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# MEMORANDUM

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**DATE:** January 3, 2005  
**TO:** City Council Members  
**FROM:** Jennifer Bruno, Policy Analyst  
**RE:** Dedication of Private Streets to Public Ownership, Analysis Process

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On April 4, 2002, the Administration presented a report to the City Council that identified 60 private streets that could be candidates for public ownership. At that time, the estimate is that it would cost approximately \$8.2 million to improve all 60 streets to basic City standards. The Council requested that the Administration review and come back with a recommendation for the potential funding options for these street improvements, given that some homeowners (particularly in low income neighborhoods) may be unable or unwilling to pay all or part of the improvement costs.

- A. The Administration's analysis (presented to the Council in 2002), identified 25,892 linear feet of private accesses and rights-of-way that could be converted to City ownership.
1. Based on this assessment and the estimated cost of \$120 per linear foot for pavement improvements – total cost for improving the pavement of these streets would be \$3.1 million. Estimated total costs for utility improvements would be approximately \$5 million, for a total cost of \$8.2 million.
  2. The Administration's transmittal includes a map of the streets identified for improvement (Attachment 1 in the transmittal). The majority of these streets are located in District 4, with others scattered throughout the City.
  3. The Council's previous policy was to not invest any public money in private streets. However, this was changed as the Council instituted a "pilot program" and funded the conversion of private streets on a 50/50 basis if a majority of signatures was obtained (two streets were constructed under this pilot program).
- B. The Administration's recommended funding policy for improving these private streets to City standards includes the following:
1. Private streets located in CDBG-eligible areas (most of the streets are located within CDBG-eligible areas):
    - a. The private streets owners/users would apply for money for *design and engineering* of the street improvements through the CDBG process. No portion of the design or engineering costs would be assessed to the property owner. To submit a CDBG application, at least 51% of the private street owners would sign a petition agreeing to the following:
      1. Accept the dedication of their street to the City as a public street.
      2. Agree to the reconstruction of the street to City standards.

3. Agree to participate in an SID which requires the owners pay 50% of the costs of the improvements construction.
4. Acknowledge that the property owner will be responsible for the full cost of any private utility improvements that feed into the main utility lines from their homes.
- b. If the City Council approves CDBG funding for the design, a CIP application for the City's 50% share of the *construction* cost (SID) will be submitted for Council review. The balance of the construction costs will be assessed to the homeowners, through the previously-agreed to SID.
  1. By approving CDBG design funding, the Council is not committing to approving the CIP construction money, though in order to avoid wasted CDBG resources, the project should be given a high CIP ranking.
2. Private streets located in non CDBG-eligible areas:
  - a. The private streets owners/users would apply for CIP money for the City's 50% share of the design, engineering, and construction cost. The remaining 50% of the total costs would be assessed to the property owners through the SID process. To submit a CIP application, at least 51% of the private street owners would sign a petition agreeing to the following:
    1. Accept the dedication of their street to the City as a public street.
    2. Agree to the reconstruction of the street to City standards.
    3. Agree to participate in an SID which requires the owners pay 50% of the costs of the improvements.
    4. Acknowledge that the property owner will be responsible for the full cost of any private utility improvements that feed into the main utility lines from their homes.
3. Streets within a platted subdivision:
  - a. It is the Administration's recommendation that public funds are not used for the improvement and dedication of these streets, as the process to create a subdivision includes documents stating that street maintenance and responsibility lies with the property owners. This means that when the property owner agrees to buy property in the subdivision, they are aware that they are responsible for maintaining any streets that exist within the subdivision.
  - b. The Council may wish to ask of the Administration what kind of notice these property owners were given from the City, that they are responsible for the streets in their subdivision.
- C. The Administration's transmittal also includes the following outline of a hypothetical funding application process:
  1. Interested citizens would schedule a meeting with the Division of Housing and Neighborhood Development (HAND). A representative from HAND can determine if the street is located within a CDBG eligible area. If so, the citizen may obtain a CDBG application to complete in conjunction with the petition, and if not, the citizen may obtain a CIP application.



2. The applicant will be required to provide the following in an application submitted to and reviewed by HAND:
  - a. Letter identifying the proposal including all street, ownership, and benefit information.
  - b. Sidwell map showing the subject street.
  - c. Information from the Engineering Division and Public Utilities including:
    1. Engineering - Degree of improvements needed, cost analysis of design, cost analysis of improvements, cost analysis of on-going maintenance.
    2. Public Utilities - Status of utility infrastructure, cost analysis of improvements, status of private property systems and cost to upgrade those systems if necessary.
  - d. A petition form signed by at least 51% of the property owners agreeing to items 1-4 listed in section A for CDBG and non-CDBG eligible streets.
  - e. Any additional information, such as a Community Council letter of support.
3. HAND staff will determine which process the application will go through (CDBG & CIP or CIP only).
4. If funding is approved, property owners will be contacted, the Engineering Division will begin design and engineering work, updating cost estimates, and begin the special improvement district process.
- D. The Administration's transmittal notes that there are approximately 60 streets (25,892 linear feet) that could be improved and dedicated as public right of way, for a total cost of \$8.2 million (estimate from April 2002).

### **MATTERS AT ISSUE**

- A. The Council may wish to ask the Administration for an updated cost analysis, given the significant construction and materials cost increases over the past year.

A. LOUIS ZUNGUZE  
DIRECTOR

BRENT B. WILDE  
DEPUTY DIRECTOR

# SALT LAKE CITY CORPORATION

DEPT. OF COMMUNITY DEVELOPMENT  
OFFICE OF THE DIRECTOR

ROSS C. "ROCKY" ANDERSON  
MAYOR

## COUNCIL TRANSMITTAL

**TO:** Rocky Fluhart, Chief Administrative Officer **DATE:** October 19, 2005

**FROM:** Louis Zunguze, Community Development Director

**RE:** Dedication of Private Streets to Public Ownership, Analysis Process

**STAFF CONTACT:** Wayne Mills at 535-6173 or wayne.mills@slcgov.com

**RECOMMENDATION:** The City Council schedule a briefing to discuss the proposed policy and funding options

**DOCUMENT TYPE:** Briefing

**BUDGET IMPACT:** None

### DISCUSSION:

**Issue Origin:** On April 4, 2002, the Administration presented a report to the City Council that identified 60 private streets that may be candidates for public ownership (the report is attached for ease of reference). The report presented a cost analysis showing that approximately \$8,154,150 would be needed to improve all 60 streets to basic City standards (including surface and utility work). Most of the streets identified are located in low income neighborhoods where the property owners abutting private streets may be unable or unwilling to pay the improvement costs. The City Council reviewed the report and requested that the Administration recommend potential funding options to pay the design and construction costs to improve the streets to City standards and to formulate a process that property owners might pursue to obtain such funding.

**Background:** Prior to any formal subdivision process, many parcels in Salt Lake City were created with frontage only along privately-owned streets. In some cases, the property owners own the portion of the street directly in front of their parcels. In other cases, property owners have right-of-way easements, or easement claims, over the street. In these instances, ownership of the fee title to the street it is often unknown. Maintenance of these streets has become a major issue because private agreements are not recorded addressing how the streets would be maintained. In addition, the City does not maintain private streets because they are not part of the public infrastructure and the City will not take ownership until a street is improved to City standards.



**Analysis:** Attached is the Administration's recommended funding policy for improving private streets to City standards. Also attached are the proposed funding options that private street owners/users might pursue to improve their streets to City standards prior to dedication to public ownership. The funding options would allow private street owners/users to pursue Community Development Block Grant (CDBG) money for the design and engineering of the street improvements if the street is located within a CDBG-eligible area. The construction cost of the improvements would be paid for by the street owners/users through the establishment of a Special Improvement District (SID). If the street is not located within a CDBG-eligible area, the street owners/users may apply for an SID for both the design/engineering and the construction costs to improve the street to City standards.

**City Department Review:** The proposed policy and funding process documents were developed by the City's Community Development Divisions of Planning, Housing & Neighborhood Development, and Transportation in collaboration with the Public Utilities Department, Engineering Division, and City Attorney's Office.

## **C O N T E N T S**

- I. Proposed Analysis and Funding Process
- II. Private Street Report  
(reviewed by the City Council on April 4, 2002)

**I. Proposed Analysis and Funding Process**



## **Dedication of Existing Private Streets to Public Ownership Recommended Funding Policy for Improving Private Streets**

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As a policy, Salt Lake City has determined that sufficient City funding is not available to pay for the entire cost of improving a private street for the purpose of dedicating that street to public ownership. If owners of a private street, or owners of property abutting a private street, are unable to pay the cost of improving a street to City standards, they may apply for supplemental funding. The supplemental funding options are limited and still require the property owners to share in the improvement cost.

The following options may be considered by the City Council to provide financial aid for the improvement of private streets to public ownership. These options in no way guarantee that applicants will receive City funding. All requests require review on a case by case basis and funds should not be allocated for private streets if the allocation diverts resources from improving existing public infrastructure and investment. Funding for private streets will be part of the annual allocation of Community Development Block Grant funds (CDBG) and Capital Improvement Projects (CIP). Applications for the funding will only be accepted once a year. In addition, these funding resources should be considered for those private streets not located within a platted subdivision. If the street is located within a platted subdivision, documents would be recorded stipulating the property owners' responsibility to maintain the street. If the street is within a platted subdivision, and the property owners petition the City to dedicate the street to public ownership, a subdivision plat amendment is required. It is recommended that public funds should not be used for the improvement and dedication of private streets located within a platted subdivision unless there is an overall public benefit.

### **Recommended Funding Options**

*Private Street Located within a Community Development Block Grant (CDBG) Eligible Area:*  
Owners of private streets located within a CDBG eligible area may apply for CDBG funds for the design of improving a private street to meet City standards. If approved, the CDBG funds would pay 100% of the design costs and no portion of the costs will be assessed to the owners of the private street.

Private street owners would be required to submit a CDBG application with a separate signed petition form from 51% or more of the property owners agreeing to the following: 1) accept the dedication of their street to the City as a public street pursuant to Utah Code 72-5-104; 2) agree to the reconstruction of the street to city standards including removal and replacement of street pavement, sidewalk, curbing and related drainage and streetscape features and replacement or upgrade of water and sewer lines; 3) agree to participate in the Special Improvement District which requires the owners to pay 50% of the costs of the improvements and 4) acknowledge, if necessary, the property owner will be responsible for the full cost of any private utility improvements that feed into the main utility lines from their homes. A copy of the required petition form will be available when applicants pick up their CDBG application from the HAND Division. Applications will only be accepted once a year as part of the yearly allocation of CDBG funds.

If the City Council approves CDBG funding for the design of the private street improvements, a CIP application for the City's 50% share of the construction cost will follow the next year for City Council review. The property owners will be responsible for 50% of the cost of all improvements, as well as the full cost of any private utility improvements that feed into the main utility lines from their homes. By approving the CDBG design funding, the City Council is not committing to approving the CIP construction money; however, the CIP construction request must be given a high priority, otherwise the CDBG design funding would be a wasted resource and effort.

*Private Street Not Located within a CDBG Eligible Area:* Owners of private streets not located in a CDBG eligible area may apply for CIP funds for the design of improving a private street to meet City standards. If approved, 50% of the cost of the design will be included in the private street owner's share of the construction cost of the project.

Private street owners would be required to submit an application for Capital Improvement Program (CIP) with a separate signed petition form from 51% or more of the property owners agreeing to the following: 1) accept the dedication of their street to the City as a public street pursuant to Utah Code 72-5-104; 2) agree to the reconstruction of the street to city standards including removal and replacement of street pavement, sidewalk, curbing and related drainage and streetscape features and replacement or upgrade of water and sewer lines; 3) agree to participate in the Special Improvement District which requires the owners to pay 50% of the costs of the improvements and 4) acknowledge, if necessary, the property owner will be responsible for the full cost of any private utility improvements that feed into the main utility lines from their homes. A copy of the required petition form will be available when applicants pick up their CIP application from the HAND Division. Applications will only be accepted once a year as part of the yearly allocation of CIP funds.

If approved, the private street owners would be responsible for their share of 50% of the design, engineering, and improvement costs as well as the full cost of any private utility improvements that feed into the main utility lines from their homes. The 50% share of the City will be CIP funds allocated by the City Council as part of the yearly CIP allocation process.

## **Dedication of Existing Private Streets to Public Ownership Recommended Petition and Funding Application Process**

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### **Step 1: Property owner(s) inquiry to the City regarding the dedication of an existing private street to public ownership (petition process)**

- A. *Administrating Division:* Because these requests involve capital budget issues, the Planning Division recommends that any inquiries made to dedicate a private street to public ownership should be directed to the Division of Housing and Neighborhood Development (HAND) within the Department of Community Development.
- B. *Initial Meeting:* Interested citizens will schedule a meeting with HAND. During the meeting a representative from HAND will provide a petition form and information regarding the City's funding policy for improving and dedicating private streets. At this time, the representative from HAND can determine if the street is located within a CDBG eligible area. If so, the citizen may obtain a CDBG application to complete in conjunction with the petition. If the street is not located in a CDBG eligible area the citizen will be provided a CIP application. Also, the citizen will be informed that if the street is located within a platted subdivision, the City will not provide financial aid to improve the street unless there is an exception granted due to a public need. The citizen can be directed to the Planning Division to determine if the street is located within a platted subdivision. All interested citizens will be informed that CDBG and CIP applications are only available one time a year as part of the process currently used by Salt Lake City to fund these types of improvements.

*Petition Form and CIP or CDBG Application:* The purpose of the petition and the application is to obtain basic information about the private street and the level of support from abutting property owners to help pay the improvement cost of the street. The applicant will be required to provide the following information:

- Letter identifying the proposal. The letter should include all pertinent information, such as the location of the street, ownership information obtained through Salt Lake County records, proposed benefit to the community, etc.
- Current property ownership map (known as a Sidwell Map) showing the subject street. The property ownership map will show if the street was developed within a platted subdivision. If the street is located within a platted subdivision, it would have been created through a specific process and documents would have been recorded stipulating the property owners' responsibility to maintain the street. If the street is within a platted subdivision, and the property owners petition the City to dedicate the street to public ownership, a subdivision plat amendment is required. It is recommended that public funds are not used for the improvement and dedication of these streets.



- Preliminary cost estimate of street improvements. The preliminary cost estimate would be obtained from the Engineering Division for surface improvements and the Department of Public Utilities for subsurface utility work. The applicant would be directed to the Engineering Division and Public Utilities for the following information:

Engineering Division

- Degree of needed improvements (street pavement, curb, gutter, sidewalk, lighting, etc.).
- Cost analysis of design.
- Cost analysis of surface improvements (total cost, cost per foot, cost per housing unit).
- Cost analysis of ongoing maintenance.

Public Utilities (water, sewer, storm drainage)

- Status of utility infrastructure (ex. Existing public utility lines or private utility lines).
  - Cost analysis of improvements to private main lines along the street (total cost, cost per foot, and cost per housing unit).
  - Status of systems on private property and cost to property owners to upgrade private systems to match public systems.
- A petition form from each of the property owners agreeing to the following: 1) accept the dedication of their street to the City as a public street pursuant to Utah Code 72-5-104; 2) agree to the reconstruction of the street to city standards including removal and replacement of street pavement, sidewalk, curbing and related drainage and streetscape features and replacement or upgrade of water and sewer lines; 3) agree to participate in the Special Improvement District which requires the owners to pay 50% of the costs of the improvements and 4) acknowledge, if necessary, the property owner will be responsible for the full cost of any private utility improvements that feed into the main utility lines from their homes. The applicant will be required to have 51% or more of the property owners sign the petition form before the application can be accepted.
  - Any other pertinent information, such as, Community Council letter of support.

C. *Completed Petition is Returned to HAND:* A representative from HAND will review the petition and application for completeness and may request review and input from other City Departments regarding the request. The review of the petition will determine the following:

- ☐ Is the street within a CDBG area?

If so, the petitioner is eligible to apply for CDBG funding for the design of the

required street improvements.

- ☐ Is the street within a platted subdivision, apartment/condo complex, or mobile home park?

If so, the street is not eligible to receive City funding aid unless an exception is granted due to public need. The applicant can be directed to the Planning Division to discuss a subdivision amendment process to dedicate the street to the City. The property owners within the subdivision would be responsible for improvements to the street.

- ☐ Is there support from abutting property owners to pay their share of the costs to improve the street?

### **Step 2: Funding Process**

Applications will be reviewed by appropriate HAND staff to determine if the application contains all of the necessary information. If deemed eligible, the application will be processed as part of the established process used by Salt Lake City to review funding applications. Applications will be reviewed and funding recommendations will be made by the appropriate citizen's board and the Mayor. The citizen's board and the Mayor's recommendations are both forwarded to the City Council who makes final funding decisions. Applications may or may not be approved by the City Council depending on the project and the availability of funds.

If funding is approved the property owners will be contacted and an application for the City's share of the construction costs will be submitted in the next round of funding for CIP projects. CDBG funds cannot be used for the City's share of the construction cost; therefore, all applications will need to be submitted as part of the CIP funding process.

If funding is approved for the City's share of the construction cost the following will occur:

1. The Salt Lake City Engineering Division will start the design and engineering work and update the cost estimates for the construction work, including the property owners' portion.
2. The Engineering Division will begin the special improvement district process.
3. The City will prepare legal documents (the final recorded document is called the "Notice of Public Dedication of Roadway") to dedicate the street to Salt Lake City for public use.
4. The SID will be approved pending recording the "Notice of Public Dedication of Roadway."

5. The “Notice of Public Dedication of Roadway” will be recorded with the Salt Lake County Recorder.
6. The construction bid will be advertised and awarded. The street will then be improved to City standards and become part of the public street system.

## II. Private Street Report

## **CITY COUNCIL POLICY DISCUSSION PRIVATE STREETS**

Reviewed by the Salt Lake City Council on April 4, 2002

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### **BACKGROUND**

Within the past few years, the Salt Lake City Administration has received a number of requests from owners of residential properties that front on privately owned streets, to improve and dedicate those streets to public ownership. These requests are mainly from residents who live on private mid-block streets in older, moderate to low-income neighborhoods within the Central Community. Changes in property ownership have resulted in many property owners being unaware that their street is private and asking why their street is not being maintained when they pay the same amount of taxes for municipal services as owners of similar properties fronting public streets. Many of these private streets do receive some City services such as garbage collection and snow removal. Others, such as Fenway Avenue, have City posted "No Parking" signs and the City generates revenue from parking tickets distributed on those streets.

Since the dedication and improvement of additional streets will have a significant ongoing financial impact, the City needs to decide how to address this issue.

### **ANALYSIS**

#### **Private Streets Identified**

Attachment 1 shows the distribution of all known private streets throughout the City. Each street is identified as either a:

- Private Access;
- Private Right-of-Way;
- PUD (Planned Development) and Condos; or
- Apartments and Trailer Parks

These classifications are defined as follows:

*Private Access:* Adjacent property owners own the street, usually to the centerline.

*Private Right-of-Way:* Adjacent property owners do not own the street; however, they have a right-of-way easement over the street.

*Planned Developments and Condos:* Private streets created within planned developments and condominium projects. By ordinance, new private streets within planned developments and condos require a maintenance fund to be established so that the streets can be maintained.

*Apartments and Trailer Parks:* Private streets that serve either as driveways or internal circulation systems for apartments and trailer parks.

The majority of inquiries received from property owners are regarding private access and rights-of-way that are characteristically narrow streets located in the middle of the ten acre blocks in the Central Community. The adjacent land use is typically single-family residential. For the purpose of this analysis, calculations were made only on private rights-of-way and accesses that have residential properties fronting the street. Most of these streets are zoned residential; however, some may be identified that are zoned non-residential. Those that are zoned non-residential are mainly in or near the Central Business District and further analysis of the viability and future of these residential pockets may result in some of these streets being considered a lower priority for street and utility improvements

Private streets that have residential frontage but have been targeted for redevelopment have been excluded from the calculations. Streets that provide frontage for planned developments and condominiums have not been included in staff's calculations because these properties were specifically designed to a private street standard. As indicated above, newer planned development and condominium developments are required to provide funds for street maintenance. Older developments may, or may not, have street maintenance funds set aside, but staff has viewed these streets as a lesser priority and costs of accepting and improving these streets have not been calculated. Costs for improving apartments and trailer court private streets and driveways have also not been calculated because they serve as access and circulation to those developments only. These generally have street names but were not created for the purpose of public access.

Attachment 2 contains a spreadsheet of all known private streets. Those that are residential are highlighted. A map has been included to show the distribution of these streets.

The following summarizes the number of identified residential private accesses and rights-of-way and their total number of lineal feet:

*Number of Private Accesses = 10*

*Number of Private Rights-of-way = 50*

*Total = 60*

*Total linear feet of Private Accesses = 4,457 feet*

*Total linear feet of Private Rights-of-way = 21,435 feet*

*Total = 25,892 feet*

### **Estimated Improvement Costs**

As is stated above, many of the residential private accesses and rights-of-way have become deteriorated. The Salt Lake City Engineering Division and Public Utilities Department have calculated the following cost estimates for the City to improve all of the identified residential private accesses and right-of-ways. The calculations are based on a rough estimate only, as each street differs in width and magnitude of deterioration.

#### Pavement

Calculations are based on an average street width of 15 feet.

*Overall Total Length of Residential Private Rights-of-Way and Accesses = 25,892 feet*

*Estimated cost of Pavement Improvements = \$120.00 per linear foot*

*Estimated Total Cost: 25,892 linear feet @ \$120.00 per linear foot = \$3,107,040.00*

Utility Improvements (Attachment 3 Provides a Cost Estimate by Street for Each Type of Improvement)

Water = \$1,581,310

Sanitary Sewer = \$2,666,000

Drainage = \$799,800

*Total Estimated Cost* = \$5,047,110

Total Estimated cost of surface and utility improvements combined: \$8,154,150

**Funding Options**

Most of the requests by property owners to have their private street dedicated to the City are the result of the street becoming deteriorated, and the property owners' expectation that the City will provide maintenance. The cost of upgrading the street to the required standards is significant. There are several potential funding options to assist in the reconstruction of private streets. The following is a list of those options with some accompanying facts:

Community Development Block Grant Program (CDBG)

- Funding is limited.
- Applicants may apply for, and receive, design funding prior to the street becoming publicly owned. The City must own the street before construction funding is received.
- All property owners that own a portion of the street must be in support of dedicating the street to the City.
- The City follows a street dedication policy that involves input from abutting property owners and affected City Departments.
- The street must be located within a CDBG eligible district. The map in Attachment 2 shows which private residential streets fall within CDBG eligible areas.
- Since 1981, thirty-nine private streets have been improved and dedicated to the City through the CDBG program. Attachment 4 contains a spreadsheet listing those streets and a map showing the distribution.

Capital Improvement Program (CIP)

- Funding is limited.
- Funding private streets reduces available funds for a backlog of needs on existing public streets.
- CIP funds can be used for public infrastructure only. A private street must be dedicated to the City prior to when the CIP board and staff present recommendations for funding to the Mayor. This causes a problem because the City is reluctant to take on a private street before funding is available.

Special Improvement District (SID)

- Costs to upgrade a private street may be shared by the City.
- The program is similar to the CIP in that Special Improvement District funds must be used for public infrastructure.

### General Fund

- All applicable City departments could budget for additional street design, construction and maintenance money.

### **Implementation Strategies to Aid the Funding Options**

#### Reversionary Clause

- The City may elect to assume responsibility for a street without improvement funding secured. A reversionary clause would dedicate the street to the City; however, if funding were not received to upgrade the streets within an established time frame, the street would revert back to private ownership. This may allow for a more effective facilitation of the funding mechanisms mentioned above by assuring that public money would be spent on public infrastructure.

#### City Initiated Block Redesign

- The City assumes responsibility for design and funding of street and related block improvements in the form of a small area plan.
- Funding would need to come from one of the above-mentioned funding options.

### **Estimated Maintenance Costs**

When the City improves and assumes responsibility of a street, the City also assumes the responsibility of maintaining that street. The following numbers are rough estimates of the yearly maintenance cost of an average 15' wide street.

#### Pavement

*Asphalt surface* = \$ .40 per linear foot

*Concrete surface* = \$ .25 per linear foot based on the replacement of 10% of concrete slabs over 20 years.

Surface improvements do not necessarily occur on a yearly basis.

#### Utilities

*Water* = \$1.08 per linear foot

*Sewer* = \$ .75 per linear foot

*Drainage* = \$ .73 per linear foot

Utility maintenance includes cleaning out sewers and drains, exercising water valves, and flushing hydrants.

#### Public Services

*Snow Removal* = \$0.10 per linear foot

*Signage* = \$0.01 per linear foot



Signage may include new street identification signs, no parking signs, dead end signs, etc.

## **CONCLUSION**

In summary, Salt Lake City's transportation infrastructure consists of many privately owned streets. Through time several of these streets have become deteriorated resulting in property owners requesting the City to make improvements and take ownership of these accesses and rights of-way.

An initial estimate of \$8,154,150 will be needed to improve the sixty private residential accesses and rights-of-way identified in this report. Options exist within Salt Lake City's current funding programs; however, the use of programs such as the CIP and SID result in the reduction of money available to improve the City's existing public infrastructure. The report does show that the past program of using CDBG funds to dedicate and upgrade private streets has provided a beneficial improvement to many residential interior block streets.

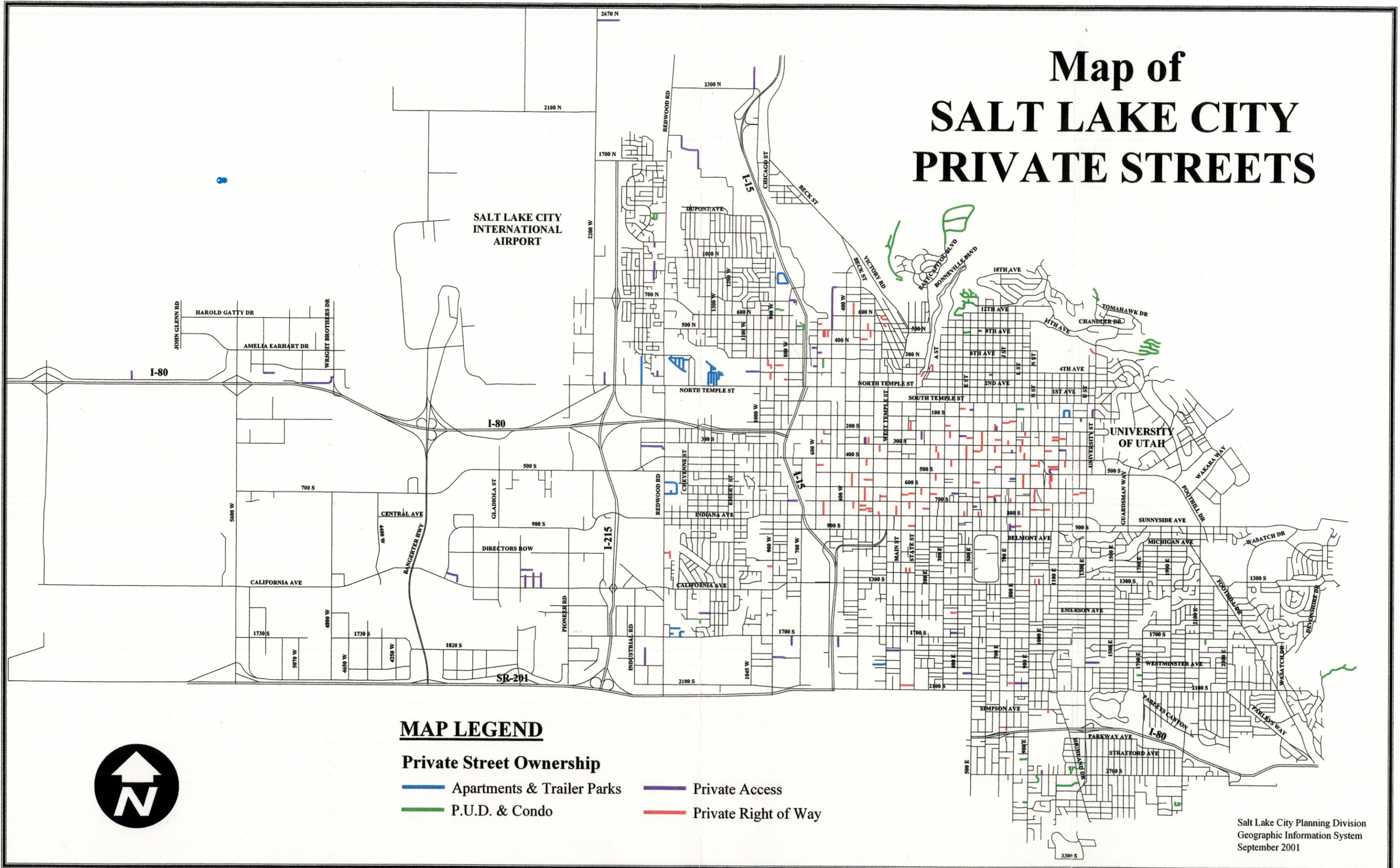
### **Attachments:**

1. Salt Lake City Private Streets
2. Residential Private Streets
3. Utility Costs
4. Private Streets Improved and Dedicated through the CDBG Program

**Attachment 1**  
Salt Lake City Private Streets



# Map of SALT LAKE CITY PRIVATE STREETS



## MAP LEGEND

### Private Street Ownership

- |  |   |
|--|---|
| <span style="color: blue;">—</span> Apartments & Trailer Parks | <span style="color: purple;">—</span> Private Access    |
| <span style="color: green;">—</span> P.U.D. & Condo            | <span style="color: red;">—</span> Private Right of Way |





## **Attachment 2**

### **Residential Private Streets**



## Private Streets within Salt Lake City

Private Access and Right of Ways that have residential address frontage and are zoned residential have been highlighted.

Those identified as none/res are streets that serve as driveway access to a housing complex or are non-vehicular/pedestrian walkways.

Some street names appear more than once even though they are in the same location. This is due to the use of ARCVIEW software, which lists every individual segment of a street. Example: Barbara Street, located between 500 South and 1100 East, is a curved street. Each segment of the curve is listed.

NAME	LOCATION	OWNERSHIP	RES/COMM FRONTAGE	ZONING
1000 E	N. of 2700 S.	Private Access	residential	R-1-7000
1100 W		Private Access		
1200 E	1700 S - Blaine	Private Access	none	
1250 S	3200 W	Private Access	none	
1280 W		Apts., Trailer		
1280 W		Apts., Trailer		
1300 W		Apts., Trailer		
1300 W		Apts., Trailer		
1320 W		Apts., Trailer		
1330 W		Apts., Trailer		
1330 W		Apts., Trailer		
1330 W		Apts., Trailer		
1330 W		Apts., Trailer		
1340 W		Apts., Trailer		
140 N		Apts., Trailer		
1650 W		Apts., Trailer		
180 N		Apts., Trailer		
1800 W	S. of 900 N.	Private Access	residential	R-1-7000
1800 W	S. of 1100 N.	Private Access	none	
1800 W	N. of 900 N.	Private Access	residential	R-1-7000
200 N		Apts., Trailer		
200 N		Apts., Trailer		
200 N		Apts., Trailer		
200 N		Apts., Trailer		
200 N		Apts., Trailer		
200 N		Apts., Trailer		
2100 W	N. of North Temple	Private Access	commercial	
240 N		Apts., Trailer		
260 N		Apts., Trailer		
2670 N	E. of 2200 W.	Private Access	residential	AG-2
280 N		Apts., Trailer		
280 N		Apts., Trailer		
280 N		Apts., Trailer		
3030 W	N. of California	Private Access	none	
3090 W	N. of California	Private Access	none	
3150 W	N. of California	Private Access	none	
345 S	Orange - Redwood	Private Access	none	
345 S	Orange - Redwood	Private Access	none	
345 S	Orange - Redwood	Private Access	none	
450 W	S. of 1700 S.	Private Access	commercial	



## Private Streets within Salt Lake City

450 W	S. of 1700 S.	Private Access	commercial	
500 W	500 N. - 600 N.	Private Access	commercial	
640 S	300 E. - 400 E.	Private Access	none	
6500 W	N. of North Temple	Private Access	none	
700 N	800 W. - I-15	Private Access	none/res	
700 S	800 W. - I-15	Private Access	church	
715 N	800 W. - I-15	Private Access	none	
800 N	400 W. - 500 W.	Private Access	commercial	
ACORN	700 S. - 800 S.	Private ROW	residential	RMF-35
ALAMEDA	400 E. - 500 E.	Private ROW	residential	RO/RMU
ALIDA	600 N. - Wall	Private ROW	residential	SR-1
ALIDA	600 N. - Wall	Private ROW	residential	SR-1
ALLEN PARK	E. of 1300 East	Private Access	none/res	
ANDREW	Cheyenne - Navajo	Private Access	commercial	
ANGELITA		P.U.D.,Condo		
ANGELITA		P.U.D.,Condo		
ANGELITA		P.U.D.,Condo		
ANGELITA		P.U.D.,Condo		
ANGELITA		P.U.D.,Condo		
ANGELITA		P.U.D.,Condo		
ANGELITA		P.U.D.,Condo		
ANGELITA		P.U.D.,Condo		
ANGELITA		P.U.D.,Condo		
ANGELITA		P.U.D.,Condo		
ANGELITA		P.U.D.,Condo		
ANGELITA		P.U.D.,Condo		
ARNOLD	300 E. - 400 E.	Private ROW	none	
BAILEY	200 W. - 300 W.	Private ROW	commercial	
BALTIC	400 N. 500 N.	Private ROW	residential	SR-1/I
BAMBROUGH		P.U.D.,Condo		
BANKS	200 S. - 300 S.	Private ROW	residential	RMF-30/SR-3
BARBARA	500 S. - 1100 E.	Private Access	residential	R2/RMF-35
BARBARA	500 S. - 1100 E.	Private ROW	residential	R2/RMF-35
BARBARA	500 S. - 1100 E.	Private Access	residential	R2/RMF-35
BARBARA	500 S. - 1100 E.	Private Access	residential	R2/RMF-35
BARBARA	500 S. - 1100 E.	Private Access	residential	R2/RMF-35
BARBARA	500 S. - 1100 E.	Private Access	residential	R2/RMF-35
BARBARA	500 S. - 1100 E.	Private Access	residential	R2/RMF-35
BARBARA	500 S. - 1100 E.	Private Access	residential	R2/RMF-35
BARBARA	500 S. - 1100 E.	Private Access	residential	R2/RMF-35
BEAUMONT	400 N. - 500 N.	Private ROW	residential	SR-3/M1
BISHOP	200 W. - 300 W.	Private ROW	residential	SR-3/RMF-35
BISHOP FEDERAL	400 E. - 500 E.	Private Access	none/res	
BLAIR	400 S. - 500 S.	Private ROW	residential	R-MU
BLISS		P.U.D.,Condo		
BOULEVARD GARDENS	W. Temple - Main St	Private Access	none/res	
BRAMPTON		Apts.,Trailer		
BRAMPTON		Apts.,Trailer		
BRAMPTON		Apts.,Trailer		
BRIAR ROSE		Apts.,Trailer		
BRIGHT		P.U.D.,Condo		
BRIGHT		P.U.D.,Condo		
BRIXEN	600 S. - 700 S.	Private ROW	residential	R-2



### Private Streets within Salt Lake City

BRIXEN	600 S. - 700 S.	Private ROW	residential	R-2
BRIXEN	600 S. - 700 S.	Private ROW	residential	R-2
BUENO	700 E. - 800 E.	Private ROW	residential	RMF-45/SR-3
BUENO	700 E. - 800 E.	Private ROW	residential	RMF-45/SR-3
BUENO	700 E. - 800 E.	Private ROW	residential	RMF-45/SR-3
BUNBURY		Apts., Trailer		
BUNBURY		Apts., Trailer		
BUNBURY		Apts., Trailer		
BUTTERWORTH	200 S. - 300 S.	Private ROW	none	
CANYON OAKS		P.U.D., Condo		
CANYON OAKS		P.U.D., Condo		
CANYON OAKS		P.U.D., Condo		
CANYON OAKS		P.U.D., Condo		
CANYON OAKS		P.U.D., Condo		
CANYON OAKS		P.U.D., Condo		
CANYON OAKS		P.U.D., Condo		
CANYON OAKS		P.U.D., Condo		
CANYON OAKS		P.U.D., Condo		
CANYON OAKS		P.U.D., Condo		
CANYON OAKS		P.U.D., Condo		
CANYON OAKS		P.U.D., Condo		
CANYON OAKS		P.U.D., Condo		
CANYON OAKS		P.U.D., Condo		
CANYON OAKS		P.U.D., Condo		
CANYON SIDE	S. of 4th Ave.	Private ROW	residential	SR-1/RMF-45
CAPITOL OAKS		P.U.D., Condo		
CAPITOL OAKS		P.U.D., Condo		
CAPITOL OAKS		P.U.D., Condo		
CAPITOL OAKS		P.U.D., Condo		
CAPITOL OAKS		P.U.D., Condo		
CAPITOL PARK		P.U.D., Condo		
CAPITOL PARK		P.U.D., Condo		
CAPITOL PARK		P.U.D., Condo		
CAPITOL PARK		P.U.D., Condo		
CAPITOL PARK		P.U.D., Condo		
CAPITOL PARK		P.U.D., Condo		
CAPITOL PARK		P.U.D., Condo		
CAPITOL PARK		P.U.D., Condo		
CAPITOL PARK		P.U.D., Condo		
CAPITOL PARK		P.U.D., Condo		
CAPITOL PARK		P.U.D., Condo		
CAPITOL PARK		P.U.D., Condo		
CAPITOL PARK		P.U.D., Condo		
CAPITOL PARK		P.U.D., Condo		
CAPITOL PARK		P.U.D., Condo		
CARING		P.U.D., Condo		
CARING		P.U.D., Condo		
CARRIGAN		P.U.D., Condo		
CARRIGAN		P.U.D., Condo		
CARRIGAN		P.U.D., Condo		
CARRIGAN CANYON		P.U.D., Condo		
CARRIGAN CANYON		P.U.D., Condo		
CARRIGAN CANYON		P.U.D., Condo		
CARRIGAN CANYON		P.U.D., Condo		



### Private Streets within Salt Lake City

CARRIGAN CANYON		P.U.D.,Condo		
CARRIGAN CANYON		P.U.D.,Condo		
CARRIGAN CANYON		P.U.D.,Condo		
CARRIGAN CANYON		P.U.D.,Condo		
CARRIGAN CANYON		P.U.D.,Condo		
CARRIGAN CANYON		P.U.D.,Condo		
CARRIGAN CANYON		P.U.D.,Condo		
CATHERINE	Riverview - Reclamat	Private Access	commercial	
CATON		P.U.D.,Condo		
CATON		P.U.D.,Condo		
CATON		P.U.D.,Condo		
CATON		P.U.D.,Condo		
CATON		P.U.D.,Condo		
CATON		P.U.D.,Condo		
CATON		P.U.D.,Condo		
CHAPMAN	400 E. - 500 E.	Private Access	residential	R-MU
CHARITY		P.U.D.,Condo		
CHARITY		P.U.D.,Condo		
CHARITY		P.U.D.,Condo		
CHASE	U of U	Private ROW	none	
CLAWSON	400 E. - 500 E.	Private Access	commercial	
COLFAX	200 E. - 300 E.	Private ROW	mix	D3/RO
COLONIAL	1200 E. - 1300 E.	Private ROW	residential	R-2
COMMONS	3800 W. - California	Private Access	none	
CONNECTICUT		P.U.D.,Condo		
CONNECTICUT		P.U.D.,Condo		
CONNECTICUT		P.U.D.,Condo		
CONNECTICUT		P.U.D.,Condo		
CONNECTICUT		P.U.D.,Condo		
CONNECTICUT		P.U.D.,Condo		
CONNECTICUT		P.U.D.,Condo		
CONNECTICUT		P.U.D.,Condo		
CONNECTICUT		P.U.D.,Condo		
CONNECTICUT		P.U.D.,Condo		
CONNECTICUT		P.U.D.,Condo		
CONNECTICUT		P.U.D.,Condo		
CONNECTICUT LN		P.U.D.,Condo		
COTTAGE	300 E. - 400 E.	Private Access	none	
COVEY VIEW		P.U.D.,Condo		
COVEY VIEW		P.U.D.,Condo		
COVEY VIEW		P.U.D.,Condo		
COVEY VIEW		P.U.D.,Condo		
COVEY VIEW		P.U.D.,Condo		
CRAGS		P.U.D.,Condo		
CRAGS		P.U.D.,Condo		
CRAGS		P.U.D.,Condo		
CRESTLINE	W. of Virginia	Private ROW	residential	R-1-12000
CRESTLINE	W. of Virginia	Private ROW	residential	R-1-12000
CRESTLINE	W. of Virginia	Private ROW	residential	R-1-12000
DALTON	E. of Redwood	Private ROW	mix	
DELMAR	200 S. - 300 S.	Private Access	none/res	
DELWOOD	200 S. - 300 S.	Private ROW	none	
DELWOOD	300 S. - 400 S.	Private ROW	none	



### Private Streets within Salt Lake City

DENVER	300 S. - 400 S.	Private ROW	commercial	
DIAMOND ROSE		P.U.D.,Condo		
DIAMOND ROSE		P.U.D.,Condo		
DIAMOND ROSE		P.U.D.,Condo		
DOUGLAS	100 S. - 200 S.	Private Access	commercial	
DOUGLAS CORRIGAN	Charles Lindberg - W	Private Access	commercial	
DOUGLAS CORRIGAN	Charles Lindberg - W	Private Access	commercial	
DUBEI	200 S. - 300 S.	Private ROW	commercial	
DUDER	Redwood - North Ten	Private Access	residential	CS
DUDER	Redwood - North Ten	Private Access	residential	CS
EARDLEY	Main - Street	Private ROW	commercial	
EAST	E. of 900 West	Private ROW	none	
EAST	900 E. - 1000 E.	Private ROW	residential	RMF-35/SR-3
EAST CAPITOL		P.U.D.,Condo		
EAST CAPITOL		P.U.D.,Condo		
EAST CAPITOL		P.U.D.,Condo		
EAST CAPITOL		P.U.D.,Condo		
EAST CAPITOL		P.U.D.,Condo		
EAST CAPITOL		P.U.D.,Condo		
EAST CAPITOL		P.U.D.,Condo		
EAST CAPITOL		P.U.D.,Condo		
EAST CAPITOL		P.U.D.,Condo		
EAST CAPITOL		P.U.D.,Condo		
ELIZABETH		Apts.,Trailer		
ELIZABETH		Apts.,Trailer		
ELIZABETH		Apts.,Trailer		
ELIZABETH	400 S. - 500 S.	Private ROW	residential	R2/SR-3
ELM TREE		Apts.,Trailer		
ELWOOD	500 E. 600 E.	Private Access	none/res	
ELY	600 E. - 700 E.	Private ROW	residential	RMF-45/SR-3/RMF-30
EMERSON	300 E. - 400 E.	Private ROW	residential	RMF-35
EMPIRE	1700 S. - Associated	Private Access	commercial	
ERIE	400 N. - 500 N.	Private ROW	residential	SR-3
FALL		Apts.,Trailer		
FALL		Apts.,Trailer		
FEDERAL POINTE		P.U.D.,Condo		
FEDERAL POINTE		P.U.D.,Condo		
FEDERAL POINTE		P.U.D.,Condo		
FEDERAL POINTE		P.U.D.,Condo		
FEDERAL POINTE		P.U.D.,Condo		
FEDERAL POINTE		P.U.D.,Condo		
FEDERAL POINTE		P.U.D.,Condo		
FEDERAL POINTE		P.U.D.,Condo		
FEDERAL POINTE		P.U.D.,Condo		
FEDERAL POINTE (S)		P.U.D.,Condo		
FEDERAL POINTE (S)		P.U.D.,Condo		
FEDERAL POINTE (S)		P.U.D.,Condo		
FEDERAL POINTE (S)		P.U.D.,Condo		
FEDERAL POINTE (S)		P.U.D.,Condo		
FEDERAL POINTE (S)		P.U.D.,Condo		
FEDERAL POINTE (S)		P.U.D.,Condo		
FEDERAL POINTE (S)		P.U.D.,Condo		



### Private Streets within Salt Lake City

FEDERAL POINTE (S)		P.U.D.,Condo		
FEDERAL POINTE (S)		P.U.D.,Condo		
FEDERAL POINTE (S)		P.U.D.,Condo		
FENWAY	1200 E. - 1300 E.	Private ROW	residential	SR-3
FIG TREE		Apts., Trailer		
FINCH	University - 100 S.	Private Access	none	
FLETCHER	400 S. - 500 S.	Private ROW	residential	SR-3/RMF-35
FLORAL	200 S. - 300 S.	Private Access	commercial	
FORBES PARK		P.U.D.,Condo		
FOREST FARM		P.U.D.,Condo		
FOREST PARK		P.U.D.,Condo		
FOREST SPRING		P.U.D.,Condo		
FOREST SPRING		P.U.D.,Condo		
FOREST SPRING		P.U.D.,Condo		
FOREST SPRING		P.U.D.,Condo		
FOULGER	Paxton - Harvard	Private ROW	residential	CC
FULLER	600 E. - 700 E.	Private ROW	none	
FULLER	1000 E. - 1100 E.	Private ROW	residential	RMF-35/R-2
GALE	500 S. - 600 S.	Private ROW	commercial	
GIRARD	500 W. - 600 W.	Private ROW	commercial	
GIRARD	500 N. - Girard	Private ROW	residential	SR-1
GIRARD	500 N. - Girard	Private ROW	residential	SR-1
GOLD	900 W. - Jordan R.	Private ROW	residential	R-1-7000
GRANDRIDGE		P.U.D.,Condo		
GRANDRIDGE		P.U.D.,Condo		
GRANDRIDGE		P.U.D.,Condo		
GRANDRIDGE		P.U.D.,Condo		
GRANDRIDGE CT		P.U.D.,Condo		
GRANDRIDGE CT		P.U.D.,Condo		
GRANT	S. of 1700 S.	Private Access	commercial	
GRANT	S. of 715 N.	Private Access	none/res	
GRAYSTONE		P.U.D.,Condo		
GREEN	600 S. - 700 S.	Private Access	none	
GREGORY	Main - State	Private ROW	none	
GUNNELL	600 W. - I-15	Private Access	residential	SR-1
HANOVER		P.U.D.,Condo		
HANOVER		P.U.D.,Condo		
HANOVER		P.U.D.,Condo		
HANOVER		P.U.D.,Condo		
HAROLD	N. Temple - Redwood	Private Access	residential	CS
HARVARD OAKS		P.U.D.,Condo		
HARVARD OAKS		P.U.D.,Condo		
HARVARD OAKS		P.U.D.,Condo		
HARVARD OAKS		P.U.D.,Condo		
HARVARD OAKS		P.U.D.,Condo		
HARVARD OAKS		P.U.D.,Condo		
HARVEST		Apts., Trailer		
HAWKES	100 S. - 200 S.	Private ROW	residential	RMF-45/SR-3
HAWTHORNE	500 E. 600 E.	Private ROW	residential	SR-3/RMF-35
HEATHER	100 S. - 200 S.	Private Access	none	
HIDDEN VILLA		Apts., Trailer		
HIDDEN VILLA		Apts., Trailer		
HIDDEN VILLA		Apts., Trailer		



### Private Streets within Salt Lake City

HOYT	800 W. - 900 W.	Private ROW	residential	R-1-5000
HYDE PARK		P.U.D.,Condo		
INDIAN SUMMER		Apts.,Trailer		
INDIAN SUMMER		Apts.,Trailer		
INDIAN SUMMER		Apts.,Trailer		
INDIAN SUMMER		Apts.,Trailer		
INDIAN SUMMER		Apts.,Trailer		
INDIAN SUMMER		Apts.,Trailer		
INDIAN SUMMER		Apts.,Trailer		
ISABELLA	500 S. - 600 S.	Private ROW	residential	RMF-30/SR-3
ISOM	G St.- H St.	Private Access	none	
IVAN	200 S. - 300 S.	Private ROW	residential	RMF-45
JACKSON	800 W. - 900 W.	Private ROW	none	
JACKSON PARK		P.U.D.,Condo		
JEFFERSON	700 S. - 800 S.	Private ROW	none	
JUNIPERPOINT		P.U.D.,Condo		
JUNIPERPOINT		P.U.D.,Condo		
JUNIPERPOINT		P.U.D.,Condo		
JUNIPERPOINT		P.U.D.,Condo		
JUNIPERPOINT		P.U.D.,Condo		
JUNIPERPOINT CT		P.U.D.,Condo		
JUNIPERPOINT CT		P.U.D.,Condo		
KIERSTIN		P.U.D.,Condo		
KILBOURNE	700 S. - 800 S.	Private ROW	residential	SR-3/RMF-30
KILBY	700 S. - 800 S.	Private ROW	mix	
KNIGHTSBRIDGE		P.U.D.,Condo		
KNIGHTSBRIDGE		P.U.D.,Condo		
KNIGHTSBRIDGE		P.U.D.,Condo		
KNIGHTSBRIDGE		P.U.D.,Condo		
KONETA	500 S. - 600 S.	Private ROW	residential	SR-3/R-2
KONETA	500 S. - 600 S.	Private ROW	residential	SR-3/R-2
KONETA	500 S. - 600 S.	Private ROW	residential	SR-3/R-2
KONETA	500 S. - 600 S.	Private ROW	residential	SR-3
LAKER	300 S. - 400 S.	Private ROW	residential	RMF-35/SR-3
LAXON	N. Temple - 100 N.	Private ROW	residential	R-1-5000
LAYTON	700 W. - 900 W.	Private Access	commercial	
LAYTON	700 W. - 900 W.	Private Access	commercial	
LAYTON	700 W. - 900 W.	Private Access	commercial	
LINDEN	1000 E. - 1100 E.	Private ROW	residential	SR-3/R-2
LOGAN	300 E. - 400 E.	Private Access	none/res	
LOWELL	State - 200 E.	Private ROW	government	
LOWELL	1000 E. - 1100 E.	Private ROW	residential	R-2
LOWELL	900 E. - 1000 E.	Private ROW	residential	R-2
LYMAN	N. of 1300 S.	Private ROW	residential	R-1-5000
MAJOR	700 S. - 800 S.	Private ROW	commercial	
MAJOR	Paxton - Fremont	Private ROW	commercial	
MAPLE TREE		Apts.,Trailer		
MARGUERITE	300 S. - 400 S.	Private ROW	none	
MARKEA	600 E. - 700 E.	Private ROW	residential	RMF-35/RMF-45
MARKEA	1000 E. - 1100 E.	Private ROW	residential	R2/SR-3
MCCLELLAND	S. of Sugarmont	Private ROW	government	
MCDONALD	700 E. - 800 E.	Private Access	residential	SR-3/RMF-30
MENDON	800 E. - 900 E.	Private Access	residential	RMF-30/SR-3



### Private Streets within Salt Lake City

MIDLAND	S. of 1900 N.	Private Access	commercial	
MOFFATT	300 S. - 400 S.	Private ROW	commercial	
MONTROSE	200 W. - 300 W.	Private ROW	commercial	
MONTROSE	200 W. - 300 W.	Private ROW	residential	D-2
MORTENSEN	500 S. - 600 S.	Private ROW	none	
MOTOR	S. of 1000 W.	Private Access	none	
MUSSER	600 S. - 700 S.	Private ROW	residential	RMF-30/SR-3
NEW BEDFORD		P.U.D., Condo		
NEW BEDFORD		P.U.D., Condo		
NEW BEDFORD		P.U.D., Condo		
NEW BEDFORD		P.U.D., Condo		
NEW BEDFORD		P.U.D., Condo		
NEW BEDFORD		P.U.D., Condo		
NEW BEDFORD		P.U.D., Condo		
NEW BEDFORD		P.U.D., Condo		
NEW BEDFORD		P.U.D., Condo		
NEW BONNEVILLE		P.U.D., Condo		
NEW BONNEVILLE		P.U.D., Condo		
NEW BONNEVILLE		P.U.D., Condo		
NEW BONNEVILLE		P.U.D., Condo		
NEW BONNEVILLE		P.U.D., Condo		
NEW BONNEVILLE		P.U.D., Condo		
NEW BONNEVILLE		P.U.D., Condo		
NEW BONNEVILLE		P.U.D., Condo		
NEW BONNEVILLE		P.U.D., Condo		
NEW BONNEVILLE		P.U.D., Condo		
NEW BONNEVILLE		P.U.D., Condo		
NEW BONNEVILLE		P.U.D., Condo		
NOBLE	700 E. - 800 E.	Private Access	none/res	
NORRIS	1000 E. - 1100 E.	Private ROW	residential	SR-3
NORTHPOINT		P.U.D., Condo		
NORTHPOINT		P.U.D., Condo		
NORTHPOINT		P.U.D., Condo		
NORTHPOINT		P.U.D., Condo		
NORTHPOINT		P.U.D., Condo		
NORTHPOINT		P.U.D., Condo		
NORTHPOINT		P.U.D., Condo		
NORTHPOINT		P.U.D., Condo		
NORTHPOINT		P.U.D., Condo		
NORTHPOINT		P.U.D., Condo		
NORTHPOINT		P.U.D., Condo		
OAK FOREST		P.U.D., Condo		
OAK FOREST		P.U.D., Condo		
OAK FOREST		P.U.D., Condo		
OAK FOREST		P.U.D., Condo		
OAK FOREST		P.U.D., Condo		
OAK FOREST		P.U.D., Condo		
OAK TREE		Apts., Trailer		
OAK TREE		Apts., Trailer		
ORCHARD	200 W. - 300 W.	Private ROW	commercial	
P.U.D., Condo		P.U.D., Condo		
PACIFIC	500 W. - 600 W.	Private ROW	commercial	



## Private Streets within Salt Lake City

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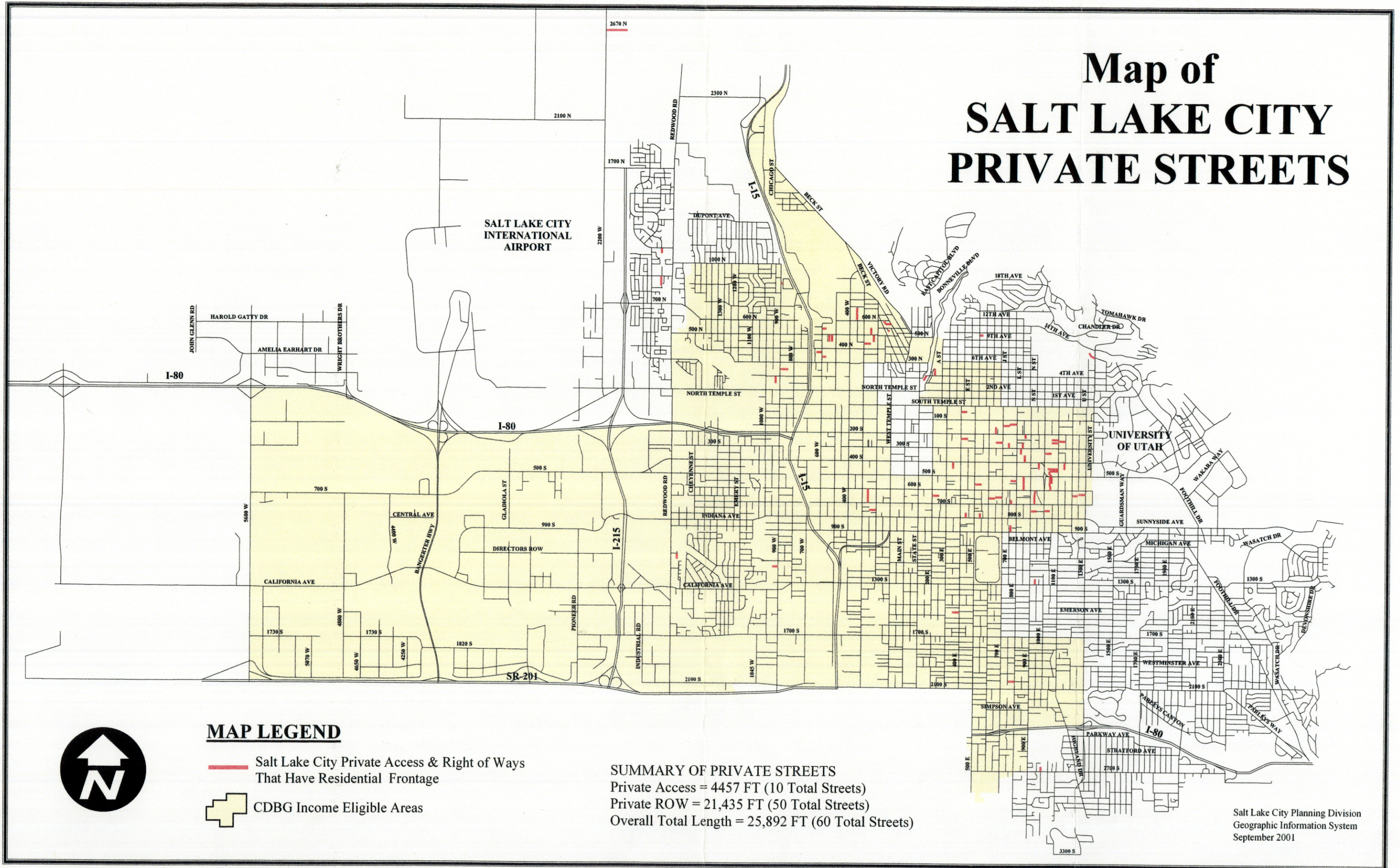


### Private Streets within Salt Lake City

SANDHURST		P.U.D.,Condo		
SECRET GARDEN		Apts.,Trailer		
SEGO	600 E. - 700 E.	Private ROW	residential	RMF-30/RMF-45/SR-3
SEWARD	600 W. - I-15	Private Access	none	
SHELMERDINE	300 S. - 400 S.	Private ROW	commercial	
SHORTLINE	500 W. - 600 W.	Private Access	mix	SR-1
SLADE	400 E. - 500 E.	Private ROW	commercial	
SNOW QUEEN		Apts.,Trailer		
SNOW QUEEN		Apts.,Trailer		
SPENCER	N. of 4th Ave	Private ROW	residential	SR-1
SPRING		Apts.,Trailer		
SPRING		Apts.,Trailer		
SPRING		Apts.,Trailer		
SPRING		Apts.,Trailer		
STRINGFELLOW	600 S. - 700 S.	Private ROW	commercial	
STRONG	300 S. - 400 S.	Private ROW	residential	SR-3
SUMMER		Apts.,Trailer		
SUMMER		Apts.,Trailer		
SUN ARBOR		Apts.,Trailer		
THISTLE	1100 E. - 1200 E.	Private ROW	residential	RMF-35/R-2
TRAFALGA		P.U.D.,Condo		
TRAFALGA WAY		P.U.D.,Condo		
TUTTLE	400 N. - 500 N.	Private ROW	none/res	
TWICKENHAM		P.U.D.,Condo		
TWICKENHAM		P.U.D.,Condo		
TWICKENHAM		P.U.D.,Condo		
TWICKENHAM		P.U.D.,Condo		
TWICKENHAM		P.U.D.,Condo		
TWICKENHAM		P.U.D.,Condo		
UPTON	Main - State	Private ROW	commercial	
VERNIER	500 E. 600 E.	Private ROW	none	
VICTORIA	F St. - G St.	Private Access	residential	SR-1
VINCENT	300 S. - 400 S.	Private ROW	residential	RMF-35
VON BARON		P.U.D.,Condo		
VOYLES	1100 E. - 1200 E.	Private Access	none	
WASATCH	200 W. - 300 W.	Private ROW	commercial	
WASHINGTON	600 S. - 700 S.	Private ROW	residential	D2
WAYNE	200 S. - 300 S.	Private Access	none/res	
WINDSOR	200 S. - 300 S.	Private ROW	residential	SR-3/RMF-35
WINDSOR	500 S. - 600 S.	Private ROW	residential	SR-3
WINTER		Apts.,Trailer		
WINTER		Apts.,Trailer		
WOODBINE	700 S. - 800 S.	Private ROW	none	
WOODBINE	200 S. - 300 S.	Private ROW	none	
YEAGER	E.of Jimmy Doolittle	Private Access	commercial	



# Map of SALT LAKE CITY PRIVATE STREETS





**Attachment 3**  
Utility Costs



**PRIVATE STREETS**  
**Cost Estimate to Upgrade Utilities**

Street Name		Value		Location				Utility Work	WATER	SEWER	DRAINAGE
								Replacement Cost	Replacement Cost	Replacement Cost	
							Linear Feet	\$ 60.00	\$ 100.00	\$ 30.00	
1000 E		1000	E	2635	S	2699	S	300	\$ 18,000.00	\$ 30,000.00	\$ 9,000.00
1800 W		1800	W	850	N	960	N	550	\$ 33,000.00	\$ 55,000.00	\$ 16,500.00
1800 W		1800	W	1050	N	1100	N	450	\$ 27,000.00	\$ 45,000.00	\$ 13,500.00
2670 N		2670	N	2070	W	2415	W	1230	\$ 73,800.00	\$ 123,000.00	\$ 36,900.00
ACORN	CT	425	E	740	S	800	S	350	\$ 21,000.00	\$ 35,000.00	\$ 10,500.00
ALAMEDA	AVE	35	S	400	E	460	E	340	\$ 20,400.00	\$ 34,000.00	\$ 10,200.00
ALIDA	PL	165	W	580	N	600	N	320	\$ 19,200.00	\$ 32,000.00	\$ 9,600.00
ALIDA	PL	580	N	100	W	165	W	230	\$ 13,800.00	\$ 23,000.00	\$ 6,900.00
BALTIC				400	N	500	N	390	\$ 23,400.00	\$ 39,000.00	\$ 11,700.00
BANKS	CT	850	E	200	S	225	S	250	\$ 15,000.00	\$ 25,000.00	\$ 7,500.00
BARBARA	PL	455	S	1010	E	1039	E	450	\$ 27,000.00	\$ 45,000.00	\$ 13,500.00
BEAUMONT	CT	525	W	435	N	500	N	400	\$ 24,000.00	\$ 40,000.00	\$ 12,000.00
BISHOP	PL	430	N	235	W	300	W	400	\$ 24,000.00	\$ 40,000.00	\$ 12,000.00
BLAIR	ST	340	E	400	S	440	S	400	\$ 24,000.00	\$ 40,000.00	\$ 12,000.00
BRIXEN	CT	920	E	600	S	700	S	800	\$ 48,000.00	\$ 80,000.00	\$ 24,000.00
BUENO	AVE	135	S	700	E	800	E	800	\$ 48,000.00	\$ 80,000.00	\$ 24,000.00
CANYON SIDE	RD	135	E	220	N	245	N	250	\$ 15,000.00	\$ 25,000.00	\$ 7,500.00
CHAPMAN	PL	225	S	400	E	432	E	400	\$ 24,000.00	\$ 40,000.00	\$ 12,000.00
COLFAX	AVE	635	S	200	E	240	E	400	\$ 24,000.00	\$ 40,000.00	\$ 12,000.00
COLONIAL	PL	620	S	1240	E	1300	E	400	\$ 24,000.00	\$ 40,000.00	\$ 12,000.00
CRESTLINE	CIR	1250	E	330	N	385	N	250	\$ 15,000.00	\$ 25,000.00	\$ 7,500.00
EAST	PL	430	S	900	E	945	E	400	\$ 24,000.00	\$ 40,000.00	\$ 12,000.00
ELIZABETH	ST	1135	E	400	S	440	S	400	\$ 24,000.00	\$ 40,000.00	\$ 12,000.00
ELY	PL	640	S	640	E	700	E	400	\$ 24,000.00	\$ 40,000.00	\$ 12,000.00
EMERSON				300	E	400	E	400	\$ 24,000.00	\$ 40,000.00	\$ 12,000.00
ERIE	ST	537	W	440	N	500	N	400	\$ 24,000.00	\$ 40,000.00	\$ 12,000.00
FENWAY	AVE	635	S	1200	E	1240	E	360	\$ 21,600.00	\$ 36,000.00	\$ 10,800.00
FLETCHER	CT	950	E	400	S	450	S	400	\$ 24,000.00	\$ 40,000.00	\$ 12,000.00
FULLER	AVE	445	S	1035	E	1100	E	600	\$ 36,000.00	\$ 60,000.00	\$ 18,000.00
GIRARD	PL	145	W	535	N	540	N	170	\$ 10,200.00	\$ 17,000.00	\$ 5,100.00
GIRARD	PL	535	N	135	W	145	W	100	\$ 6,000.00	\$ 10,000.00	\$ 3,000.00
GOLD	PL	1150	S	900	W	935	W	320	\$ 19,200.00	\$ 32,000.00	\$ 9,600.00
GUNNELL	PL	365	N	600	W	635	W	310	\$ 310.00	\$ 31,000.00	\$ 9,300.00
HAWKES	CT	635	E	132	S	200	S	400	\$ 24,000.00	\$ 40,000.00	\$ 12,000.00
HAWTHORNE	AVE	540	S	500	E	540	E	400	\$ 24,000.00	\$ 40,000.00	\$ 12,000.00
HOYT	PL	240	N	820	W	900	W	480	\$ 28,800.00	\$ 48,000.00	\$ 14,400.00
ISABELLA	CT	1040	E	500	S	540	S	400	\$ 24,000.00	\$ 40,000.00	\$ 12,000.00
IVAN	CT	735	E	255	S	300	S	300	\$ 18,000.00	\$ 30,000.00	\$ 9,000.00
KILBOURNE	CT	525	E	755	S	800	S	260	\$ 15,600.00	\$ 26,000.00	\$ 7,800.00
KONETA	CT	1030	E	500	S	540	S	800	\$ 48,000.00	\$ 80,000.00	\$ 24,000.00
LAKER	CT	822	E	300	S	350	S	400	\$ 24,000.00	\$ 40,000.00	\$ 12,000.00
LAXON	CT	915	W	140	N	200	N	400	\$ 24,000.00	\$ 40,000.00	\$ 12,000.00
LINDEN	AVE	345	S	1000	E	1040	E	400	\$ 24,000.00	\$ 40,000.00	\$ 12,000.00

**PRIVATE STREETS**  
**Cost Estimate to Upgrade Utilities**

LOWELL	AVE	735	S	900	E	1031	E	800	\$	48,000.00	\$	80,000.00	\$	24,000.00
LYMAN	CT	960	E	1210	S	1300	S	350	\$	21,000.00	\$	35,000.00	\$	10,500.00
MARKEA	AVE	250	S	1045	E	1100	E	400	\$	24,000.00	\$	40,000.00	\$	12,000.00
MCDONALD	PL	530	S	745	E	800	E	330	\$	19,800.00	\$	33,000.00	\$	9,900.00
MENDON	CT	750	E	835	S	900	S	400	\$	24,000.00	\$	40,000.00	\$	12,000.00
MONTROSE	AVE	745	S	200	W	243	W	400	\$	24,000.00	\$	40,000.00	\$	12,000.00
MUSSER	CT	755	E	639	S	700	S	350	\$	21,000.00	\$	35,000.00	\$	10,500.00
NORRIS	PL	230	S	1045	E	1100	E	400	\$	24,000.00	\$	40,000.00	\$	12,000.00
PARLEYS CANYON BLVD								240	\$	14,400.00	\$	24,000.00	\$	7,200.00
PROSPECT	ST	1630	W	1040	S	1095	S	350	\$	21,000.00	\$	35,000.00	\$	10,500.00
REDONDO	AVE	2000	S	750	E	799	E	400	\$	24,000.00	\$	40,000.00	\$	12,000.00
SEGO	AVE	645	S	600	E	640	E	400	\$	24,000.00	\$	40,000.00	\$	12,000.00
SHORTLINE	AVE	330	N	520	W	600	W	250	\$	15,000.00	\$	25,000.00	\$	7,500.00
SPENCER	CT	145	E	200	N	245	N	400	\$	24,000.00	\$	40,000.00	\$	12,000.00
STRONG	CT	845	E	340	S	400	S	400	\$	24,000.00	\$	40,000.00	\$	12,000.00
THISTLE	AVE	245	S	1100	E	1130	E	400	\$	24,000.00	\$	40,000.00	\$	12,000.00
VICTORIA	PL	475	N	450	E	460	E	210	\$	12,600.00	\$	21,000.00	\$	6,300.00
VINCENT	CT	640	E	300	S	350	S	400	\$	24,000.00	\$	40,000.00	\$	12,000.00
WASHINGTON	ST	240	W	600	S	700	S	800	\$	48,000.00	\$	80,000.00	\$	24,000.00
WINDSOR	ST	860	E	200	S	300	S	320	\$	19,200.00	\$	32,000.00	\$	9,600.00
WINDSOR	ST	860	E	500	S	600	S	800	\$	48,000.00	\$	80,000.00	\$	24,000.00
<b>TOTAL</b>									\$	<b>1,581,310.00</b>	\$	<b>2,666,000.00</b>	\$	<b>799,800.00</b>

Linear feet is an estimate of the length of utility work needed for each street. It may or may not reflect the actual length of the street.

The cost is a rough estimate based on the estimated length of utility work for each street.

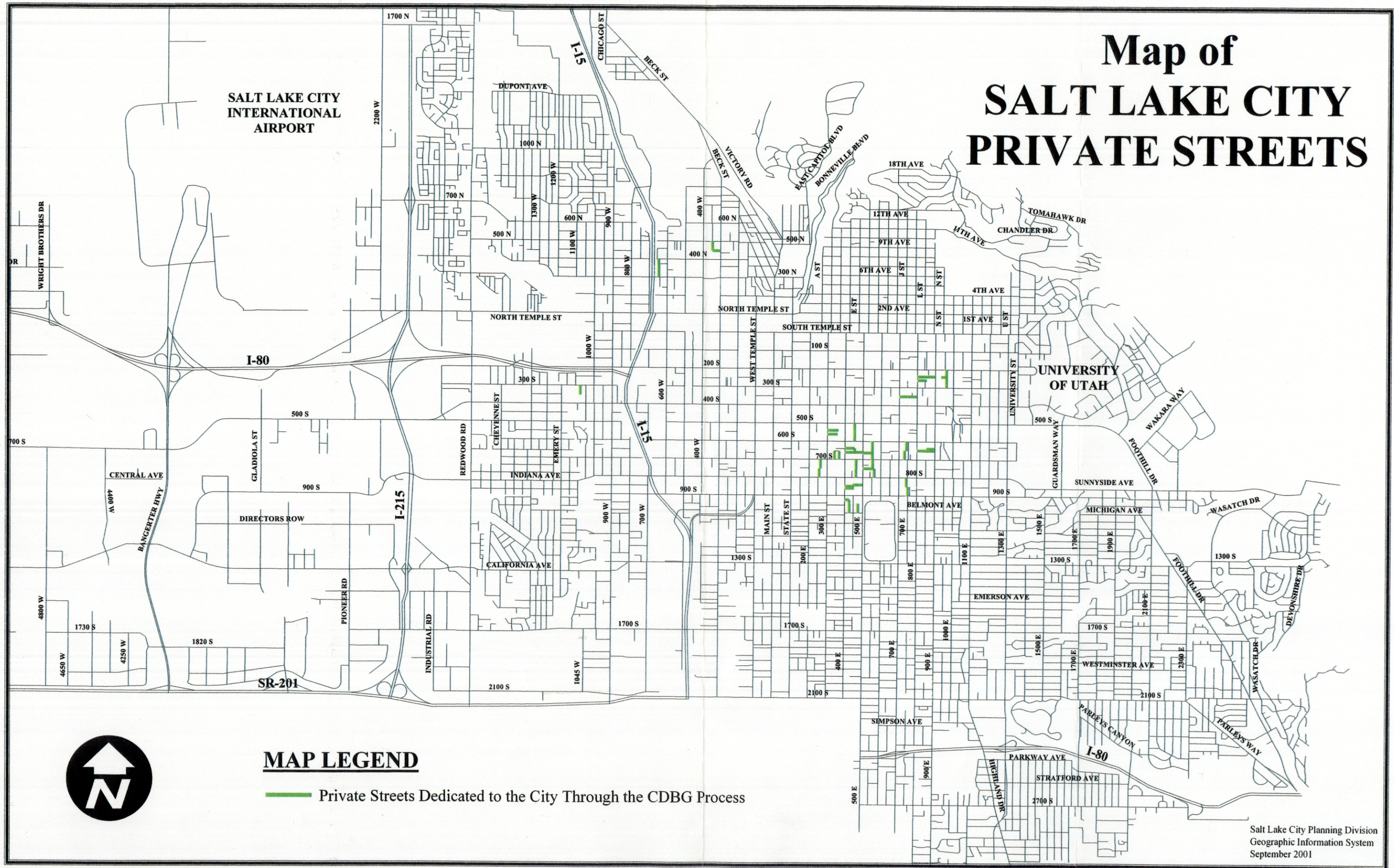
**Attachment 4**  
**Private Streets Improved and Dedicated through the CDBG Program**

## Private Streets Dedicated to Salt Lake City Through the CDBG Program

Name	Address	From	To	Dir	Year
Laconia Ct	250 E	702	740	S	1981
Roberta St	240 E	740	797	S	1981
Conway Ct	355 E	640	698	S	1981
Iverson St	325 E	640	698	S	1981
Park St	540 E	702	742	S	1983
Park St	540 E	747	797	S	1983
Lowell Ave	745 S	502	550	E	1983
Hoover Pl	840 S	402	431	E	1983
Debs Pl	830 S	435	498	E	1983
Van Ness Pl	850 S	402	444	E	1983
Graham Ct	445 E	623	647	S	1983
Cottage	630 S	402	443	E	1983
Sego Ave	650 S	402	498	E	1983
Gudgell Ct	450 E	702	740	S	1983
Denver St	450 E	740	798	S	1983
Gallacher St	655 S	502	538	E	1983
Park St	540 E	602	698	S	1983
Beldon Pl	545 S	302	359	E	1984
Stanton Ave	535 S	302	355	E	1984
Ouray Ave	440 N	302	338	W	1985
Pugsley St	340 W	440	498	N	1985
Grace Ct	425 E	912	982	S	1986
Grace Ct	912 S	402	422	E	1986
James Ct	465 E	936	982	S	1986
Bothwell St	1065 W	302	354	S	1987
Denver St	440 E	502	598	S	1987
Lake St	740 E	802	837	S	1991
Lake St	740 E	838	897	S	1991
Argyle Ct	640 W	302	340	N	1992
Edmonds Pl	640 W	341	397	N	1992
Wishire Pl	630 S	840	897	E	1992
Sego Ave	650 S	802	898	E	1992
Linden Ave	345 S	702	798	E	1995
Pennsylvania Pl	230 S	920	947	E	1996
Iowa St	950 E	202	298	S	1996
Menlo Ave	235 S	802	897	E	1998
Markea Ave	250 S	802	854	E	1998
Harmony Ct	720 E	602	640	S	2001
Egli Ct	715 E	640	698	S	2001



# Map of SALT LAKE CITY PRIVATE STREETS



SALT LAKE CITY  
INTERNATIONAL  
AIRPORT

UNIVERSITY  
OF UTAH

## MAP LEGEND

— Private Streets Dedicated to the City Through the CDBG Process