

City Council Staff Report

November 17, 2015

Applicant: Staff

Location: Mapleton and Surrounding Environs

Prepared by: Brian Tucker

Public Hearing Item: Yes

Zone: Various

ATTACHMENTS

1. Proposed Resolution
2. Draft Map #1 Mapleton City Master Street Plan Map
3. Change Log for August 2015 Transportation Amendments

REQUEST

Consideration of a resolution amending the Master Street Plan in the Mapleton City Transportation Master Plan to include potential connections to 1600 South in Springville and ultimately to Interstate 15 and minor adjustments to acknowledge roads that have been constructed, realigned and planned since the Transportation Plan was adopted on July 20, 2010.

BACKGROUND AND PROJECT DESCRIPTION

The Mapleton City Transportation Plan was adopted on July 20, 2010 and includes a Master Street Plan Map. This Master Street Plan Map is not only valuable for developers and staff in making decisions as to the location of streets and the configuration of development plans but is also relied upon for regional transportation planning decisions by the Mountainland Association of Governments (MAG), the Metropolitan Planning Organization of which Mapleton City is a part. Metropolitan Planning Organizations (MPO's) create Work Programs to illustrate to their members, the Federal Highway Administration, the Federal Transit Administration, the Utah Department of Transportation, the Utah Transit Authority and the general public where the transportation and planning resources are allocated.

Mapleton, Springville and Spanish Fork are working together to encourage MAG, UDOT and the state legislature to prioritize the creation of an additional highway exit on I-15 between Springville's 400 South exit and the HWY 6 exit in Spanish Fork. In the long term it is hoped that this interchange can be used to create a more direct mode of access to Mapleton City. The primary purpose of the proposed amendments to the street plan map is to help MAG through their traffic modeling activities to show the need for the three cities to have an additional exit from I-15 and for Mapleton to have a more direct access to the regional transportation infrastructure. In order for MAG to include proposed roads in their transportation model, the roads must be included on a city's adopted transportation plan. Mapleton's previous plan did not show any direct connections to the west or to future regional access opportunities. The primary reason for the timing of the proposed amendment is to get these access plans on Mapleton's adopted Transportation Plan.

As part of the Springville-Spanish Fork Area Transportation Study a number of options were analyzed to connect 1600 South in Springville to Mapleton in a more direct manner. Included on the proposed master street plan are the two preferred alternatives of both Springville and the Mapleton City Staff. In the long term Staff is committed to creating a direct connection to Maple Street. However, given the likely costs of such a

connection and what MAG believes to be a near term lack of justification in terms of current need, it is likely that in the interim a more direct connection between 1600 South in Springville and 1600 North in Mapleton will be more easily justified by projected usage in the traffic modeling. Therefore Staff proposes the inclusion of both the 1600 North and Maple Street connections on the adopted plan.

In addition to the amendments for regional transportation planning purposes, the proposed map amendments include roads that have been constructed since the plan was last adopted and road alignments that have been amended as part of the approval of the various development proposals since 2010. The obvious ramifications of these decisions by the City Council, through the recommendations of the Planning Commission, have also been amended in the proposed plan.

The Planning Commission recommended approval of the amended Mapleton City Master Street Plan on August 13, 2015 after having held a public hearing on the matter.

STAFF RECCOMENDATION

Recommend the City Council adopt the resolution approving the amended Mapleton City Master Street Plan Map.

**RESOLUTION NO. 2015-
A RESOLUTION AMENDING MAP #1 MAPLETON CITY MASTER STREET
PLAN, AN OFFICIAL MAP OF THE MAPLETON CITY TRANSPORTATION
MASTER PLAN**

WHEREAS, Utah Code Section 10-9a-401 requires municipalities to prepare and adopt a comprehensive, long range plan for the present and future needs of the municipality and the growth and development of land within the municipality; and

WHEREAS, Utah Code Section 10-9a-402 requires municipalities to include, as a plan element, a transportation and traffic circulation element consisting of the general location and extent of existing and proposed freeways, arterial and collector streets, mass transit, and any other modes of transportation that the planning commission considers appropriate, all correlated with the population projections and the proposed land use element of the general plan; and

WHEREAS, In July, 2010 Mapleton City adopted the Mapleton City Transportation Plan in compliance with Utah Code. The adopted plan included a number of maps, including “Map #1 Mapleton City Master Street Plan”, to graphically illustrate the plan; and

WHEREAS, Utah Code Section 10-9a-404 allows the legislative body of a municipality to make amendments to the general plan after the Planning Commission has held a public hearing and made a recommendation; and

WHEREAS, the Planning Commission held a public hearing and recommended approval of the proposed amendments on August 13, 2015.

NOW THEREFORE, BE IT RESOLVED by the City Council of Mapleton, Utah, to amend Map #1Mapleton City Master Street Plan, an official map of the Mapleton City Transportation Plan as illustrated by Exhibit “A”.

PASSED AND ORDERED PUBLISHED BY THE CITY COUNCIL OF MAPLETON,
UTAH,

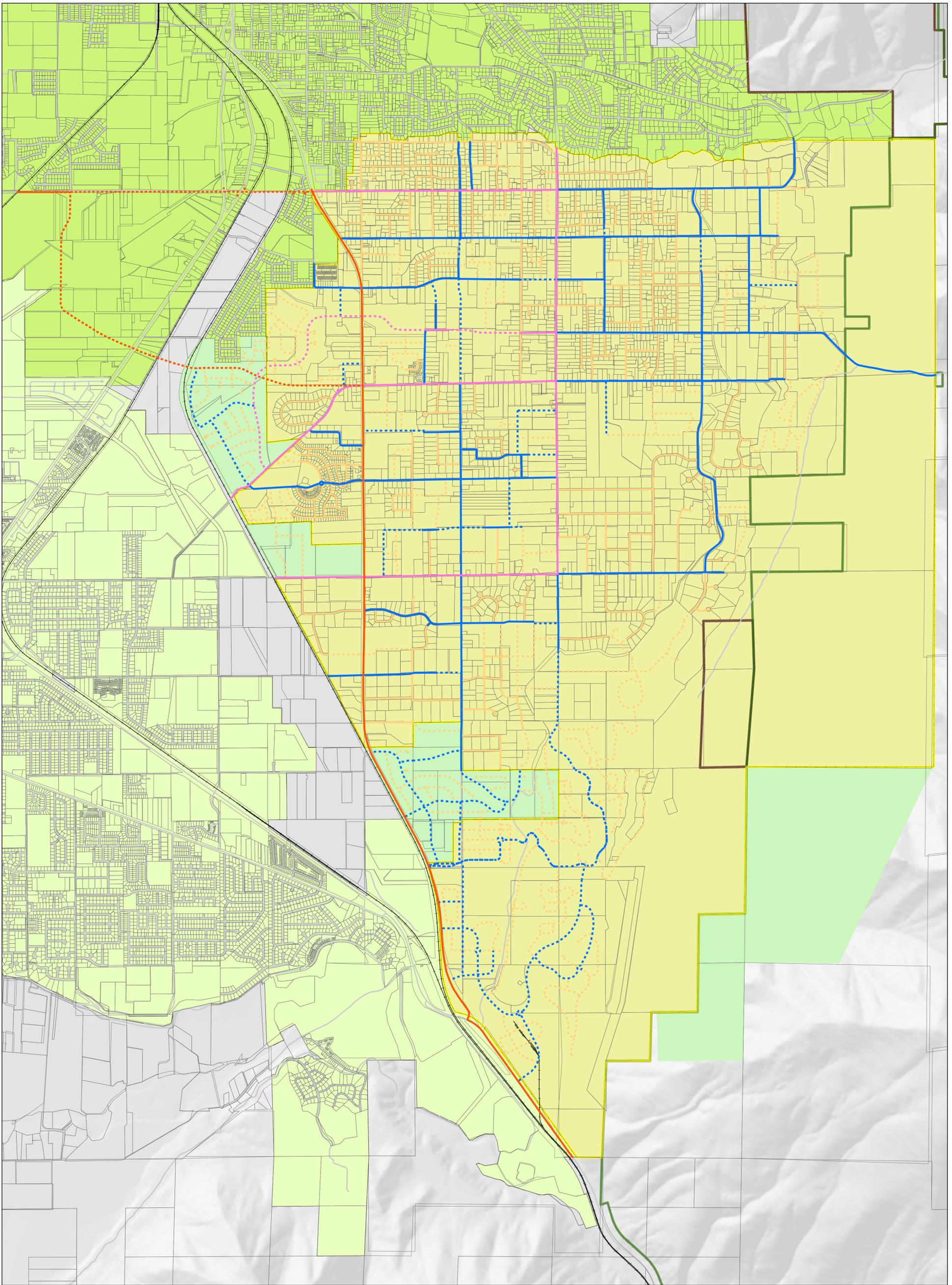
This 17th Day of November, 2015.

Brian Wall
Mayor

ATTEST:

Camille Brown
City Recorder

Publication Date:
Effective Date:

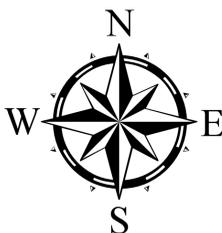


Map #1 Mapleton City Master Street Plan Map



MAPLETON CITY CORPORATION

Mapleton City makes no warranty with respect to the accuracy, completeness, or usefulness of this map. Mapleton City assumes no liability for direct, indirect, special, or consequential damages resulting from the use or misuse of this data. For additional information, please contact Mapleton City. Last Updated 8/13/2015



0 0.25 0.5 1 Miles

Legend

- Existing Arterial Road (UDOT)
- - - Proposed Arterial Road
- Existing Collector Road - 66'-80' ROW
- - - Proposed Collector Road - 66'-80' ROW
- Existing Major Local Road - 56'-66' ROW
- - - Proposed Major Local Road - 56'-66' ROW
- Existing Minor Local Road
- - - Proposed Minor Local Road
- Tax Parcels
- Mapleton Boundary
- Other Roads
- Uinta National Forest
- Annexation Declaration Areas
- Mapleton
- Spanish Fork
- Springville

Change Log for August 2015 Transportation Amendments

- Added proposed extensions of 1600 South in Springville and ultimately I-15 in accordance with MAG preferred alignments to 1600 North and Maple Street
- Minor Realignment of proposed street system in the western annexation area to accommodate Maple Street alignment from MAG study
- Added 1030 West and a portion of 1200 South as existing roads (Breckenridge Subdivision)
- Added 500 West and a portion of 1200 South as existing roads (Silverado Subdivision)
- Minor realignment of the proposed 1200 South between 300 and 1400 West to align with the portions of 1200 South constructed for the Breckenridge and Silverado Subdivisions.
- Removed proposed 1400 South alignment between 300 and 600 West. (Precluded by the Silverado Subdivision)
- Added 300 West between 600 and 800 South, 600 South between 250 and 400 West, and 730 South as existing roads (Diamond Back Subdivision)
- Added Rose Circle as an existing road (Sweet Water Estates)
- Added portion of Harvest Parkway constructed for the new school as an existing road
- Added 200 West, 1000 North and 120 West as existing roads (Plumb Creek Subdivision)
- Added proposed extension of 120 West south from 'Plumb Creek' project to the proposed 800 North extension between Main St and 300 West
- Added proposed minor roads 930 West, 900 South and 980 West in accordance with the approved 'Emerald Estates' project
- Added 1400 North and 100 West as proposed roads to reflect the proposed Union Meadows Subdivision
- Minor Alignments of proposed portions of 800 West between Maple Street and 1200 North to align with existing intersections, avoiding future offset intersections
- Minor Alignment of proposed 1040 West to align intersection at 800 North with existing intersection
- Realigned proposed roads within the 'Stonebridge' project area (approx. 500 West between 800 and 1200 North) to reflect approved plans
- Added/realigned proposed roads within the 'Walter Farms' project area to reflect approved plans. Removed proposed 600 North to reflect the approved 'Walter Farms' street system and the impracticality of the roadway due to the location of existing easements and structures (approved as part of the Walter Farms project approval)
- Added 700 North and 200 East as existing roads (Ponderosa Subdivision)
- Realigned proposed roads within the 'Mapleton Heights' project area to match current conceptual land use plan.
- Deleted proposed roads within the 'Pointe at Maple Mountain' project area as the future of this project and road network is unknown. Added generic proposed roads to show desired connectivity with surrounding existing and proposed road network.
- Added generic proposed roads through the Meyers Family and BYU properties adjacent to the 'Mapleton Heights' and 'Mapleton Village/Presidio' projects to show desired connectivity with surrounding existing and proposed road network.
- Minor realignment of the proposed major local street connection of the 'Mapleton Heights' road network to the future extension of Hidden Canyon Drive through the Ludlow property.
- Changed a number of roads that have been constructed in Harvest Park from 'proposed' to 'existing'.
- Minor adjustments to centerlines of a number of existing roads to match Utah County Data