

**Item:**

2

Date:

2/10/22

Applicant:

Riding Siding LLC

Location:

500 N Hwy 89

Prepared By:

Sean Conroy, Community
Development Director

Public Hearing:

No

Zone:

RA-2, RA-1, TDR-R

Attachments

1. Standard Findings.
2. Subdivision Plans.
3. July 2021 DRC
comments.
4. Traffic Impact Report
Executive Summary.
5. Correspondence.

REQUEST

Consideration of a request for Preliminary Plat approval for the Grindstone Subdivision consisting of 49 lots located at approximately 500 North Highway 89 in the RA-2 and RA-1, TDR-R Overlay zones.

BACKGROUND & DESCRIPTION

The subject property is approximately 31 acres in size and has been used primarily for agricultural purposes. Prior to 2021, the western four acres was zoned General Commercial (GC-1) and the eastern 27 acres was zoned Agricultural Residential (A-2). In 2021, the City Council rezoned the GC-1 portion to Residential-Agricultural (RA-2) and the A-2 portion to Residential-Agricultural (RA-1) with a Transferable Development Right Receiving Site Overlay (TDR-R).

The applicant is now requesting preliminary plat approval for the Grindstone Subdivision that includes 49 lots (9 in the RA-2 zone, 40 in the RA-1 zone) ranging in size from .33 of an acre to 1.09 acres.

EVALUATION

Rezone Conditions: Below is a summary of the rezone conditions required by the City Council and how the applicant has or has not complied:

Condition: The density in the RA-1 area shall not exceed 40 lots.

Response: The preliminary plat complies with this condition.

Condition: The applicant shall resolve the gap on the south side of the property.

Response: A boundary line agreement was recorded on August 19, 2021 resolving this gap.

Condition: The preliminary plat shall be generally consistent with the concept plan submitted with the rezone approvals.

Response: The preliminary plat complies with this condition.

Condition: The subdivision applicant shall include the final landscape and entry feature design for the entrance off of Highway 89.

Response: This will be submitted prior to review by the City Council.

Zoning: There are nine lots in the area zoned RA-2 and 40 lots in the area zoned RA-1, TDR-R zone. The RA-2 zone requires a minimum lot size of 14,500 square feet and the RA-1, TDR-R requires a minimum lot size of one acre, or ½ acre with TDRs. The preliminary plat complies with these standards but will need 17 TDR certificates.

Subdivision: MCC Chapter 17.04.050.B outlines the review standards that should be used by the Commission when reviewing subdivision applications. These standards are shown in attachment “1”. The subdivision ordinance requires a traffic impact study for all projects of 30 lots or more. The applicant has provided the attached traffic study.

The study indicates that the primary traffic issue is that the new intersection at Highway 89 will operate at a poor level of service during peak evening hours due to the number of vehicles that will be turning eastbound off of Highway 89. The recommended mitigation is to install a traffic signal at this intersection. Since Highway 89 is a UDOT road, a signal will be installed when UDOT determines it is warranted, so while there may be some traffic congestion on the Highway, it is expected to be temporary.

RECOMMENDATION

Recommend approval of the Preliminary Plat to the City Council with the attached findings and condition.

SPECIAL CONDITION

1. Any outstanding issues raised in the DRC minutes shall be addressed prior to plat recording.

Attachment “1” Findings for Decision		
No.	Findings	
1.	The plans, documents and other submission materials (including technical reports where required) are sufficiently detailed for proper consideration.	✓
2.	The submitted plans, documents and submission materials conform to applicable city standards.	✓
3.	The proposed development conforms to city zoning ordinances and subdivision design standards.	✓
4.	There are not natural or manmade conditions existing on the site or in the vicinity of the site defined in the preliminary plan that, without remediation, would render part or all of the property unsuitable for development.	✓
5.	The project provides for safe and convenient traffic circulation and road access to adjacent properties under all weather conditions.	✓
6.	The project does not impose an undue financial burden on the City.	✓
7.	The location and arrangement of the lots, roads, easements and other elements of the subdivision contemplated by the project are consistent with the city's general street map and other applicable elements of the general plan.	✓
8.	The project plan recognizes and accommodates the existing natural conditions.	✓
9.	The public facilities, including public utility systems serving the area are adequate to serve the proposed development.	✓
10.	The project conforms to the intent of the Subdivision Ordinance as described MCC Chapter 17.01.	✓

An aerial photograph showing a road intersection. Yellow dashed lines indicate a proposed change to the road layout. A red arrow points to a specific location on the road. In the bottom left corner, there is a small white box containing the text "v-2".

General Plan

The map displays various land use designations in different colors: yellow for open space/meadow, red for residential, purple for low density residential/conservation, and green for agricultural. A large area in the center is highlighted with a yellow border. This area is labeled "Flex Use" and "Low Density Residential/Conservation Subdivision". The map also shows several streets, including 1600 WEST, 1140 WEST, 1040 WEST, 800 NORTH, 1000 NORTH, 800 NORTH, 400 NORTH, 1100 WEST, 1120 WEST, 1140 WEST, 1160 WEST, 1180 WEST, 1200 WEST, 1220 WEST, 1240 WEST, 1260 WEST, 1280 WEST, 1300 WEST, 1320 WEST, 1340 WEST, 1360 WEST, 1380 WEST, 1400 WEST, 1420 WEST, 1440 WEST, 1460 WEST, 1480 WEST, 1500 WEST, 1520 WEST, 1540 WEST, 1560 WEST, 1580 WEST, 1600 WEST, 1620 WEST, 1640 WEST, 1660 WEST, 1680 WEST, 1700 WEST, 1720 WEST, 1740 WEST, 1760 WEST, 1780 WEST, 1800 WEST, 1820 WEST, 1840 WEST, 1860 WEST, 1880 WEST, 1900 WEST, 1920 WEST, 1940 WEST, 1960 WEST, 1980 WEST, 2000 WEST, 2020 WEST, 2040 WEST, 2060 WEST, 2080 WEST, 2100 WEST, 2120 WEST, 2140 WEST, 2160 WEST, 2180 WEST, 2200 WEST, 2220 WEST, 2240 WEST, 2260 WEST, 2280 WEST, 2300 WEST, 2320 WEST, 2340 WEST, 2360 WEST, 2380 WEST, 2400 WEST, 2420 WEST, 2440 WEST, 2460 WEST, 2480 WEST, 2500 WEST, 2520 WEST, 2540 WEST, 2560 WEST, 2580 WEST, 2600 WEST, 2620 WEST, 2640 WEST, 2660 WEST, 2680 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VICINITY MAP
-NTS-

0.93 ACRES OF ROW TO BE DEDICATED TO MAPLETON CITY

- NOTES:**
- SUBDIVISION IS TO BE COMPLETED IN TWO PHASES.
 - LOTS 1, 2 & 25 ARE NOT ALLOWED TO HAVE PRIMARY DRIVEWAY ACCESS ON US-89.
 - PLANTER STRIP BETWEEN CURB AND TRAIL TO INCLUDE 1 LONDON PLANE SYCAMORE TREE FOR EVERY 35' OF FRONTAGE AND ONE STREET LIGHT EVERY 150'.
 - LOCATION OF CULINARY WATER LINE IN HWY 89 TO BE VERIFIED BY CONTRACTOR BEFORE CONSTRUCTION USING NORTH VALVE AND SOUTH VALVE.
 - LOTS 1, 14, 19-20, 26-28, 33-34, 41-42 & 49 SHALL NOT HAVE DRIVEWAY ACCESS OFF OF 400 N.

LEGEND

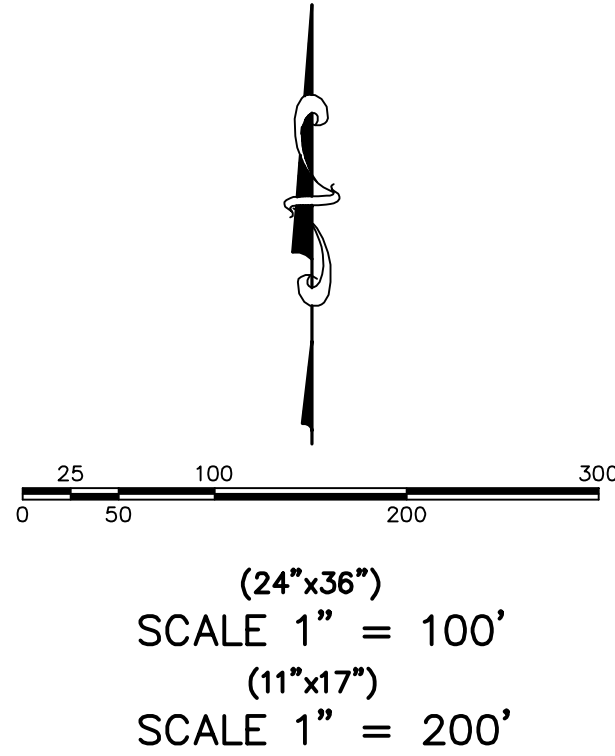
- FOUND BRASS CAP
SET 5/8" IRON PIN
CALCULATED POINT, NOT SET
SET CURB PIN
PROPERTY BOUNDARY
RIGHT-OF-WAY LINE
LOT LINE
SECTION LINE
MUNICIPAL UTILITY EASEMENT
BUILDING SETBACK
CENTERLINE
PROPOSED LOT NUMBERS
ADDRESSES

BOUNDARY DESCRIPTION

BEGINNING AT A POINT WHICH LIES S00°43'23"E 428.26 FEET AND EAST 28.78 FEET FROM THE WEST 1/4 CORNER OF SECTION 10, TOWNSHIP 8 SOUTH, RANGE 3 EAST, SLB&M. AND RUNNING THENCE EAST 3.50 FEET; THENCE S00°41'02"E 30.07 FEET; THENCE N89°11'30"E 351.58 FEET; THENCE N00°41'43" W 25.11 FEET; THENCE EAST 152.40 FEET; THENCE S00°59'59"E 10.53 FEET; THENCE S44°47'46"E 16.37 FEET; THENCE N89°15'43"E 1178.36 FEET; THENCE ALONG THE WEST BOUNDARY OF MAPLETON FIELDS SUBDIVISION PHASE ONE THE FOLLOWING THREE (3) COURSES TO WIT: (1) S00°17'44"E 731.39 FEET, (2) S83°02'41"W 14.82 FEET, (3) S01°10'59"W 161.34 FEET; THENCE S89°27'11"W 498.06 FEET; THENCE S88°57'12"W 796.45 FEET; THENCE NORTH 200.40 FEET; THENCE N59°00'00"W 383.67 FEET; THENCE NORTH 525.39 TO THE POINT OF BEGINNING. CONTAINING 32.72 ACRES.

LINE TABLE		
LINE	LENGTH	BEARING
L1	3.50	EAST
L2	30.07	S 00°41'02" E
L3	25.11	N 00°41'43" W
L4	10.53	S 00°59'59" E
L5	16.37	S 44°47'46" E
L6	14.82	S 83°02'41" W

CURVE TABLE					
CURVE	RADIUS	LENGTH	CHORD DIST.	CHORD BRG.	DELTA
C1	350.00	378.90	360.67	N 58°59'11" W	62°01'38"
C2	350.00	337.92	324.94	S 55°37'53" E	55°19'03"
C3	350.00	40.99	40.96	S 86°38'43" E	6°42'35"
C4	50.00	78.54	70.71	S 45°00'00" W	90°00'00"
C5	50.00	78.54	70.71	N 45°00'00" W	90°00'00"



SHEET NO.
2

PRELIMINARY PLAN SHEET
DECEMBER 2021

MAPLETON, UTAH
COUNTY, UTAH

GRINDSTONE ESTATES
ATLAS A SINGLE FAMILY DEVELOPMENT

ENGINEERING
L.L.C.

PHONE: 801-655-0566
FAX: 801-655-0109
946 E. 800 N. SUITE A
SPANISH FORK, UT 84660

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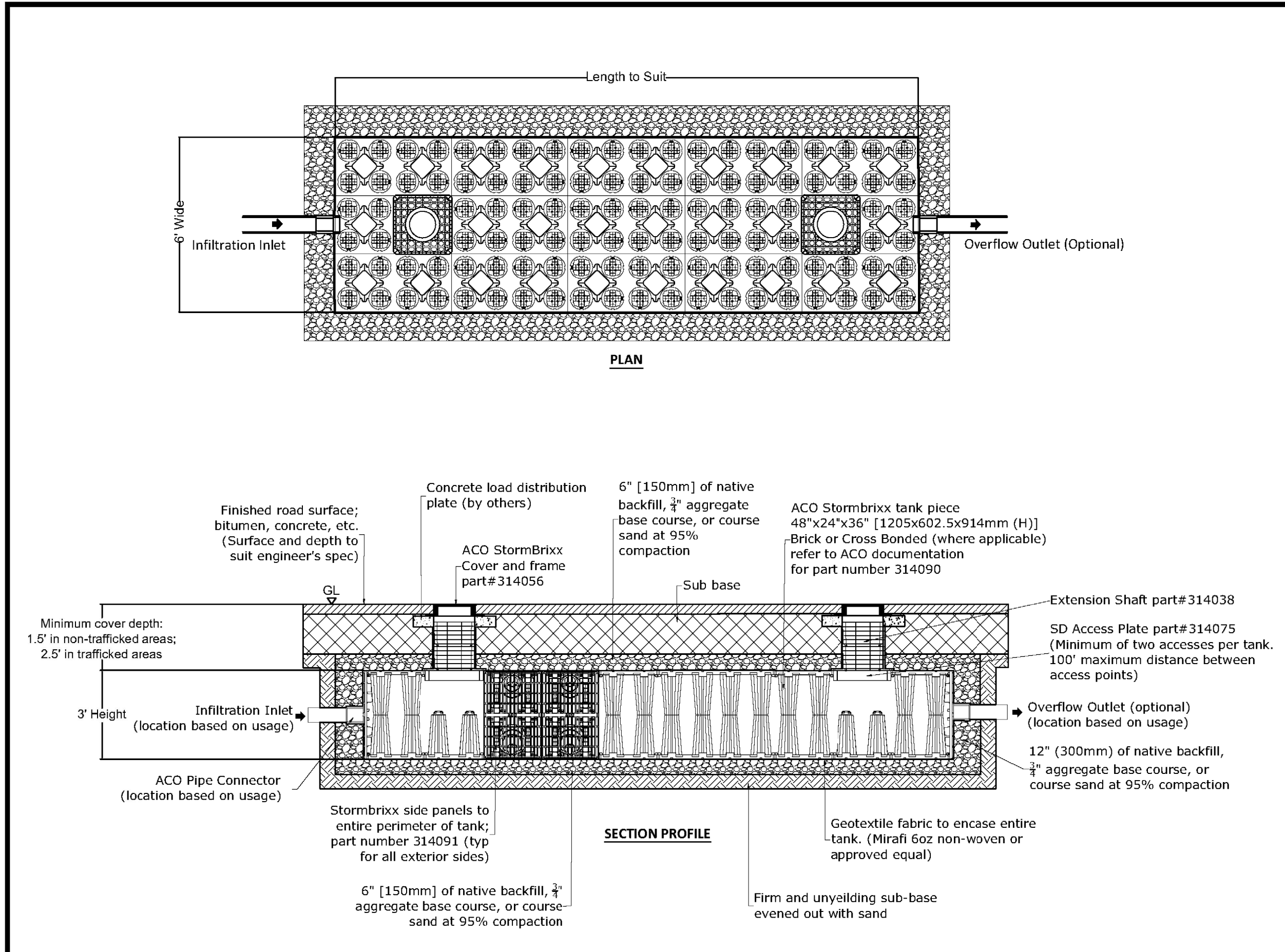
REVISIONS

BY DATE



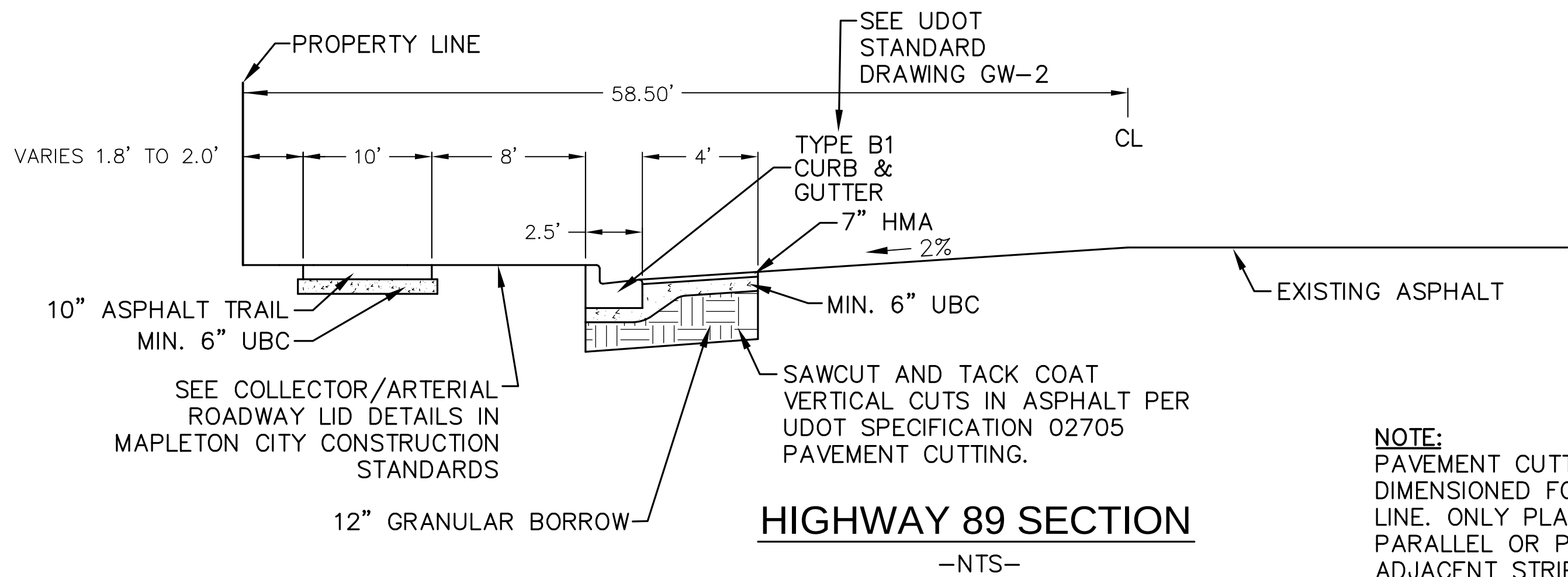
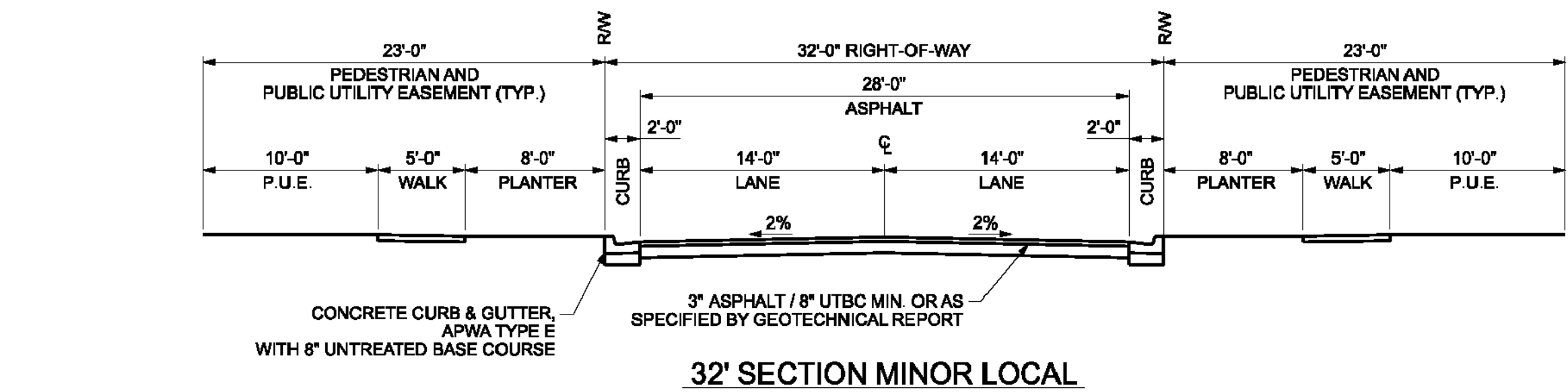
25. NEW ACCESS TO US-89 MUST MEET UDOT 2022 STANDARDS GWSA FLEARED APPROACH STANDARDS.

L.L.C.



Minimum cover depths (1) over the top of ACO StormBrixx	
Location	Minimum cover depth ft (m) (4)
Non-Trafficked areas i.e. Landscaping	1.64 (0.5)
Car parks, vehicles up to 5512lbs gross mass	1.97 (0.6)
Car parks, occasional vehicles greater than 5512lbs (3) gross mass	2.46 (0.75)
Occasional heavy truck traffic up to H5-20 loading	Please consult with ACO
Maximum depth to invert of ACO StormBrixx	14.77ft (4.5)
(1) Assumes 27 degree load distribution through fill material and overlying surface asphalt or block paving	
(2) Minimum cover depth to avoid accidental damage from gardening/landscaping work	
(3) Occasional Trafficking by refuse collection or similar vehicles (typically one per week)	
(4) Please check minimum frost cover depths for geographical location	

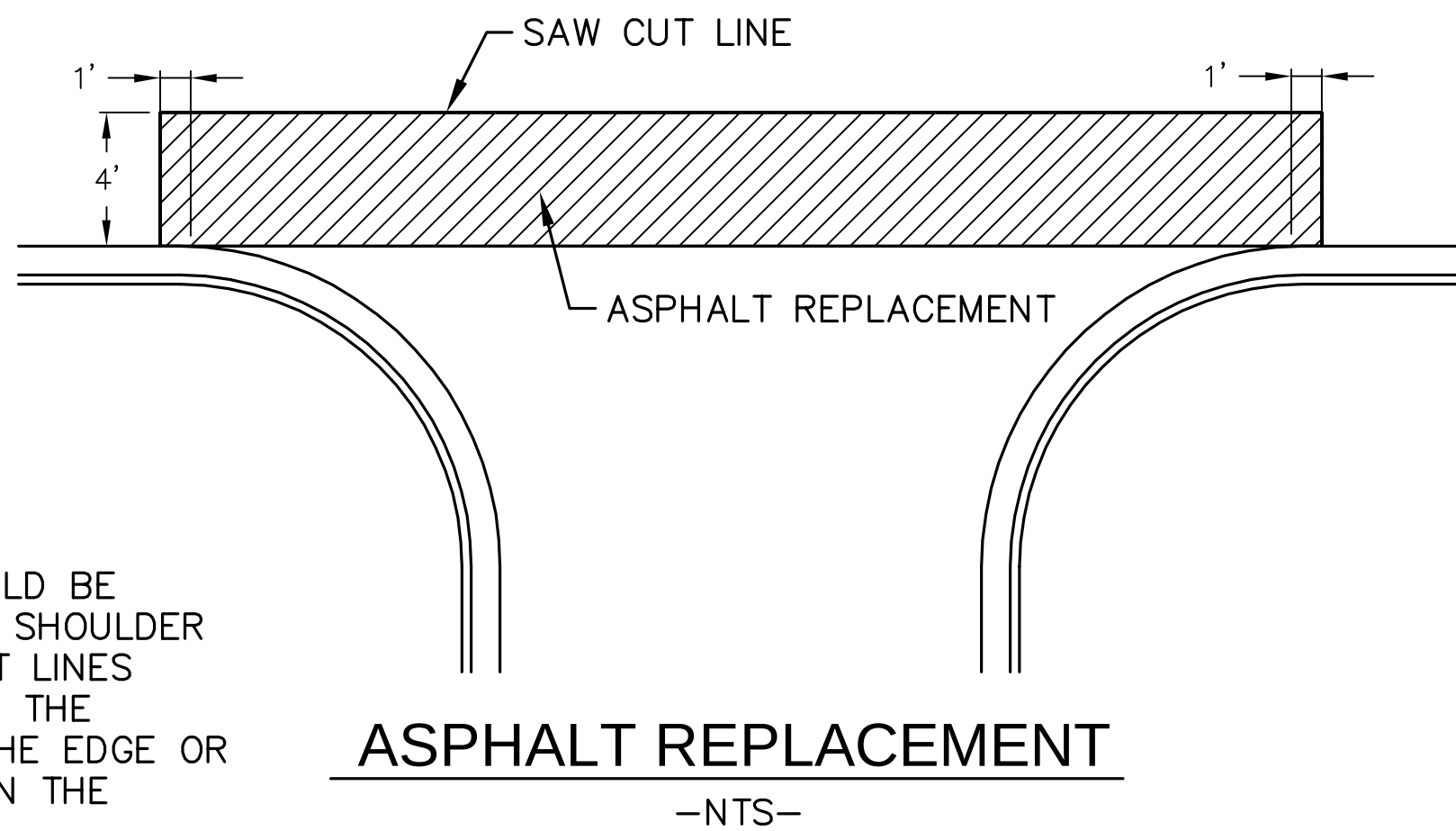
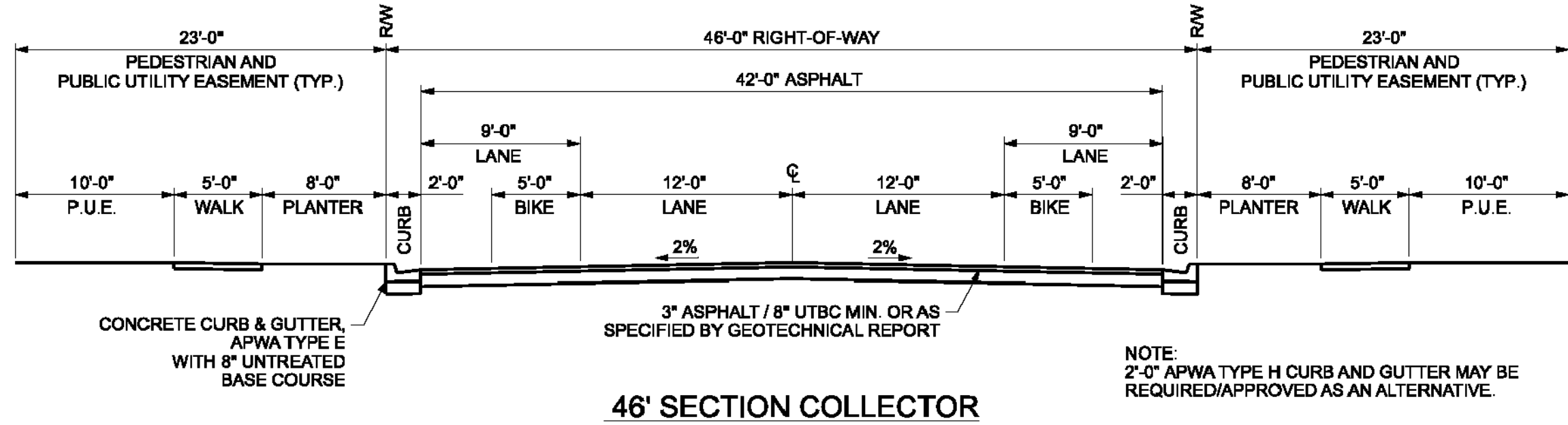
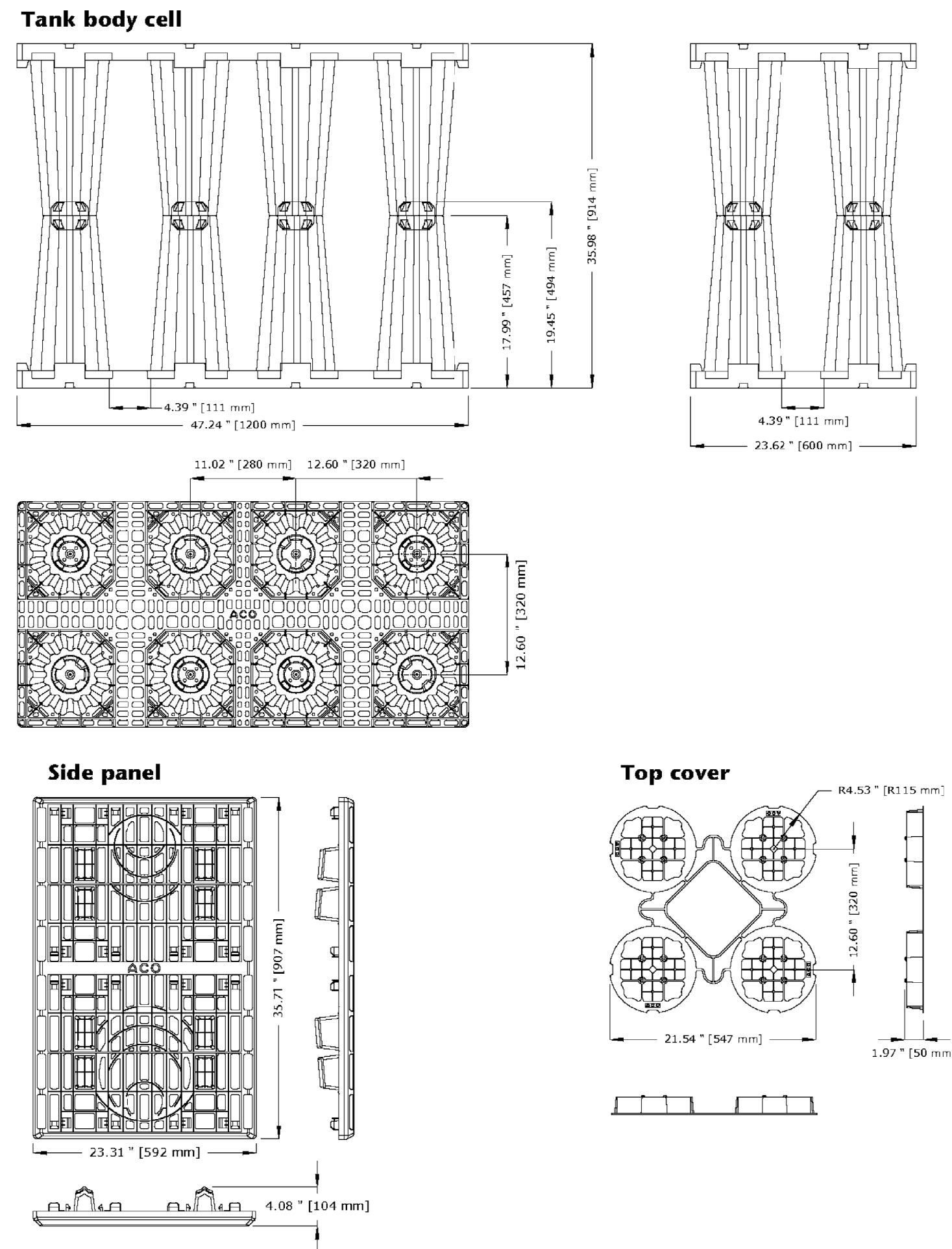
ISB-1L-AH	INFILTRATION - STORMBRIXX SD ONE LAYER WITH ACCESS PLATES		
DATE: 04/23/19	INSTALLATION DRAWING - ACO STORMBRIXX		
ISSUE: B	Arizona Tel: 888-490-9552	e-mail: info@acousa.com	Ohio Tel: 800-543-4764
		www.acousa.com	South Carolina Tel: 800-543-4764



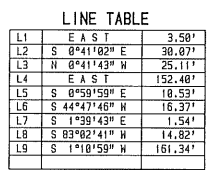
NOTE:
PAVEMENT CUTTING OFFSET SHOULD BE DIMENSIONED FORM THE EXISTING SHOULDER LINE. ONLY PLACE PAVEMENT CUT LINES PARALLEL OR PERPENDICULAR TO THE ADJACENT STRIPING. PLACE AT THE EDGE OR CENTER OF THE LANE BUT NOT IN THE WHEELPATH.

ACO STORMBRIXX SD

Stormwater Detention/Infiltration/Retention System



SHEET NO.		8	
DETAIL SHEET		MAPLETON, UTAH	
DECEMBER 2021		COUNTY, UTAH	
GRINDSTONE ESTATES		PHONE: 801-655-0566	
A SINGLE FAMILY DEVELOPMENT		FAX: 801-655-0109	
ATLAS ENGINEERING		946 E. 800 N. SUITE A	
L.L.C.		SPANISH FORK, UT 84660	
2/2/2021		2:42:04 PM PST	
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-		BY	



NARRATIVE:

BASIS OF BEARING IS UTAH COORDINATE BEARINGS, CENTRAL ZONE.
S = 0°+42'23" BETWEEN THE WEST 1/4 CORNER AND THE SOUTHEAST
CORNER SECTION 8E, TOWNSHIP 8 SOUTH, RANGE 3 EAST, SLOAN COUNTY,
NEBRASKA. THIS IS TO COMPARE DEEDED PROPERTY AGAINST EXISTING
PROPERTY IN ADJUT POSSESSION AND PREPARE A SURVEYED BOUNDARY
DESCRIPTION.

SURVEYORS CERTIFICATE:

I, BARRY L. FREITHMAN, A LICENSED SURVEYOR HOLDING CERTIFICATE No
156405, DO HEREBY CERTIFY THAT THE PLAT SHOWN HEREON WAS PREPARED
FROM A FIELD SURVEY MADE UNDER MY DIRECTION AND CORRECTLY SHOWS
THE DIMENSIONS AND MONUMENTS OF THE ABOVE DESCRIBED PARCEL OF
LAND TO THE BEST OF MY KNOWLEDGE AND BELIEF.

BARRY L. FREITHMAN DATE

LEGEND:

- = 5/8" REBAR WITH ORANGE CAP MARKED ATLAS ENGINEERING.
- — — — RAY WHITING DEED LINES
- - - - - ADJACENT LAND OWNER DEED LINES
- ✕ — ✕ — ✕ EXISTING FENCES



Development Review Committee Minutes

February 4, 2022

On December 30, 2021 revised plans were submitted for the Grindstone Estates subdivision consisting of 49 lots. The items below include 1) requested changes to the submitted plans, 2) other items required as part of the application and/or 3) informational items regarding city standards.

Community Development Division

Sean Conroy, Community Development Director

Phone: (801) 806-9101 Email: sconroy@mapleton.org

1. Please provide a landscape plan for Highway 89 and entrance feature. Plan shall include local-scape landscaping rather than just sod.
2. All boundary gaps and overlaps shall be resolved prior to plat recording.
3. The entry landscape feature shall be maintained by the owners of the lots on which they are located.

Engineering and Public Works Division

Steven Lord, P.E. Public Works Director/City Engineer

Phone (801) 489-6253 Email: slord@mapleton.org

Engineering Reports

1. The applicant must submit plans to Hansen, Allen, & Luce (see attached form) to be added into the City's water model. The applicant shall be responsible for the cost of this review.
2. Please submit the plans to Fransen Civil Engineers and provide a letter from them stating that the irrigation design meets the requirements of Mapleton Irrigation Company.
3. A UDOT access permit will be required.
4. Each STORMBRIX chamber needs volume in cubic feet callout and number of tank body cell callouts, either in the SD report with a map or directly on the plans

Streets

1. Widen entrance on HWY 89 to accommodate future signal following the TIS guidance. Curb returns must line up with Sunrise Ranch Drive, please show this on the plans.
2. Add street centerline geometry labeling
3. Move STOP and STREET sign @ intersection of 400 N and 1100 W to southeast corner
4. Please add crosswalk striping to 400 North intersections
5. Add vertical curve to STREET 2. Max geometric change in slope is 1%
6. STOP signs only at the intersections with 400 North. All other intersections should be YIELD signs.



Sewer

1. STREET 2 is missing the sewer profile on SHEET PP10

Power and Fiber

1. Intersections with 400 North should have streetlights on 2 corners
2. Please submit power plans as soon as possible so the city can design the required fiber network

Pressurized Irrigation

1. PI Main crossing of HWY 89 must be 12"
2. Include services for HWY 89 landscaping
3. Lots 1-2 are missing PI services

Storm Drain

1. Inlets immediately prior to storage chambers must be pre-treatment inlets with snout and oil absorbent pillows – where is the note?
2. More information is needed for the STORMBRIX chambers, inlet elevations, cleanout access locations, pipe size and material etc.
3. Missing elevation information on SD manhole in HWY 89 Sheet PP-15
4. Minimum storm drain RCP pipe slope is 0.4%, please correct everywhere
5. Max inlet spacing 300'

Culinary Water

1. Add valve to west side of connection in HWY 89
2. Crossing of HWY 89 must be 12"
3. Upsize HWY 89 culinary main to 8" per city master plan
4. Ensure 10' separation between water services and sewer services, multiple locations

Irrigation

1. MIDC Irrigation facilities need to be in a dedicated easement

General

(These items are intended for reference purposes only. Notice to proceed with construction will not be given until these items are either noted on the plans or discussed in a pre-construction meeting). Items *highlighted* must be submitted prior to final approval.

An excavation permit, available online at www.mapleton.org will be required for all work performed in the city right-of-way.

All utility crossings will be marked with etchings in the back of curb.

Please follow APWA standards and specifications unless otherwise identified in the Mapleton City Supplement to APWA Standards and Specifications available online at www.mapleton.org.



A Storm Water Pollution Prevention Plan (SWPPP) permit will be required. Please contact JD Shepherd at Mapleton City Public Works with questions.

Any work on Mapleton Irrigation Company ditches will be approved by the Irrigation Company.

Any work on dry utilities including but not limited to power, gas, and communications will be coordinated and approved by the relevant utility company and must be installed within the public utility easement.

Concrete Collars will be required on all valves and manholes in the roadway.

Please ensure 10' separation between culinary water and sanitary sewer lines.

A maintenance plan and agreement will be required and recorded for all storm drain retention basins.

A note must be placed on the plans to identify any existing fences and/or improvements on adjacent properties. If construction requires the removal of or results in damage to these items, they must be replaced before the final development inspection can be completed.

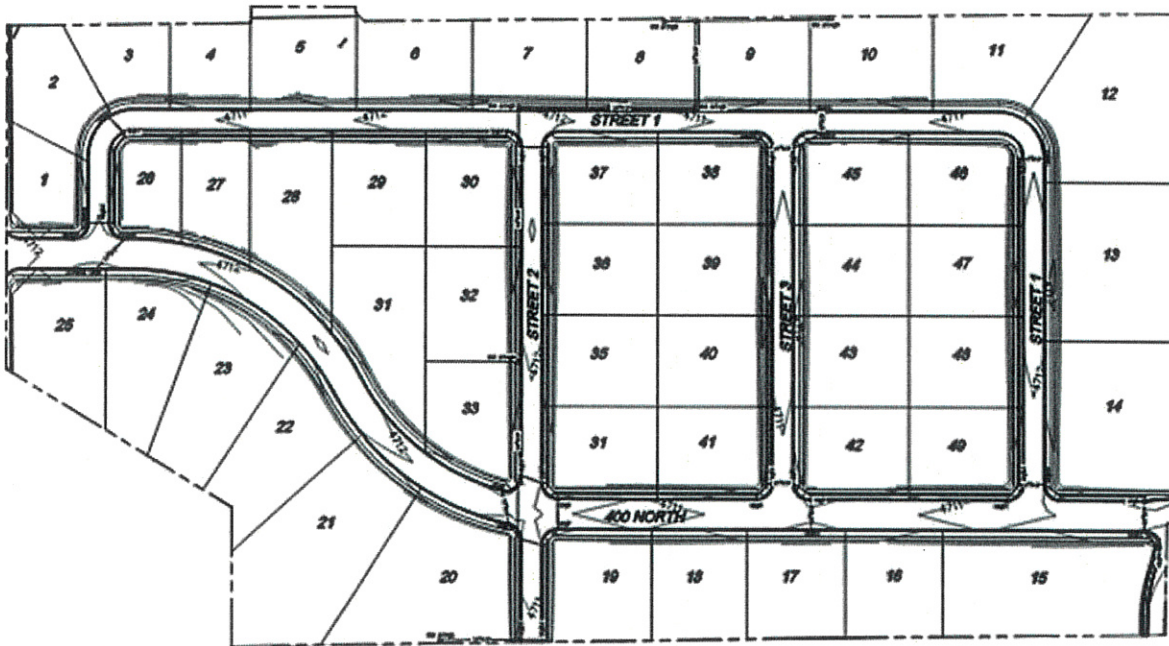
A stamped and signed plan set will be delivered electronically to the City Engineer prior to commencement of any construction.

FYI, Prior to plat recording:

- ☐ Revise drawings to address any outstanding issues raised in the DRC comments and/or project conditions.
- ☐ Applicant may choose to either 1) establish a performance bond and durability bond agreement prior to plat recording (see attached bond estimate) or 2) to install any required improvements (i.e. utilities, roads, curb, gutter, sidewalk, etc.) without a performance bond (10% durability bond still required). If option 2 is selected, the plat will not be recorded until the City has accepted the improvements.
- ☐ Payment of impact fees \$224,121.59 (\$4,573.91). An additional fee of \$10,089.52 per lot will be required at the time of building permit.
- ☐ Payment of engineering inspection fee of \$9,800 (\$200 per lot).
- ☐ Payment of slurry fee (\$.18 per square foot of roadway).
- ☐ Submit final mylar with all required signatures.
- ☐ Submit a check made out to Utah County Recorder for \$50 per page and \$2 per lot.
- ☐ Submit 68 acre-feet of water certificates/rights.
- ☐ Submit 17 TDRs.
- ☐ Contact Post Office regarding placement of cluster mailbox.

Grindstone Estates

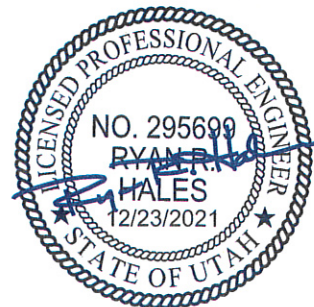
Traffic Impact Study



Mapleton, Utah

December 23, 2021

UT21-2079



EXECUTIVE SUMMARY

This study addresses the traffic impacts associated with the proposed Grindstone Estates development located in Mapleton, Utah. The Grindstone Estates development is located east of the Sunrise Ranch Drive / 1600 West (U.S. 89) intersection, and west of 1100 West.

The purpose of this traffic impact study is to analyze traffic operations at key intersections for existing (2021) and future (2026) conditions with and without the proposed project and to recommend mitigation measures as needed. The morning and evening peak hour level of service (LOS) results are shown in Table ES-1. Recommended storage lengths are shown in Table ES-2.

Table ES-1: Morning and Evening Peak Hour Level of Service Results

Intersection		Morning Peak Hour Level of Service			
		Existing (2021)		Future (2026)	
		BG	PP	BG	PP
1	Sunrise Ranch Drive / 1600 West (U.S. 89)	b	b	b	c
2	1040 West / 400 North	a	a	a	a
3	1100 West / 400 North	-	a	-	a
Intersection		Evening Peak Hour Level of Service			
		Existing (2021)		Future (2026)	
		BG	PP	BG	PP
1	Sunrise Ranch Drive / 1600 West (U.S. 89)	e	f	e	f
2	1040 West / 400 North	a	a	a	a
3	1100 West / 400 North	-	a	-	a
1. Intersection LOS values represent the overall intersection average for roundabout, signalized, and all-way stop-controlled (AWSC) intersections (uppercase letter) and the worst movement for all other unsignalized intersections (lowercase letter)					
2. BG = Background (without project traffic), PP = Plus Project (with project traffic)					
Source: Hales Engineering, December 2021					

Table ES-2: Recommended Storage Length

Intersection	Recommended Storage Lengths (feet)															
	Northbound				Southbound				Eastbound				Westbound			
	LT		RT		LT		RT		LT		RT		LT		RT	
	E	P	E	P	E	P	E	P	E	P	E	P	E	P	E	P
1 Sunrise Ranch Drive / 1600 West (U.S. 89)	100	-	-	-	100	-	-	-	100	-	100	-	-	50	-	50

1. Storage lengths are based on 2040 95th percentile queue lengths and do not include required deceleration / taper distances

2. E = Existing storage length (approximate), if applicable; P = proposed storage length for new turn lanes or changes to existing turn lanes, if applicable

Source: Hales Engineering, December 2021

SUMMARY OF KEY FINDINGS & RECOMMENDATIONS

Project Conditions

- The development will consist of 49 single-family detached homes
- The project is anticipated to generate approximately 524 weekday daily trips, including 40 trips in the morning peak hour, and 52 trips in the evening peak hour

2021	Background	Plus Project
Assumptions	• None	• Separate left, through, and right turning legs on east and west legs of Sunrise Ranch Drive / 1600 West (U.S. 89)
Findings	• Poor LOS at Sunrise Ranch Drive / 1600 West (U.S. 89)	• Poor LOS at Sunrise Ranch Drive / 1600 West (U.S. 89)
Mitigations	• None – does not meet signal warrant	• None – does not meet signal warrant
2026	Background	Plus Project
Assumptions	• None	• Separate left, through, and right turning legs on east and west legs of Sunrise Ranch Drive / 1600 West (U.S. 89)
Findings	• Poor LOS at Sunrise Ranch Drive / 1600 West (U.S. 89)	• Poor LOS at Sunrise Ranch Drive / 1600 West (U.S. 89)
Mitigations	• None – does not meet signal warrant	• None – does not meet signal warrant

Sean Conroy

From: Michael Stark <
Sent: Thursday, February 03, 2022 10:33 PM
To: Sean Conroy
Subject: Fw: Please forward ASAP to Mayor and City Council Members
Attachments: Dear Mapleton City Council.docx

Hey Sean,

I see there is a new development proposal coming forward to the planning commission to our West. I'm forwarding the letter I wrote almost exactly a year ago to the city council. While the development is different (worse with more homes?), the principles I wrote about then apply today. Key points for this new Proposal include:

Rural Mapleton like our neighborhood should focus on DENSITY. The total number of homes proposed exceeds what the city council rejected just a year ago, when the "negotiate" down to a 39-home limit. Even that is too much for me. This proposal of 49 (?) homes should be voted down by the city council, and would in effect be sandwiching our neighborhood of 1 acre lots between a bunch of 1/3-1/2 acre lots. This is poor planning and not respecting the current neighbors. TDR or not, keep the total number of lots to a smaller number!

Traffic patterns are going to be a big issue. The more homes, the bigger the problem.

Road width on the side roads appears to be too narrow. You can't even park cars on the street it would seem! On this point, I was totally stumped as to why the road width on 800 N between 800 W and about 500 W became narrow instead of making it as wide as the road is just to the East leading to 300 W. Construction workers are now parking there, in effect making it a one-way street. This is terrible.

There should be a continuation of commercial property on highway 89, and not residential lots. What a terrible idea to put new residential lots on highway 89!!

You do a great job, Sean. I'm happy to talk more about this to get your perspective. I hope you'll share the concerns of our neighborhood with the planning commission.

Thanks,

Mike Stark
434 N 1040 W
801-310-7830

Dear Mapleton City Council and Mayor,

I am writing regarding the proposed development to be located at approximately 400 North 1200 West. Sean Conroy tells me the City Council will discuss this at a meeting on February 3rd. I don't see this meeting listed on the website. Perhaps it is not a public meeting. I wanted to make sure to convey the sentiments of local residents for the council meeting. I have communicated with Sean Conroy on the outcome of the planning commission meeting, and he tells me that some of my concerns are issues for the City Council. I ask that the following be considered as if I were there reading the statement in person:

The residents of the Mapleton Fields neighborhood reside on 1-acre lots extending along 1100 West and 1040 West, approximately between Maple Street and 800 North. The proposed development will impact our neighborhood more than any other in Mapleton. While I only speak for myself, neighborhood discussions tell me that many of my neighbors share these sentiments.

First, I am not opposed to growth and development in Mapleton. The new city plan promotes open space when smaller building lots are approved. A recently approved development to our East is an example of this. While the total number of lots is somewhat higher than desired, the incorporation of a 10+ acre agricultural/open space zone keeps the rural feel of Mapleton alive.

The new proposal to the West of our neighborhood and currently under your review doesn't fit the new city development plan. While development is inevitable, the number of proposed lots creates a population density that doesn't respect the nearest neighbors. As an example, A much more egregious rezoning occurred about 11 years ago, when the Whisper Rock subdivision was proposed and approved. This development is (thankfully) slow growing, but when complete, the housing density will negatively impact the rural feel of this area. The proposal before you isn't Whisper Rock, but the plan includes more than 40 homes plotted on approximately 27 acres (excluding the commercial plot). This, combined with no proposed open space, makes the plan significantly different from the 1-acre lots in Mapleton Fields.

Additionally, much of the traffic flow into Mapleton will be directed through 400 North and onto 1100 and 1040 West. When Whisper Rock is fully developed, the traffic burden on 1100 West and Maple Street will become high, and the proposed connector to Highway 89 adds traffic through the Mapleton Fields neighborhood.

First, I strongly urge you to limit the density of this proposed development. If 1-acre lots were proposed, an estimated 20-25 homes rather than 40+ would be developed. By requiring open space, by requiring larger lots, or a combination of these, the total lot density would fit well within the adjoining neighborhood. Second, I urge you to require an independent traffic flow analysis that takes into account a fully developed Whisper Rock and the planned developments to the East and West. Finally, please come and view the area in person before the Council meeting. You'll find that our neighborhood is a great example of rural Mapleton. We love our rural Mapleton! We moved to Mapleton Fields anticipating future developments around us would be 1+ acre lots. Please take action by limiting the number of homes proposed in this new development.

I sent this statement to a few of my neighbors over the weekend. While only a few have had a chance to reply, there is unanimous support for my statement, and strong sentiment to keep density low.

Thank you for considering the view of local residents as you deliberate the rezoning proposal.

Sincerely,

Michael Stark and Family