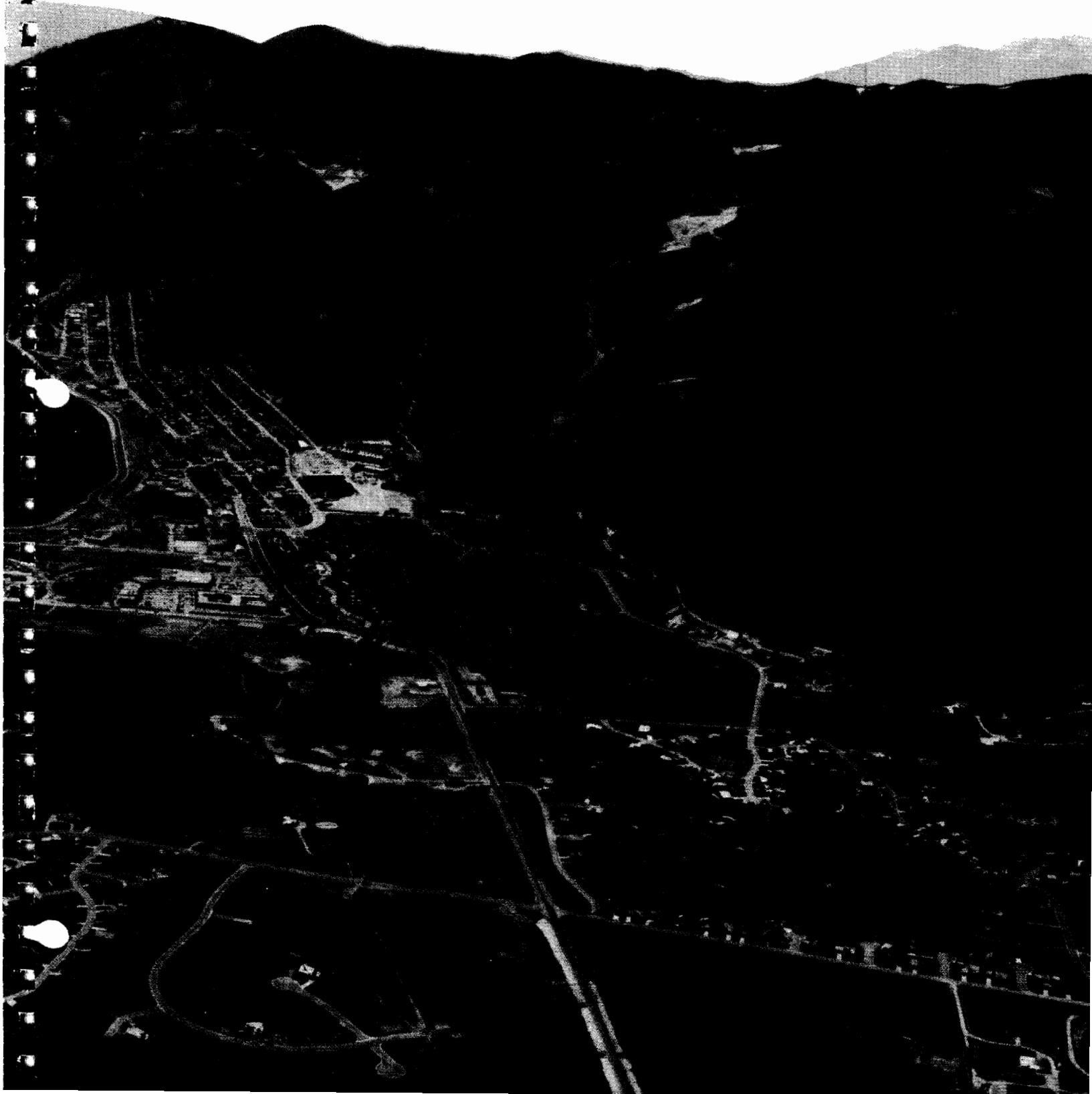


STREETS MASTER PLAN
PARK CITY
UTAH



PARK CITY

STREETS MASTER PLAN

Prepared by
Park City Municipal Corporation
Planning Department

Wayne Van Wagoner and Associates

Adopted
Park City City Council
July 19, 1984 ✓

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PARK CITY STREETS MASTER PLAN

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SECTION I

INTRODUCTION

Park City, Utah was established as a city in 1884 and experienced rapid growth with mining as the prime motivator. In the early 1900's, the City developed what could be considered its first master plan with the platting of properties and street rights-of-way. The plats did not follow natural land features, but rather imposed a grid system covering the town. Because of the City's general north-south orientation, the primary road network was set up parallel to existing Main Street with streets platted perpendicular to Main Street running up the steep mountain slopes on both sides of the valley. The streets running parallel to Main Street were platted with fifty (50) foot rights-of-way while those running perpendicular were allotted thirty (30) feet.

As the town grew, the citizens built roadways to access their properties as needed. These roadways typically followed the natural terrain and the routes provided the best access rather than adhering to the excessive grades of the platted system. The result is that some platted street rights-of-way still exist in areas where actual construction is neither economically feasible nor desirable, while other roadways exist on unplatted, prescriptive ways without benefit of a described right-of-way.

Recently, planning for transportation facilities in Park City has often been on a project-by-project basis tempered by a conceptual recognition of the overall circulation needs of the community. Recognizing the potential problems associated with that type of system, Park City Municipal Corporation retained the services of Wayne Van Wagoner and Associates, Inc. (WVW) to conduct two major studies of the Park City street system. The first, the Park City Transportation Master Plan, ascertained the amount of potential growth supportable by the capacity of the existing roadway network. The study included an analysis of the current zoning to determine the ultimate density of each area of the City, which was then compared and contrasted to the maximum capacity of the street system. Potential deficiencies were identified with specific recommendations formulated to alleviate existing or anticipated problems based on the existing network.

The Streets Master Plan represents an extension of the information gathered for the Transportation Master Plan. During the course of their development of this document, WVW personnel reviewed other pertinent studies, such as the Snyderville Basin Transportation Study, to insure the coordination of the area's roadway connections. WVW staff

did not, however, attempt to analyze the adequacy or accuracy of the Snyderville Basin Transportation Study, but rather accepted the projections as fact.

After reviewing the needs identified to upgrade the existing system as determined in the first study, this Plan recommends necessary improvements or changes required to upgrade the system to accommodate continued growth in Park City. The Streets Master Plan will serve as a guide for formally identifying needs and recommending specific improvements to the City's roadway network. It also makes recommendations for the clarification of informal review standards which are now being used.

Six major elements of this Plan provide the City Council, Planning Commission and City staff with the necessary tools to guide future development:

1. Streets Master Plan Map,
2. inventory of existing streets,
3. area analysis and recommendations,
4. roadway design standards,
5. City policies relating to streets, and
6. implementation strategies.

The map which accompanies the written text details the desirable sizes of all existing roadways in the City and also recommends sizes and approximate locations for new roads which will be required as Park City continues to develop. The text of this report analyzes area by area the operation of the street system. The appendices contain an inventory of all existing streets, detailed roadway design standards, and a proposed capital improvement plan.

This Streets Master Plan is intended to be a working document for public use. It should aid the City Council, Planning Commission, Historic District Commission and Staff in their decision making processes. It will aid homeowners in understanding what is planned for their neighborhood and developers in understanding what will be required in new development. This report should be updated as time passes and conditions change.

SECTION 2

AREA ANALYSIS AND RECOMMENDATIONS

The improvements recommended in this report reflect the most current available data based on proposed development and the facilities required to provide an adequate transportation system. Major considerations which served as additional input to the analysis are discussed below. More detailed information about specific roadway sections can be found in Appendix A of this study. Future linkages to outlying areas are also discussed. These needed connections were identified through careful consideration of available planning documents (primarily the Snyderville Basin Transportation Study) and in anticipation of future growth areas.

State Highway 224

State Highway U.224 north of Park City is expected to remain the main access corridor into town from the north and to continue as the primary link from Park City to I-80 and the Salt Lake Valley. Because this is a State road, the primary responsibility for its improvement and maintenance is outside the City's jurisdiction. Current plans are to widen the existing roadway to four lanes with a center turn lane at intersections. Both Summit County and Park City have adopted policies to limit the number of direct access points to the highway in order to preserve its capacity and allow a smooth flow of traffic. Development along designated portions of this road is subject to the provisions of the Frontage Protection Zone as detailed in the Land Management Code. It is essential that the City coordinate with the State to insure that highway improvements meet Park City's functional needs and visual desires.

The visual entrance experience along the side hill of the Snyderville Basin and across the Osguthorpe Meadow is important in maintaining Park City's attraction to visitors and residents. The City should encourage the state to make highway improvements in a manner which preserves the stream corridor, and lets the road conform to natural features rather than obliterate them. Visual and sound buffering should be provided nearby residential areas. Trail and sidewalk provision must be considered as part of this roadway's improvement.

Within Park City, U.224 is currently aligned along Park Avenue south to its intersection with Heber Avenue. It then proceeds east along Heber until it intersects with Marsac Avenue where it is then aligned on Marsac Avenue and continues south to its current pavement end, near the

Ontario Mine operation. An unpaved section for summer use continues to Brighton.

Upon the completion of the City's Belt Route east of and parallel to Park Avenue along the base of Masonic Hill, U.224 will be realigned along existing Snow Country Drive and the newly constructed arterial. The completion of the U.224 Belt Route will offer both relief to the congestion that currently occurs on Park Avenue as well as provide the primary means of access to the Main Street area and Deer Valley. U.224 is therefore, being constructed to arterial status along its entire length. The standard section recommended is usually a sixty (60) foot roadway within a one-hundred (100) foot right-of-way. This section has two lanes plus a median and provides sufficient space for future expansion to a five-lane roadway as increased demand warrants.

State Highway 248 - Kearns Boulevard

State Highway U.248 east of U.224 not only provides access to Park Meadows, Prospector Square, and other developments to the east, it also serves as the connecting link to U.S. 40 due east of Park City. This roadway is being upgraded to an arterial standard. The normal recommended section for this type of roadway is the same as for U.224 (sixty (60) foot roadway within a one-hundred (100) foot right-of-way). Traffic volumes projected for this arterial indicate that it too will eventually require four lanes as development both within the City and to the east continues. Given the traffic volumes associated with this type of roadway, the City should consider limiting additional access points to areas which can best accommodate multiple users. Pedestrian and trail connections are especially important given the proximity of the schools to the highway. Development along this road is subject to the provisions of the Frontage Protection Zone as detailed in the Land Management Code.

Park Meadows Area

At present, the entire Park Meadows area is provided access by Monitor Drive to the south and Holiday Ranch Loop Road to the west. The residential growth proposed for Park Meadows and the projected growth for adjoining areas will ultimately require the development of additional linkages. The recently approved master circulation plan for Park Meadows Golf Course shows an additional connection directly to U.248 along the eastern boundary of the Treasure Mountain Middle School parcel. The internal connections of Lucky John Drive to Meadows Drive, and the links between Meadows Drive in Ridgeview Subdivision to both American Saddler and Meadows Drives in Park Meadows Subdivision have been recently assured by that approval. The circulation within the Park Meadows area has, therefore, been designed to handle

projected needs. As Park Meadows becomes more fully developed, the intersections of Monitor Drive and Kearns Boulevard and Holiday Ranch Loop Road and U.224 will require redesign to facilitate smooth and safe traffic movement.

The Streets Master Plan, in order to be an effective planning tool, must look beyond established growth areas. The current plan identifies areas which will require connections as development occurs. In the Park Meadows area, multiple access points have been shown on the Streets Master Plan Map. Access points have been delineated adjacent to the Round Valley area (three points identified) and connecting into the Mountain Top Subdivision area. A road stub to the west is part of the approved plans for Ridgeview condominiums. Both of these areas are currently outside city limits but within Park City's Annexation Plan area. Plans for these areas must be carefully evaluated by the city to avert negative impacts on existing city development. Similarly, both the City and the County have acknowledged the need for the future connection between Round Valley and U.248 which would likely parallel U.S. 40. Additional development in this area will need to be carefully reviewed to ensure that adequate connections between areas are guaranteed.

General Commercial Area

The relocation of U.224 within the City indicates that a direct connection should be provided between the new Belt Route (U.224) and the Prospector Square Area. Bonanza Drive has recently been constructed to provide this link between Highways U.224 and U.248. Because of the anticipated traffic along this corridor, Bonanza Drive is considered a collector and direct access will be restricted. Development along this road is subject to the provisions of the Frontage Protection Zone as detailed in the Land Management Code.

Development of the area between Iron Horse Drive and Kearns Boulevard should be completed in a manner that provides internal linkage rather than necessitating use of the perimeter streets.

Park City Ski Resort Area

The area adjacent to the Park City Ski Resort has received approvals for significant residential development. The anticipated development will necessitate considerable improvement to the existing street system. The Park City Transportation Plan identified specific improvements required to provide adequate circulation. Included in Wayne Van Wagoner and Associates recommendation was the formation of a one-way couplet using Empire and Lowell Avenues and the widening of Silver King Drive and Empire Avenue to Park Avenue. The recent reconstruction of Empire Avenue from its

intersection with Park Avenue will provide two through lanes in each direction as well as specified turn lanes. This modification and the proposal that Empire and Lowell Avenues north of Manor Road form a one-way couplet have been incorporated into master planning for the area. Efforts to route skier traffic through the Thaynes Canyon residential area should be discouraged in order to protect the safety and character of the subdivisions.

Deer Valley Area

The Deer Valley area in the southeast section of the City offers recreation opportunities and has been master planned for extensive residential development. Deer Valley Drive will connect to the realigned U.224 and be maintained as a major collector. The minimum recommended section for this roadway is thirty-six (36) feet of pavement within the present fifty (50) foot right-of-way. This would provide sufficient latitude to include a reversible center lane if traffic warrants. The capacity assumptions made in the Transportation Master Plan were based on the implementation of this reversible center lane since acquisition of additional right-of-way is complicated by existing buildings. As traffic increases to Deer Valley, it is also anticipated that parking along the roadside will have to be restricted to insure efficient traffic movement. Since the link presents a potential bottleneck, traffic should be carefully monitored. Acquisition of additional right-of-way may warrant consideration.

A direct connection to U.248 east of Prospector Square from Deer Valley was also recommended in order to alleviate some of the pressure from the existing entrance and to provide a secondary access to the area. This new collector road is planned to have a 36' pavement width in a 50' right-of-way. The present Solamere Drive right-of-way varies from 50-66' in width. Although not designed, the probable alignment would connect through Solamere Subdivision to the Richardson Flat Area, east of Prospector Park. The design, capacity and functional characteristic of this roadway, outside the present city limits, must be carefully planned in order to respect the character of the existing subdivision while at the same time taking some pressure off the Deer Valley Entrance Road.

Old Town Area

The existing rights-of-way owned by the City were laid out in a grid system that frequently did not reflect the topography of the area. Where roads were built to conform to the topography, they are often outside of the dedicated rights-of-way.

Many of the platted rights-of-way are on ground too steep to allow the construction of safe roadways. Park City's long and sometime harsh winters require that streets be passable when snow-covered or icy. In many areas the cost of construction would be very expensive because of the need for extensive regrading and retaining walls. In these instances, the platted right-of-way should be deemed unbuildable and should be retained as pedestrian corridors, fire breaks, open spaces or pocket parks, or utility easements. In limited cases the rights-of-way should be sold or traded to provide formal rights-of-way on existing prescriptive easements.

A total of thirty-eight sections of right-of-way were identified that do not appear to be needed for roadways. The table on the following page identifies these sections and provides specific recommendations for the long-term disposition of each segment.

TABLE I

EXISTING RIGHTS-OF-WAY CONSIDERED UNBUILDABLE

<u>Street Name</u>	<u>Location</u>	<u>Comment</u>
First Street R.O.W. (aka King Road)	Hillside to Marsac R.O.W.	Use as exchange parcel to extend Ontario Ave. to by-pass "slide for life hill"
Second Street R.O.W.	Marsac R.O.W. to Ontario R.O.W.	Use as exchange parcel to extend Ontario Ave. to by-pass "slide for life hill"
Second Street	Norfolk to Main Street	Maintain minimum 20 foot pedestrian and utility access
Third Street R.O.W.	Marsac R.O.W. to McHenry R.O.W.	Maintain minimum 20 foot pedestrian and utility access
Third Street	Norfolk to Park Avenue	Maintain minimum 20 foot pedestrian and utility access
Fourth Street R.O.W.	Marsac R.O.W. to McHenry	Maintain minimum 20 foot pedestrian and utility access
Fourth Street R.O.W.	McHenry R.O.W. to Provo R.O.W.	Consider realignment as adjoining blocks develop
Fourth Street R.O.W.	Woodside to Park Avenue	Maintain minimum 20 foot pedestrian and utility access
Fifth Street R.O.W.	Marsac R.O.W. to Heber Ave.	Maintain minimum 20 foot pedestrian and utility access. Consider realignment as adjoining blocks develop.
Fifth Street R.O.W.	Woodside to Park Avenue	Maintain minimum 20 foot pedestrian and utility access

<u>Street Name</u>	<u>Location</u>	<u>Comment</u>
Unnamed R.O.W.	Norfolk to Woodside (between 5th and 6th streets)	Maintain minimum 20 foot pedestrian and utility access
Sixth Street	Norfolk to Park Avenue	Maintain minimum 20 foot pedestrian and utility access
Seventh Street	Norfolk to Woodside Avenue	Maintain minimum 20 foot pedestrian and utility access
Nineth Street	Park Avenue to the east	Excess
Nineth Street	Lowell to Woodside	Maintain minimum 20 foot pedestrian and utility access. Access to Yellow Slicker Condominiums.
Tenth Street	Park Avenue to the east	Access to Park Station Condominiums
Eleventh Street	Park Avenue to the east	May be City Park access
Eleventh Street	Lowell to Empire to Norfolk to Woodside	Maintain minimum 20 foot pedestrian and utility access
Twelfth Street	Empire to Norfolk	Maintain minimum 20 foot pedestrian and utility access
Twelfth Street	Lowell Avenue to Empire	Maintain minimum 20 foot pedestrian and utility access
Thirteenth Street	Norfolk to Empire Avenue	Maintain minimum 20 foot pedestrian and utility access
Allison R.O.W.	Kamas R.O.W. to Coalville R.O.W.	Excess
Coalville R.O.W.	Marsac Ave. to Provo R.O.W.	Excess
Kamas R.O.W.	Allison R.O.W. to Provo R.O.W.	Excess

<u>Street Name</u>	<u>Location</u>	<u>Comment</u>
rsac R.O.W.	North of Second Street R.O.W. to south of First Street R.O.W.	Use as exchange parcel to extend Ontario Ave. to by-pass "slide for life" hill
McHenry R.O.W.	Fifth Street R.O.W. to railroad cut	Excess
McHenry R.O.W.	Railroad cut to Third Street R.O.W.	Use as exchange parcel for Rossie Hill Drive realignment
Norfolk R.O.W.	Empire to Thirteenth Street	Unbuildable
Ontario R.O.W.	Rossie Hill Drive to Second Street R.O.W.	Maintain minimum 20 foot pedestrian and utility access
Provo R.O.W.	Heber Avenue to Rossie Hill Drive	Use as exchange parcel to acquire Olive Branch R.O.W.
Provo R.O.W.	Kamas R.O.W. to Heber Avenue R.O.W.	Excess
idge Avenue R.O.W.	Norfolk Avenue to the south	Use as exchange parcel to acquire Anchor Ave. R.O.W.
Sandridge R.O.W.	Hillside Avenue to Second Street	Use as exchange parcel to acquire R.O.W. for existing Sandridge
Swift Street	McHenry Ave. R.O.W. to to Provo Ave. R.O.W.	Use as exchange parcel to secure R.O.W. for existing Olive Branch Rd.
Utah Avenue R.O.W.	In line with Second Street	Excess
Utah Avenue R.O.W.	Sampson Avenue to King Road	Use as exchange parcel to secure R.O.W. for existing Sampson Ave.
Woodside R.O.W.	At Millsite Way alignment	Excess
Unnamed Private Rd.	East of Park Avenue 13th to 14th	May be City Park access

Old Town Area (continued)

Numerous sections of roadways are also located outside of existing, platted rights-of-way owned by the City. These sections are primarily within the older sections of the City and have been used by the public for a long time. Consequently, these streets exist on prescriptive easements. A defined right-of-way for these streets should be secured and the roadways upgraded to the recommended minimum standards. Alternatives for acquiring needed rights-of-way would include trading, requiring dedication prior to development, and the possible purchase of critical sections. The following table identifies those public roadways located outside of existing rights-of-way.

TABLE II

STREETS LOCATED OUTSIDE OF EXISTING RIGHT-OF-WAY

	<u>R.O.W. Required</u>	<u>Existing Pavement Width</u>	<u>Ultimate Recommended Pavement Width</u>
Chambers Avenue South of Plat	60.0'	23.0'	36.0'
Crescent Tram, Empire to Norfolk	30.0'	24.5'	20.0'
Deer Valley Loop, Deer Valley Drive to Rossie Hill Drive	50.0'	12.0'	25.0'
Empire-Lowell Turn at 8th.	50.0'	24.0'	25.0'
Hillside at intersection with Main St.	50.0'	17.0'	25.0'
King Rd., Norfolk to Main Street	50.0'	15.5'	25.0'
Lowell, 14th. to Silver King Drive	55.0'	23.5'	40.0'
Marsac, 2nd. plus to Hillside	60.0'	21.0'	36.0'
Marsac, 50' plus North of 3rd. St.	60.0'	21.0'	36.0'
Marsac, 5th. to Deer Valley Drive	60.0'	21.0'	36.0'
McHenry, South of Coalition View Court	50.0'	15.0'	25.0'
Norfolk between 2nd. and 3rd.	30.0'	16.5'	20.0'

TABLE II (Continued)

	<u>R.O.W. Required</u>	<u>Existing Pavement Width</u>	<u>Ultimate Recommended Pavement Width</u>
Ontario Avenue, 5th. to Deer Valley Drive	30.0'	13.0'	20.0'
Ontario Canyon (U.224)	60.0'	23.0'	36.0'
Ontario Avenue, 3rd. to Marsac Ave.	50.0'	13.0'	25.0'
Ridge Avenue, King Rd. to Daly Ave.	50.0'	14.0'	25.0'
Prospect Avenue South of Plat	30.0'	11.5'	20.0'
Rossie Hill, Provo Avenue to McHenry	50.0' (plus turn around)	12.0'	25.0'
Sampson Avenue, King Road to Norfolk at 2nd.	50.0'	10.0'	25.0'
Silver King Drive, Park Avenue to Empire	50.0'	23.5'	25.0'
Woodside, 8th. to 6th.	50.0'	23.5'	25.0'
Woodside, 13th. to 15th.	50.0'	23.0'	25.0'

Old Town Area (continued)

The Transportation Master Plan identified specific improvements which need to be made in order for the system to function better now and accommodate anticipated growth. Included in Wayne Van Wagoner and Associates recommendations was the provision of more parking in Swede Alley, the striping of parallel parking spaces along Main Street, the provision of bus loading zones and pedestrian plazas, and the implementation of a vigorous night-time snow removal program. The capacities along existing roadways in the old part of town could be enhanced, especially in the winter, by installing curb and gutter. The placement of curb and gutter along the existing streets would also define snow plowing limits and on-street parking areas. The Plan recommended that key Old Town intersections be redesigned. Included were: 1) the Main Street/ Hillside Avenue/Daly Avenue turnaround; 2) the Swede Alley/Main Street intersection, 3) the Swede Alley/Heber Avenue intersection; and, 4) the Park Avenue/Heber Avenue obstructed intersection. Also, the Plan encouraged the upgrading of Swede Alley and the eventual combination with Main Street into a one-way couplet. Other changes proposed include the location of bus drop-off areas and loading zones along Main Street.

At some time in the future, it may be appropriate to close Main Street to general traffic. Development along the street and associated circulation requirements must be accomplished in a manner that preserves this option. Presently no sole access to parking areas exists between the Treasure Mountain Inn and Heber Avenue. No new development should be approved on Main Street which would compromise the possibility of Main Street becoming an auto-free pedestrian area.

The Streets Master Plan not only inventoried existing roadways and identified current deficiencies, but also recommends the upgrading of required segments to provide the necessary flexibility to accommodate future traffic. In the Old Town area, this becomes especially critical because of the topographic constraints and density of development. Intersection redesign to separate residential streets from higher volume streets should be considered; for example, directing traffic east on Deer Valley Drive (U.224 Belt Route) rather than south along Park Avenue. Recent interest in the Historic District as a primary residence area has been demonstrated by recent requests for more restrictive zoning and by increasing single family home construction. Street improvement to provide more convenient access and development of unusable rights-of-way as open space or pocket parks should be considered and discussed with neighborhood groups. The Streets Plan has recommended the considerable upgrading of roadways which will bear the burden of traffic generated by future development areas.

Marsac and Daly Avenues, and to a lesser degree King Road, will eventually provide the primary link to the developable areas south of town.

Marsac Avenue currently provides the only access to the Ontario Mine and is utilized by construction traffic to access Deer Valley and by the general public to Guardsman Pass. Given both the development potential of the area and the possibility that the road to Brighton may be maintained to provide year-round access, Marsac Avenue will be relied upon as a major link. Given the long steep down hill of this road, a run-away vehicle escape lane should be considered. The recent annexation of a portion of Ontario Canyon provided sufficient right-of-way and adjoining land to permit the improvement of the roadway and allow for construction of a truck escape lane.

As Park City Ski Resort and Deer Valley Ski Area expand toward each other, the development potential will focus attention on the need for additional access to this area. The proposed "Interconnect" ski lifts which may join Park City with ski areas in Big and Little Cottonwood Canyons will also generate interest in this part of the City. It is therefore incumbent on the City to begin to secure the necessary right-of-way to provide for the eventual enlargement of Marsac Avenue. A cross-section providing for thirty-six (36) feet of road within a sixty (60) foot right-of-way is recommended as a minimum.

Daly Avenue, to a lesser extent than Marsac, will also need to anticipate future growth activities. A recommended cross-section with twenty-six (26) feet of pavement within a fifty foot (50) right-of-way is recommended. Existing development along Daly Avenue will make acquisition of the full 50' right-of-way very difficult. It may be advisable, at the time engineering drawings are prepared, to define a varying right-of-way in tightly constrained areas, but obtain the full right-of-way in newly developing areas. Construction with less than the 50' right-of-way will force less desirable locations for utilities and sidewalks. As this area develops, connections between Ontario and Empire canyons should be encouraged wherever appropriate to ensure proper circulation.

SECTION 3

IMPLEMENTATION STRATEGIES

The value of having a Streets Master Plan is not derived solely from the identification of required improvements to the streets network. A key element of having such a comprehensive inventory and assessment is that it provides the City with information to permit the prioritization of needed actions. The following methods should be used to implement necessary street improvements.

Capital Improvement Budget

By including a yearly budget for construction and/or the acquisition of additional property for roadway upgrading, an on-going program is established to achieve the recommendations of this study. Typically, these recommendations are incorporated into the capital improvements budget which represents a commitment by City officials to the upgrading of the street system.

In the proposed capital improvements budget prepared by Wayne T. Van Wagoner and Associates, Inc., improvements to the street system which are not part of the state highway system were identified and ranked according to their priority of importance. The sample budget prepared, see Appendix C, identified numerous street sections to be improved over the next five years.

As the Comprehensive Plan is developed, the prioritization of streets should be re-examined in light of current objectives. Also, it is recommended that more current trip generation and auto usage information be developed. Wayne Van Wagoner and Associates surveyed auto usage during the Winter of 1980. They also estimated trip generation for various types of uses. Due to the age of the material and its sampling technique limited to larger accommodation complexes close to the ski lifts, the Staff has little confidence in its suitability for traffic projection. Dwellings in other parts of town may well exhibit different auto usage patterns. Also, no summer auto usage figures have been developed. Observations suggest that a much higher percentage of summer visitors will use automobiles due to the wider geographic distribution of summer attractions.

Project Review

The adoption of a Streets Master Plan will enable the City to reasonably require street improvements as a condition of the approval of new development. In some cases it may be practical to require the developer to install the improvements. In other cases when improvements could not stand alone, it may be more reasonable to require security to

assure the installations of improvements at a future time in conjunction with surrounding street improvements. For permitted use projects, it may be necessary for the city to compensate landowners for necessary right-of-way or improvements.

Neighborhood Action

Roadways which are severely substandard and pose real life and safety hazards should receive top priority. The most pressing problems exist in the old part of town. It may be appropriate in the most critical areas to prohibit additional development until roadway improvements are assured.

It may be advantageous to establish special improvement districts to improve certain areas. Roadways which serve as links in city-wide transportation should be considered differently from those which serve isolated areas.

Engineering Evaluation

The Streets Master Plan indicates those areas where modifications to the city's circulation system needs attention. It is based on maps and aerial photos which provide an area-wide perspective. It is not intended to yield a product of an accuracy necessary for the design of specific improvements.

The next step after adoption of the plan should be the preparation of engineering-drawings to plat the areas necessary for acquisition. The adoption of these specific roadway plan lines will enable the city to secure rights-of-way before development occurs. Construction drawings would be prepared as roadway improvement projects are funded.

The subdivision ordinance should be amended to require the submission of 400 scale and 1000 scale plats of approved developments so that the city's base maps may be easily updated.

With the adoption of the Streets Master Plan, the City has taken the lead role. The establishment of standards for roadways in Park City provides the basic platform from which individual streets can be evaluated. While certain suggestions presented throughout this report are recommended as unique or separate approaches to specific problems, a combination of these or alternative strategies may prove the most effective tact. The first step is the adoption of the Streets Master Plan. Once the basic document is in place, the actual mechanisms for achieving a balanced and efficient streets network can be developed.

SECTION 4

STREET-RELATED ISSUES

As the City has reviewed street-related projects such as subdivisions and master planned developments, consistent ways of dealing with similar situations have developed. In order to clarify these "informal policies" it is recommended that they be incorporated into the adopted regulations of Park City. Some items are of a very specific nature and may be appropriate to be included in ordinances. Other items are flexible and more appropriately discussed as part of design standards or guidelines. The following list reviews specific subjects and includes recommendations for adoption or inclusion in development standards. Adoption of the Streets Master Plan makes the following items of record and thus enforceable requirements of development.

Dedication of Rights-of-Way

It has generally been required that all roadways be constructed to City standards. The City's position has been that roads serving more than one multi-unit development should be public ways and those serving a single multi-unit development should be private. Accesses to three or fewer individual units may be classified as driveways and not be required to conform to the City's construction standards. The City, at its option, may either refuse or accept the dedication of roads. Prior to plat approval the City will reach an agreement with the developer concerning maintenance of the road. It is the City's objective to minimize maintaining and snow plowing roads where widely scattered uses exist, such as large subdivisions with few residents. Ordinance language addressing these elements should be added to the Subdivision Ordinance, the Master Planned Development section of the Land Management Code, and the Construction Standards.

Installation of Public Improvements & Revegetation

The City has required as a condition of project review that the developer install all public improvements, including streets, curbs and gutters, sidewalks, street signs, street lights, survey monuments, utility systems, drainage systems, and revegetation. In areas identified for trail connections on Park City's Parks Master Plan, developers must construct and offer for dedication all required trails. All areas disturbed during the course of any construction must be revegetated within a specified time period but in most cases not later than October 15th of each year. Street naming and numbering must be assigned in compliance with Park City guidelines. Ordinance language addressing these elements should be added to the Subdivision Ordinance, the Master

Planned Development section of the Land Management Code, and the Construction Standards.

Connections to Adjoining Properties

The Subdivision Ordinance, Section 5.1, requires that "Subdividers shall locate streets within the subdivision so that the streets will connect with existing streets. Streets shall be located and designed so that the adjoining land shall not be diminished in value. If the adjoining land is zoned for residential use, streets shall be located so that the adjacent land may be most efficiently subdivided. Half streets on the boundary of a subdivision are prohibited". This section should be strengthened and also added to the Master Planned Development section of the Land Management Code. New wording should stress that connections must be provided in logical locations based on planning considerations, not value of adjacent property. It should also be stressed that compliance with the Streets Master Plan is required.

Double Access Requirement

It is the City's policy with encouragement from the Fire District that all projects, except those on an approved cul-de-sac, provide two separate and distinct means of access. One roadway divided by a median is not considered to satisfy the two access requirement. In phased developments or in projects which abut developing property, interim systems may be accepted so that the second access may not have to be designed or improved to the full City standard for roadways in the first phase of new development. Ordinance language specifying this requirement should be added to the Subdivision Ordinance and Master Planned Development section of the Land Management Code. An option should be provided which would allow discretionary consideration of alternative second accesses such as aerial tramways.

Structures Located Within Rights-of-Way

In limited cases and usually because of steep terrain, the city has allowed private parties to construct structures within public rights-of-way. Typically these have been retaining walls to stabilize slopes or help access property. The City Engineer will review these improvements in order to be certain that they will not compromise the City's ability to maintain and improve the street and utilities in accordance with adopted plans and reasonable standards. A legally binding agreement must be executed between Park City and the property owner to protect the City's liability and provide for the removal of the structure as necessary for street improvement.

Roadway Design Standards

Standards for various sizes and capacities of roadways as well as standards for grades, intersections and sight considerations have been tailored for Park City as part of the Streets Master Plan. Those standards, based on safe traffic engineering principles, are contained in Appendix B. It is recommended that these standards be adopted and added to the Park City Construction Specifications and Design Standards.

Frontage Protection Areas

It is the City's requirement that substantial landscaped buffer areas be provided along the main corridors entering town. These areas are open and relatively free of any structures. Because of the location of these along major roadways, access is restricted and jointly used driveways are encouraged. Direct access will be approved only when no other alternatives for access are possible. Consult the Land Management Code, Section 8.8 for actual ordinance requirements.

Street Closures and Vacations

It is the City's position that any unused portions of street rights-of-way be formally closed. On an individual basis, the City will decide whether to retain, sell, or trade these parcels based upon their location. All property owners of adjoining ground will be duly notified prior to any formal action.

Trails

A revised trails map is adopted as part of the Streets Master Plan. New developments must install, or provide security to cover the cost of installation, trails which traverse the developing parcel. Standards for the construction of bicycle, hiking and equestrian trails are shown in Appendix B - Roadway Design Standards.

APPENDIX A

INVENTORY OF EXISTING STREETS

In order to develop a master plan for the street network within Park City, a comprehensive inventory of the entire street system was conducted. The assessment included a review of existing plats and a study of available aerial photographs. Wayne Van Wagoner and Associates performed an on-site analysis of each street segment. The results of this inventory/analysis provided the basis for developing both the roadway standards and needs section of this study and the Streets Master Plan Map.

The results of the inventory have been tabulated and are presented in Table I of this appendix. Additional information regarding the recommended cross-sections are included in the table and are briefly discussed in the Area Analysis and Recommendations element of this report.

Current plats of the entire City were obtained from both Park City and Summit County officials. The plats were used in conjunction with aerial photographs in the development of an accurate right-of-way map for Park City. This product was determined to be necessary when it became apparent that no single source of right-of-way information existed. The Streets Inventory Map was prepared by Wayne Van Wagoner and Associates using this right-of-way map as a base.

During the course of preparing this document, many questions were raised regarding the physical condition of streets and their load limit capacities (in a structural context). None of the City streets were core drilled or otherwise analyzed to ascertain their ability to withstand construction or service vehicles. Determining the practical weight limits of City streets would be of great value in preserving the life of the existing system and in anticipating needed capital expenditures, but was determined to be beyond the scope of this report. Wayne Van Wagoner and Associates rated the apparent condition of each street as good, fair, or poor, depending on physical appearance and surface ride-ability, although no determination of the conditions of the sub-grade or structural integrity of the asphalt was attempted.

In certain instances, additional analysis may be required to determine the best method for reconstructing a particular street section, for acquiring additional right-of-way, or for disposing of excess rights-of-way. This master planning document is intended, primarily, to serve as a guide for directing future development and will likely require modification and updating as situations change.

INVENTORY OF EXISTING STREETS

----- LOCATION -----		Excess R.O.W.	Excess R.O.W.	Obtain R.O.W.	Pavement Width	Recommended Section	Additional Asphalt	Curb & Gutter	Sidewalk	Guardrail	Condition	Comment
<u>STREET NAME</u>	<u>LIMITS</u>											
Aerie Drive	U.224 Belt Route to the East	50	N	N	25	R	0	N	Y	N	Good	
Aerie Circle	U.224 Belt Route to the East	50	N	N	25	R	0	N	Y	N	Good	
Allison R.O.W.	Kamas R.O.W. to South of Coalville R.O.W.	15	Y	N	0	-	0	N	N	N	Unbuilt	
Amber Court	Amber Road to the North	0	N	N	24	R	0	N	Y	N	Good	Private
Amber Road	Solamere Drive to the West	0	N	N	24	R	0	N	Y	N	Good	Private
American Saddler Drive	North of Arabian Dr. to Lucky John Dr.	50	N	N	25	R	0	N	Y	N	Good	
Annie Oakley Dr.	Sidewinder Dr. to Sidewinder Dr.	50	N	N	25	R	0	N	Y	N	Good	
Arabian Drive	American Saddler Dr. to Holiday Ranch Loop Road	50	N	N	25	R	0	N	Y	N	Good	
Avatar Court	Telemark Dr. to Queen Esther Dr.	50	N	N	25	R	0	N	N	N	Good	
Bellstar Court	Sidewinder Dr. to the South	50	N	N	25	R	0	N	Y	N	Good	
Bonanza Court	Payday Drive to the South	50	N	N	24½	R	0	N	Y	N	Good	
Bonanza Drive	U.248 to Deer Valley Drive	55	N	N	40	C	0	Y	Y	N	Good	
Buffalo Bill Dr.	U.248 to Sidewinder Drive	50	N	N	25	R	0	N	Y	N	Good	
Butch Cassidy Ct.	Wyatt Earpp Way to the West	50	N	N	25	R	0	N	Y	N	Good	
Calumet Circle	Little Bessie Ave. to the North	50	N	N	25	R	0	N	Y	N	Good	
Captain Molly Dr.	Lame Dog Way to the West	0	N	N	24	R	0	N	Y	N	Good	

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<u>LOCATION</u>		<u>Excess R.O.W.</u>	<u>Excess R.O.W.</u>	<u>Obtain R.O.W.</u>	<u>Pavement Width</u>	<u>Recommended Sectio</u>	<u>Additional Asphalt</u>	<u>Curb & Gutter</u>	<u>Sidewalk</u>	<u>Guardrail</u>	<u>Condition</u>	<u>Comment</u>
<u>STREET NAME</u>	<u>LIMITS</u>											
Centennial Circle	Royal Street to the East	50	N	N	25	R	0	N	Y	N	Good	
Chambers Avenue	Hillside Ave. to the South	40	N	Y	23	C	11	Y	Y	N	Good	
Chambers Avenue	Prospect St. to the North ±1000'	0	N	Y	23	C	11	Y	Y	N	Fair	
Claim Jumper Court	Thaynes Canyon Drive to the West	50	N	N	24½	R	0	N	Y	N	Good	
Coalition View Ct.	Rossie Hill Drive to the East	50	N	N	25	R	0	Y	Y	N	Good	
Coalville R.O.W.	Marsac Ave. (SR 224) to Provo R.O.W.	40	Y	N	0	-	0	N	N	N		Unbld.
Cochise Court	Wyatt Earpp Way to the East	50	N	N	25	R	0	N	Y	N	Good	
Comstock Drive	U.248 to Sidewinder Drive	50	N	N	25	R	0	N	Y	N	Good	
Creek Court	McLeod Creek Road to the North	50	N	N	25	R	0	N	Y	N	Good	
Crescent Road	Three Kings Drive to the West	50	N	N	24½	R	0	N	Y	N	Good	
Crescent Tram	Empire Avenue to Norfolk Avenue	0-30	N	Y	0-20	L	0-20	Y	N	N	Good	
Crestline Drive	Meadows Drive to Meadows Drive	50	N	N	25	R	0	N	Y	N	Good	
Daly Avenue	Hillside Avenue to Anchor Avenue	25	N	Y	23½	R	0	Y	Y	N	Good	
Daly Avenue	Anchor Avenue and South	0	N	Y	18	R	7	Y	Y	N	Fair	
Daystar Court	Telemark Drive to the North	50	N	N	25	R	0	N	Y	N	Good	
Deer Valley Drive	Park Ave. to Marsac Ave. (SR 224)	80	N	N	47	A	0	N	N	N		Und. cons
Deer Valley Drive	Marsac Avenue (SR 224) to Provo R.O.W.	50	N	N	31	R	1	Y	Y	N	Good	
Deer Valley Drive	Deer Valley Dr. North to Deer Valley Drive East	50	N	N	32	C	0	N	N	N	Good	
Deer Valley Drive	Provo R.O.W. to Deer Valley Drive North	50	Y	N	31	C	1	Y	Y	N	Good	

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----- LOCATION -----		Excess R.O.W.	Excess R.O.W.	Obtain R.O.W.	Pavement Width	Recommended Section	Additional Aspha	Curb & Gutter	Sidewalk	Guardrail	Condition	Comment
<u>STREET NAME</u>	<u>LIMITS</u>											
Deer Valley Drive	Swede Alley Connection	80	N	N	0-21	C	26-47	Y	Y	Y		Und. const
Deer Valley Drive East	Solamere Dr. to Deer Valley Drive South	50	N	N	32	C	0	N	N	N	Good	
Deer Valley Drive North	Deer Valley Entrance Road to Solamere Drive	50	N	N	32	C	0	N	N	N	Good	
Deer Valley Drive South	Deer Valley Drive to the South	50	N	N	32	C	0	N	Y	N	Good	
Deer Valley Loop	Deer Valley Dr. to Rossie Hill Dr.	0	N	Y	12	*	8	Y	N	N	Poor	
Doc Holiday Drive	Sidewinder Drive to Buffalo Bill Drive.	50	N	N	24½	R	0	N	Y	N	Good	
Double Jack Court	Prospector Drive to the West	50	N	N	24½	R	0	N	Y	N	Good	
Eagle Court	Golden Eagle Drive to the South	50	N	N	25	R	0	N	Y	N	Good	
Eagle Way	Mellow Mountain Way to the East	50	N	N	25	R	0	N	Y	N	Good	
Eighth Street	Norfolk Avenue to Park Avenue	30	N	N	18½	L	4½	Y	N	N	Fair	
Eladar Place	Solamere Drive to the East	50	N	N	25	R	0	N	N	N	Good	
Eleventh R.O.W.	Lowell Avenue to Woodside Avenue	30	Y	N	0	-	0	N	N	N		Unbld.
Eleventh R.O.W.	Park Avenue to the East	30	Y	N	0	L	0	N	N	N		Pk. access
Eleventh Street	Norfolk Avenue to Park Avenue	30	N	N	18	L	5	Y	N	N	Fair	
Empire Avenue	Manor Way to South End	50	N	N	24	R	1	Y	Y	N	Good	
Empire Avenue	Silver King Drive to Manor Way	50	N	Y	24	*	16	Y	Y	N	Good	
Empire Avenue	Silver King Drive to Park Avenue	80	N	N	54½	*	0	N	N	N	Good	

<u>LOCATION</u>		Excess R.O.W.	Excess R.O.W.	Obtain R.O.W.	Pavement Width	Recommended Sectio	Additional Asphalt	Curb & Gutter	Sidewalk	Guardrail	Condition	Comment
<u>STREET NAME</u>	<u>LIMITS</u>											
Empire Canyon	Anchor Avenue to the South	0	N	Y	22	R	2	Y	N	N	Good	
Equestrian Court	Meadows Drive to the East	50	N	N	25	R	0	N	Y	N	Good	
Euston Drive	Paddington Drive to Fenchurch	50	N	N	25	R	0	N	Y	N	Good	
Evening Star Drive	Little Kate Road to Meadows Drive	50	N	N	25	R	0	N	Y	N	Good	
Fairway Village Drive	Meadows Drive to Sunny Slopes Dr.	0	N	N	24	C	0	N	Y	N	Good	Private
Fenchurch Drive	Paddington Drive to Euston Drive	0	N	N	25	R	0	N	Y	N	Good	Private
Fifth R.O.W.	Marsac Avenue to Heber Avenue	30	Y	N	0	-	0	N	N	N		Unbld.
Fifth R.O.W.	Woodside Avenue to Park Avenue	30	Y	N	0	-	0	N	Y	N		Unbld.
Fifth Street	Park Avenue to Swede Alley	30	N	N	14½	L	8½	Y	N	N	Fair	
First R.O.W.	Hillside Avenue to Marsac R.O.W.	0	N	N	0	-	0	N	N	N		Unbld.
Fourteenth Street	Empire Avenue to Park Avenue	30	N	N	19	L	4	Y	N	N	Good	
Fourth R.O.W.	Marsac Avenue to Rossie Hill	30	Y	N	0	-	0	N	N	N		Unbld.
Fourth R.O.W.	Woodside Avenue to Park Avenue	30	Y	N	0	-	0	N	N	N		Unbld.
Fourth Street	Main Street to Swede Alley	30	N	N	16	L	4	Y	N	N	Fair	
Fourth Street	Park Avenue to Main Street	30	N	N	16½	L	6½	Y	N	N	Poor	
Galileo Court	Silver Cloud Drive to the North	50	N	N	25	R	0	N	Y	N	Good	
Geronimo Court	Annie Oakley Drive to the North	50	N	N	24½	R	0	N	Y	N	Good	
Gilt Edge Circle	Queen Esther Drive to the West	0	N	N	25	R	0	N	N	N	Good	Private
Gold Dust Lane	Sidewinder Dr. to Prospector Ave.	50	N	N	25	R	0	N	Y	N	Good	
Golden Eagle Dr.	Royal Street to the West	50	N	N	24	R	0	N	Y	N	Good	

-----LOCATION-----		Excess R.O.W.	Excess R.O.W.	Obtain R.O.W.	Pavement Width	Recommended Section	Additional Asphalt.	Curb & Gutter	Sidewalk	Guardrail	Condition	Comment
<u>STREET NAME</u>	<u>LIMITS</u>											
Golden Way	Aerie Drive to the West	50	N	N	25	R	0	N	Y	N	Good	
Good Trump Circle	Queen Esther Drive to the East	0	N	N	25	R	0	N	N	N	Good	Private
Grant Avenue	Swede Alley to the North	20.	N	Y	15	L	5	Y	N	N	Good	
Hackney Court	Holiday Ranch Loop Road to the North	50	N	N	25	R	0	N	Y	N	Good	
Heber Avenue	Park Avenue to Swede Alley	50	N	N	31	R	1	Y	Y	N	Fair	
Hidden Splendor Court	Thaynes Canyon Drive to the West	50	N	N	24½	R	0	N	Y	N	Good	
Highstreet	Fenchurch Drive to the South	50	N	N	0	R	25	Y	Y	N		
Hillside Avenue	Main Street to Sandridge Avenue	40	N	N	17	R	7	Y	Y	Y	Good	
Holiday Ranch Loop Road	U.224 to Park Meadows Drive	50-66	N	N	40	C	0	N	Y	N	Good	
Holiday Ranch Loop Road	Park Meadows Drive to Lucky John Drive	50	N	N	40	C	0	N	Y	N	Good	
Homestake Road	Park Ave. to Kearns Blvd.	50	N	N	32	R	0	N	Y	N	Good	
Ina Avenue	Monarch Drive to Comstock Drive	50	N	N	24½	R	0	N	Y	N	Good	
Iron Horse Drive	Short Line Road to Bonanza Dr.	50	N	N	25	R	0	N	Y	N	Good	
Iron Horse Drive	Park Ave. to Shortline Road	56	Y	N	24½	R	0	N	Y	N	Good	
Iron Horse Loop	Bonanza Drive to the East	0	N	N	24	R	0	N	Y	N	Good	
Kamas R.O.W.	Allison R.O.W. to Provo R.O.W.	40	Y	N	0	-	0	N	N	N		Unbld.
Kearns Boulevard	(f.k.a. U.248)	66-80	N	Y	24	A	23	Y	Y	N	Good	
Keystone Court	Payday Drive to the South	50	N	N	24½	R	0	N	Y	Y	Good	

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<u>LOCATION</u>		Excess R.O.W.	Excess R.O.W.	Obtain R.O.W.	Pavement Width	Recommended Sectic	Additional Asphalt	Curb & Gutter	Sidewalk	Guardrail	Condition	Comment
<u>STREET NAME</u>	<u>LIMITS</u>											
Kings Court	West of Three Kings Drive	50	N	N	25	R	0	N	Y	N	Good	
King Road	Norfolk Avenue to the East 75'	25	N	Y	15½	R	8½	Y	Y	N	Good	
King Road	Park Avenue to the West	0-25	N	Y	15	R	9	Y	Y	N	Good	
King Road	Sampson Avenue to the West	0	N	N	14	R	0	N	N	Y	Poor	
Lakeside Circle	North of Deer Valley Drive South	0	N	N	25	R	0	N	N	N	Good	
Lakeside Court	North of Deer Valley Drive South	0	N	N	25	R	0	N	N	N	Good	Private
Lake View Court	Meadows Drive to the East	50	N	N	25	R	0	N	Y	N	Good	
Lake View Court	Meadows Drive to the West	0	N	N	25	R	0	N	Y	N	Good	
Lame Dog Way	Captain Molly Drive to Park Ave.	0	N	N	24	R	0	N	Y	N	Good	Private
Lilly Langtree Court	Annie Oakley Drive to the South	50	N	N	25	R	0	N	Y	N	Good	
Little Bessie Avenue	Monarch Drive to Doc Holiday Dr.	50	N	N	25	R	0	N	Y	N	Good	
Little Kate Road	Lucky John Drive to Meadows Drive	50	N	N	25½	R	0	N	Y	N	Good	
Lowell Avenue	Manor Way to South End	50	N	N	23½	R	1½	Y	Y	N	Good	
Lowell Avenue	South End Switchback to Empire Av.	0	N	Y	23½	R	1½	Y	Y	N	Good	
Lowell Avenue	Silver King Dr. to Manor Way	55	N	N	23½	*	16½	Y	Y	N	Fair	
Lucky John Dr.	American Saddler Dr. to Meadows Drive	50	N	N	40	R	0	N	Y	N	Good	
Main Street	Heber Ave. to Hillside Avenue	50	N	N	34	R	0	N	N	N	Good	
Maintenance Road	Royal Street West to the South	0	N	N	32	R	0	N	N	N	Good	Private
Manor Way	Lowell Avenue to Empire Avenue	50	N	Y	24½	R	15½	Y	Y	N	Fair	

----- LOCATION -----		Excess R.O.W.	Excess R.O.W.	Obtain R.O.W.	Pavement Width	Recommended Section	Additional Aspha	Curb & Gutter	Sidewalk	Guardrail	Condition	Comment
<u>STREET NAME</u>	<u>LIMITS</u>											
Marsac Avenue (U.224)	Fifth Street to South of Third R.O.W.	40	N	Y	21	C	13	Y	Y	Y	Good	
Marsac Avenue (U.224)	South of Third St. to Chambers	0	N	Y	23	C	11	Y	Y	N		
Marsac R.O.W.	North of Second R.O.W. to South of First R.O.W.	40	Y	N	0	-	0	N	N	N		Unbld.
McHenry R.O.W.	Fifth R.O.W. to McHenry Street	40	Y	N	0	-	0	N	N	N		Unbld.
McHenry R.O.W.	McHenry Street to Third R.O.W.	40	N	N	0	-	0	N	N	N		
McHenry Avenue	Rossie Hill Drive to South of Third R.O.W.	0	N	Y	15	*	5	Y	N	N	Poor	Need tur around
McLeod Creek Road	U.224 to Holiday Ranch Loop Road	50	N	N	25	R	0	N	Y	N	Good	
Meadow Creek Ct.	McLeod Creek Road to the South	50	N	N	25	R	0	N	Y	N	Good	
Meadows Drive	Lucky John Drive to U.248	0	N	Y	0	R	34	Y	Y	N		Not cons
Meadows Drive	U.224 to East of Crestline Drive	55	N	N	24	C	16	Y	Y	N	Fair	
Mellow Mountain	Deer Valley Drive through Surprise Subdivision	50	N	N	0	R	32	N	N	N		Und.cons
Monarch Drive	Ina Avenue to North and South	50	N	N	25	R	0	N	Y	N	Good	
Monitor Drive	Little Kate Road to U.248	50	N	N	40	C	0	N	Y	N	Good	
Moray Court	Monitor Drive to the West	50	N	N	25	R	0	N	Y	N	Good	
Morning Star Court	Morning Star Drive to the North	50	N	N	25	R	0	N	Y	N	Good	
Morning Star Drive	Thaynes Canyon Drive to the West	50	N	N	25	R	0	N	Y	N	Good	

<u>LOCATION</u>		<u>Excess R.O.W.</u>	<u>Excess R.O.W.</u>	<u>Obtain R.O.W.</u>	<u>Pavement Width</u>	<u>Recommended Sectio</u>	<u>Additional Asphalt</u>	<u>Curb & Gutter</u>	<u>Sidewalk</u>	<u>Guardrail</u>	<u>Condition</u>	<u>Comment</u>
<u>STREET NAME</u>	<u>LIMITS</u>											
Marsac Avenue (U.224)	Fifth Street to South of Third R.O.W.	40	N	Y	21	C	13	Y	Y	Y	Good	
Marsac Avenue (U.224)	South of Third St. to Chambers	0	N	Y	23	C	11	Y	Y	N		
Marsac R.O.W.	North of Second R.O.W. to South of First R.O.W.	40	Y	N	0	-	0	N	N	N		Unbld.
McHenry R.O.W.	Fifth R.O.W. to McHenry Street	40	Y	N	0	-	0	N	N	N		Unbld.
McHenry R.O.W.	McHenry Street to Third R.O.W.	40	N	N	0	-	0	N	N	N		
McHenry Avenue	Rossie Hill Drive to South of Third R.O.W.	0	N	Y	15	*	5	Y	N	N	Poor	Need tur around
McLeod Creek Road	U.224 to Holiday Ranch Loop Road	50	N	N	25	R	0	N	Y	N	Good	
Meadow Creek Ct.	McLeod Creek Road to the South	50	N	N	25	R	0	N	Y	N	Good	
Meadows Drive	Lucky John Drive to U.248	0	N	Y	0	R	34	Y	Y	N		Not cons
Meadows Drive	U.224 to East of Crestline Drive	55	N	N	24	C	16	Y	Y	N	Fair	
Mellow Mountain	Deer Valley Drive through Surprise Subdivision	50	N	N	0	R	32	N	N	N		Und.cons
Monarch Drive	Ina Avenue to North and South	50	N	N	25	R	0	N	Y	N	Good	
Monitor Drive	Little Kate Road to U.248	50	N	N	40	C	0	N	Y	N	Good	
Moray Court	Monitor Drive to the West	50	N	N	25	R	0	N	Y	N	Good	
Morning Star Court	Morning Star Drive to the North	50	N	N	25	R	0	N	Y	N	Good	
Morning Star Drive	Thaynes Canyon Drive to the West	50	N	N	25	R	0	N	Y	N	Good	

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<u>LOCATION</u>		Excess R.O.W.	Excess R.O.W.	Obtain R.O.W.	Pavement Width	Recommended Section	Additional Aspha	Curb & Gutter	Sidewalk	Guardrail	Condition	Comment
<u>STREET NAME</u>	<u>LIMITS</u>											
Mountain Lane	Crestline Drive to the South	50	N	N	25	R	0	N	Y	N	Good	
Mountain Oak Ct.	Park Meadows Drive to the East	50	N	N	24	R	1	N	Y	N	Good	
Mountain View Lane	Saddle View Drive to the South	0	N	N	25	R	0	N	N	N	Good	Private
Munchkin Road	Woodbine Way to Bonanza Drive	0	N	N	32	R	0	N	N	N	Good	
Nail Driver Court	Payday Drive to the South	50	N	N	24½	R	0	N	Y	N	Good	
Nineth R.O.W.	Lowell Avenue to Woodside Avenue	30	Y	N	0	-	0	N	N	N		Unbld.
Nineth R.O.W.	Park Avenue to the East	30	Y	N	0	-	0	N	N	N		
Nineth Street	Woodside Avenue to Park Avenue	30	Y	N	0	-	0	N	N	N		Unbld.
Norfolk Avenue	Second Street to First Street	50	N	N	10½	*	12½	Y	N	N	Fair	
Norfolk Avenue	Third Street to Second Street	50	N	N	16½	*	3½	Y	N	N	Fair	
Norfolk Avenue	Thirteenth Street to Eighth St.	50	N	N	22½	R	2½	Y	Y	N	Good	
Norfolk R.O.W.	Empire Ave. (at Millsite) to Thirteenth	50	Y	N	0	-	0	N	N	N		Unbld.
Oak Rim Lane	Crestline Drive to the North	50	N	N	25	R	0	N	Y	N	Good	
Ontario Avenue	Marsac Ave. (SR 224) to Rossie Hill Drive	0	N	Y	13	*	7	Y	N	Y	Poor	
Ontario Avenue	Rossie Hill Drive to Marsac Ave.	0	N	Y	13	*	7	Y	N	Y	Poor	
Ontario Canyon	Prospect Street to the South	0	N	Y	23	C	11	Y	Y	N	Good	
Ontario R.O.W.	Rossie Hill Dr. to Second R.O.W.	40	Y	N	0	-	0	N	N	N		Unbld.
Pacific Avenue	North of Heber Avenue	±20	N	N	0	C	20	Y	Y	N		Depot ar
Paddington Drive	Wyatt Earpp Way to Euston Drive	50	N	N	25	R	0	N	Y	N	Good	
Park Avenue	Fifteenth Street to Heber Avenue	50	N	N	33½	R	0	N	N	N	Good	

----- LOCATION -----		Excess R.O.W.	Excess R.O.W.	Obtain R.O.W.	Pavement Width	Recommended Sectio	Additional Asphalt	Curb & Gutter	Sidewalk	Guardrail	Condition	Comment
<u>STREET NAME</u>	<u>LIMITS</u>											
Park Avenue	Heber Avenue to First Street	50	N	N	22	R	3	Y	Y	N	Fair	
Park Avenue	Deer Valley Dr. north to city limits	80	N	N	47	A	0	N	N	N	Fair	
Payday Drive	U.224 to West of Thaynes Canyon	50	N	N	24½	R	0	N	Y	N	Good	
Pinnacle Court	Pinnacle Dr. to the East	0	N	N	25	R	0	N	N	N	Good	Private
Pinnacle Drive	Deer Valley Drive North to the North	0	N	N	25	R	0	N	N	N	Good	Private
Poison Creek Lane	Sidewinder Dr. to Prospector Ave.	50	N	N	25	R	0	N	Y	N	Good	
Prospect Avenue	Hillside Avenue to South ±200'	40	Y	N	11½	L	8½	N	N	N	Poor	
Prospect Avenue	Ontario Canyon to the North ±1000'	0	N	Y	11½	L	8½	N	N	N	Poor	
Prospector Avenue	Bonanza Drive to Gold Dust Lane	50	N	N	25	R	0	N	Y	N	Good	
Prospector Drive	Payday Drive to U.224	50	N	N	24½	R	0	N	Y	N	Good	
Provo R.O.W.	Heber Avenue to Rossie Hill Dr.	40	Y	N	0	-	0	N	N	N		
Provo R.O.W.	Kamas R.O.W. to Coalville R.O.W.	40	Y	N	0	-	0	N	N	N		
Quaking Aspen Ct.	Holiday Ranch Loop Road to the East	50	N	N	24	R	1	N	Y	N	Good	
Queen Esther Dr.	Avatar Court to Deer Valley	50	N	N	25	R	0	N	N	N	Good	
Racquet Club Dr.	Little Kate Road to Little Kate Road	0	N	N	24	R	0	N	Y	N	Good	Private
Red Maple Court	Holiday Ranch Loop Road to the East	50	N	N	24	R	1	N	Y	N	Good	
Red Pine Court	Park Meadows Drive to the North	50	N	N	24½	R	0	N	Y	N	Good	
Ridge Avenue	Daly Avenue to King Road	0	N	Y	12½	R	7½	Y	N	Y	Fair	

-----LOCATION-----

<u>STREET NAME</u>	<u>LIMITS</u>	Excess R.O.W.	Excess R.O.W.	Obtain R.O.W.	Pavement Width	Recommended Section	Additional Aspha	Curb & Gutter	Sidewalk	Guardrail	Condition	Comment
Ridge Ave. R.O.W.	Norfolk Avenue to the South	30	Y	N	0	-	0	N	N	N		
River Birch Court	Holiday Ranch Loop Road to the West	50	N	N	25	R	0	N	Y	N	Good	
Rossie Hill Drive	Deer Valley Entrance Road to Olive Branch Road	0	N	Y	25	*	0	N	Y	N	Good	
Rossie Hill Drive	Olive Branch Road to Coalition View Court	50	N	N	25	*	0	N	Y	N	Good	
Rossie Hill Drive	Ontario Avenue to Provo R.O.W.	50	Y	N	12	*	12	Y	Y	N	Poor	
Rossie Hill Drive	Provo R.O.W. to McHenry Street	0	N	Y	12	*	12	Y	Y	N	Poor	
Royal Court	Royal Street to Northeast	50	N	N	24	R	0	N	N	N	Good	
Royal Street	Deer Valley Drive South to Royal Street West	50	N	N	32	C	0	N	N	N	Good	
Royal Street East	Royal Street to Royal Street West	50	N	N	32	C	0	N	N	N	Good	
Royal Street West	Royal Street to Royal Street East	50	N	N	32	C	0	N	N	N	Good	
Saddle View Way	In Saddle View Condominiums	0	N	N	24	R	1	N	Y	N	Good	Private
Saddle View Way	U.224 to the East - up to Saddle View Condominiums	50	N	N	24	R	1	N	Y	N	Good	
Sampson Avenue	Norfolk Avenue to King Road	0	N	Y	10	L	10	Y	N	Y	Fair	
Sampson Avenue R.O.W.	South of King Road	30	N	N	0	L	0	N	N	N		Unblld.
Samuel Colt Court	Doc Holiday Drive to the East	50	N	N	25	R	0	N	Y	N	Good	

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----- LOCATION -----		Excess R.O.W.	Excess R.O.W.	Obtain R.O.W.	Pavement Width	Recommended Sectio	Additional Asphalt	Curb & Gutter	Sidewalk	Guardrail	Condition	Comment
<u>STREET NAME</u>	<u>LIMITS</u>											
Sandridge R.O.W.	Hillside Avenue to Second St.	0-40	Y N		0	-	0	N N N				Unbld.
Second R.O.W.	Marsac R.O.W. to Ontario R.O.W.	30	Y N		0	-	0	N N N				Unbld.
Second R.O.W.	Norfolk Avenue to Main Street	30	Y N		0	-	0	N Y N				Unbld.
Seventh R.O.W.	Norfolk Avenue to Woodside Ave.	30	Y N		0	-	0	N Y N				Unbld.
Shadow Ridge St.	Lowell Avenue to Empire Avenue	50	N Y		25	R	15	Y Y N			Poor	
Short Line Road	Iron Horse Drive to Deer Valley Drive	50	N N		24	R	1	N Y N			Good	
Sidewinder Drive	U.224 to Wyatt Earpp Way	50	N N		25	R	0	N Y N			Good	
Silver Cloud Dr.	Meadows Drive to East of Galileo Court	50	N N		25	R	0	N Y N			Good	
Silver King Drive	Empire Avenue to Lowell Avenue	50	N Y		24½	R	16	Y Y N			Fair	
Silver King Drive	Empire Avenue to Park Avenue	0-40	N Y		23½	R	0	Y Y N			Fair	
Silver King Drive	Lowell Avenue to West of Three Kings Drive	50	N N		24½	R	0	N Y N			Good	
Silver Queen Ct.	Payday Drive to the South	50	N N		25	R	0	N Y N			Good	
Single Jack Court	Prospector Drive to the West	50	N N		24½	R	0	N Y N			Good	
Sixth R.O.W.	Norfolk Avenue to Park Avenue	30	Y N		0	-	0	N N N				Unbld.
Sixth Street	Park Avenue to Main Street	30	N N		17	*	6	Y N N			Poor	
Snow's Lane	West of Three Kings Drive	0	N N		20	C	5	N N N			Fair	
Solamere Drive	Deer Valley Drive North to Telemark Drive	50-66	N Y	3	30	C	0	N N N			Good	

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----- LOCATION -----		Excess R.O.W.	Excess R.O.W.	Obtain R.O.W.	Pavement Width	Recommended Section	Additional Asphalt	Curb & Gutter	Sidewalk	Guardrail	Condition	Comment
<u>STREET NAME</u>	<u>LIMITS</u>											
Sterling Drive	Royal Street West to Royal Street East	0	N	N	32	R	0	N	N	N	Good	Private
Stonebridge Drive	Deer Valley Drive South to the South	0	N	N	25	R	0	N	N	N	Good	Private
Sunnyside Drive	Deer Valley Entrance Road to Mellow Mountain Road	50	N	N	25	R	0	N	Y	N	Good	
Sunny Slopes Dr.	Meadows Drive to the East	50	N	N	25	R	0	N	Y	N	Good	
Sunny Slopes Dr.	Meadows Drive to the West	0	N	N	25	R	0	N	Y	N	Good	
Sunrise Circle	Ina Avenue to the South	50	N	N	25	R	0	N	Y	N	Good	
Sunset Court	Evening Star Drive to the South	50	N	N	25	R	0	N	Y	N	Good	
Supreme Court	South of Centennial Circle	50	N	N	25	R	0	N	Y	N	Good	
Swede Alley	Fifth Street to Main Street	19	N	Y	15	*	9	Y	Y	N	Good	
Swede Alley	Marsac Ave. (SR 224) to Fifth St.	50	N	N	26	*	8	Y	Y	N	Good	
Swift R.O.W.	McHenry R.O.W. to Provo R.O.W.	40	Y	N	0	-	0	N	N	N		Unbld.
Telemark Drive	Solamere Dr. to Solamere Dr.	50	N	N	32	R	0	N	N	N	Good	
Tenth R.O.W.	Park Avenue to the East	30	Y	N	0	-	0	N	N	N		Pk. access
Tenth Street	Empire Avenue to Woodside Avenue	30	N	N	13	L	7	Y	N	N	Good	
Tenth Street	Lowell Avenue to Empire Avenue	30	N	N	24	L	0	Y	N	N	Fair	
Tenth Street	Woodside Avenue to Park Avenue	30	N	N	10	L	13	Y	N	N	Poor	
Thaynes Canyon Way	Three Kings Drive to the West	50	N	N	24½	R	0	N	Y	N	Good	
Thaynes Canyon Dr.	Payday Drive to U.224	50	N	N	24½	R	0	N	Y	N	Good	
Third R.O.W.	Marsac Avenue to McHenry R.O.W.	30	Y	N	0	-	0	N	N	N		Unbld.

-----LOCATION-----		Excess R.O.W.	Excess R.O.W.	Obtain R.O.W.	Pavement Width	Recommended Sectio	Additional Asphalt	Curb & Gutter	Sidewalk	Guardrail	Condition	Comment
<u>STREET NAME</u>	<u>LIMITS</u>											
Third R.O.W.	Norfolk Avenue to Main Street	30	Y	N	0	-	0	N	Y	N		Unbld.
Thirteenth R.O.W.	Norfolk Avenue to Empire Avenue	30	Y	N	0	-	0	N	N	N		Unbld.
Thirteenth Street	Park Avenue to Woodside Avenue	30	N	N	22	R	1	Y	N	N	Good	
Thirteenth Street	Woodside Avenue to Norfolk Ave.	0	N	Y	22	R	1	Y	N	N	Good	
Three Kings Court	Thaynes Canyon Drive to North of Webster Drive	50	N	N	25	R	0	N	Y	N	Good	
Three Kings Drive	Thaynes Canyon Drive to Silver	50	N	N	24½	R	0	N	Y	N	Good	
Tramway Drive (aka Crescent Tramway)	Park Avenue to Woodside Avenue	0	N	Y	0	L	0	N	N	N	Poor	
Twelfth R.O.W.	Empire Avenue to Norfolk Avenue	30	Y	N	0	-	0	N	N	N		Unbld.
Twelfth R.O.W.	Lowell Avenue to the East	30	Y	N	0	-	0	N	N	N		Unbld.
Twelfth Street	Norfolk Avenue to Park Avenue	30	N	N	24	L	0	Y	N	N	Fair	
Twilight Court	Sunset Court to the West	50	N	N	25	R	0	N	Y	N	Good	
Unnamed Court	Solamere Drive to the North	50	N	N	25	R	0	N	N	N	Good	
Unnamed Private Loops	Captain Molly Drive to Captain Molly Drive	0	N	N	24	R	0	N	Y	N	Good	Private
Unnamed Private Road	Sunnyside Drive to the West	0	N	N	25	L	0	N	Y	N	Good	Private
Unnamed Private Roads	In North Star Subdivision	0	N	N	20	L	0	N	N	N	Fair	Private
Unnamed R.O.W.	Norfolk Avenue to Woodside Ave. (Between 5th. and 6th.)	30	Y	N	0	-	0	N	N	N		Unbld.

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LOCATION		Excess R.O.W.	Excess R.O.W.	Obtain R.O.W.	Pavement Width	Recommended Section	Additional Asphalt	Curb & Gutter	Sidewalk	Guardrail	Condition	Comment
<u>STREET NAME</u>	<u>LIMITS</u>											
Unnamed Road	Royal Street West to Ontario Canyon	0	N	N	32	C	0	N	N	N	Fair	Private
Unnamed Road	Mellow Mountain Road to Reservoir	0	N	Y	0	*	0	N	N	N	Fair	
Upland Circle	Crestline Drive to the West	50	N	N	25	R	0	N	Y	N	Good	
Utah Avenue R.O.W.	Even with 2nd. Street	0-50	N	N	0	-	0	N	N	N		
Utah Avenue R.O.W.	Sampson Avenue to King Road	0-50	N	N	0	-	0	N	N	N		
U. 248/Kearns Blvd.	U. 224 to East of Wyatt Earpp Way	66-80	N	N	24	A	23	Y	Y	N	Fair	
U. 224/Park Avenue	Meadows Drive to Swede Alley	80	N	N	24	A	23	Y	Y	N	Fair	
Venus Court	Evening Star Drive to the East	50	N	N	25	R	0	N	Y	N	Good	
Walker Court	Three Kings Court to the West	50	N	N	25	R	0	N	Y	N	Good	
Webster Court	Webster Drive to the West	50	N	N	25	R	0	N	Y	N	Good	
Webster Drive	Three Kings Court to Thaynes	50	N	N	25	R	0	N	Y	N	Good	
Westview Court	Westview Drive to the South	0	N	N	0	L	20	N	N	N		Private
Westview Drive	Royal Street to Royal Street	0	N	N	0	L	20	N	N	N		Private
White Pine Court	Little Kate Road to the West	50	N	N	24	R	1	N	Y	N	Good	
Woodbine Way	U. 248 to the South	50	N	N	32	R	0	N	N	N	Fair	
Woodside Avenue	15th. Street to 14th. Street	22-30	N	Y	23	R	1	Y	Y	N	Good	
Woodside Avenue	14th. Street to 13th. Street	30	N	Y	23	R	1	Y	Y	N	Good	
Woodside Avenue	12th. Street to 1st. Street	50	N	N	20½	R	4½	Y	Y	N	Good	

<u>LOCATION</u>		<u>Excess R.O.W.</u>	<u>Excess R.O.W.</u>	<u>Obtain R.O.W.</u>	<u>Pavement Width</u>	<u>Recommended Sectio</u>	<u>Additional Asphalt</u>	<u>Curb & Gutter</u>	<u>Sidewalk</u>	<u>Guardrail</u>	<u>Condition</u>	<u>Comment</u>
<u>STREET NAME</u>	<u>LIMITS</u>											
Woodside Canyon (dba King Road)	Norfolk Avenue to Anchor Avenue	30	N	N	13½	R	6½	Y	N	N	Fair	
Woodside Gulch	Sampson Avenue to the South	0	N	N	0	*	0	N	N	N	Poor	
Woodside R.O.W.	Even with Millsite Way	40	Y	N	0	-	0	N	N	N		Unbld.
Wyatt Earpp Way	Sidewinder Dr. to Paddington Dr.	50	N	N	20½	R	4½	Y	Y	N	Fair	
Wyatt Earpp Way	U.248 to Sidewinder	50	N	N	25	R	0	N	Y	N	Good	

APPENDIX B

ROADWAY DESIGN STANDARDS

As part of the street inventory, Wayne Van Wagoner and Associates studied all of the roadways within Park City. Roadway design sections have been assigned to each roadway segment in Park City which was found to be deficient. The plan does not generally propose changes to newer streets even though they may not exactly conform to the recommended standards. It is more important that the city commit its resources to the improvement of roads with serious deficiencies and to planning for future requirements.

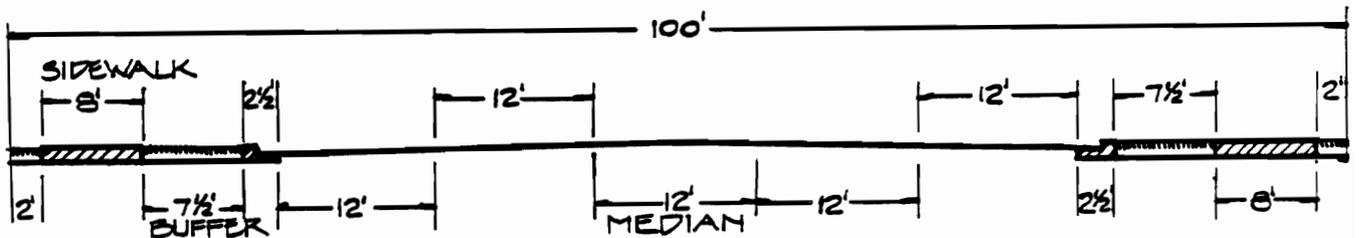
The designs contained in this section are required for all newly developing areas, and where major redevelopment is planned. On sites with unique physical characteristics, the city may allow alterations if a better design solution may be achieved.

For additional clarity, each roadway classification category will be discussed separately with regard to function and design. The classifications discussed here provide general guidelines for the construction of roads in Park City. Additional engineering standards are located in the appendix of this study or are contained in the Park City Construction Standards manual. Based upon specific locations and expected traffic demand, streets will be reviewed to ensure that adequate circulation is provided and this may result in a different standard being required. CBR tests are used to determine pavement depth design.

The roadway cross-sections show recommended sidewalk placement. Alternate locations of sidewalks further away from the traveled roadway are encouraged. Park City places a high priority on the provision of convenient and safe sidewalks. Walks which directly abut the street will be difficult to clear of snow without the use of heavy machinery. Also they offer no protection from the splashing of automobiles on wet roads, and are generally not as pleasant or secure feeling as a separated walkway. Walkways which meander away from the street should be designed to allow visual surveillance. The opportunity for visual surveillance is an important function relating to user safety and security. Locating sidewalks close to lighted streets avoids the necessity for separate lighting.

Arterials

Currently, the only streets in Park City classified as arterials are State Highways U.224 and U.248. The new Belt Route under construction has been designed to be compatible with the recommended standards for this classification. Arterial roads are designed to accommodate traffic flows in excess of six thousand (6,000) daily trips. These streets provide a minimum pavement width of sixty feet located within a one-hundred foot right-of-way. Design speeds range from forty to fifty-five miles per hour. Because of the inherent function of arterial roadways, direct access is discouraged and shall be restricted such that only properties which would otherwise be landlocked shall have any right to connect directly to such streets. Where several adjoining properties are located adjacent to arterial roadways and no other access exists, ingress/egress driveways shall be located to serve multiple parcels and will be subject to specific review and approval by the City. Where adjoining land is available, designs which further separate the sidewalks from the street through physical separation or landscape buffers are encouraged.

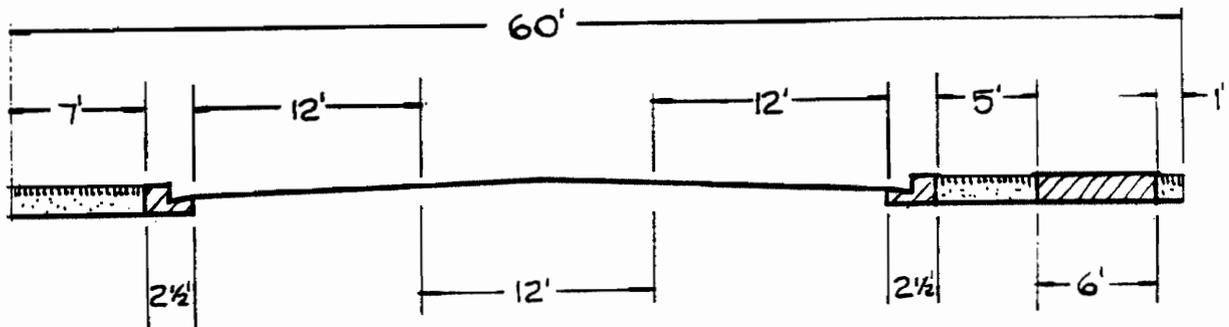


ARTERIAL

Collectors

Collectors in Park City include Deer Valley Drive, Bonanza Drive, Meadows Drive, Lucky John Drive, Royal Street, Marsac Avenue (improved), and Holiday Ranch Loop Road. Because of the somewhat limited range of roadway types within the City, many roads classified here as collectors would not qualify as such in other areas. The main function of collectors in Park City is to link areas of development together. Rather than providing direct access to properties, these streets should have limited frontage with direct access discouraged. Future developments should orient away from these collectors with residential properties designed to face away or back onto these streets. Collectors are designed to accommodate between fifteen hundred to six thousand vehicle trips per day at a speed of thirty to forty-five miles per hour. These streets provide a minimum of thirty-six feet of pavement located within a minimum sixty foot right-of-way.

All newly developing areas required to design streets to serve as collectors will provide sixty foot rights-of-way and shall utilize the following cross-section as a standard.

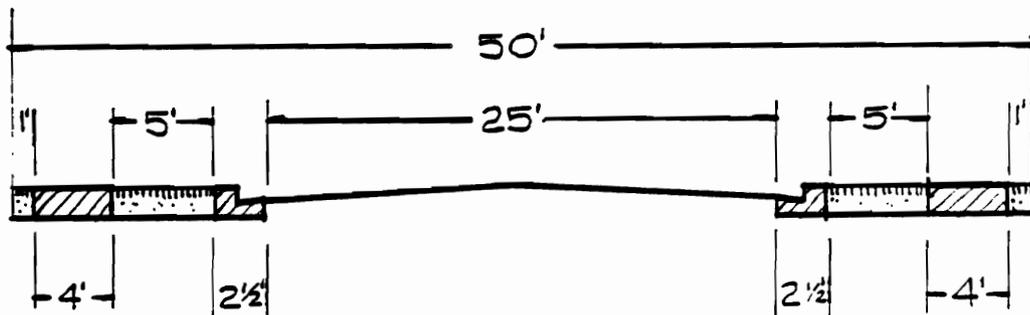


COLLECTOR

Standard Residential

This category encompasses the majority of streets in Park City. Here again, because Park City does not have as diverse a range of roadways or street types as a major metropolitan area, this category of streets serves several different functions. Typically, this classification of roadways serves to collect and distribute traffic within residential neighborhoods. Such roads can adequately handle upwards of fifteen hundred vehicle trips per day at speeds up to thirty miles per hour. The standard for new construction requires twenty-five feet of pavement within a fifty foot right-of-way. Therefore, the standard for all roads providing access to residential properties shall be cross-section R (See below). Sidewalks are required except where separate pedestrian trails have been provided. Parking may or may not be allowed depending upon the type and location of roadway being designed and the anticipated traffic levels.

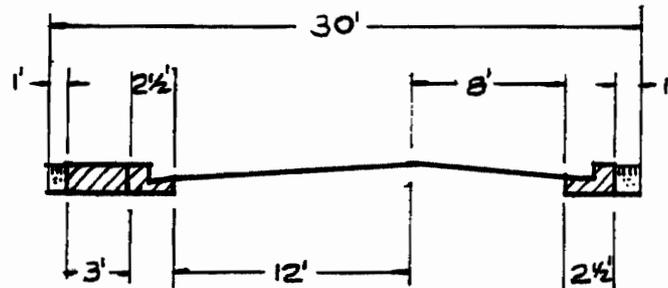
The cross-section diagram below is the standard to be used for the construction of all new residential roadways in Park City. In unique circumstances or in areas where alternative designs would result in a more appropriate solution, other optional cross-sections are permissible at the City's discretion.



RESIDENTIAL

Low Volume Residential

The low volume residential roadway section is intended for upgrading the minor streets which run vertically up the hillsides in the old part of town on thirty foot rights-of-way. The standard calls for a minimum of a twenty-foot pavement section. It may have limited application in new developments for short one-way streets on hillsides or for short private cul-de-sacs.



LOW VOLUME

TRAIL DESIGN

Bike Paths

Bike paths should ideally be completely separate from roads, pedestrian and horse paths. All paths used exclusively for cyclists are to be 7' wide. If the bike path must be shared with pedestrians, the path must be a minimum of 8' wide. There should be a 2' shoulder on both sides of the bicycle path with an adequate swale where necessary to carry excess water away from the bicycle path. They should have a grade no steeper than 10%. In flat areas a cross slope of 2% should be provided for drainage.

Bike paths may be constructed of asphalt, concrete or other smooth surfaced materials. Steel trowel, masonry units and rough aggregate finishes are not appropriate.

Bike paths which must be located in the paved road must be a minimum of 8' for two-way traffic, must be signed and the lane must be identified with stencil on the road pavement.

Horse Trails

Horse trails must be at least 10' wide and must be cleared of all projecting limbs, brush, downed logs, debris and sapling trees to a minimum height of 10' above the trail. For protection against erosion in sparsely timbered country, do not remove any healthy trees except where they interfere with trail traffic and the trail cannot be relocated to eliminate the interference.

Normally, the native soil used to construct the trail base is adequate to carry foot and light horse use. On slopes 20% and over, the trail base should be constructed totally in native soil. If fill is used on slopes above 20%, the trail will be difficult to maintain. Plus, fill used on slopes above 40% can be unsafe for horse traffic.

When surfacing is required, pit run native gravel can be used. Depth and width of surfacing must be determined in each case based on the quality of the native material and the use anticipated on the trail. As a general rule, 3" of gravel will last about 5 years with 10-15 horses per day over the trail.

Pedestrian and Hiking Paths

Hiking trails can be combined with horse trails. Trails used only for hiking may have a minimum width of 2' or a maximum width of 5'. In general, hiking trails should be no steeper than 20%. However, where there is steep and difficult terrain, short sections of steeper trails may be allowed. In no case shall trails exceed 50% gradient. When designing a hiking trail which must be steeper than 20% grade, the length of steeper slopes shall be individually evaluated depending upon grades for adjacent trail sections. Special drainage and erosion control measures may be required on any trails.

Pedestrian walkways should be separate from bike paths and roads. They should be 4' in width and constructed of asphalt, concrete or other material with a smooth surface. Gravel or native surface may be appropriate where winter maintenance is not required.

ADDITIONAL DESIGN CRITERIA

Grade: Maximum allowable grades for various roadway segments are as follows:

<u>Alignment</u>	<u>Maximum Grade</u>
Straight or meandering	10%
Curves (less than 400' inside radius)	4
Switchback curves (less than 100' inside radius)	3
For 40' from the nearest edge of the travelled roadway (extended) at the intersection	2

Intersections: The following guidelines shall be adhered to in the design of all intersections and major driveway accesses:

Alignment

Roadways shall be within ten degrees of a perpendicular alignment for fifty feet before any intersection.

Sight Distance

The minimum sight distance for a street intersection shall be two hundred feet measured on a line from a point fifteen feet behind the right-of-way line to the center of the approaching travel lane at a height 3.75 feet above the two end points.

Clear View of Intersecting Streets

In all zones, no obstruction to view in excess of two feet in height above road grade shall be placed on any corner lot within a triangular area formed by the streets at property line and a line connecting them at points twenty-five feet from the intersection of the street right-of-way lines, except a reasonable number of trees pruned high enough to permit automobile drivers an unobstructed view.

Curb Radius

The minimum curb radius for intersecting streets shall conform to the following:

<u>Street Type</u>	<u>Minimum Radius</u>
Low volume/local	15'
Minor collector	25'
Major collector	35'
Arterial	35'

Driveways:

The following width and curb cut dimensions apply. Please also note additional driveway standards for the Historic District as outlined in the Land Management Code Section 7.1.5(d).

<u>Use</u>	<u>Minimum Width</u>	<u>Maximum Curb Cut</u>
Single-family residential	10'	15'
Residential, multi-family	18'	25'
Commercial	24'	30'

Spacing

Spacing is defined as the distance between the closer edges of adjoining driveways or right-of-way lines of intersecting streets.

Access drives shall be spaced according to the following:

<u>Street Type</u>	<u>Minimum Spacing</u>	<u>Minimum Distance From Intersection</u>
Local	15'	25'
Collector	50'	75'
Arterial	75'	115'

Miscellaneous:

All driveways serving more than a single residence shall have a maximum grade of two percent for twenty feet behind the curb.

A minimum seventy-five foot spacing between major commercial driveways is recommended. Joint use of commercial drives is strongly encouraged.

The maximum allowable cul-de-sac length is six hundred and fifty feet measured from the curb line to the center of a turnaround.

The minimum cul-de-sac radius is fifty-five feet except in hillside areas where approved hammerheads are permissible.

The centerline of intersections of the driveways of major traffic generators entering from opposite sides of roadway shall be offset by a minimum of one hundred and fifty feet.

APPENDIX C

STREET CAPITAL IMPROVEMENT PLAN

A Street Capital Improvement Plan is an attempt to improve all City streets in a timely manner, utilizing the best estimates of cost combined with a needs analysis of all routes. The inventory phase of this study included an analysis of the overall condition of each roadway. A good, fair, or poor rating was given to each roadway segment. This information, along with the analysis of needs based on the usage of each roadway, provides a ranking of roadways for rehabilitation. Utah State highways and roadways not yet accepted as public by the City were not included in the Street Capital Improvement Plan. It was felt that these roadways would be in good condition prior to acceptance by the City.

Possible funding sources available to the City for necessary street improvements are Utah State Maintenance Funds (SMF), City General Fund (GF), and through the formation of a Special Assessment District (SAD). The City receives funds from the State of Utah for street maintenance. City general funds may also be set aside for these improvements if the City Council feels these needs should receive a priority for City funds. Special assessment districts for local streets can be set up to provide funds paid by the residents of the district. The taxing can be paid over a period of time, as set up in the formation of the district. The accompanying table is a priority listing of streets requiring improvement at this time and includes possible funding sources. All of the sources described previously may be available for each project. This table does not include the improvement of Swede Alley which will be a part of the redevelopment program and not a part of the Street Capital Improvement Program.

As with all Capital Improvement budgets, a commitment by City officials is required to provide funding for completion of the plan. Each year the plan should be reviewed and modified as needed. Each year a new fifth year of projects should be added to the plan. In that way, an ongoing commitment to the maintenance of City streets is created.

TABLE I

STREET CAPITAL IMPROVEMENT RANKING

<u>Priority</u>	<u>Name</u>	<u>Location</u>	<u>Improvement</u>	<u>Cost</u>	<u>Source</u>
10	Fourth Street	Park Avenue to Main Street	Reconstruct	\$ 17,000	GF/SAD
15	Fifth Street	Swede Alley to Park Avenue	Widen	15,500	GF/SAD
4	Sixth Street	Main Street to Park Avenue	Reconstruct	16,000	GF/SAD
19	Eighth Street	Park Avenue to Norfolk	Widen	14,000	GF/SAD
17	Nineth Street	Park Avenue to Woodside	Reconstruct	25,000	GF/SAD
3	Tenth Street	Woodside to Park Avenue	Reconstruct	16,000	GF/SAD
18	Eleventh St.	Empire Avenue to Park Avenue	Widen	22,500	GF/SAD
22	Fifteenth St.	Park Avenue to Empire	Widen	24,500*	GF
13	Anchor Avenue	Empire Canyon to Woodside	Widen	62,000*	GF/SAD
24	Empire Avenue	Manor to South End	Reconstruct	179,000	GF/SAD
1	Heber Avenue	Park Avenue to Swede Alley	Reconstruct	30,000	SMF
2	Hillside Ave,	Main Street to Marsac Avenue	Widen	30,000*	GF
21	Lowell Avenue	Manor to South End	Widen	183,000	GF/SAD
8	McHenry Avenue	Rossie Hill Drive to the End	Reconstruct	96,500*	GF/SAD
11	Norfolk Avenue	Woodside Canyon to North of 3rd Street	Widen	62,000*	GF/SAD
16	Norfolk Avenue	8th. to 9th. Street	Widen	6,500	GF/SAD
5	Olive Branch Rd.	Deer Valley Road to Rossie Hill	Reconstruct	97,000*	GF/SAD
20	Park Avenue	1st. Street to Heber Avenue	Widen	160,000	GF
6	Prospect Avenue	Hillside to Ontario Canyon	Reconstruct	110,000*	GF/SAD
7	Rossie Hill Dr.	McHenry to the West End	Reconstruct	96,500*	GF/SAD
12	Sampson Avenue	Woodside Canyon to Norfolk	Widen	52,000*	GF/SAD
9	Sandridge Ave.	Hillside to the North	Reconstruct	81,500*	GF/SAD
14	Woodside Canyon	Anchor Avenue to Norfolk	Widen	31,500*	GF/SAD
23	Wyatt Earpp Dr.	South of Sidewinder	Resurface	8,000	GF/SAD

Note: 1982 dollar total cost = \$1,436,000 plus right-of-way

*Plus right-of-way

C-2

If \$300,000 per year is set aside and right-of-way problems can be overcome, a five-year Capital Improvement Plan could be developed. The recommended plan would be as follows:

<u>Year</u>	<u>Projects</u>	<u>Priority</u>	<u>Cost</u>
1985	Heber Avenue	1	\$ 30,000
	Hillside Avenue	2	30,000*
	Tenth Street	3	16,000
	Sixth Street	4	16,000
	Olive Branch Road	5	97,500*
	Prospect Avenue	6	<u>110,000*</u>
	Total		\$ 299,500*
1986	Rossie Hill Drive	7	\$ 96,500*
	McHenry Avenue	8	96,500*
	Sandridge Avenue	9	81,500*
	Fourth Street	10	<u>17,000</u>
Total		\$ 271,500*	
1987	Norfolk Avenue	11	\$ 62,000*
	Sampson Avenue	12	52,000*
	Anchor Avenue	13	62,000*
	Woodside Canyon	14	31,500*
	Fifth Street	15	15,000
	Norfolk Avenue	16	6,500
	Nineth Street	17	25,000
	Eleventh Street	18	22,500
	Eighth Street	19	<u>14,000</u>
Total		\$ 290,500*	
1988	Lowell Avenue	21	\$ 183,000
	Fifteenth Street	22	24,000*
	Wyatt Earpp Drive	23	<u>8,000</u>
Total		\$ 215,500*	
1989	Park Avenue	20	\$ 160,000
	Empire Avenue	24	<u>179,000</u>
Total		\$ 339,000	

*Plus right-of-way

