Corps of Engineers' intention to help create a parkway along the Surplus Canal. Both treatment and bridges are essential to advance the corridor.

SHORT CORRIDOR LOOPS

Investigate the possibility of short loops adjoining the corridor as an example, 3400 West to 300 South to the sports complex and back to Indiana Avenue.

UNION PACIFIC ROW

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

ALLEYSWAYS

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

PROPOSED PARK SITE

INDIANA AVENUE

Expand right of way west of Railroad Road to allow for trail and green space amenities.

REGIONAL SPORTS PARK SITE

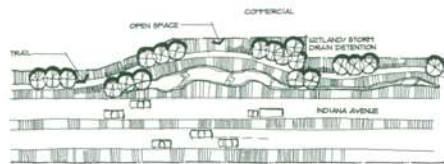
This is a 20 acre city-owned parcel that could become a major destination point on the Transvalley Corridor.

UTILITY CORRIDORS

The semi-public land of the utility easements will remain as urban open space. Agreements will be made with the utility companies for using these areas as an integral part of the Open Space Plan.

300 SOUTH BRIDGE

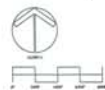
The existing bridge from the old bridge could retain an aesthetic structure for a new foot bridge.



IRREGULAR RIGHT OF WAY - INDIANA AVENUE



SURPLUS CANAL CROSSINGS



CONCLUSION

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

NOTE

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MAP 13 WESTPOINTE CORRIDOR

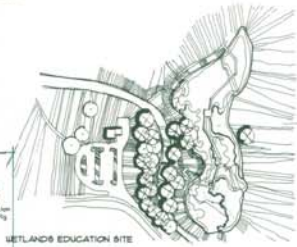
INTRODUCTION

The Westpointe Corridor connects a proposed Lake State Wildlife Education Center to the Jordan River Parkway and provides a corridor parallel to I-29 and creates an entry for adjacent residential neighborhoods.



WETLANDS EDUCATION SITE

This is the site of the old ATV park, it is an excellent wildlife education site as well as an area for interpretive education. The park is divided into two open space corridors, the wetlands and wetlands corridors. The name of Lake Division of Wildlife Resources is presently investigating the site as a wildlife education park, site visit should be pursued by the city to strengthen the open space system.



I-29 NORTH

I-29 North is the connection point to the Westpointe Corridor and especially to the Jordan River Parkway. The Westpointe Corridor provides a link along the right-of-way for the road to allow for greater access and trails to assure a connection to the Jordan River.

JORDAN RIVER PARKWAY

The Jordan River Parkway Master Plan calls for a link to the Westpointe Corridor for trails, open space, recreation, and scenic views along the river. These improvements are consistent with the policies of the open space plan.



I-29

Coordination between DOT should allow for a path along I-29, a cut and excavated landscaping would make the area more aesthetically pleasing by creating a buffer between residential and I-29.

REDWOOD ROAD CROSSINGS

See major improvements on Redwood Road for open space parking by developing signage and landscaping to increase aesthetics of the open space system.

COMMERCIAL PROPERTY

Future development of commercial property should allow for development of open space residential and commercial areas.

RESIDENTIAL



CONCLUSION

1. Provide development of the Jordan River Parkway.
2. Provide the improvements along the Jordan River Parkway.
3. Develop the corridor along I-29 to include improvements of the Jordan River Parkway as an entry to the corridor.
4. Provide the corridor by enhancing the landscape along Redwood Road.
5. Develop Wetlands Park Site to include corridor connections.
6. Utilize the corridor to provide a buffer between commercial and residential development near Jordan River.

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



MAP 14 NORTHWEST CORRIDOR

INTRODUCTION

The Northwest Corridor provides a pedestrian/bicyclist connection between the historic and the modern. It is a corridor of one thousand feet, a distance that is significant in the context of the city's history and the future of the city.

2300 NORTH RIGHT OF WAY

In order to utilize the road system as an Open Space serving the city, it is necessary to provide a right-of-way that is a minimum of one thousand feet. The width of the right-of-way should be expanded to one mile or the other to allow space for trails, storm drainage, wetland areas and other uses. At 2300 North the weather station is located to address the connection from the highway to the sidewalk.

PODDIED WETLAND

TRAIL



2300 NORTH

EXPANDED RIGHT-OF-WAY



JORDAN RIVER PARKWAY
As the backbone of the city's Open Space the Jordan River Parkway is essential in providing the connection from the urban, historic and natural environments. In this corridor the river makes the transition from the 2300 North segment to the Jordan River Education Site. If developed properly the segment of the corridor between them is a visual and educational amenity.

WETLANDS EDUCATION SITE

This parcel of property is a large state owned segment of the Jordan River Parkway and was developed as an Off Road Recreational Park. It presents the best available site for the Jordan River Education Site. The land is now under administration as a wetlands education facility. The right of way should contain the property as Open Space and create and maintain a connection to the city on I-10 and Redwood Road. It also is an essential connection for the Northwest Corridor and the Jordan River Education Site. It is the Jordan River and the water treatment plant on 2300 North. The city should encourage the state to develop and expand the Open Space Resource.

REFINERY BUFFER AREA

The large open tract of land between Redwood Road and the refinery north of 2300 North makes it the investigation as to its present status. This property would make an excellent investigation site as well as enhancing the city gateway.

2300 NORTH

The right of way along 2300 North should be expanded to suit the north and the south side. The city should consider the location of an industrial area and for the connection from the highway to the sidewalk to continue. The expansion of 2300 North from Redwood Road to I-10 not only will help serve the airport but will help the proper development of the right of way and address the connection from the Jordan River Parkway to 2300 North. This will connect the open space wetlands of the water treatment facility with the I-10 gateway and the Jordan River.

WASTE WATER TREATMENT PLANT

The wastewater treatment plant has a large area of wetlands observation and water purification ponds. Treatable water from the plant is introduced through the ponds and is applied over the landscape area off of I-10 and the Back Street program. The site of the plant has created natural areas for wildlife observation and water treatment at the city's north entrance. Connecting the water should receive further support from the city as well as the water being used for other amenity purposes.

I-10 NORTH GATEWAY

I-10 at 2300 North is a major gateway to Salt Lake City from the north by the Northwest Corridor. The gate should be widened and should be improved to create a buffer between the freeway and the industrial area of North Salt Lake. This area should be protected as a gateway area for natural education projects. This would include parking for the transit. The city should provide the area as an Open Space priority.

FRONTAGE ROAD EAST

The frontage road east of I-10 is an excellent place to cross under I-10 and continue the corridor to the historic area. An 8' wide utility the frontage road is highly elevated and has excellent potential for trails, storm drainage and amenity corridors. The buffers should be planted of a native variety to screen the industrial area from I-10.

FRONTAGE ROAD WEST

The frontage road on the west side of I-10 serves as an excellent noise barrier between the city and the Jordan River Parkway. The road should be covered with a native variety of plants. I-10. This area should be planted with native trees and shrubs to screen the industrial area from I-10. By closing the road the visual quality of the corridor is enhanced and a new light program is developed.

800 WEST

The entrance route to the east side of I-10 is on the 800 West property. From 800 West the trail route would follow 1000 North to 800 West and over the freeway joining the frontage road on the east side of the freeway.

FRONTAGE ROAD TO 800 NORTH

The corridor should connect to 800 North under I-10 and follow 800 West to 800 North across the Jordan River Parkway.



800 NORTH

The corridor will proceed east on 800 North to 1000 West and connect to Sand Springs Park, Guadalupe Park and a new natural crossing of the Jordan River area between the trail again along 2300 North. The path of the trail and the design of the entrance would allow for both visual and functional screen improvements.



NOTE

The open space connection corridor or trail route described in this map is intended to be conceptual and illustrative of the general corridor opportunity. It is not intended to be a final design. Any actual trail or amenity corridor should be developed in consultation with the city and the Jordan River Education Site. The city should encourage the state to develop and expand the Open Space Resource.

CONCLUSION

1. Coordinate the development of the corridor with the Jordan River Education Site.
2. Coordinate the expansion and expansion of the 2300 North right of way.
3. Close the frontage road along I-10 which currently serves Redwood Park.
4. As development occurs along the trail and amenity corridor the trail should be developed.
5. As development occurs on the north side of 800 North a 10' wide and additional open space should be provided.

MAP 15
BAILEY'S LAKE

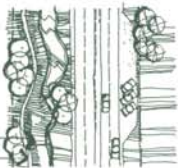
INTRODUCTION

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

TO ANTELOPE ISLAND

ROAD SYSTEM RIGHT OF WAY

Expand the rights of way of future road systems to allow for large areas of open lands, adding green and trails during road construction.



MODIFIED WETLAND
 TRAIL

EXPANDED RIGHT-OF-WAY



SECTION - 1000 FEET

FUTURE DEVELOPMENT

FUTURE DEVELOPMENT

BAILEY'S LAKE

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

NOTE:

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

EXISTING CANALS

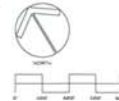
The existing canals in the Bailey's Lake area allow for open space and trail systems to connect the area with other corridors.

TRANSVALLEY CORRIDOR CONNECTION (WETLANDS SECTION)



SECTION - SURPLUS CANAL

INTERNATIONAL CENTER



CONCLUSION

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

