

ORDINANCE 2000-7

AN ORDINANCE AMENDING THE GENERAL PLAN OF TOOELE COUNTY, AMENDING CHAPTER 13, TRANSPORTATION PLAN, TO INCLUDE REFERENCE TO THE MID-VALLEY CORRIDOR AND HIGHWAY AND SHEEP LANE

WHEREAS, this ordinance is for the purpose of amending the General Plan of Tooele County, Chapter 13, Transportation Plan to include the Mid-Valley Corridor and Highway and Sheep Lane; and

WHEREAS, the Tooele County Planning Commission held a public hearing on the amendment, reasonable notice of which was first given at least 14 days before the date of the hearing and has recommended the adoption of the amendment; and

WHEREAS, the county commission held a public hearing on the amendment on April 4, 2000, reasonable notice of which was first given at least 14 days before the hearing; and

WHEREAS, this commission finds there is good cause for amending the General Plan of Tooele County to read as attached hereto;

NOW, THEREFORE, THE TOOELE COUNTY COMMISSION, WHICH IS THE LEGISLATIVE BODY OF TOOELE COUNTY, ORDAINS AS FOLLOWS:

SECTION I - AMENDMENT. The General Plan of Tooele County, Chapter 13, Transportation Plan, is hereby amended by including language and a map as attached hereto, which incorporates provisions relating to the establishment and development of the Mid-Valley Corridor and Highway and Sheep Lane.

SECTION II - EFFECTIVE DATE. It is the opinion of the Tooele County Commission that this ordinance is necessary for the immediate preservation of the peace, health or safety of the County and the inhabitants thereof. It shall, therefore, take effect immediately upon publication in one issue of a newspaper published in and having general circulation in Tooele County.

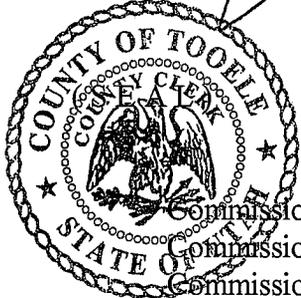
IN WITNESS WHEREOF, the Tooele County Commission passed, approved and enacted this ordinance this 4th day of April 2000.

ATTEST:

TOOELE COUNTY COMMISSION


DENNIS D. EWING, Clerk


TERYL HUNSAKER, Chairman



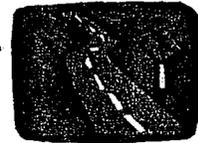
Commissioner Hunsaker voted aye
Commissioner Griffith voted aye
Commissioner Rockwell voted aye

APPROVED AS TO FORM:


DOUGLAS J. AHLSTROM
Tooele County Attorney

CHAPTER THIRTEEN

TOOELE COUNTY TRANSPORTATION PLAN



COUNTYWIDE TRANSPORTATION

Tooele County is faced by a number of transportation concerns as the population base grows and the recreational uses of the county are utilized. Current transportation routes are over capacity. The geographical location of Tooele County in relation to employment bases along the Wasatch Front, make mass transit systems hard to use.

Tooele County plans to extend Sheep Lane from the Bauer area to an interchange at I-80. The road is positioned in the center of Tooele Valley, and can relieve the congestion of S.R. 36 as well as, serve as the designated truck route. It would pass to the west side of the Tooele Army Depot privatization area. It is planned to be a four lane divided arterial highway where access is restricted to interchanges. It would also serve the Deseret Peak recreation and convention complex for Tooele County.

OFF ROAD ACCESS

With the growth occurring in Tooele, a trail system to recreational sites as well as between developments is needed. There is a demand and need for areas designated for the use of off road vehicles where the impact of such uses can be determined to produce no significant impacts. With the mountain ranges in Tooele County, trail systems for horses, hikers, and motor bikes will serve the population for quite a number of future years. While Deseret Peak is designated as a wilderness area, future designations should be conservative in order to recognize the traditions of historical multiple

land uses.

TOOELE VALLEY TRANSPORTATION

Heavy morning and evening peak hour commuter traffic to the Salt Lake Valley has created a need for expansion of the road system. A plan by UDOT is to increase the capacity of SR 36 between I-80 and SR 138 in by 2004. This two lane section will be increased to four lanes in width.

The collector roads which presently exist are adequately serving the traffic in Tooele Valley. The capacity of these roads should be preserved by enforcing a strong access policy that limits driveway connections directly onto the roads. Current policy is to limit access to 800-foot intervals along the state road. This policy should continue. Combining access on narrower parcels should be encouraged to limit access points for existing parcels. Frontage roads and internal local roads should be used to provide access to the fronting parcel of land. Intersections or access points should be spaced no closer than a minimum of 800 feet, wherever possible. In the development of the light industrial on the west side of Highway 36, limited improved intersections must be installed so as to allow the safe interaction of commuter and industrial traffic to exit and enter the highway.

The I-80 and SR 36 interchange is not well suited for its current and projected operational needs. It was designed for free movements between south and east. With the development that has occurred around the interchange, operational problems are

developing that should be corrected. Short of total replacement of the interchange, some improvements can be made to improve the operation. At a minimum, the eastbound off-ramp from I-80 should be relocated further south and separated from the congested areas. It should be shifted south of the frontage road intersection at least 600 feet. Relocation of the east frontage road will provide separation between the intersection and the on-ramps improving that operation and reducing the congestion that occurs at the existing frontage road. The existing frontage road leading north and over I-80 can remain in its existing location.

An interchange that is in the proximity of Mill Junction would allow SR-36 traffic to be diverted to the interstate and not require it to pass through Lake Point. As the Lake Point area grows, and more industrial and commercial traffic travels that segment of SR-36, it will be to the advantage of both the State and Tooele County to consider this new interchange. It will also foster economic growth in the Lake Point area, as traffic can use exit 99 and the new point making doubling back on the same exit unnecessary.

Clustered developments should be encouraged. Road systems should be developed that provide direct access to the cluster communities and connect to collector roads. The use of frontage on existing collector and arterial roads for access to properties should be discouraged.

A corridor should be developed connecting Lake Point with the Oquirrh Mountains. This connection should provide access to horses as well as bike and pedestrian traffic.

Bike and walking paths should be provided

along with signage to encourage access and use. Trails for horses should also be encouraged. These trails could develop into a very popular system serving the entire Lake Point population.

SHEEP LANE ROAD

The alignment of Sheep Lane Road has been projected to extend to the north where it will intersect with I-80, and south to intersect with SR 36 at Bauer. The actual alignment is being studied at this time, and with the costs of mitigation of wetland issues, it may not be feasible to extend this road. The route also becomes precarious in traversing the military segment of Tooele Army Depot. The Planning Commissions have expressed a strong preference for an alignment in the vicinity of Sheep Lane.

1200 WEST

A proposed mid valley corridor road may be best located at 1200 West, where there is currently no paved road. At this time, the engineering studies are being conducted along the proposed route. This route will best avoid wetland issues, and better serve the commuting population of Eastern Tooele Valley. The access to this route shall be limited.

This route will serve Stansbury Park, Bates Canyon Road, Erda Way, and can be accessed by West Tooele City, SR 112, and still provide a truck route into the Utah Industrial Depot. The route will be favorable to the functions of Tooele Army Depot without having to be routed through any critical areas.

The possible route is identified in a corridor where no new agricultural protection areas

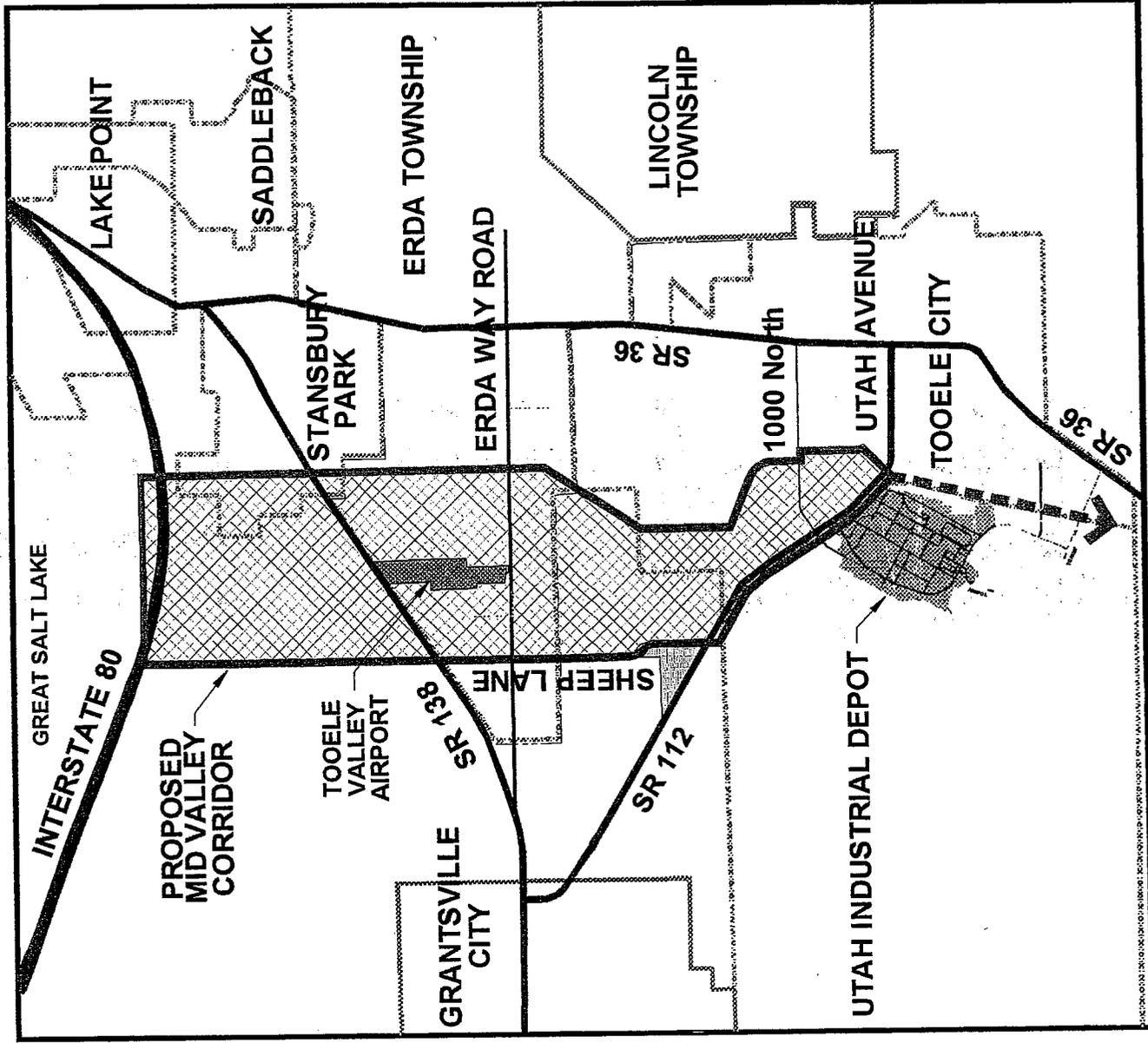
exist, nor should any be created. This corridor shall be protected by all planning commissions and any development within this corridor shall be conditioned upon the eventual location of this major arterial, limited access road. This road will best serve the public as a four lane divided highway. Access to this road shall only be made by interchanges with county and state roads and highways. No private access points shall be allowed.

The mid valley corridor as shown on the map prepared by Ward Engineering Group, dated 1-2-00 shall be observed as an area of restriction for all development decisions.

TOOELE COUNTY RURAL TRANSPORTATION

Tooele County has origination and destination points that are vast distances apart. Therefore, there is a network of roads that play integral roles in connecting these points. Recreational needs also make use of the many roads and paths that are in the plains and mountains of Tooele County. Agricultural uses have used the many roads, both dirt and paved to graze animals, and grow crops. The rural connection of roads and trails serve a number of a multiple uses and are critical to them.

The roads and trails established in Tooele County assure accessibility to a diverse group of people in a non-discriminatory manner. While overuse of roads and trails can lead to erosion and are detrimental to some of the natural resources in Tooele, the road network as illustrated in this General Plan assures accessibility to the public and land owner alike.



PROPOSED MID VALLEY CORRIDOR