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Thank you
Rose Park Elementary
Northwest Recreation Center
Jordan River Commission
Envision Utah
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“Any river is really the summation of the whole valley. To think of it as nothing but water is to ignore the greater part.”

-Hal Borlan
Westside Studio

The Westside Studio brings together the College of Architecture + Planning at the University of Utah with University Neighborhood Partners, NeighborWorks, the City of Salt Lake, local residents, and other stakeholders to identify assets in Westside neighborhoods, develop proposals for building upon these assets, and work towards implementing the proposals through collaborative envisioning, advocating, and demonstrating with the goal of enhancing the vitality and vibrancy of Westside communities. Current studio work includes developing a greenway network that strengthens the relationship of the river and the city and ties destinations meaningfully together.

Neighborhood festivals, surveys, and brainstorming conversations have helped guide our ideas to put forth a future framework for the neighborhoods surrounding the Jordan River. It is through this community outreach we hope to transform the Jordan River from a line of division to a network center of community activity, enjoyment, and interaction.

The recommendations found in this document incorporate public participation efforts, as well as ideas from the study team itself. Our emphasis focuses on two components of development in the study area—the strengthening of greenway connections between residents, commercial areas, and community centers; and the implementation of a vision for a vibrant community center at the Fisher Mansion, along with two connection corridors that improve accessibility between Westside communities and downtown.

Throughout the following pages we attempt to embrace the many assets of the neighborhood today and build upon them to establish a legacy for future generations.
History

The Jordan River, a 50-mile north flowing waterway, was first settled upon in 1847 by early Mormon pioneers. This river provided water for settlers in an arid climate and irrigation for farmlands. The Jordan River was revered as the Salt Lake Valley’s major asset and was even used to ferry granite slabs north to the construction site of the LDS Temple in the 1850s and 1860s.

As local population increased, industry developed near the river, and it became a polluted dumping ground for slaughterhouses, industrial sites, and uranium mill tailings. The health of the Jordan River deteriorated further as it was dredged, dammed, and canaled through the 1950s and 1960s. In just one hundred years the once-prized river became an ignored and abused resource in the heart of the city. In 1973 the Utah State Legislature formed the Provo-Jordan River Authority to begin reversing the damages inflicted on this waterway. The Authority focused on enhancing natural elements, improving water quality, and creating greenspaces. The river’s health has continued to improve over the years, and the Jordan River is once again becoming a protected community asset.

Images used with permission from the Utah State Historical Society, all rights reserved.
Sources:
Salt Lake City Westside Master Plan
Salt Lake City Euclid Master Plan Draft
The Jordan River winds its way through neighborhoods in western Salt Lake City, and also played an important role in their development. One of the oldest neighborhoods in our study area, the Euclid neighborhood, developed in the late 1800s after industrial sites emerged along downtown’s western edge. Developers thought that this area would become the center for industrial activity, and workers would want to live near their houses. The neighborhood was envisioned as a working class neighborhood; numerous subdivisions were platted, and plans were proposed for the construction of model communities for factory workers. The economy soon shifted and the planned industrial workers’ neighborhood never fully developed. Neighborhoods like Rose Park, Poplar Grove and Fairpark were marketed in the 1940s and 50s as a result of the population increase after WWII. These neighborhoods offered reasonably priced homes with larger plots than older Salt Lake City neighborhoods; as a result the City’s first suburbs were born.

Today, these communities still reflect their rich history and cultural diversity, as residential communities where people can live and work close to downtown. Although the river and riverfront are now sites for recreation and preservation efforts, the full potential of the river is unrealized.

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Study Area

**Study Area Context**

The Westside Greenways North study area includes a 5-mile stretch of the Jordan River. The Jordan River is on the Northeastern side of the Salt Lake Valley, and flows from Utah Lake to the Great Salt Lake.
The boundaries of our study area are Interstate 15 on the east, Interstate 80 on the south, Interstate 215 on the west and the city limits on the north (2300 North).
Timeline

Our study team developed a collaborative vision for a comprehensive greenway network by combining information that was gathered through exploring the study area, conducting community based research, and analyzing technical elements of neighborhood function. The timeline below shows a step-by-step outline of our process.
Community Outreach

Opportunities for the Jordan River Greenway Network to benefit the neighborhoods of northwest Salt Lake City start with understanding how residents feel about their community, what assets they value, and what changes they would like to see.

Community Festivals and Surveys

The study team partnered with NeighborWorks of Salt Lake City to share booth space at two annual community events: the Rose Park Festival at Rose Park Elementary and North West River Fest at the Northwest Community Center. Comments were gathered through written surveys, dialogue with residents, and a mapping exercise.

At the Rose Park Festival an aerial map of the subject area was provided to help evoke conversations and ideas, and study team members asked those who approached the booth to complete a written survey. At the North West River Fest, the community engagement process was modified to include a related activity for children and a brief mapping exercise to augment the written survey. Children were invited to draw on large white banners to illustrate what they enjoyed or thought about the Jordan River. In addition, adults and teens were asked to place stickers on aerial maps to reflect the neighborhoods in which they lived as well as the places in their community they valued most.
Survey and Map Analysis
The following findings reflect the most common themes and responses received at both the Rose Park Festival and the North West River Fest.

Proximity of Residents to the Jordan River

- **72%** of residents that responded to our survey live east of Redwood Road within the study area.
- **19%** of the responses were from residents that live west of Redwood Road within the study area.
- **9%** of survey responses were received from people who live outside the study area.

What Do You Like Best About Your Neighborhood?

- **42%** Recreation
- **17%** Commercial Centers
- **21%** Parks/Open Space
- **9%** Schools
- **11%** Close to Family

For more information about this project please visit the Westside Studio’s University of Utah webpage at:

http://plan.utah.edu/research-projects/westside-studio
Where Do You Access the River?

What Activities Do You Enjoy While at the River?

Walking/Jogging  Biking  Watching Wildlife

What Would You Like the Jordan River to Offer in the Future?

• Family oriented activities and spaces.
• Development that preserves the small-scale, primarily residential character of the neighborhood.
• Small-scale commercial development such as eateries and ice cream shops.
• More recreation opportunity along the river—canoe and bike rentals.
• Improved trail signs and markings.
• More clean ups of the Jordan River.

Community Outreach Conclusions

• Members of the community use the Jordan River Parkway as an alternate transportation route.
• The area includes many long-time residents. Their history and connections to the Jordan River differ from those of the newer and younger generations.
• Multi generational use of the greenway is widespread.
• The community enjoys the open space and parks that are available throughout the community.
• The commercial spaces throughout the area offer more to the community than just places for business transactions, they also serve as a gathering space.
• Findings may not represent the diversity of opinions within the community since they were from a self-selected group of people that are already engaged in neighborhood activities.
Technical Analysis

Using techniques and strategies from the book *Urban Design Reclaimed*, our team conducted four different community-based analyses to better understand how the community functions and identify areas where design interventions and improvements are needed most. Using the mix analysis, centers analysis, connections analysis, and proximity analysis, we identified neighborhood centers and services and examined the accessibility and connectivity between these facilities and the community. Next, we combined information from our individual analysis to look for areas of information that overlapped, and brainstormed design possibilities that weave together a network of varied services, functions, economic activities, recreation, and preservation.

**Key Locations**

The mix analysis is the integration and diversity of land uses within a specified area. In addition to identifying the type of use and quantifying them, a mix analysis also identifies spatial relationships. Using a mix analysis is helpful to diversifying land-use and creating strategies for greater social, economic, environmental, and efficient community development. In short, the purpose of a mix analysis is to evaluate land-use diversity in a neighborhood and propose design interventions that will support and enhance a healthy mix within a neighborhood.

By conducting a mix analysis along the Jordan River from 200 South to approximately 2200 North, several opportunities for improvement were identified. Four main recommendations were made: Re-imagining parking lots on nonresidential parcels in residential areas, creating a focal point for redevelopment by anchoring key intersections in areas dominated by commercial use and parking, developing unused or neglected parcels, and diversifying housing and infill through policies and incentives.

Source:
Proximity Analysis

Our proximity analysis is an evaluation of distances between where people live and what they need in order to propose design interventions that increase desirable proximities and facilitate integration of the Jordan River Greenway network. Proximity analysis was performed using schools, libraries, community centers, bus transit stops, greenway intersections, and existing commercial nodes.

The findings suggest that several neighborhoods within the subject area are underserved with regard to commercial, civic, and recreation facilities, particularly the areas around I-15 at 600 North and the West Pointe community on the city’s northern boundary. Finding underserved areas was not unexpected, but the concentration of services and activities around the area of Redwood Road between 400 and 1000 North was somewhat surprising. Transit stops, commercial uses, open space, greenway access, and public facilities are highly concentrated along this portion of the Redwood Road corridor.

The proximity of the immediate neighborhoods to the Jordan River Greenway access points was unexpected. After traveling on the greenway by bicycle, very few access points were apparent. However, when a proximity analysis of ¼-mile radius was applied, the greenway exhibits ample access points for pedestrians and cyclists from the immediately adjacent residential areas.

Despite good news about resident’s proximity to the Jordan River Greenway, the quality of the connections within those proximities remains unclear. Field visits along the parkway suggest that access between major intersections is almost hidden. The analysis assumes access from the residential areas to the greenway, but does not begin to evaluate the greenway as an alternative transportation corridor, or as a means of connecting residents with other areas of their community.
Community Centers Analysis

Creating centers for neighborhoods is an important part of uniting communities both physically and socially. A community center is a public space that is easily accessible to all and can successfully draw people together. The Westside neighborhoods in close proximity with the Jordan River have some already excellent community centers. These places offer an anchor for neighborhoods as a place to socialize, but they also have unique purposes of their own and offer services to the community. The three community centers highlighted in this analysis are the Northwest Recreation Center, the Day Riverside Library, and the Gateway Mall. These three areas are successful hubs of activity.

The Day Riverside Library is a well-used community center along the banks of the Jordan River, offering a knowledge-based gathering point. The Northwest Recreation Center borders the river and helps to serve the community with recreation options. The third community center is the Gateway Mall, which provides shopping and services within a short distance from our study area. Identifying already thriving centers is easier than creating them from anonymity. Even as emerging centers begin to receive attention, continuing to emphasize existing centers and highlight their river access potential will ensure higher success. These plans can be used to build stronger connections to and awareness of the Jordan River.
Connections Analysis
Connections between people and things are central to healthy and vibrant communities. Our study team gathered information about existing places in the community where residents enjoy spending their time. This analysis explores how connected the main activity spaces are to each other and their surrounding neighborhoods. The purpose of this analysis is to identify areas where design interventions to improve connectivity will be the most effective. The research aims to better understand how areas that already have a high level of community use can improve relationships and connections to the Jordan River. This analysis focuses on three scales of connection:

1. Finding regional level connections
   Determining points at which the community activity spaces and surrounding neighborhoods connect to regional routes. Neighborhoods benefit from being connected to the larger area or district of which they are a part.

2. Connectivity challenges within the areas immediately surrounding neighborhood centers
   Outlining a five-minute walking radius around each cluster of locations, and analyzing the routes they contain. Connectivity in these areas is especially important in determining how accessible these spaces are to residents from adjacent locations.

3. Identify clusters of activity spaces that should ideally be connected to each other to form a mutually reinforcing network.

Clusters of activity spaces, regional routes, and Jordan River access points emerged in three areas: The Day-Riverside Library, the North Temple Corridor, and Fisher Mansion. The clusters were analyzed further to identify locations within the areas lacking connectivity. These include cul-de-sacs, large blocks, dead ends, and areas that lack convenient accessibility to neighborhood services.

Connections Analysis findings are as follows:

- This area already has a very tight network. It might be more beneficial to expand on the success of existing facilities and improve the connections between them rather than focusing on new development.

- Even small design features such as over-water bridges in more areas would provide solutions to a lot of connectivity problems concerning river access.

- In future planning, attention should be focused on both sides of the river. One side could be the existing bike and jogging path, and the other side could be more leisurely, with benches and areas for wildlife observation.
Values, Assets, and Opportunities

Based on technical analyses and community oriented engagement conducted, several themes emerged. The community’s values and assets became more clear, and opportunities for enhancing community assets became apparent.

Values

Through our surveys and community outreach programs, we were able to identify some values cherished by neighborhood residents:

- **Family** - Family oriented activities and spaces
- **Community** - Community centers and social gathering places
- **Nature** - Wildlife viewing opportunities
- **Preservation** - Open space near the Jordan River

It is important to embrace the values of the people living in the community. Responding to basic values and needs of the community will help maximize use of the Jordan River Parkway and add to the success of

Assets

Westside neighborhoods have many wonderful elements that can strengthen the connection between the Jordan River and the surrounding areas. Based on our technical analyses successful centers, connections, and proximities have been identified in the community:

- Services and activities are provided by the Northwest Recreation Center, the Day Riverside Library, and many neighborhood parks.
- Most areas near the Jordan River are well served in regard to bus stops, groceries and commercial nodes.
- The proximity of the immediate areas to Jordan River access points are ample for pedestrians and cyclists.
- The development of the North Temple Grand Boulevard will soon draw more people to the area and to the North Temple river access point.
Opportunities
Although there are many assets to identify in the areas surrounding the Jordan River, there are also several areas that offer opportunities for growth and redesign. Some areas, including our focus area, have challenges associated with their redevelopment. These are some of the foreseen obstacles and opportunities identified:

• The 600 North corridor is underutilized, but provides ample opportunities for commercial growth.

• North Temple reconstruction hurts local businesses short term, though in the future the new boulevard will become a major asset.

• The Jordan River Parkway is not connected along the river between 200 South, and North Temple—the Union Pacific Railroad tracks run through that area.

• Abandoned lots and buildings in the area could be redeveloped as to commercial nodes.

• This area could become more pedestrian and cyclist friendly.

• The Jordan River is extremely close to downtown, Gateway Mall, and the Intermodal Hub. improving their connections could stimulate activity and provide more options for residents to obtain goods and services.
CHAPTER

The purpose of this plan is to develop concepts for an integrated greenway network that strengthen the relationship of the Jordan River to the city and ties destinations within the northwest section of Salt Lake City meaningfully together. The goal of the network is to highlight existing and emerging community assets and provide access and connectivity on a regional, community, and local level. The study team combined commonly used planning research methods with public opinion and community leader feedback to shape a plan that will enhance existing resources by integrating the Jordan River more fully and intentionally into the community’s daily activities.

The process began with the identification of community assets; the physical, natural, economic, social, cultural, and ecological components of the community that are generally valued by area residents.

The study team started with the identification and mapping of physical resources such as schools, libraries, recreation facilities, parks, businesses, and public facilities. These resources were examined to better understand how the community utilized them and to consider their potential to link the community with the Jordan River. The study team investigated the quality of the connections between community resources and found that both adjacencies and intersections already exist between the community and the Jordan River, but that they appear incidental or insignificant. A study of the distance between residential areas and community assets showed great proximities to facilities, parks, and recreational opportunities. As with the connections analysis, the proximity of residential areas to the Jordan River was extant, but not fully recognized. Finally, the study team investigated the current mix of land uses in the area to develop a sense of the amount and location of underutilized property in relation to the Jordan River.

All of the technical analysis suggested that as the community conducted its daily activities in the neighborhoods, residents came in contact with the Jordan River on a fairly regular basis, but did not truly connect with it in a meaningful way or see its value within the broader community.

With various technical analyses, the study team set out to explore assumptions and findings along side the opinions of local residents. Much of what was shared at community events echoed the findings from the technical analyses, but there was important feedback that the study team did not anticipate. Knowledge of the Jordan River was high, but just as high was the sense of disconnection from it.

Public recreation facilities and parks were the most commonly cited resources in the community, but the fact that all of these facilities are immediately adjacent to or within visual proximity of the Jordan River was rarely mentioned. The river and its Greenway appear to be incidental rather than an integral part of important community assets. In addition, the study team received feedback from community partners, such as NeighborWorks, that underscored comments received by local residents.

Once the comments and technical analysis were complete, a clear picture of the area’s most important resources emerged.
Public facilities were repeatedly cited by residents as important resources, with the Northwest Recreation Center and the Day-Riverside Park and Library at the top of the list. Other parks and open space, were also high on the list of community assets. The commercial area along North Temple was a draw to many residents who rely on the area for daily goods and services. In addition, residents utilized the shared use path as an alternative mode of transportation to move through the community from one point to another. The designated and preferred bike lanes and routes are not as commonly used by area residents because of connectivity issues.

In addition to the existing network elements, the study team identified several emerging resources in the area based on plans from Salt Lake City Corporation that are currently being executed or are in the end-planning stages. These emerging assets include neighborhood commercial nodes throughout the study area, Gateway Mall, the SLC Intermodal Hub, Fisher Mansion, City Creek Trail along Folsom Avenue, and the Salt Lake Regional Athletic Complex.
The greater 200 South area is the subject of additional investigation within this study and is described in greater detail in a later section of this plan. Some recommendations, however, specific to its success as a regional Greenway network access point are:

- Adequate parking facilities in a shared arrangement with adjacent land uses or as dedicated spaces for the Greenway system.
- Completion of the light rail stop at North Temple near the State Fairgrounds.
- Completion of bus route access to this area.
- Completion of the Jordan River shared use trail between North Temple and I-80.

The concepts for a Greenway network presented here are based on data gathering and community input, which guided the study team's investigation of the broader greenway network. The team has identified opportunities in three networks that function in tandem; a network made up of nested networks that benefit local residents, the city at large, as well as the region.

The regional network connections on the Jordan River within the study area are based, in part, on access to the Jordan River via automobile or mass transit. This concept assumes the user lives outside the city and/or study area and is exploring the linear network of the Jordan River Parkway itself or the Parkway within the larger, regional trail network. It assumes the user is traveling by automobile or mass transit and is not likely to access local amenities between regional access points. The two regional access points highlighted in the study are the greater 200 South area and Salt Lake Regional Athletic Complex. Both points are in the...
planning or early implementation phase, which allows for greater consideration in designating them as regional greenway access points.

While the 200 South area is discussed in detail later, the Salt Lake Regional Athletic Complex at the northern boundary of the study area creates another opportunity for a regional greenway connection. Currently planned with several soccer and baseball fields, schematic designs show an improved Jordan River trail along the east side of the river and a small parking area adjacent to Redwood Road at 1900 North.

Examples of trailhead signs appropriate for linking the athletic complex with the broader Jordan River Greenway Network.

Recommendations that could enhance this site in terms of its connectivity to the Regional Jordan River Greenway Network include:

• Linking the west parking area to an improved Jordan River shared use trail along west side of river to augment the trail along the east side.

• Providing trailhead signage at the main complex access point on the west and improving linkage to the Legacy Parkway Trail to the north and Jordan River Parkway to the south.

• Consider year-round uses when soccer and ball fields are not being used: an “improved” trail system within the complex could accommodate snowshoeing or cross-country skiing in a way that could encourage winter use of the Jordan River Parkway. This could provide users with a unique experience of the riparian habitat during the winter months.

Trailhead Signs image source: www.greaternorthernlehigh.com
Community Network

The community greenway network that connects residents to the Jordan River within the study area is based, in part, on access to the Jordan River via automobile, mass transit, bicycle, or on foot. This concept assumes the user lives within the city and/or study area and is exploring the linear network of the Jordan River Parkway itself or using it as an alternative mode of transportation to move from one point to another within the community. It assumes the user is traveling on the network by bicycle, on foot, or via non-motorized watercraft and is likely to access local amenities outside the greenway corridor along the way. There are many community network points within the study area that are compatible with this concept of community network: the Northwest Recreation Center, the Day-Riverside Library, Riverside Park, and the river intersections at 500 North, 700 North, 1000 North, and 1900 North.
In addition to enhancing the community network points with physical improvements, signage and programmatic improvements should connect the community to the river in a more meaningful way.

**Multigenerational Space**

Increase multi-generational use of greenway network with senior fitness & activity site.

**Education**

Potential for public education instruction and exploration to enhance a sense of ownership and appreciation for environmental protection, habitat diversity, and water quality.

**Recreation**

Possible watercraft launch site or location for watercraft instruction.

**Signs**

Consistent and adequate signage to remind residents and visitors of the greenway resource.

**Recommendations**

- Increased and consistent signage that indicates the traveler is entering the Jordan River Greenway area.
- Road signs augmented with bus sign advertisements. The Cottonwood Canyons have the ski buses, why not have Jordan River Greenway signs on buses that travel through or near the greenway?
- Programmatic enhancements for local public school students—similar to Kennecott or The Stream Team at Westminster College. Nine of eleven public schools within the study area are reasonable walking distance from the river—½ mile or less.

Image Sources:
- Upper right: www.silverplanet.com
- Upper left: www.canoeadventure.net
- Lower right: http://extension.usu.edu
- Lower left: www.ABC4.com
- www.midtowngreenway.org
- http://www.littletennessee.org/
Neighborhood Network

The neighborhood network that connects the community to the Jordan River within the study area is based, in part, on access to the Jordan River via bicycle or on foot. The concept assumes the user lives within the study area and is exploring a portion of the linear Jordan River Parkway trail or using the trail as an alternate transportation corridor to move from one residential neighborhood to another or from a residential area to a nearby neighborhood commercial center.
Current signage along the Jordan River Greenway is inadequate to inform residents and visitors about the greenway in general and how or where to access it. Existing signage is inconsistent or damaged, failing to provide basic information or the sense of a larger unified greenway network.

Many of the current neighborhood greenway access points are uninviting, inadequate, and poorly marked. They could be improved to provide both directional information and pride-of-place.

Recommendations to make the neighborhood network connections more meaningful include:

• Unified signage that would provide directional information, but also pride-of-place and a sense of unity for the adjacent neighborhoods.

• Enhanced neighborhood access points. Currently, access points from adjacent neighborhoods to the Jordan River Greenway are less than inviting and could be redesigned and improved to reinforce neighborhood values.
Westside Greenways Track & Trail
2TRACK, City Creek Rail Trail, and Fisher Mansion

As a subsequent project to the integrated greenway network, a second, more specific area was chosen as a focus site to help unify the neighborhood, the river, and the region. The decision to target the 200 South area reflects results of our community outreach efforts as well as thoughtful assessment by study team members. Our focus area stretches from The Gateway Mall, westward to the Jordan River and has 3 unique parts—The 2TRACK, City Creek Rail Trail, and Fisher Mansion—that are integrated to better tie the River to the city. We kept the following goals in mind while formulating design recommendations for our area of focus:

- Provide strong, vibrant connections between the Jordan River and Downtown, and links for the neighborhoods in between.
- Increase economic development opportunities by reusing the vacant buildings within brownfields areas and attracting local businesses.
- Improve safety and accessibility for pedestrians and bicyclists between Gateway Mall and the Westside communities.
- Highlight the Jordan River and its recreational opportunities for the community as well as preserving sections for wildlife and greenspace.
- Envision Fisher Mansion as a signature neighborhood center that provides a public space where people can improve their relationship with the river and their surroundings.

Focus Area Map

Small symbols for each of the three components of our focus area will be located on the bottom corner of the Westside Greenway signs. Greenway trail symbols will provide recognizable images that become associated with our track and trail routes, as well as enhance identity for Westside communities.
Emerging Opportunities
The 2TRACK and City Creek Rail Trail have the ability to serve the Westside community with a connection to downtown, and link the river to the region at the Intermodal Hub.

There are sites within this area that offer vacant land close to downtown, that possess possibility for higher density housing and mixed-use development. Some of this land is owned by the Redevelopment Agency, and another site is owned by NeighborWorks.

Many aspects of this area have played a significant role in the history of Salt Lake City. Pursuing a Historic District designation in this area would be useful. A Historic District designation has the potential to open up different funding options, assist in preservation efforts, and showcase the area’s important contributions to our city.

The focus area is adjacent to the North Temple Grand Boulevard project, which could increase incentive for improvements and revitalization.

Our vision brings the ultimate goal of connecting the gap in the Jordan River Trail within reach. By partnering with Questar and continuing efforts to work with Union Pacific, finishing the trail along the Jordan River could be accomplished in the future.

Future Vision
• A walkable riverside neighborhood that can be enjoyed locally and regionally.
• A area that’s known for easy bicycle and pedestrian access.
• A neighborhood node that celebrates arts and culture with live music and festivals.
• Highlighting the Fisher Mansion and its history by reinstating a brewery/restaurant atmosphere and historic gallery of Albert Fisher.
• An area that is rich in the original history of the Salt Lake Valley.

An area that is pedestrian and bicycle friendly.

Salt Lake City People’s Market.

Having the increasingly popular downtown gallery stroll continue west for “art under the bridge,” could be another way to showcase the individual artists in this community.
2TRACK

The 2TRACK is a bicycle greenway that increases accessibility and safety for bicyclists between downtown, Westside communities, and the Jordan River.

200 South Bicycle Greenway
Salt Lake City Mayor Ralph Becker has proposed a bicycle greenway running along 200 South between the University of Utah and the downtown business district. This proposed plan will be implemented in stages, starting with paint and signage in the middle of the road indicating the bikeway. The later stages will include curbs, landscaping, and pedestrian walkways. Because a proposal for it is in place for the east portion of 200 South, the incentive is in place to extend the bicycle greenway westward from the Gateway Mall to the Jordan River. The bicycle greenway would also improve bicycle travel between the eastern foothills of the Salt Lake Valley and the Jordan River.

Why 2TRACK?
The idea of 2TRACK comes from combining 200 South and bicycle track.

Did you know you’re only 7 blocks from the Jordan River?

Intermodal Hub/Gateway Education
The bicycle greenway also intersects with the TRAX line downtown and near Gateway, which would attract visitors from other locations throughout the region to downtown and the Jordan River. Education is helpful in the Jordan River’s plan for success. The Gateway Mall and the Intermodal Hub experience a lot of pedestrian activity. By creating kiosks at these two locations, as well as at the Fisher Mansion, we can further educate people about the assets of the Jordan River. The kiosks will include history about the Jordan River and surrounding area, as well as brochure-style maps of the Parkway and its access points.

2TRACK

Rendering illustrates phase one of the 200 South bicycle greenway. Image courtesy of www.slc.gov.

Signs
Creating signs for the 200 South bicycle greenway, and naming it 2TRACK, will help ensure that the area has a unique signature that people will become familiar with. Adding signs that give visual cues about the river and the bicycle greenway, will improve way-finding for people in the vicinity and increase awareness of the Jordan River.
Phasing this project will be important to ensure its success. Working on one step at a time will help alleviate the pressure for a lot of immediate funding.

**Phase 1**
Painted bicycle highway running in the middle of 200 South from Gateway to the Fisher Mansion.

**Phase 2**
Place 2TRACK signs along 200 South as well as the other signage about the City Creek Rail Trail and the Fisher Mansion.

**Phase 3**
Place kiosks at Gateway Mall, the Intermodal Hub and Fisher Mansion. These kiosks could be placed anywhere else too: downtown, Eastside, etc.

**Phase 4**
Set up bicycle rental facilities at Gateway, the Intermodal Hub and Fisher Mansion.

The Deqiundre Cut is an urban non-motorized recreational trail. The below-street level path was a former rail line before being turned into a greenway. Now, a 20-foot-wide paved pathway runs the length of the greenway with separate lanes for pedestrian and bicycle traffic. While, technically, it is more a greenway than a freeway, there are entrance and exit ramps, and multiple lanes separated by yellow lines. In addition, a portion of the corridor has been reserved for future public transit.

*Read more about this project in the Success Stories section under Detroit Riverfront, page 38.*
City Creek Rail Trail

The City Creek Rail Trail will provide a non-motorized connection between Downtown, the Westside community, and the neighborhoods in between. There are two different options for alignment of the Rail Trail:

**Option 1**
The Rail Trail will connect the future Public Market to the Gateway, and then continue west on South Temple following the old Western Pacific Rail Line along Folsom Avenue, extending to the Jordan River. From there, the trail will continue south where it will meet with 2TRACK at the Fisher Mansion.

**Option 2**
The second option for trail alignment would still connect the future public market to the Gateway, and then the trial would continue south on 200 South (parallel to the 2TRACK). The trail separates from the 2TRACK and continues North on 900 west where it would then travel South along Folsom Avenue. From there, the trail would keep the same alignment as option one.

Why City Creek Rail Trail?
The old Western Pacific rail line used to run along Folsom Avenue. It was later sold to Union Pacific who, through an agreement, abandoned the rail line to Salt Lake City.

Storm runoff from City Creek is also buried in a culvert under the old rail line. By naming the trail “City Creek Rail Trail” we bring awareness to the history of the area and also our water system.

The “Rails to Trails” movement is also gaining support in their mission to create a nationwide network of trails from former rail lines and connecting corridors to build healthier places for healthier people. Another popular rail trail is Utah’s Coalville Union Pacific Rail Trail, which has won awards from Rails to Trails, and is popular among local Bicyclists.
Folsom Avenue

The Rail Trail includes a unique opportunity to bring City Creek to the surface along Folsom Avenue. Using money from storm water fees, the city is funding a storm drain system from the end of the existing culvert located at approximately 800 West and conveying the storm runoff safely west to the Jordan River.

The waterway on Folsom Avenue is an ideal location to add educational design elements to the Greenway Network. This could be done with a WaterWise demonstration garden, native vegetation, as well as informative signs identifying native plant life. To help facilitate a better understanding of our valuable waterways, information about City Creek could be detailed on a plaque along the historic creekhead alignment.

Education on the historical significance of the area could also be displayed along Folsom Avenue. City Creek, the Jordan River, railroads, industry, and the Euclid Neighborhood all have important ties to the early development of Salt Lake City.

Trail Features

- Separate bike and pedestrian lanes
- Greenway signs with Rail Trail logo
- Educational signs and informative plaques
- Benches and sitting areas
- Overhead pedestrian lighting
- Lower path lighting
- Open green areas along the trail

The restored urban waterway and riparian area along Folsom Avenue would encourage revitalization of existing housing and commercial areas, and also increase the potential for new mixed use development. The existing buildings along Folsom Avenue between 900 and 1000 west, reflect promising possibilities for a neighborhood commercial node in the center of the Westside’s Euclid neighborhood. Continuing the positive relationship between government entities and existing businesses will enable working together to devise and implement design strategies, policies, and funding models to attract local business to the area.

Thornton Place, a mixed use development in North Seattle, does more than provide a rain garden; it also combined the need for stormwater management with the public’s desire to daylight Thornton Creek, which had been covered during construction of a nearby shopping mall. The creek now runs through the public part of the project.

*Read more about this project in the Success Stories section under Walnut Creek, page 32

Source: http://www.scn.org/tca/
The Fisher Mansion not has potential to be a lively neighborhood center, but it also has the potential to become a regional hub. The Mansion is in a location that provides easy and convenient access to the Greenway Network through a variety of transportation systems. With thoughtful planning techniques and innovative design, Fisher Mansion has the available space and assets to offer numerous recreational, educational, outdoor, and cultural activities and amenities. The Fisher Mansion, located on 1206 West and 200 South is situated adjacent to the Jordan River. The illustration shown below is an example of proposed activities and future uses of the Fisher Mansion.
Our vision for the Fisher Mansion will be carried out over a process of three planning phases:

**Phase 1:** Start small, with the development of a modest outdoor recreational access point for canoeing, biking and other outdoor activities that utilize the Jordan River trail and waterway. Improvements to the Carriage House to make it available for a rental service that supplies canoes and other outdoor recreation equipment. Having a rental facility on site can help stimulate use of the Jordan River, the greenway network trails, and the Fisher Mansion. As usage of the rental facility increases, it could also encourage further renovation and development of the site.

**Phase 2:** As activity on the site takes root, finding creative ways to stimulate the use of Fisher Mansion will begin a perpetual flow of increased uses and opportunities. Increased use will lead to construction of more permanent features, like a small restaurant, or souvenir shop, designed to attract a wide range of people. As use increases the Mansion site will transition into a community and regional hub.

**Phase 3:** As the Mansion becomes well known within the community and the region, other business will be attracted to the Mansion. In this phase, renovation of the Mansion will begin as it undergoes the transition to a vibrant center with the ability to offer cultural festivals, art exhibits, office space, special event rental, and museum and education space.

With a well-defined vision, Fisher Mansion will attract a wide range of users from surrounding areas, using existing assets. New opportunities will begin to emerge as the area is redeveloped.

The rendering above shows an example of the carriage house as an outdoor hub for boat and bicycle rentals.

CASE STUDY

Confluence Park, located in the heart of downtown Denver, Colorado, is a flourishing example riverfront design. This park, at the convergence of the Platte River and Cherry Creek, is now the home of a whitewater kayak/raft run and boat rental facility. This area is highly utilized by avid outdoors people and highlights the river as a community center. Canoe and kayak launches with inviting design elements facilitate interaction with the river while also providing flood control.

*Read more about this project in the Success Stories section under South Platte River, page 36.*
Introduction

Waterfront revitalization projects in four cities—Raleigh, North Carolina, Rahway, New Jersey, Denver, Colorado, and Detroit Michigan—offer Salt Lake City compelling and enduring examples which successfully showcase urban waterways as centerpieces of urban redevelopment efforts, critical links in greenspace corridors, and thriving community activity areas.

We hope the following success stories will spark innovative ideas and inspiration for the future vision of Westside Greenways North.

Walnut Creek Urban Wetland Educational Park

The Walnut Creek Urban Wetland Educational Park comprises 49 acres within a larger wetland and greenway network in Raleigh, North Carolina. The Educational Park is part of a master plan developed in 2002 to restore the wetlands.

Project Goals:

• Improve water quality of the Neuse River.
• Be a demonstration area for the value of wetlands.
• Improve the health of wildlife habitat.
• Beautify an area near downtown Raleigh.
• Provide educational and recreational opportunities for southeast Raleigh—a historically underserved population.
• Provide a connection to the larger Raleigh Greenway System (54 miles of trails).
• Increase the quality of life and enhance property values in the economically depressed neighborhoods surrounding the park site.

For more information about the Walnut Creek Urban Wetland, visit their website at www.greenwayfoundation.org.
Planning Process
Planning for the Urban Wetland Educational Park began in 1998 as a grassroots effort to address declining neighborhoods in southeast Raleigh. Partners for Environmental Justice (PEJ), the organization advocating for the educational park, was formed to promote development and quality of life in southeast Raleigh. PEJ engaged graduate students in the College of Design at North Carolina State University to create a vision for the park over several years as part of a required studio course. These organizations secured the involvement of various community members and organizations to investigate educational and recreational opportunities of the wetlands and adjacent areas.

Three public workshops were held over a six-month period to gather information from targeted audiences such as children, teachers, disabled individuals and advocates, area residents, and environmental organizations. Meetings included mapping exercises, needs assessments, brainstorming of possible facilities, and consideration of educational programming and outreach opportunities. The planning and implementation process resulted in a Design Program and Schematic Master Plan. The Design Program defines the park user groups and the facilities or settings that would be needed to support their various activities. In addition, the Design Program outlines the educational program requirements for the park.

On September 29, 2008, phase one of the Walnut Creek Urban Educational Park opened to the public. A 2003 bond initiative raised $1.2M for the construction of a 7,000 square foot education center that houses classrooms, offices, a laboratory, and display space. Educational Park facilities include learning gardens, wetland study stations, wildlife viewing areas, an amphitheater, day-camp areas, special project areas, and an extensive trail system that connects to the larger Raleigh Greenway network.

TAKE AWAY IDEAS
- Through grassroots efforts, local communities, activists and stakeholders can be a major driving force in moving projects forward.
- One of the strongest elements of the Urban Wetland Educational Park Plan is a mix of permanent and temporary or moveable elements within the park to accommodate changes in educational programs, as well as seasonal changes. This approach seems well suited for the Jordan River Parkway, and may foster use of the corridor throughout the year.
- The vision for the Urban Wetland Educational Park was carried out by graduate students who worked to secure involvement from various community members and organizations.
Rahway River and Greenway

The Rahway River winds its way through 24 miles of rural and urban land in New Jersey. Segments of the river were heavily polluted from neglect and industrial use. The river was also lacking a greenway to connect people, protect natural environments, control flooding, and attract tourism. For this reason the graduate studio students of Planning and Public Policy at Rutgers University began the process of developing a vision for the Rahway River.

Project Goals

The studio identified several goals:

- Improve connectivity through improved way-finding and signage.
- Naturalize water channels and improve water quality.
- Repair the river’s riparian edge.
- Exploit underutilized land to provide new public access.
- Use the greenway as part of an economic development strategy.
- Promote environmental responsibility through greenway construction and design materials.
- Accommodate both pedestrian and bicyclist access.
- Protect existing open space through national historic designation where possible.
- Complement the emerging East Coast Greenway where feasible.

For more information about the Rahway River Greenway, visit http://www.rahamayriver.org/images/RRAGreenwayPlan.pdf
Planning Process
A team of students, local residents, and community partners gathered information in specific areas to understand how to achieve their goals. Their planning process was separated into four phases:

The River and Watershed
Phase one identified existing conditions within the Rahway River watershed, including open space, ecological resources, historical and archaeological sites, contamination, land uses, transportation, flooding, and public access. Outlining the various challenges and constraints which existed prior to the creation and implementation of a comprehensive greenway for the Rahway River were also included in this phase.

Recommendations
Phase two focused on the design and policy suggestions needed for the creation, implementation and maintenance of the greenway. It also contained strategies for maintaining a healthy watershed, including water quality protection and land preservation, improved biodiversity, open space connectivity, economic development opportunities, public access opportunities, and cultural landscape preservation.

Greenway Case Studies
Four sites were chosen along the river and detailed designs were made for each site. The designs included illustrative examples and provided solutions for issues affecting the connectivity of existing open space. The designs also provided solutions for the construction of public facilities, and restoring public access points along the river.

Financing Sources
The last phase highlighted potential funding sources that could be explored for the creation, implementation and future maintenance of the greenway.

TAKE AWAY IDEAS
- Demonstrates how phasing can help make projects more manageable and increase the likelihood of their implementation.
- Provides an example of small-scale recreation facilities along the River.
- Establishes a National Historic Designation which can help bring about recognition and conservation.
- Explore recreation opportunities in existing and new sites.
- Find a balance between bicycle and pedestrian opportunities.
South Platte Riverfront

Introduction
The South Platte River running through Denver, Colorado, is a prime example of a successful riverfront project. The Platte River was a dumping ground for decades, but, starting in 1974, a major cleanup project was initiated by Mayor Bill McNichols. The projects since implemented fit in closely with the vision for the Jordan River Parkway.

Project Goals
The main goal set up by The Greenway Foundation, the nonprofit organization set up to organize the river projects, was to "reclaim the South Platte River and its tributaries from a virtual cesspool to a place of environmental and recreational pride." The South Platte River was very similar to the Jordan River in the sense that it had been severely neglected and abused by its city. The Greenway Foundation, since 1974, has been working on cleaning the river and transforming the banks from industrial waste sites to a beautiful recreational area that serves the city. The group has focused on environmental education for tens of thousands of children, and also helps employ teenagers in youth employment programs. This project, initially with no budget, managed to grow into a successful and self-regulating greenway.

The Platt River has completely transformed from a murky river once called “too thick to drink, too thin to plow” to a vibrant community center.

The five goals outlined on the Foundation’s website include:
- Reclaim South Platte in Denver (10.5 miles) environmentally, and establish the river as a recreationally boatable amenity.
- Create open space parks and natural areas along the river in Denver.
- Create concrete hike-bike-maintenance paths along the river in Denver.
- Connect river improvements to existing park/recreational amenities.
- Ensure that each improvement continues or expands the flood carrying capacity of the river.

For more information about the South Platte River Greenway, visit their website at www.greenwayfoundation.org
**Planning Process**
The initial project began in June 1974 with state money and a committee called Platte River Development Committee. This committee identified 240 sites where river dumping was occurring (200 violators stopped amicably and the other 40 were successfully sued by the city). Later, in 1977, the Gates Foundation contributed money and helped the committee transform into the tax-exempt 501c3 organization it is today – The Greenway Foundation. The Foundation has continued to raise millions of dollars to improve the nodes, trails, and recreation opportunities along the riverfront. They have since raised $14 million to build 10½ miles of trails, recreational whitewater areas for boaters, and 17 parks.

The Greenway Foundation receives funding from the Gates Foundation, Johnson Foundation, Piton Foundation, Boettcher Foundation, El Pomar Foundation, Denver Foundation and federal, state and local agencies. In addition to the entities listed above, The Greenway Foundation has created the Greenway Preservation Trust Campaign that receives about $5 million dollars a year for supporting youth education, youth employment, cultural and community events, and ongoing enhancements of the riverfront.

**Outcomes**
The Greenway Foundation has created numerous amenities on the river, and its uses have spiraled upwards since the project’s creation. In addition to the whitewater recreation areas, there are about 100 miles of trails in the vicinity, a world-class skateboard park, community events like festivals, wildlife habitat parks, children’s playgrounds, greenspace corridors, and a free concert series. The project has been a hard and involved 37-year quest—the energy, money, and time that have gone into creating this masterpiece is evident. The Master Plan for the Platte River has been extensive, and the implementation of priority projects has helped to create successful growth along the river.

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**TAKE AWAY IDEAS**

- Similar to the Jordan River’s history, the Platte River went from a neglected dumping site to a clean waterfront with recreational opportunities.
- The Greenway Foundation has reached out to businesses, (like REI) who have riverfront stores, to ‘sponsor’ the river and fund projects and programming.
- The Greenway Foundation has created a successful model for riverfront redesign that is now being used all over the country.
- Canoe and kayak launches with inviting design elements facilitate interaction with the river while also providing flood control.


**Humbug Marsh**

"Citizen victory for conservation and for quality of life."

The Refuge is a former industrial property, known as the Trenton Chemical Facility, and was owned and operated by Chrysler for over 44 years. This ecoregion lies in one of the most industrialized areas of the Midwest, resulting in the loss of more than 97 percent of its original coastal wetlands. Located within the international refuge is Humbug Marsh.

More than a decade ago a Development Company purchased the Marsh and proposed transforming the wetlands into strip mall. More than 1,000 concerned citizens opposed the proposal at a public hearing. The opposition was led by The Friends of the Detroit River, a grassroots organization. The proposal was denied, and in 2004 the U.S. Fish and Wildlife Service bought the marsh. Humbug Marsh became part of the Detroit River International Wildlife Refuge, North America’s only international wildlife refuge.

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**Detroit Riverwalk and Dequindre Cut Greenway**

The city of Detroit doesn’t typically bring to mind images of open space and ideals of environmentalism. Detroit is the hometown of the auto industry—earning the nickname “Motor City.” However, the flight to suburbia coupled with the decline of the manufacturing industry left the Detroit Riverfront with abandoned factories and buildings. After decades of these buildings sitting vacant, the area’s community and civic leaders gathered and envisioned a plan to revitalize the neglected riverfront, with the ultimate goal of revitalizing the community as a whole.

In 2003, the Detroit Riverfront Conservancy, a non-profit organization, was founded with the mission of bringing public access to the 5 1/2 miles of Detroit Riverfront. The organization accomplished this by utilizing public-private partnerships. Funding was provided through three main stakeholders—The City of Detroit, General Motors, and the Kresge Foundation—providing funding with a $50 million challenge grant. The Riverfront project was a $300 million endeavor, with the vision being carried out in two phases—The East Riverfront, which was completed in 2009, and the West Riverfront, which is currently a work in progress.

A combination of plazas, promenades, restaurants, theatres, civic art, and historical elements make the Detroit River Walk a favorite place among local residents, as well as one of the most visited riverfronts in the United States. Recreational activities like yoga and tai chi are offered along the riverfront. Other popular attractions include: The Cullen Family Carrousel, a carved granite map of the Detroit River, and a standing glass sculptured map of the St. Lawrence Seaway.

For more information about the Detroit Riverfront and Dequindre Cut Greenway, visit their website at www.detroitriverfront.org
Dequindre Cut Greenway

Communities and businesses in Greater Detroit are redefining their relationship to the river and championing linked greenways along its entire length. One greenway trail in particular—the Dequindre Cut—is an example of successful non-motorized connection between the downtown area and the Detroit River, to the Eastern Market District, the University Cultural Center Area, the Midtown Loop, and a number of residential neighborhoods in between.

The former Grand Trunk Railway Line had been abandoned for 20 years, until local graffiti artists, sculptors, and writers used the natural canvas and remade portions of the 1.35 mile long stretch into an unofficial art park. The area, however, was still very difficult to access and often dangerous. That all changed in 2006 with the ground breaking of an urban, non-motorized recreational path called the Dequindre Cut Greenway. Because the Cut had already seen organic development by artists, the plan was to build upon that, as opposed to developing a similar concept elsewhere.

BEFORE

AFTER

• The project succeeded in changing the negative perceptions about the area.
• Neglected industrial areas were transformed into greenspace the community can utilize and enjoy.
• Greenway/river revitalization and clean up benefits neighboring communities.
• The project embraced local culture and civic pride by incorporating existing urban artwork into the project.
• Humbug Marsh demonstrates the possibilities for sustainable development and balance between preservation and recreation.
The Jordan River has been acknowledged as an asset and a treasure for the Westside neighborhoods for generations. This vision highlights the river’s importance and offers new opportunities for the community and region. The book is a stepping stone for local government entities as well as enthusiastic members of our Westside communities. As the vision inspires others and is ultimately implemented, our neighborhood, city, and region will more fully realize the potential for the Jordan River.

**Next Steps**

**Community**
- Continue to pursue community-based projects.
- Embrace the desires of the tightly-knit neighborhoods along the Jordan River.

**Education and Awareness**
- Develop a comprehensive way-finding and signage program to:
  - Increase overall awareness and branding of the Jordan River.
  - Direct people to and identify river access points.
  - Provide educational information about the river.
- The way-finding should include ample signage along the Jordan River and in Jordan River neighborhoods.
- In addition, embed the way-finding system and branding along routes to the Jordan River along 200 South, and the City Creek corridor, as well as at nearby regional destinations, including Gateway Mall, the Intermodal Hub, and the proposed public market to increase regional awareness of the Jordan River and its proximity to downtown.
- Encourage river-side education opportunities emphasizing the natural environment.

**Design**
- Build upon neighborhood assets, centers and access points that are emerging or already successful to better realize the Jordan River’s potential.
- Encourage community centers to maintain and improve their river access points, considering the context and needs of the neighborhood, community and region.
- Create connections between the Jordan River and its neighborhoods and destinations in downtown Salt Lake City with trails along 200 South and the City Creek corridor.
- Develop recreational and cultural activities at the existing Fisher Mansion.
- Encourage commercial growth along 600 North and North Temple.
- Promote green space and wildlife viewing opportunities.

**Funding**
- Highlight and fund incremental change as outlined in *Westside Greenways North* to enhance neighborhood, community and regional connections, resources and opportunities. Phases make projects more manageable and increase the possibility of successful implementation.
- Explore business sponsorship of greenway projects, and look for government funding opportunities.