

Attachment

Section 7

As shown on the map attached as Exhibit A, the BLM property at issue is surrounded on three sides by private land being developed over the next 24-36 months. Two neighborhoods are being built, one west of the butte, and one just south of the butte. The BLM property divides these two neighborhoods. Toquerville seeks two roads: Road 1 is a connector road between the two neighborhoods, and Road 2 is an access road to the top of the butte.

Road 1: Connector Road

- (a) Use: public road and utility easement beneath the roads. See the attached map for exact location.
- (b) Structures: this will be a City roadway, built to City specifications.
- (c) Total length: 1,600+/- feet; total width: 100 feet plus a 50 feet construction easement on each side. The construction easement may terminate upon completion.
- (d) Term: the use will be indefinite, as the roadway will connect two neighborhoods of the City.
- (e) Time of Use: the roads and utility easement will be used every day of the year.
- (f) Not applicable
- (g) Construction will begin in about July of 2021 and will take approximately 12 months to complete.
- (h) Not applicable

Road 2: Access to Butte

- (a) Use: public road and utility to access the top of the butte, where a City park will be built, along with approximately 17 acres of residential properties. See the attached map for the exact location.
- (b) Structures: this will be a City roadway, built to City specifications.
- (c) Total length: 800+/- feet; total width: 100 feet plus a 50 feet construction easement on each side. The construction easement may terminate upon completion.
- (d) Term: the use will be indefinite, as the roadway will allow access to the top of the butte.
- (e) Time of Use: the road will be used every day of the year.
- (f) Not applicable
- (g) Construction will begin in about July of 2021 and will take approximately 12 months to complete.
- (h) Not applicable

Section 13a: Alternative Routes

Road 1: Alternatives to the Connector Road

From the northern neighborhood, the following alternative routes were considered:

Western Route: this route would go further west, then south, then back east again to the southern neighborhood.

Eastern Route: this route would send users east to the parkway, then south on the parkway, then back east again to the southern neighborhood.

Road 2: Alternatives to Access to Butte

Access from north, south, and east were considered.

Section 13b: Why Alternative Routes Were Not Selected

Road 1: Connector Road

Western Route: this would require a longer route over even more BLM property.

Eastern Route: this would be longer and require use of the bypass road, which is limited access. It is a parkway-style road, much like Snow Canyon Parkway. This route would increase the distance traveled, force more traffic into an already congested area, make travel more dangerous because users would have to accelerate rapidly on the parkway, and increase expense and pollution.

It will be much safer for the City to provide a simple connector road. Furthermore, for the utilities, looping of the systems is needed to make sure residents have constant service, particularly water for consumption and fire protection. Installing the utilities within this road easement will strengthen the service, provide more reliable service, and provide the pressure needed for fire protection.

Road 2: Access to Butte

Access from the north is not possible because it would create a scar on the hillside, and it would violate Toquerville's hillside preservation ordinance. Access from the east is not possible because the parkway travels directly east of the butte. Access from the south is also not possible because it too would create a scar on the landscape and violate Toquerville's hillside preservation ordinance. The map attached as Exhibit B shows why the south is not a possible route.

Section 13c: Why Federal Land Necessary

Road 1: Connector Road

It will be much safer for residents of the City to have this connector road. It will allow the residents to interact without having to access the parkway, and it will save money for all concerned. Furthermore, for the utilities, looping of the systems is needed to make sure residents have constant service, particularly water for consumption and fire protection. Installing the utilities within this road easement will strengthen the service, provide more reliable service, and provide the pressure needed for fire protection. Finally, there is already a dirt road (jeep trail) that connects the neighborhoods, and the public will likely take that route regardless. Making it a paved city road will reduce dust pollution, which is better for all.

Road 2: Access to Butte

Access is needed for Toquerville residents to access a City park that will be constructed on the top of the butte. The developer also wants access to the top of the butte. The only possible access to the butte is through a small portion of the BLM property, as noted on the map in Exhibits A and B. Any other possible route violates Toquerville's hillside preservation ordinance.

Exhibit A

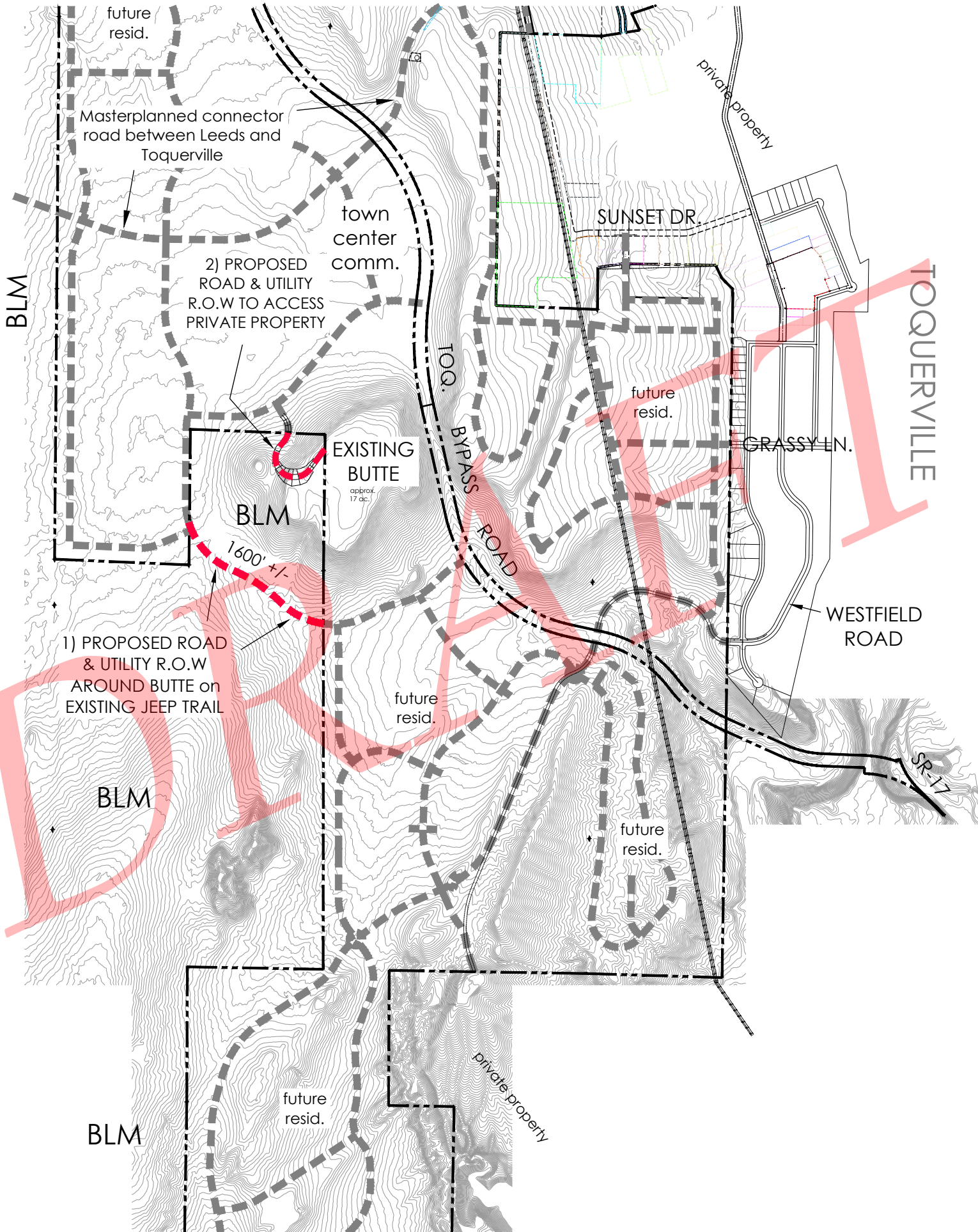


Exhibit for
Road Study
Access to top of knoll

