

ROAD MASTER PLAN PROPOSAL FOR DELTA CITY

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Sample Map to illustrate the Proposal:

<https://www.google.com/maps/d/edit?mid=1-ARUSK1KrrhDPmFuoOI7IerLN9qAyeyd&usp=sharing>

1. Background:
 - a. Delta City's master plan expresses interest in extending the current Plat of Zion format found in the original Delta City Townsite Plat
 - b. A continuous grid system eases traffic congestion, reduces wear and tear on select roads and eliminates traffic choke points
 - c. A greater continuity of community with fewer "silo-ed" neighborhoods is facilitated through a continuous grid
2. Original Townsite Plat:
 - a. Point of origin at the intersection of Main and Center Streets
 - b. Consists of blocks roughly 630 feet square
 - c. Called for mid-block alleys to provide access to the rear of the long, narrow lots
 - d. Designates streets from 500 West to 500 East and 400 North to 400 South
3. Rural West Millard County:
 - a. Employs a separate grid system that overlays Delta City's
 - b. Consists of ten blocks per mile (roughly 530ft per block) aligning with the Salt Lake Base and Meridian Public Land Survey System
 - c. Uses Delta Main Street as its Base (North/South origin) street and 100 West as its Meridian (East/West origin).
4. City vs. County:
 - a. Use separate points of origin along Delta's Main Street (Center Street vs. 100 West)
 - b. Have different sized blocks (630 ft vs. 530 ft)
 - c. Difference has created conflicts in annexed parts of the city
5. Other Physical Obstacles to Grid Extension:
 - a. Railroad tracks will restrict continuous streets on west side
 - b. Highways 6 and 6/50 present issues as diagonal thoroughfares
 - c. Extra-grid existing development will require breaks in the grid
6. Proposal: Grid Extension:
 - a. All future roadways in Delta City (with the exceptions listed below) will follow the pattern of the original township plat:
 - i. 630 ft. square blocks, every 630 feet extending from the currently designated roadways
 - ii. Streets will follow the naming convention of "## hundred [direction]" e.g. 900 East, with streets at the even hundred (a 100-level street)
 - iii. A developer will build the grid to the end of the development in all directions irrespective of the condition of the adjoining property except in cases listed below
 - iv. When existing infrastructure (such as a power line) runs in a parallel path to, and in the path of, the planned road, the path of the road may be shifted by the smallest amount possible, but no more, to accommodate the infrastructure.

- v. When crossing existing infrastructure (such as an individual or small number of power lines or a ditch), the path of the planned road will not be altered from the grid.
- b. Streets will be classified according to purpose within the roadway system.
 - i. Arterial: Primary Routes in and out of town, higher speeds and fewer stop signs, with the future capacity to create multi-lane roads as needed. New residential development facing these streets will not be permitted
 - ii. Collector: Intermediary between the local streets that service residential developments and the arterial roads that are designed for higher capacity. Residential developments will be allowed on these roads, but require greater setbacks
 - iii. Local streets: Most common street in the city, servicing residential areas as well as other land uses that produce little traffic
 - iv. Alley: part of the original Townsite plat for the city, but no new alleys will be permitted. Existing alleys will be under unique rules for development according to their more narrow nature
- c. Mid-block streets:
 - i. To provide flexibility for the development of interior portions of blocks, at the developers discretion, mid-block streets, running the full length of the block, may be installed. The streets may run either North/South or East/West. These will be full local streets and not alleys
 - ii. Blocks abutting arterial roads may employ mid-block cul-de-sacs in addition to the mid-block streets to provide access to lots abutting the arterial road.
- d. Reconciliation with County Grid:
 - i. Naming: Numbered County Roads not contiguous with the City grid will be given a non-number based name (e.g. MC Road 1000 East is known as Locust Ave in City limits) to avoid name duplication
 - ii. Exception: Delta City's 500 West and Millard County's 500 West align and won't be renamed
- e. Bisected City Blocks: Any planned City Road within 300 feet of the existent County Road will not be installed, to avoid small blocks. However, in an effort to avoid large blocks, if a planned City Road (a 100-level road) is not installed, the subsequent mid-block road (the 50-level road) will be installed to avoid blocks over 600 feet in length
 - i. Example: Locust Ave lies within 300 feet of the planned 800 E. To avoid excessive roads and small blocks, 800 East will not be installed. This would leave a block between Locust Ave and the planned 900 E well beyond the 600 foot block length. To mitigate the long block, a street named 850 East will be required to be built halfway between where 800 E would have been planned and the planned 900 E.
- f. Addresses based on County Grid: Where the address of an existing residence/business was assigned based on the County Grid, and now conflicts with its location on the City Grid, a reconciliation will need to occur when the surrounding area is developed and added to the city's grid.

- g. Extension of County Road Grid: Where the County Road Grid has not been built (e.g. MC Road 2000 E anywhere north of MC Road 1000 S, or past the dead end of MC Road 1000 W near 500 S) the County Grid will not be extended.
 - i. Exception 1: The planned road 2000 E shall make an adjustment to the east for the minimum length necessary sufficient to create a 4-way intersection with Hwy 50 and MC Road 2500 E (Which shall be renamed at or before the creation of said intersection).
 - ii. Exception 2: MC Road 1500 E shall extend north (with a new, non-numerical name) from Hwy 50 until it intersects with the planned road 700 N.
- h. MC Road 1000 E: Any existing part of MC Road 1000 E lying north of the cattle guard (roughly 180 feet south of the planned 1200 N) will be abandoned, and MC Road 1000 E will make an adjustment to the east between the cattleguard and the planned 800 E to create a 4 way intersection with the planned 1200 N (running east and west) and the planned 800 E (from the north).
- i. Other Grid Obstructions:
 - i. Sevier River:
 - 1. A road will run roughly parallel to the cliff and shoreline that doesn't conform to the grid. This will serve as the terminus for any intersecting streets
 - ii. Railroad:
 - 1. Collector and Arterial roads shall cross the railroad tracks
 - 2. Local roads will end at the closest intersection with the grid. A street may be extended past the closest corner in the grid and end in a cul-de-sac if the distance between the closest intersection and the railroad right of way is greater than 150 feet. The grid in this instance will also include any 50-level roads that are installed.
 - iii. Unaligned U.S. Highways
 - 1. U.S. Highway 6/50 west of the City's core, as well as U.S. 6 northeast of the city present issues due to their non-ordinal path and higher allowed speeds. The goal of this section is to balance the traffic flow of these roadways with access to these roadways for the areas they pass through. This section only applies to existing arterial roadways lying along a non-cardinal path.
 - 2. An intersection between planned Collector and Arterial roads and diagonal highways will always be created. If multiple Collector and Arterial roads are to intersect a U.S. Highway in close proximity, the intersections are to be combined to limit traffic obstructions along the U.S. Highways. On U.S. Highways with speed limits greater than 56 miles per hour, intersections shall be spaced out by at least ¼ mile.
 - 3. For local roads that should intersect with diagonal U.S. Highways, no intersections will be created with the Highway having a speed limit over 56 miles per hour.
 - 4. Where a local road would intersect with a diagonal U.S. Highway having a speed limit between 36 and 56 miles per hour, intersections will occur with a minimum distance of 900 feet and maximum of ½ mile along the path of the U.S. Highway

5. When a local road is to intersect with a diagonal U.S. Highway traveling in a non-cardinal direction with a speed limit less than 36 miles per hour, intersections will occur at a minimum distance of 300 feet and a maximum distance of 900 feet.
 6. When an intersection between the U.S. Highway and the local road are not appropriate, the road shall be terminated in the same form as described for obstructions to the grid caused by the Railroad, substituting Highway right of way for railroad.
- iv. Existing development
1. If existing residential development blocks the extension of the grid, the road shall be terminated in the same form as described for obstructions to the grid caused by the Railroad, substituting existing development for railroad.
 2. When the extension of the grid is obstructed by an existing development that could be subdivided into residential lots, such as a school, County owned facility, or commercial/industrial development large enough to be subdivided, roads shall be built to the property line of the existing development in preparation for the case that a future use of the obstruction will facilitate an extension of the grid through that property.
 - a. Exception: The collector road originally known as MC Road 1500 E shall make the minimum adequate adjustment to the east to avoid development near the intersection of 750 N along Hwy 6. After the eastward adjustment, it will run due north until terminating at the planned road 700 N.
- v. Planned Extra-Grid Roads:
1. Extension of Shepherd Lane
 2. "Riverside Drive"
 3. A new route to connect 750 North near the crossing of Canal C to MC Road 1000 N at the railroad crossing