



# Planning Commission Meeting

December 11, 2025

6:00pm

125 West 400 North  
Mapleton, UT 84664



## **PLANNING COMMISSION AGENDA**

Thursday, December 11, 2025, at 6:00pm  
125 West Community Center Way (400 North), Mapleton, Utah 84664

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**The order of agenda items is subject to change at the discretion of the Planning Commission Chair.**

6:00 p.m. Call to order: Pledge, Invocation, and Introductions/Announcements.

### **Consent Item**

*Items on the consent agenda are routine in nature and do not require discussion or independent action. Members of the Commission may ask that any items be considered individually for purposes of Commission discussion and/or for public comment. Unless that is done, one motion may be used to adopt all recommended actions.*

1. Planning Commission Meeting Minutes – November 13, 2025.

### **Public Hearing**

2. Consideration of recommendations to the City Council regarding the adoption of an updated Transportation Master Plan Element of the General Plan.
3. Consideration of an amendment to Mapleton City Code section 18.78A.080 regarding front yard setback requirements in the PD-1 zone.

### **PUBLIC COMMENT MAY BE ACCEPTED AT THE DISCRETION OF THE CHAIR**

In compliance with the Americans with Disabilities Act, individuals needing special accommodations (including auxiliary communicative aids and services) during the meeting/hearing should notify April Houser at the Community Development Office, at Mapleton City, 125 West 400 North, Mapleton UT 84664, or by phone, 801-489-6138, giving at least 24 hours notice. Signature on this document certifies that it was posted in the City Office on 12/3/25.

THIS AGENDA SUBJECT TO CHANGE WITH A MINIMUM OF 24 HOURS NOTICE  
(Last Modified December 3, 2025)

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**April Houser**, Executive Secretary



# Planning Commission Staff Report

**Item:**

2

**Date:**

12/11/2025

**Applicant:**

Mapleton City

**Location:**

N/A

**Prepared By:**

Sean Conroy, Community  
Development Director

**Public Hearing:**

Yes

**Zone:**

N/A

**Attachments:**

1. Draft Master Plan on City website.

**REQUEST**

Consideration of recommendations to the City Council regarding the adoption of an updated Transportation Master Plan Element of the General Plan.

**BACKGROUND & DESCRIPTION**

Utah Code section 10-20-404 requires each city to adopt a transportation element of the general plan (transportation master plan). The City's existing Transportation Master Plan was adopted in 2010. Earlier this year, the City contracted with WCG, a transportation engineering consultant group, to prepare an updated Transportation Master Plan. The Master Plan is meant to be a long-term guide for transportation related decisions. The Plan establishes the following vision and goals:

**Vision:**

*Maintain a small town feel by connecting communities and providing a safe and peaceful quality of life, while promoting long-term financial sustainability for future generations.*

**Goals:**

- Scale roads to be consistent with community character.
- Promote active transportation use and active lifestyle.
- Encourage key connections between neighborhoods to provide opportunities to gather together.
- Identify projects and policies to enhance safety and calm traffic through neighborhoods.

Public outreach efforts included a visual preference survey that was conducted during the Mapleton Pioneer Days event as well as a public open house in the fall. This meeting as well as the final hearing with the City Council are scheduled as public hearings for additional input.

**EVALUATION**

Staff has included a summary of some of the key sections of the Master Plan below to help guide the Commission's review.

**Roadway Functional Classification (pg. 13-19):** Roads in the City are categorized into a hierarchical system based on roadway attributes such as intended purpose, speed and road width. The classifications range from country lane for the lowest volume streets up to an arterial for the highest volume. Each City road has a classification that helps determine the final location and road width standards. The Commission may want to discuss whether the proposed road classifications and intersection controls are appropriate.

**Level of Service & Future Roadway Projects (pg. 24-38):** Roadway traffic congestion is reported using Level of Service (LOS), which describes the roadway's operating performance based on a scale of A to F. A LOS of A through D is generally considered as acceptable. The consultant did a LOS evaluation of all major roadways in the City and determined that they all are operating an LOS of C or better.

The consultant then performed a traffic demand forecast to evaluate how LOS may change over time. The traffic model indicated that there could be a LOS of E or F along the north end of Highway 89, the western end of Slant Road and along Highway 6 near the mouth of the canyon. In order to address these potential problem areas, as well as other needs, table 5 below summarizes future roadway projects.

TABLE 5: ROADWAY PROJECTS							
Project Number	Description	Responsibility	Improvement Scope	# of Lanes		Cost Estimate (2025 Dollars)	Priority
				2025	Proposed		
FUTURE ROADWAY PROJECTS							
1	1600 North extension to State Street (SR-51) in Springville	UDOT, MAG, Mapleton, Springville	New Roadway	NA	5	\$100,600,000*	High
2	US-89 widening	UDOT	Widening	3	5	\$14,500,000	Low
3	800 North connection	Mapleton	New Roadway	NA	2	\$481,949	Medium
4	400 North connection	Mapleton	New Roadway	NA	2	\$2,159,878	Medium
5	5.1 Maple Street extension to Canyon Creek Parkway in Spanish Fork	MAG, Mapleton, Springville, Spanish Fork	New Roadway	NA	2	\$19,902,637	High
	5.2 Maple Street extension to Doubleday Street	Mapleton				\$7,157,292	
6	Main Street widening	Mapleton	Widening	2	2	\$2,978,326	High
7	800 West connection	Mapleton	New Roadway	2	2	\$817,400	Medium
8	US-6 widening	UDOT, MAG	Widening	2	5	\$147,500,000*	Medium

The modeling shows a need to extend Maple Street west from Slant Road and eventually into Springville. There are some significant challenges with this roadway extension including:

- The need to condemn and demolish at least two homes on Slant Road;
- The need to amend a conservation easement to allow for the road extension;
- Significant topographic and wetland challenges; and crossing train tracks;
- Significant construction costs. In order for the costs to be paid by state or federal transportation funds, the City would have to compete with other regionally significant projects for funding.

The consultant will discuss this in more detail at the meeting. The Commission may want to discuss whether the projects in table 5 are appropriate and whether other projects should be included.

**Intersection Projects (pg. 40):** The Transportation Plan recommends several roundabouts in the future including:

- 1600 N & Main
- 1200 N Main
- 400 N Main
- Maple & Main
- 1600 S & Main
- 800 W & 1600 S

The Commission may want to discuss if these are appropriate and whether other locations should be considered.

**Sidewalk Projects (pg. 49):** The Master Plan recommends numerous sidewalk projects and categorizes them by high, medium or low priority. The Commission may want to discuss if these are appropriate and whether other locations should be considered.

**RECOMMENDATION**

Recommend approval of the proposed Transportation Master Plan to the City Council. The Commission may also consider the following alternative actions:

- Continue review of the Master Plan with a request for changes or additional information; or
- Recommend approval of the Master Plan with changes.

Link to the full plan:

<https://cms9files.revize.com/mapletonut/TMP%20Draft.pdf?t=202512031310190&t=202512031310190>



# Planning Commission Staff Report

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**Item:**

3

**REQUEST**

Consideration of an ordinance amending Mapleton City Code (MCC) Section 18.78A.080 regarding front yard setback requirements in the PD-1 zone.

**Date:**

12/11/2025

**BACKGROUND & DESCRIPTION**

The PD-1 zone was adopted specifically for the Mapleton Village project, which includes the Mapleton Village, Twin Hollow and Hidden Hollow subdivisions. The front yard setback requirement for the estate lots in the subdivision states the following:

**Applicant:**

Mapleton City

**Location:**

N/A

"Front yard setbacks shall be no less than twenty-two feet (22') measured from the back of sidewalk to the foundation of the home."

**Prepared By:**

Sean Conroy, Community Development Director

A few issues have come up regarding the front yard setback that include:

- The CC&Rs for the Twin Hollow and Hidden Hollow communities require a 30' setback from back of curb. This conflicts with the PD-1 setback requirement.
- In this development there are areas where sidewalk was only required on one side of the street, so there is confusion on the setback requirement when there is no sidewalk.

**Public Hearing:**

Yes

**Zone:**

PD-1

Staff is proposing to amend the front setback requirement to be consistent with the CC&Rs and the front setback requirement in most other zones in the City. That should eliminate confusion and avoid varying setbacks when no sidewalk is present. The proposed language is as follows:

**Attachments:**

1. Draft ordinance.

"Front yard setbacks shall be no less than ~~thirty~~ twenty-two feet (30 22') measured from the back of ~~curb~~ sidewalk to the foundation of the home."

**RECOMMENDATION**

Recommend that the City Council adopt the proposed amendments.

Exhibit "A"  
(Changes shown in Strikeout and Underline)

**18.78A.080: SETBACK REQUIREMENTS:**

For the purpose of this chapter, the "lower village" is defined as those lands within the PD-1 MV west of the irrigation canal. The "estate" is defined as lands within the PD-1 MV east of the irrigation canal and west of the CE-1 district.

B. Estate lot setbacks:

1. Front yard setbacks shall be no less than thirty feet ~~twenty-two feet~~ (2230') measured from the back of curb ~~sidewalk~~ to the foundation of the home. Front porches, stairs and other features may encroach on the setback no more than seven feet (7'). Notwithstanding a lesser setback for the main building, garages, whether attached or not, shall be set back at least twenty feet (20'), measured from the back of sidewalk.