Mapleton City

Planning Commission Staff Report

January 24, 2019

Item 2

Applicant: Corey Lindley

Location: 1900 N 2000 E

Prepared by: Sean Conroy, Community Development Director

Public Hearing: N

Zone: A-2

Attachments:

1. Application materials and preliminary plans.

REQUEST

Consideration of a request for a Conditional Use Permit to establish the Mapleton Horse Therapy Facility on a 10.28 acre parcel.

BACKGROUND AND PROJECT DESCRIPTION

The subject property is 10.28 acres in size located at approximately 1900 North and 2000 East. The property is not developed and has been used primarily as an orchard.

On October 11, 2018, the Planning Commission reviewed a zoning text amendment regarding equestrian riding arenas necessary for the applicant to move forward with their project. Several neighboring residents spoke during the public hearing. The neighbors seemed more concerned with the reception use than the equestrian use due to the potential for significant traffic along 2000 East. The Commission recommended approval of the text amendments to the City Council with some changes that addressed some of the concerns expressed at the meeting.

On November 7, 2018 the City discussed the recommendations from the Planning Commission and received public comment. Many of the same concerns that were expressed to the Planning Commission were expressed to the City Council. The Council voted to approve the proposed zoning text amendments.

With the necessary text amendments in place, the applicant is now requesting approval of a conditional use permit to construct and operate a non-profit equestrian riding facility focused on providing a horse therapy program for girls between the ages of 12-25 (see attachment “a” for a more detailed description). The therapy program includes approximately 15 weeks of private one-one one lessons and other activities. It is anticipated that approximate 100 girls per year will participate in the program. The site will include:

- An equestrian arena and stables with both indoor and outdoor riding opportunities;
- Rooms for special classes for the participants such as yoga and horsemanship;
- A meeting room for occasional receptions and other special events; and
- A new single-family dwelling.

EVALUATION

General Plan: The general plan encourages maintaining a distinctive rural character in the City and the protection of open space. The land use designation for the property is rural residential. The purpose of this designation is to protect and preserve the natural environment and to encourage the continued use of agricultural land for agricultural purposes.

Staff notes that this is a unique and secluded site with beautiful open space amenities. If the property were developed as a residential subdivision, as much of the remaining agricultural land is being developed throughout town, that anywhere from 10 to 20 lots could be developed and much of the open space beauty of the site would be lost. The proposed use would maintain the orchard and protect the majority of the site as open space. The riding arena facilities would be located nearly 1,000 feet from the road and would not be readily visible by the public.

State Law: A conditional use permit is considered an administrative permit. Utah Code section 10-9a-507 states the following regarding conditional use permit review:

> *"A land use authority **shall** approve a conditional use if reasonable conditions are proposed, or can be imposed, to mitigate the reasonably anticipated detrimental effects of the proposed use in accordance with applicable standards." (emphasis added)*

In other words, unless there are reasonably anticipated detrimental effects that cannot be mitigated, and/or the proposal is not in compliance with adopted standards, the conditional use permit must be approved.

A-2 Zoning: The property is located in the Agricultural (A-2) zone. The A-2 zone allows both equestrian riding arenas and event centers as conditional uses with specific requirements that apply to each use. Mapleton City Code (MCC) Chapter 18.28.040 also states:

> *"If an applicant is proposing to combine more than one conditional use identified in this section, the Planning Commission may adopt stricter standards than those identified below if it is determined that the combination of uses has reasonably anticipated determinantal neighborhood effects."*

Below is a summary of the standards that apply, followed by a brief response to each standard:

Commercial equestrian riding arenas and stables, subject to the following minimum standards:

> *A. A minimum lot size of two (2) acres, with two hundred feet (200') of frontage is required. The lot shall be a legally created lot as determined by Mapleton City.*

Response: The lot exceeds the two-acre minimum and is considered a legal lot of record. A single-lot plat must be recorded prior to the commencement of construction on the site.

> *B. The use shall be allowed only if a single-family home is present on the lot. The activities of the business shall be conducted by members of the residing family. The planning*

commission may limit the number of employees and/or occupancy if necessary to limit neighborhood impacts.

Response: The owners of the proposed single-family dwelling and the lot will also be the owners of the non-profit operation and the residents of the home will be involved in the business. The applicants anticipate having approximately six full time employees or the equivalent of six full time employees. It does not seem necessary at this time to place a restriction on the number of employees.

C. The number of horses and other animals on the lot shall not exceed the number of animal units allowed for the lot as permitted in the A-2 zone.

Response: The A-2 zone allows 4 horses per acre, or a total of approximately 41 horses on this site. The applicant is proposing to have approximately 16.

D. The number of persons allowed within any building shall comply with the current edition of the international building code.

Response: The City's building official will establish the maximum occupancy at the time of building permit review.

E. The business shall not operate between the hours of ten o'clock (10:00) P.M. and seven o'clock (7:00) A.M.

Response: The applicant anticipates the busiest hours being from between 2:30 p.m. to 7:30 p.m. The applicant is not asking for operation hours beyond what is allowed.

F. In addition to any required parking spaces for the single-family home, gravel or hard surface off street parking shall be provided for the commercial use. The parking requirement shall be determined by the planning commission based on the scope of the proposed use. No parking shall be permitted along city streets. The driveway for the commercial use shall be a minimum of sixteen feet (16') in width. The first thirty feet (30') of the driveway from the street shall be constructed of a hard surface material to avoid the tracking of gravel or mud onto city streets.

Response: The applicant is proposing to have 75 parking stalls. The long driveway and ample open space will allow for overflow parking in the event that it is needed. The applicant has submitted a traffic and parking study supporting 75 stalls.

G. The property owner shall obtain a building permit for each structure associated with the commercial use, which shall comply with all applicable zoning requirements for the A-2 zone, and shall also conform to the commercial building standards in the current version of the international building code. Existing buildings proposed for the commercial use must also conform to the commercial building standards in the current version of the international building code.

Response: This requirement will be enforced at the time of the building permit.

H. Permanent restroom facilities shall be provided for the commercial use, which shall conform to the commercial requirements in the current version of the international building code. Restrooms in the home shall not count toward this requirement.

Response: This requirement will be enforced at the time of the building permit.

I. To avoid nuisance conditions, manure shall not be allowed to accumulate. Dust shall be controlled by watering or sprinkling. Outdoor lighting of any riding arena shall be designed with minimum light trespass off site by using cut off luminaries that are fully shielded with not light distributed above the horizonal plane of the luminaire.

Response: These requirements will be enforced at the time of the building permit.

J. No arena, stable, barn, structure or corral for the housing of the livestock and fowl or no corral for the close confinement of livestock shall be located closer than one hundred feet (100') to an existing dwelling on an adjacent lot or fifty feet (50') from an existing dwelling on the same lot.

Response: The applicant is not proposing to maintain any livestock or fowl on the property, even so, the horse barn will be several hundred feet from the nearest dwelling.

K. Signs shall be limited to one nonilluminated sign not larger in area than four (4) square feet. Electric or electronic signs shall not be permitted. The sign must be attached to the home or building where the home business is to take place.

Response: If the applicant is proposing any signage, they will need to submit a signage plan to staff that complies with this standard.

L. All commercial equestrian activity shall be confined to the lot.

Response: All riding activities will take place on the property.

M. The business owner shall maintain a current business license with Mapleton City.

Response: A license will need to be submitted prior to operation.

N. The planning commission may attach additional conditions related to health, safety, and welfare to mitigate any possible disturbances to surrounding properties or any hazardous conditions.

Response: The Commission may attach appropriate conditions as it determines appropriate.

Reception facilities that comply with the following:

A. The facility shall be located on a legal lot of record of five (5) acres in size or larger with at least two hundred feet (200') of frontage on an approved public or private road.

Response: The lot exceeds the minimum size and frontage requirements.

B. The facility shall be accessory to a legally established single-family dwelling on the same parcel.

Response: The applicant is proposing a new single-family dwelling that will comply with this condition. The residence must be completed prior to operation.

C. No more than eight (8) receptions shall be permitted per calendar month. The Planning Commission may limit the number of receptions to fewer than eight (8) if necessary to limit neighborhood impacts.

Response: The main public concerns expressed during the previous hearings were focused on potential events and traffic, safety and other potential associated impacts. The applicant is proposing approximately two special events per month. Staff recommends that the Commission limit the number of special events to no more than three per month. If the applicant determines it would like more than three per month after the facility has been in operation, they could request an amendment to their permit. That would allow the Commission to evaluate actual impacts of the facility and determine if it was appropriate to allow for more events.

D. Reception events shall conclude by no later than ten o'clock (10:00) P.M.

Response: The applicant will need to comply with this requirement.

E. Off street parking shall be provided at a rate of one space per two hundred (200) square feet of floor area for the facility. If receptions are not held indoors, the planning commission shall determine the amount of parking to be required. A site plan shall be submitted with a proposed parking and circulation plan.

Response: The applicant's proposal of 75 parking spaces exceeds the parking requirements of subsection "E".

F. An enclosed reception facility shall be classified as an assembly group (A-2) occupancy type for the purposes of the international building code. All requirements of an A-2 occupancy shall apply.

Response: This requirement will be enforced at the time of the building permit.

G. A business license shall be required.

Response: A license will be required as previously mentioned.

H. A building and fire inspection shall be required prior to issuance of a business license.

Response: This requirement will be enforced at the time of the building permit.

I. Failure to comply with the standards of this use and/or conducting the reception facility in a manner constituting a disturbance of the peace or creating a menace to the public health, safety, morals or welfare may result in a revocation of the conditional use permit by the planning commission. For the purposes of this section, the disturbing the peace ordinance in subsection 9.12.040A of this code shall include any disturbances between the hours of ten o'clock (10:00) P.M. to seven o'clock (7:00) A.M.

Response: The applicant has acknowledged this requirement.

J. The applicant shall agree, at its sole expense, to defend, indemnify, and hold harmless the city, its public officials, officers, employees, and assigns, from any liability; and shall reimburse the city for any expense incurred, resulting from, or in connection with any appeal, claim, suit or other legal proceeding related to the operation of the conditional use.

Response: This is a condition of operation.

Traffic Study: At the request of the City Council and under the direction of the City Engineer, the applicants have submitted a traffic study (see attached). Staff notes that the traffic counts were done in November without the peak traffic that occurs during the summer months from Bartholomew Park. However, the traffic study determined that the road has a capacity of approximately 1700 vehicles per hour. It is unlikely that even with a large event at the property during the busy summer months, that there will be anywhere near 1700 trips an hour on the road. It is anticipated that the road will function at acceptable levels, even during the busiest times of the year.

The traffic study did recommend that driver feedback signs be installed on 1900 east to encourage drivers to slow down, especially in the south bound lane. Staff has added a special condition requiring the applicant to install the recommended signage.

Bridal-Up Hope: The applicant has modeled their proposal after a program called Bridal Up Hope based in Alpine, UT. Staff has visited the Bridal Up Hope facility, met with staff and observed activities at this location. Staff can provide more information on this visit the night of the meeting.

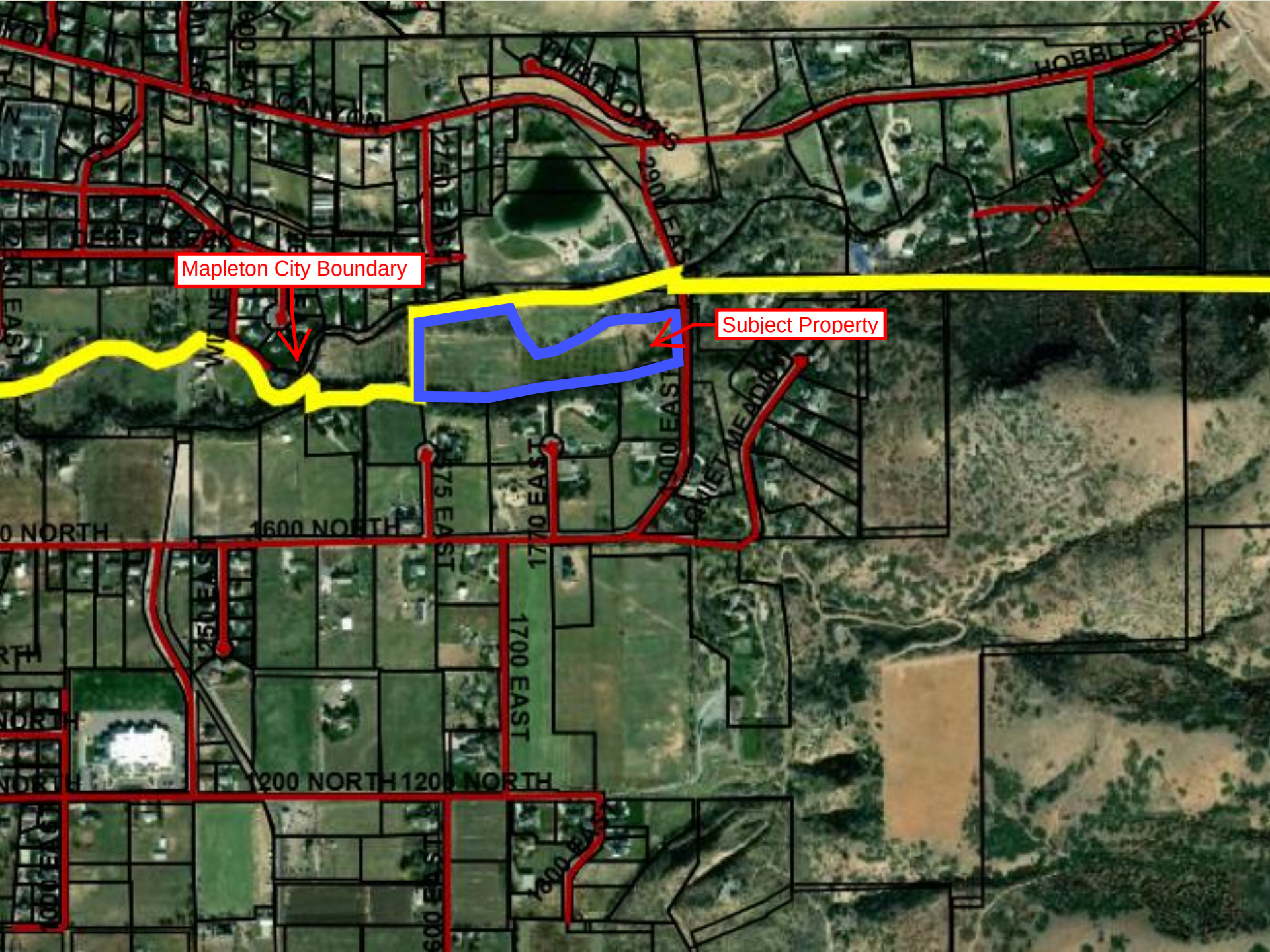
RECOMMENDATION

Approve the Conditional Use Permit with the following conditions:

1. The applicant shall comply with all conditions as outlined in Mapleton City Code Chapter 18.28.040.

2. The applicant shall provide two driver feedback signs along 1900 East. The applicant shall work with the City Engineer on this requirement.

3. No more than three special events (not including private family events) shall be permitted per calendar month.


Mapleton City Boundary
Subject Property
HOBBLE CREEK
1600 NORTH
1700 EAST
1200 NORTH

C&J Lindley Family, LLC's Conditional Use Application

January 2019

C&J Lindley Family, LLC seeks a conditional use permit to operate an equestrian facility and event center, consistent with Section 18.28.40 of the Mapleton municipal code, on nearly 11 acres of real property identified by Utah County Serial Nos. 26:002:0066 and 26:002:0065.

Owner of Subject Property and Principals:

Corey & Janis Lindley are residents of Utah County with their current home in Orem, Utah and a second residence in Springville, at the mouth of Hobble Creek Canyon. Corey was an executive at Nu Skin for nearly 20 years and is currently one of the Founding Executives of dōTERRA, which is based in Pleasant Grove, Utah. Janis recently completed a university degree in Family Life and she is passionate about helping our communities be better places to live. She recently developed the Hope4Orem initiative to create awareness of suicide issues in our community. The Lindleys have been married for 31 years and have eight children and sixteen grandchildren. Lindley's limited liability company, C&J Lindley Family LLC, currently owns the subject property.

Background:

Over the past few years, Janis has been involved with Bridle-Up Hope, which is a horse therapy non-profit based in Alpine, Utah. Janis has a love of horses and has been impressed with the work that Bridle-Up Hope does with over a hundred girls each year in the community. (See www.bridleuphope.org for more information.) They focus on helping young women from the ages of 12 to 25 in building hope, confidence and resilience. Corey and Janis became interested in the 11 acres of land in Mapleton near the mouth of Hobble Creek canyon in the spring of 2018 and C&J Lindley Family, LLC purchased the property for the purpose of building a residence and an equestrian facility similar to Bridle-Up Hope. Upon approval of the city, the plan would be to start construction of the estimated $3 million facility in the Spring of 2019 and complete the facility by the Spring of 2020.

Equestrian Facility:

The attached layout of the property and elevations of the building show the current planned layout of the property. There is currently a working orchard on the property and the plan is to preserve the orchard in some fashion. The equestrian facility will be on the back 4-5 acres of the property (behind the orchard). The facility will largely consist of an indoor riding arena, an outdoor riding arena, a hay barn, accommodations for 16 horses, and a gathering room. See Exhibit A. Additionally, there will be rooms connected to the indoor arena where instructional classes and workshops will be held, such as yoga and art classes.

Equestrian Arena and Stables. The C&J Lindley Family LLC, or a Lindley's non-profit entity, intend to run fifteen-week programs to support young women (and women at times) through interaction with horses and other activities, such as art, yoga, and horticulture. The program includes private one-on-one lessons and other activities for young women. While it is believed the program will have approximately 30 participants at a time, the conditional use permit should permit 50 participants at a time that will visit

the property on average one or two times a week. The facility will be open six days a week and the most activity would occur between 2:30 and 7:30.

Events. The space located in the equestrian facility will also be used for events, such as equestrian program graduation ceremonies, occasional receptions, and family gatherings. It is anticipated that there will be an average of two events per month. The graduation ceremonies will have an approximately 50 to 150 persons at the event. The graduation ceremonies will most often occur in the evening but could also occur during daytime. For an occasional reception (wedding or other reception) at the facility, a high estimate of persons attending at peak hours is 300 persons. Receptions will occur at customary reception times. The events will largely be indoor, but on occasion an event could be planned outside. Events will be in compliance with the City's disturbing the peace ordinance.

Parking. The proposed site plan at the equestrian facility proposes 75 parking spots, with 24 paved parking spots and an area for 51 parking spots in a non-paved area. The traffic study (infra) finds that the proposed 75 parking spots are a sufficient number of parking spots for the use of the subject property.

Employees. It is anticipated that there will be six full time employees, or the equivalent of six full time employees (e.g. three full-time and six part-time employees).

Residence:

On the front half of the property, there will be a residential farm home which could potentially be a retirement home for Lindleys, a home for a caretaker for the facility, or potentially for other family members.

Traffic Study: The proposed uses are within the traffic capacity of the roads. See Exhibit B. Hales Engineering conducted a traffic study for the proposed use, assuming the greatest proposed use. Based on the roadway capacity analysis 1900 East will operate at an acceptable level of service with the project traffic added.

Additional Explanation of Equestrian Activities:

The focus for Bridle-Up Hope is a horse therapy program that is based to some degree on principles developed by Steven Covey. See Exhibit C. Bridle-Up Hope in Alpine is a non-profit 501c3 entity and while the applicant is not a non-profit, the intent is to transfer the property to a non-profit entity or operate the equestrian and activities with a non-profit entity.

The business model for the non-profit is to cater to 12-25 year old young women in the community (no lodging plans are part of the model) who may have self-esteem, anxiety or other concerns that can be helped through a 15 week horse therapy program. These young women would attend a one to two hour class one to two times each week over the 15 week period. It would be expected that about 100 young women a year would be able to go through the program. These would be young women from Utah County. The program costs about $2,500 per girl and is to be funded through payments by family or by scholarships that come from corporate or individual charitable donations. It is noted that the young women also often will provide service to the facility (cleaning up after the horses or feeding the horses) to cover some of their tuition costs or to "earn" the privilege of going on horse rides. Other

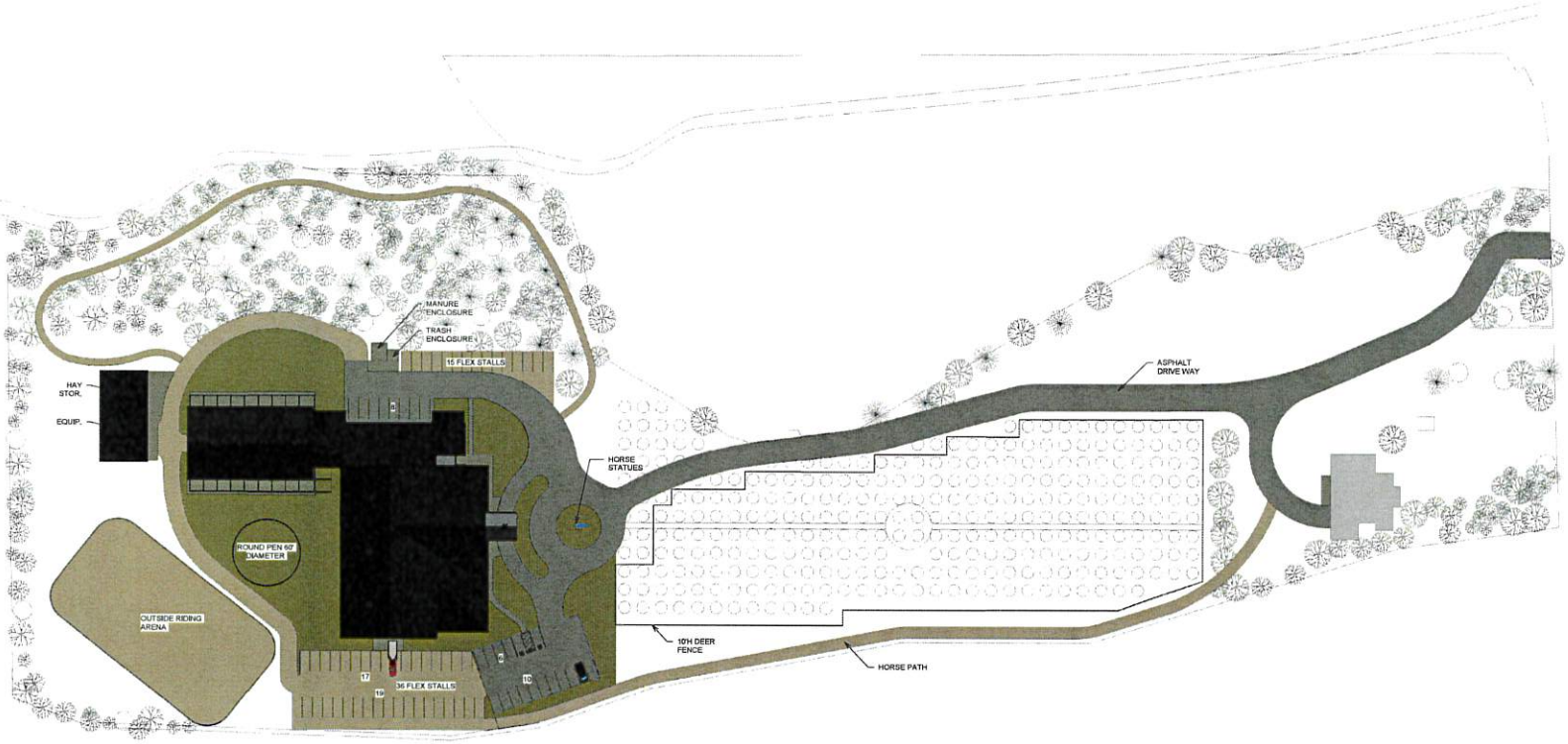
ways that Bridle Up Hope has funded the costs for the young woman have included (and we would also plan to include) the following:

- Women's Riding Programs – Women in the community can ride horses for a fee with the fee helping to offset the costs of the program for young women.
- Special Classes – Yoga, horsemanship or other programs are held at the facility – again with the proceeds being used to offset the costs of the program (i.e. scholarships) for young women.
- Reception Center – The facility will be a beautiful facility that could be used from time to time for receptions or family gatherings. While the receptions are not commercial endeavors, any proceeds from these events would go towards the costs of the program for the young women.

Overall, as a non-profit, clearly there is no profit motive involved in any of this. In fact, in reviewing the operating budget and plans for the facility it is anticipated that the Lindleys will subsidize a significant portion of the operating costs (largely employees, horses and program costs) for the foreseeable future. Lindleys don't plan to significantly fundraise for the operation of the facility, but may do some limited fundraising if they feel it is warranted. Lindley's have the resources to continue to operate the facility even if they need to fully fund most all costs.

Exhibit A

Site Plan



PARKING CALCULATION:
24 ASPHALT STALLS
51 FLEX STALLS
75 TOTAL PARKING STALLS PROVIDED.

① ARCHITECTURAL SITE PLAN Copy.
1" = 50'-0"

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CONTRACTOR

PROJECT and OWNER

LINDLEY EQUESTRIAN FACILITY

1780 NORTH 1900 EAST
MAPLETON, UT 84664

LINDLEY FAMILY

REVISION

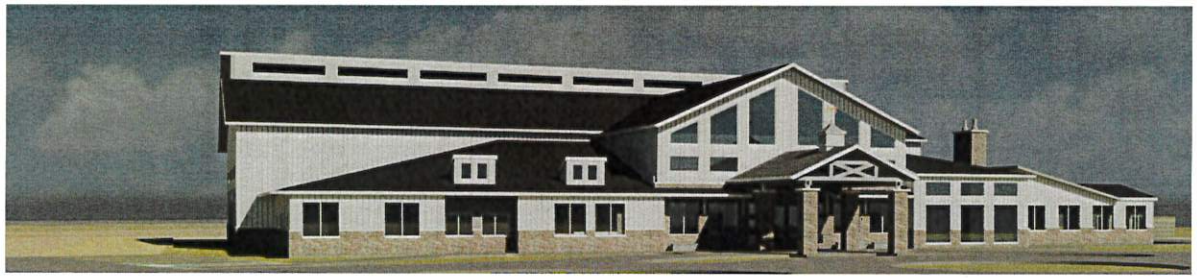
No.	Description	Date

ARCHITECTURAL SITE PLAN

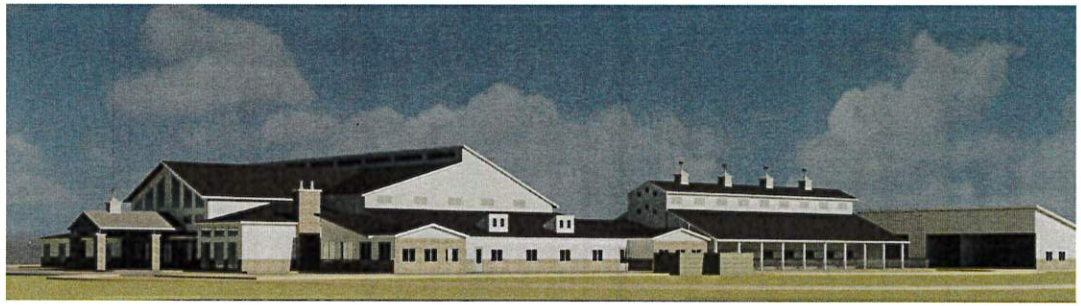
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Date	12-27-2018
Drawn by	NHR
Checked by	JDR

AS101

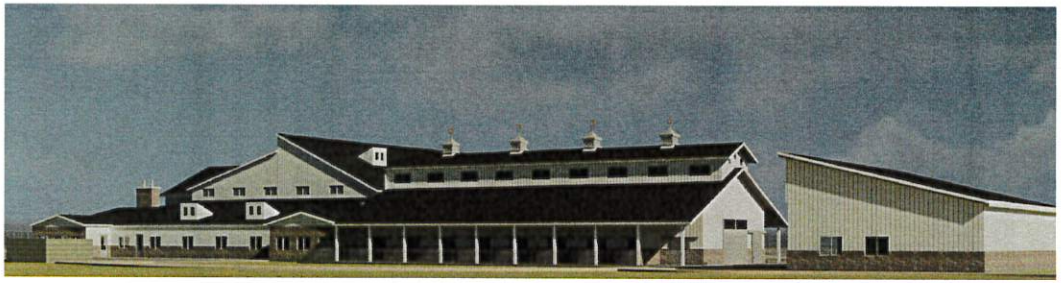
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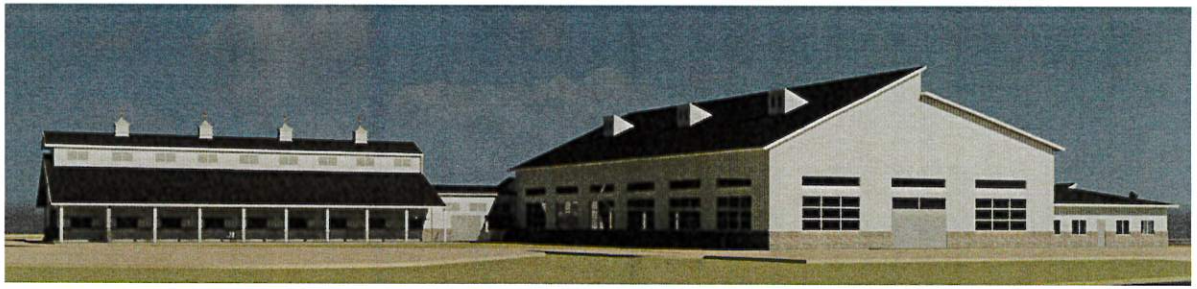
VIEW 1



VIEW 2



VIEW 3



VIEW 3

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CONTRACTOR

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LINDLEY EQUESTRIAN FACILITY

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MAPLETON, UT 84664

LINDLEY FAMILY

REVISION

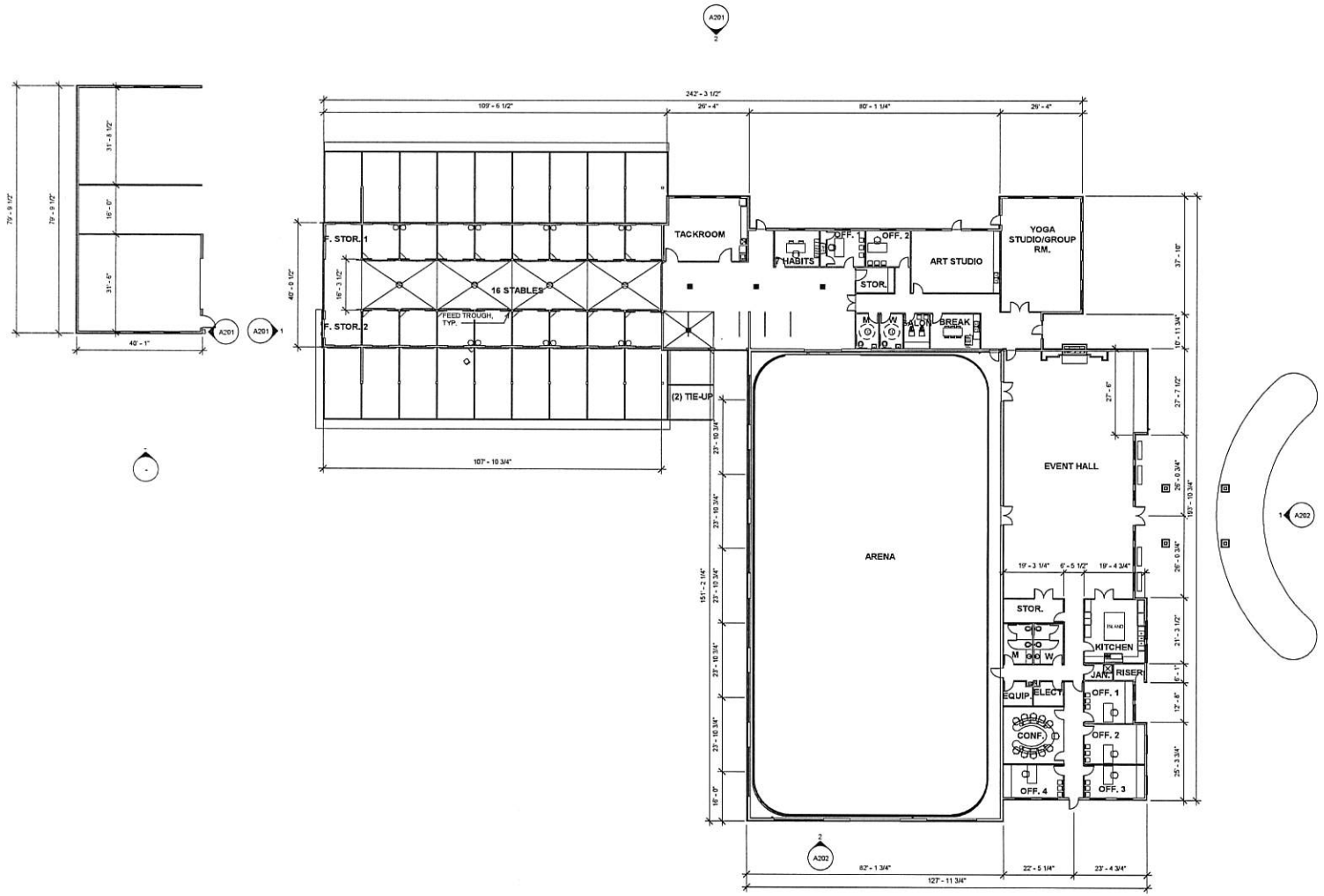
No.	Description	Date

3D-VIEWS

Project number	1332.159.01
Date	12-27-2018
Drawn by	KT
Checked by	NHR

A900

Scale



1 MAIN FLOOR PLAN
1/16" = 1'-0"

NORTH

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LINDLEY FAMILY

REVISION

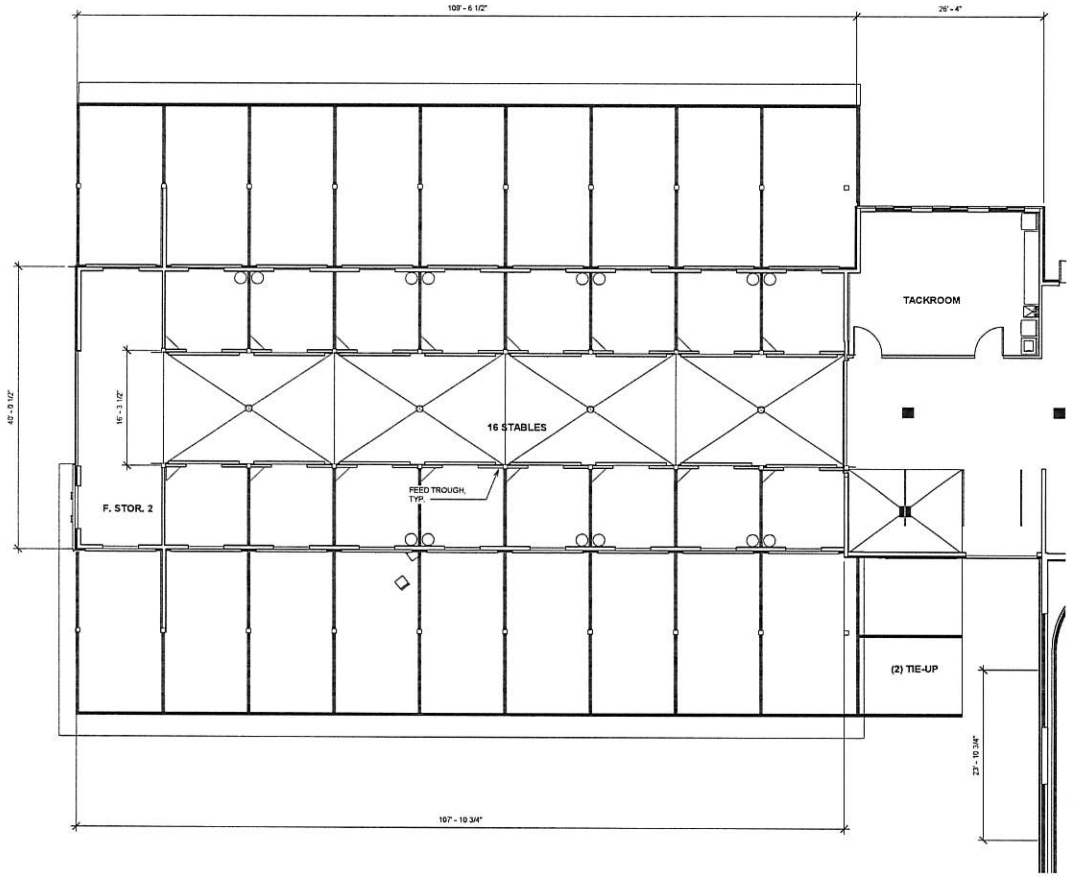
No.	Description	Date

OVERALL FLOOR PLAN

Project number	1332.159.01
Date	12-27-2018
Drawn by	KT
Checked by	NHR

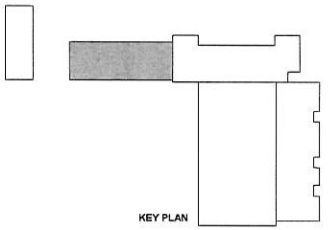
A101

Scale 1/16" = 1'-0"



② STABLE AREA FLOOR PLAN
1/8" = 1'-0"

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LINDLEY FAMILY

REVISION

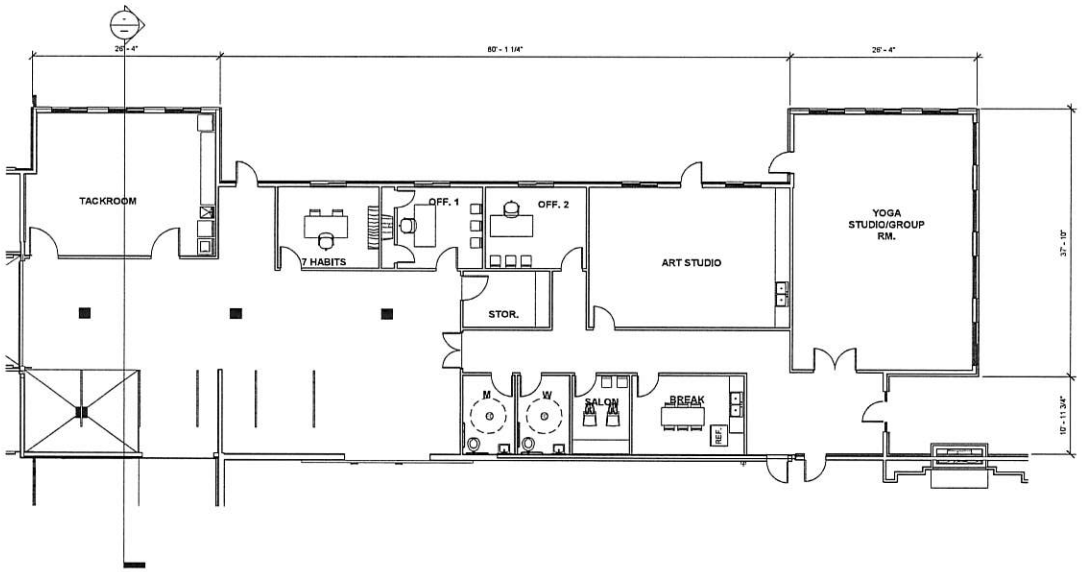
No.	Description	Date

STABLE AREA FLOOR PLAN

Project number	1332.159.01
Date	12-27-2018
Drawn by	KT
Checked by	NHR

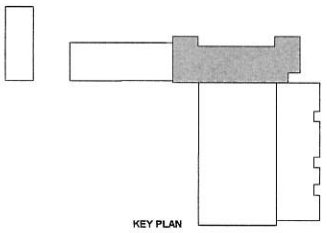
A102

Scale: As indicated



1 TACK AND LEARNING AREA FLOOR PLAN
1/8" = 1'-0"

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LINDLEY FAMILY

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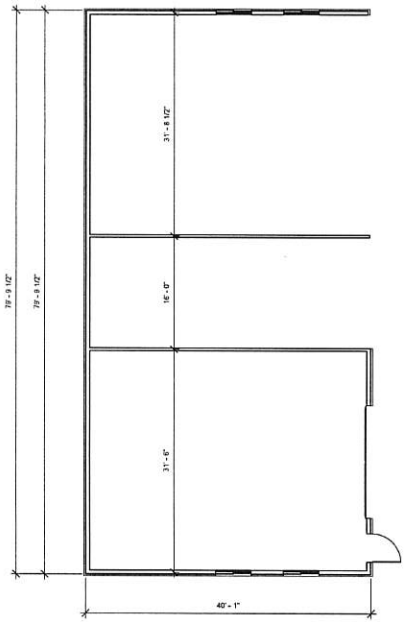
No.	Description	Date

TACK AND LEARNING AREA FLOOR PLAN

Project number	1332.159.01
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Drawn by	KT
Checked by	NHR

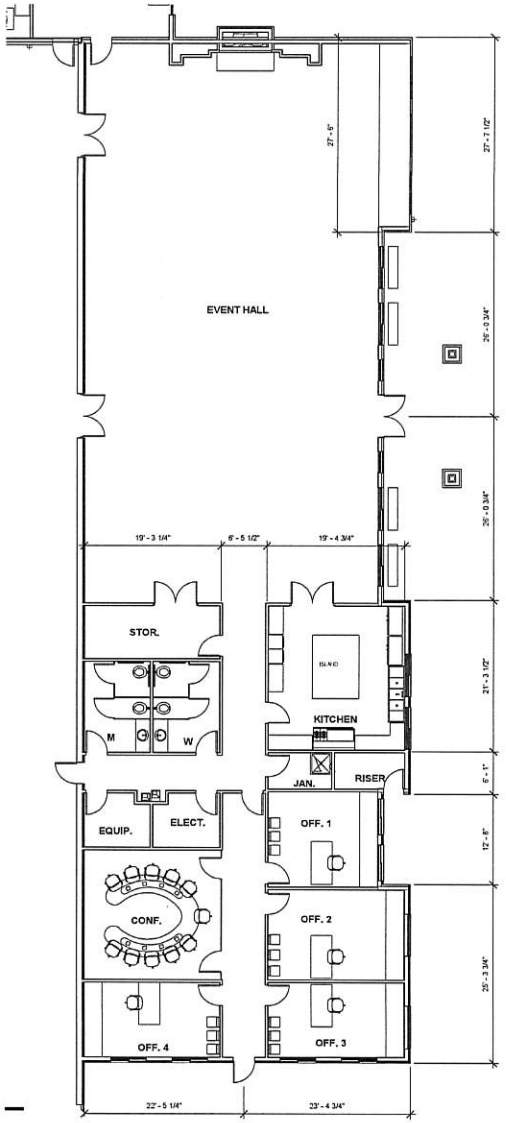
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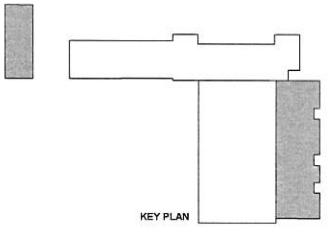
② EQUIPMENT & HAY STOR. FLOOR PLAN
1/8" = 1'-0"

NORTH



① EVENT HALL FLOOR PLAN AND OFFICES FLOOR PLAN
1/8" = 1'-0"

NORTH



KEY PLAN

NORTH

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LINDLEY FAMILY

REVISION

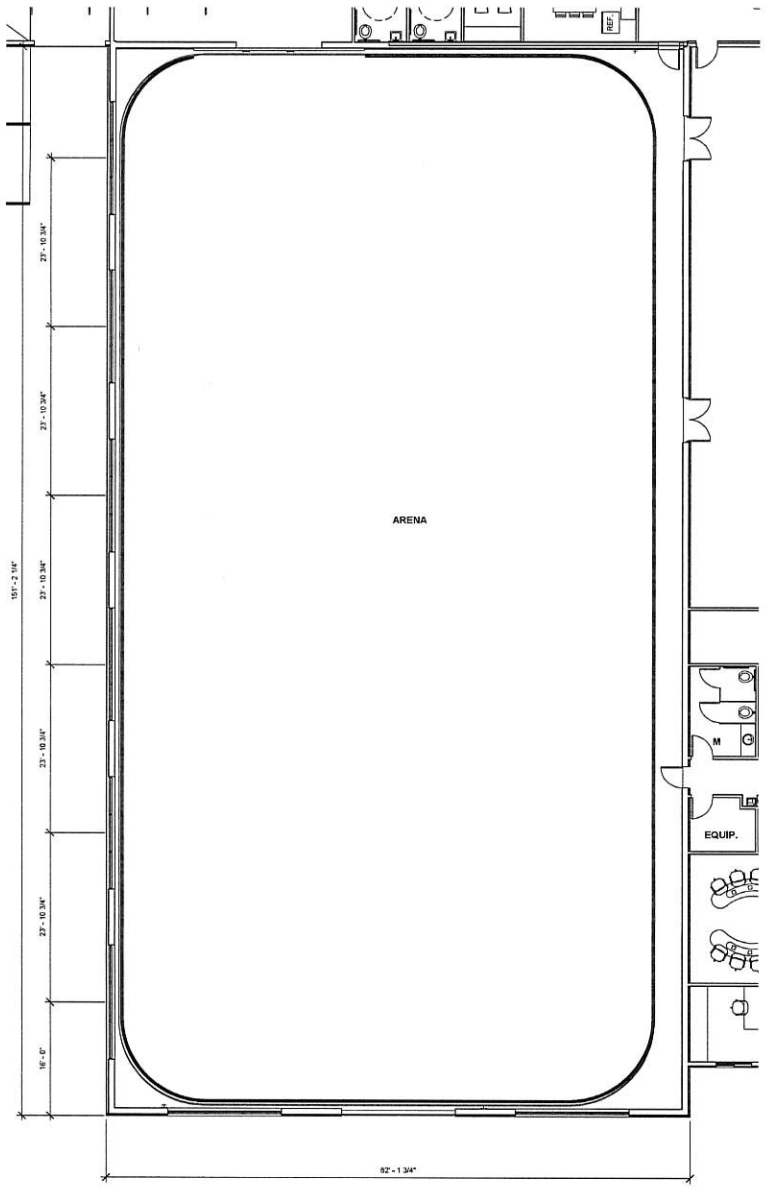
No.	Description	Date

EVENT HALL, OFFICES, EQUIP. HAY STOR. FLOOR PLAN

Project number	1332.159.01
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Drawn by	KT
Checked by	NHR

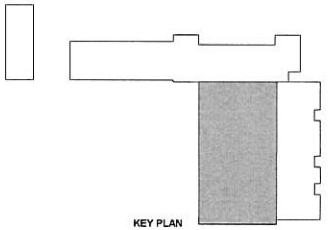
A104

Scale 1/8" = 1'-0"



1 ARENA AREA FLOOR PLAN
1/8" = 1'-0"

NORTH



NORTH

Rather Architecture
Professional Corporation
423 W 800 S Suite A316
Salt Lake City, UT 84101
phone: 801.652.7171
email: nhr@ratherarchitecture.com

CONTRACTOR

PROJECT and OWNER

LINDLEY EQUESTRIAN FACILITY

1780 NORTH 1900 EAST
MAPLETON, UT 84664

LINDLEY FAMILY

REVISION

No.	Description	Date

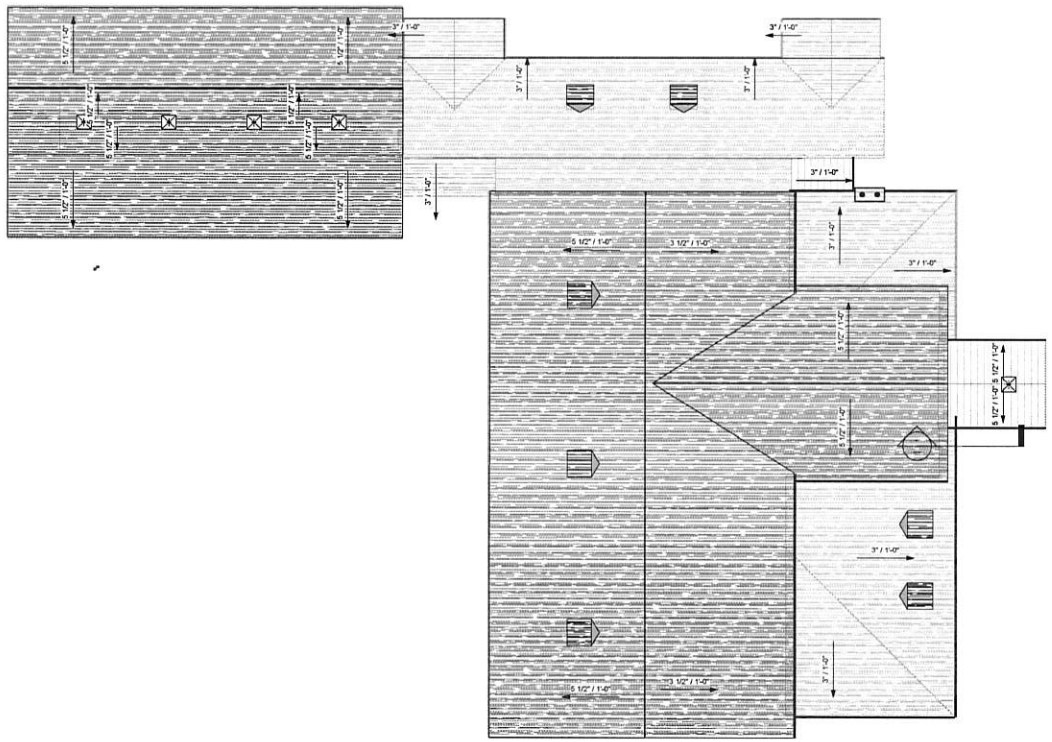
ARENA FLOOR PLAN

Project number	1332.159.01
Date	12-27-2018
Drawn by	KT
Checked by	NHR

A105

Scale 1/8" = 1'-0"





NORTH

① ROOF PLAN
1/16" = 1'-0"

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LINDLEY FAMILY

REVISION

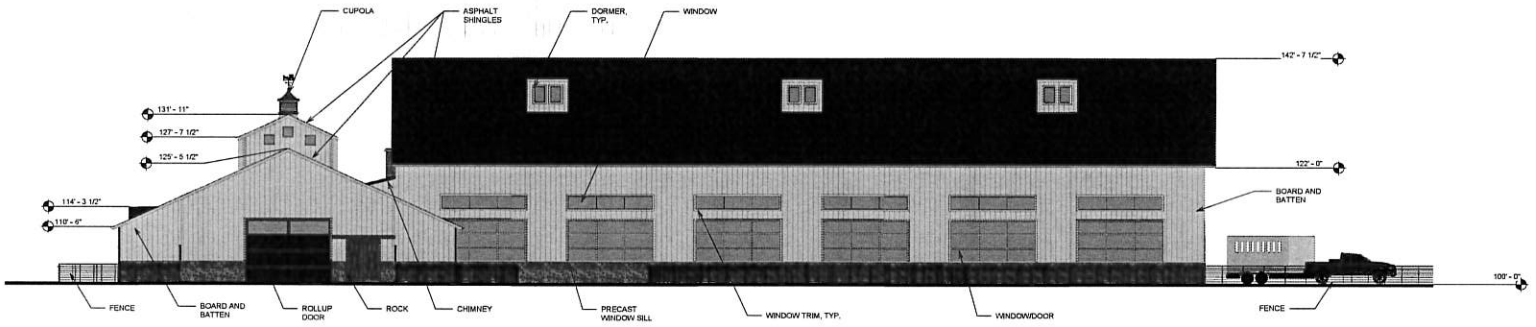
No.	Description	Date

ROOF PLAN

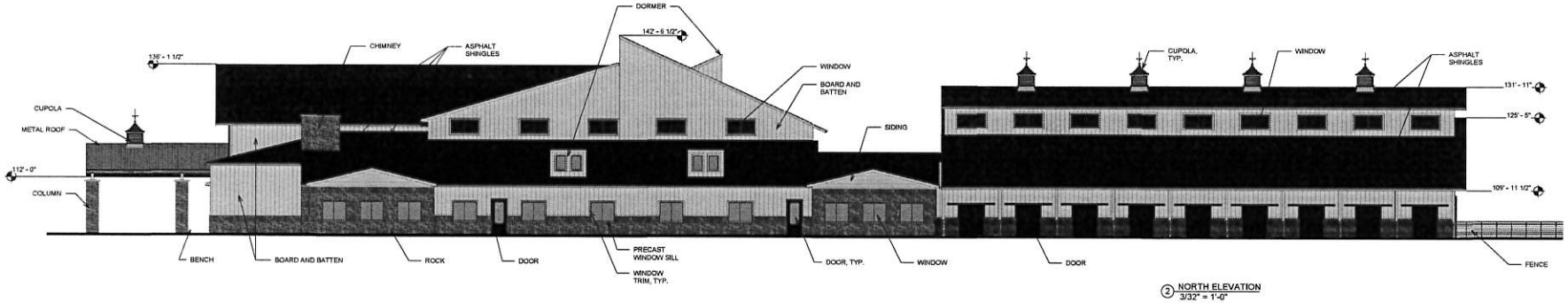
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Date	12-27-2018
Drawn by	KT
Checked by	NHR

A107

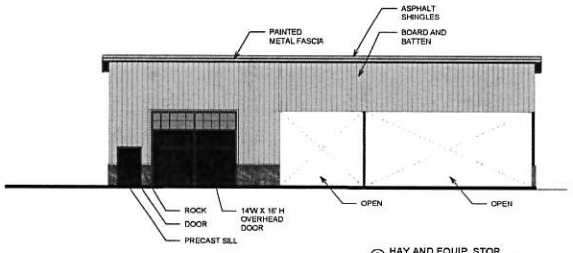
Scale 1/16" = 1'-0"



① WEST ELEVATION
3/32" = 1'-0"



② NORTH ELEVATION
3/32" = 1'-0"



③ HAY AND EQUIP. STOR.
3/32" = 1'-0"

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CONTRACTOR

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1780 NORTH 1900 EAST
MAPLETON, UT 84664

LINDLEY FAMILY

REVISION

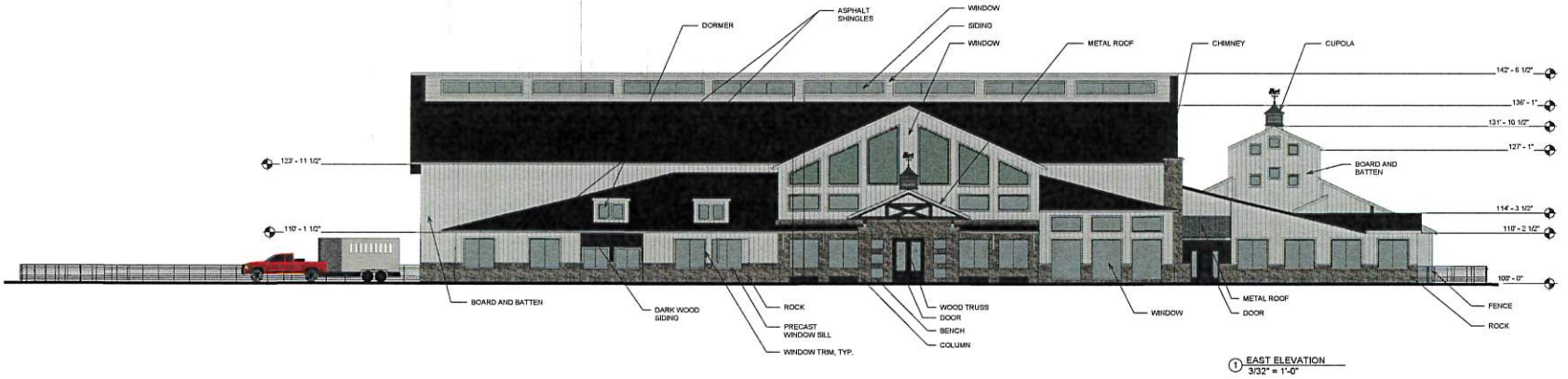
No.	Description	Date

EXTERIOR ELEVATIONS

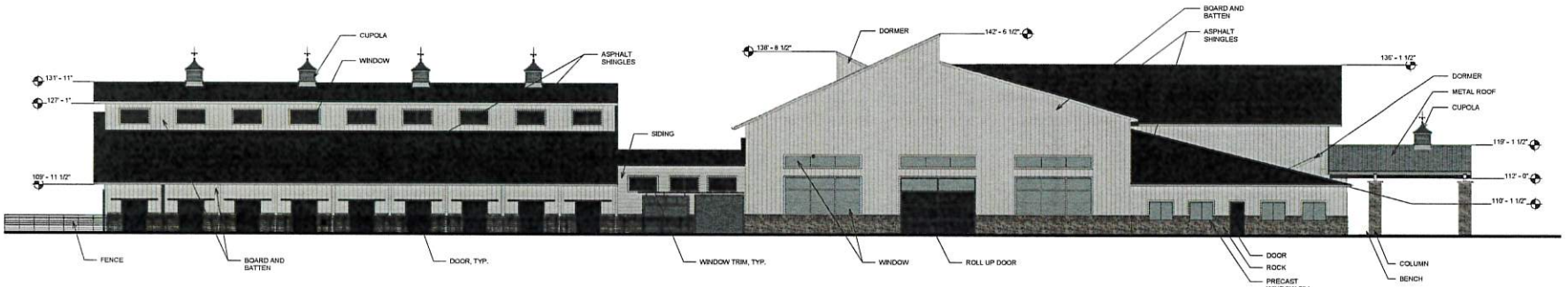
Project number	1332.159.01
Date	12-27-2018
Drawn by	KT
Checked by	NHR

A201

Scale 3/32" = 1'-0"



1 EAST ELEVATION
3/32" = 1'-0"



2 SOUTH ELEVATION
3/32" = 1'-0"

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CONTRACTOR

PROJECT and OWNER

LINDLEY EQUESTRIAN FACILITY

1780 NORTH 1900 EAST
MAPLETON, UT 84664

LINDLEY FAMILY

REVISION

No.	Description	Date

EXTERIOR ELEVATIONS

Project number	1332.159.01
Date	12-27-2018
Drawn by	KT
Checked by	NHR

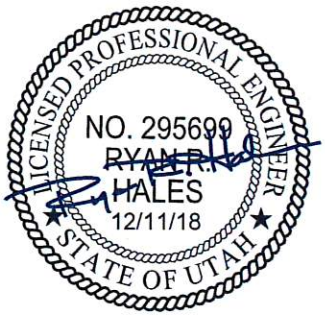
A202

Scale 3/32" = 1'-0"

Exhibit B

Traffic Study

MEMORANDUM



Date: December 19, 2018

To: Richard Doxey

From: Hales Engineering

Subject: Mapleton Lindley Equestrian Facility Traffic Study

UT18-1357

Introduction

This memorandum discusses the traffic study completed for the proposed Lindley Equestrian Facility in Mapleton, Utah. Included in this study are analyses regarding trip generation, narrow road capacity, sight distance, and parking. The proposed Lindley Equestrian Facility is located on the west side of 1900 East, just south of the Mapleton-Springville city boundary, as shown in the vicinity map in Figure 1.

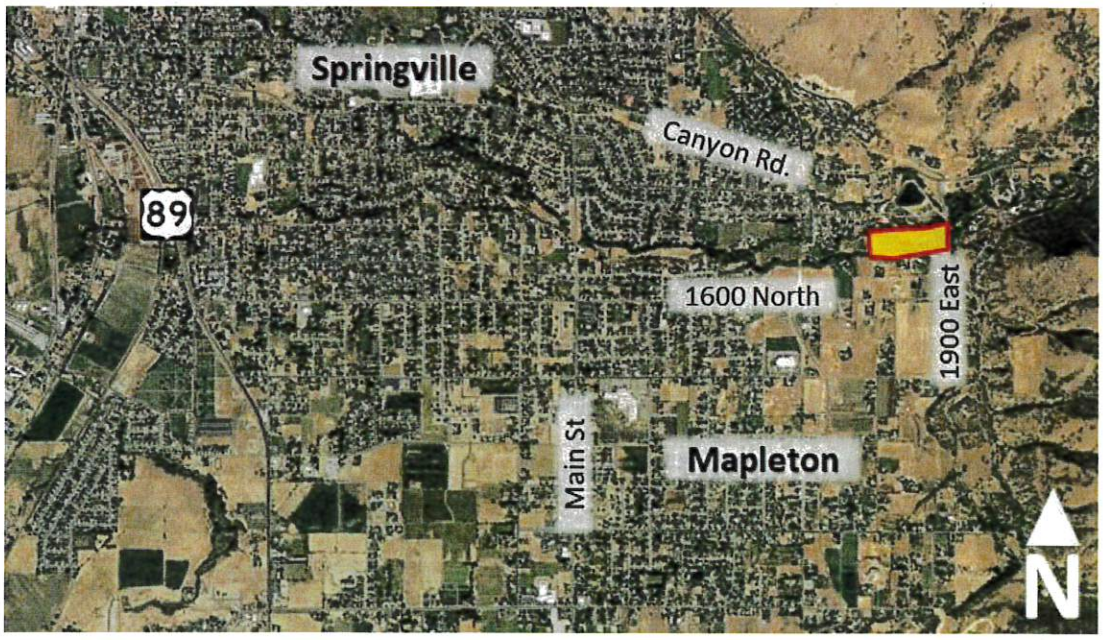


Figure 1: Vicinity map of the project location in Mapleton, Utah

Data Collection

Hales Engineering collected traffic data on 1900 East on Tuesday, November 27, 2018. A pneumatic tube counter was used to collect 24 hours of vehicle volume, speed, and classification data on 1900 East near the proposed project site. Summaries of the traffic volumes on 1900 East are shown in Table 1 and Figure 2, and detailed data is provided in Appendix A. As shown, the volumes on 1900 East in the study area are very low. Approximately 18 percent of vehicles were trucks, primarily single-unit 2-axle vehicles with 6 tires.

Table 1: 1900 East Traffic Volume Summary

Data	Value
Total Daily Volume	381 vehicles
Northbound Daily Volume	186 vehicles
Southbound Daily Volume	195 vehicles
AM Peak Hour (Volume)	8:30 – 9:30 a.m. (40 vehicles)
PM Peak Hour (Volume)	2:30 – 3:30 p.m. (55 vehicles)
Truck Percentage	18% trucks

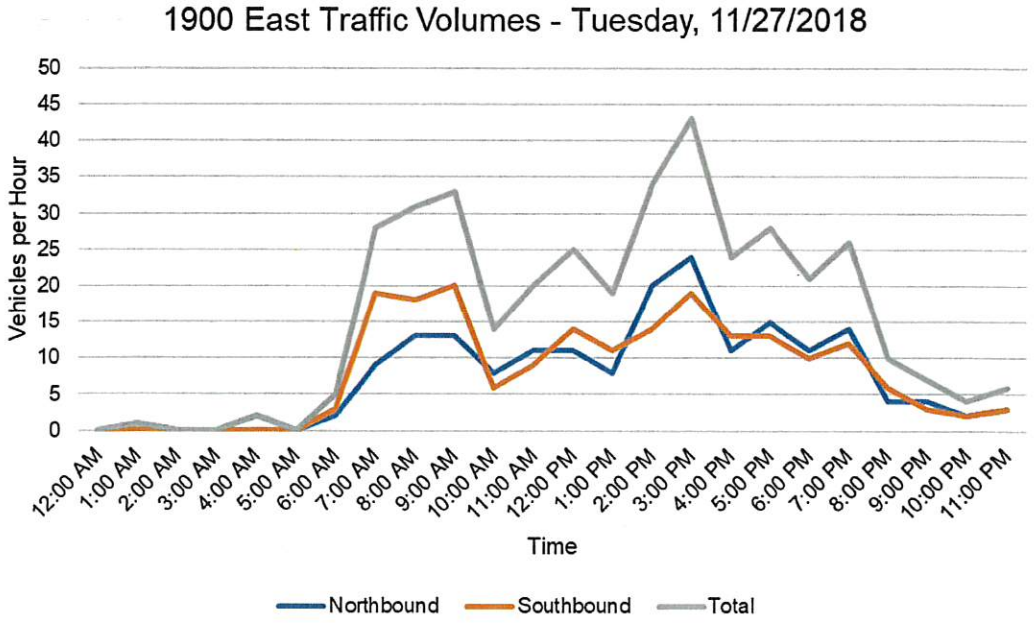


Figure 2: 1900 East traffic volume summary

Project Description

The proposed project will include an equestrian facility and one single-family home. There will be a single access to 1900 East, located approximately 250 feet south of the Burt Spring Pond parking lot entrance. The property will have a long driveway leading to the equestrian facility, with the home off to the side. 24 designated parking stalls have been planned, and there are other areas that can be used for overflow parking when needed. A site plan of the proposed project is shown in Appendix B. A concept with the site plan and the aerial image is shown in Figure 3.

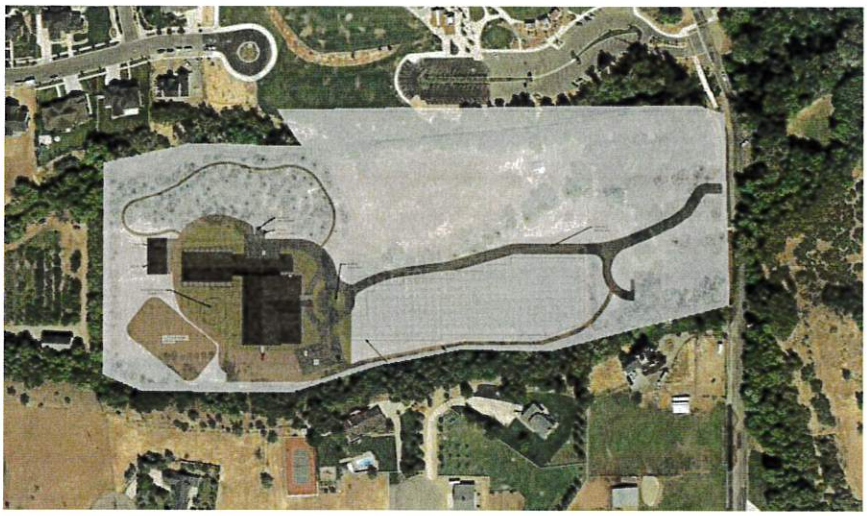


Figure 3: Site plan concept with aerial image

The equestrian facility will run fifteen-week programs to support women through one-on-one interaction with horses and other activities such as art, yoga, and horticulture. It is anticipated that the facility will be open throughout the day for six days a week. The busiest time at the facility will most likely be between 3:00 and 7:00 p.m. on weekdays and mid-day on Saturdays, after the young women are done with school and other activities.

The facility plans to have 30 to 50 clients at a time in the program that will visit the site on average one to two times per week. To be conservative, it was assumed that the program would have 50 clients with an average of two visits per week for a total of up to 100 visits per week, or approximately 17 visits per day. Further, it was assumed that each visit includes an average of 3 vehicle trips as some clients stay for the hour session and others may be dropped off and picked up. Rounding up to an even trip number, that equates to an estimated 52 vehicle trips per day for the program clients. Additionally, the facility will have approximately six full-time employees or an equivalent 12 part-time employees at the facility each day.

In addition to the normal equestrian facility operation, the facility may also have occasional events in the evenings that bring in larger groups of people. It is anticipated that there will be approximately two events per month, as a conservative estimate. There are two types of events that may be held on the property:

- Graduation: A graduation ceremony for the young women after completing the fifteen-week program, where family and friends can come to celebrate. It is anticipated that these events will have between 50 and 150 people in attendance.
- Reception: The facility owners may hold wedding receptions on the site for family, friends, and/or graduates of the fifteen-week program. These events will be limited to those groups and is not planned to be a "for hire" public reception center.

Trip Generation, Distribution, and Assignment

Trip generation for the single-family home was calculated using trip generation rates published in the Institute of Transportation Engineers (ITE) *Trip Generation*, 10th Edition, 2017. It is anticipated that the home will generate the following trips based on ITE:

- Weekday Daily: 10 trips (5 entering, 5 exiting)
- Morning Peak Hour: 1 trip (exiting)
- Evening Peak Hour: 1 trip (entering)

ITE does not have trip generation data for an equestrian facility or for an event/reception center. Therefore, Hales Engineering used the proposed characteristics of the facility to estimate trip generation throughout a typical day when the equestrian facility is operating and when there's a reception event. The following assumptions were made to estimate trip generation in addition to the single-family home trip generation:

- 12 part-time staff members working 4-6 hours each
- 15 clients coming for lessons
- 300 guests at a wedding reception, with an average of two guests per vehicle
- Approximately 15 vehicles for reception staff, etc.

Based on the above assumptions, Hales Engineering assigned trips throughout the day for the proposed project. A summary of the resulting trip generation is shown in Table 2. A detailed trip generation is shown in Appendix C.

Project traffic was assigned to the roadway network based on proximity of project access points to major streets and high population densities. The following is the assumed distribution of project generated trips:

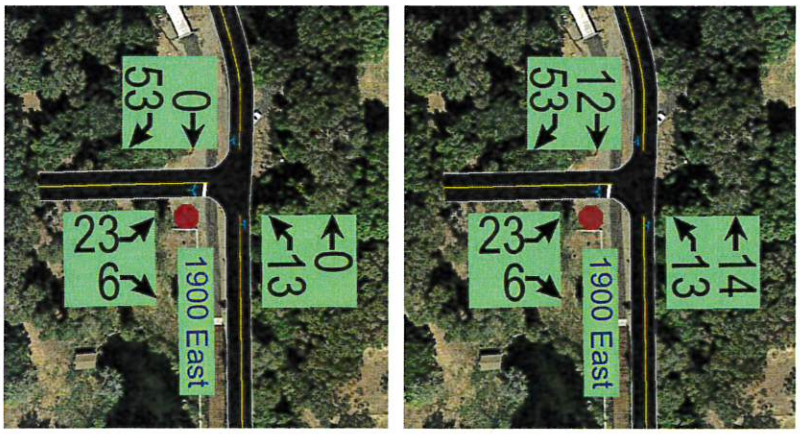
To/From Project:

- 80% North
- 20% South

Table 2: Trip Generation

Time Period	Trips		
	Entering	Exiting	Total
Weekday Daily	208	208	416
Morning Peak Hour (8:00 – 9:00 a.m.)	6	2	8
Evening Peak Hour (5:00 – 6:00 p.m.)	16	6	22
Event Peak Hour (7:00 – 8:00 p.m.)	66	29	95

Hales Engineering used these distributions to assign project trips to the project access and to 1900 East. Trips during the highest anticipated peak (event peak hour, 7:00 – 8:00 p.m.) were assigned to the roadway network and were then added to the existing volumes during that hour. The trip assignment and plus project volumes during the anticipated event peak hour are shown in Figure 4. As shown, a peak hour two-way volume of approximately 102 vehicles is anticipated north of the project access with project trips added.



(a) (b)

Figure 4: Trip assignment (a) and plus project (b) volumes during event peak hour

Narrow Road Capacity

The existing 1900 East cross-section contains 19 feet asphalt drivable surface, and there are no shoulders. Hales Engineering analyzed the roadway with this cross-section to determine if the narrowness of the road impacts the capacity. Hales Engineering used Highway Capacity Software (HCS) for this analysis, which follows methodologies found in the *Highway Capacity Manual* (HCM), 6th Edition, 2016. Detailed HCS reports are found in Appendix D.

Based on the HCM, Hales Engineering assumed that 1900 East is Class II Highway, which is a classification for low-speed, rural roadways. 1900 East also has a double-yellow stripe along its length. Therefore, no passing was assumed. Hales Engineering ran the following three (3) scenarios in the HCS software analysis under these assumptions:

1. Existing Volumes with Existing Roadway Cross-Section
2. Existing Volumes with Ideal Roadway Cross-Section
3. Plus Project Volumes with Existing Roadway Cross-Section

The results of scenarios 1 and 2 both had lane capacities of 1700 vehicles per hour, showing that the roadway cross-section did not have an impact on the projected capacity of the roadway. Hales Engineering also looked at the level of service (LOS) of the roadway under the varied volumes of each scenario. HCM defines LOS for Class II Highways by percent time-spent following (PTSF), as shown in Table 3.

Table 3: LOS Thresholds for Class II Highways (HCM)

LOS	PTSF
A	≤ 40%
B	> 40% - 55%
C	> 55% - 70%
D	> 70% - 85%
E	> 85%
F	*Demand exceeds capacity*

The PTSF and LOS results of scenarios 1, 2 and 3 are shown in Table 4. As shown, the roadway is currently operating at LOS A. It is anticipated that the roadway will operate at LOS B during the event peak hour with project traffic added. Both of these levels of service are acceptable. Therefore, it is anticipated that the existing cross-section on 1900 East will have sufficient capacity for the volumes with project traffic added.

Table 4: PTSF and LOS Results

Scenario	PTSF	LOS
1) Existing Volumes	25.6%	A
2) Existing Volumes w / Ideal Cross-Section	25.6%	A
3) Plus Project Volumes	41.4%	B

Sight Distance

Hales Engineering performed a sight distance analysis to determine if sight distance will be sufficient for vehicles turning out of the project access onto 1900 East. This was done following the guidelines provided in AASHTO's *A Policy on Geometric Design of Highways and Streets* (Green Book), 7th Edition, 2018. The Green Book defines required sight distances for turning left and right, respectively, from a stop based on the roadway design speed as defined in Table 5.

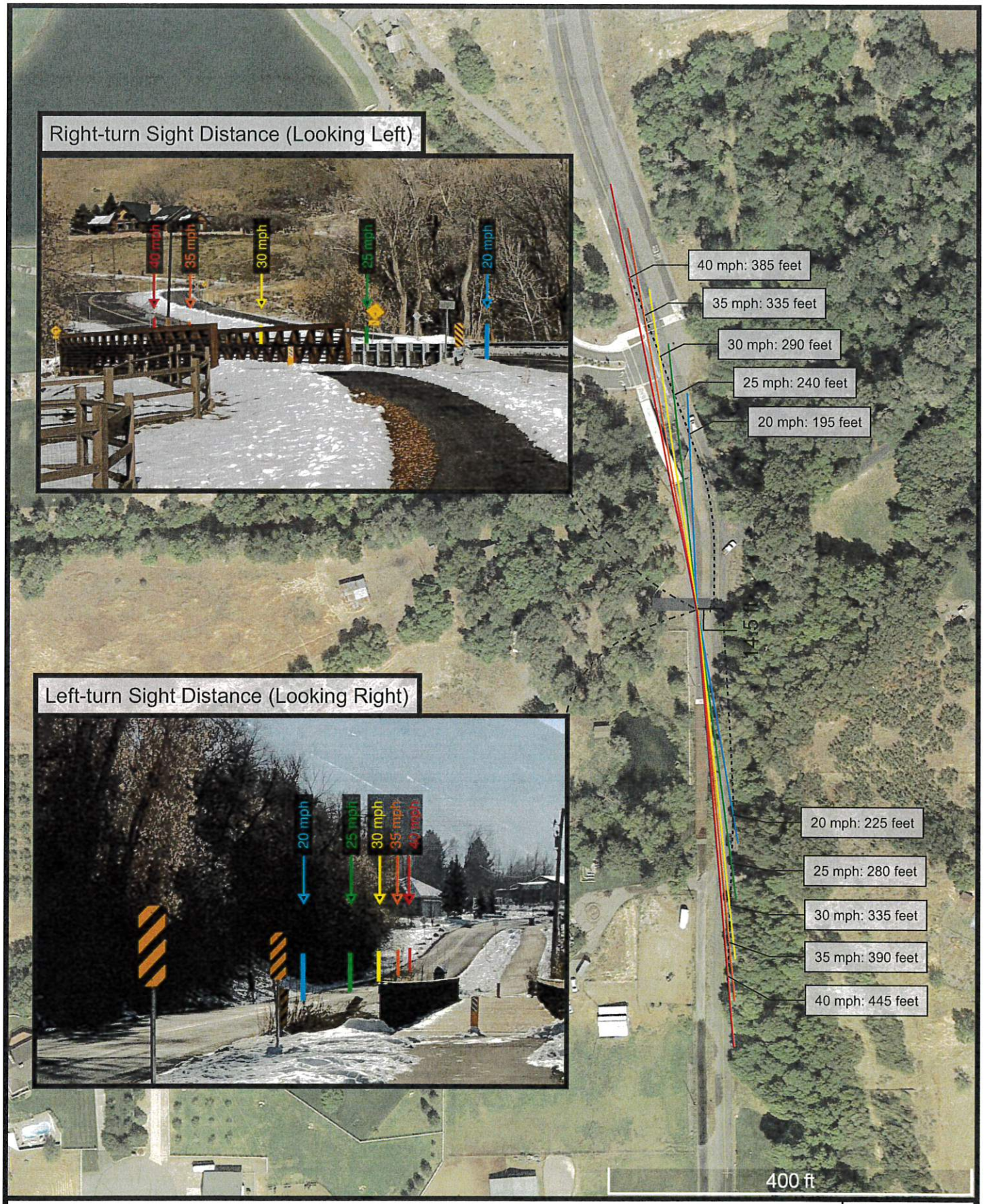
Table 5: Required Sight Distance

Design Speed	Sight Distance (feet)	
	Left-turn	Right-turn
20 mph	225	195
25 mph	280	240
30 mph	335	290
35 mph	390	335
40 mph	445	385

Hales Engineering drew sight distance triangles from the project access based on the above values, and they are shown in Figure 5. The visibility with each design speed was approximated and drawn on a photograph from the project access location, shown in the same figure. As shown, it is anticipated that the left-turn sight distance will be sufficient for all design speeds. However, the right-turn sight distance may be limited for speeds above 25 mph due to the pedestrian bridge structure north of the project.

The posted speed limit on 1900 East is 30 mph, and there is a speed reduction sign for 20 mph due to the road narrowing near the project site. However, the average speed of vehicles observed during data collection was 31.6 mph. The 85th percentile speed was observed to be 38.6 mph for vehicles in both directions and 39.3 mph for southbound vehicles only. If vehicles travel at these speeds, it may be difficult for vehicles turning right out of the project access to have enough sight distance.

It is recommended that driver feedback signs (with both static [speed limit sign] and dynamic [radar collected actual driving speed] displays) be installed on 1900 East to encourage drivers to slow down, especially in the southbound direction. It is also recommended that additional and sporadic speed enforcement be planned for this roadway in the near future.



HALES ENGINEERING
innovative transportation solutions

Sight Distance Triangles

Mapleton Lindley Equestrian Facility TS

N

DATE 12/11/2018

PROJECT UT18-1357

Figure 5

Parking

Along with the trip generation performed for the proposed project, Hales Engineering also analyzed the anticipated parking demand. As discussed, Hales Engineering made assumptions regarding the project land use and assigned trips for each hour throughout the day to determine trip generation. Parking demand was increased with entering trips and decreased with exiting trips, as shown in the table in Appendix C. This parking demand only includes parking for the equestrian facility uses and not for the single-family home.

It is anticipated that the peak parking demand at the facility will be approximately 75 vehicles in the evening, assuming an event with approximately 300 guests. For days when events are not held, it is anticipated that the peak parking demand will be approximately 10 vehicles. It is recommended that sufficient parking be provided on-site for 75 vehicles in designated stalls and/or flex parking areas.

Conclusions and Recommendations

The following are the key findings from this traffic study:

- 1900 East has an existing daily volume of approximately 381 vehicles
- The proposed project will include one single-family home and an equestrian facility for young women to learn to ride horses in a fifteen-week program. The facility may also hold occasional graduation events and receptions.
- Based on the proposed land use the following trip generation is anticipated:
    - Weekday Daily: 416 trips (208 in, 208 out)
    - Morning Peak Hour: 8 trips (6 in, 2 out)
    - Evening Peak Hour: 22 trips (16 in, 6 out)
    - Event Peak Hour: 95 trips (66 in, 29 out)
- Based on a roadway capacity analysis, 1900 East will operate at an acceptable level of service with project traffic added
- Adequate sight distance is provided for vehicles turning left out of the project. However, the sight distance is limited for vehicles turning right due to the pedestrian bridge structure to the north.
    - It is recommended that driver feedback signs be installed on 1900 East to encourage drivers to slow down, especially in the southbound direction
    - It is recommended that additional speed enforcement be planned for this roadway in the near future
- It is anticipated that the facility will have a peak parking demand of approximately 75 vehicles on days with an event (reception) and approximately 10 vehicles on days without an event. It is recommended that sufficient parking for 75 vehicles be provided on-site.

If you have any questions regarding this traffic study, please call us at 801.766.4343.

Exhibit C

Bridle-Up Hope Letter

BRIDLE UP HOPE
THE RACHEL COVEY FOUNDATION

October 10, 2018

Dear Members of the Mapleton City Planning Commission:

We are writing to express our support for Janis and Corey Lindley and their proposed use of the 10.28 acre property located at approximately 1900 North 2000 East. Over the past year we have developed a close friendship with the Lindleys, and we are very supportive of their desires to start a charitable Bridle Up Hope "program chapter" on the Mapleton property described above.

We are the founders of Bridle Up Hope, a 501(c)(3) nonprofit charity we established in 2013 in memory of our daughter Rachel. The mission of Bridle Up Hope is to inspire hope, confidence, and resilience in young women through horses. In short, Bridle Up Hope is a horseback riding and life-skills program for girls ages 12-25 and for women ages 26+. We are headquartered on 10 acres in Alpine, Utah, and also have several international program locations.

Bridle Up Hope is a 14-week program where parents bring their daughters to the barn one to two times each week for private riding lessons, volunteer work at the barn, and life-skills education through *The 7 Habits of Highly Effective People*. Bridle Up Hope is not a treatment center, a drug rehab, a live-in facility, or a therapy program. Bridle Up Hope is simply a place of peace, quietness, and beauty, where girls can escape the stresses of life and reconnect with themselves, with their peers, and with nature. Since 2013, Bridle Up Hope has helped over 500 girls regain hope in life, and we have plans to start many other nonprofit chapters in Utah and around the world in the coming years.

Shortly before starting our program in Alpine, Utah, some neighbors were concerned that Bridle Up Hope would be disruptive and bring heavy traffic to the neighborhood; we would have had the same concerns if we were in their shoes. But Bridle Up Hope is a very quiet program that brings little traffic, and we're pleased to say that the neighbors are now incredibly supportive of Bridle Up Hope. Aside from one annual charity fundraiser we hold, there are usually only a few employees at the barn at one time and only one car visiting every hour, which is usually a parent bringing their daughter to the barn for private riding lessons. We are closed on Sundays. This type of traffic is much less compared to the potential of a new residential subdivision that could have been built on our same 10-acre parcel. We have neighbors tell us all the time how grateful they are to have Bridle Up Hope in their community and the program to bless their daughters.

We have full trust in the Lindleys and their charitable intent to bless the Mapleton community with a Bridle Up Hope program. Feel free to contact us at 801-850-3406 with any questions regarding the Bridle Up Hope program, or visit our website at Bridleuphope.org.

Thank you for your consideration.

Sincerely,

Sean and Rebecca Covey
Founders of Bridle Up Hope