

6 Parks, Trails and Recreation

The North Salt Lake Directions General Plan update contemplates the level of service provided by parks and recreation amenities available to residents. This section will review existing conditions and identify amenities that meet and exceed current demand as well as those recreational facilities or activities that are underserved. Recommendations will be presented to address recreational deficiencies.

Recreation Need

The 2005 Parks, Trails, And Recreation Master Plan and Study included a thorough analysis of recreation need. Standards and levels of service established by the National Recreation & Parks Association (NRPA) are discussed with an analysis of where NSL stands relative to NRPA standards. Community needs were assessed through meetings with City Parks and Recreation staff, the Parks and Recreation Advisory Board, a public workshop and survey. The following summary categorizes level of service provided by existing facilities (2005) for the then current population of NSL (2005).

Exceeds Demand:	Golf
Meets Demand:	Skateboarding, rollerblading, bicycling (mountain), sledding, outdoor recreation (hiking, backpacking), recreation and access to natural areas (including existing areas that may not be protected)



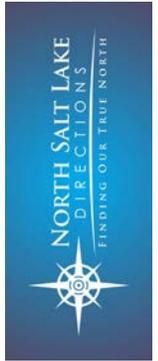
- Beneath Demand:** Walking/jogging (paved paths, trails), dog parks, football, baseball, softball, basketball (outdoor, indoor), volleyball (outdoor, indoor), swimming (lap, play pool, diving), wrestling, tennis, rollerblading (paths), bicycling (road), cross-country skiing, snowshoeing, camping, archery, amphitheater
- Unknown Demand:** BMX, natural areas, fishing, Frisbee golf, ice skating
- Little Demand:** Weight training, fitness classes
- Demand for Facilities Outside City Limits:** Hunting, equestrian, boating, canoeing, motorized recreation (ATV's, motorcycles, snowmobiles)

In a recent public workshop held March 29, 2011 many of the participants expressed concern about the lack of athletic fields available within the City for youth programs. It was expressed that a great number of families travel considerable distances each week to play soccer, baseball, and football in neighboring municipalities. Safe on-street cycling routes were also a point of concern expressed by residents in the workshop.

Recommendations

PARKS:

Since the Parks, Trails, and Recreation Master Plan and Study was adopted in 2005, two additional parks have been added to the City's collection of park land: the Foxboro Regional Park (13 acres) and the Wild Rose Trailhead Park (1.5 acres). Phase 1 of the Tunnel Springs Park (formerly East Bench Park-) has also been completed. The following is an updated list of recommended park projects:



Foxboro South Park	1.1 acres
Foxboro North Mini Park (Plat 11)	0.44 acres
City Hall Park	0.69 acres
Hatch Park Expansion	4.66 acres
Complete Tunnel Springs Park/open space	24.0 acres
<u>Spring Hill Geological Park</u>	<u>19.0 acres</u>
Total:	53.89 acres

Like trails, future locations for parks were contemplated in conjunction with the design charrettes. The expansion of Hatch Park was discussed. Such an expansion would significantly increase the efficiency of the existing facility and provide a unique opportunity to satisfy some of the demand for additional active sports venues currently lacking within the City. Also, the expansion of this park provides a unique tool that could have the effect of revitalizing the neighborhood and Town Center area through re-development of currently under-utilized residential properties.

City officials also discussed the concept of designing a civic plaza or public gathering area in conjunction with the expansion of Hatch Park on the vacant northwest corner parcel adjacent to City Hall. This would be an excellent location for an urban plaza with a small seating and outdoor entertainment area. A formal outdoor civic space does not currently exist in North Salt Lake. Moving forward, such an important civic amenity would be a fine addition to the other planned improvements in the Town Center area.

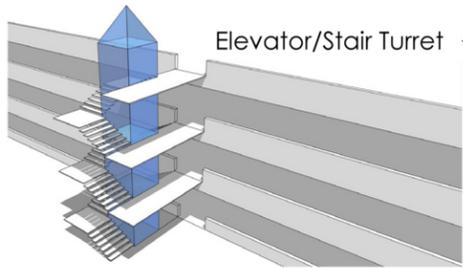
Fig PR.1: Orchard Illustrative Plan

Orchard Center Illustrative Plan



Urban Splash Plaza

NSL Civic Plaza



Elevator/Stair Turret

NSL City Hall

Office Building

U-Turn Ellipse with Diverging Diamond Transit Station

Parking Structure Entrance/Exit

Grand Staircase

Retail/Office Building with Rooftop Plaza

ADA Accessibility Ramps

Stairs

Retail/Office Buildings

Center Street

Existing Gas Station

Stairs to Lower Terrace

Lower Terrace Storefronts (2 Stories)

At-Grade Storefronts (1story)

Orchard Lanes (existing buildings integrated into revised architectural massing when possible)

Parking Structure Entrance/Exit

Reflecting Pool

Sidewalk Cafe/On-Street Dining

Solar Plaza (using solar panels as paving material)

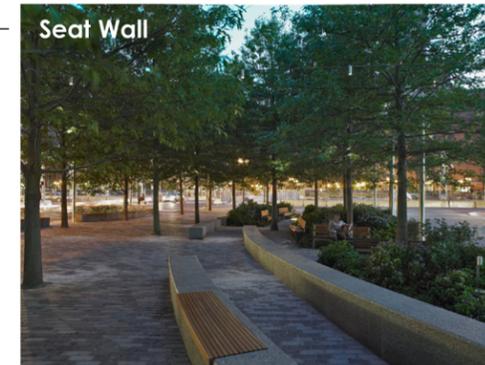


Orchard

NSL Directions Plaza

Benches Placed to Maximize Views

Seat Wall



Pedestrian Mall





A potential linear park was discussed on the vacant parcel that runs perpendicular to Main Street at approximately 225 North. This linear park would extend eastward from Main and terminate at the historic Bamberger rail corridor, providing an opportunity for passive recreational activities (see Fig PR.2: Pedestrian Mobility).

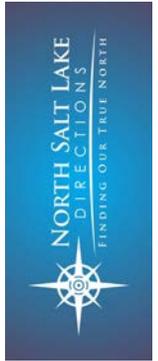
The City has also made progress on some of the planned parks since the adoption of the 2005 plan. First, the City has completed construction on Phase 1 (approximately 9 acres) of the Tunnel Springs Park. This park is located on the high bench in the south part of the City east of the Lakeview gravel pits. This park will include a parking lot, a large pavilion, a full-sized play field, a playground area, tennis courts, restrooms, various paths and trails and a parking lot trailhead for the Bonneville Shoreline Trail.

Second, the City has completed an initial design for the Foxboro South mini park. This park is located at the northeast corner of Chatham and Ashford Drives and is approximately 1.1 acres in size. The City has also allocated funds for the first phase of construction in its 2013 budget.

Finally, the City has planned an open space park located both on the Springhill landslide area (approximately 4 acres) and on property that the City owns east of the slide area (approximately 15 acres). The City obtained two grants from the Federal Emergency Management Agency to complete the Springhill landslide portion of the park and planning and design for the entire property is expected to begin by the start of 2013.

TRAILS:

Since the 2005 adoption of the existing Parks, Trails and Recreation Master Plan, many trails have been completed. The addition of Legacy Parkway Trail and the Jordan River Parkway Trail has significantly improved the walking/jogging opportunities in the western portions of the City. This 2.8 mile stretch of new paved trails has nearly doubled the amount that existed previously. The Wild Rose Trail also represents significant improvement to resident's access of natural opens space and increases the amount of primitive trails available within the City by 2.9 miles. The City also completed an additional 1½ miles of looped trails in the upper foothills as an addition to the Wild Rose Trail segments in 2012. A ½ mile trail was also completed along the hillside of the Eaglewood Village project



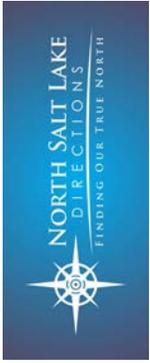
that connects the lower and upper portions of the project. Finally, a Jordan River trail segment running south from I-215 in North Salt Lake and into Salt Lake County known as the “Chevron Mile” was also completed in 2011.

Despite these recent additions trail deficiencies still exist in the City. North Salt Lake is nearly built out and little has changed in the past 6 years to drastically impact the amount of remaining vacant developable land. However, opportunities remain to significantly augment the amount of trails. The 2005 Parks, Trails, and Recreation Master Plan and Study identified six potential trail projects (page 24). Those recommended projects were:

Hwy 89 Trail	1.0 miles
Center Street Trail	2.3 miles
Bonneville Shoreline Trail	0.7 miles
Hwy 89 Parkway Extension Trail	0.5 miles
Redwood Road Trail	2.4 miles
Springhill Geologic Trail	1.0 miles
1100 North Trail	1.2 miles
<u>Commuter Rail Trail</u>	<u>2.8 miles</u>
Total:	9.7 miles

Of those trails, approximately ¾ of a mile of the Center Street Trail has been completed and small portions of the Redwood Road Trail have also been installed in coordination with development activities since 2005. The City has also recently constructed a small portion of the Bonneville Shoreline trail at the Tunnel Springs Park (formerly East Bench Park).

During the North Salt Lake Directions General Plan design charrettes held on July 6th 2011 for the town center area and July 11th 2011 for the Redwood Road area, a variety of new potential trail facilities were identified. In the town center area the following concepts were discussed: the Eaglewood Village trail, reclaiming the historic Bamberger rail alignment as a pedestrian and bicycle trail (0.3 miles), reconfiguring the streetscape along Hwy 89 in the town center vicinity to maximize pedestrian use (0.8 miles), creating a new trail that connects Eagle Ridge Drive to Odell Lane running parallel and east of Hwy 89 (0.5 miles).



Providing Recreational Opportunities

Recreation is a significant factor in how people measure their quality of life. The ability of a city to provide their citizens with adequate parks, trails and recreational opportunities is critical. Communities that enjoy an abundance of quality recreational amenities tend to be cohesive in nature and possess a strong sense of place. North Salt Lake is a City that has a unique opportunity to provide recreational access to very diverse ecosystems; from the foothills of the Wasatch Mountains to the wetlands of the Jordan River corridor and Great Salt Lake. The quantity and quality of parks, trails and recreation in the City should reflect the specific needs of current and future residents. North Salt Lake has the opportunity to establish a high quality recreational system for their citizens.

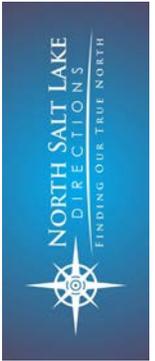
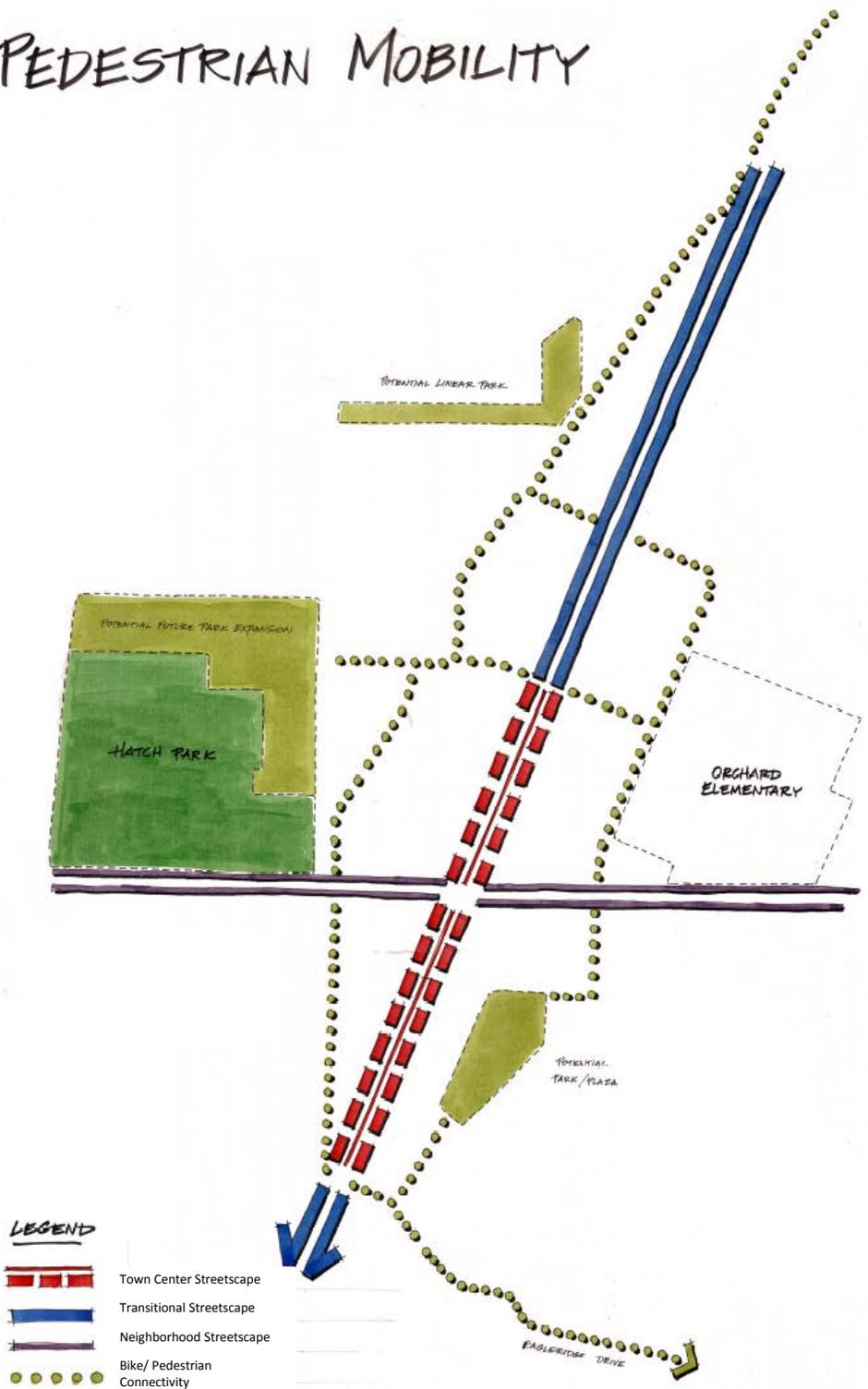


Fig PR.2: Pedestrian Mobility

PEDESTRIAN MOBILITY





Goals and Policies

This section of the General Plan describes the parks, trails and recreation goals and objectives that guide decision making within North Salt Lake consistent with the City’s vision. These goals are:

- Protect existing parks, trails and recreation facilities and improve future recreational opportunities for all citizens.
- Promote a walkable and bike-able community.
- Encourage sustainable practices within the North Salt Lake parks, trails and recreation system.
- Develop strategies to diversify parks, trails and recreation funding sources.
- Improve the level of service for recreational amenities that are beneath existing demand.

Goal PR-1

Protect existing parks, trails and recreation facilities, and improve future recreational opportunities for all citizens.

Policies:

PR-1.1 ***Build parks, recreational facilities to implement the Parks, Trails and Recreation Master Plan and support City recreation programs.*** The following parks should be planned and constructed to meet the recreational needs of North Salt Lake’s current and future residents:

Foxboro South Park	1.1 acres
Foxboro North Mini Park (Plat 11)	0.44 acres
City Hall Park	0.69 acres
Hatch Park Expansion	4.66 acres
Complete Tunnel Springs Park/open space	24.0 acres
Springhill Geological Park	19.0 acres

PR-1.2 ***Build trails to implement the Parks, Trails and Recreation Master Plan.*** The following trails should be planned and constructed in order to meet the trail needs of North Salt Lake’s current and future residents:



Redwood Road Trail	2.0 miles
Bicycle Flow Trails	as needed
Additional foothill loop trails	3.0 miles
Town Center Trails and Paths	1.6 miles
Completion of Center Street Trail	1.5 miles
Springhill Geologic Trail	1.0 miles
1100 North Trail	1.2 miles

PR- 1.3 ***Protect/enhance existing recreation facilities.*** Continue to maintain existing recreation facilities at a high level and apply resources to enhance/improve facilities that are gentrifying and/or falling into disrepair. Whenever possible, upgrade existing recreational resources to ensure that facilities remain relevant with user demand and changes in demographics.

PR-1.4 ***Expand Hatch Park.*** Perform a detailed planning study for the area around Hatch Park. The study should include a feasibility analysis of expanding Hatch Park’s boundaries to Main Street and 150 North, a comprehensive pedestrian circulation and pathway system, and possible land use scenarios for the re-use of properties around Hatch Park and the Town Center neighborhoods. This study should also explore the creative use of transfer of development rights (TDR) systems in order to incentivize redevelopment of properties near and adjacent to the Park.

PR-1.5 ***Identify a suitable location for a civic plaza.*** Explore an ideal location for a civic plaza. City officials have discussed the concept of designing a plaza or civic gathering area in conjunction with the expansion of Hatch Park or perhaps on the vacant parcel on the corner near City Hall. A formal outdoor civic space does not currently exist in North Salt Lake. This type of civic facility would be a fine addition to the recreational amenities available to citizens.

PR-1.6 ***Vacant lots or under-utilized parcels in residential areas.*** Discuss opportunities with landowners for the City to purchase strategically located vacant and under-utilized parcels for passive recreation parks and trails. When making purchase decisions priority should be given to parcels that would provide increased connectivity to trail systems and/or expand contiguous use of existing city recreation facilities. Vacant parcels are also good candidates for neighborhood



pocket parks if the size of the parcel is large enough to ensure efficient maintenance over time (see Figure PR.3).

PR-1.7 The City will endeavor to create more trail connections between upper trails and urban neighborhoods.

PR-1.8 *Equal geographic distribution of recreation areas within the City.* Analyze the City for geographic voids in recreational coverage. Distribution of facilities should reflect proximity to residences. Future recreational amenities should be scaled and located to maximize use by the highest number of residents. North Salt Lake should strive to establish balanced distribution across the City. See Figure PR.4.

Goal PR-2

Promote a walkable and bike-able community.

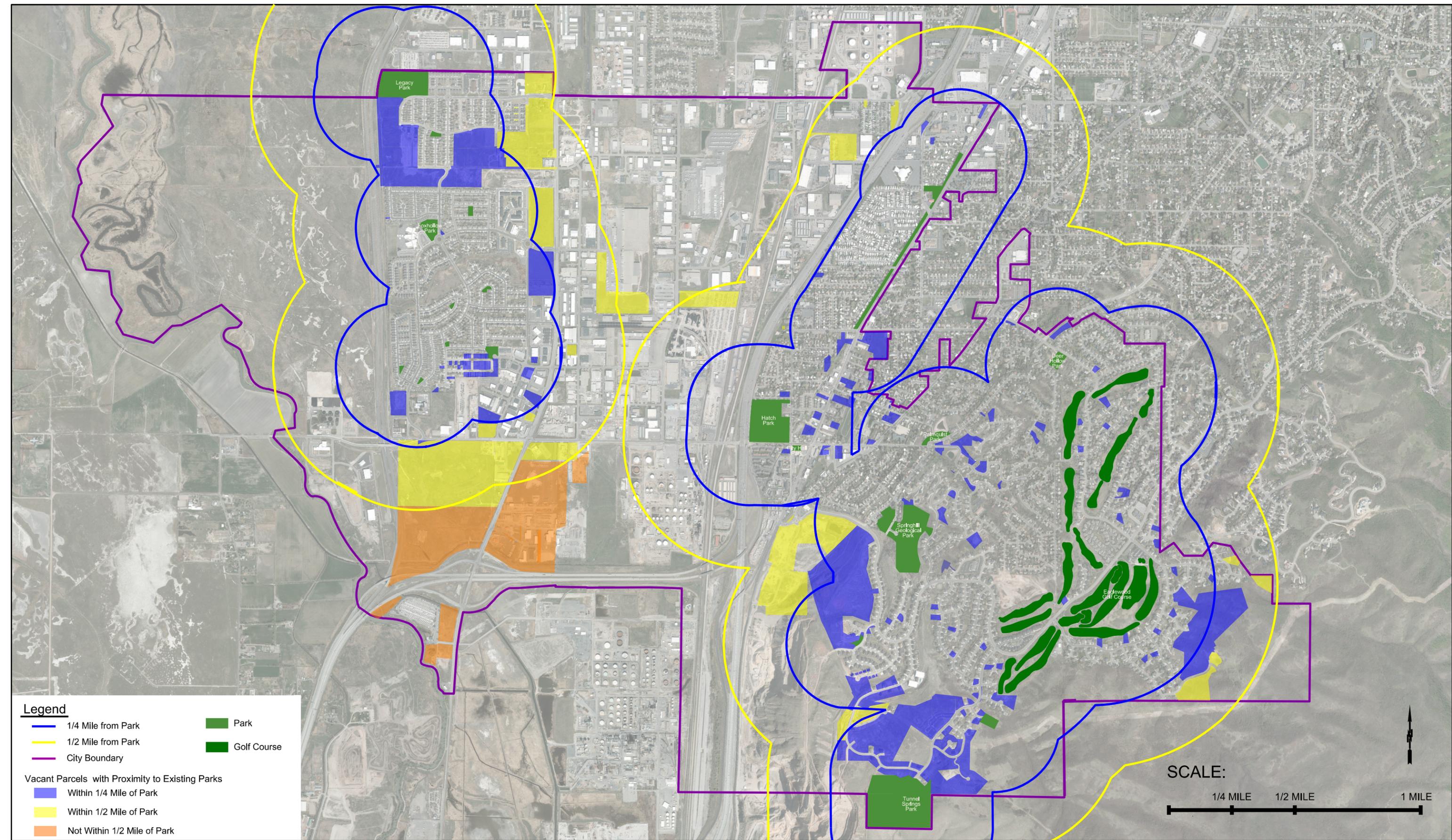
Policies:

PR-2.1 *Expand the city-wide bicycle/pedestrian system.* Analyze sidewalks, trails and bicycle connections throughout the City to ensure that pedestrian mobility and bicycle access to strategic destinations is maximized. Identified voids and obstacles in the system should become a high priority to be addressed by the City. In the Town Center, pedestrian connectivity should meet the highest design considerations as this will likely become a critical pedestrian destination. (See Figure PR.5).

Figure PR.3: Vacant/ Under-utilized Parcels with Potential for Parks/ Open Space

Figure PR.4: Proximity to Existing Parks

Figure PR.5: Recommended Bike and Pedestrian Trails



Legend

- 1/4 Mile from Park
- 1/2 Mile from Park
- City Boundary
- Park
- Golf Course

Vacant Parcels with Proximity to Existing Parks

- Within 1/4 Mile of Park
- Within 1/2 Mile of Park
- Not Within 1/2 Mile of Park

SCALE:

1/4 MILE 1/2 MILE 1 MILE

FIGURE PR.3: VACANT-UNDERUTILIZED PARCELS WITH POTENTIAL FOR PARKS-OPEN SPACE
MAY 2013

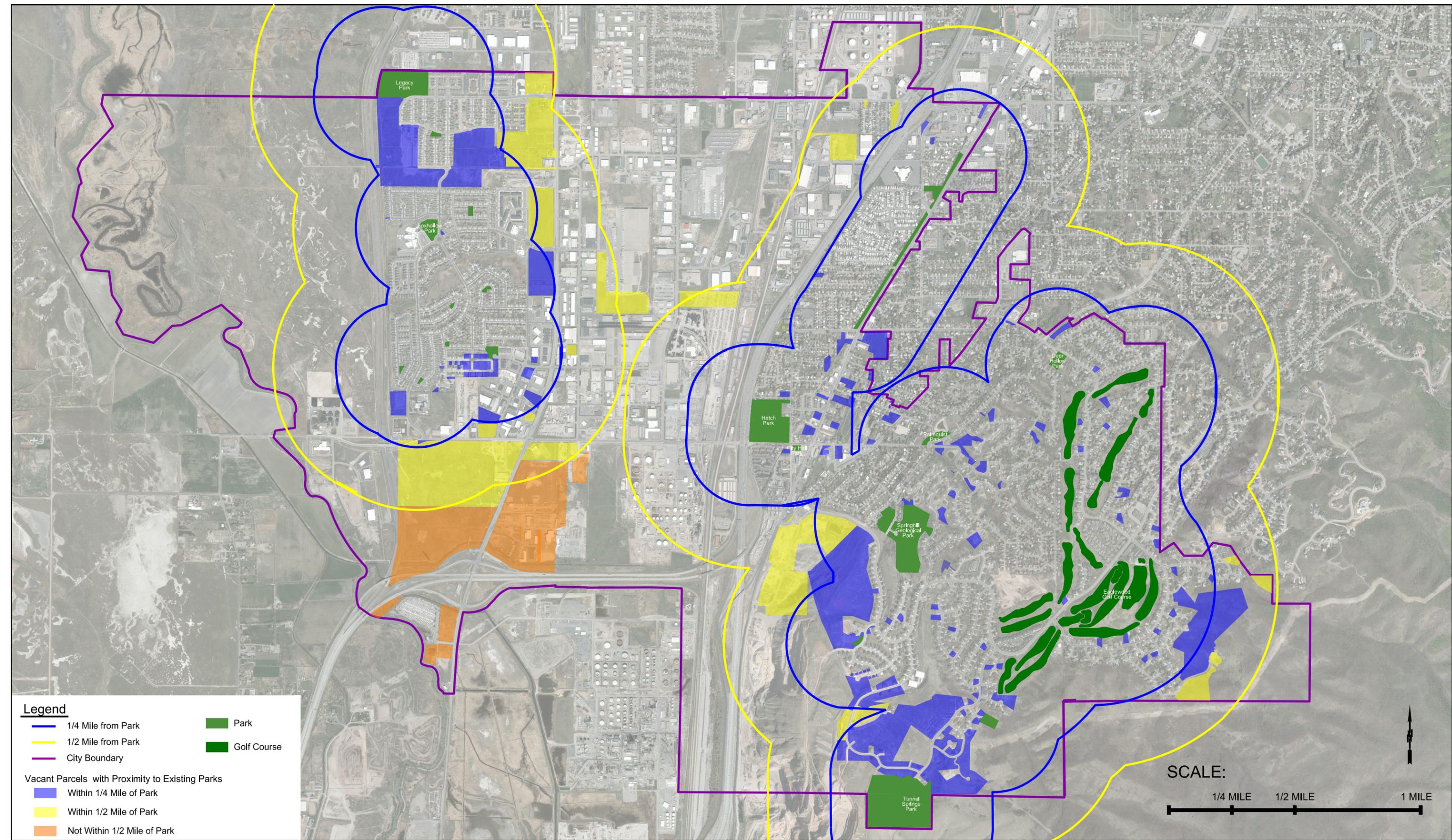


FIGURE PR.4: PROXIMITY TO EXISTING PARKS
MAY 21, 2013

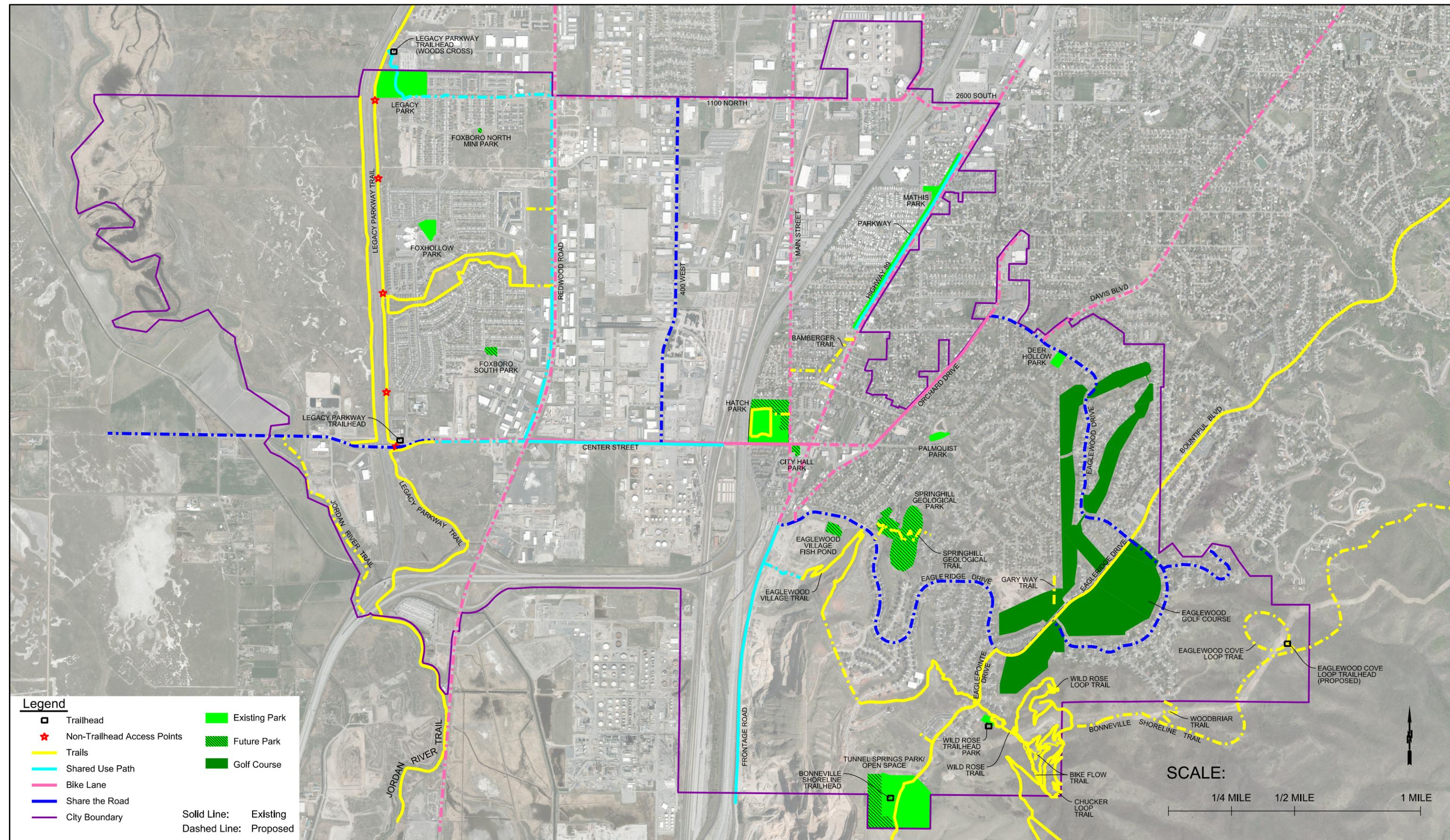
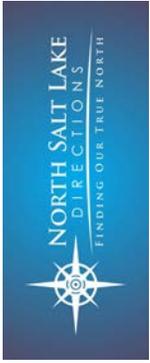


FIGURE PR.5: RECOMMENDED BIKE & PEDESTRIAN TRAILS
MAY 2013



- PR-2.2 ***Maximize connectivity to regional trail facilities.*** North Salt Lake has done a good job in providing access to the Jordan River Parkway regional trail. The City should create and maintain a Bonneville Shoreline Trail that meets the standards set by the regional BST committee. North Salt Lake should also participate in regional trail committees and projects to tie regional projects together (Davis County Trails group, Bonneville Shoreline Trail group, Jordan River Parkway foundation, and Salt Lake County trails groups).
- PR-2.3 ***Re-establish historic connections.*** Growth has disrupted pedestrian opportunities that were historically available to the citizens of North Salt Lake. After the Bamberger rail corridor was abandoned, several sections were sold or claimed by occupancy. The strategic relationship of this historic rail alignment with the Town Center offers a unique opportunity to provide pedestrian access in this area. North Salt Lake should investigate the ability to purchase sections of the corridor that are not currently occupied by structures and those that have a high probability of providing significant pedestrian access to the Town Center.
- PR-2.4 ***Improve streetscapes to enhance the pedestrian experience.*** The existing condition of many streets in the city does not encourage high level of pedestrian use. Focus should be paid to the public realm of City streets to provide an adequate pedestrian habitat. Streetscapes along busy streets should be configured to shield pedestrians from traffic by a landscaped park strip with street trees. Sidewalks in predominantly non-residential areas should be wide enough to accommodate side-by-side walking. Refer to the Transportation chapter for additional recommendations related to enhanced pedestrian facilities.
- PR-2.5 ***Promote trail safety and awareness.*** Mark trails uniformly to help pedestrians know where they are in relation to their destination. Trail and sidewalk use should be segregated by speed. Slow modes should not be required to share the same facility with faster modes (Bikes on streets or in separately designated areas within the facility only). Focus on pedestrian safety at road crossings.
- PR-2.6 ***Encourage diverse modes to use appropriate facilities.*** Support motorized trail use and training at the OHV Park



southwest of the City’s boundaries. Discourage motorized vehicle access and use in the foothills within the City boundary due to the lack of space and compatibility challenges with residences. This can be accomplished by strategic placement of large boulders and signage prohibiting vehicular use. Equestrian use should be discouraged in the foothills due to compatibility issues. Encourage use of the Jordan River as a “water trail” for water craft and fishing enthusiasts.

Goal PR-3

Encourage sustainable practices within the North Salt Lake parks, trails and recreation system.

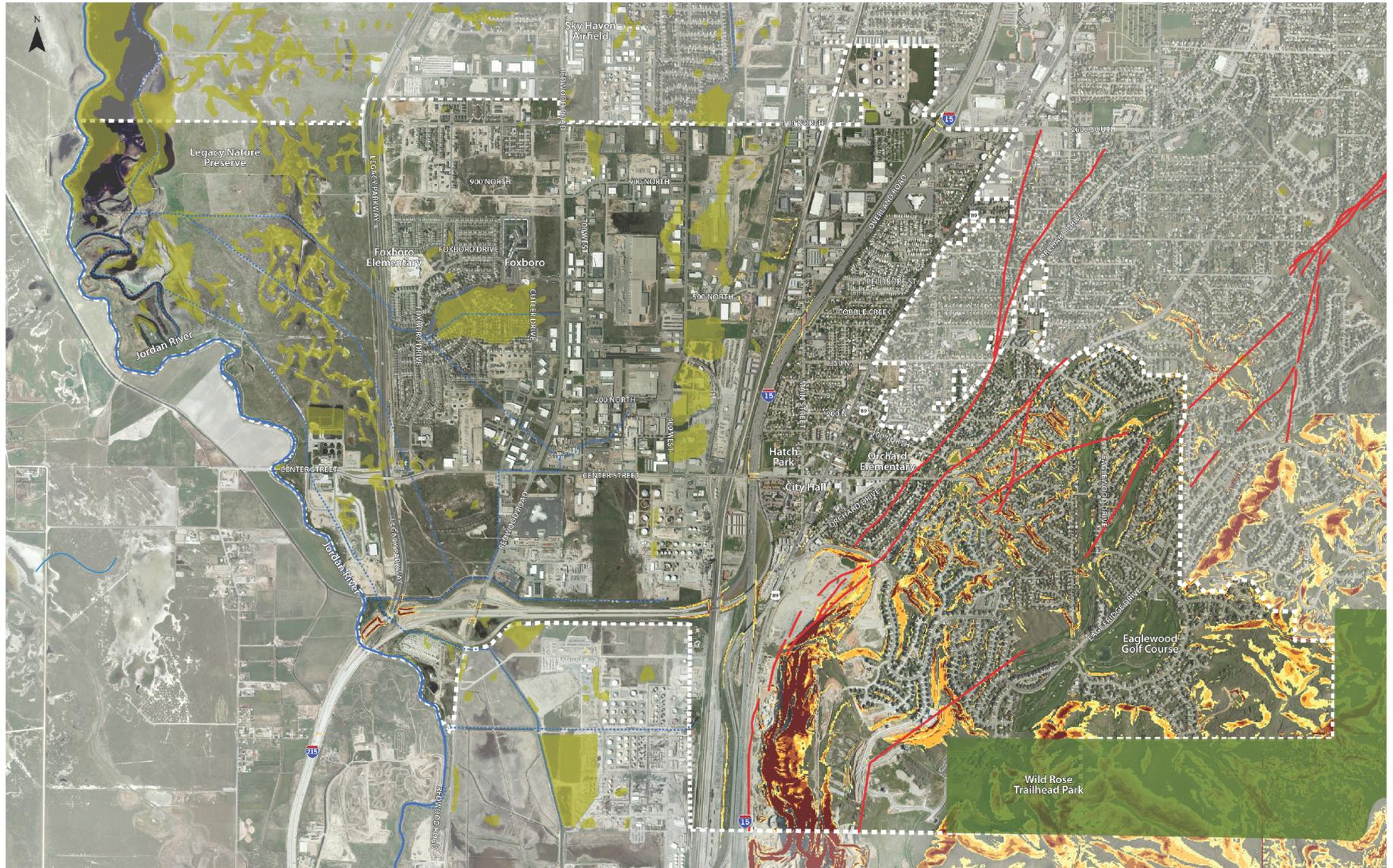
Policies:

PR-3.1 ***Water-wise landscaping ordinances.*** Prepare landscape guidelines and ordinance language that requires drought tolerant plant material that is well adapted to the unique climate and soil conditions that exists in Utah. Establish area percentage maximums for turf grass and other water-loving plant species. Encourage use of native plant species and the responsible use of diverse types of inorganic groundcover.

PR-3.2 ***Non-auto transportation opportunities.*** Increasing mobility options in North Salt Lake will encourage residents to reduce their automobile dependence. Particular emphasis has been placed on improving pedestrian connectivity to the Town Center and other key community amenities by enhancing streetscapes and creating new urban trails. Bicycle lanes along US-89, Center Street, and Redwood Road will support the growing cyclist demand. Extension of bus-rapid transit along US-89 will provide residents with additional mode options. Exploring non-auto transportation opportunities will improve quality of life for residents of North Salt Lake City.

Figure PR.6: Environmental Constraints

May 21, 2013



Environmental Constraints

Fault Lines
Rivers
Streams



Wetlands
Forest Service Boundary



Slope

25-30%	Light yellow box
30-35%	Yellow-orange box
35-40%	Orange box
40-100%	Dark red box



Fig PR.6: Environmental Constraints

Goal PR-4

Develop strategies to diversify parks, trails and recreation funding sources.

Policies:

- PR-4.1 ***Parks and recreation land requirements from developers.*** Continue to require developers to include park/recreation land in their development or contribute to their construction through impact fees.
- PR-4.2 ***Impact fees.*** Adjust park impact fees as needed to build projects in growing area of the City
- PR-4.3 ***Explore additional funding mechanisms.*** Seek additional municipal funding sources through bonding or taxation of existing residences and businesses to upgrade recreation facilities for citizens. Seek additional funding from alternative sources – grants, matching funds, private donations, etc.
- PR-4.4 ***Nexus to economic development.*** Look for opportunities to take advantage of the synergistic relationship between recreational demand of citizens and private enterprise.

Goal PR-5

Improve the level of service for recreational amenities that are beneath existing demand.

Policies:

- PR-5.1 ***Improve and/or provide facilities to improve the level of service for the following recreational activities.*** Walking/jogging (paved paths, trails), dog parks, football, baseball, softball, basketball (outdoor, indoor), volleyball



(outdoor, indoor), swimming (lap, play pool, diving), wrestling, tennis, rollerblading (paths), bicycling (road), cross-country skiing, snowshoeing, camping, archery, amphitheater.

PR-5.2 The City will perform an inventory and analysis of its existing parks, trails and open spaces with the objective of identifying and enhancing opportunities for increased levels of service. For example, the City will examine the possibilities of dual use of storm water detention areas for parks or other passive recreation opportunities.

PR-5.3 The City will commit to a program of identifying and maintaining an acceptable level of maintenance for the Legacy Highway trails systems (east and west trails) so that these trail systems may remain viable, useful and safe regional facilities.